



**Safety Research & Strategies, Inc.**

340 Anawan Street / Suite 200

Rehoboth, MA 02769

Ph. 508-252-2333, Fax 508-252-3137

*www.safetyresearch.net*

**Appendix A: Toyota SUA Incidents Resulting in Fatalities Included in SRS Analysis**

The attached appendix is comprised of Toyota SUA incidents reported from January 1, 1999 to September 7 that resulted in fatalities and were included in the SRS analysis.

Sources of these reports include:

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

**Safety Research & Strategies**

***Update Report: Toyota Sudden Unintended Acceleration: Appendix A***

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304888 , 10121117  
**Date of Incident:** 19920303  
**Vehicle:** 1992 TOYOTA 4RUNNER  
**Location of Incident:** LAUREL, MD

**NHTSA Summary:**

A 1992 TOYOTA 4-RUNNER WAS PURCHASED AND WE ONLY HAD IT FOR TWO WEEKS. THE TRUCK WAS DRIVEN TO WEST VIRGINIA. THE NEXT DAY THE TRUCK SUDDENLY ACCELERATED AT A HIGH SPEED AND WHEN THE BRAKES WERE APPLIED IT WOULD NOT STOP. IT CRASHED AND FLIPPED OVER. MY HUSBAND DIED IN THAT TRUCK. THERE WAS A LAW SUITE BUT IT NEVER WENT TO COURT AFTER FIVE YEARS. MY LAWYERS GAVE UP. TOYOTA NEVER SETTLED WITH ME AND ONLY SAID IT WAS DRIVER ERROR. THE ENGINEER WHO WAS ON THE CASE SAID THERE WAS A DESIGN DEFECT BUT THEY COULD NOT PROVE IT. SEE ALSO ODI 10121117 \*DSY \*TR , MY HUSBAND, STANLEY W. SIRNIK BOUGHT A 1992 TOYOTA 4-RUNNER. HE ONLY HAD IT FOR TWO WEEKS WHEN HE DECIDED TO TRAVEL TO WEST VIRGINIA. STANLEY, MY BROTHER -IN-LAW AND MY YOUNG SON WAS COMING BACK FROM SHOPPING THE NEXT DAY. STANLEY PUT THE TRUCK INTO CRUISE CONTROL AT 40 MPH. HE WAS TRAVELING ALONG AT 40 MPH WHEN ALL OF SUDDEN THE TRUCK STARTED TO ACCELERATE UP TO A VERY HIGH SPEED. HE TRIED TO TAKE IT OUT OF CRUISE CONTROL BUT HE COULD NOT. HE APPLIED THE BRAKES, BUT THE BRAKES WOULD NOT WORK. TO KEEP FROM GOING OVER A CLIFF, HE RAN UP AN EMBANKMENT AND THE TRUCK FLIPPED OVER. STANLEY WAS KILLED INSTANTLY. HIS BROTHER WAS BADLY INJURED AND MY SON WAS IN THE BACK SEAT IN SHOCK. I RETAINED TWO LAW FIRMS. THE ENGINEERS SAID THE CRUISE CONTROL CAUSED THE ACCIDENT BECAUSE OF A DEFECT IN THE DESIGN. RIGHT BEFORE IT WAS TIME TO GO TO COURT IN JANUARY OF 1996, MY BIG LAWYERS ASKED THE COURT TO WITHDRAW FROM THE CASE. THE COURT GRANTED THEIR WISH. I NEVER KNEW WHAT WAS GOING ON WITH MY CASE AND WHY MY LAWYERS WANTED TO WITHDRAW AFTER KEEPING AND WORKING ON THE CASE FOR FOUR YEARS. THE LAWSUITE WAS FILED IN THE STATE OF MARYLAND. IT WAS ALL SET TO GO TO COURT WITH A JURY TRIAL. THIS ACCIDENT HAPPENED MARCH 2. 1992. THE LAW FIRMS WERE MCCARTHY, BACON, COSTELLO, WASHINGTON BUSINESS PARK SUITE 300, 4640 FORBES BOULEVARD, LANHAM, MD 20706 AND SCOTT W. ROONEY, ESQUIRE, CHARFOOS & CHRISTENSEN, P.C. DETROIT, MICHIGAN 48202.

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10321822  
**Date of Incident:** 20000205  
**Vehicle:** 1995 TOYOTA COROLLA  
**Location of Incident:** YUCAIPA, CA

**NHTSA Summary:**

TL - CONTACT PARENTS OWNED A 1995 TOYOTA COROLLA. OWNER WAS BACKING OUT OF DRIVEWAY ON A CLEAR DAY GOING ABOUT 2 MPH. THE VEHICLE ACCELERATED AND SPUN AROUND IN THE STREET AND THEN "JUMPED" UP IN THE LAWN. PASSENGER WAS EJECTED FROM VEHICLE AND FATALLY INJURED. POLICE WERE CALLED AND FILED A POLICE REPORT. FIRE DEPARTMENT ALSO RESPONDED AND FILED A REPORT. CONTACT ALSO HAS MEDICAL REPORTS. FAILURE MILEAGE WAS APPROXIMATELY 50,000. CURRENT MILEAGE IS UNKNOWN. VIN UNKNOWN. RD

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10313802

**Date of Incident:** 20010527  
**Vehicle:** 1999 TOYOTA SIENNA  
**Location of Incident:** WOODINVILLE, WA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 1999 TOYOTA SIENNA. THE CONTACT STATED THAT THE VEHICLE ACCELERATED IN REVERSE AND HIT SOMEONE THAT WAS STANDING IN THE GARAGE. THERE WAS ONE FATALITY DUE TO THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 3500. THE VIN WAS NOT AVAILABLE.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20020411  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** FT LEE, NJ

**NHTSA Summary:**

**Additional Summary:**

THE ORIGINAL LEAD TO THIS INCIDENT COMES FROM DIGG DIALOGUE:

I was a General Manager of one of your largest dealerships in the US. I was aware that this problem dates back to 2004. In fact, there was a death involved in a sudden acceleration incident at an Atlantic City Hotel in a Camry that our dealership sold. At this point is Toyota's position going to change as to the dates involved?

THE FOLLOWING IS A NEWS ARTICLE REGARDING THIS CRASH:

**DEADLY N.J. CASINO CRASH**

New York Post - New York, N.Y.

Author: BRAD HUNTER and ZACH HABERMAN

Date: Apr 12, 2002

Start Page: 017

Section: News

Text Word Count: 171

Document Text

A car crash at an Atlantic City casino killed a woman and injured four other people yesterday. Cops say the accident occurred in front of Harrah's at 1:22 p.m. when Irene Ralston, 66, of Ft. Lee, N.J., drove her new Toyota Avalon into the hotel's entranceway.

Witness Candy Schwartz, 52, was just leaving the casino when the tragedy occurred. "It was boom! One guy went flying into the air, and then suddenly there were people lying injured all over the place," Schwartz said. "She didn't stop until she hit the wall. She came barreling in." Schwartz's husband, Alan, 42, said one victim bounced off the hood of the car "like a rag doll." He added that the carnage could have been worse.

"If she had her wheel turned more to the right, she would have gone all the way through the casino," Alan said. Two of the injured were hotel employees. The dead woman, who was 48, was not immediately identified. Police were investigating the cause and no charges were filed.

ABC 7 News reports

In April 2002, Kathleen Kelly was sitting on a bench outside Harrah's casino when an out of control Toyota Avalon shot across the road, tossing one person into the air before plowing into Ms. Kelly, killing her instantly.

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The driver was never charged, so for years, the cause of this horrific fatal accident remained a mystery to her family, until all the recent news about Toyota recalls.

"They're saying gas peddle sticking. This is too weird, you know, that's what the woman said that hit my sister. I was flabbergasted," said Teore. That's when the sister contacted Eyewitness News and we started investigating, but because of the age of the case, police and court records had been purged.

The driver declined to talk Eyewitness News, as did the injured casino worker.

Then Eyewitness News uncovered the Medical Examiner's report on the death of Kathleen Kelly.

Inside the report, the Medical Examiner states that the driver "Told police the car suddenly accelerated" and even more troubling, he says she told police "She had just gotten the car back from the dealership" where it had been checked for "Unexpected Acceleration" but was told the "Vehicle was fine."

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**Toyota ID Number:**

**NHTSA ODI Number:** 10317472

**Date of Incident:** 20020621

**Vehicle:** 1997 TOYOTA CAMRY

**Location of Incident:** PORTER RANCH, CA

**NHTSA Summary:**

WHILE DRIVING AT APPROX. 70 MPH. ON CRUISE CONTROL. CANCEL CRUISE CONTROL WAS PUSHED. HOWEVER, THE ACCELERATOR STUCK. CAUSING THE A HEAD-ON COLLISION. THE DRIVER OF THE OTHER CAR WAS KILLED ON IMPACT.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10094578

**Date of Incident:** 20040106

**Vehicle:** 2003 TOYOTA CAMRY

**Location of Incident:** MASHPEE, MA

**NHTSA Summary:**

WHILE IN A PARKING LOT AND BACKING OUT OF A PARKING SPACE VEHICLE ACCELERATED, HITTING A PEDESTRIAN. \*AK

**Additional Summary:**

Per news article in the Palm Beach Post dated March 17, 2004

"A Boynton Beach woman hit by a vehicle at a suburban Delray Beach shopping center died Monday, the Palm Beach County sheriff;s Office said. Blossom S. Malick, 79, sustained serious injuries when a 2003 Toyota hit her in the parking lot of the Lakeside Shoppes at 5869 West Atlantic Ave. according to a report. Malick was getting into her parked 2004 Chrysler about 5:55 p.m. when Leonard H. Rubin, 87, of Delray Beach ran into her as he pulled out of his parking space, a report stated. The sheriff's office is investigating."

According to Rubin's family: he was never charged in the incident and Malick's family never sued. Rubin's son-in-law Marvin Cohen reported crash to NHTSA, received a call back and was told that the evidence in the crash as "inconclusive" and that they would keep it on file.

USA TODAY News Article "They died in Toyotas, leaving many questions" -

"Leonard Rubin, then 88, was backing out of a handicap parking spot outside 3 G's Deli on Atlantic Avenue in Delray Beach, when his car accelerated and pinned Malick against her car. She died the same day.

Rubin told police that the car malfunctioned and accelerated on its own. He also said the brakes wouldn't work. He managed to move the car away from Malick after the crash and park about 20 feet away.

Rubin, who was issued a citation by Palm Beach County officers, had purchased the car the previous summer. It had just 2,100 miles on it. He refused to drive it again and returned it to the Massachusetts dealer.

Rubin died in April 2008."

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**Toyota ID Number:**

**NHTSA ODI Number:** 10065859

**Date of Incident:** 20040122

**Vehicle:** 2002 TOYOTA CAMRY

**Location of Incident:** CAMARILLO, CA

**NHTSA Summary:**

WITNESSES SAW MY PARENTS VEHICLE (A 2002 TOYOTA CAMRY) COMING TO A STOP AND THEN SUDDENLY ACCELERATE.\*AK

**Additional Summary:**

Crash happened in Las Vegas, NV

Per USA Today news article "They died in Toyotas, leaving many questions":

"George Yago was attempting to park his car on the fourth floor of a casino parking lot when the car accelerated off the side of the parking deck and fell to the ground. He and his wife of 49 years died, and the crash left their only son wondering whether his father had suffered from a heart attack moments before the crash.

According to newspaper reports, witnesses saw the Camry stop, then accelerate. It jumped a curb and then plowed through a wall. It landed on its roof.

The son, George Yago III, did not respond to requests for an interview. But he filed a complaint about his parents' car with NHTSA in April 2004, just a few months after his parents' crash, and years before the recalls."

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**Toyota ID Number:**

**NHTSA ODI Number:** 10171110

**Date of Incident:** 20040314

**Vehicle:** 2004 TOYOTA CAMRY

**Location of Incident:** BANGOR, CA

**NHTSA Summary:**

MY MOTHER AND FRIEND STARTED OUT FOR CHURCH, THE FRIEND HAD COME TO PICK HER UP WHEN THE 2004 TOYOTA CAMRY WITH LESS THAN 3000 MILES ON IT WAS HAVING DIFFICULTY SHIFTING INTO REVERSE, THEN WHEN SHE SHIFTED INTO DRIVE THE CAR ACCELERATED UNCONTROLLABLY EST SPEED ON 80 - 92 MILE A HOUR IN LESS THAN 250 FT WHEN THE CAR HIT A MOBILE HOME. THEY HIT SO HARD IT MOVED DOUBLE WIDE ALMOST A FOOT. KILLING MY MOTHER THE PASSENGER AND INJURY TO HER FRIEND THE DRIVER. NO AIR BAG DEPLOYED AND WHEN TOYOTA WAS CONTACTED THEY REFUSED TO SPECK TO US. ATTORNEYS HAVE SAID THAT TOYOTA IS SO BIG, NOT COST AFFECTIVE....SO I WATCH AND IN TWO YEARS THERE ARE MANY MANY MORE NOW....HOW MANY MORE HAVE TO DIE BEFORE SOMETHING IS DONE. SEE ALSO 10074472. \*DSY \*NM; 'DIFFICULTY SHIFTING FROM PARK TO REVERSE, THEN UPON SHIFTING INTO DRIVE THE CAR ACCELERATED UNCONTROLLABLY, WOULD NOT STOP, COLLIDED WITH

A MOBILE HOME, AIR BAGS DID NOT DEPLOY, RESULTING IN THE DEATH OF ONE PASSENGER AND INJURY OF DRIVER \*LA

**Additional Summary:**

FROM NEWS ARTICLE DATED MARCH 15, 2004

"A 67-year-old Phoenix woman on her way to church died Sunday when a car driven by her 86-year-old friend crashed into the front of a mobile home.

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**Toyota ID Number:**

**NHTSA ODI Number:** 10065362

**Date of Incident:** 20040316

**Vehicle:** 2003 TOYOTA CAMRY

**Location of Incident:** MT VERNON, IN

**NTHSA Summary:**

WHEN COMING OUT OF A PARKING LOT ACCELERATOR STUCK, CAUSING THE VEHICLE TO ACCELERATE OUT OF CONTROL. VEHICLE GRAZED ANOTHER VEHICLE, WENT ACROSS A STREET, GRAZED A BUILDING, AND DROVE STRAIGHT INTO ANOTHER BUILDING. DRIVER WAS CONSCIOUS WHEN PARAMEDIC ARRIVED. THEY FOUND THE DRIVER WITH BOTH FEET STILL ON THE BRAKE PEDAL. DRIVER WAS TRANSPORTED TO THE HOSPITAL, AND LATER DIED DUE TO FATAL INJURIES FROM THE CRASH. THE INSURANCE COMPANY PRESERVED THE VEHICLE AS EVIDENCE. THE POLICE REPORT STATED THE CRASH WAS DUE TO A MECHANICAL DEFECT. \*AK \*NM

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10315862

**Date of Incident:** 20050709

**Vehicle:** 2000 TOYOTA TUNDRA

**Location of Incident:** SAN JOSE, CA

**NTHSA Summary:**

WERE WERE DRIVING ON I-10 IN TEXAS IN OUR 2000 TOYOTA TUNDRA TRUCK ON 7/9/2005. THE RAIN WAS ON AND OFF. I WAS DRIVING UNDER THE SPEED LIMIT DUE TO THE VISIBILITY. THE TRUCK SUDDENLY ACCELERATED AND WENT OFF THE ROAD, OVERTURNED. MY WIFE WAS SITTING IN THE BACK. SHE WAS EJECTED AND KILLED. IT WAS SO SUDDEN AND I DID NOT KNOW WHAT TO THINK. I THOUGHT IT COULD BE THE SLIPPERY CONDITION OF THE ROAD CAUSING THE TRUCK TO GO FASTER. IS THERE ANY SIMILAR REPORT REGARDING THE 2000 TUNDRA? I JUST WANT TO GET RID OF THE DOUBT THAT'S BEEN CARRIED WITH ME FOR THE LAST ALMOST 5 YRS. THE TRUCK HAD AROUND 28,000 MILES WHEN HAPPENED. THE TIRES ARE STILL NEW. THANK YOU FOR READING THIS. UPDATED 03/14/10 \*BF

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10321991

**Date of Incident:** 20060610

**Vehicle:** 1996 TOYOTA CAMRY

**Location of Incident:** ST PAUL, MN

**NTHSA Summary:**

RE: INSPECTION OF 1996 TOYOTA CAMRY INVOLVED IN 2006 FATAL CRASH, 1996 TOYOTA CAMRY 4 DOOR, MODEL LXS (MINNESOTA VEHICLE LICENSE KJL 696) STATE OF MINNESOTA V. KOUA FANG LEE(CRIMINAL VEHICULAR HOMICIDE). \*TWX THE DRIVER OF THE TOYOTA WAS CONVICTED IN 2007 OF CRIMINAL VEHICULAR HOMICIDE-GROSS

NEGLIGENCE WHICH KILLED THREE PEOPLE AND SEVERELY INJURED TWO OTHERS. THE DEFENDANTS ATTORNEY HAS RAISED CONCERNS THAT A SUDDEN ACCELERATION DEFECT IN THE TOYOTA CAMRY MAY HAVE CAUSED THE CRASH. UPDATED 03/30/10.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10315810

**Date of Incident:** 20060622

**Vehicle:** 2004 TOYOTA CAMRY

**Location of Incident:** SMYRNA, DE

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE VEHICLE ACCELERATED UNCONTROLLABLY WHILE DRIVING APPROXIMATELY 20 MPH AND CRASHED INTO A TREE. THE CONTACT HAD NO KNOWLEDGE OF WHETHER THE FAILURE PREVIOUSLY OCCURRED. A PASSENGER WAS KILLED WHEN THE CRASH OCCURRED. A DETAILED POLICE REPORT IS AVAILABLE. THE FAILURE MILEAGE WAS UNKNOWN. UPDATED 003/30/10 \*BF

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10310551

**Date of Incident:** 20061016

**Vehicle:** 2006 TOYOTA CAMRY

**Location of Incident:** CLIFFSIDE PARK, NJ

**NHTSA Summary:**

MY FATHER WAS DRIVING A 2006 CAMRY. HE WAS BACKING INTO A PARKING SPOT AT A SUPERMARKET SHOPPING CENTER IN PALISADES PARK, NJ. HE DECIDED TO GO FORWARD AND THEN BACK UP AGAIN. WHEN HE ATTEMPTED TO GO FORWARD SLOWLY AND BRIEFLY, THE ACCELERATOR OPENED FULL-THROTTLE. HE ATTEMPTED TO BRAKE AS HARD AS HE COULD BUT THE CAR KEPT ACCELERATING. HE HIT TWO PEOPLE WHILE TRYING TO BRING THE CAR UNDER CONTROL AND THEN SLAMMED INTO A LONG ROW OF SHOPPING CARTS. THE CAR SHUT OFF ONCE IT COLLIDED WITH THE CARTS. ONE OF THE PERSONS WAS KILLED. THE OTHER SUSTAINED A BROKEN ARM. THE CAR WAS EXAMINED BY THE PALISADES PARK POLICE AND FOUND TO HAVE NO OBSERVABLE DEFECT WITH THE ACCELERATOR. MY FATHER HAD THE CAR FIXED AND ENDED UP SELLING IT, SO IT IS STILL ON THE ROAD. I WOULD HAVE TO SEARCH HIS FILES AND SEE IF ANY INFORMATION WA SAVED ABOUT THE CAR. PERHAPS HIS VIN # WOULD BE TRACEABLE THROUGH HIS FORMER INSURANCE COMPANY, ALL-STATE, OR THE PALISADES NJ POLICE DEPT. \*TR UPDATED 03/14/10 \*BF

**Additional Summary:**

FROM NEWS ARTICLE "THEY DIED IN TOYOTAS,

"A pedestrian killed outside ShopRite Place: Palisades Park, N.J."

Date: Oct. 16, 2006

Deceased: Florence Dembek, 79 (pedestrian)

Vehicle: 2005 Toyota Camry (recalled)

Details: Myron Leeds, 79, from neighboring Cliffside Park, was trying to pull into a parking spot outside the ShopRite supermarket when he lost control.

His Camry slammed into one car, spun around, hit another car, then crashed into a motorcycle. It kept going at up to 25 mph, slamming into a stand of shopping carts and two elderly sisters, Florence and Helen Dembek. Florence Dembek died three days later.

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The police report says Leeds was yelling out the window at people to get out of the way. He told police he doesn't know what had happened.

The anonymous complainant to NHTSA says mechanics could find nothing wrong with Leeds' Camry. Leeds was ticketed for careless driving. He had the care repaired and sold it, so family members say they worry it could still be on the road somewhere."

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20070205  
**Vehicle:** 2005 Toyota CAMRY  
**Location of Incident:** BAKERSFIELD, CA

**NHTSA Summary:**

**Additional Summary:**

"SAN LUIS OBISPO, CA – On February 5, 2007, Bulent and Anne Ezal were headed to lunch at the Pelican Point Restaurant in Pismo Beach, California. The restaurant is nestled on the edge of a cliff, affording dramatic views of the Pacific Ocean below. The parking lot was downhill of the restaurant, so Ezal rode the brakes of his 2005 Camry as he approached a parking space. He was at a complete stop, when the Camry suddenly accelerated, jumping a small curb, crashing through a fence and over the bluff. The vehicle fell 70 feet to the rocks below, and turned over once, coming to rest in the surf. Anne Ezal died of her injuries in the crash. Bulent Ezal later recovered."

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20070726  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** REDWOOD CITY, CA

**NHTSA Summary:**

**Additional Summary:**

On the morning of July 26, 2007, Gomez was behind the wheel of his 2007 Camry when it suddenly accelerated while he was driving southbound on Interstate 280. He tried to kill the engine as he dodged traffic on the busy thoroughfare - pushing the ignition button, kicking the accelerator and changing gears. But his new black Camry would not stop - not until it smashed into the Honda Accord killing its driver, Troy Edwin Johnson, in a burst of flames.

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20070920  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** YUKON, OK

**NHTSA Summary:**

**Additional Summary:**

"One woman was killed and another injured in a one-car collision Thursday night about three miles north of town. According to the Oklahoma Highway Patrol, Jean Bookout, 76, of Yukon was driving a 2005 Toyota Camry south on U.S. 69 at a high rate of speed at about 6:20 p.m. Thursday. Bookout, the OHP report states, failed to negotiate a curve and her car careened into a ditch on Texanna Road. Bookout was transported by helicopter to St. John Medical Center in Tulsa, where she was treated for head injuries. Bookout was listed in serious condition Friday. A passenger, Barbara Schwarz, 70, also of Yukon, was transferred from Muskogee Regional Medical Center by helicopter to St. John Medical Center, where she later died. The OHP report states safety belts were in use by both occupants. The air bag did not deploy."

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10295343  
**Date of Incident:** 20080412  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BURAS, LA

**NTHSA Summary:**

TL\* THE CONTACT OWNED A 2007 TOYOTA CAMRY LE. WHILE DRIVING THE ACCELERATOR PEDAL BECAME ENTRAPPED BY THE FLOOR-MAT. AS A CONSEQUENCE HE CRASHED INTO ANOTHER VEHICLE. THE DRIVER OF THE OTHER VEHICLE WAS KILLED. BOTH VEHICLES CAUGHT ON FIRE. THE FAILURE

**Additional Summary:**

FROM NEW ORLEANS METRO NEWS ARTICLE "ONE KILLED, THREE INJURED IN I-55 CRASH" DATED APRIL 21, 2008

"The accident occurred shortly before 9 p.m. near milepost 14 when George's 2007 Toyota, traveling northbound on I-55 in the left lane, struck the rear of a vehicle that was among several stopped in the left lane because of an earlier crash that was in the process of being investigated and cleared in the State Police Troop L area, Piglia said." (State Police Troop B spokesman Joseph Piglia)

"George's vehicle struck the rear of a 1997 Nissan Pathfinder driven by Martin Davison, Piglia said. The impact forced the Nissan into the rear of a 2004 Chevrolet S-10 pick up driven by Monteleone and forced that vehicle into a 1998 Ford Expedition driven by Pittman, he said.

After the impact, the Toyota and the Nissan became engulfed in flames, Piglia said. The occupants of both vehicles were removed by several bystanders.

Martin Davison, 43, of Kenner, was pronounced dead at the scene, Piglia said."

NEWS ARTICLE FROM USA TODAY - "They died in Toyotas, leaving many questions" dated March 18, 2010:

"State Trooper Melissa matey says George was charged with vehicular homicide because his blood alcohol content was above the 0.08% state limit. The case is still being tried, Matey says.

However, the anonymous complaint filed with NHTSA alleges the Camry's floor mat trapped the accelerator pedal, causing the car to accelerate into the Pathfinder.

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20080419  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** FLINT, MI

**NTHSA Summary:**

**Additional Summary:**

"On April 19, 2008, shortly after 2:00 in the afternoon, Plaintiff's Decedent GUADALUPE ALBERTO was driving the subject 2005 Toyota Camry on Copeman Boulevard in Flint, Genesee County, Michigan, when the vehicle experienced a sudden, unintended acceleration. The vehicle accelerated from an intended speed of less than twenty-five (25) miles per hour to a speed of approximately 80 miles per hour, despite Guadalupe Alberto's having vigorously and desperately applied her brakes, and traveled at that high speed for approximately one-fourth (1/4) of a mile, collided with a tree, went airborne, and then collided with another tree. Plaintiff's Decedent, despite having been properly secured in her seat belt restraint system, sustained fatal injuries in the accident."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320524  
**Date of Incident:** 20080501  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**

TL-THE CONTACT OWNED A 2004 TOYOTA CAMRY. WHILE DRIVING AT 40 MPH THE ACCELERATOR PEDAL GOT STUCK CAUSING THE VEHICLE TO RUN INTO A TREE KILLING THE PASSENGER. THE VEHICLE WAS DESTROYED DUE TO THE ACCIDENT. THE CONTACT STATED THE BRAKES WERE APPLIED BUT THE BRAKES MALFUNCTIONED. THE FAILURE AND CURRENT MILEAGE WAS NOT AVAILABLE. AA

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10336271  
**Date of Incident:** 20080521  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WINTER HAVEN, FL

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2002 TOYOTA CAMRY. SHE STATED WHILE DRIVING AT SPEEDS OF 40 MPH ATTEMPTING TO BRAKE FOR A TRAFFIC STOP, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS UNABLE TO STOP THE VEHICLE AND CRASHED INTO ANOTHER VEHICLE. THE POLICE ARRIVED ON SCENE AND THE VEHICLE WAS TOWED. A POLICE REPORT WAS AVAILABLE. THE CONTACTS VEHICLE WAS DESTROYED. NEITHER THE DEALER NOR THE MANUFACTURER WERE CONTACTED. THE FAILURE MILEAGE WAS 60,000. UPDATED 06/24/10 \*BF UPDATED 07/06/10 UPDATED 8/9/10 \*CN ACCORDING TO THE CONSUMER, HER HUSBAND WAS KILLED AS WELL AS ANOTHER MOTORIST. THERE WERE ALSO TWO INJURIES. UPDATED 08/11/10

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20080729  
**Vehicle:** 2008 LEXUS RX350  
**Location of Incident:** CORTLANDT MANOR, NY

**NHTSA Summary:**

**Additional Summary:**

NBC NEWS REPORT:

""It was a sunny Tuesday morning in July and Jake was excited that he was going to a birthday party that afternoon."

That's how Nancy Murtha of Cortlandt Manor remembers the day her 5-year-old son Jake was killed in a car accident.

Now, Murtha and her husband, Daniel, are suing Toyota, claiming a sudden acceleration problem with the company's 2008 Lexus RX350 is to blame for Jake's death.

The crash happened July 29, 2008, on Watch Hill Road in Westchester County.

Nancy Murtha says the car crashed after she tried to slow down and pull over to help Jake with something.

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"As I hit the brake, the car wouldn't stop. It just kept on going," she says in a prepared statement. Instead of stopping, the Lexus slammed into a wall.

Jake was rushed to Westchester County Medical Center, but he died several hours later. According to the lawsuit filing, Murtha also suffered severe injuries to her neck, back, right knee and right hip, and doctors removed her spleen and part of her intestines. She was in a coma for six days."

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**Toyota ID Number:**

**NHTSA ODI Number:** 10240599

**Date of Incident:** 20080826

**Vehicle:** 2006 LEXUS ES330

**Location of Incident:** CHICAGO, IL

**NTHSA Summary:**

TL\*THE CONTACT OWNS A 2006 LEXUS ES330. WHILE MERGING INTO THE RIGHT LANE AT APPROXIMATELY 25 MPH, THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT WAS UNABLE TO BRAKE AND STRUCK A PEDESTRIAN. THE PEDESTRIAN DIED DUE TO INJURIES. THE CONTACT ALSO REAR ENDED TWO OTHER VEHICLES AND DROVE THROUGH A FENCE. THE VEHICLE CAME TO A STOP WHEN IT CRASHED INTO A GUARD RAIL. THE MANUFACTURER STATED THAT THE CAUSE OF THE FAILURE COULD HAVE BEEN THE FLOORMAT. THE INSURANCE COMPANY CLAIMED THAT THE VEHICLE WAS DESTROYED. THE CONTACT RECEIVED INJURIES TO HER BACK, NECK, AND LEG. TWO OTHERS WERE ALSO INJURED. STATE POLICE REPORT NUMBER 5271887 WAS FILED. THE FAILURE AND CURRENT MILEAGES WERE 26,286.

**Additional Summary:**

"When I started applying my brake, it got faster. It was like possessed...runaway. All I could see is red lights," said Willette Green. Green recalls that horrifying day on August 28, 2008 when she says she thought she was going to die. She says her 2006 Lexus ES 330 wouldn't stop as she was exiting the ramp on 22nd Street in Chicago. "I plowed through 22nd Street and there were pedestrians...there was a newspaper guy there. I plowed through there and went through fences. I ended up on the guardrail and I just knew it was over with for me," said Green. Green survived with minor injuries but a pan handler was killed. Green was ticketed for hitting a pedestrian and cited for driving too fast and failure to reduce speed to avoid an accident. Green says her insurance company Allstate and Toyota inspected the car and found nothing wrong. But a letter from Toyota dated September 18, 2008 stated it is possible that the floor mat was not properly secured and could have interfered with the brake and throttle operation. Green says she knew it was something else and filed reports with the National Highway Traffic Safety Administration."

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20081031

**Vehicle:** 2005 TOYOTA SIENNA

**Location of Incident:** , TX

**NTHSA Summary:**

**Additional Summary:**

On or about October 31, 2008, a 2005 Toyota Sienna XLE being operated by Gerald L. Simmons and occupied by rear seat passengers Cathy Simmons and Sandy Simmons accelerated suddenly and unexpectedly. Mr. Simmons steered the vehicle around cars, curbs and other obstructions while the vehicle continued to accelerate through a parking lot. Attempts to brake the vehicle were futile. The vehicle eventually hit a curb which deflated a tire, then continued through a chain-link fence and a field and into a portable building, finally coming to a stop. Gerald Lee Simmons was injured in the unintended acceleration incident and later died.

---

**Toyota ID Number:**

A-10

**NHTSA ODI Number:** 10310902  
**Date of Incident:** 20081215  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** TORRANCE, CA

**NHTSA Summary:**

2 TO 3 YEARS PRIOR TO THIS ACCIDENT I WAS COMING TO STOPLIGHT AND THE CAR BRAKE DID NOT WORK BUT ONLY FOR A FEW SECOND I REPORTED THIS TO MY HUSBAND AND HE TOOK IT TO SEVERAL MECHANICS BUT DID NOT FIND ANYTHING WRONG WITH THE VEHICLE, MY HUSBAND OWNS A AUTO PARTS STORE FOR 40 YEARS AND KNOWS A FEW QUALIFIED MECHANIC 3 PEOPLE WAS ON A FREEWAY ABOUT 1/4 MILE FROM OFF RAMP DOING ABOUT 65 MPH, WE STARTED TO MOVE OVER TO THE SLOWER LANE AS WE GOT TO THE SLOWER LANE I STEPPED ON THE BRAKES TO SLOW DOWN FOR THE OFF RAMP WHEN THE VEHICLE FELT THE BRAKES WERE NOT WORKING, I PUMPED THE BRAKES SEVERAL TIMES TO MAKE SURE I WAS STEPPING ON THE BRAKES BUT INSTEAD OF SLOWING DOWN THE VEHICLE KEPT ACCELERATING I DEPRESSED THE BRAKE PEDAL AS HARD AS I COULD AND HUNG ON FOR DEAR LIFE UPON ENTERING THE OFF RAMP I STUCK ANOTHER VEHICLE AND FLIPPED THE CAR SEVERAL TIMES. I ENDED UP WITH A CRACKED STERNUM, THE PASSENGER BROKE 3 OR 4 OF HER VERTEBRA, AND PASSENGER IN THE REAR SEAT WAS FATAL. UPDATED 03/10/10 \*BF \*TR

**Additional Summary:**

FROM NEWS REPORTS:

UMNI SUK CHUNG WAS DRIVING SOME CO-WORKERS BACK TO THE OFFICE AFTER LUNCH WHEN HER LEXUS RX330 ACCELERATED ON ITS OWN - EVEN AS SHE FRANTICALLY APPLIED THE BRAKES - BEFORE A FATAL CRASH ON THE 10 FREEWAY IN WEST LOS ANGELES KILLING HER SISTER-IN-LAW, 69-YEAR-OLD ESOOK SYNN AND BADLY INJURING CHUNG AND ANOTHER PASSENGER.

CHUNG FACES FELONY CHARGES OF GROSS VEHICULAR MANSLAUGHTER AND RECKLESS DRIVING CAUSING INJURY. SHE IS SCHEDULED TO APPEAR IN COUR JUNE 25 SO A JUDGE CAN SET A DATE FOR A PRELLIMINARY HEARING. SHE FACES UP TO SIX YEARS IN PRISON IF CONVICTED. BEFORE THE ACCIDENT, SHE HAD A CLEAN DRIVING RECORD, ACCORDING TO THE CHP REPORT.

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20081221  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** ,

**NHTSA Summary:**

**Additional Summary:**

PER LAWSUIT, CAROLINA SALVADOR WAS DRIVING A 2002 TOYOTA RAV4 EASTBOUND ON WARM SPRINGS ROAD IN LAS VEGAS AND ATTEMPTED TO TURN LEFT ONTO RAINBOW DRIVE. CAROLINA APPLIED THE BRAKES, BUT THE TOYOTA DID NOT SLOW DOWN IN FACT ACCELERATED WITHOUT WARNING DESPITE APPLICATION OF THE BRAKES. CAROLINA WAS UNABLE TO SLOW THE TOYOTA, AND BECAUSE OF THE HIGH RATE OF SPEED, WAS UNABLE TO CONTROL THE TOYOTA. CAROLINA COLLIDED WITH A LIGHT POST ON RAINBOW DRIVE. AS A RESULT OF THE COLLISION, CAROLINA AND HER MOTHER, JOVITA SALVADOR, SUFFERED SEVERE INJURIES. JOVITA DIED ON JANUARY 27, 2009 AS A RESULT OF HER INJURIES.

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20090309  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

**Additional Summary:**

FROM CHICAGO TRIBUNE NEWS ARTICLE - "Crash reports tell of horror":

"Jose Madrigal, a Mexican immigrant and devoted Catholic, made the sign of the cross each time he took a drive.

"My father was not very comfortable getting in a car," Adelina Aguilera, his daughter, said recently.

On March 9, 2009, Madrigal was a passenger in a 2009 Corolla driven by his wife of 50 years, Adelina Madrigal.

His wife said she was driving on Florence Avenue when the car suddenly accelerated, even as she applied pressure to the brakes. In order to avoid approaching cars, she swerved onto the wrong side of the road, struck a car and then crashed into a concrete wall beneath the 605 Freeway, according to a Downey police accident report.

Jose Madrigal, 89, was critically injured. He died March 25 from internal injuries.

"My dad was in wonderful health. He still mowed the lawn, had a great appetite, was very active," Aguilera said. "I expected to have my father around for a long, long time."

Downey police Officer Sean Penrose did not believe Adelina Madrigal's account of the accident. He issued the 71-year-old woman a ticket for speeding and wrote in his report that she must have applied the gas pedal instead of the brakes.

On April 15, three weeks after her husband's death, she paid a fine for speeding and the case was closed, according to DMV records. It was the first ticket Madrigal ever received, her daughter said."

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**Toyota ID Number:**

**NHTSA ODI Number:** 10295101  
**Date of Incident:** 20090410  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** FT MEADE, MD

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2006 LEXUS IS250. WHILE DRIVING THE VEHICLE RAPIDLY INCREASED ITS SPEED UP TO 90 MPH . HE ATTEMPTED TO REMOVE THE FLOOR- MAT FROM UNDER THE ACCELERATOR PEDAL. HOWEVER, THE VEHICLE VEERED OFF OF THE ROAD AND THEN INTO A DITCH. WHEN THE VEHICLE ROLLED OVER, ONE OCCUPANT WAS EJECTED FROM THE FRONT SEAT; SINCE HE WAS NOT WEARING A SEAT BELT. THE OTHER THREE PASSENGERS HAD BRUISES LACERATIONS, AND WERE HOSPITALIZED. THE VEHICLE WAS COMPLETELY DESTROYED. A POLICE REPORT WAS AVAILABLE. THE FAILURE MILEAGE WAS 24,000.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:**  
**Date of Incident:** 20090427  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**  
**Additional Summary:**  
PER NEWS ARTICLES:

On April 27, 2009, a Toyota Camry driven by Nicolas Petit-Frere, "suddenly and unexpectedly accelerated, causing the driver to lose control, strike a wall, then a large tree", injuring the driver, two passengers and killing 15 year old Nathaniel Stuckey. An investigation was not able to substantiate any fault on the part of the driver, so no charges were filed against him.

Nathaniel Stuckey's mother, Tina Stuckey, has filed suit against Toyota.

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20090527  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MENDHAM, NJ

**NHTSA Summary:**  
HIGH SPEED COLLISION INVOLVING A 2007 TOYOTA CAMRY. DRIVER WAS FAMILIAR WITH ROAD AND WAS NOT KNOWN TO DRIVE AGGRESSIVELY OR SIGNIFICANTLY ABOVE SPEED LIMIT. TOXICOLOGY REPORTS CAME BACK NEGATIVE. DRIVER HAD BIPOLAR DISORDER AND WAS DRIVING SELF TO HOSPITAL, BUT THERE WAS NO INDICATION AT ALL OF SUICIDAL BEHAVIOR/INTENT. POLICE REPORT PUT RATE OF SPEED AT TIME OF COLLISION AT AT LEAST 85 MPH. CONVERSATIONS WITH INVESTIGATORS INDICATE THAT SEVERITY OF COLLISION INDICATES SPEED MAY HAVE BEEN 100MPH. POSTED SPEED WAS APPROXIMATELY 40MPH. \*TR

**Additional Summary:**  
FROM USA TODAY NEWS ARTICLE "The died in Toyotas, leaving many questions"

"During the past 12 months, Alfred Anzalone has had to cope with two losses. His daughter, Nancy, died in a car crash in May. His wife, Helen, passed away in January. She had a heart attack the morning of her daughter's funeral and never recovered, Anzalone says.

The NHTSA complainant, an anonymous relative, acknowledged in the filing that Nancy Anzalone suffered from bipolar disorder and was on the way to the hospital but insisted she was not suicidal.

Her father, who says he is convinced his daughter died because of Toyota's sudden-acceleration problems, disagrees with the complaint. He says his daughter was heading to work that morning and that witnesses say she sped through a red light with her emergency flashers on. A truck driver who saw the crash in his rearview mirror says the car swerved to miss him and crashed into a tree.

Police found the car burning and in two pieces."

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20090528  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** FREMONT, CA

**NHTSA Summary:**  
**Additional Summary:**  
On May 28, 2009, Aurora Rabuy was driving her 2006 Toyota Highlander on Alvarado Blvd., Fremont, CA with three passengers, when the suv began suddenly accelerating and traveling too fast, she applied the brakes, but the vehicle would not stop or slow down, there were no brakes, she attempted to move the

steering wheel back and forth in an attempt to slow the vehicle down, it continued and struck a tree, killing one pregnant passenger and severely injuring another passenger. The Fremont Police Report No. is 090528012.

Analy Manalo Drumm suffered injury to left chest and internal injuries to head and torso, went into cardiac arrest at scene. At 11:31 AM was pronounced dead by Dr. Schnabel.

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20090821

**Vehicle:** 1996 TOYOTA AVALON

**Location of Incident:** SCOTCH PLAINS, NJ

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 1996 TOYOTA AVALON. WHILE ATTEMPTING TO PARK, THE VEHICLE SHIFTED INTO REVERSE WITHOUT INTENTION. THE VEHICLE THEN ACCELERATED BACKWARDS 50 FT AND KILLED A PERSON. AN OCCUPANT IN THE VEHICLE WAS ALSO INJURED. EVEN AFTER REPEATED BRAKE APPLICATION, THE VEHICLE WOULD NOT STOP. THE POLICE WERE STILL INVESTIGATING THE INCIDENT, BECAUSE THEY HAVE SPECULATED THAT IT COULD BE A MECHANICAL FAILURE. THE VEHICLE WAS COMPLETELY DESTROYED, BUT HAS NOT BEEN RELEASED TO THE INSURANCE COMPANY. THE FAILURE MILEAGE WAS 68,047.

**Additional Summary:**

Excerpt from USA Today news article "They died in Toyotas, leaving many questions" - Jane Zakutansky's incident

"As she and her daughter drove through downtown Scotch Plains that Friday afternoon, she decided to pull over and have her daughter drop some letters into a blue postal box by the side of the road. But as she tried to slow down, the car wouldn't stop.

"My daughter said, 'Mom, slow down!' And I said, 'I'm trying, I'm trying,' " recalls Zakutansky, then 58.

When the engine began revving, Zakutansky did the only thing she could think of: With her foot on the brake, she tried putting the car into park. That didn't work. The car slammed into reverse and sped backward, finally stopping 50 feet down the road when it hit a utility pole.

Zakutansky had no idea that in those few seconds, she'd struck someone. Ledzian, who was trying to cross the street, had been pinned between his own car and Zakutansky's. Her car then dragged him. He died a week later."

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20090828

**Vehicle:** 2006 TOYOTA CAMRY

**Location of Incident:** UPLAND, CA

**NHTSA Summary:**

**Additional Summary:**

On, August 28, 2009, my mother (Noriko Uno) was killed in a sudden unintended acceleration accident when her 2006 Toyota Camry careened out of control, flipped over and crashed into a tree.

Excerpt from news article "Grieving family sues Toyota to expand recall" by John Guenther, University of Southern California

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"The accident that killed Uno happened on Aug 28, 2009, the same day an off-duty CHP officer and his family were killed in a now-famous sudden acceleration crash in San Diego involving a Lexus.

On that day, Uno was traveling on Euclid Ave in the City of Upland when witnesses say her Camry suddenly accelerated and quickly reached speeds close to 100mph.

Bystanders say Uno swerved to avoid other cars and veered onto the wrong side of the road. The traffic report concluded Uno then entered the median to avoid an oncoming truck and collided with a telephone pole. The car went airborne and finally smashed into a tree.

Uno was declared dead at the scene of the crash.

The complaint filed by the plaintiff says Uno tried to stop the car with the brake pedal and the hand brake, which was found pulled up all the way."

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20090829

**Vehicle:** 2009 LEXUS ES350

**Location of Incident:** CHULA VISTA, CA

**NHTSA Summary:**

**Additional Summary:**

"On August 28, 2009, four occupants of a 2009 Lexus ES350 tragically and unnecessarily died in Santee, California in San Diego County following a high speed loss of control and rollover event. The vehicle in question was a loaner car from Bob Baker Lexus in El Cajon, California. Driving the vehicle was Mark Saylor, 45, a 19 year veteran of the California Highway Patrol. Saylor had obtained the vehicle that day after dropping off his Lexus for service.

Witnesses report that Officer Saylor was maneuvering the Lexus in and out of traffic at high rates of speed on State Route 125, honking his horn with the hazard lights on, prior to the highway ending at an intersection. Officer Saylor attempted to negotiate a turn but could not avoid striking another vehicle and losing control because of his high rate of speed. The vehicle lost control, rolled several times, and caught fire. All four occupants are reported to have died almost immediately.

Prior to entering the intersection, an occupant of the vehicle called 911 emergency to report that the accelerator was stuck. He reported that the vehicle was traveling 120 miles per hour and that they were approaching an intersection. Occupants are heard telling each other to pray before a woman screams and the call suddenly ends.

Mark Saylor, his wife Cleofe Saylor, 45, and their 14 year old daughter Mahala all died in the crash. Cleofe's brother, Chris La Stella, 38, also died."

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20091018

**Vehicle:** 2010 TOYOTA CAMRY

**Location of Incident:** MEDFORD, MA

**NHTSA Summary:**

**Additional Summary:**

FROM NEWS ARTICLE "TOYOTA SUED IN FATAL CRASH" FROM BOSTON GLOBE BY ERIN AILWORTH, DATED FEBRUARY 27, 2010

A State Police account at the time of the Medford family's accident indicated that Gerald Murphy was driving on Interstate 93 in Medford near Roosevelt Circle when the vehicle crashed in the early hours of Oct. 18.

The car veered right and slammed into a guardrail, police said, then swept across four traffic lanes and hit a concrete median barrier. That impact apparently sent the sedan back across the roadway, where it stopped in the breakdown lane.

According to court records, the Murphys were driving home with their children after visiting a Halloween display in southern New Hampshire and were “only minutes” from their house when the crash occurred about 12:15 a.m. Gerald Murphy, the record said, was trying to exit the interstate and had removed his foot from the car’s accelerator.

“The Camry, rather than slowing down, suddenly surged, accelerated, and picked up speed,” the court filing said. “Gerald Murphy stepped on the brake pedal in an attempt to control the vehicle. Despite his application of the brakes, the vehicle continued to surge.”

Marianne Murphy was taken to the hospital and later died. Gerald Murphy was seriously injured, though it is unclear what type of injuries he incurred. Neither was wearing a seat belt. An unidentified teen had minor injuries, while the Murphys’ adult daughter, Rhonda, was unharmed. Both sat in the back seat and wore seat belts.

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20091105

**Vehicle:** 2002 TOYOTA LAND CRUISER

**Location of Incident:** ,

**NHTSA Summary:**

**Additional Summary:**

NBC ACTION NEW REPORT -"Exclusive: ‘Operator Error’ Caused Fatal Crash"

GRANDVIEW, Mo. – Crash reports indicate “operator error” caused a deadly crash at a Grandview car wash last November.

Documents, photos, and surveillance video from the car wash, owned by U.S. Congressman Emanuel Cleaver, II, explains how investigators came to their conclusion.

On Nov. 5, 2009, John Page, 65 at the time, was driving his wife’s 2002 Toyota Land Cruiser through the car wash.

The video shows Page’s SUV exit a washing bay then quickly swerve to the right. He hit a car and two people sitting on a bench. Witnesses scrambled to help. However, Rosland Watson, 40, died.

The reports, obtained exclusively by NBC Action News, say Page was not impaired. He told investigators “his accelerator stuck.”

To test Page’s claim, Grandview police towed his SUV to a garage in December. Toyota representatives asked and were allowed to assist in the investigation.

In front of Watson’s family, their attorney, Page, his attorney, and police, a Toyota engineer tested the Land Cruiser’s brakes and accelerator several times.

He found no malfunctions or problems with the accelerator sticking, the reports said.

As a result, police closed the case. They did not file any criminal charges.

However, in light of Toyota’s recent struggles with sticking accelerator pedals in other vehicles, Watson’s grieving family still has questions and concerns over what caused the crash.

“The family is investigating all potential causes of the accident and their investigation continues,” said Eric Dirks, one of the attorneys representing the Watson family. “We will be engaging several experts to determine the cause. We’re also closely following what’s happening with Toyota and recalls with other models.”

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20091106

**Vehicle:** 2007 LEXUS ES350

**Location of Incident:** MARSHALL, TX

**NHTSA Summary:**

**Additional Summary:**

George Fitts and his family were on their way to watch a University of Texas Longhorns football game on November 6, 2009, in his 2007 Lexus ES350. They were traveling southbound on US 70, just outside of Hearne, Texas, when the Lexus crashed into a pickup truck that was stopped and preparing to turn.

The 72-year-old Geore Fitts suffered fatal injuries and passengers in the Lexus, William and Billy C. fitts, suffered serious injuries.

According to the lawsuit, the trooper who investigated the accident said Fitts apparently failed to see the other vehicle bu the family claims that the Lexus suddenly accelerated out of control and could not be stopped. The family says the vehicle's cruise control was engaged at the time of the crash, the suit states.

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20091200

**Vehicle:** 2006 TOYOTA PRIUS

**Location of Incident:** HOLDREGE, NE

**NHTSA Summary:**

**Additional Summary:**

FROM NEWS ARTICLE

KVAL 13 - EUGENE, OREGON - TOYOTA SUED IN CALIF. OVER ACCELERATION DEATHS

Jacquelyn Donoghue of Holder, Neb., said in the lawsuit that her 2006 Toyota Prius suddenly sped up and went out of control in December, slamming into another vehicle, killing her husband John and seriously injuring her. Her attorney, Robert Nelson, said Toyota vehicles weren't equipped with a brake-to-idle safety feature which allows drivers to override the electronic throttle and control the vehicle in case of a sudden unintended acceleration.

Other manufactures include this safety feature, and Toyota's failure to include it on their models played a "direct role" in the death of John Donoghue, he said.

Jacquelyn Donoghue, a 67-year-old nurse, had to move out of her home after the accident so she could live closer to family members who could help take care of her.

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20091226

**Vehicle:** 2008 TOYOTA AVALON

**Location of Incident:** SOUTHLAKE, TX

**NHTSA Summary:**

**Additional Summary:**

Star-Telegram

Floor mats ruled out as cause in fatal Southlake wreck, police say

Posted Wednesday, Jan. 06, 2010

BY BILL MILLER

wmiller@star-telegram.com

Defective floor mats did not contribute to the Dec. 26 wreck in Southlake that killed four people who were conducting religious work in the area, a police spokesman said.

They drowned when a 2008 Toyota Avalon crashed through a metal fence and then landed in a pond near Lonesome Dove Road and Burney Lane, police have said.

Officers have not yet determined why the car suddenly sped out of control.

Toyota last year recalled the Avalon and other models because of concerns about the gas pedal getting stuck on the floor mat, causing sudden acceleration.

But Lt. Ben Brown, a Southlake police spokesman, said Wednesday that investigators have ruled out the floor mats because they were not inside the car.

The victims were Monty Hardy, 56, of Southlake, the driver; Hadassah Vance, 35, of Euless; Wendy Akion, 38, of Irving; and Sharon Ransom, 56, of Grapevine.

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**Safety Research & Strategies, Inc.**  
340 Anawan Street / Suite 200  
Rehoboth, MA 02769  
Ph. 508-252-2333, Fax 508-252-3137  
[www.safetyresearch.net](http://www.safetyresearch.net)

## **Appendix B: Toyota SUA Incidents Resulting in Fatalities Not Included in SRS Analysis**

The attached appendix is comprised of Toyota SUA incidents reported from January 1, 1999 to September 7 that resulted in fatalities and were *not* included in the SRS analysis. Sources of these reports include:

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

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** , WA  
**NHTSA Summary:**  
**Additional Summary:**  
Christopher Eves past away when his 2-month old Tundra left the road and struck a tree.

Ron Eves (Christopher's father) would like Toyota to doenload the EDR to determine what caused the accident.

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 9999 TOYOTA RAV4  
**Location of Incident:** ,  
**NHTSA Summary:**  
**Additional Summary:**  
Hello, I write to consult an issue I feel strongly important about Toyota cars with problems on the accelerator. In November my grandparents died in an accident that seemed inexplicable, accelerator locked and the car fell off a cliff. A few days ago I found several articles that speak about a construction defect in these cars (in this case it was a rav4), saying that in the U.S., Europe and China they have withdrawn many cars, but Toyota sells in many other countries! In Mexico (where the accident happened) there is no initiative and people die for no reason, by the negligence of a large company. My question was, do you know if there are other cases in Mexico and in the world?, how can I do to report this fact? In the meanwhile you can add three others died people to the 18 "Le Monde" mentions citing your association as source ... I thank you so much in advance for any kind of information, I apologize for my English ...  
Ayari Pasquier

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10312444  
**Date of Incident:** 19991117  
**Vehicle:** 1999 TOYOTA AVALON  
**Location of Incident:** GREAT NECK, NY  
**NHTSA Summary:**  
SUSPECT SUDDEN ACCELERATION RESULTING IS DEATH  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10331348  
**Date of Incident:** 20000522  
**Vehicle:** 1994 TOYOTA CAMRY  
**Location of Incident:** ST PAUL, MN  
**NHTSA Summary:**  
TL-THE CONTACT VEHICLE WAS A 1994 TOYOTA CAMRY. THE CONTACT WHICH IS THE DAUGHTER STATED HER FATHER WAS DRIVING THE VEHICLE IT ACCLERATED CRASHES INTO ANOTHER VEHICLE AND HE DIED MAY 22ND 2000. THE VEHICLE WAS STOPPED AT THE INTERSECTION WHEN SUDDENLY IT ACCLERATED INTO THE INTERSECTION ANOTHER VEHICLE CRASHED INTO THE DRIVER SIDE AND PUSHED IT INTO HE CURB WHERE THE VEHICLE STOPPED. THERE WERE TWO OCCUPANTS IN THE VEHICLE THE DRIVER DIED AND THE OTHER HAD MINOR INJURIES. THERE WAS A POLICE REPORT IF

B-1

NEEDED. THE CONTACT STATED SHE HAS DRIVEN THE VEHICLE BEFORE THE ACCIDENT AND THE VEHICLE WOULD ACCELERATE ON ITS OWN. THE TOYOTA MANUFACTURER WAS NOT CALL TO FILE A COMPLAINT. THE FAILURE MILEAGE WAS 80,000....MW  
UPDATED 06/03/10\*BF

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10314628

**Date of Incident:** 20010623

**Vehicle:** 2001 TOYOTA AVALON

**Location of Incident:** ELKVIEW, WV

**NTHSA Summary:**

ON JUNE 23, 2001 MY FATHER WAS DRIVING A TWO-WEEK-OLD 2001 TOYOTA AVALON ON WV ROUTE 2 NEAR HUNTINGTON, WV. ACCORDING TO EYE WITNESS ACCOUNTS, MY FATHER WAS DRIVING NORTH AT AN ACCELERATING SPEED AND QUICKLY CAME UPON ANOTHER NORTHBOUND CAR FROM THE REAR. HE CUT OVER IN THE ONCOMING LANE, PASSED THE CAR, RETURNED TO THE NORTHBOUND LANE AND CONTINUED OUT OF SIGHT. THE DRIVER OF THE CAR ESTIMATED MY FATHER WAS TRAVELING PROBABLY 90 MPH. AT THE INTERSECTION OF THREE MILE AND WV ROUTE 2, MY FATHER'S CAR LEFT THE RIGHT SIDE OF THE ROADWAY, CONTINUING AT A HIGH RATE OF SPEED ACROSS A GRASSY YARD AND OVER A KNOLL, WHERE THE CAR BECAME AIRBORNE AND FLIPPED MULTIPLE TIMES ACCORDING TO A SECOND WITNESS. THE CAR TORE THROUGH SOME TREE LIMBS, THEN SHEARED A TELEPHONE POLE AND CAME TO REST IN THE DITCH NEXT TO THE HIGHWAY. MY FATHER WAS KILLED INSTANTLY. AFTER LEAVING THE HIGHWAY, THE VEHICLE TRAVELLED 250' ACROSS THE GRASSY AREA, THEN WENT AIRBORNE AND TRAVELLED ANOTHER 278' BEFORE LANDING IN THE DITCH NEXT TO THE HIGHWAY. THERE WAS NEVER ANY GOOD EXPLANATION FOR WHY HE WAS TRAVELLING THAT FAST PRIOR TO THE ACCIDENT, BUT IN LIGHT OF THE RECENT NEWS ABOUT THE TOYOTA SUDDEN ACCELERATION PROBLEMS, WE NOW BELIEVE MY FATHER'S DEATH WAS THE RESULT OF A FAULTY VEHICLE. I HAVE THE ETCS (ELECTRONIC THROTTLE CONTROL SYSTEM) MODULE FROM THE CAR IN MY POSSESSION.

**Additional Summary:**

PHOTOS AND SHERIFF'S REPORT ARE IN FOLDER TOYSUA4205

Per Sheriff's report - Vehicle was travelling north on WV Rt 2 in the 5200 block. Driver left roadway edge on right side near the intersection of 3 Mile Road. Vehicle travelled approximately 250' through grassy area then vaulted over a small embankment. Vehicle became airborne striking a telephone pole and came to rest on the east roadway edge of WV Rt 2. There was no evident on roadway or grass surfaces to indicate driver applied brakes.

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**Toyota ID Number:**

**NHTSA ODI Number:** 10325516

**Date of Incident:** 20010807

**Vehicle:** 1999 TOYOTA CAMRY

**Location of Incident:** ESSEX JCT, VT

**NTHSA Summary:**

TL\*THE CONTACT OWNED A 1999 TOYOTA CAMRY. WHILE DRIVING AT APPROXIMATELY 50 MPH, THE VEHICLE SUDDENLY ACCELERATED OUT OF THE CONTROL AND CRASHED INTO GUIDE WIRES. THE DRIVER WAS KILLED AND A POLICE REPORT WAS FILED. THE VEHICLE WAS TOTALED. THE FAILURE MILEAGE WAS APPROXIMATELY 20,000.

**Additional Summary:**

On August 7th, 2001, @ approximately 8:30 a.m. My Mother died as a direct result from her Toyota Camry accelerating(Eyewitnesses claim AND the investigators)very fast and crossing the center line of a rural side

street w/a speed limit of 25-30 mph and driving directly, out of control, into a "Guidewire" and two telephone poles, becoming airborne, 20-30 ft, as the Camry rode up the guidewire, it "barrelrolled" 1-2x's and landed upside down on the roof in the middle of the road, crushing my beautiful Mother and killing her.

My Mothers name is Eleanor McGinley, She was 69 years old, Her friends called her "Ellie".

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20020500

**Vehicle:** 1996 TOYOTA CAMRY

**Location of Incident:** ,

**NHTSA Summary:**

**Additional Summary:**

The accident was in May 2002. No witnesses. Occurred at night. No one else in car, fortunately. I do have copy of accident report that really doesn't give much info except possibility front wheel off road and over corrected.

is it possible this was a faulty acceleration issue? No control of vehicle, flipped vehicle, ejected. No documentation of skid marks or successful braking per accident report.

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**Toyota ID Number:**

**NHTSA ODI Number:** 10321925

**Date of Incident:** 20030531

**Vehicle:** 1994 TOYOTA CAMRY

**Location of Incident:** HENDERSON, NV

**NHTSA Summary:**

1994 TOYOTA CAMRY. CONSUMER STATES DISCONTENT REGARDING A FATAL ACCIDENT WITH THIS VEHICLE AND WONDERS IF DEFECTS WERE THE CAUSE. \*TGW THE CONSUMER LOST CONTROL OF THE VEHICLE AND IT RAN OFF THE ROADWAY AND STRUCK A REINFORCED WALL.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10314472

**Date of Incident:** 20030726

**Vehicle:** 1996 TOYOTA CAMRY

**Location of Incident:** STILLWATER, OK

**NHTSA Summary:**

1996 CAMRY WAS STOPPED AT A RED LIGHT THEN SURGED FORWARD INTO THE INTERSECTION WHERE IT WAS STRUCK BY A MOTORCYCLE AND PICK-UP TRUCK. CAMRY AND MOTORCYCLE BOTH TOTALLED. AIRBAGS IN CAMRY DIDN'T DEPLOY ON IMPACT BUT HAD A DELAY. POLICE INVOLVED WITH CASE. CAMRY DRIVER CITED FOR FAILURE TO YIELD TO A RED LIGHT WHICH DRIVER WAS STOPPED AT INITIALLY. NO FURTHER INVESTIGATION. WITH TOYOTA IN THE NEWS, FOUND REPORTS OF OTHER 1996 CAMRY'S WITH SUDDEN ACCELERATION SO FILED THIS COMPLAINT. FAMILY MEMBER WAS OWNER AND DRIVER OF CAMRY. MOTORCYCLE DRIVER SUSTAINED INJURIES THAT RESULTED IN DEATH 5 YEARS LATER.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20030800  
**Vehicle:** TOYOTA T100  
**Location of Incident:** ILA, GA

**NHTSA Summary:**

**Additional Summary:**

FROM LA TIMES ARTICLE - "TOYOTA FOUND TO KEEP TIGHT LID ON POTENTIAL SAFETY PROBLEMS" DATED 12/23/09

In September 2005, Toyota recalled nearly 1 million vehicles in the U.S. to replace the part, its second-largest campaign.

It came too late for Zackary Audulewicz of Ila, Ga., relatives said. The 20-year-old was driving his Toyota 4x4 to work in August 2003 when the pickup lost control. A witness said she heard a pop and saw a spark just before the pickup careened off the road, flipped into the air and rolled on its roof. Audulewicz was killed instantly.

"I feel like they knew about the problem long before the recall," said Don Audulewicz, Zackary's father and one of the plaintiffs in the suits. "I can't understand why whoever was making decisions at Toyota would do that."

Toyota declined to discuss the case, citing its policy not to comment on pending litigation. In a written statement, Toyota explained that its own investigation of the defective steering component part led it to broaden the recall to include the T100 truck.

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**Toyota ID Number:**

**NHTSA ODI Number:** 10072605  
**Date of Incident:** 20030904  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WILMINGTON, MA

**NHTSA Summary:**

MAKIA CAFUA, DRIVING HER 2002 TOYOTA CAMRY, VIN 4TIE32K92U636868, WAS ENTERING I-93 AT EXIT 39 AT 5:30 IN THE MORNING WHEN HER CAR SUDDENLY SHOT ACROSS THREE LANES OF TRAVEL AND WAS HIT, BROAD SIDE, BY ANOTHER VEHICLE TRAVELING IN THE HIGH SPEED (3RD) LANE. TRAFFIC AT THE TIME OF THE ACCIDENT WAS LIGHT. IT IS BELIEVED THAT THE CAMRY EXPERIENCED AN UN-COMMANDED ACCELERATION CAUSING MRS. CAFUA TO LOSE CONTROL RESULTING IN THE ACCIDENT AND HER DEATH. THE CAMRY HAS BEEN STORED SINCE THE ACCIDENT AND NO CHANGES HAVE BEEN MADE TO ITS POST ACCIDENT CONDITION. VEHICLE IS AVAILABLE FOR INSPECTION/TESTING BY NHTSA. \*AK

**Additional Summary:**

Excerpt from USA Today News Article "They died in Toyotas, leaving many questions":

"In the pre-dawn hours, three cars converged on I-93 near Boston in a mess of confusion that may have blurred the rel cause of the crash.

Cafus entered the highway at Concord Street, and the crash happened almost immediately. The Escort, driven by Jamal Dayek of New Hampshire, the Camry and a Ford pickup, driven by Thomas Galvin of Methuen, Mass., collided.

Cafus was thrown from her car. She died seven months later from her injuries.

The complaint to NHTSA says witnesses saw Cafua's car shoot across three lanes before it was broadsided by one of the other vehicles."

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20040316  
**Vehicle:** 9999 TOYOTA CAMRY  
**Location of Incident:** SOUTH ATTLEBORO, MA  
**NHTSA Summary:**  
**Additional Summary:**  
The Providence Journal, March 17, 2004

ATTLEBORO - An 83-year-old South Attleboro man died of an apparent heart attack after he drove into a tree.

The police are withholding the man's name until his next of kin are notified.

The man's car slid off Westminster Avenue, near the Bacon Street intersection, and hit a tree around 5 p.m. yesterday. The police believe he got out of his car to inspect the damage and then collapsed. He fell between his car and the tree, leading one passerby to believe he was pinned between the Toyota Camry and the tree, said Sgt. Kyle Heagney.

An autopsy will be performed, Heagney said.

From The Sun Chronicle, March 17, 2004

In South Attleboro, police say they believe Mathew Rarus, 83, of 135 Westminster Ave., may have suffered a heart attack while moving his car in his driveway around 5 p.m. Tuesday and struck a tree.

Rescue workers gave Rarus cardiopulmonary resuscitation and took him to Sturdy Memorial Hospital where he was pronounced dead, according to police.

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10073168  
**Date of Incident:** 20040514  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WAIPAHU, HI  
**NHTSA Summary:**  
I AM ATTORNEY FOR VICTIM IN COMA AND IN INTENSIVE CARE. HER VEHICLE WAS STRUCK BY A TOYOTA CAMRY 2002 DRIVEN BY A 68 YEAR OLD LADY. CAMRY VEHICLE WAS PARKED, AND THEN CRASHED INTO A STOREFRONT AFTER GOING FORWARD. BACKED INTO TRAFFIC 40 FEET AWAY, STRUCK VEHICLES, AND WENT FORWARD AGAIN KILLING PEDESTRIAN AS WELL. CASE UNDER INVESTIGATION. RECENT ACCIDENT. PREVIOUS REPORTS OF SUDDEN ACCELERATION. ALL CAMRYS SHOULD BE RECALLED BEFORE MORE LOSS OF LIFE. POSSIBLE POWER TRAIN/AUTOMATIC TRANSMISSION PROBLEMS.  
**Additional Summary:**  
Driver involved in 2 separate car crashes  
Honolulu Advertiser - Honolulu, Hawaii  
Author: Ohira Rod  
Date: May 14, 2004

Document Text

By Rod Ohira, ADVERTISER STAFF WRITER

A 68-year-old woman motorist involved in two separate auto crashes in Waipahu yesterday, including one in which a pedestrian was killed and a woman in a van was critically injured, may have suffered a "medical condition" that caused her car to speed out of control, police said today.

The pedestrian, identified as a man in his 20s or 30s, suffered fatal injuries when struck as he stood outside a van peddling snacks.

Honolulu Police Lt. Bennett Martin said investigators have not been able to question the woman, who is in critical condition at The Queen's Medical Center but hope to talk with her physician to determine if a "medical condition" contributed to her erratic driving.

The woman was driving a 2002 Toyota Camry that hit the wall of a store and another vehicle on Waipahu and Paiwa streets, near Hans L`Orange Park, before triggering a chain-reaction crash involving five other vehicles minutes later.

The Camry sped off from the scene of the first accident, in which there were no reported injuries. The car was headed east on Paiwa Street when it drifted to its right near Waipahu Recreation Center and rear-ended a parked 1993 Nissan sedan at 2:25 p.m.

After hitting the parked car, the Camry veered to its left and sideswiped a moving 1998 Kia. The Kia then hit a man standing next to a 1984 Chevy van, which was peddling snacks. The Kia also struck the van and forced it into a parked 1991 Mazda pickup.

The woman vendor, 52, tried to drive off in her van and hit the pickup a second time. An 11-year-old boy, who was a passenger in the Camry, was treated for injuries at the scene and released, police said.

The death is O`ahu's 28th traffic fatality of the year, compared with 33 on the same date in 2003.

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**Toyota ID Number:**

**NHTSA ODI Number:** 10320885

**Date of Incident:** 20040619

**Vehicle:** 9999 TOYOTA CAMRY

**Location of Incident:** CROWN POINT, IN

**NTHSA Summary:**

LTR ON BEHALF OF (IN) RE NHTSA INVESTIGATION INTO SUDDEN UNINTENDED ACCELERATION IN TOYOTA VEHICLES, IN 2004 HER FATHER WAS KILLED IN AN ACCIDENT INVOLVING A TOYOTA CAMRY. \*KB THE CONSUMERS FATHER WAS KILLED BY SOMEONE WHO WAS DRIVING A TOYOTA CAMRY. ACCORDING TO WITNESSES, AT THE TIME OF THE ACCIDENT, THE VEHICLE WAS STOPPED HALFWAY DOWN THE BLOCK, WHEN SUDDENLY IT ACCELERATED AT A VERY HIGH RATE OF SPEED AND CRASHED INTO THE DECEDENT'S HOUSE WITH SPEEDS OF EXCESS OF 40 MPH. THE VEHICLE WAS AIRBORN WHEN IT CRASHED INTO THE HOUSE. NO SKID MARKS WERE PRESENT ANYWHERE.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10313063

**Date of Incident:** 20040926

**Vehicle:** 1993 TOYOTA COROLLA

**Location of Incident:** MIAMI, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 1993 TOYOTA COROLLA. WHEN THE DRIVER ATTEMPTED TO MOVE THE VEHICLE FROM ONE PARKING SPACE TO ANOTHER, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A TREE. THE FRONTAL AIR BAG DEPLOYED CAUSING INTERNAL INJURIES THAT KILLED HER ON IMPACT. THE MANUFACTURER SENT AN INVESTIGATOR TO DIAGNOSE THE FAILURE. THE INVESTIGATION CONCLUDED THAT THE VEHICLES SUDDEN ACCELERATION MILEAGE WAS 18 MPH WHEN IT CRASHED INTO THE TREE. THE CURRENT AND FAILURE MILEAGES WERE 40,000. A POLICE REPORT WAS FILED. UPDATED 03/14/10 \*BF

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10310659  
**Date of Incident:** 20041110  
**Vehicle:** 2001 TOYOTA SEQUOIA  
**Location of Incident:** ST JOHNS, FL

**NHTSA Summary:**

UNEXPECTED ACCELERATION ON A 2001 TOYOTA SEQUOIA REGISTERED TO A MOTHER OF 4. INCIDENT OCCURRED ON I85 AT MILE-MARKER 104 IN BROAD DAYLIGHT WITH CLEAR, DRY CONDITIONS. WITH RECENT REVELATIONS ABOUT TOYOTA HIDDEN SAFETY AROUND UNEXPECTED ACCELERATION, THIS IS THE ONLY EXPLANATION THAT MAKES SENSE WITH REGARDS THIS FATAL ACCIDENT. \*TR UPDATED 03/14/10 \*BF

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10316985  
**Date of Incident:** 20041110  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** HATCHECHUBBEE, AL

**NHTSA Summary:**

TL\* THE CONTACT OWNED A 2002 TOYOTA CAMRY. THE CONTACT STATED THAT HIS DAUGHTER WAS DRIVING THE VEHICLE AND SUDDENLY IT WENT OUT OF CONTROL. THE VEHICLE WENT OFF THE ROAD, INTO A DITCH AND THEN OVERTURNED. THE DRIVER WAS KILLED DUE TO THE ACCIDENT AND THE VEHICLE WAS TOTALLED. THE STATE TROOPER MADE A REPORT BUT NO ONE COULD FIGURE OUT WHY THE BRAKES WERE NOT APPLIED OR WHAT THE CAUSE FOR THE ACCIDENT WAS. THE CONTACT HAD NOT SPOKEN WITH THE DEALER OR THE MANUFACTURER TO-DATE. THE VEHICLE IDENTIFICATION NUMBER WAS NOT AVAILABLE AT THE TIME OF THE COMPLAINT. THE CONTACT STATED THAT THE CURRENT AND FAILURE MILEAGES WERE 40,000

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10319685  
**Date of Incident:** 20050121  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** ROCKFORD, IL

**NHTSA Summary:**

TL- WHILE DRIVING A RENTED 2004 PONTIAC MONTANA WEST BOUND ON BRIDGE AT APPROXIMATELY 65MPH A TOYOTA COROLLA DRIVING EAST BOUND CAME OVER THE MEDIUM INTO HIS LANE AND COLLIDED HEAD INTO HIS VEHICLE. THERE WAS TWO FATALITIES THE DRIVER IN THE TOYOTA COROLLA, AND HIS FRONT SEAT PASSENGER, HE AND THE OTHER TWO PASSENGERS WERE ALSO INJURED. HE STATED THIS

COMPLAINT IS ON THE TOYOTA COROLLA. HE BELIEVED THE DRIVER IN THE 2004 TOYOTA COROLLA ATTEMPTED TO STOP THE VEHICLE, BUT WAS NOT ABLE BECAUSE OF A DEFECTED GAS PEDAL AND BRAKES, OR ELECTRONIC CONTROL. FLORIDA HIGHWAY PATROL 70564001, FLORIDA HIGHWAY PATROLS INVESTIGATOR REPORT F050FF004415, FLORIDA CRASH REPORT 70987110. THE MILEAGE INFORMATION FOR THE 2004 TOYOTA COROLLA WAS NOT AVAILABLE. LI

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20050605

**Vehicle:** TOYOTA CAMRY

**Location of Incident:** ATHENS, GA

**NHTSA Summary:**

**Additional Summary:**

Excerpt from story in USA Today "They dies in Toyotas, leaving many questions":

Lon and Ella Mae Braswell were on their way north from Florida to Virginia, planning to attend their great-grandson's graduation and their granddaughter's wedding. Their plans included a side trip to Athens, Ga. To visit a family member.

Instead, Ella Mae drove their Camry off Route 24 and into a stand of tree. The police report says there were no skid marks on the road, and no indication the driver tried to stop. The car was going about 80 mph.

"It was a real shocking accident," says Henry Braswell, their son. "It was shocking to me that my mother would've been driving a car that fast."

Braswell says his mother was a good driver. She'd spent her younger years driving everything from dump trucks to tractor trailers. The family owned a truck stop and a tow truck and would tow stranded 18-wheelers when needed.

"This whole thing has never made sense," says Braswell, who filed his complaint with NHTSA after reports on Toyota's problems began. He says he wished his parents had been driving something else, such as the Lincoln they'd owned for years before leasing the Toyota."

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**Toyota ID Number:**

**NHTSA ODI Number:** 10318157

**Date of Incident:** 20060902

**Vehicle:** 2004 TOYOTA HIGHLANDER

**Location of Incident:** AMES, IA

**NHTSA Summary:**

2004 TOYOTA HIGHLANDER ACCELERATION INCIDENT, CROSSED MEDIAN, WAS HIT BROADSIDE AND TWO OCCUPANTS KILLED. MY SON AND HIS WIFE. WRITTEN LETTER OF WITNESS OF ACCIDENT IS AVAILABLE.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10316652

**Date of Incident:** 20060909

**Vehicle:** 2004 LEXUS RX330

**Location of Incident:** PELHAM, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 LEXUS RX330. WHILE DRIVING 65 MPH THE VEHICLE SUDDENLY ACCELERATED UP TO 100 MPH. THE VEHICLE ACCELERATED OFF OF THE ROAD, OVER THE MEDIAN AND CRASHED HEAD ON INTO ANOTHER VEHICLE. THE DRIVER WAS KILLED DURING THE CRASH. THE VEHICLE WAS DESTROYED. THE CONTACT DOES NOT HAVE ANY INFORMATION ON WHAT CAUSED THE VEHICLE TO CRASH. THE CONTACT FEELS THE CRASH WAS CAUSED BY A FAULTY COMPUTER IN THE VEHICLE. THE FAILURE MILEAGE WAS 23,000.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10310958

**Date of Incident:** 20061201

**Vehicle:** 2000 TOYOTA SOLARA

**Location of Incident:** STAMFORD, CT

**NHTSA Summary:**

I WOULD LIKE TO REPORT MY SON'S FATAL 2000 TOYOTA SOLARA CRASH. HIS CAR WENT INTO FULL SPEED AND HIT THE TREES WITH SPEED CLOSE TO 100MPH ON RESIDENTIAL STREET WITH 20MPH LIMIT. UPDATED 03/10/10 \*BF \*TR

**Additional Summary:**

PER LA TIMES ARTICLE "TOYOTAS' SUDDEN ACCELERATION BLAMED FOR MORE DEATHS" - MARCH 26, 2010:

"One recent complaint was made Feb. 16 by Barbara Green of Stamford, Conn. She said her son, Blazej Ignatowicz, was killed Dec. 1, 2006, when his 2000 Toyota Solara raced to 100 mph in a New Britain, Conn., residential neighborhood, causing him to lose control and crash into some trees.

"I knew from the beginning there was something wrong with the car," Green said in an interview. "As soon as I heard the news [about sudden acceleration complaints] I was like, 'Here we go. Now I know what happened.' "

The 2000 Solara did not have the electronic throttle system that some have suggested is responsible for sudden acceleration. That model has not been subject to any of the Toyota recalls."

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**Toyota ID Number:**

**NHTSA ODI Number:** 10322267

**Date of Incident:** 20070404

**Vehicle:** 2006 SCION TC

**Location of Incident:** WHITTIER, CA

**NHTSA Summary:**

APR 4, 2007 4:06 AM US/PACIFIC 3 KILLED IN SINGLE-CAR CRASH IN WHITTIER, CALIFORNIA THREE PEOPLE WERE KILLED WHEN A CAR LOST CONTROL IN WHITTIER AND SLAMMED INTO A TREE. POLICE SAID WEDNESDAY THAT THE VICTIMS OF A SOLO-VEHICLE CRASH IN WHITTIER THAT LEFT THREE PEOPLE DEAD AND TWO OTHERS HOSPITALIZED RANGED IN AGE FROM 18 TO THEIR EARLY 20S. THE CRASH OCCURRED ABOUT 7 P.M. TUESDAY ON COLIMA ROAD NORTH OF MAR VISTA STREET, WHITTIER POLICE OFFICER DIANA SALAZAR SAID. JENNIFER UNZUETA, ALBERT VELASQUEZ AND JOSH GUTIERREZ WERE KILLED, SALAZAR SAID. UNZUETA WAS AN 18-YEAR-OLD WHITTIER RESIDENT; VELASQUEZ, 19, WAS FROM WHITTIER; AND GUTIERREZ WAS A 19-YEAR-OLD PICO RIVERA RESIDENT, ACCORDING TO THE CORONER'S OFFICE. THE DRIVER, AN 18-YEAR-OLD WOMAN IDENTIFIED AS XENIA GUERRA, REMAINED HOSPITALIZED IN STABLE CONDITION AT UCI MEDICAL CENTER, SALAZAR SAID. HECTOR SAENZ, IN HIS EARLY 20S, WAS AIRLIFTED TO COUNTY-USC MEDICAL CENTER, AND WAS HOSPITALIZED IN STABLE CONDITION, SALAZAR SAID. GUERRA, WHO HAD

FOUR PASSENGERS IN THE TOYOTA SCION, TOLD POLICE SHE LOST CONTROL OF THE COMPACT CAR. THERE WERE NO WITNESSES, BUT SALAZAR SAID THE TOYOTA WAS COMING DOWN A HILL FROM A WILDERNESS AREA WHEN THE ACCIDENT OCCURRED. IT WAS NOT CLEAR WHAT CAUSED THE CRASH, BUT DRIVERS OFTEN COME DOWN THE HILL AT DANGEROUSLY HIGH SPEEDS, SALAZAR SAID. THE SCENE WAS CLEARED AROUND 3:10 A.M. WEDNESDAY, WHITTIER POLICE SGT. A. RUIZ SAID.

**Additional Summary:**

XENIA GUERRA, 18 YRS OLD, WAS HOSPITALIZED AND HECTOR SAENZ WAS AIRLIFTED TO COUNTY-USC MEDICAL CENTER. PASSENGERS JENNIFER UNZUETA, ALBERT VELASQUEZ AND JOSH GUTIERREZ WERE KILLED IN THE CRASH.

XENIA GUERRA WAS CHARGED WITH DRIVING TO ENDANGER, AND THE DEATH OF 3 PASSENGERS. SHE PLEADED GUILTY AND WAS TO BE SENTENCED ON APRIL 24, 2008.

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**Toyota ID Number:**

**NHTSA ODI Number:** 10293580

**Date of Incident:** 20070409

**Vehicle:** 2001 TOYOTA AVALON

**Location of Incident:** ABILENE, TX

**NHTSA Summary:**

LET ME EXPLAIN FIRST, I CAN'T SUBSTANTIATE THE CLAIM I AM MAKING ABOUT THE POSSIBLE CAUSE OF THE ACCIDENT THAT KILLED MY WIFE WHEN DRIVING A 2001 TOYOTA AVALON. THE REASON THE ACCIDENT OCCURRED IS THAT SHE DID NOT STOP AT AN INTERSECTION CONTROLLED WITH A STOP SIGN. THE ACCIDENT OCCURRED IN CALLAHAN COUNTY, TEXAS AT THE INTERSECTION OF FM 1750 AND HIGHWAY 36 ON APRIL 9, 2007 AT APPROXIMATELY 8:30PM. SHE DROVE UNDER THE TRAILER OF AN 18 WHEELER, WAS KILLED INSTANTLY AND DRAGGED UNDER THE TRAILER FOR 800 TO 900 FEET. IT TOOK THE ABILENE FIRE DEPARTMENTS EXPERTISE TO REMOVE HER BODY FROM THE WRECKAGE. THE LOCAL VOLUNTEER FIRE DEPARTMENTS DID NOT WANT TO ATTEMPT IT. THERE WERE NO SKID MARKS. SHE HAD DRIVEN THIS ROUTE COUNTLESS TIMES AND WAS AWARE OF THE STOP SIGN. I CHECKED CELL PHONE RECORDS AND THERE WAS NO EVIDENCE THAT SHE COULD HAVE BEEN ON THE PHONE. ADMITTEDLY SHE WAS UPSET. SHE WAS DRIVING FROM ABILENE TO MEXIA, TEXAS TO BE WITH HER ELDERLY MOTHER WHO WAS IN A DIABETIC COMA WHEN SHE LAST SPOKE TO SOMEONE. HOWEVER RAY ANN WAS A GOOD DRIVER. I CAN'T BELIEVE THAT SHE WAS SO DISTRACTED TO ALLOW THIS TO HAPPEN. IN LIGHT OF THE RECENT RECALL BY TOYOTA, I BELIEVE THAT HER AVALON SUDDENLY ACCELERATED OUT OF CONTROL. NO SKID MARKS WERE AT THE SCENE ONLY CUTOUTS IN THE PAVEMENT THAT WERE CAUSED BY HER CAR AS IT WENT UNDER THE TRAILER. WHY NO SKID MARKS? AS SHOWN ON CONSUMER REPORT INTERNET VIDEO, THE BRAKES ARE NOT ABLE TO SLOW THE CAR DOWN AS IT IS ACCELERATING AND SKID MARKS WOULD NOT HAVE BEEN POSSIBLE. THERE IS NO OTHER EXPLANATION IN MY MIND AS TO HOW RAY ANN COULD HAVE MISSED THE STOP SIGN. THE CAR WAS OUT OF HER CONTROL AND IT KILLED HER. IF YOU WOULD LIKE TO HAVE THE VIN, PLEASE CONTACT ME. I WILL PULL IT OUT OF THE RECORDS I HAVE. THANK YOU FOR YOUR CONSIDERATION AND ANY RESPONSE. THIS IS SUCH A TRAGEDY THAT UNTIL THE RECALL LEFT ME WITHOUT ANY EXPLANATION THAT WAS BELIEVABLE. I NOW BELIEVE I KNOW WHAT HAPPENED. \*TR

**Additional Summary:**

Excerpt from the USA Today News Article "They died in Toyotas, leaving many questions" dated 3/18/10:

Dennis Gloyna describes the fatal crash that claimed the life of his wife, Ray Ann Gloyna, on April 9, 2007. "Dennis says he filed a complaint with NHTSA about three months ago, after hearing the reports about Toyota's sudden-acceleration cases. He hasn't heard back from the safety agency."

"I wrote that thinking this is like going to a dead-letter office," he said. "I might as well write Santa Claus."

"While he's waiting for a response and for some sort of investigation, he at least now feels like he has an answer to the mystery of his wife's death."

"The only way this could have happened is if she could not have stopped the car," he says.

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**Toyota ID Number:**

**NHTSA ODI Number:** 10311434

**Date of Incident:** 20070419

**Vehicle:** 2005 TOYOTA MATRIX

**Location of Incident:** ALBUQUERQUE, NM

**NHTSA Summary:**

2005 TOYOTA MATRIX. OUR SON WAS DRIVING AT A HIGH SPEED, HE RAN A RED LIGHT AND SWERVED TO AVOID A CAR AND CRASHED WITHOUT SLOWING AT ALL. HE WAS KILLED. HE WAS A CAUTIOUS DRIVER AND WAS FEARFUL OF HIGH SPEEDS. \*TR

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10322585

**Date of Incident:** 20070423

**Vehicle:** 2007 SCION TC

**Location of Incident:** MENDON, MA

**NHTSA Summary:**

LEICESTER, MASS. -- POLICE SAY IT APPEARS THE FOUR TEENAGERS WHO WERE KILLED IN A CAR CRASH IN LEICESTER WERE WEARING THEIR SEAT BELTS, AS WAS THE LONE SURVIVOR. LEICESTER POLICE CHIEF JIM HURLEY SAYS NEITHER ALCOHOL NOR DRUGS WAS A FACTOR IN THE CRASH. HURLEY ESTIMATES THE 2007 TOYOTA SCION WAS TRAVELING ABOUT 75 MILES-AN-HOUR ON A RESIDENTIAL STREET IN THE CENTRAL MASSACHUSETTS TOWN LATE FRIDAY NIGHT. HE SAID THE CAR VEERED OUT OF CONTROL AND HIT THE TREE. KILLED WERE THE DRIVER NATHAN PLAZA, 17, OF LEICESTER -- AND THREE PASSENGERS BRYAN ROSSIK, 17, OF LEICESTER, JULIANNE CARON, 18, OF NORTH BROOKFIELD AND COURTNEY BUTCHER, 18, OF WORCESTER. SEVENTEEN-YEAR-OLD LAUREN BENNETT REMAINS IN CRITICAL CONDITION.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10311070

**Date of Incident:** 20070714

**Vehicle:** 2004 TOYOTA AVALON

**Location of Incident:** LOVELAND, OH

**NHTSA Summary:**

ON JULY 14, 2007 MY PARENTS WERE INVOLVED IN A SINGLE-CAR CRASH IN THE RESIDENTIAL AREA OF NEW BLOOMFIELD, MO. MY 84-YEAR-OLD FATHER WAS DRIVING A 2004 TOYOTA AVALON, SUDDENLY LEFT THE RIGHT SIDE OF THE ROADWAY, FLIPPED THE VEHICLE, AND LANDED UPSIDE DOWN, BACK ON THE PAVEMENT. MY 79-YEAR-OLD MOTHER WAS KILLED INSTANTLY FROM HEAD TRAUMA, AND MY FATHER PASSED AWAY FROM INJURIES SUSTAINED IN THE ACCIDENT 7 WEEKS LATER. THE AUTHORITIES COULD NOT DETERMINE THE CAUSE OF THE ACCIDENT, AND MY FATHER COULD NOT REMEMBER ANY DETAILS, AS HE HAD EXTRAORDINARY INTERNAL TRAUMA AND WAS IN ICU FOR MOST OF HIS REMAINING 7 WEEKS. I HAVE PETITIONED THE AUTO INSURER, ALLSTATE SEVERAL TIMES, BUT THEY NOT RESPONDED TO MY EMAILS, AND ALTHOUGH

IT IS LIKELY THIS VEHICLE HAS BEEN DESTROYED, BASED ON ALL THE MEDIA ABOUT SUDDEN ACCELERATION OF TOYOTA VEHICLES, THIS COULD CERTAINLY HAVE BEEN A CONTRIBUTING FACTOR TO, IF NOT THE CAUSE OF, THIS HORRIFIC ACCIDENT. WE HAVE BEEN VEXED BY THE WHOLE INCIDENT, AND IT NEVER OCCURRED TO ME TO REQUEST HAVING THE AVALON INSPECTED (HIGHLY RATED VEHICLE AND ALL...), UNTIL ALL THE RECENT MEDIA OF OTHER DEATHS INVOLVING TOYOTA VEHICLES. I DO NOT HAVE THE VIN # AVAILABLE PRESENTLY, BUT CAN OBTAIN IT. UPDATED 03/10/10 \*BF \*TR

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10308674

**Date of Incident:** 20070811

**Vehicle:** 2007 TOYOTA SIENNA

**Location of Incident:** ROCHESTER, MN

**NHTSA Summary:**

ON AUGUST 11, 2007, MY FAMILY EXPERIENCED A HEAD ON COLLISION. WE WERE DRIVING A 2007 TOYOTA SIENNA. MY HUSBAND WAS DRIVING AND DIED AT THE SCENE. THE INVESTIGATION NEVER FOUND ANY REASON FOR THE CAUSE OF THE ACCIDENT. MY HUSBAND CROSSED THE CENTER LINE WHILE GOING ROUND A SLIGHT CURVE. HE WAS 47, POOR WEATHER WAS NOT ISSUE. IF THE ACCELERATOR ON THE SIENNA MALFUNCTIONED AND DID NOT RESPOND, THAT COULD DEFINITELY BE A FACTOR. OUR VAN HAD LESS THAN 3000 MILES ON IT. WE PURCHASED IN MAY 11, 2007. THE AUTOPSY FOR MY HUSBAND CAME BACK NEGATIVE FOR ANY MEDICAL CONDITION CONCERN. PLEASE INVESTIGATE OUR ACCIDENT REPORT AND BE SURE THE SAFETY AND RELIABILITY OF SIENNAS IS SOUND.

**Additional Summary:**

USA Today news article "They died in Toyotas, leaving many questions":

David Schowalter was killed -

"On the way home from a YMCA camp, the minivan was heading around a slight bend in the highway when it crossed the center lane and crashed into another vehicle.

Schowalter's wife, Karen, filed a complaint with NHTSA after the Toyota recalls were in the news. She told the government that the crash investigation never found a cause and that the 3-month-old van had fewer than 3,000 miles on it."

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**Toyota ID Number:**

**NHTSA ODI Number:** 10315178

**Date of Incident:** 20070811

**Vehicle:** 2007 TOYOTA SIENNA

**Location of Incident:** ROCHESTER, MN

**NHTSA Summary:**

AUGUST 11, 2007 MY HUSBAND WAS KILLED IN A CAR ACCIDENT INVOLVING A BRAND NEW TOYOTA SIENNA. THE CAUSE OF THE ACCIDENT WAS NEVER DETERMINED. I WAS IN THE MINI-VAN WITH MY HUSBAND. HE FAILED TO STAY IN OUR LANE GOING ROUND A SLIGHT CURVE IN THE ROAD. WE HIT ANOTHER CAR HEAD ON. I AM VERY CONCERNED ABOUT THE TOYOTA RECALL AND WONDER IF THE ACCELERATOR PEDAL ISSUE ALSO CONCERNS SIENNAS. FOR THE SAFETY OF OTHER FAMILIES, I WISH TO REOPEN THE INVESTIGATION OF OUR CAR ACCIDENT.

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10318162  
**Date of Incident:** 20071012  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** CHADDS FORD, PA

**NHTSA Summary:**

TL\*THE DRIVER OWNED A 2004 TOYOTA SIENNA. WHILE DRIVING 60 MPH, THE DRIVER CRASHED INTO A SEMI-AUTOMATIC TRUCK. THE DRIVER WAS KILLED AS A RESULT OF THE CRASH. THE CONTACT STATED THAT THERE WERE NO INDICATIONS THAT THE BRAKE WAS APPLIED AND THAT THE VEHICLE MAY HAVE ACCELERATED FORWARD. THE CURRENT AND FAILURE MILEAGES WERE NOT AVAILABLE.

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10316478  
**Date of Incident:** 20071129  
**Vehicle:** 9999 TOYOTA AVALON  
**Location of Incident:** CATONSVILLE, MD

**NHTSA Summary:**

S10 COMEBACK RE TOYOTA ACCELERATION PROBLEM RE FATALITY ACCIDENT ON 11/29/07 INVOLVING TOYOTA AVALON. \*TGW THE CONSUMERS FRIEND AND AN ACQUAINTANCE WERE INVOLVED IN AN ACCIDENT. ACCORDING TO THE REPORT, THE CONSUMER'S FRIEND PULLED OUT IN FRONT OF A TRUCK. THE CONSUMER DISAGREED WITH THE THEORY THAT HER FRIEND WOULD HAVE JUST PULLED OUT IN FRONT OF A TRUCK. THE CONSUMER BELIEVED HER FRIEND MAY HAVE EXPERIENCED SOME TYPE OF MECHANICAL PROBLEM WITH THE VEHICLE. WHEN THE CONSUMER ASKED HAD THE VEHICLE BEEN INSPECTED, SHE WAS TOLD THAT WAS NOT AN ISSUE. \*JB

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10218762  
**Date of Incident:** 20080220  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** WORTHINGTON, IA

**NHTSA Summary:**

TL\*THE CONTACT OWNED A 2007 TOYOTA TUNDRA. WHILE THE CONTACT'S HUSBAND WAS DRIVING AT AN UNKNOWN SPEED, THE VEHICLE ACCELERATED BETWEEN APPROXIMATELY 80-100 MPH, CRASHED INTO A TREE AND THE DRIVER WAS KILLED. THE VEHICLE WAS DESTROYED. THE CONTACT BELIEVED THAT THE CRASH WAS RELATED TO THE RECALL ABOUT THE AFTERMARKET ALL WEATHER FLOOR MATS BECOMING STUCK AND CAUSING THE VEHICLE TO ACCELERATE. A POLICE REPORT WAS FILED. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 35,000. UPDATED 03-11-08 \*BF

**Additional Summary:**

USA Today news article "They died in Toyotas, leaving many questions":

"This crash killed a father of two in the middle of the afternoon. Police say Mullett was driving south on Iowa 136, lost control and slammed into a tree at an estimated 80 to 100 mph. Police say he was not wearing a seatbelt.

Mullett's wife, Michelle, filed the complaint with NHTSA the following day, claiming there must've been something wrong with her husband's car. She could not be reached for comment."

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10322586  
**Date of Incident:** 20080319  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** VINCENNES, IN

**NHTSA Summary:**

ON MARCH 19, 2008, MY STEP-SON WAS KILLED IN TAMPA, FLORIDA WHILE DRIVING HIS 2007 TOYOTA AVALON. HE HAD JUST DROPPED MY SISTER-IN-LAW OFF AT THE AIRPORT AND WAS TRAVELLING ON THE COURTNEY CAMPBELL PARKWAY WHEN THE CAR ACCELERATED. HE EXITED ONTO A SERVICE ROAD, POSTED AT 15 MPH, AT A HIGH RATE OF SPEED, CRASHING THROUGH A GUARDRAIL AND PLUNGING INTO TAMPA BAY. HE DID NOT GET OUT OF THE VEHICLE. WITNESSES SAY HE DID NOT APPEAR TO BRAKE BEFORE HITTING THE GUARDRAIL. NOBODY COULD DETERMINE AT THE TIME WHY THE ACCIDENT OCCURRED; HIS TOXICOLOGY REPORT WAS CLEAR. THE CAR HAS LONG SINCE BEEN SALVAGED SINCE TOYOTA'S UNINTENDED ACCELERATION ISSUES WERE NOT PUBLIC KNOWLEDGE AT THE TIME TWO YEARS AGO.

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10329365  
**Date of Incident:** 20080528  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** ROHNERT PARK, CA

**NHTSA Summary:**

MAY 28 2008, DRIVER AND 1 PASSENGER KILLED IN 2000 CAMRY CAUSED BY SEAT BELTS AND AIR BAGS AND DETACHED SEATS IN A RUNAWAY TOYOTA THAT LURCHED AND BECAME UNCONTROLLABLE AND HIT A TREE (GOING UNDER 35MPH). BECAUSE DRIVER WORE A MEDIC-ALERT BRACELET SAYING, "SEIZURE DISORDER", ALL ASSUMED THIS WAS THE CAUSE OF THE ACCIDENT. DRIVERS (ME) LIFE WAS RECOVERED IN EMERGENCY HOSPITAL, PASSENGER HAD CHEST CRUSHED BY FORCE OF AIR BAG AND SEAT BELTS WHEN SEAT BROKE LOOSE., BLED TO DEATH INTERNALLY. I , THE DRIVER ,HAVE A PERMATE CRUSHED LARYNX PAIN FROM BROKEN CHEST BONES AND PERMANENT SMASHED FEET FROM SEAT BREAKING LOOSE AND ME BEING SHOVED UNDER THE DASHBOARD.. 48 HOSPITAL OBSERVATION AND WEEKS OF FOLLOW UP REPORTED NO SEIZURES. BLOOD TESTS SHOWED NO ALCOHOL OR DRUGS WERE INVOLVED. LAST PREVIOUS SEIZURE PRIOR TO THE ACCIDENT WAS SOME 5 YEARS PRIOR. I NOW HAVE PERMANENT LEG AND /FOOT DAMAGE AND MUST WALK WITH A WALKER AND CANNOT WEAR REGULAR SHOES, NOR CAN SIT FOR MORE THAN 1 HOUR AND HAS TO SLEEP IN A RECLINER DUE TO THE PAIN AND INABILITY TO BREATHE LYING DOWN IN A BED. USES CANE IN APARTMENT. LIVES ALONE (AGE 77) TOYOTA CLAIMS REFUSES ANY RESPONSIBILITY BECAUSE CAR INSURER TOTALED CAR BEFORE TOYOTA COULD INSPECT TO SEE THE USED AIRBAGS, FRONT SEATS BLOOD AND CUT AWAY SEAT BELTS TO GET PERSONS INTO AMBULANCES. FRONT WAS TOO SMASHED TO DETERMINE ANY STEERING ISSUES. TIRES IN GREAT SHAPE... 34 DVD PHOTOS AND FULL POLICE REPORT AVAILABLE UPON REQUEST. REGARDLESS OF LOSS OF CAR CONTROL. SEAT BELTS AND AIR BAGS AND SEATS BREAKING LOOSE ARE THE MAJOR ISSUES OF RESPONSIBILITY FOR 1 DEATH AND 1 PERMANENT PHYSICALLY DAMAGED DRIVER. \*TR UPDATED 06/03/10\*BF

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10318183, 10318667

**Date of Incident:** 20080603  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** COLUMBUS, OH

**NHTSA Summary:**

DECEDENT WAS DRIVING A 2007 LEXUS ES350 ON CO. RD. 207 IN ROSS COUNTY, OHIO. VEHICLE CROSSED CENTER LINE AND COLLIDED HEAD-ON INTO PRISON VAN, KILLING DRIVER OF LEXUS AND PRISONER IN VAN. LEXUS DRIVER KNOWN TO BE A VERY CAUTIOUS DRIVER AND ROUGH CALCULATION OF SPEED OF LEXUS BY POLICE INVESTIGATOR CAUSES SUSPICION OF UNINTENDED ACCELERATION UPDATED 03/30/10 \*BF , 2007 LEXUS ES350. SUSPECTED UNINTENDED ACCELERATION CAUSING FATAL CRASH. \*TGW THE DECEDENT WAS DRIVING, WHEN APPARENTLY HIS VEHICLE CROSSED THE CENTER LINE AND CRASHED HEAD-ON INTO A VAN. A PASSENGER IN THE VAN WAS ALSO KILLED. (ATTORNEY ON BEHALF OF DECEDENT)

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10314633  
**Date of Incident:** 20080906  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** BOULDER, CO

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA AVALON. THE DRIVER CRASHED INTO A POST. THE VEHICLE ROLLED ONTO THE RIGHT SIDE OF THE ROAD. THE PASSENGER DIED AT THE SCENE. A POLICE REPORT WAS TAKEN. THE CONTACT STATED THAT IT WAS CONSIDERED A HIGH SPEED CRASH. AFTER THE CRASH OCCURRED THE CONTACT RECEIVED A RECALL NOTICE FROM THE MANUFACTURER CONCERNING THE FLOOR MATS. THE VEHICLE WAS DESTROYED. THE INSURANCE COMPANY NOTIFIED THE CONTACT THAT THERE WAS NOTHING THAT COULD BE DONE. ANOTHER DRIVER STATED THAT THE VEHICLE PREVIOUSLY ACCELERATED MULTIPLE TIMES. THE VIN WAS NOT AVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE 30,000.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:**  
**Date of Incident:** 20080912  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CLARKSVILLE, TN

**NHTSA Summary:**

**Additional Summary:**

A \$10 million lawsuit filed against Toyota from a Clarksville family is the latest development in a two-year investigation by the Channel 4 I-Team into cases of sudden acceleration by Toyota Tacoma pickup trucks.

The Tacoma is among of the 3.8 million vehicles recalled by Toyota, as is the Camry.

When Dustin Ricardo's 2007 Camry crashed, he left behind his girlfriend and their then-1½-year-old daughter. "Adalynn wants to know about her daddy, where her daddy is," said Chrissy Ricardo, Dustin Ricardo's girlfriend. It is in Adalynn's name that her family is suing Toyota for \$10 million, alleging, among other defects, the Camry was equipped with an unsecured all-weather floor mat. According to the lawsuit filed two months ago, that floor mat jammed underneath the pedal and caused Dustin Ricardo to accelerate off Needmore Road in Clarksville, crash into a tree and die.

"What I believed happened is that Dustin Ricardo, when he got in and out of his car, unbeknownst to him, what he was actually doing, he was scooting the floor mat up toward the gas pedal," said Mike Rowan, an attorney suing Toyota.

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**Toyota ID Number:**

**NHTSA ODI Number:** 10310430

**Date of Incident:** 20081031

**Vehicle:** 2005 TOYOTA SIENNA

**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

ON OR ABOUT OCTOBER 31, 2008, A 2005 TOYOTA SIENNA XLE ACCELERATED SUDDENLY AND UNEXPECTEDLY. THE DRIVER STEERED THE VEHICLE AROUND CARS, CURBS AND OTHER OBSTRUCTIONS WHILE THE VEHICLE CONTINUED TO ACCELERATE THROUGH A PARKING LOT. ATTEMPTS TO BRAKE THE VEHICLE WERE FUTILE. THE VEHICLE EVENTUALLY HIT A CURB WHICH DEFLATED A TIRE, THEN CONTINUED THROUGH A CHAIN-LINK FENCE AND A FIELD AND INTO A PORTABLE BUILDING, FINALLY COMING TO A STOP. THE DRIVER WAS INJURED IN THE UNINTENDED ACCELERATION INCIDENT AND DIED. UPDATED 02/26/10 \*BF \*TR

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10321756

**Date of Incident:** 20081031

**Vehicle:** 2008 TOYOTA PRIUS

**Location of Incident:** WACONIA, MN

**NHTSA Summary:**

VEHICLE RAN OFF ROAD ON CURVE, DRIVER REPORTED VEHICLE SUDDENLY ACCELERATED OUT OF CONTROL.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10322258

**Date of Incident:** 20090115

**Vehicle:** 2006 SCION TC

**Location of Incident:** MENDON, MA

**NHTSA Summary:**

VINCENT BUTTO (20) OF MAGNOLIA, DELAWARE WAS KILLED WHEN HE LOST CONTROL OF TOYOTA SCION ON JANUARY 15TH, 2009. PRELIMINARY INVESTATION BY THE DELAWARE STATE POLICE STATE VINCENT FAILED TO STOP GOING THROUGH AN INTERSECTION, THE CAR ROLLED OVER SEVERAL TIMES AND THAT EXCESSIVE SPEED WAS A FACTOR IN THE ACCIDENT

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10317651

**Date of Incident:** 20090117

**Vehicle:** 2005 TOYOTA AVALON

**Location of Incident:** STATEN ISLAND, NY

**NHTSA Summary:**

ON 1/17/2009 MY MOTHERS CAR LEFT THE PAVED ROADWAY AT APPROX. 70 MPH AND STRUCK A BRICK WALL. NO SKID MARKS WERE PRESENT AT THE TIME AND WE NOW

BELIEVE THAT THE VEHICLE MAY HAVE ACCELERATED OUT OF CONTROL AND CAUSED THE CRASH AND SUBSIQUENT DEATH OF MY MOTHER. UPDATED 03/14/10 \*BF

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20090119

**Vehicle:** 2005 TOYOTA AVALON

**Location of Incident:** PASCAGOULA, MS

**NHTSA Summary:**

**Additional Summary:**

"MY HUSBAND WAS DRIVING A 2005 TOYOTA AVALON ON A WELL-KNOWN, STRIAIGHT ROAD. WHEN HE CAME TO THE END OF THE ROAD THE CAR NEVER STOPPED OR SLOWED DOWN, IT WENT STRAIGHT INTO A BAYOU AND HE WAS KILLED."

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20090224

**Vehicle:** 2009 TOYOTA CAMRY

**Location of Incident:** , TX

**NHTSA Summary:**

**Additional Summary:**

JANICE H. BERG WAS DRIVING SOUTH ON EL CAMINO REAL IN CLEAR LAKE CITY WITH HER HUSBAND, KENNETH D. BERG, SR. WHEN THE CAR SUDDENLY MALFUNCTIONED AND ACCELERATED AT A HIGH RATE OF SPEED CAUSING MRS. BERG TO LOSE CONTROL AT AN INTERSECTION AND CRASH INTO A UTILITY POLE. THE BERGS WERE TRANSPORTED TO BEN TAUB GENERAL HOSPITAL WHERE THEY DIED THAT NIGHT.

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**Toyota ID Number:**

**NHTSA ODI Number:** 10335015

**Date of Incident:** 20090611

**Vehicle:** 1991 TOYOTA CAMRY

**Location of Incident:** ZEBULON, NC

**NHTSA Summary:**

TL-THE DRIVER OWNED A 1991 TOYOTA CAMRY. WHILE DRIVING 90 MPH THE VEHICLE ACCELERATED AND THE VEHICLE CRASHED INTO A TREE. A POLICE REPORT WAS FILED. THE DRIVER WAS KILLED. THE VEHICLE WAS DESTROYED. THE FAILURE MILEAGE WAS UNKNOWN. VWB UPDATED 06/24/10 \*BF ACCORDING TO THE POLICE REPORT, THE CONSUMER WAS TRAVELING AT A HIGH RATE OF SPEED. THE CONSUMER SLID OFF THE ROAD TO THE LEFT AND THEN SLID BACK OFF THE ROAD TO THE RIGHT AND BEGAN TO ROLL TO ITS LEFT. THE VEHICLE THE STRUCK A TREE AND SEPARATED. THE BACK HALF CAME TO REST FACING NORTH ON ITS LEFT SIDE AGAINST THE TREE. THE FRONT OF THE VEHICLE CAME TO REST BEHIND THE TREE FACING NORTH. UPDATED 06/25/10.\*JB

**Additional Summary:**

Questionable. Marilyn, please get info. Felix and Sean review.

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**Toyota ID Number:**

**NHTSA ODI Number:** 10317036

**Date of Incident:** 20090704

**Vehicle:** 2007 SCION TC

**Location of Incident:** KINGMAN, AZ

B-17

**NHTSA Summary:**

TL\*THE CONTACT OWNED A 2007 TOYOTA SCION. THE CONTACTS DAUGHTER WAS KILLED IN AN ACCIDENT WHERE THE VEHICLE WAS DESTROYED. THE POLICE STATED THAT THE VEHICLE WAS GOING 90 MPH. THE CONTACT STATED THAT THIS FAILURE HAPPENED TWICE PRIOR. THE VEHICLE KEPT ACCELERATING AND WHEN THE CONTACT HAD TO SWERVE TO MISS OTHER VEHICLES, THE CONTACT LOST CONTROL AND HIT A UTILITY POLE. THE VEHICLE HAD 30000 MILES AT THE TIME OF THE FAILURE AND THE VEHICLE HAD 30000 MILES CURRENTLY. UPDATED 003/30/10 \*BF

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10320131

**Date of Incident:** 20090713

**Vehicle:** 2004 TOYOTA COROLLA

**Location of Incident:** WEST SPRINGFIELD, MA

**NHTSA Summary:**

MY DAUGHTER HAD A HEAD-ON COLLISION WITH A MOTORCYCLE, WHILE DRIVING HER 2004 TOYOTA COROLLA. THE MOTORCYCLE RIDER WAS KILLED. THE AIRBAG IN THE COROLLA DEPLOYED AND SAVED MY DAUGHTER'S LIFE. UNFORTUNATELY, SHE STILL HAS LITTLE, OR NO MEMORY OF THE ACCIDENT. WE DON'T KNOW WHAT HAPPENED, OR WHY? THE POLICE BELIEVE SHE LOST CONTROL OF HER VEHICLE, CROSSED THE LANE INTO ONCOMING TRAFFIC AND STRUCK THE MOTORCYCLE. A WITNESS STATED HER CAR WAS GOING FAIRLY FAST. WHY WAS IT GOING SO FAST IN A RESIDENTIAL AREA? A TRAFFIC LIGHT WAS RIGHT IN FRONT HER (ABOUT 100 FEET AHEAD). AT THAT LIGHT, SHE WOULD HAVE TAKEN A SQUARE RIGHT HAND TURN, ENROUTE TO HER HOME. I DON'T UNDERSTAND WHY SHE WAS GOING SO FAST. AND I DON'T UNDERSTAND WHY SHE LOST CONTROL OF HER CAR. SHE WAS 90% OF THE WAY HOME. IT WAS ABOUT 6:15 IN THE AFTERNOON IN THE MIDDLE OF SUMMER. A SUNNY DAY, NO CLOUDS OR PRECIP. THE CAR IS BEING HELD BY THE WEST SPRINGFIELD, MA POLICE DEPARTMENT. CAN YOU INSPECT THE VEHICLE? SHE HAD COMPLAINED TO ME ABOUT THE VEHICLE PREVIOUS TO THIS. SHE ONCE ASKED ME ADD POWER STEERING FLUID. WHEN I CHECKED, THE RESERVOIR WAS ALREADY UP TO THE FULL MARK. BEING A DAD, MY ONLY JOB WAS TO MAINTAIN THE CAR (CHANGE OIL, ETC). I VERY, VERY RARELY DROVE THE CAR. AND WHEN I DID DRIVE, IT WAS FINE. THIS COROLLA WAS REGISTERED IN MY NAME. I BOUGHT IT IN 2007 FOR MY DAUGHTER (HER FIRST CAR). I BOUGHT COROLLAS FOR BOTH OF MY CHILDREN. I GAVE MY SON A 2001 COROLLA YEARS AGO. I'M A BIG BELIEVER IN TOYOTA QUALITY. I OWN A TACOMA MYSELF. BUT, SOMETHING ISN'T RIGHT ABOUT THIS ACCIDENT. I THINK THE STEERING AND ACCELERATION SHOULD BE CHECKED, AS A MINIMUM.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10293494

**Date of Incident:** 20090804

**Vehicle:** 2005 TOYOTA CAMRY

**Location of Incident:** COPIAGUE, NY

**NHTSA Summary:**

TL\* THE DRIVER OWNS A 2005 TOYOTA CAMRY. HER SON IN LAW, WHILE DRIVING, WAS KILLED IN A VEHICLE CRASH. THE POLICE REPORT STATES THAT THE VEHICLE WAS SPEEDING AND THAT THE DRIVER COULD NOT CONTROL THE VEHICLE. SHE FILED A COMPLAINT WITH TOYOTA MANUFACTURER REGARDING UNINTENDED VEHICLE ACCELERATION. THE FAILURE MILEAGE WAS 45,000. THE VIN NUMBER WAS UNKNOWN.

**Additional Summary:**

USA Today news article "They died in Toyotas, leaving many questions" -

Villalta was seen driving erratically and speeding on the Southern Parkway on Long Island moments before the Tuesday afternoon crash. A local news station sent its helicopter over the scene and said the car was virtually crushed on impact.

New York State Police investigated the crash and said Villalta didn't have any drugs or alcohol in his system. His mother-in-law, whose car he was driving, filed a complaint with NHTSA.

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**Toyota ID Number:**

**NHTSA ODI Number:** 10316048

**Date of Incident:** 20090808

**Vehicle:** 2005 TOYOTA CAMRY

**Location of Incident:** LASCRUCES, NM

**NHTSA Summary:**

TL\*THE CONTACT OWNED A 2005 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 55 MPH, THE VEHICLE UNEXPECTEDLY ACCELERATED AND REAR-ENDED A VEHICLE. THE VEHICLE CONTINUED TO ACCELERATE UNCONTROLLABLY OFF OF THE ROAD. THE DRIVER AVOIDED STRIKING A PEDESTRIAN AND CRASHED INTO A PARKED VEHICLE. THE AIR BAG DEPLOYED WITH THE LEVEL OF IMPACT INVOLVED. THE POLICE WAS CALLED TO THE SCENE. THE DRIVER SUSTAINED MULTIPLE INJURIES, AND DIED OF THE INJURIES THREE MONTHS LATER. THE OTHER VEHICLE DRIVER SUFFERED MINOR INJURIES. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 20,000.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10310663

**Date of Incident:** 20090810

**Vehicle:** 2005 TOYOTA CAMRY

**Location of Incident:** HERNDON, VA

**NHTSA Summary:**

FATAL LIFE THREATENING ACCIDENT IN AUGUST 2009. TOYOTA CAMRY 2005. CAR HYDROPLANED WHILE CHANGING LANE. VEHICLE SPEED WAS CHANGED WHILE CHANGING LANE AND IT GOT OVER ACCELERATED. VEHICLE LOST CONTROLLED TUMBLED, FLIPPED COUPLE OF TIMES AND HIT THE MAJOR HIGHWAY RAMP. POLICE ARRIVED AND ALL FOUR ADULTS AND TODDLER IS ADMITTED TO HOSPITAL USING AMBULANCE SERVICE. LATER ON INSURANCE COMPANY DECLARED CAR AS TOTAL LOSS.  
\*TR

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10306747, 10306750

**Date of Incident:** 20090811

**Vehicle:** 2007 SCION TC

**Location of Incident:** MENDON, MA

**NHTSA Summary:**

2007 SCION TC SET ON CRUISE AT 70 MPH CRASHED INTO GUARDRAIL ON HIGHWAY. MY SON WAS DRIVING AND HE DOES NOT REMEMBER THE CAUSE OF THE ACCIDENT BUT STATE POLICE ACCIDENT RECONSTRUCTION CLAIM CAR HIT THE GUARDRAIL AT A SPEED IN EXCESS OF 100 MPH UPON CRASH. CRASH SEVERLY INJURED MY SON AND KILLED HIS CHILDHOOD FRIEND. TWO THINGS ARE KNOWN FOR CERTAIN, DRIVER CLAIMS CAR WAS ON CRUISE AND ACCIDENT REPORT STATES SPEED OVER 100 MPH. THE

B-19

CRASHES ON THESE CARS ARE OVERLOOKED BECAUSE MOSTLY TEENAGERS AND YOUNG ADULTS ARE BUYING THEM AND OFFICIALS AND INSURANCE COMPANIES BLAME ACCIDENTS ON DRIVER INEXPERIENCE.; '2007 SCION TC SET ON CRUISE AT 70 MPH CRASHED INTO GUARDRAIL ON HIGHWAY. MY SON WAS DRIVING AND HE DOES NOT REMEMBER THE CAUSE OF THE ACCIDENT BUT STATE POLICE ACCIDENT RECONSTRUCTION CLAIM CAR HIT THE GUARDRAIL AT A SPEED IN EXCESS OF 100 MPH UPON CRASH. CRASH SEVERELY INJURED MY SON AND KILLED HIS CHILDHOOD FRIEND. TWO THINGS ARE KNOWN FOR CERTAIN, DRIVER CLAIMS CAR WAS ON CRUISE AND ACCIDENT REPORT STATES SPEED OVER 100 MPH. THE CRASHES ON THESE CARS ARE OVERLOOKED BECAUSE MOSTLY TEENAGERS AND YOUNG ADULTS ARE BUYING THEM AND OFFICIALS AND INSURANCE COMPANIES BLAME ACCIDENTS ON DRIVER INEXPERIENCE.

**Additional Summary:**

Per News Article from USA Today "They died in Toyotas, leaving many questions":

Joseph Mele and Adam Palmer were driving home to Mendon, MA after spending a day painting an apartment in Cape Cod, when the accident occurred. The car which was allegedly set on cruise control at 70 mph, hit a guardrail going about 100 mph. Mele escaped the fiery wreckage, but Palmer did not.

Christopher Loconto, Mele's attorney, says he felt from the beginning that there may have been something wrong with the car.

"We've got a kid here with no history of things like this. His best friend is dead, and he's devastated about the whole thing," Loconto says. "There's so much information that we don't have, and it takes awhile to put it all together."

But the district attorney's office in Dedham, Mass, says it knows exactly what happened: drunken driving.

In court documents, the district attorney's office says it has witnesses who say they pleaded with Mele not to drive because he had been drinking. Two groups of friends drove home from Cape Cod that night, one with a designated driver. The other was Palmer and Mele.

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**Toyota ID Number:**

**NHTSA ODI Number:** 10314264

**Date of Incident:** 20090909

**Vehicle:** 2009 TOYOTA CAMRY

**Location of Incident:** WEST BEND, WI

**NHTSA Summary:**

TL\*THE CONTACT OWNED A 2009 TOYOTA CAMRY XLE. THE DRIVER WAS DRIVING 60 MPH WHEN SHE HEARD A LOUD EXPLOSION. THE DRIVER CRASHED INTO ANOTHER VEHICLE HEAD ON AND THE PASSENGER OF THE OTHER VEHICLE WAS EXPIRED AT THE SCENE. BOTH VEHICLES WERE DESTROYED. THE DRIVER SUSTAINED MAJOR INJURIES. A POLICE REPORT WAS TAKEN. THE DEALERSHIP WAS CONTACTED TO GET SERVICE RECORDS FOR THE INSURANCE COMPANY. THE CRASH OCCURRED RIGHT BEFORE THE MANUFACTURER RECALLED THE VEHICLE. THE CONTACT HAS NOT NOTIFIED THE MANUFACTURER AS OF YET. THE FAILURE MILEAGE WAS 27000. THE CURRENT MILEAGE WAS 27,500.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10311489

**Date of Incident:** 20090910

**Vehicle:** 2008 TOYOTA PRIUS

**Location of Incident:** BOHEMIA, NY

**NHTSA Summary:**

DRIVER IN TOYOTA PRIUS WAS STOPPED AT A RED LIGHT. ACCORDING TO WITNESSES, FOR NO APPARENT REASON THE VEHICLE ACCELERATED, ROLLED OR DROVE INTO INTERSECTION WHERE VEHICLE WAS STRUCK BY ANOTHER VEHICLE. PRIUS DRIVER WAS FATALLY INJURED. UPDATED 03/14/10 \*BF \*TR

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10303080

**Date of Incident:** 20090928

**Vehicle:** 2004 TOYOTA SOLARA

**Location of Incident:** SPIRIT LAKE, IA

**NHTSA Summary:**

ON SEPTEMBER 28, 2009 MY MOTHER WAS DRIVING HER 2004 TOYOTA SOLARA AND HAD AN ACCIDENT. THE CAR JUMPED THE CURB, HIT A TREE, A LAMP POST, AND CRASHED INTO A STONE SIGN. SHE WAS TAKEN TO THE HOSPITAL WHERE THEY FOUND A LARGE BRUISE ON HER ARM. THE DOCTORS SENT HER FOR A SCAN RIGHT AWAY, BUT SHE HAD A STROKE AND NEVER RECOVERED. SHE DIED FOUR DAYS LATER. I REALIZE THAT THE CURRENT TOYOTA ACCELERATOR RECALL DOES NOT INVOLVE THE SOLARA AT THIS TIME, BUT OUR FAMILY IS NOW SUSPICIOUS. A CAUSE OF MY MOTHER'S ACCIDENT HAS NOT BE DETERMINED. SHE DIED BEFORE THE POLICE WERE ABLE TO ASK HER ABOUT THE ACCIDENT. THE CAR IS STILL SMASHED UP AND HAS NOT BEEN REPAIRED. SHOULD WE INVESTIGATE THIS MATTER FURTHER? TW\*

**Additional Summary:**

On September 28, 2009 my mother was driving her 2004 Toyota Solara and had an accident. The car jumped the curb, hit a tree, a lamp post, and crashed into a stone sign. She was taken to the hospital where they found a large bruise on her arm. The doctors sent her for a scan right away, but she had a stroke and never recovered. She died four days later. I realize that the current Toyota accelerator recall does not involve the Solara at this time, but our family is now suspicious. A cause of my mother's accident has not be determined. She died before the police were able to ask her about the accident. The car is still smashed up and has not been repaired.

3/18/10 - MJC - ADDED NEWS ARTICLE FROM USA TODAY "The died in Toyotas, leaving many questions"

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**Toyota ID Number:**

**NHTSA ODI Number:** 10331021

**Date of Incident:** 20091004

**Vehicle:** 2001 TOYOTA CAMRY

**Location of Incident:** NEW BRUNSWICK, NJ

**NHTSA Summary:**

THIS VEHICLE WAS INVOLVED IN A FATAL CRASH IN WHICH A PASSENGER WAS KILLED. BASED UPON A CRASH RECONSTRUCTION ANALYSIS, THE VEHICLE WAS TRAVELING IN EXCESS OF 100 MPH WHEN THE DRIVER LOST DIRECTIONAL CONTROL AND STRUCK THE BACK OF ANOTHER VEHICLE. ALTHOUGH NO CURRENT RECALLS EXIST FOR THIS PARTICULAR VEHICLE IN REGARDS TO VEHICLE SPEED CONTROL ISSUES, WE ARE INTERESTED IN HAVING IT INVESTIGATED IN LIGHT OF THE RECENT TOYOTA RECALLS WITH OTHER MODEL YEARS. THE UNUSUALLY HIGH SPEED OF THIS VEHICLE DOES NOT APPEAR CONSISTENT WITH THE CIRCUMSTANCES SURROUNDING THE CRASH. THE VEHICLE IS AVAILABLE FOR EXAMINATION IF NEEDED.

**Additional Summary:**

B-21

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10302616, 10314238  
**Date of Incident:** 20091012  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** WELLESLEY, KEENE, MA, NH

**NTHSA Summary:**

TOYOTA HIGHLANDER 2005. PETERBORO , NH. 11 AM. DRIVER WAS REPORTED TO PASS VEHICLE ON RIGHT IN BREAK DOWN LANE, THEN TRIED TO PASS ANOTHER CAR BY GOING INTO LEFT LANE AND HIT ONCOMING VEHICLE. FOUR PEOPLE KILLED. DRIVER WAS VERY EXPERIENCED --EXCELLENT SAFETY RECORD. I HAD BEEN IN HIS CAR WITH HIM HUNDREDS OF TIMES. VERY SAFE DRIVER --NO COWBOY. BELIEVE CAR HAD UNCONTROLLED ACCELERATION. \*CN , TL\*THE DRIVER RENTED A 2005 CHEVROLET CAVALIER. THE DRIVER WAS HIT HEAD ON BY AN OUT OF CONTROL 2002 TOYOTA HIGHLANDER. BOTH VEHICLES WERE DESTROYED. THERE WERE FOUR FATALITIES AS A RESULT OF THE CRASH. THE HIGHLANDER SPEED INCREASED UP TO 85 MILES PER HOUR AT THE TIME OF THE INCIDENT. THE CONTACT DOES NOT KNOW WHAT THE MILEAGE WAS ON THE VEHICLE WHEN THE CRASH OCCURRED.

**Additional Summary:**

The lengthy investigation into a crash that killed four people in Peterborough in October has ended with few answers.

Investigators have determined that the Oct. 12 crash on Route 202 near the Jaffrey town line was caused by a Toyota Highlander sport utility vehicle that crossed the center line and collided head-on with an oncoming sedan, Peterborough Police Chief Scott M. Guinard said.

Stephen W. Lagakos, a 63-year-old Harvard professor, was at the wheel of the SUV, which carried his wife, Regina, 61, and his mother, Helen, 94, all of Wellesley, Mass.

The Lagakos family was killed instantly, along with Stephen Krause, 56, of Keene, who was driving the sedan.

In investigating the crash, police followed various tips that led to dead ends, Guinard said.

A newspaper reporter (not affiliated with The Sentinel) ignited speculation that Stephen Lagakos was driving to Monadnock Community Hospital in Peterborough before the crash, Guinard said. He declined to identify the reporter, but said the information was erroneous.

“That cost us three days of investigation,” he said.

Police also investigated a tip from a television reporter who indicated that a faulty sun visor may have interrupted Stephen Lagakos’ view of the road before the crash, Guinard said.

“We secured a search warrant for the vehicle and found no signs of excessive wear or loose movement with the sun visor,” he said.

Finally, police checked whether the SUV’s floor mat jammed the gas pedal, causing it to accelerate into oncoming traffic. Toyota Motor Corp. recently recalled 3.8 million vehicles because of problems associated with floor mats.

The Lagakos’ SUV did not have a defective floor mat, Guinard said. And there is no evidence that Stephen Lagakos had any medical conditions that played a role in the crash, he said.

“The long and the short of it is that we know the SUV crossed over the center line,” he said, “but we don’t know why, and we may never know why.”

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10322257  
**Date of Incident:** 20091017  
**Vehicle:** 2005 LEXUS LS430  
**Location of Incident:** MIAMI, FL

**NTHSA Summary:**

ON 10/17/09 AT ABOUT 5:40 PM, AFTER DRINKING A VODKA WITH ICE, MY HUSBAND AND I WENT TO DINNER IN OUR 2005 LS430 LEXUS. WE INTENDED TO GO TO DINNER A

RELATIVELY SHORT DISTANCE AWAY. I TURNED ON MILITARY TRAIL, PROCEEDED TO THE LEFT LANE TRAVELING SOUTHBOUND TOWARDS NORTHLAKE BLVD, PALM BEACH GARDENS, FLORIDA. AS I APPROACHED A TRAFFIC LIGHT MY LEXUS UNEXPECTEDLY SPED UP. I TRIED TO APPLY THE BRAKE. THERE WERE CARS STOPPED IN FRONT OF ME AT THE RED LIGHT. DESPITE MY EFFORTS MY CAR CONTINUED TO ACCELERATE. I TOOK EVASIVE MANEUVERS TO AVOID THE STOPPED VEHICLES IN FRONT OF ME. THE LEFT TIRES OF MY LEXUS WENT UP ON THE CENTER MEDIAN AND MY CAR CONTINUED TO ACCELERATE THROUGH THE INTERSECTION. I MISSED THE VEHICLES STOPPED AT THE TRAFFIC LIGHT AND TRAVELLING THROUGH THE INTERSECTION. MY CAR WOULD NOT STOP ACCELERATING. I STRUCK A CORVETTE STOPPED IN THE LEFT NORTHBOUND LANE OF MILITARY TRAIL. AFTER STRIKING THE CORVETTE, I CONTINUED THROUGH THE SOUTHBOUND LANES UNTIL I INTENTIONALLY DROVE MY CAR INTO A FIRE HYDRANT IN ORDER TO STOP AND AVOID STRIKING GAS PUMPS AT A SHELL STATION. MY HUSBAND AND I WERE INJURED IN THIS CRASH. THE DRIVER OF THE CORVETTE PASSED AWAY. MY LEXUS IS STILL IN POLICE CUSTODY. NO REPAIRS HAVE BEEN MADE AT THIS TIME. I WAS CHARGED WITH DRIVING UNDER THE INFLUENCE (MANSLAUGHTER), AND 3 OTHER CHARGES. I AM VIGOROUSLY FIGHTING THOSE CHARGES AS I WAS NOT IMPAIRED AND, AS EVIDENCED BY MY EVASIVE MANEUVERS, HAD CONTROL OF MY CAR. BUT FOR THE SUDDEN ACCELERATION, THIS ACCIDENT AND DEATH WOULD HAVE NOT OCCURRED. IN NOV. 2008, MY HUSBAND WAS DRIVING THE SAME LEXUS AND AS HE PULLED INTO OUR GARAGE THE CAR WOULD NOT STOP AND HIT CABINETS IN OUR GARAGE. LOOKING BACK AND COMPARING WHAT HAPPENED IN MY ACCIDENT ON 10/17/09 IT IS CLEAR THAT MY HUSBAND'S EARLIER ACCIDENT WAS THE RESULT OF SOME SORT OF MALFUNCTION OF OUR LEXUS ACCELERATOR SYSTEM. NO REPAIRS WERE MADE TO THE VEHICLE AT THAT TIME.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10306992

**Date of Incident:** 20091022

**Vehicle:** 2005 TOYOTA PRIUS

**Location of Incident:** VAIL, AZ

**NHTSA Summary:**

OUR SON WAS KILLED ON OCT 22ND IN A SINGLE CAR CRASH WHILE DRIVING A 2005 TOYOTA PRIUS( THE POLICE REPORT STATES THAT HE LOST CONTROL, JUMPED THE CURB AND DIED IN THE ENSUING CRASH) WHILE NEGOTIATING A CURVE WHILE ATTEMPTING TO ENTER THE FREEWAY IN TUCSON AZ. WE STRONGLY BELIEVE THAT THIS MAY HAVE BEEN CAUSED BY SUDDEN ACCELERATION AND OR BREAK PROBLEMS. I KNOW THIS IS AN OLDER MODEL, BUT IN LIGHT OF TOYOTA'S LIES AND COVERUPS TIME WILL ONLY TELL.

**Additional Summary:**

Excerpt from USA Today News Article "They died in Toyotas, leaving many questions":

Sage Logan young Bear Janesch, 18 year old son of Steve Janesch, died on October 22, 2009 when his 2005 Toyota Prius "jumped a curb and traveled 130 feet before slamming into a concrete beam. The impact tore the roof off his car, and the trauma to his head killed Janesch instantly."

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**Toyota ID Number:**

**NHTSA ODI Number:** 10310747

**Date of Incident:** 20091107

**Vehicle:** 2007 TOYOTA TUNDRA

**Location of Incident:** SUMMERVILLE, SC

**NHTSA Summary:**

2007 TOYOTA TUNDRA INVOLVED IN A REAR-END COLLISION IN DELAWARE WHERE A 4 YEAR OLD GIRL WAS KILLED. INVESTIGATING OFFICER HAS TRIED UNSUCCESSFULLY TO GET TOYOTA TO COME OUT AND INVESTIGATE WHETHER THE GAS PEDAL WAS AN ISSUE AS THERE WERE NO SKID MARKS AND DRIVER DOESN'T REMEMBER EVERYTHING THAT HAPPENED. \*TR

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10311431

**Date of Incident:** 20091120

**Vehicle:** 2008 TOYOTA RAV4

**Location of Incident:** HAVERHILL, MA

**NHTSA Summary:**

MOTHER WAS DRIVING HOME FROM WORK WHEN HER 2008 TOYOTA RAV4 SUDDENLY VEERED LEFT AND ACCELERATED HEAD ON INTO A TREE. WITNESS STATEMENT THAT SHE WAS DRIVING NORMALLY PREVIOUS TO ACCIDENT. NO HEALTH ISSUES TO EXPLAIN EVENTS. \*TR

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20091126

**Vehicle:** 2006 PONTIAC VIBE

**Location of Incident:** ,

**NHTSA Summary:**

**Additional Summary:**

On Nov 26, 2009 my daughter was killed in a single car accident while driving a 2006 Pontiac Vibe. The accident is unexplained but clearly could have been caused by a sticking acceleration pedal.

She apparently ran of the edge of the road on the right then inexplicable the car crossed the highway at high enough speed hitting a tree to demolish the car and kill my daughter instantly.

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20091127

**Vehicle:** 2010 TOYOTA CAMRY

**Location of Incident:** AUBURN, NY

**NHTSA Summary:**

**Additional Summary:**

ON NOVEMBER 27, 2009, BARBARA KRAUSHAAR WAS TRAVELING IN HER 2010 TOYOTA CAMRY WHEN SHE FAILED TO STOP AT A RED LIGHT. SHE STRUCK A 2006 FORD TAURUS BEING DRIVEN BY COLLEEN TROUSDALE, TROUSDALE'S VEHICLE THEN STRUCK A THIRD VEHICLE, A 2002 DODGE PICKUP TRUCK THAT WAS SHITTING AT THE RED LIGHT. TROUSDALE DIED FROM HER INJURIES.

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**Toyota ID Number:**

**NHTSA ODI Number:** 10304297

**Date of Incident:** 20091130

**Vehicle:** 2008 TOYOTA HIGHLANDER

**Location of Incident:** OMAHA, NE

**NHTSA Summary:**

TL\* THE CONTACT'S SISTER OWNS A 2008 TOYOTA HIGHLANDER. THE CONTACT'S SISTER WAS DRIVING AND THE VEHICLE ACCELERATED ACROSS THE INTERSTATE, HIT AN EMBANKMENT AND THEN WAS HIT BY A TRUCK. THE VEHICLE BURNED AND THE DRIVER WAS KILLED AS A RESULT OF THE ACCIDENT. THE VEHICLE WAS DESTROYED BUT THERE WAS NO INVESTIGATION INTO THE CAUSE FOR THE ACCIDENT. THE CONTACT CALLED THE MANUFACTURER BUT WAS NOT ABLE TO GET IN TOUCH WITH ANY REPRESENTATIVES. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 33,000.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20091218

**Vehicle:** 2009 TOYOTA COROLLA

**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

**Additional Summary:**

Fatal Houston crash leads to lawsuit against Toyota

By MARY FLOOD

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Feb. 1, 2010, 10:40PM

The family of a Houston woman whose car sped through a stop sign and smashed into a cement wall, killing her on impact a week before Christmas, filed what is likely the third acceleration-related wrongful death lawsuit against Toyota in the nation Monday.

Trina Renee Harris, a 34-year-old mother of two, died on impact when her 2009 Toyota Corolla slammed into an East Hardy Toll Road cement divider at Barry, leaving no skid marks, Houston police reported.

Her husband, Michael Harris, filed a lawsuit Monday against Toyota Motor Sales U.S.A., gas pedal maker CTS Corp. and Fred Haas Toyota World, which leased her the car. Lawyers involved in the lawsuit said it's likely the third such case filed in response to acceleration problems that prompted Toyota to recall millions of vehicles and halt some production.

"I want those who were negligent to be held responsible. This problem was there before Dec. 18 when she died," Michael Harris said. The U.S. Navy petty officer first class had recently completed a stint on an aircraft carrier in the Middle East and was in San Diego when he learned of his wife's death. He returned to Houston, where the family opened Christmas gifts Trina Harris had bought.

"I have a whirlwind of emotions. I'm extremely angry for my children. She won't be there for the prom. When they get married, she won't be there," Harris said in an interview at the offices of his Houston attorneys, Ken and Judy Mingledorff.

'Mama Trina'

The man, who met the love of his life as they giggled during driver's education at Forest Brook High School, said her death was avoidable. "If there's a problem, you don't put it off," he said.

"This is about people's lives. Money should not outweigh people's lives."

His wife worked in a school cafeteria so she would be home by the time her teenage girls got there, Harris said. "She was just Mama Trina and everyone knew they had a place to sleep or a meal if they needed it when she was around."

Harris said he finds himself dialing his wife's cell phone to tell her about his day.

Toyota issued a voluntary recall related to floor mats and the accelerators in some 3.8 million vehicles in November. Last month it recalled 2.3 million cars, including many 2009 Carollas, to fix a mechanical problem with the accelerators.

Toyota issued a voluntary recall related to floor mats and the accelerators in some 3.8 million vehicles in November. Last month it recalled 2.3 million cars, including many 2009 Carollas, to fix a mechanical problem with the accelerators.

Harris said the crash didn't make sense to him and he recalled his wife saying the leased car's accelerator sometimes seemed to move on its own.

He went to the accident scene and then called Toyota before the January recall to tell them there was something wrong.

He said he never heard back from Toyota. But when he heard about the latest recall, he sought out the lawyers and sued, asking for \$200 million in actual and punitive damages for what he alleged is gross negligence.

“Toyota is building death traps and they know it and they need to stop it,” said lawyer Ken Mingledorff.

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20100110

**Vehicle:** 2005 TOYOTA CAMRY

**Location of Incident:** LAUREL, MS

**NHTSA Summary:**

**Additional Summary:**

FROM NEWS ARTICLE - KVAL 13- Eugene, Oregon - Toyota sued in Calif. Over acceleration deaths by Raquel Maria Dillon, Associated Press Write

(Robert) Nelson is also representing Teresa and William Myers of Laurel, Miss., the parents of Steffan Myers, a 20-year-old who was killed in an accident on Jan. 10., just days before he started classes at the University of Mississippi college.

The Myers said in a lawsuit also filed Friday in federal court in Los Angeles that their son's 2005 Toyota Camry suddenly accelerated and smashed into another car, killing both drivers.

NOTE: Second driver killed was Candie Denise Bolivar

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**Toyota ID Number:**

**NHTSA ODI Number:** 10322247

**Date of Incident:** 20100115

**Vehicle:** 2007 SCION TC

**Location of Incident:** MENDON, MA

**NHTSA Summary:**

JUSTINE CHANG 23, DIED ON JANUARY 15,2010 IN LOS ANGELES, CALIFORNIA. HE WAS DRIVING A 2007 TOYOTA SCION. BASED ON NEWS REPORTS, IT IS NOT CLEAR EXACTLY WHAT CAUSED JUSTIN CHANG TO LOSS CONTROL OF HIS SCION. PLEASE LOOK INTO THIS, COULD THERE BE A MECHANICAL DEFECT IN THIS MODEL CAR THAT HAS NOT YET BEEN RECALLED BY TOYOTA?

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10316738  
**Date of Incident:** 20100122  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CHAMBERSBURG, PA  
**NHTSA Summary:**  
2002 CAMRY DRIVER EXPERIENCED SUDDEN UNINTENDED ACCELERATION THROUGH STOP SIGN(S) INTO YARD AND CONCRETE BARRIER, RESULTING IN PROPERTY DAMAGE AND DEATH.  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10303373  
**Date of Incident:** 20100126  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**  
TOYOTA TACOMA 2008 PLEASE STUDY THIS ACCIDENT. IT MAY RELATE TO THE GAS PEDAL, SO LET TOYOTA KNOW TO RECALL THIS MODEL TOO SO TO PREVENT AN ANOTHER FATAL ACCIDENT LIKE MY BROTHER HAD. \*TR  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10317361  
**Date of Incident:** 20100206  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** OXNARD, CA  
**NHTSA Summary:**  
ON OR ABOUT FEBRUARY 6, 2010, A 2007 TOYOTA TACOMA WAS BEING DRIVEN IN LOS ANGELES, CA WHEN THE DRIVER LOST CONTROL OF THE VEHICLE AND CRASHED. BOTH THE DRIVER AND PASSENGER DIED FROM THE INJURIES.  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10317808  
**Date of Incident:** 20100211  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** EUGENE, OR  
**NHTSA Summary:**  
SUDDEN ACCELERATION OF A 2006 TOYOTA HIGHLANDER WHILE IN REVERSE RESULTING IN DEATH.  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10322265  
**Date of Incident:** 20100215  
**Vehicle:** 2008 SCION TC  
**Location of Incident:** MENDON, MA  
**NHTSA Summary:**  
FEBRUARY 15, 2010 AN ORLANDO MOTHER DIED MONDAY AFTERNOON AFTER LOSING CONTROL OF HER CAR AND PLUNGING INTO A RETENTION POND BESIDE STATE ROAD 417. SPARKLE CORINEE POMEROY WAS TRAPPED INSIDE HER SUBMERGED TOYOTA SCION

FOR ABOUT 30 MINUTES BEFORE RESCUE CREWS WERE ABLE TO FREE HER. SHE DIED SEVERAL HOURS LATER AT ORLANDO REGIONAL MEDICAL CENTER FROM INJURIES SUSTAINED IN THE CRASH, ACCORDING TO FLORIDA HIGHWAY PATROL. THE 26-YEAR-OLD NEWLYWED LOST CONTROL OF HER VEHICLE JUST SOUTH OF LEE VISTA BOULEVARD IN EAST ORLANDO AROUND 8:55 A.M. TROOPERS AREN'T SURE WHAT CAUSED HER TO LOSE CONTROL, CROSS THE GRASSY MEDIAN, HEAD INTO ONCOMING TRAFFIC AND THEN PLUNGE INTO THE MURKY WATERS.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:** 20100311

**Vehicle:** 2007 TOYOTYA CAMRY

**Location of Incident:** HAMDEN, CT

**NTHSA Summary:**

**Additional Summary:**

Per news article in the Republican American:

"A Hamden man died Thursday when his 2007 Toyota Camry left Route 8, struck guard rails and flipped.

Norman Shankman, 77, whose last address in state licensing files was listed as 900 Mix Ave., died of injuries suffered when he was thrown from the car.

According to police, Shankman was northbound approaching the Winsted town line at 11:57 a.m. when his car inexplicably left the westbound shoulder. After striking guard rails, the car crossed the roadway and continued into a ditch where it came to rest on its roof.

The crash remains under investigation by police who expect to submit the car to mechanics for a thorough mechanical inspection in accordance with protocol in fatal crashes. The car is among the models recently recalled by Toyota Motor Sales, USA Inc. for repairs to avoid possible problems with a sticky accelerator."

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**Toyota ID Number:**

**NHTSA ODI Number:** 10331461

**Date of Incident:** 20100311

**Vehicle:** 2009 TOYOTA CAMRY

**Location of Incident:** ORANGEBURG, SC

**NTHSA Summary:**

TL- THE CONTACT FATHER OWNED A 2009 TOYOTA CAMRY. HE DIED MARCH 11, 2010 WHEN THE VEHICLE CRASHED INTO A TREE. THE CONTACT STATED ANOTHER DRIVE WITNESS THE CRASH. THE WITNESS TOLD HER THEY NOTICED THE VEHICLE WAS OUT OF CONTROL WITHIN SECONDS WENT OF THE ROAD AND CRASHED INTO A TREE, HER FATHER DIED IMMEDIATELY. THE SOUTH CAROLINA POLICE REPORT IS AVAILABLE UPON REQUEST. THE FAILURE MILEAGE WAS NOT AVAILABLE. LI

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10322282

**Date of Incident:** 20100311

**Vehicle:** 2007 SCION TC

**Location of Incident:** MENDON, MA

**NTHSA Summary:**

MONTEREY PARK -- A YOUNG WOMAN WAS KILLED AND A YOUNG MAN WAS BADLY INJURED LATE THURSDAY IN A SINGLE CAR CRASH ON ATLANTIC BOULEVARD, POLICE SAID. JASMINE ALEXI GARCIA, 19, OF LOS ANGELES DIED IN THE CRASH, LOS ANGELES COUNTY DEPARTMENT OF CORONER ASSISTANT CHIEF ED WINTER SAID. THE CRASH OCCURRED JUST BEFORE MIDNIGHT IN THE 700 BLOCK OF ATLANTIC BOULEVARD, MONTEREY PARK POLICE OFFICIALS SAID IN A WRITTEN STATEMENT. GARCIA WAS A PASSENGER IN THE CAR, OFFICIALS SAID, AND THE DRIVER, A 19-YEAR-OLD MAN, WAS HOSPITALIZED IN AN INTENSIVE CARE UNIT. THE INVESTIGATION WAS ONGOING, HOWEVER OFFICIALS SAID IT INITIALLY APPEARED THE 2007 SCION WAS SOUTHBOUND AT HIGH SPEED JUST PRIOR TO THE CRASH. "THE DRIVER LOST CONTROL OF THE VEHICLE, CAUSING THE VEHICLE TO TRAVERSE ALL THE LANES OF TRAFFIC IN AN EASTBOUND DIRECTION," ACCORDING TO THE POLICE STATEMENT. "THE VEHICLE THEN COLLIDED WITH A TREE." MONTEREY PARK FIREFIGHTERS USED THE "JAWS OF LIFE" TO FREE GARCIA AND THE DRIVER FROM THE WRECKAGE, POLICE SAID. THE WOMAN WAS PRONOUNCED DEAD AT THE SCENE, AUTHORITIES SAID, AND THE DRIVER WAS TAKEN TO LOS ANGELES COUNTY--USC MEDICAL CENTER FOR TREATMENT. THE TRAFFIC INVESTIGATORS HANDLING THE INVESTIGATION COULD NOT BE REACHED FOR COMMENT FRIDAY.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10322327

**Date of Incident:** 20100320

**Vehicle:** 2007 SCION XB

**Location of Incident:** MENDON, MA

**NHTSA Summary:**

BY JONATHAN MUNSON - EXPRESS-NEWS A CHURCHILL HIGH SCHOOL STUDENT WAS KILLED AND ANOTHER TEENAGER WAS INJURED EARLY SATURDAY WHEN THE CAR THEY WERE IN VEERED OFF THE ROAD AND STRUCK SEVERAL TREES ON THE NORTH SIDE, AUTHORITIES SAID. SIERRA R. FELAN, 17, AND HER PASSENGER, DOMINIC RODRIGUEZ, 16, WERE NORTHBOUND ON WURZBACH PARKWAY IN A BLACK TOYOTA SCION TC WHEN IT MISSED A CURVE NEAR BLANCO ROAD JUST AFTER 1:30 A.M., ACCORDING TO A POLICE REPORT. THE CAR HIT SEVERAL TREES BEFORE IT ENDED UP IN THE MIDDLE OF THE ROAD. WHEN OFFICERS ARRIVED, FELAN WAS PRONOUNCED DEAD AT THE SCENE. FAILURE TO CONTROL SPEED WAS CITED AS A CAUSE OF THE CRASH, POLICE SPOKESMAN MATTHEW PORTER SAID.

**Additional Summary:**

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**Toyota ID Number:**

**NHTSA ODI Number:** 10329424

**Date of Incident:** 20100423

**Vehicle:** 2009 SCION XB

**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**

I PURCHASED A SCION 2009 XB FOR MY MOM. A FEW MONTHS AGO, SHE COMPLAINED IT ACCELERATED UNEXPECTEDLY IN HER DRIVEWAY. I ASSUMED OPERATOR ERROR. SHE WAS KILLED IN IT TWO WEEKS AGO WHEN IT LEFT THE ROADWAY AT AN EXTREMELY HIGH SPEED AND WITNESSES SAID IT ACCELERATED OUT OF CONTROL. SHE TRAVELED 750 FEET AFTER SHE LEFT THE ROADWAY AND WAS SEVERELY INJURED WHEN IT HIT A VERY DEEP DRAINAGE DITCH. SHE DIED THE NEXT DAY. THERE WAS NO EVIDENCE OF BREAKING AT ALL BUT SHE MISSED SEVERAL PEOPLE AND SEVERAL LARGE TREES.

UPDATED 05/19/10 \*BF

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100429  
**Vehicle:** 2010 TOYOTA HIGHLANDER  
**Location of Incident:** FORT WORTH, TX  
**NHTSA Summary:**  
**Additional Summary:**  
INFO FROM NEWS ARTICLES

**KENS5 SAN ANTONIO REPORTS:**

"Traffic investigators say speed was a contributing factor in a deadly accident on North Tarrant Parkway in Fort Worth Thursday morning.

Donna Casey, 33, had carefully strapped her two young children into car seats in the back of her new 2010 Toyota Highlander sport utility vehicle.

It was 8 a.m. and she was driving to her job at a local church where she teaches two-year-olds, but witnesses said Casey was driving fast erratically, and passing other cars in the eastbound lanes of North Tarrant Parkway when and she lost control.

She swerved into the median and then back across to the right shoulder at a speed estimated between 50 and 60 mph.

"Kind of corrected itself, and I thought maybe she'd be okay," said Kellie Mayhew. All of a sudden, it just started going fast again."

The vehicle struck a concrete culvert and rocketed into the air.

"Kinda looked like something out of a movie," said Mayhew, who manages a nearby apartment complex. "Flipped about five times and landed on its side."

The mangled SUV ended up about 60 yards from the roadway. Donna Casey was killed.

Casey's little boy and girl — ages one and three — dangled from their car seats, but were apparently unhurt."

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**Safety Research & Strategies, Inc.**

340 Anawan Street / Suite 200

Rehoboth, MA 02769

Ph. 508-252-2333, Fax 508-252-3137

*www.safetyresearch.net*

**Appendix C: All Toyota SUA Incidents Included in SRS Analysis**

The attached appendix is comprised of Toyota SUA incidents reported from January 1, 1999 to September 7 that were included in the SRS analysis. Sources of these reports include:

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

**Safety Research & Strategies**

***Update Report: Toyota Sudden Unintended Acceleration: Appendix C***

**Toyota ID Number:** 200609080772  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** UNKNOWN UNKNOWN, IL

**NHTSA Summary:**  
\*\*\* PHONE LOG 09/08/2006 11:57:46 AM KMedrano  
Caller states: call received from Barbara at R/A. Cllr sts GKibrit owns a 2007 ES 350. Cust was driving veh & gas pedal would not release. Cust saw the leather floor mat pad had slipped & interfered w/ the accelerator pedal rod. Cust refused a tow offered by R/A several times. Cust did not provide R/A w/ information. Cust refused to be transferred to LCS.

\*\*\* CASE CLOSE 09/08/2006 11:58:19 AM KMedrano  
Cllr sks to doc the accelerator pedal rod is interfering w/ pedal rod. Adv Barbara I would doc cust's concerns. Since cust refused assistance, case can be closed.

**Additional Summary:**

**Toyota ID Number:** 200403090317  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/09/2004 08:41:51 AM EMENDOZA  
CUST STS WHEN BRAKES ARE PRESSED VEH STOPS BUT THEN SURGES FORWARD A  
ABRUPTLY OR SLIGHTLY ROLLS.CUST STS WATCHED NEWS ON WBAL TV NEWS IN  
BALTIMORE,MD AT 6:30AM TODAY 3/9/2004 BUT BUT FIRST SAW THE NEWSCAST  
YESTERDAY 3/8/2004 AT 10PM.CUST STS NHTSA CLAIMS ,010 TOY VEHs MAY BE  
AFFECTED BY THIS PROBLEM. CUST STS NHTSA IS LOOKING INTO TOY COMPLAINTS.CUST  
STS SHE IS EXPERIENCING VEH SURGING FORWARD ON & OFF BUT NOT EVERYTIME THE  
BREAKS ARE PRESSED.CUST STS SHE FEELS SAFE.

\*\*\* CASE CLOSE 03/10/04 06:06:41 AM DLR19027  
HAVE SPOKEN TO CUST. SHE HAS MAD APPT. TO BRING CAR IN FOR US TO LOOK AT. CUST  
UNDRSTANDS THAT HER PROBLEM MAY NOT HAVE ANYTHNG TO WITH WHAT SHE  
HEARD ON THE RADIO. PL. CL.

**Additional Summary:**

**Toyota ID Number:** 200706281012; 200707300257  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 06/28/2007 01:05:54 PM LLeisy1  
==LETTER==  
Writer sts wanted to write Toyota on features that are not liked. Writer sts not pleased w/the cruise control,  
dashboard instrument panel, and sun visors. Writer sts cruise control seems to shift from gear up and down.  
The dashboard instrument panel has three lenses that cover up the view of the gauges. The Sunvisors droop  
after being stored. Writer really wants these ...  
\*\*\* NOTES 06/28/2007 01:06:09 PM LLeisy1  
...Three lenses replaced for free,

C-1

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* CASE CLOSE 06/29/2007 06:34:38 AM LLeisy1  
See notes:

\*\*\* NOTES 07/19/2007 10:55:53 AM LLeisy1  
==OUTGOING CUSTOMER CALL==  
NCR called to speak w/customer. No answer. NCR left message on machine. NCR will mail IN20

\*\*\* PHONE LOG 07/30/2007 07:50:43 AM KKhan  
Prev Case 200706281012  
Caller states: not pleased w/the cruise control, dashboard instrument panel, and sun visors. sts cruise  
control seems to shift from gear up and down. sts the dashboard instrument panel has three lenses that  
cover up the view of the gauges. sts the Sun visors droop after being stored. sts wants the 3 dashboard  
lenses replaced without any cost to him. sts wants the sun visor adjusted. sts has not taken veh to dr yet...  
\*\*\* NOTES 07/30/2007 07:50:44 AM KKhan  
...Ncr apol & adv dlr open, CRM will contact EOB 3 days. Ncr gave case #.  
\*\*\* NOTES 08/06/2007 07:55:44 AM CMcLaughlinFord  
Cust states has not heard back from the dlr. Seeks c/b from CRM/dlr. NCR apol & adv cllr, will send a no-  
response to dlr. Please allow 1 B/D for c/b. Cllr sts okay. \*\*\* CREATE NO RESPONSE NOTE  
08/06/2007 07:55:51 AM by CMcLaughlinFord  
This is no response message #1. Please call your customer immediately.  
\*\*\* DELETE NO RESPONSE NOTE 08/08/2007 10:01:09 AM by CPaul600  
\*\*\* NOTES 08/08/2007 10:02:31 AM CPaul600  
svc mgr advised he spoke to cust and told cust he could not find anything wrong with the veh and mpg  
couldnt be improved  
\*\*\* CASE CLOSE 08/09/07 14:30:34 rulumgr  
CALLED CUST AND CUST BROUGHT IN AND IS OK WITH CRUISE CONTROL/UNDERSTANDS  
IT WORKING PROPERLY/NOTHING WRONG WITH LENSES/TOOK CARE OF SUN VISOR

**Additional Summary:**

**Toyota ID Number:** 200703131532  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** BROOKFIELD, WI

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/13/2007 03:46:46 PM RAbenes2  
Email sts: cust dissat in the eng noise and creaking noises he hears from under the dash. Cust sts spk to dlr  
who adv these encls are normal. Cust would like to doc cncls about winter mats, cust sts there is a  
tendency for the accelerator to get stuck in full down position.

\*\*\* PHONE LOG 03/13/2007 03:47:42 PM RAbenes2 Action Type: Incoming call  
Email revd:  
I leased a es 350 in may 2006. After a month i noticed that the engine noise was more than would be  
expected from a Lexus. I was told this is normal for the 350. Then after a few months I noticed creaking  
noises from under the dash. always happens on even slightly rough roads. Its so annoying and in any case  
not something I would expect from the best car maker ever (till now that is). The dealer mentioned that this  
was also a very common problem they were seeing (lexus of brookfield,WI. Another problem Id like to  
inform you about is that on 7 or 8 occasions now, and this can be very serious, whenever the winter mats  
are on, there is a tendency for the accelerator to get stuck in the full down position. Its purely a mechanical  
issue where the rubber just flexes enough to allow the accelerator to get stuck beneath it. I have tried to re-  
arrange the mats but sooner or later it tends to ride back up again. I have subsequently removed the mat,  
however when this happens the engines rev's up and unless one shuts of the car in the middle of the  
highway or places it in neutral, an accident is a real threat. I just thought I would mention this because it  
could lead to someone getting hurt.

C-2

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Thanks  
A. Mickey Gadhoke, MD

\*\*\* PHONE LOG 04/09/2007 10:12:51 AM SOda Action Type: Outgoing call  
LCS sent:

Dear Dr. Gadhoke:  
We apologize for the delay in response to your email. We pride ourselves on providing outstanding  
customer service and as reflected with our tardy email response, we certainly did not meet the standards  
that we strive to uphold. We are taking measures to correct this and I hope that your future interactions  
with Lexus will reflect the high standards we try to maintain.  
Please be assured that your dissatisfaction with the engine noise and floor mats of your 2006 ES 350 have been  
documented at our national headquarters office for future product improvement considerations and  
management review. Your concern is important to Lexus, and we appreciate the time you have taken to  
share your thoughts.

If you require further assistance, please respond to this e-mail, or contact Lexus Customer Satisfaction at 1-  
800-255-3987, Monday through Friday, 5:00 a.m. to 6:00 p.m., or Saturday, 7:00 a.m. to 4:00 p.m., Pacific  
Time.

Sincerely,  
Stefanie N. Oda  
Lexus Customer Satisfaction

\*\*\* COMMIT 04/09/2007 10:34:50 AM SOda Action Type: Customer

\*\*\* FULFILL 04/11/2007 11:37:58 AM SOda Action Type: Customer

\*\*\* CASE CLOSE 04/11/2007 11:38:32 AM SOda  
No e-mail response from cust in 2 bus days; e-mail moved to solved status; closing case in Clarify.

**Additional Summary:**

**Toyota ID Number:** 200208300349  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** DEERFIELD BEACH, FL

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/30/2002 09:31:50 AM CWILSON  
==FCRP==  
SET OWNS VEH. VIN #4T1BE32K42U535298 MILEAGE UNK SET DISTRIBUTION SR. CLAIMS  
ANALYST JOHN RAMONDETTA AT (954)420-4734 CALLED CAC TO INFORM THAT MR.  
CASSIDY INDICATED WHILE PARKING VEH IT LURCHED FORWARD STRIKING A  
PEDESTRIAN CAUSING SERIOUS INJURY TO A KIM SHIPE THE PEDESTRIAN. DRIVER/CUST  
DAVID E. CASSIDY IS DECEASED. FOR NOW USING CLAIMS REP JOHN RAMONDETTA AT  
(954)420-4734 AS CONTACT PERSON.  
LEGAL REQUESTS FCRP WITH MANY INTERIOR AND EXTERIOR PHOTOS  
\*\*\* NOTES 09/04/02 10:32:34 AM NY5  
CASE DISPATCHED TO HANNA DIVER  
\*\*\* NOTES 09/04/2002 11:43:26 AM MCOLE  
JOHN RAMONDETTA - SET CALLED TO UPDAT VEH LOCATION.  
CURRENT VEHICLE LOCATION:  
161 SOUTH MAIN ST  
EAST WINDSOR, CT 06088  
TEL: 860-292-7500  
ASK FOR MARY

C-3

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 09/04/2002 11:45:03 AM MCOLE  
JOHN RAMONDETTA - SET REQUEST EITHER REGION OR INSPECTOR CONTACT HIM AT  
(954) 420-4734. STS THEY WILL NEED A REPORT W/ THE FINDINGS (CONCERNED THAT  
THERE MAY BE A PRODUCT LIABILITY LEGAL ISSUES).  
\*\*\* NOTES 09/04/02 01:06:36 PM NY4  
CASE ASSIGNED TO FTS M MARSNICK. ADVISED FTS TO CONTACT J RAMONDETTA AFTER  
INSPECTION IS COMPLETED.

\*\*\* CASE CLOSE 10/03/02 06:53:07 AM NY4  
RECEIVED CALL FROM SETH IN SET. THEY HAVE RECEIVED INFORMATION FROM FTS  
MIKE MARSNICK. CASE CAN BE CLOSED.  
FTS INSPECTED VEHICLE ON 09/19/2002.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 606203  
**Date of Incident:**  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** LA CANADA, CA

**NHTSA Summary:**  
VEHICLE EXPERIENCED THROTTLE STICKING AND HIGH ENGINE IDLE DUE TO A  
COUPLING ON THE THROTTLE LINKAGE WHICH HAD BEEN INSTALLED UPSIDE DOWN AT  
THE FACTORY. MJS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 544140  
**Date of Incident:**  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** MESQUITE, TX  
**NHTSA Summary:**  
SUDDEN ACCELERATION RESULTING IN AN ACCIDENT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 842245  
**Date of Incident:**  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** SMYRNA, GA  
**NHTSA Summary:**  
WHILE SITTING AT A STOP LIGHT WITH FOOT APPLIED TO THE BRAKE PEDAL VEHICLE  
SUDDENLY ACCELERATED, CAUSING A COLLISION. CAUSE UNKNOWN. PLEASE GIVE ANY  
FURTHER DETAILS \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 714246  
**Date of Incident:**  
**Vehicle:** 1999 TOYOTA AVALON  
**Location of Incident:** WEST CHESTER, OH

C-4

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
ENGINE SURGING WHEN BREAKING AT INTERSECTIONS. MUST HOLD BREAK PEDAL AS HARD AS POSSIBLE TO STOP VEHICLE FROM ENTERING INTO INTERSECTION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 852761  
**Date of Incident:**  
**Vehicle:** 1999 LEXUS SC400  
**Location of Incident:** JERSEY CITY, NJ

**NHTSA Summary:**  
THE BRAKE PEDAL IS POSITIONED TOO CLOSE TO THE ACCELERATOR PEDAL. WHEN APPLYING THE BRAKE PEDAL, THE ACCELERATOR PEDAL IS ALSO PRESSED, CAUSING THE VEHICLE NOT TO STOP. THIS HAS ALMOST CAUSED SEVERAL COLLISIONS. THE DEALER HAS BEEN CONTACTED. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 550440  
**Date of Incident:**  
**Vehicle:** 9999 LEXUS GS400  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**  
VEHICLE EXPERIENCES DELAYED ACCELERATION DUE TO DESIGN, VEHICLE HAS AN ACTUATOR RATHER THAN A THROTTLE CABLE. YH  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 550491  
**Date of Incident:**  
**Vehicle:** 1998 LEXUS GS300  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**  
DEFECTIVE ACCELERATION SYSTEM CAUSED UNINTENDED ACCELERATIONS. YH  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 551472  
**Date of Incident:**  
**Vehicle:** 1998 LEXUS GS300  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
THE DRIVER ENCOUNTERED DELAYED ACCELERATION. YH  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 550491  
**Date of Incident:**  
**Vehicle:** 9999 LEXUS LEXUS

C-5

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**  
CONSUMER EXPERIENCING ACCELERATION PROBLEMS. NLM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 9001115  
**Date of Incident:**  
**Vehicle:** 2000 TOYOTA TUNDRA  
**Location of Incident:** CALHOUN, LA

**NHTSA Summary:**  
CRUISE CONTROL DOWNSHIFT TO PASSING GEAR, RAPIDLY, CAUSING EXCESSIVE SPEED TO ACCELERATE 5 MILES PAST SETTING,  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 873117  
**Date of Incident:**  
**Vehicle:** 2000 TOYOTA COROLLA  
**Location of Incident:** HORSESHOE BAY, TX

**NHTSA Summary:**  
WHEN DRIVING 20 MPH AND UPON DEPRESSING BRAKE PEDAL TO MAKE A NORMAL STOP VEHICLE CONTINUED TO ACCELERATE WHICH CAUSED A REAR END COLLISION. VEHICLE CAUGHT ON FIRE DUE TO BATTERY LEAKING. ALSO, PASSENGER'S SIDE SEAT BELT DID NOT LOCK WHICH FORCED THE PASSENGER INTO THE WINDSHIELD. VEHICLE WAS A TOTAL LOSS. PLEASE PROVIDE ANY FURTHER DETAILS.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 880767  
**Date of Incident:**  
**Vehicle:** 1998 TOYOTA RAV4  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**  
WHEN APPLYING BRAKES PEDAL GOES TO FLOOR, CAUSING EXTENDED STOPPING DISTANCE. ALSO, VEHICLE CONTINUES TO ACCELERATE AFTER BRAKES ARE APPLIED. PLEASE GIVE ANY FURTHER DETAILS. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 883776  
**Date of Incident:**  
**Vehicle:** 1999 TOYOTA COROLLA  
**Location of Incident:** DEDHAM, MA

**NHTSA Summary:**  
WHEN DRIVING AT 20 MPH AND UPON ATTEMPTING TO STOP VEHICLE BY APPLYING FORCE TO BRAKE PEDAL BRAKES DID NOT RESPOND, IN WHICH VEHICLE SUDDENLY ACCELERATED WITHOUT NO PRIOR WARNING, CAUSING UNWANTED AND UNEXPECTED ACCELERATION ALSO, BRAKES KICKED IN WHICH STOPPED VEHICLE. CONSUMER HAS CONTACTED DEALER. PLEASE PROVIDE ANY FURTHER DETAILS.\*AK  
**Additional Summary:**

C-6

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 886179  
**Date of Incident:**  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** MASON, OH

**NHTSA Summary:**  
INTERMITTENTLY ACCELERATOR PEDAL WILL STICK. RECALL 01V012000 HAS BEEN ISSUED ON VEHICLE'S MAKE AND MODEL; HOWEVER, THIS VEHICLE WAS NOT INCLUDED DUE TO VIN. DEALER HAS INSPECTED VEHICLE.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 746593  
**Date of Incident:**  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**  
WHILE DRIVING GOING UP A HILL, THE CAR SUDDENLY ACCELERATED WITHOUT WARNING. I TRIED TO STOP THE CAR BY APPLYING THE BRAKES BUT THE CAR FAILED TO SLOW DOWN AND CRASHED INTO THE VEHICLE IN FRONT OF ME. IT WAS RAINING.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 893571  
**Date of Incident:**  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** EAST BRUNSWICK, NJ

**NHTSA Summary:**  
WAS DRIVING VEHICLE AND THERE WAS A BREAK IN THE ROAD. A SPLIT SECOND LATER, ABS KICKED IN AND VEHICLE ACCELERATED. HAD NO WARNING IT WOULD HAPPEN. NEARLY HAD AN ACCIDENT. HAD TO PRESS ON BRAKES HARD TO STOP. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 751132  
**Date of Incident:**  
**Vehicle:** 2000 TOYOTA 4RUNNER  
**Location of Incident:** JACKSONVILLE, FL

**NHTSA Summary:**  
VEHICLE WAS MOVING ABOUT 5 MILES PER HOUR INTO A PARKING SPOT WHILE BRAKE PEDAL WAS BEING PRESSED, ALL OF A SUDDEN THERE WAS AN INSTANT ENGINE SURGE WHICH PROPELLED THE VEHICLE OVER THE PARKING LOT MEDIA AND CRASHED INTO THE REAR OF ANOTHER CAR. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8000614

C-7

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:**  
**Vehicle:** 2002 TOYOTA COROLLA  
**Location of Incident:** FOUNTAIN HILL, AZ

**NHTSA Summary:**  
WHILE TRAVELING AT 75 MPH ON CRUISE CONTROL AND WITHOUT ANY INDICATION GAS PEDAL TRAVELED TO FLOORBOARD, CAUSING VEHICLE TO ACCELERATE TO 100 MPH. CONSUMER PUSHED CLUTCH TO STOP VEHICLE. VEHICLE WAS STILL IDLING HIGH AFTER VEHICLE WAS STOPPED. \*AK THE CONSUMER STATED THAT THE PROBLEM WAS THE ACCELERATOR JAMMED OPEN AND TURNING OFF. ALSO, THE CRUISE CONTROL WOULD NOT RETURN ENGINE TO NORMAL IDLING. \*YH  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 756410  
**Date of Incident:**  
**Vehicle:** 2000 TOYOTA CELICA  
**Location of Incident:** BIRMINGHAM, AL

**NHTSA Summary:**  
SEVERAL TIMES ACCELERATOR HAS STUCK, HAD PROBLEM FIXED AND HAS BEGUN HAPPENING AGAIN AFTER SHORT TIME (FIXED 6 MONTHS AGO). \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8003124  
**Date of Incident:**  
**Vehicle:** 2000 TOYOTA AVALON  
**Location of Incident:** OCEANSIDE, CA

**NHTSA Summary:**  
WHILE TRYING TO TURN KEY IN IGNITION SWITCH OFF DOORS AND WINDOWS WILL AUTOMATICALLY LOCK WITHOUT BEING ABLE TO EXIT VEHICLE.\*AK CONSUMER ALSO STATED THAT BRAKES FEEL SPONGY, ALSO WHEN DRIVING, THE VEHICLE WILL SOMETIMES ACCELERATE BY ITSELF.\*SLC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 757818  
**Date of Incident:**  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** COLUMBUS, OH

**NHTSA Summary:**  
RE: FUEL THROTTLE LINKAGE FAILURE: HIGH IDLE SPEED; UNPREDICTABLE IDLE SPEED OSCILLATION / SURGES, UNPREDICTABLE ACCELERATION / DECELERATION (PARTICULARLY WHEN ENGINE IS COLD). CAR WILL SOMETIMES FAIL TO DECELERATE AFTER TAKING FOOT OFF GAS WHEN AT LOW SPEEDS (10-25 MPH), FOR EXAMPLE, WHEN TURNING A CORNER OR DRIVING DOWN A RESIDENTIAL STREET. THIS MANUAL TRANSMISSION CAR WILL SOMETIMES DRIVE/LURCH FORWARD ON ITS OWN WITHOUT PRESSING ON THE GAS PEDAL WHEN IN 2ND OR 3RD GEAR, ONCE RPM'S DROP TO ABOUT 1500. TOLD BY THE DEALER AND TOYOTA THAT THIS IS THE RESULT OF A NEW EMISSIONS CONTROL COMPUTER, AND THAT THE CAR IS OPERATING AS DESIGNED. RE: STRUCTURE - ROOF RACK: PIECE OF THE COVERING TO THE ROOF RACK FELL OFF WHEN DRIVING DOWN THE FREEWAY. COULD HAVE BEEN DANGEROUS IF THERE WOULD HAVE BEEN A CAR DRIVING BEHIND ME AT THE TIME.\*AK

C-8

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 758187  
**Date of Incident:**  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** BOURBONNAIS, IL  
**NHTSA Summary:**  
THE VEHICLE DOESN'T RESPOND TO THROTTLE PRESSURE AND TRANSMISSION DOESN'T SHIFT DOWN PROPERLY. THIS IS NOTICED AS A HESITATION. WHEN THE TRANSMISSION FINALLY DOWN SHIFTS IT SHIFTS ALL THE WAY TO FIRST GEAR, THEN ROARS FOR A FEW SECONDS, THEN SHIFTS QUICKLY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8005340  
**Date of Incident:**  
**Vehicle:** 2001 TOYOTA COROLLA  
**Location of Incident:** CAMBRIA, CA  
**NHTSA Summary:**  
WHEN TRAVELING DOWN HILL WITH THE DEALER INSTALLED CRUISE CONTROL ON, VEHICLE WILL CHUG AS IF IT IS LOSING POWER OR OUT OF GAS. ALSO, WHEN IT'S RAINING. WHEN VEHICLE IS TRAVELING ON AN INCLINE, TIRES WILL SPIN. CRUISE CONTROL WILL DECELERATE.\*AK CONSUMER STATES HEADLIGHTS ARE ADJUSTED TOO LOW, HESITATION FEELING WHEN TRAVELING SLIGHTLY DOWN HILL, DEALER ADJUSTED THROTTLE CABLE BUT CONDITION STILL EXISTS.\*YD  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 564847  
**Date of Incident:**  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** PORT HUENEME, CA  
**NHTSA Summary:**  
CONSUMER STATED ON 2 OCCASIONS THE THROTTLE ENGAGED BY ITSELF, CAUSING THE VEHICLE TO LURCH FOWARD AND CRASH.\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 764271  
**Date of Incident:**  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** LEXINGTON, NC  
**NHTSA Summary:**  
WE HAVE A SURGE OR SKIP ON DEACCELERATION THIS WILL HAPPEN FROM 40 TO 60 MPH. THE DEALER WILL ONLY TELL US THEY ARE AWARE OF THE PROBLEM BUT HAVE NO CURE. I FEEL THAT AFTER 7 MONTHS THEY SHOULD HAVE A FIX.\*AK  
**Additional Summary:**

C-9

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 8015724  
**Date of Incident:**  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** DALLAS, TX  
**NHTSA Summary:**  
WHILE SLIGHTLY APPLYING ACCELERATOR PEDAL IT CONTINUED TO ACCELERATE, RESULTING IN VEHICLE ACCELERATING INTO A BUILDING.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10001457  
**Date of Incident:**  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BATTLE CREEK, MI  
**NHTSA Summary:**  
WHEN THE BRAKES WERE APPLIED, THE GAS PEDAL WAS PRESSED ACCIDENTALLY, WHICH CAUSED UNEXPECTED ACCELERATION. TS THE BRAKE PEDAL HAD GONE TO THE FLOOR, BELOW THE GAS PEDAL WHICH HAD FELT SPONGY. THE CONSUMER HAD TAKEN THE VEHICLE TO A SERVICE DEALER WHICH STATED THAT THE BRAKES WERE OUT OF ADJUSTMENT. AFTER THE REPAIR WAS DONE, THE BRAKES STILL REMAINED THE SAME. SCC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10001251  
**Date of Incident:**  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** CAPE CANAVERAL, FL  
**NHTSA Summary:**  
CONSUMER STATED THE VEHICLE THAT HE PURCHASED DID NOT COME EQUIPPED WITH CRUISE CONTROL, SO THE DEALER OFFERED TO ADD IT, IT WAS SOON DISCOVERED THAT THE CRUISE CONTROL WAS FAULTY, WHEN THE CRUISE CONTROL IS ACTUATED TO MAINTAIN A CERTAIN SPEED, IN ORDER TO STAY WITH THE FLOW OF TRAFFIC THE VEHICLE ACCELERATES 3-4 MPH ABOVE THE DESIRED SPEED THEN DROPS BACK 3-4 MPH BELOW THE DESIRED SPEED, THEN SLOWLY MOVES UP TO THE DESIRED SPEED, THE SECOND CRUISE CONTROL WAS INSTALLED AND ACTED EXACTLY AS THE FIRST, IN THE END THE CONSUMER WAS INFORMED THAT THE UNIVERSAL CRUISE CONTROL WAS NOT COMPATIBLE WITH THE CONSUMER'S VEHICLE AND IF A UNIT BECAME AVAILABLE THE DEALER WOULD INSTALL THE NEW UNIT.\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10011770  
**Date of Incident:**  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** CHICAGO, IL  
**NHTSA Summary:**  
VEHICLE ACCELERATES ON ITS OWN.  
**Additional Summary:**

C-10

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10022965  
**Date of Incident:**  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** ANNISTON, AL  
**NHTSA Summary:**  
THE VEHICLE HAD A PROBLEM FOR OVER A YEAR WITH THE THROTTLE CABLE STICKING.\*AK THE THROTTLE STICKING WAS INTERMITTENT. THE CONSUMER FELT THE 4 CYLINDER ENGINES SHOULD BE RECALLED AS THE 99 TOYOTA CAMRY V6 ENGINES. (RECALL # 01V012000) \*SCC \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10026512  
**Date of Incident:**  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** HATTIESBURG, MS  
**NHTSA Summary:**  
THE VEHICLE EXPERIENCED BRAKE PROBLEMS AND WHILE DRIVING, THE CONSUMER APPLIED THE BRAKES, BUT IT FELT AS THOUGH HE STEPPED ON THE ACCELERATOR.\*AK \*SCC \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10037615  
**Date of Incident:**  
**Vehicle:** 2000 TOYOTA 4RUNNER  
**Location of Incident:** HOOVER, AL  
**NHTSA Summary:**  
CONSUMER NOTICED THAT WHILE AT A COMPLETE STOP AND WITHOUT ANY INDICATION GAS PEDAL TRAVELED TO FLOORBOARD, FORCING CONSUMER INTO ANOTHER VEHICLE WHILE BRAKES WERE STILL DEPRESSING. MANUFACTURER AND DEALER HAD BEEN NOTIFIED.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10036603  
**Date of Incident:**  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** ELYRIA, OH  
**NHTSA Summary:**  
CONSUMER STATES WHILE AT A COMPLETE WITHOUT ANY INDICATION VEHICLE ACCELERATED CAUSING CONSUMER TO LOOSING CONTROL OF VEHICLE RESULTING INTO A VEHICLE CRASH. PLEASE PROVIDE FURTHER INFORMATION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10048030  
**Date of Incident:**  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** NAVARRE, FL

C-11

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
ON TWO SEPARATE OCCASIONS WHILE AT A COMPLETE STOP AND ATTEMPTING TO PUT VEHICLE INTO PARK, IT SUDDENLY ACCELERATED. ON BOTH OCCASIONS, DRIVER'S FOOT WAS PRESSING ON BRAKE PEDAL. AFTER THE FAILURE OCCURRED THE SECOND TIME, AND VEHICLE FAILED TO STOP, ANOTHER VEHICLE WAS REARENDED DUE TO SUDDEN ACCELERATION.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10053774  
**Date of Incident:**  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** HILO, HI  
**NHTSA Summary:**  
CONSUMER COMPLAINED ABOUT AN ACCELERATION PROBLEM. VEHICLE WAS ACCELERATING WITHOUT THE USE OF THE GAS PEDAL. ONCE PUT THE VEHICLE IN GEAR AND IT REVVED WITHOUT DRIVER'S ASSISTANCE.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10059388  
**Date of Incident:**  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** DELRAY BEACH, FL  
**NHTSA Summary:**  
THE ACCELERATION PEDAL WOULD STICK. \*PH \*SC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10061745  
**Date of Incident:**  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** TEANECK, NJ  
**NHTSA Summary:**  
CONSUMER COMPLAINED ABOUT AN INTERMITTENT ACCELERATION PROBLEM. VEHICLE DID NOT STOP WHEN APPLYING THE BRAKES. CONSUMER HAD TO TURN OFF THE IGNITION FOR THE VEHICLE TO STOP. CONSUMER TOOK THE VEHICLE TO THE DEALER, AND DEALER WAS UNABLE TO DUPLICATE OR RESOLVE THE PROBLEM.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10061683  
**Date of Incident:**  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** MIDDLETOWN, CT  
**NHTSA Summary:**  
WHILE DRIVING VEHICLE ACCELERATED. DRIVER APPLIED THE BRAKES, AND THE VEHICLE STARTED TO SPIN OUT OF CONTROL. THERE WAS NO ACCIDENT.\*AK  
**Additional Summary:**

C-12

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063314  
**Date of Incident:**  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** PEARL RIVER, NY  
**NHTSA Summary:**  
WHEN APPLYING THE BRAKES VEHICLE SUDDENLY ACCELERATED. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10064711  
**Date of Incident:**  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** MCCALLA, AL  
**NHTSA Summary:**  
WHEN ACCELERATING FROM A STOP SIGN VEHICLE SURGED FORWARD. DEALERSHIP WAS CONTACTED TWICE FOR PROBLEM, BUT COULD NOT RESOLVE THE PROBLEM.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10064727  
**Date of Incident:**  
**Vehicle:** 2001 LEXUS LX470  
**Location of Incident:** OAKTON, VA  
**NHTSA Summary:**  
WHEN SHIFTING INTO DRIVE VEHICLE JERKED WHEN THE ACCELERATOR PEDAL WAS DEPRESSED. THEN, VEHICLE SURGED ERRATICALLY, AND CAUSED THE CONSUMER TO RUN INTO A PARKED VEHICLE.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10064804  
**Date of Incident:**  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** STOUGHTON, WI  
**NHTSA Summary:**  
WHILE DRIVING WITH CRUISE CONTROL ENGAGED, THE DRIVER DEPRESSED THE BRAKES, INSTEAD OF THE BRAKES ENGAGING THE VEHICLE ACCELERATED CAUSING THE DRIVER TO LOSE CONTROL AND HIT THE SEMI. DUE TO THE EXTENT OF IMPACT, THE FRONTAL AIR BAGS DEPLOYED AND THE VEHICLE WAS DEEMED TOTALED. \*JB \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10065012  
**Date of Incident:**  
**Vehicle:** 2002 LEXUS IS300  
**Location of Incident:** SKOKIE, IL  
**NHTSA Summary:**  
INTERMITTENTLY WHEN ACCELERATOR PEDAL IS DEPRESSED IT STICKS. WHEN THIS OCCURS VEHICLE ACCELERATES AT A HIGH SPEED. THE BRAKE PEDAL FAILS TO STOP

C-13

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE ACCELERATION. IGNITION HAS TO BE TURNED OFF TO STOP THE ACCELERATION. VEHICLE HAD BEEN SERVICED SEVERAL TIMES BY THE DEALERSHIP, BUT WAS NOT ABLE TO RESOLVE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062899  
**Date of Incident:**  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** PARMA, OH  
**NHTSA Summary:**  
WHEN STARTING THE VEHICLE, THE ENGINE RACED AND SOUNDED LIKE THE VEHICLE WAS GOING TO ACCELERATE. THE VEHICLE HAD NOT BEEN INSPECTED TO DETERMINE THE CAUSE OF THE PROBLEM. \*AK THE ENGINE WOULD ACCELERATOR UP TO 5000 RPM'S AND WOULD NOT SETTLE DOWN. \*SC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062981  
**Date of Incident:**  
**Vehicle:** 1999 TOYOTA AVALON  
**Location of Incident:** ALBUQUERQUE, NM  
**NHTSA Summary:**  
THE VEHICLE INTERMITTENTLY EXPERIENCED SUDDEN ACCELERATION WHEN THE BRAKE PEDAL WAS APPLIED. THE CONSUMER HAD TO APPLY EXCESSIVE FORCE TO THE BRAKE PEDAL TO STOP THE ACCELERATION. THE CONSUMER ALMOST HIT A PEDESTRIAN WHEN THIS OCCURRED. \*AK \*SC \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063306  
**Date of Incident:**  
**Vehicle:** 2002 LEXUS GS300  
**Location of Incident:** NEW HAVEN, CT  
**NHTSA Summary:**  
WHEN PRESSING THE BRAKE PEDAL, THE VEHICLE WOULD INTERMITTENTLY LURCH FORWARD. THE DEALER COULD NOT DETERMINE THE CAUSE OF THE PROBLEM. \*AK \*SC \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10067279  
**Date of Incident:**  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** FAIRHAVEN, MA  
**NHTSA Summary:**  
VEHICLE HESITATED TO ACCELERATE WHEN GAS PEDAL WAS PRESSED. ALSO, UNEXPECTED ACCELERATION OCCURRED INTERMITTENTLY.\*AK  
**Additional Summary:**

C-14

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10067419  
**Date of Incident:**  
**Vehicle:** 2002 LEXUS GS300  
**Location of Incident:** COLLIERSVILLE, TN  
**NHTSA Summary:**  
WHILE DRIVING 30 MPH VEHICLE SUDDENLY ACCELERATED. CONSUMER APPLIED THE BRAKES AND VEHICLE JERKED. VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION, AND MECHANIC WAS NOT ABLE TO DUPLICATE OR RESOLVE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063410  
**Date of Incident:**  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SAINT LOUIS, MO  
**NHTSA Summary:**  
THE VEHICLE FAILED TO RESPOND WHEN THE DRIVER PRESSED THE BRAKE PEDAL, INSTEAD THE VEHICLE EXPERIENCED UNWANTED ACCELERATION, AND CRASHED INTO SOME BUSHES AND A CEMENT EMBANKMENT. \*AK \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062881  
**Date of Incident:**  
**Vehicle:** 2003 TOYOTA MATRIX  
**Location of Incident:** ORANGE, CA  
**NHTSA Summary:**  
WHEN AT A STOP SIGN OR WHEN PLACING VEHICLE IN REVERSE ENGINE WILL RACE AND VEHICLE WILL UNEXPECTEDLY ACCELERATE OUT OF CONTROL. \*AK ENGINE INTERMITTENTLY IDLE UP TO ABOUT 2,000 RPM REGARDLESS OF TEMPERATURE. CAUSE NOT YET DETERMINED. PROBLEM IS SIMILAR TO PE04021. \*LA  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10071569  
**Date of Incident:**  
**Vehicle:** 2000 TOYOTA CAMRY SOLARA  
**Location of Incident:** TOMS RIVER, NJ  
**NHTSA Summary:**  
VEHICLE SURGED FORWARD AFTER RELEASING THE GAS PEDAL AND HIT A TREE. \*PH \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10071422  
**Date of Incident:**  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** RENO, NV  
**NHTSA Summary:**

C-15

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DRIVER SEAT WOULD SHIFT AROUND WHILE DRIVING AND ONCE IN GEAR VEHICLE WOULD ACCELERATE ON ITS OWN WITHOUT ANY PRESSURE APPLIED TO THE GAS PEDAL. \*PH MECHANIC TEST DROVE VEHICLE, BUT FAILED TO FIND OUT THE CAUSE OF THE PROBLEM. \*LA  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10071703  
**Date of Incident:**  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MUNSING, MI  
**NHTSA Summary:**  
CONSUMER LEFT VEHICLE AFTER SHIFTING INTO PARK, WITH MOTOR RUNNING. OPENED GARAGE DOOR, AND THEN REENTERED VEHICLE. SHIFTED OUT OF PARK WITH FOOT ON THE BRAKES AND VEHICLE SUDDENLY SURGED FORWARD INTO GARAGE. HAD NOT PLACED FOOT ON ACCELERATOR PEDAL WHEN IT HAD HAPPENED. THIS SUDDEN ACCELERATION OCCURRED ONCE BEFORE. HAD SURGING PROBLEM REPAIRED IN MARCH, 2004. SUBMITTED A PREVIOUS COMPLAINT 10062956, AND WAS INFORMED TO RESUBMIT COMPLAINT TO THE HOT LINE FROM NHTSA'S ENGINEER - S. YOUNG.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10072290  
**Date of Incident:**  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** MISSOURI CITY, TX  
**NHTSA Summary:**  
WHILE SHIFTING INTO REVERSE WITH FOOT DEPRESSED ON THE BRAKES VEHICLE ACCELERATED AT HIGH SPEED. AS A RESULT, VEHICLE CRASHED INTO FOUR HOUSES, INJURING SEVERAL PEOPLE, ESPECIALLY ONE PERSON IN BEDROOM. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10074004  
**Date of Incident:**  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SYOSSET, NY  
**NHTSA Summary:**  
CONSUMER COMPLAINED ABOUT A SUDDEN ACCELERATION PROBLEM. WHILE PARKING INTO A SPACE AT A SCHOOL VEHICLE SURGED AND LUNGED FORWARD WHILE CONSUMER'S FOOT WAS STILL ON THE BRAKES. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10074037  
**Date of Incident:**  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** HARRISBURG, PA  
**NHTSA Summary:**  
VEHICLE SUDDENLY ACCELERATED WHILE BACKING OUT OF THE DRIVEWAY. \*MR THIS INCIDENT CAUSED DAMAGE TO A GARAGE, AND HIT THREE OTHER PARKED

C-16

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLES. THIS PROBLEM RECURRED ON THREE OTHER OCCASIONS. CURRENTLY THE GEARSHIFT BEGUN TO GIVE THE CONSUMER PROBLEMS. \*SC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10287371  
**Date of Incident:**  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** CENTREVILLE, VA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE ATTEMPTING TO PROCEED AT A TRAFFIC LIGHT, THE VEHICLE SUDDENLY ACCELERATED. HE WAS UNABLE TO CONTROL THE VEHICLE SPEED AFTER ENGAGING THE BRAKE PEDAL. HE WAS FORCED TO PLACE THE VEHICLE IN NEUTRAL AND SHUT THE ENGINE OFF. WHEN HE RESTARTED THE VEHICLE, HE NOTICED THAT THE RPMs WERE RAPIDLY INCREASING AND THAT THE ACCELERATOR PEDAL WAS STUCK BETWEEN THE FLOOR MAT. HE NOTIFIED THE MANUFACTURER AND WAS ADVISED THAT HIS YEAR, MAKE AND MODEL VEHICLE WAS NOT A PART OF THE EXISTING RECALL. THE FLOOR MAT WAS REPLACED. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 5,900 AND THE CURRENT MILEAGE WAS 6,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** TN

**NHTSA Summary:**  
**Additional Summary:**  
Owner states that he experienced "full throttle acceleration out-of-the-blue by itself" while driving along a stretch of highway he had to downshift from 5th to 4th when the engine suddenly surged to about 4,000+ RPM. He did not complete the downshift but went to neutral instead and placed both feet under the front seat. He then reached under the accelerator pedal with his hand to pull it up - no good. He then took his right foot and placed it under the pedal and pulled up as hard as he could - no effect. The Tacoma was starting to slow because of gravity but the engine was beginning to increase its RPMs. He looked for possible carpet interferences - nope. The traffic is still light so he has time to examine things and since he cannot find anything wrong he decides to leave neutral and complete the downshift. "Now the fun begins." Full open throttle by itself with both feet on the floor, started to get concerned because he wanted to stay in control, but as the truck neared the top of the hill and 75+/- mph, he upshifted to allow the vehicle to stay in neutral, kill the engine and coast to a safe stop. "When Audi owners first reported this problem, the company did the wrong thing and decided to trash the owners. It almost ruined Audi. What will Toyota do? I will give them a chance to see me. But imagine being somewhere in bumper-to-bumper traffic in first or second gear and your throttle goes wide open by itself. How many cars would you domino before you got the clutch in or shifted to neutral or killed the engine? Sorry, placing the blame on driver error is NOT going to work on this guy."

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** SANTA BARBARA, CA  
**NHTSA Summary:**

C-17

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**  
2005 TOYOTA SIENNA - SUA - CRUSHED BETWEEN 2 CARS - PUSHED A NISSAN 300Z 6 FEET. DAUGHTER GOT INTO THE CR TO BACK IT OUT OF THE DRIVEWAY. RACED FORWARD. CARPETED FLOOR MAT ONLY. MOTHER WAS CRUSHED BETWEEN THE VEHICLES. THOUGHT HER DAUGHTER WAS AT FAULT. MONTHS LATER MOTHER WAS DRIVING AND IT REVVED HIGH. TRADED IN FOR A PRIUS.  
Kelley@education.ucsb.edu

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314227  
**Date of Incident:**  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** WATERTOWN, WI

**NHTSA Summary:**  
ON 8/29/08 I WAS SLOWLY ACCELERATING AS I PULLED ONTO THE HIGHWAY WHEN I EXPERIENCED WHAT I HAVE COME TO UNDERSTAND WAS AN SUA. A SUDDEN UNINTENDED ACCELERATION. WITH HEAD-ON TRAFFIC COMING AT ME FAST I HAD NO CHOICE BUT TO TURN SHARPLY TO GET OFF THE ROAD. MY REAR AXLE WAS CAUGHT ON A BERM OF DIRT AT THE EDGE OF A CORNFIELD. BRAKING HAD NO EFFECT. AS I SAT THERE I REALIZED THE ENGINE WAS RACING WILDLY. THERE WAS NO OBSTRUCTION TO THE GAS PEDDLE, SO I HAD TO CUT OFF THE ENGINE BY TURNING THE KEY OFF. MY CAR IS A 2008 TOYOTA COROLLA. THE ROAD WAS DRY, HOWEVER, IT WAS A DAMP MORNING AND CHILLY. I HAVE HAD NO RECURRENCES. I AM A SAFETY COMPLIANCE OFFICER WITH OSHA SO I IMMEDIATELY BEGAN INVESTIGATING THE ELECTRONIC THROTTLE SYSTEM. I DO NOT FEEL THE ADDITION OF THE PLATE BEHIND THE GAS PEDAL IS THE SOLUTION. TOYOTA TOLD ME AT THE TIME OF THE ACCIDENT THAT IT WOULD DO NO GOOD TO REPLACE THE THROTTLE SENSOR. SO I REALIZED THAT THEY HAD A DEFECT PROBLEM. I AM LOOKING INTO ADDING A SMART THROTTLE SOFTWARE PLUG-IN TO PROVIDE AN OVERRIDE TO THE THROTTLE. TOYOTA REFUSED TO TELL ME WHO MADE THE PART OR FROM WHOM THEY PURCHASED IT. PLEASE PROVIDE ME THAT INFORMATION IF POSSIBLE. PLEASE CONTINUE YOUR INVESTIGATION, AND I WOULD SUGGEST WIDENING IT TO INCLUDE ALL DRIVEBY-WIRE SYSTEMS.

**Additional Summary:**

I have a 2008 Toyota which wrecked when the accelerator "stuck" in the open position. The dealer said there were no codes and would do nothing but refer me to the help desk. I made a report out to them, but never heard anything. I asked for replacement of the throttle position sensor/accelerator pedal position sensor but the service man said it would do no good. They also inquired if it happened when it was cold, which it was. Since the weather has gotten colder I am having a lurch upon first pushing in the accelerator pedal when it has not been driven for several hours. Second incident at fast food place (3/27/10), put it into reverse the engine raced. Foot on brake held the car in place. Then kicked down after a couple of seconds. Then put e-brake on - foot on brake - then roaring up again - just like what happened when she had the crash. Sounded like full throttle. Car was warm at the time this occurred.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 9999 TOYOTA PRIUS  
**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**

**Additional Summary:**  
From Houston Press article dated April 23, 2009 - "But floor mats didn't explain why many of the Priuses took off, including the case of the Houston man who parked his Prius in his driveway but left the car

C-18

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

running as he walked toward his house. The Prius surged forward through his garage door, slamming into the back of his Nissan Altima. "It was a pretty rough accident," says Markus Drunk, a mechanic who worked on the Prius at Autohaus K&H in Houston. "He was lucky that the Altima was parked there because his backyard is not too long, and the neighbors had a family gathering. It would've ran right into all those people, and he was a little shook up over the situation."

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** CARLSBAD, CA  
**NHTSA Summary:**

**Additional Summary:**  
Richard dePagter reported a sudden acceleration problem with his 2008 Lexus ES350. He remains skeptical that floor mats are the problem. "They need to look further," said dePagter, who has filed a complaint and attempted to return the car. "The mat that they have in the car was not the problem," dePagter said. "It was far from the accelerator."

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 9999 TOYOTA PRIUS  
**Location of Incident:**  
**NHTSA Summary:**

**Additional Summary:**  
From Houston Press article dated April 23, 2009 - Kevin McGuire experienced SUA while test driving a new Prius at Dorschel Toyota in Rochester, NY.

The weather was crisp and sunny, and with the saleswoman along for the ride, McGuire drove the Prius away from the city to a hillside road without much traffic. As he recalls the conversation: "What do you think?" the saleswoman asked.

"I like this feel," McGuire said. "Well, go ahead and jump on it and see what you think about the acceleration." McGuire stomped on the gas pedal and the Prius zipped forward, but when he took his foot off the accelerator, the car kept going faster. He turned to the saleswoman. "This is all well and good, but there's one problem," McGuire told her. "What?"

"It's not stopping." "What?!" "Look it, we're still going." "Take your foot off the accelerator," she told him. "I did!"

"Pull over!" McGuire hesitated to steer the car off the road, because he was slamming on the brake with all his weight, and the Prius wouldn't stop. Smoke poured from the tires, and finally the car shut down and he pulled to the shoulder. "She was scared and I was scared, too. We just sat there for a couple of minutes and caught our breath, and then she said, 'Okay, start it up.'" McGuire says. "You could hear the engine rev up, and when I put it in drive - boom! The car took off again."

This time, the car died almost immediately and McGuire pulled over again. After starting it a third time, all was okay, and he cautiously drove back to the dealership. The saleswoman asked a technician to look at the Prius. "Oh, people put in too many floor mats," the technician said. "So the accelerator gets stuck." McGuire responded, "Wait, this is not my car, this is your car. I haven't done anything. It's not me, there's something wrong with this car."

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2005 TOYOTA PRIUS

C-19

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:**  
**NHTSA Summary:**  
**Additional Summary:**

From Houston Press article dated April 23, 2009 - "The Houston Press found just one person currently in litigation with Toyota concerning unintended acceleration. Art Robinson, the man involved in that crash, wouldn't talk to the Press (saying his lawyer has advised him not to), but a Toyota spokeswoman confirmed the lawsuit, declining to comment further. Apparently, hours after Robinson purchased his 2005 Prius in Tacoma, Washington, the car began to handle funny, and as he was driving back to the dealership, the car took off. Robinson stomped on the brake and the emergency brake, but the car wouldn't slow down. He exited the freeway and shot through an intersection safely, but then lost control and drove through a convenience store. Robinson escaped before the Prius and the building burst into flames. "It happened so fast I didn't have time to be scared then," Robinson told a Seattle news station."

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 9999 TOYOTA CAMRY  
**Location of Incident:** AVON, MA  
**NHTSA Summary:**

**Additional Summary:**  
I taught for In-Control advanced driving. We used new Toyota Camry automobiles. On at least 4 occasions while doing exercises with my students while driving on the runway at South Weymouth Naval Air Station, the accelerator stuck causing a potential deadly situation. On at least 3 occasions, I had to reach over and using the key turn the engine off. The students were very frightened. Took the car(s) in for service. Toyota said nothing was wrong and they "repositioned the floormat" to solve the problem. The floormat was not the problem. Toyota is covering up a problem with the electric gas pedal and/or throttle. Steve Smith

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 9999 TOYOTA COROLLA  
**Location of Incident:**  
**NHTSA Summary:**

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** LONG BEACH, CA  
**NHTSA Summary:**

**Additional Summary:**  
Nancy Bernstein, a vice president for a Long Beach community garden and former science teacher, said she was taken on an 8-mile high-speed ride by her 2007 Prius while she was following her husband in a group bicycle tour in Wisconsin. She said her Prius accelerated from 45 mph to 75 mph on a winding, two-lane highway crowded with 100 cyclists. "I was sure I was going to kill someone on a bicycle or myself," she recalled. "I stood on the brakes with both feet. All of a sudden, I see fire. I thought, sure, my brakes are on fire. I thought about maybe trying to sideswipe a tree to slow down."

C-20

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Eventually she was able to stop at the bottom of a hill, using her brakes and emergency brake. A local resident rushed out with a fire extinguisher.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** CHILDRRESS, TX  
**NHTSA Summary:**  
**Additional Summary:**  
Frankie McKinney called Terry McCartney's office - she owns a 2009 RAV4 that unexpectedly accelerates. No accident or injuries. She was wondering how she could get this documented or if we could give her any more info. (Toyota told her it was the floor mats).

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 9999 LEXUS HYBRID  
**Location of Incident:** ENCINITAS, CA  
**NHTSA Summary:**  
**Additional Summary:**  
WHILE PARKING THE CAR AT AN IN-&-OUT BURGER, SHE PUT IT IN REVERSE TO CORRECT THE PARKING JOB AND THEN HIT THE GAS TO ENTER THE SPOT, IT JUST TOOK OFF. THE ENGINE REVVED. SHE TRIED TO HIT THE BRAKE, BUT NOTHING WOULD STOP IT. IT WASN'T THE FLOOR MAT, THAT'S FOR SURE. IT COULD HAVE KILLED SOMEONE IF THERE HAD BEEN SOMEONE ON THE SIDEWALK IN FRONT OF THEM. INSTEAD IT LITERALLY LANDED ON THE DRIVER'S SIDE WINDOW OF A CAR IN THE DRIVE THRU.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** , CA  
**NHTSA Summary:**  
**Additional Summary:**  
INFO FROM LA TIMES ARTICLE - "WEISS SAYS HE STOPPED HIS 2008 TACOMA PICKUP AT AN INTERSECTION IN LONG BEACH IN OCTOBER WHEN THE TRUCK, ON ITS OWN, SUDDENLY ACCELERATED TOWARD ONCOMING TRAFFIC. HE WAS ABLE TO AVOID A COLLISION BY CLAMPING ON THE BRAKES AND TURNING OFF THE ENGINE, BUT THE INCIDENT LEFT HIM RELUCTANT TO GET BEHIND THE TACOMA'S WHEEL AGAIN. AND WEISS SAYS THE MATS WERENT THE PROBLEM - HE HAD REMOVED THEM MONTHS AGO ON HIS DEALER'S ADVICE."

FROM NEWS ARTICLE "UNDERSTANDING TOYOTA SUDDEN ACCELERATION" BY JOEL S. HIRSCHHORN MARCH 9, 2010

"Ditto for Eric Weiss in California, who also had a second episode months after the first one and after removing the mats. Others who have not died and kept using their Toyotas have also had repeat events. Thus, perfectly normal vehicle performance is possible between runaway events."

**Toyota ID Number:** C-21  
**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** ARLINGTON, TX  
**NHTSA Summary:**  
**Additional Summary:**  
"PRODUCTS LIABILITY/TOYOTA ACCELERATING ON ITS OWN - She has a 2004 Toyota Camry and in the last 2 months it has accelerating on its own, when she put her foot on the brake, it did not stop. She took it to the dealership and they put plastic clips to secure the floor mat to the floor and cleaned sticky residue. She wants to make sure it will not happen again. She heard a news bulletin that Toyota thinks it is not the floor mats and she is now concerned it may be something else and need someone to tell her what to do from here."

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** , GA  
**NHTSA Summary:**  
**Additional Summary:**  
Husband experienced 7th SUA incident on 2/3/10.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** ,  
**NHTSA Summary:**  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** CAMDEN, AR  
**NHTSA Summary:**  
**Additional Summary:**  
FROM LA TIMES ARTICLE - "TOYOTA FOUND TO KEEP TIGHT LID ON POTENTIAL SAFETY PROBLEMS" DATED 12/23/09

Tim Marks, a small businessman in Camden, Ark., parked his daughter's 2006 Lexus IS 250 in front of the dealership last year and said his family would never drive it again after experiencing four sudden-acceleration events.

"They told my daughter she was texting while driving and wasn't paying attention," Marks recalled. "She is a 95-pound, little itty-bitty thing, but she was fixing to twist off on that man."

The vehicle was bought back and the title branded as a lemon, according to vehicle registration records. It was later registered in Florida, suggesting that the dealer resold it.

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C* C-22

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2008 LEXUS LEXUS  
**Location of Incident:** SHAVERTOWN, PA  
**NHTSA Summary:**  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ,  
**NHTSA Summary:**  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2008 LEXUS RX400H  
**Location of Incident:** ,  
**NHTSA Summary:**  
**Additional Summary:**  
We thought that you might be interested in the fact that our Lexus RX400H hybrid (2008 model year) had the same problem with sudden acceleration several months ago. We were pulling into a parking place and were almost to the curb when the car suddenly took off. Applying the brake did no good. We were only able to stop the car by putting the car in neutral and turning the car off. We were lucky in that no one was seriously hurt, but we destroyed a fence at a hotel and did about \$10000 of damage to our car. Lexus refused to admit that there was any problem.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** TOYOTA SIENNA  
**Location of Incident:** ,  
**NHTSA Summary:**  
**Additional Summary:**  
I had a toyota van and my accelerator got stuck and I had an accident and totaled the car in May of 2001, so this has been a long standing problem. Fortunately neither myself nor my two girls were seriously injured in the accident. I just wanted someone to have this information. That accident, experience has always bothered me.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** TOYOTA CAMRY  
**Location of Incident:** ,  
**NHTSA Summary:**  
**Additional Summary:**

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C* C-23

I was told (condescendingly) by our local toyota service dept. That my sudden and terrifying out-of-control acceleration in our toyota camry was due to a floor mat sticking. That felt entirely bogus, and almost as if they were blaming me for not having the mat in perfect placement. It felt as if the throttle stuck open, and the car just kept up this out of control as fast as possible acceleration. It happened when I pushed the throttle down for a very brief moment to do an evasive maneuver (away from an aggressive driver who actually killed someone a few months later in another aggressive driving stunt). It was as if my car thought I had stomped on the accelerator. It took off, tires squealing. I ended up standing on the brake pedal with all my weight, tires squealing and laying rubber, and still the car was accelerating at a rate I'd never experienced before. I was terrified! With all the noise and smoke, with the car about to go completely out of any control, I said a quick prayer and shifted into neutral. That saved my life. The remembered fear is actually blanking my mind temporarily as to the model year, but it was a few years ago, and it was a Toyota Camry all-trac. To be told, and dismissed, that this was caused by a floor mat was the ultimate in being brushed under the rug. We sent the car to the crusher. For Toyota to continue to claim this problem is being caused by floor mats is the ultimate in ridiculous reasoning. I wish they'd put some Toyota executives and engineers in some of these cars - they'd experience the real thing, and know it wasn't a stupid mat. If a mat is bunched up, it's because the driver is bracing as hard as humanly possible doing everything to get the car under control and stopped. Heck, that might move a floor mat a bit, but it certainly is not the cause!

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** ,  
**NHTSA Summary:**  
**Additional Summary:**  
I was the owner of three Toyota Camry's (2001, 2004 and 2007) until we had an issue with the 2004 model on January 18 when my daughter totaled the 2004.

We also believe that the sudden acceleration issue has nothing to do with either the accelerator or the floor mat. Returning from work that Monday morning, my daughter was traveling at less than 30 mph with her foot not on neither the accelerator nor brake. The car suddenly and violently accelerated and pulled to the right. She rear ended a parked car and continued forward until the front axle broke away from the drive train.

Luckily, she was not seriously injured in the accident, but we do have both a collision and property damage claims to deal with along with an assured increase in insurance rates.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2004 LEXUS LEXUS  
**Location of Incident:** ,  
**NHTSA Summary:**  
**Additional Summary:**  
I own a 2004 lexus, have experienced "the stuck gas pedal twice. My car is not part of the recall. What can I do. The dealer denies the problem.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C* C-24

**Vehicle:** 2006 TOYOTA CAMRY

**Location of Incident:** ,

**NHTSA Summary:**

**Additional Summary:**

I had accelerator pedal problems with my 2006 Camry, but I noticed that the 2006 model year is NOT part of the recall process, any reason why?  
I have called my insurance company for advise, as one of the accidents was quite serious.

**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:**

**Vehicle:** 2005 TOYOTA 4RUNNER

**Location of Incident:** BROOKFIELD, WI

**NHTSA Summary:**

**Additional Summary:**

She purchased a new 2005 Toyota Solara back in 2005. The gas pedal was balky in response. She had several accidents where she was rear ended because the pedal wouldn't be able to pushed down easily. That, along with other problems (bad suspension, tires worn out in 3000 miles) caused her to file a lemon law claim. She was successful and received a new 2005 Solara. As she was driving home that day after picking it up, she again experienced this balky accelerator. She immediately returned to the dealer and traded it for a 2005 4Runner. Since then, she's had fifteen or more incidents of unwanted acceleration, especially when she pushes aggressively on the accelerator, such as passing a car on a two lane road. The vehicle doesn't slow, and the brakes are unresponsive. She's complained multiple times to the dealer, and has records of the same. She once had it towed when it accelerated to 80 mph on a commercial boulevard where the speed limit is around 40. The dealer told her it was floor mats. All these complaints (documented) took place before the recent publicity. It sounds to me like she may have a sticky accelerator pedal.

**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:**

**Vehicle:** 1996 TOYOTA CAMRY

**Location of Incident:** ,

**NHTSA Summary:**

**Additional Summary:**

I took my car into the dealer twice when the accelerator and stuck on me and was told the same lame thing, the floor mat got in the way which I knew was not the case. The accelerator actually was stuck as if I had the cruise set on "speed up". I had both feet pressed as hard as I could on the brake and it was not stopping. I finally was able to stop by pulling up with 1 foot underneath the accelerator to get the pedal to release before I hit someone else's car.

**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:**

**Vehicle:** 2005 TOYOTA RAV4

**Location of Incident:** ,

**NHTSA Summary:**

**Additional Summary:**

my spouse had a 2005 rav4 (new) and that fall her accelerator revved up and she could not stop the car from moving forward and nearly hit some people. luckily we were the only people to be affected. we reported this to the police, insurance company and toyota. toyota stated that they were not responsible for

C-25

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

this problem at that time. toyota replaced the car for us though through the insurance company. we were wondering how many others were affected and do we have any claim back to toyota after these years?  
she now has a 2009 rav4

**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:**

**Vehicle:** 2003 TOYOTA COROLLA

**Location of Incident:** , TN

**NHTSA Summary:**

**Additional Summary:**

Bought a used (3k) 2003 corolla in early 2004. Dealer installed a cruise control on the car at that time. For the next few months I brought the car in several times because of sudden unintended acceleration. Eventually they replaced cruise control and the problem hasn't returned. This was at Toyota of Knoxville in Knoxville, TN.

**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:**

**Vehicle:** 2004 TOYOTA RAV4

**Location of Incident:** MIAMI, FL

**NHTSA Summary:**

**Additional Summary:**

A few years ago my mother was backing out of her driveway in a 2004 rav4 when the suv raced out of control at a high rate of speed and ended up in the canal across the street from her house. Both her and her passenger were pulled to safety as it sank to the bottom. Her first comments to the officer and my brother, who got there quickly was the pedal stuck and she could not get it unstuck. We blew off her comment at the time and contributed it to operator error but now believe she was victim to this pedal sticking problem. The car was totalled by her insurance company due to being submerged for more than an hour.

**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:**

**Vehicle:** 2008 TOYOTA SEQUOIA

**Location of Incident:** ,

**NHTSA Summary:**

**Additional Summary:**

My 2008 Sequoia has a few times (always while in cruise control at about 45 miles per hour) accelerated when going downhill and whereas it usually slows itself down, these times it sped up quickly and I had to push the brakes down and turn off the cruise control to get it to start slowing down. I contacted my dealer who said they had not heard of this and would get back to me.

**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:**

**Vehicle:** 2007 TOYOTA RAV4

**Location of Incident:** ,

**NHTSA Summary:**

**Additional Summary:**

My wife and I bought a new 2007 RAV4 in 2007. Roughly two years ago, pulling into our driveway, my wife took her foot off the gas to hit the brake, but the gas pedal stuck and the car crashed into the brick

C-26

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

siding of the garage. The damage to the front of the car was substantial, and we took the car to the dealer to have the problem checked out. They said they couldn't find any problem and suggested my wife had inadvertently stepped on the gas rather than the brake - which she says is ridiculous. This hasn't happened again, but she has always been concerned by this event.

**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:**

**Vehicle:** TOYOTA YARIS

**Location of Incident:** ,

**NHTSA Summary:**

**Additional Summary:**

Hi, I am driving a Yaris, bought in May 06 and I had exactly the same Problem with the gas pedal. Thankfully I had a person with me, who help me because I was on the Autobahn.

**Toyota ID Number:**

**NHTSA ODI Number:** 10234946

**Date of Incident:**

**Vehicle:** 2007 TOYOTA TACOMA

**Location of Incident:** ASHBURN, VA

**NHTSA Summary:**

**Additional Summary:**

I finally traded my 2007 Tacoma 4 cyl automatic pickup in late 2008 after Toyota failed on three attempts to fix the sudden unintended acceleration I was experiencing. When Toyota lawyered-up then I filed a report with NHTSA and their investigator confirmed my truck model was being studied by their people for what they called "hysteresis", but that the inquiry would be halted if they could not pinpoint the cause. He told me they knew the problem was not with the engine control module because no one ever reported a "check engine" light associated with an unintended sudden accelerations - but strongly suspected the cabling or external circuitry associated with the throttle (pedal) control. My symptoms always occurred when I was letting up on the pedal after having just accelerated and reached my desired speed and usually on a hill - which on several occasions created full throttle events even though the pedal was full up (back). I suspect it was related to the air conditioning compressor cutting back on after the vehicle reached desired speed - and from that was either an induced voltage into the wires carrying the pedal voltage to the engine control module or was ground loop current due to the compressor cutting on. I am an electronics technician but never studied the problem any further.

**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:**

**Vehicle:** 2008 TOYOTA TUNDRA

**Location of Incident:** HAYFIELD, MN

**NHTSA Summary:**

**Additional Summary:**

Cory Black of Hayfield, Minnesota has experienced sudden unintended acceleration in this 2008 Toyota Tundra on two occasions.

"I was driving down 52 going toward Wal-Mart North and the truck decided to accelerate on its own and scared the living tar out of me," says Black.

Black says the truck went from 55 miles per hour to 80.

C-27

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

"When it started accelerating it just threw you back in the seat and it just took off it was just way too fast," says black.

He tried the breaks, but says that didn't work. Instead, he shifted into neutral and watched as he, his wife and his three-month-old baby slowed to a stop.

A few months later, he says it happened again.

**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:**

**Vehicle:** 2007 TOYOTA TACOMA

**Location of Incident:** ,

**NHTSA Summary:**

**Additional Summary:**

I have 2007 Toyota Tacoma. I notice a slight acceleration when I am at a stop and the air conditioner turns on or the heater turns on. If I don't have the brake pedal fully compressed the vehicle will move slightly forward until I apply more brake pressure.

**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:**

**Vehicle:** 2007 TOYOTA RAV4

**Location of Incident:** ,

**NHTSA Summary:**

**Additional Summary:**

My wife's 2007 rav4 went runaway on the 27th

**Toyota ID Number:**

**NHTSA ODI Number:**

**Date of Incident:**

**Vehicle:** 1999 TOYOTA CAMRY

**Location of Incident:** ,

**NHTSA Summary:**

**Additional Summary:**

I bought a used 1999 Toyota Camry LE in 2003. It was in a very good condition and had only 30K miles. Up until last year, I've never had any unintended acceleration problems. However, about six or seven months ago after I stopped on a STOP sign, my car began to accelerate even with my foot being off the gas pedal. I didn't understand at first what had happened. The car was making a huge roar, and it tried to drive forward regardless of my foot pushing on the brake pedal. It actually moved slowly, but it did in fact drag me a few yards past the STOP sign mark. Thanks God it wasn't a busy intersection! Frankly, I freaked out... I looked at my gas pedal and saw that it was in normal (not depressed) position. By the way, I don't have any floor mats in my car. The next thing I tried was letting my foot off the break pedal. The car jolted and jumped forward very fast as soon as I released the breaks. It seemed like I was drag racing without me accelerating at all! I was so scared, so I pushed the breaks again and shifted the gear to Park position, yet the car kept on making the roar as if it was still accelerating. If I remember correctly, I even tried to turn off the ignition, but after restarting the car it kept on doing the same thing (accelerating wildly).

My next move was to press the gas pedal several times while being in park gear. It worked... The car stopped doing the acceleration.

Since then, I had a couple of more episodes of the same problem. Based on my first experience, I would slightly press the gas pedal several times instead of trying to break. It works.

C-28

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

All this time, I assumed that it was a gas pedal sticking somewhere and it's my car's only problem. After reading and hearing recent news, however, I realized that I am not alone.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 1993 TOYOTA LAND CRUISER  
**Location of Incident:** FAIRBANKS, AK  
**NHTSA Summary:**

**Additional Summary:**  
I owned a 1993 Toyota Land Cruiser since new until 2008. On several occasions it exhibited unintended acceleration, usually when my wife was > driving. It occurred only once when I was driving and at extremely low ambient temperatures (<-40 F.) which is not uncommon here. My wife said she experienced unintended acceleration on the Land Cruiser about five or six times, not always during extreme cold weather. In one instance, she pulled the vehicle to the side of the road and called the dealership. They came out to help.

We believed that the throttle assembly on the Land Cruiser was mis-designed and that the return spring(s) would fail to operate sufficiently to "pull back" the throttle lever if it got iced or otherwise very cold.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:**  
**NHTSA Summary:**

**Additional Summary:**  
I OWN A 2005 Toyota Corolla with only 10,500 miles on it. Almost like new. The last 4 mos. it has accelerated when I have been pulling out of a driveway or adjusting the car at slow speed in a drive way. At first I thought it was my fault but the last time I realized it wasn't. My car is not on the recall list but I read somewhere that 2005 was the first year Toyota used the ESC-i in the Corolla.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** LEXUS ES330  
**Location of Incident:**  
**NHTSA Summary:**

**Additional Summary:**  
Five or six years ago, my husband and I had a Lexus ES-300. (Prior to that, we had had a Lexus RX-300). On several occasions, at least 5, I experienced brief periods of excessive acceleration while driving the Lexus ES-330. Most if not all occurred when I was at an intersection and then pressed on the gas pedal. On 1 of these occasions at least, the acceleration continued for possibly 30 seconds to a minute and was quite unnerving.

At least 2 times when we were going to take the Lexus for scheduled maintenance to the dealer (and possibly 3 times), I had my husband tell them that there was a problem with the acceleration electronics. Notice I did NOT say stuck gas pedal, I specifically told my husband to tell them the problem was with their electronics. It never even occurred to me the problem was a "stuck gas pedal".

C-29

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

On the first occasion, Lexus suggested I was pressing down on the pedal too forcefully. On the second occasion, they suggested there might be rocks in the intersection and I was therefore causing the wheels to spin by accelerating too quickly, given the rocks. (I never noticed rocks before, and never saw them after this comment).

To me, it was very clear that the problem was with the electronics controlling the acceleration. When I worked, I sometimes had jobs where I programmed specialized chips that controlled electronics. I also was for a short time a testing manager at Intel, and my group tested communications chips.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2008 TOYOTA 4RUNNER  
**Location of Incident:**  
**NHTSA Summary:**

**Additional Summary:**  
Just a note that I've had the same problem with my 08 4runner. What was slightly different is that the acceleration problem occurred when passing on the freeway. The vehicle downshifted into 3rd gear and remain under full acceleration to 100 mph and still in 3rd gear. I tried the brakes and that didn't work so I threw the vehicle in neutral and was then able to slow down to traffic speed. I then shifted the vehicle back in to drive and it started acting normal again. Dealer told me that it was the mat. Not a chance since I use weathertech aftermarket mats and they lock in the door sill when the door is closed.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SAN RAFAEL, CA  
**NHTSA Summary:**

**Additional Summary:**  
Back in 2002 my daughter who lives in California purchased a new 2002 Toyota LE Camry in California which within the next couple of years experienced two unintended acceleration events. (During the first event which occurred in Folsom, CA my wife was in the car with her--the event lasted several seconds and she narrowly avoided an accident by roaring through a gas station!) (During the second event which occurred at the Galleria Shopping Center in Roseville, CA both my wife and I were in the car with her--the event again lasted several seconds and she only avoided ramming the car in front of her because the car moved just in time to avoid an accident.) Both times we reported the unintended acceleration to the Toyota dealer that had sold her the car (in Folsom, CA) and staff there said they were unaware of any problems of this nature. The second time they inspected the car. Subsequently, the car has not had a recurrence of the unintended acceleration problem, but it is still not trusted since it is not known if Toyota performed a "silent fix" on it.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** NEWPORT BEACH, CA  
**NHTSA Summary:**

**Additional Summary:**  
Our family bought a new 2004 Toyota Sienna for \$34,000. With approximately 3400 miles on the new car, wife Peggy was driving on Balboa Blvd., here in Newport Beach, California.

C-30

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

She was slowly accelerating from a complete stop in a small line of traffic. She could see ahead of her that there were many pedestrians in the area and that the cars in front of her were starting to slow again. She went to apply the brakes but they did not stop the car. The car kept moving forward and there was nothing she could do to stop the car. She was pressing on the brakes as hard as she could and no time during the entire event did she ever pull her foot off of the brakes.

Our 12 year old daughter called out to her saying "Mom, you had better stop the car or you are going to hit the car in front of us!" My wife replied, "I'm pushing as hard as I can but the car won't stop!"

Faced with the rapidly developing situation, my wife avoided 3 pedestrians and slammed into the back of a van, stopped at the crosswalk. During this entire episode they never traveled more than 20 miles per hour. There was an injury to a person in the van that she rear ended.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2009 TOYOTA CAMRY XL  
**Location of Incident:** LOS ANGELES, CA  
**NHTSA Summary:**

**Additional Summary:**  
6 INCIDENTS OF SUA

3/24/09 On Santa Monica in BH, a car coming toward me veered in my lane; I tried to go right, but there were cars, of course, put on brakes, but car surged causing a bigger accident. I found this very confusing, but didn't pay a lot of attention to it because I had no idea why that would happen. The car was taken in and fixed.

4/2 /09 Driving down Burton way, coming to a red light stop behind an SUV. (I do not tailgate, in fact the opposite.) Okay, so as I'm slowing down with foot on brake, the woman has now come to a complete stop at light. My car surges very fast and I go under her car. I'm in shock, stuck under this SUV, and having NO idea why this would happen. She gets out of her car (on phone) and starts yelling at me, as she needed to go to NYC and now this inconvenience. Then she started asking things like, are you wearing high heels (no) did you step on the gas (no) this goes on and on and I am still in my car. If it had gone a few more feet, inches? Perhaps my legs would have been crushed. Finally someone from a store front, brings me water, and helps me get my car out from under hers which is all she wanted. Then she called police to make sure it was recorded that I was at fault. They arrived, were very kind to me, and told her to leave me alone and they were not taking a report because no one was hurt. My car looked utterly totaled, she had scratches on her bumper. My car was towed back to Western Collision. They tell me it's no big deal, they can fix it. I find this odd as it seems impossible as the entire engine was dripping all kinds of fluids, the entire front of car was accoridationed.

9/20 Pulling into a parking space, I slow down, maybe 1-2 miles an hour to maneuver into space, the car surges! And hits the left back light of a very large car. (I think it was a Cadillac) I immediately turn the engine off. There is a woman in the passenger seat, who gets out and starts screaming at me, how she will be able to work again. She rants and raves, then a man appears, I am assuming the driver, and tells her, "Do what you have to do." I back the car up and park. We exchange info. This case is still open as I am assuming she is going to for a lawsuit. (There was a small scratch to my car, front bumper.)

10/22 100 feet from my house. Going North on Arden Blvd, slowing down behind a Highlander SUV as the light is red. The car surges, I hit her. She has, again, a few scrapes. The front of mine is crumpled. She is Asian, can't speak much English, I give her all of my info, then she takes off without giving me hers. That night her husband (also little English) threatens me and tries to extort money. I told him I gave his wife all of my insurance info. He then says he wants to get me in trouble and demands to talk to my husband. I find this beyond bizarre. I hang up. They are suing. Again my car was towed away and fixed.

C-31

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

1/14/2010 Going East on Willoughby. Full stop at a four way stop. I let the man to my left go, he speeds across, clearly in a hurry because he barely stopped at sign. I wait then take foot off brake, just put my foot on accelerator and it SURGED, so I clipped the back of his car. He was enraged. (The girls are in car.) He is screaming, my daughters are hysterical, I get out and implore him to stop yelling as he is scaring the girls (he also terrified me); but he keeps yelling, so I leave and call police. They come over, all is straightened out and then he apologized to the police (who were incredibly kind) for having acted so angrily.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** OAK PARK, IL  
**NHTSA Summary:**

**Additional Summary:**  
Toyota Owners Barrage Dealers as Pedal Fixes Shipped (Update1)  
February 01, 2010 08:43 PM EST  
(Add's dealer's comment in the 10th paragraph.)

By Mike Ramsey

Feb. 2 (Bloomberg) -- Camry owner John Fallon will be among the first Toyota customers to get his car fixed: He says it's taken off on him five times with unintended acceleration. Dealers have been fielding calls -- some more than 100 a day -- as customers try to find out when they can bring in their Toyota models for a gas-pedal repair that Toyota Motor Corp. is shipping to its U.S. dealers this week. Many retailers are extending service hours as 2.3 million vehicles are set to be repaired at the company's expense.

The world's largest automaker is trying to restore consumers' confidence after halting sales and production of eight popular models in North America including the top-selling Camry and Corolla sedans because the accelerator pedals could stick or return slowly from a depressed position, leading to unintended acceleration. Fallon said he still drives his 2007 sedan because he has experience handling it.

"I had my foot firmly on the brake and all of a sudden the engine went racing like crazy," said Fallon, a 56-year-old computer-systems engineer in Oak Park, Illinois. "The last time it happened was in December." The Toyota City, Japan-based company said yesterday it is shipping a "field remedy" to its 1.234 U.S. dealers of Toyota brand vehicles. Dealers will install steel plates made in Japan to prevent sticking, said John Hanson, a company spokesman. The repair takes about 30 minutes, Toyota has said.

"We know what the problem is," said Jim Lentz, president of Toyota's U.S. sales unit. "We have the fix. The kits are in shipment to the dealerships as we speak. They'll be arriving in the next day or so."

300 Calls  
Elmhurst Toyota in Illinois, about 20 miles west of Chicago, has received almost 300 phone calls over the past week, said Kurt Schiele, vice president.

"Most of them were just, like, 'When is the fix coming?'" he said. Customers who call Rice Toyota in Greensboro, North Carolina, are "asking if my car is safe," said Elmon Dale, general sales manager. "I tell them, yeah. My mother drives a Camry. There is no need to take her out of that car."

Dale and other dealers, which have had to halt sales of eight vehicles with possibly defective accelerator pedals, are extending their service departments' hours and trying to reassure customers that their vehicles won't have problems.

"Fear Factor"  
"Obviously, there's a fear factor out there" said Tom Ryan, general manager of Metroplex Toyota in Dallas where he said sales were off. "Our family members are still driving their vehicles, and we don't think they're in harm's way."

Pedal assemblies in models that were recalled have a gap that the steel plate is designed to fill, Hanson said.

The new piece relieves friction that can develop in some pedals as a result of wear and tear and condensation, and allows the pedal to spring back without sticking, he said.

C-32

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

"We're a little concerned about the volume," said Tamara Darvish, vice president of Darcars Automotive in Silver Spring, Maryland. She estimated as many as 13,000 customers might bring their vehicles to the dealership for the pedal repair. She pulled about 200 Toyotas off her lot until they could be fixed. The U.S. sales and assembly suspension, announced Jan. 26, cover Toyota's Camry, Corolla and Avalon sedans; Matrix hatchback; Highlander, RAV4 and Sequoia sport-utility vehicles; and Tundra pickups. The top-selling Toyota models not halted are the Tacoma pickup, Sienna minivan and Prius hybrid.

"100-Year Flood" "This is perhaps a once-in-a-lifetime, 100-year-flood experience," said Richard Howard, 67, a retired Houston resident who owns an 8-year-old Toyota Highlander SUV and a 10-year-old Lexus ES 300 sedan. "It's heightened my awareness, to say, 'OK, this is a possibility this might happen' -- probably very low."

Some customers are steadfast in their support of Toyota despite the recalls. "I couldn't be prouder of Toyota, and I'll continue buying Toyotas," said Cynthia Perry, 56, who was at Metroplex Toyota for routine service on her 2008 Sienna minivan. "Because they told us. As far as I'm concerned they improved their reputation."

Customer Concerns  
Other customers are afraid the "fix" may not actually address the problem. Toyota had already announced recalls covering 5.4 million vehicles because floor mats could slip and cause unintended acceleration. Then last month, the company said it would recall 2.3 million vehicles for sticky gas pedals, 2.1 million of which were covered by the first safety action.

Fallon, who said he had the five episodes of unintended acceleration, thinks the problem is a software glitch, and unrelated to either recall. "I told the dealer that to his face. He gave me a tight smile and didn't do anything."

Fallon said he will take his Camry in for the recall fixes because the one related to the floor mats involves a change that will cause the accelerator to cut off when the brake is depressed.

Toyota has said the brake-override will become standard in all new models.

--With assistance from Jeff Green, Katie Merx and Doron Levin in Southfield, Michigan; Alan Ohsman in Los Angeles; Susan Warren in Dallas; Pham-Duy Nguyen in Seattle; Phil Millford in Wilmington, Delaware; David Wethe in Houston; Todd Shields in Washington; Kevin Bell in Toronto; Jerry Hart in Miami, and Will Daley in Chicago. Editors: Jamie Butters, John Simpson.

To contact the reporter on this story: Mike Ramsey in Southfield, Michigan, at +1-248-827-2946 or mramsey6@bloomberg.net.

To contact the editor responsible for this story: Jamie Butters at +1-248-827-2944 or jbutters@bloomberg.net

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310752  
**Date of Incident:**  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:**  
**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED AS SHE STOP AT A STOP SIGN WITH THE VEHICLE IDLING SHE FELT AS IF THE MOTOR IS SURGING AS SHE PUT HER FOOT ON THE BRAKES THE VEHICLE WOULD STOP AND SLOW DOWN. THIS FAILURE HAS HAPPEN AT LEAST THREE TIMES. THE CONTACT COMPLAINT TO THE DEALER AND WAS TOLD THEY CANNOT DUPLICATE THE FAILURE AND THERE IS NOTHING THEY CAN DO. SHE ALSO HAD HER ACCELERATOR PEDAL MODIFY FOR THE RECALL. THE FAILURE MILEAGE WAS 27,000...MW  
**Additional Summary:**

I own a 2007 camry which has on three occasions while stopped at stop signs accelerated and I was able to stop it-accelerated again and was able to brake. Identical in all 3 cases. Was told by Toyota dealer there was nothing wrong and they could do nothing unless they could duplicate the incidents. Have had gas pedal repair and waiting for floor mat repair. When pedal was done I again was told everything was okay. I do not have confidence that this is so. Also was told that the air conditioner may have kicked in and caused some acceleration.

C-33

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** , MA  
**NHTSA Summary:**  
**Additional Summary:**

I want to inform your company that I had a serious acceleration problem when stopped at a traffic light or other situations when i took my foot off the pedal. The engine would run ok for a few seconds then all of a sudden increase by itself with no foot on the pedal. I complained to toyota ( Atlantic of Lynn ) and they said it was normal. They would not even test run the truck to see what i was talking about. I turned in the lease and bought a GMC truck.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2006 LEXUS GS300  
**Location of Incident:** , CA  
**NHTSA Summary:**  
**Additional Summary:**  
Owns/leases two Lexus vehicles - experienced SUA on 2006 GS300 and a 2007 GS350.

The GS300 had sudden acceleration issues. I took it in for service and they tried to make feel as if I imagined this. They claimed they could not find anything wrong or repeat what I reported. After numerous visits to the Mission Viejo dealership and my nagging persistence, the service manager, went on a test drive with me and I pointed out the instances it was occurring. He told me in a personal tone, to remove the battery for five minutes and the computer would reset itself. I did this often until I sold the vehicle. I did tell the buyer to disconnect the battery if he felt the surge.

Flash forward to 2010 and now 2011. I began to experience surges on the 2007 GS350. As I started the engine in different climates and it would surge backwards out of the garage with high RPM's. I needed to step on the brake before setting it gear for fear it would it backup uncontrolled. While driving in the city the automobile would increase speed and felt like an uncontrolled fierce animal with a mind of it's own. In addition, the cruise control would increase speed from where it was set.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** , PA  
**NHTSA Summary:**  
**Additional Summary:**  
"FILED LAWSUIT LONG BEFORE TOYOTA'S PROBLEMS CAME TO LIGHT"

In September 2006, Elmes was involved in a violent accident when his car suddenly accelerated through an ATM drive-through at Citizens Bank in Peters Township.

"As soon as I put the car in drive, the car flew out of here. I can't tell you how fast it was going, went in the inbound lane," said the 75-year-old Peters Township resident.

C-34

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Elmes crashed head-on into a utility pole and was knocked unconscious.

His car was totaled.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2005 LEXUS RX330  
**Location of Incident:** DARIEN, CT  
**NHTSA Summary:**  
**Additional Summary:**

David reported that his wife, Diane, was exiting a parking space in a shopping center in Darien, CT at the time of the incident - she put the vehicle into reverse, slowly backed out, then put it into drive, and the car took off, crashing into a cement wall 30 feet away.

The car was totaled, and his wife was taken to Stanford Hospital, where she was then released. A police report was filed and the incident was reported to Toyota.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2008 TOYOTA SEQUOIA  
**Location of Incident:** WESTFIELD, NJ  
**NHTSA Summary:**  
**Additional Summary:**  
FELIX OR MELANIE - COULD NOT FIND OUR RESPONSE TO CHERYL'S EMAIL

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2005 TOYOTA ECHO  
**Location of Incident:** PASADENA, MD  
**NHTSA Summary:**  
**Additional Summary:**  
FROM NBC WASHINGTON STORY, THURSDAY MARCH 4, 2010 - "Local Couple Sues Toyota for Crash"

Andrew and Tetyana Flury were out celebrating their wedding anniversary two years ago when their lives changed forever. As they approached an intersection in Baltimore, Andrew pressed on the brakes of his 2005

Toyota Echo, but he said the car would not stop.

In fact, he said, it sped up.

"We accelerated into the intersection where we were impacted by an SUV," Flury said. The Pasadena, Md., couple was immediately knocked unconscious, and Andrew stayed in a coma for more than a month with traumatic brain injury. He still has not recovered from the April 2008 crash.

"I am now partially paralyzed on the right side of my body and have serious cognitive impairments that will affect me for the rest of my life," he said. He has not been able to return to his job since the crash.

C-35

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** LAS VEGAS, NV  
**NHTSA Summary:**  
**Additional Summary:**  
FROM ABC 13 ACTION NEWS REPORT -

"I put it in drive and the car accelerates full power right into the wall. I made sure my foot was off the gas and on the brake, said Nick. It's a front wheel drive car and the acceleration was so severe that the front wheels kicked out the concrete tire stop, said Nick. Nick was aware of the recalls on Toyota cars but his 2003 Avalon is not on the list. "I had no warning of any impending problem," explained Nick.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** SAN JOSE, CA  
**NHTSA Summary:**  
**Additional Summary:**  
from BusinessWeek news article:

Count Apple Inc. co-founder Steve Wozniak among Toyota Motor Corp. car owners who say their vehicles accelerate unintentionally.

Wozniak's 2010 Toyota Prius can unintentionally accelerate to as much as 97 miles (156 kilometers) per hour when he uses cruise control to increase his speed, he said in an interview yesterday. Toyota and the U.S. National Highway Traffic Safety Administration haven't responded to his complaints in the past two months on what may be a software-related glitch, he said.

"It's scary when it happens," Wozniak, 59, said from San Jose, California. "I've had trouble getting both the government safety agency and getting Toyota to listen to me."

Wozniak, who owns four Priuses, said he took his car to a dealership, contacted Toyota and called the NHTSA about the issue. He said he believes the acceleration may be caused by a software glitch because the issue occurs in cruise control. Wozniak said he would buy another Prius.

From article on www.infoworld.com:

When Apple co-founder Steve "Woz" Wozniak noticed a reproducible problem with the cruise control [1] on his Toyota Prius that caused the car to accelerate in unexpected ways, he was understandably concerned. His Prius, it seemed, was falling prey to a software bug -- a potentially dangerous one.

Word of Wozniak's complaint spread far and wide, eventually reaching the ears of Toyota president Jim Lentz, who offered the legendary hacker his private phone number. But while Woz's story has a happy ending, the full chronicle of how Toyota has responded to the acceleration issue is a troubling one. Unfortunately, it represents a pattern that will seem all too familiar to software users everywhere.

Yet that's the whole trouble. Toyota's handling of Wozniak's complaint only underscores the automaker's mismanagement of the acceleration issue from the very beginning. There are software issues in Toyota cars, but Wozniak's isn't one of them. Wozniak, by virtue of his fame, had access to the press. Because of that, Toyota was forced to listen -- even though the complaint was an insignificant one. But if Toyota had weighed complaints on their merits from the start, it might have uncovered some of the defects that are now triggering recalls of vehicles

C-36

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

from as far back as 2001. Instead, it waited until a looming public relations disaster forced its hand.

Word of Wozniak's complaint spread far and wide, eventually reaching the ears of Toyota president Jim Lentz, who offered the legendary hacker his private phone number. But while Woz's story has a happy ending, the full chronicle of how Toyota has responded to the acceleration issue is a troubling one. Unfortunately, it represents a pattern that will seem all too familiar to software users everywhere.

So should Steve Wozniak feel vindicated? Not really. Ironically, it turns out Woz's problem wasn't a software issue at all, but a simple case of user error. According to John Voelcker of GreenCarReports.com, Wozniak didn't understand that the cruise control system on his Prius [10] works differently than the systems on many other cars. After speaking with Toyota's Lentz, the two were able to settle the matter.

From the LA Times:

Thanks to a media blitz Tuesday — including an appearance on CNN — Toyota engineers are going to borrow Wozniak's car for a week to diagnose the problem, he said. A Toyota spokesman confirmed that the automaker has reached out to Wozniak.

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 1996 TOYOTA CAMRY  
**Location of Incident:** NAPERVILLE, IL  
**NHTSA Summary:**

**Additional Summary:**  
COLLEGE AGE DAUGHTER DROVE THIS VEHICLE - TOLD HER DAD THAT THE VEHICLE ACCELERATED OUT OF CONTROL. AFTER THREE ATTEMPTS TO REPAIR THE VEHICLE (THREE DIFFERENT SHOPS) - TRADED THE VEHICLE IN JANUARY 2008.

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 1999 LEXUS LS400  
**Location of Incident:** BOSTON, MA  
**NHTSA Summary:**

**Additional Summary:**  
Mark Pinnock purchased this vehicle in 2003. He has experienced three SUA incidents resulting in crashes. After those incidents he "took off the insurance, and I parked it."

Only when a Globe reporter traced the Braintree car to Mark Pinnock through its VIN number did Pinnock learn it that it had a history of sudden acceleration that led previous owner Peter Boddart to get rid of the car and complaint about it to federal safety regulators which triggered one of the key first federal investigations of Toyota and Lexus sudden acceleration problems.

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2007 TOYOTA FJ CRUISER  
**Location of Incident:** , WV  
**NHTSA Summary:**

C-37

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** NEW ALBANY, IN  
**NHTSA Summary:**

**Additional Summary:**  
WE HAVE PROPERTY GATE, GOING SLOWLY DOWN THE HILL, GOT TO GATE, WENT TO PUT IT IN PARK. CAR SPED UP AND BUSTED THE GATE AND BEND THE GATE LIKE A V. THREW MY CAR IN PARK AND TURNED THE CAR OFF WHICH STOPPED THE CAR. TRIED TO BRAKE AT THAT POINT, BUT KEPT GOING. THREW IT IN PARK AND TURNED IT OFF. REALLY THOUGHT I WAS GOING TO HAVE JUMP OUT OF MY VEHICLE. MY CAR WAS HAVING PROBLEMS ACCELERATING UP UNTIL 2 WEEKS AGO WHEN I GOT IT FIXED. LIKE INSTANCES TO WHERE MY RPMS WILL SHOOT UP CAN HEAR MY CAR REVVING AN GOING. BUT ONLY THE ONE INCIDENT WHERE I COULDN'T CONTROL IT. MY CAR REVS TO LIKE 2 OR 3. I USED TO JUST TURN MY CAR OFF BECAUSE I WAS SCARED.

INCIDENT HAPPENED TWO DAYS BEFORE RECALL.

TOYOTA INSPECTED THE VEHICLE - "BASICALLY TOLD ME IT WAS MY FAULT. WE DIDN'T EVEN FIX THE PROBLEM WE JUST PUT IN A ACCELERATOR OVERRIDE (PUT IN A BANDAIDE)."

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** , WV  
**NHTSA Summary:**

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2002 TOYOTA 4RUNNER  
**Location of Incident:** LAGUNA BEACH, CA  
**NHTSA Summary:**

**Additional Summary:**  
contact info - from white pages, cellphone lookup

I have a 2002 Toyota 4Runner and was parking my car (about 1-1/2 yrs. ago) against the curb and just about ready to turn off the ignition when it lunged forward hitting a parked Mercedes and then flew off that car into a U.S. Post Office building. This was a short distance at a high rate of speed. I felt as though someone else was driving the car and I was just hanging on trying not to hit any pedestrians. There was a woman injured in the parked Mercedes while her husband was in the post office. I can tell you 100% something went wrong with my Toyota. I have a police report with all my information on it (my statement of the vehicle acting on its' own) and 5 witnesses all saying that they thought I was having a heart attack because this was such a crazy out of control accident. I'm a healthy guy and got right out to make sure everyone was OK, which the police report states.

C-38

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SANDY, OR  
**NHTSA Summary:**

**Additional Summary:**  
DRIVING ON HIGHWAY, IN CRUISE CONTROL. GOING OVER MOUNTAIN PASS, CAR STARTED ACCELERATING. GOT OVER THE PASS, BUT CAR CONTINUED TO ACCELERATE. APPROACHING A BEND, HIT CANCEL ON THE CRUISE CONTROL. HIT THE BRAKES. BUT THEY WERE BURNING. PUT IT IN NEUTRAL.

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** STUDIO CITY, CA  
**NHTSA Summary:**

**Additional Summary:**  
PER ARTICLE IN LA TIMES - "For Toyota, the crucial question is the electronics"

"Many consumers are also not convinced by Toyota's assurances. (that electronics is not the problem)

Harold Watkins, a Studio City owner of a 2007 Avalon, said he finds Toyota's explanations "ludicrous."

"My Avalon's sudden acceleration problem . . . had absolutely nothing to do with a sticky accelerator pedal nor a floor mat," Watkins said. Like many Toyota owners, he suspects the computer-controlled throttle system.

And though Toyota maintains that there are no bugs hiding in its wiring, the complexity of today's onboard computer systems, which now run everything from skid control to windshield wipers, has proved thorny for Toyota and other automakers when it comes to recalls and other safety issues, a review of government records shows."

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** , CA  
**NHTSA Summary:**

**Additional Summary:**  
From LA Times news article "Toyota response to complaints takes on a confrontational tone"

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

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

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

C-39

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

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

A shim that was supposed to have been installed in the gas pedal assembly under the recall to prevent sticking was missing, according to federal officials and allegations in Tang's suit. "It was shocking," said William Rosenbluth, the automotive electronics expert who works for Tang's attorney, Michael Lewis Kelly. "It wasn't there and the paperwork says it was put in." Toyota officials declined to discuss the inspection. ralph.vartabedian

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** LAGUNA WOODS, CA  
**NHTSA Summary:**

**Additional Summary:**  
IN HER LETTER TO TOYOTA - "SIMPLY PUT: I'VE BEEN COMPLAINING SINCE THIS CAR WAS PURCHASED OR ENGINE SURGING, OF RANDOM AND FREQUENT ENGINE SPEED INCREASE THAT OCCURS WITHOUT DRIVER APPLICATION OF THE ACCELERATOR PEDAL.

TOYOTA SAYS "CAR OPERATES WITHIN ACCEPTABLE PARAMETERS SET BY TOYOTA" AND IS "DOING WHAT IT WAS DESIGNED TO DO" - REASON IS FUEL EFFICIENCY.

NOTE: SHE HAS BEEN THROUGH THE ARBITRATION PROGRAM WITH TOYOTA AND REGISTERED A COMPLAINT WITH NHTSA.

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** LONG BEACH, CA  
**NHTSA Summary:**

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2004 TOYOTA ECHO  
**Location of Incident:** PORT COQUITLAM, B.C., CANADA  
**NHTSA Summary:**

**Additional Summary:**  
Canadian Broadcasting Corp. news report

"A B.C. woman is one of at least 156 British Columbians who have joined a class action lawsuit against Toyota, claiming faulty design caused her car to accelerate out of control with near tragic consequences.

C-40

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Port Coquitlam resident Shirley MacDonald, 76, wants compensation after her 2004 Toyota Echo suddenly accelerated when she was out for a drive last summer.

"It was Sunday morning, and I was on my way to church," she told CBC News. "When I stepped on the gas, I just went zoom across the street. It was so frightening."

Toyota has recently issued recall notices for more than eight million vehicles worldwide, acknowledging there were problems with brakes and sudden acceleration, but the Echo is not among the models recalled. Toyota no longer manufactures the Echo.

Standing near the crash site this week, MacDonald recalled how she hit the brakes and nothing happened. The vehicle continued to accelerate. As the car sped along, MacDonald managed to steer it away from a busy intersection and hoped she could stop the car by crashing into a nearby chain-link fence. Before that could happen, however, she lost control and crashed into a tree in the front yard of a family home.

"That tree is what stopped me, right, because when I put my foot on the brake nothing happened," she said.

MacDonald's car was totalled. The impact and the exploding airbag slammed her into her seat, deeply bruising her chest and smashing her glasses.

What really hurt was the insistence by police that MacDonald caused the crash herself by stepping on the accelerator instead of the brake she said.

Police took this position despite pictures taken by her son showing the accelerator pedal flat on the floor after the crash, as if all of the spring had come out of it. But investigators never examined the car after the crash because it was deemed a writeoff, she said.

To add further insult, the B.C. government took away MacDonald's licence, saying her age contributed to the crash. "Some type of cognitive or functional decline contributed to the crash," the government told her in a letter. "That was nasty," said MacDonald, who got her licence back last month. "It was devastating to get this letter. It was an insult."

Not being allowed to drive made it harder to care for her housebound husband, who has Parkinson's disease.

Denied her insurance claim, MacDonald had to pay for damage and other crash-related expenses as well as the cost of a new car.

MacDonald, who got her licence back after her doctor said she was medically fit, still can't believe how a simple Sunday drive turned her life upside down."

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** LEXUS LEXUS  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**  
**Additional Summary:**  
San Diego News article: Several Toyota Owners Say they Side With Prius Driver (James Sikes)

"In the past five months, she said she's had four sudden acceleration events. Usually, she said it happens when she lets go of the gas pedal. In one incident, a bush stopped her from driving into traffic on a Carmel Valley road.

C-41

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

A recent Toyota factory inspection determined Skube's vehicle to be safe, but she said, "They aren't fixing up to the problem."

Despite Sikes' financial problems, Skube feels the same way about his ordeal.

"I don't care if the devil was driving that car. He deserves to be listened to when there's a problem. Nobody has a chance on their life ... going down the freeway at 94 mph on a hoax," said Skube."

Skube is part of class-action lawsuit.

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** CHATHAM, ONTARIO CA  
**NHTSA Summary:**  
**Additional Summary:**  
THIS IS A CANADIAN OSI - THE AUGER EXPERIENCED THREE INCIDENTS OF SUA WITH THEIR 2010 CAMRY. TOYOTA INSPECTED THEIR VEHICLE AND DETERMINED IT TO BE OPERATING NORMALLY. THE AUGER FILED A FORMAL COMPLAINT WITH TRANSPORT CANADA TO HAVE THE DEPARTMENT INSPECT THEIR VEHICLE. TRANSPORT CANADA FINDING NO MECHANICAL OR ELECTRICAL ISSUES TO CAUSE THE SUA PROBLEM POINTS TO DRIVER ERROR AS THE LIKELY CAUSE IN THE THREE CASES THEY'VE INVESTIGATED (ALL COMPLAINTS WERE MADE IN ONTARIO).

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

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

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

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

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

DOCUMENTS ARE SAVED IN FOLDER TOYSUA4322.

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**Toyota ID Number:**  
**NHTSA ODI Number:**

C-42

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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**Date of Incident:**  
**Vehicle:** TOYOTA SIENNA  
**Location of Incident:** GOODLETTSVILLE, TN  
**NHTSA Summary:**  
**Additional Summary:**  
PER NEWS ARTICLE -

INSURANCE COMPANY SAYS IT CAN'T HELP SIENNA DRIVER

"A Goodlettsville Toyota driver said she's experienced sudden acceleration, but her car hasn't been recalled. She said she isn't getting any help from her insurance company or Toyota.

When Stacey Stuhrenberg drove down one Goodlettsville street in February, something unexpected happened, she said.

"My van shot off," said Stuhrenberg, who crashed into the truck in front of her. "I didn't know how to describe it. It had so much power it startled me."

Her story of sudden acceleration sounds like so many others detailed by the Channel 4 I-Team, except that in Stuhrenberg's case, her Sienna hasn't been recalled by Toyota. Because it hasn't been recalled, her insurance company said there's little it can do.

"You almost feel like you're fighting big bullies, because you have these two large corporations that say, 'You're going to play by our rules. You're going to do what we say and how we say to do it.'" Stuhrenberg said.

Stuhrenberg said she knows the criticism facing drivers of unrecalled Toyota vehicles: that they're just blaming sudden acceleration because they drive a Toyota when they may have just accidentally pressed the gas pedal.

"I'm 43. I know the difference between the gas pedal and the brake," said Stuhrenberg."

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 1995 TOYOTA PRIUS  
**Location of Incident:** , ME  
**NHTSA Summary:**  
**Additional Summary:**  
My godmother had her 95 Prius run away with her. Supposedly Toyota is sending an engineer to remove a black box with all incident reporting. That sounds very sketchy to me that we are just to believe them when they say that it was obviously her error and nothing to do with the car.

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** ,  
**NHTSA Summary:**  
**Additional Summary:**  
3 sudden acceleration events in a non-recalled 2009 Toyota Corolla. He was advised by Toyota that his VIN # indicated his car was manufactured in Japan and therefore it did not and would not fall under any

C-43

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

recall. He is an older gentleman and of course when he first reported an incident in late 2008, he was dismissed by the dealer as old man confused by his brake and gas pedals. However, he is quite intelligent and took it upon himself to contact Toyota and have a claim opened as to his car. The 2008 incident occurred as he was driving at low speed in a parking lot. The engine revved, car accelerated and before he could do anything he crashed into two cars. Toyota found no issues with the car and Nationwide had the car fixed. He had another event in 2009 prior to floor mat recall in which the car revved and raced downhill. He was able to get it into neutral and stand on the brake to stop the car. He specifically recalls looking down and having both feet on the brake. He took it to the dealer with no action. Finally, he had a third event in January in which the car accelerated while he was stopped with the transmission in drive but with his foot on the brake. He had been completely stopped for several seconds and never moved his foot from the brake pedal. The engine revved, the car took off despite his braking and before he could get the car in neutral or do anything else it crashed into the side of a condominium.

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:**  
**Vehicle:** 2007 LEXUS IS250  
**Location of Incident:** , TX  
**NHTSA Summary:**  
**Additional Summary:**  
FROM CBS NEWS ARTICLE "NEW RESEARCH IN UNINTENDED ACCELERATION PROBE"  
(article saved in TOYSUA7000 folder)

SHANNON PRADHAN'S 2007 LEXUS IS250 SPED OUT OF CONTROL AND CRASHED INTO A TREE JUST OFF STONEBRIDGE DRIVE NEAR CORONADO DRIVE IN MCKINLEY, TX.

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**Toyota ID Number:** 200403120295  
**NHTSA ODI Number:**  
**Date of Incident:** 0  
**Vehicle:** 2002 TOYOTA, LEXUS ES300  
**Location of Incident:** ROCKVILLE, MD

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/12/2004 08:36:03 AM ACAMPBELL. REFER TO CASE#200311120125. CUST STS SHE IS CURRENTLY DRIVING AN UNSAFE VEH. CUST STS SHE IS RESPONSIBLE FOR PETITION THAT INITIATED THE NHTSA CAMPAIGN FOR THE ES300. CUST STS SHE WROTE A LETTER TO DCLEMMONS ADDRESSING ISSUES THAT WERE SUBSEQUENT TO VEH ACCIDENT AND CUST RECEIVED A GRAMATICALLY INCORRECT RESPONSE FROM LCS THAT WAS INSULTING AND DID NOT ADDRESS HER ISSUES. CUST STS SHE SENT DOCUMENTATION TO LCS RE 1 WEEK'S COST OF RENTAL VEH CHARGES POST ACCIDENT. \*\*\* NOTES 03/12/2004 08:39:51 AM ACAMPBELL CUST STS LTR DID NOT ADDRESS CONCERNS W/ COST AND ONLY MENTIONED VEH INSPECTION. CUST STS SHE HAS INCURRED ADDITIONAL VEH RENTAL CHARGES, TOWING FEES, LOSS OF WAGES, AND AN INSURANCE DEDUCTIBLE. CUST FEELS SHE IS ENTITLED TO REIMB FOR THESE COSTS AND WILL FAX DOCUMENTATION TO 310-381-4892. CUST ALSO FEELS SHE SHOULD BE COMPENSATED BY LEXUS FOR PUNITIVE DAMAGE AND WOULD LIKE HER VEH TO BE RPLD. \*\*\* NOTES 03/12/2004 08:42:21 AM ACAMPBELL CUST STS SHE TOOK VEH TO DLR ON 2/20 B/C VEH EXPERIENCED AN EPISODE OF SURGING IN THE VEH. CUST STS SHE HAS BEEN CONTACTED BY LOCAL NEWSPAPERS AND FEELS LEXUS SHOULD RECOGNIZE HER CONCERNS AND TAKE ACTION. CUST WILL FAX DOCUMENTATION AND REQ RESPONSE FROM LCS RE THESE CONCERNS. \*\*\* COMMIT 03/12/2004 01:30:28 PM AWUI ACTION TYPE: CUSTOMER \*\*\* COMMIT 03/18/2004 10:16:06 AM AWUI ACTION TYPE: CUSTOMER  
**Additional Summary:**

C-44

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200507261610  
**NHTSA ODI Number:**  
**Date of Incident:** 19000100  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** BELLEVUE, WA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 07/26/2005 03:45:55 PM DPouncy

ARB:  
PREV CASE: 200409020934  
Abe (husband of) Cust c/b sts they have a 2004 Sienna & veh speeds up when he takes his foot off the acceleration. Sts veh has been to dlr 4x before srvc mechanic at dlr adv concern was abnormal & they would change computer out. Sts that resolved veh issues until concerns came back. Sts concern has come back but it is intimidate now & he & his wife do not want veh anymore. Sts he rcvd a \$100 Ticket from a police officer because of concern.  
\*\*\* NOTES 07/27/2005 04:55:52 PM CWilliams  
Arb paperwork sent to customer on 7/27/05

\*\*\* CASE CLOSE 07/28/05 03:59:13 PM pt1  
RCR will await arbitration documents and address case accordingly.  
\*\*\* NOTES 05/05/2006 04:52:38 PM TBeardsley  
Caller ordered gold but dlr gave silver & had 7 seats instead of 8. cust sts when was cold weather veh sped up by itself & took to dlr who tried to duplicate concern but did not cust sts when takes foot of gas keeps on going & had to use the brake. cust sts had 3 tickets & blames toy. dlr exchanged computer & stopped concern & Rick Cofford always aid cust after submitted req. lemon law. also Rick helped to replace cd. dislikes transmission & dislikes that has to req  
\*\*\* NOTES 05/05/2006 04:53:23 PM TBeardsley  
dlr for wash & dry otherwise dlr does not wash and if wash does not dry veh. cust very disatisfied w transmission. vin STDZA23C4S008828.

**Additional Summary:**

**Toyota ID Number:** 200309160998  
**NHTSA ODI Number:**  
**Date of Incident:** 19000100  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** HUTTO, TX

**NHTSA Summary:**  
\*\*\* PHONE LOG 09/16/2003 01:41:20 PM AMoore  
RNW#030908-000031 cust's email verbatim in subcase. in summary cust adv test drove van w/sls person (redact) and when husband test drove van floored the accelerator to check out the pwr. sts accelerator pedal stuck to flr and had difficulty stopping veh.

\*\*\* SUBCASE 200309160998-1 CREATED 09/16/2003 01:41:52 PM AMoore  
CUST'S EMAIL:  
Dear Toyota:  
I thought someone should know what happened to us when we took a test drive in your new 2004 Seinna. We went to "Classic" in Round Rock, Texas and we took a test drive. The Salesman "Robert Ross" took the van off the premisis and I was the first one to test drive it. Everything was going fine and I really thought that this vehicle had a possibility of being purchased. I wanted a van that would have some get-up and go if ever I needed and your van did just that. I was impressed! We drove around for a few minutes and then I wanted my husband to drive it. We switched drivers and we decided to go into a commercial area, since it was a saturday and everything was closed. We drove for a while and my husband who is not a mini van lover was kind of taking interest. The salesman knowing that I had tested the vans power said to my

C-45

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

husband hey Dan go ahead and check out the power this van has! And when he did the van took off! and off and off. All of the sudden the accelerator got stuck to the floor! We are talking all the way down to the floor board!

We were flying down the road when my husband asked the salesman what to do! The salesman in the back seat was in shock! And speechless! Since we were coming up on a busy intersection and the van was not stopping even though my husband had his foot on the break and was arching his body out of the seat to get more weight on the brakes but we were not stopping. When my husband looked at me with a gostly look and asked what do we do? I remembered that the salesman had told us about the Kill Switch. So we killed the engine! But the brakes were still not stopping the van very much, because of the high speed. And we came into the intersection and made a fast right turn without hitting anyone else then we came to a complete stop. While the van was off, my husband had to hit the accelerator hard twice, before it popped up!

It is a good thing that we did not have our 3 yr. old with us.  
I know Toyota thinks they have the market on mini-vans, but I hope it is not at the expense of anyones life or lives. Thought you should know this in case it becomes a real problem with this van.

Thanks  
Heidi Burns  
HDJBurns@GBRONline.com  
512-759-2502

\*\*\* SUBCASE 200309160998-1 CLOSED 09/16/2003 01:41:54 PM AMoore

\*\*\* CASE CLOSE 09/16/2003 02:10:50 PM AMoore  
Your feedback is appreciated. It is through comments such as yours that we are able to review and improve our products and services.<p>  
Please be advised that the 2004 Sienna and all other Toyota vehicles are in full compliance with governmental regulations to assure quality and safety standards.<p>  
We are also pleased to announce that the 2004 Sienna placed #1 in <i>Consumer Reports</i> ratings for minivans showing to be the best pick model in this segment.<p>

**Additional Summary:**

**Toyota ID Number:** 200409020934  
**NHTSA ODI Number:**  
**Date of Incident:** 19000100  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** BELLEVUE, WA

**NHTSA Summary:**  
\*\*\* PHONE LOG 09/02/2004 01:54:55 PM DArriago  
'04 sienna, sts would like to know about lemon law. sts overall happy w/ veh, but would start to accelerate and change gears. sts veh accelerated from 20 to 60mph before having to turn a corner. sts veh will not gradually slow down. sts when take foot off brake, veh takes off. sts does not happen all the time. sts have taken to dlr 3X for same cnrm. sts worked w/ rick in svc dept. sts dlr adv cannot duplicate condition. sts dlr has attempted to everything they can.>>>  
\*\*\* NOTES 09/02/2004 01:54:55 PM DArriago

<<<sts would like to know more about arbitration process. sts thinks veh was test driven by factory rep. sts dlr could not duplicate specific cnrm. sts thinks currently working w/ crm/svc mgr. cust sts not sure which way would like to pursue rpr. sts would like to discuss case w/ spouse. sts will continue to work w/ dlr to resolve issue before taking action. sts will c/b to escalate case if needed. cust sks to know alternatives to rpr veh.

\*\*\* CASE CLOSE 09/02/2004 01:55:07 PM DArriago  
cust sks to know alternatives to rpr veh.

C-46

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:** 200311250910  
**NHTSA ODI Number:**  
**Date of Incident:** 19000100  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** ORMAND BEACH, FL

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/25/2003 01:24:09 PM SFarr  
Cust sts went to dlr last night to test drive veh, cust sts when accelerated the veh, heard loud sound, the veh would not slow down, the brakes wld not stop the veh, cust sts ran a red light, threw veh in neutral, eventually got the veh to slow down. Cust sts had a salesman in the veh but did not remember name.  
\*\*\* CASE CLOSE 12/01/03 22:31:10 rulemgr  
CUSTOMER DID NOT EVEN PURCHASE VEHICLE AND SALESPERSON DID NOT RIDE WITH CUSTOMMER SO NO DOCUMENTED EVIDENCE OF THIS EVENT HAPPENING OTHER THAN WHAT CUSTOMER SAYS

**Additional Summary:**

**Toyota ID Number:** 560874  
**NHTSA ODI Number:**  
**Date of Incident:** 19000100  
**Vehicle:** 9999 TOYOTA TACOMA  
**Location of Incident:** CHARLOTTE, NC

**NHTSA Summary:**  
CONSUMER PURCHASED VEHICLE VIA THE INTERNET AND WAS ADVISED THAT THE DEALERSHIP THAT HE WAS PURCHASING VEHICLE FROM DID NOT OFFER FACTORY CRUISE CONTROL FOR THE VEHICLE HE WAS GETTING BECAUSE IT CONTAINED A MANUAL TRANSMISSION, CONSUMER HAD CRUISE CONTROL AND A BED LINER INSTALLED, CONSUMER STARTED TO NOTICE A LEAK WHICH LEFT A SMALL AMOUNT OF WATER ON THE DRIVER'S FLOOR MAT WHICH WAS THOUGHT TO BE CAUSED BY THE INSTALLATION OF THE CRUISE CONTROL. CONSUMER TOOK VEHICLE IN TO DEALERSHIP TO BE INSPECTED AND WAS ADVISED BY THE DEALERSHIP THEY DID ALL THEY COULD TO STOP THE LEAK, CONSUMER STATES THE LEAK STILL REMAINS, AS CONSUMER WAS DRIVING HE DISCOVERED THAT THE CRUISE CONTROL WAS NOT FUNCTIONING AND BY DEPRESSING THE CLUTCH PEDAL IT DID NOT ABORT THE CRUISE OPERATION, AS CONSUMER WOULD DEPRESS CLUTCH HE COULD HEAR HIS MOTOR RACE TO A HIGH RPM, CONSUMER CONTACTED DEALERSHIP AND THEY ADVISED HIM THEY WOULD INSTALL ANOTHER CRUISE CONTROL AT AN ADDITIONAL COST, CONSUMER BELIEVES THAT THIS IS A PRODUCT DEFECT AND THE COST OF A NEW CRUISE CONTROL SHOULD BE SHARED. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 19000100  
**Vehicle:** 2006 TOYOTA HIGHLANDER HYBRID  
**Location of Incident:** APPLE VALLEY, MN  
**NHTSA Summary:**  
**Additional Summary:**

C-47

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 10003640  
**NHTSA ODI Number:** 19000101  
**Date of Incident:** 19000101  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** POMPANO BEACH, FL

**NHTSA Summary:**  
CONSUMER STATED WHILE PULLING INTO A PARKING SPACE AND WITHOUT ANY INDICATION VEHICLE ACCELERATED, JUMPING OVER PARKING BLOCK AND KNOCKING DOWN A TREE. DEALER AND MANUFACTURED HAD BEEN CONTACTED. PLEASE PROVIDE FURTHER INFORMATION. \*JB  
**Additional Summary:**

**Toyota ID Number:** 10039853  
**NHTSA ODI Number:** 19010101  
**Date of Incident:** 2003 TOYOTA TOYOTA  
**Vehicle:** BOYNTON BEACH, FL  
**NHTSA Summary:**

NAR 9-10-03. FOIA EMAIL FWD FM KOST/GC INQUIRING HOW MANY 2003 TOYOTA'S HAVE HAD A PROBLEM OF ACCELERATING WHILE THE BRAKE IS BEING APPLIED, ES HAVE NO RECORD. \*CB  
**Additional Summary:**

**Toyota ID Number:** 10119000  
**NHTSA ODI Number:** 19010101  
**Date of Incident:** 2002 TOYOTA AVALON  
**Vehicle:** ITHACA, NY  
**Location of Incident:**

**NHTSA Summary:**  
2002 TOYOTA AVALON EXPERIENCED SUDDEN ACCELERATION AFTER CRUISE CONTROL WAS DISENGAGED.\*\*\*NO ANSWER REQUIRED\*\*\* \*MR THE FIRST INCIDENT OF SUDDEN ACCELERATION CAUSED THE VEHICLE TO IMPACT LOW TREES BRANCHES WHICH SCRATCHED THE HOOD OF THE VEHICLE. THE SECOND INCIDENT RESULTED IN NO DAMAGE. \*NM  
**Additional Summary:**

**Toyota ID Number:** 10125854  
**NHTSA ODI Number:** 19010101  
**Date of Incident:** 2004 LEXUS ES330  
**Vehicle:** FOUNTAIN INN, SC  
**Location of Incident:**

**NHTSA Summary:**  
CONSUMER IS REQUESTING INFORMATION REGARDING THE STATUS OF THE REVIEW OF THE 2004 LEXUS EX 330 ACCELERATION DELAY PROBLEM. \*MR THE CONSUMER EXPERIENCED AN ACCELERATION DELAY WHILE DRIVING THE VEHICLE. WHEN THE CONSUMER SLOWED THE VEHICLE DOWN, LIKE WHEN APPROACHING A HIGHWAY ON RAMP THEN ACCELERATED TO GET INTO TRAFFIC, THERE WAS AN 1.5 SECOND DELAY BEFORE THE VEHICLE WOULD ACCELERATE. \*NM  
**Additional Summary:**

**Toyota ID Number:**

C-48

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10145358  
**Date of Incident:** 19010101  
**Vehicle:** 2004 LEXUS LS430  
**Location of Incident:** SEWELL, NJ

**NHTSA Summary:**  
THE CONSUMER'S 2004 LEXUS LS 430 HESITATED INTERMITTENTLY WHILE ACCELERATING TO ENTER A HIGHWAY. \*NM THE VEHICLE WAS TAKEN TO THE DEALER TWICE AND ALL THEY SAID WAS THAT THE VEHICLE HAD TO LEARN THE CONSUMER'S DRIVING HABITS AND IT WOULD CORRECT ITSELF. THEY ALSO SAID THE WOULD BURN SOMETHING INTO THE COMPUTER BOARD. THE VEHICLE HESITATED AGAIN WHILE THE CONSUMER WAS MAKING A LEFT TURN FROM A VERY LOW SPEED. AFTER A FEW SECONDS THE VEHICLE FINALLY ACCELERATED BEFORE THE VEHICLE WAS HIT BY ONCOMING TRAFFIC. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10165853  
**Date of Incident:** 19010101  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** BAKERSFIELD, CA

**NHTSA Summary:**  
2004 LEXUS RX330 HESITATES WHILE DEPRESSING THE ACCELERATOR. \*KB THE VEHICLE HAS BEEN TAKEN TO THE DEALER SEVERAL TIMES TO ALLEVIATE THE PROBLEM BUT THEY CLAIMED THAT THE VEHICLE WAS OPERATING WITHIN NORMAL SPECIFICATIONS. THE VEHICLE HAS ALSO BEEN AGUED BY OTHER MALFUNCTIONS TO INCLUDE SQUEAKS, RATTLES, MULTIPLE MALFUNCTIONS OF THE SUNROOF ELECTRONICS, BROKEN SEATS AND LIFTGATE ALIGNMENT PROBLEMS. \*NM UPDATED 08/14/06. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10166955  
**Date of Incident:** 19010101  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** GARNER, NC

**NHTSA Summary:**  
PETITION FOR DEFECT INVESTIGATION INTO MODEL YEAR 2002 THROUGH 2006 TOYOTA CAMRY SOLARA VEHICLES FOR INCIDENTS RELATING TO VEHICLE SURGING. \*TS THE CONSUMER EXPERIENCED SUDDEN ACCELERATION IN HIS VEHICLE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10168014  
**Date of Incident:** 19010101  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** HUNTINGTON, NY

**NHTSA Summary:**  
2005 TOYOTA CAMRY LURCHED FORWARD ON OCCASIONS CAUSING DAMAGE TO THE VEHICLE. THE AIR BAGS FAILED TO DEPLOY DURING ACCIDENT. \*KB WHILE PARKING, ON TWO SEPARATE OCCASIONS, THE VEHICLE LURCHED FORWARD WHILE THE CONSUMER WAS PULLING INTO A PARTING SPACE. EACH TIME THE CONSUMER S FOOT WAS ON THE BRAKE PEDAL PREPARING TO STOP. DURING THE SECOND OCCURRENCE

C-49

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE CONSUMER'S HUSBAND HEARD THE ENGINE REV FROM NEAR IDLE SPEED TO VERY HIGH RPM'S, AT OR CLOSE TO THE MAXIMUM RPM. THE VEHICLE HIT A TREE. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292770  
**Date of Incident:** 19010101  
**Vehicle:** 9999 TOYOTA TACOMA  
**Location of Incident:** UNKNOWN, DC

**NHTSA Summary:**  
CONSUMER STATES THAT THE FLOOR MATS ARE NOT THE CAUSE OF THE PROBLEM WITH TOYOTA'S ACCELERATING OUT OF CONTROL. \*NJ THE CONSUMER STATED THE SAME THING HAPPENED TO HER 3 TIMES.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291753  
**Date of Incident:** 19010101  
**Vehicle:** 9999 TOYOTA TOYOTA  
**Location of Incident:** UNKNOWN, DC

**NHTSA Summary:**  
CONSUMER HAS A PROBLEM WITH THE CRUISE CONTROL ON HER TOYOTA. \*NJ THE CONSUMER STATED WHEN SHE SET THE CRUISE CONTROL ON HER VEHICLE AND THEN APPLIED THE BRAKE OR ACCELERATOR PEDAL, IT DISENGAGED THE CRUISE CONTROL TEMPORARILY. WHEN SHE PRESSED THE RESUME BUTTON, THE VEHICLE WOULD INCREASE OR DECREASE TO THE ORIGINAL SET SPEED. HOWEVER, IF SHE CONTINUED TO DRIVE AND THEN SPEED UP TO WHERE THE CRUISE CONTROL SPEED WAS SET, IT AUTOMATICALLY ENGAGED ITSELF. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295990  
**Date of Incident:** 19010101  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** UNKNOWN, DC

**NHTSA Summary:**  
2006 TOYOTA TACOMA HAS A PROBLEM WITH THE FLOOR MAT/GAS PEDAL. \*NJ THE CONSUMER STATED THE FLOOR MAT JAMMED THE ACCELERATOR PEDAL. AN INSPECTION REVEALED THAT THE HOOKS IN THE FLOOR INTENDED TO HOLD THE MAT BACK HAD BECOME DETACHED FROM THE FLOOR. THE MATS WERE AFTERMARKET. THE CONSUMER STATED THE FLOOR MATS HAVE THE SAME CHARACTER NUMBERS AS THE PUBLISHED TOYOTA FLOOR MATS. THERE WAS A BLACK PLASTIC BOX THAT HAD RECENTLY BECOME DETACHED FROM THE UPPER LEFT CORNER OF THE FRONT DRIVERS SIDE FLOOR SPACE WHICH MAY HAVE CONTRIBUTED TO THE MATS ABILITY TO SLIDE FORWARD AFTER THE FLOOR MAT HOOKS FELL OFF.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302789  
**Date of Incident:** 19010101  
**Vehicle:** 2003 TOYOTA HIGHLANDER

C-50

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** UNKNOWN, DC

**NHTSA Summary:**  
2003 TOYOTA HIGHLANDER UNCONTROLLED SURGE IN ACCELERATION. CONSUMER STATES THERE WAS LIMITED TO NO USE WHEN THE BRAKE PEDAL WAS DEPRESSED. \*KB THE CONSUMER STATED THE FLOOR MAT PLAYED ABSOLUTELY NO ROLE IN THE SUDDEN ACCELERATION INCIDENT. THE TRUCK WAS TAKEN TO THE DEALER WHERE THEY REPLACED NUMEROUS PARTS, BUT COULD NOT EXPLAIN THE CAUSE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302770  
**Date of Incident:** 19010101  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** GAINESVILLE, VA

**NHTSA Summary:**  
2009 TOYOTA CAMRY OWNER UNHAPPY WITH THE FLOOR MAT RECALL OF TOYOTA AND LEXUS VEHICLES. OWNER FEELS NHTSA SHOULD INVESTIGATE FURTHER TO SEE IF THIS IS REALLY THE CASE. \*KB THE CONSUMER DID NOT BELIEVE THE FLOOR MATS WERE THE CAUSE OF THE SUDDEN ACCELERATION PROBLEM. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302868  
**Date of Incident:** 19010101  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** UNKNOWN, DC

**NHTSA Summary:**  
OWNER OF TOYOTA CAMRY 2010 HAS QUESTIONS ABOUT TOYOTA FLOOR MAT RECALL. \*NJ THE CONSUMER STATED THE FLOOR MAT BECAME STUCK UNDER THE GAS PEDAL. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302870  
**Date of Incident:** 19010101  
**Vehicle:** 9999 TOYOTA AVALON  
**Location of Incident:** UNKNOWN, DC

**NHTSA Summary:**  
TOYOTA AVALON UNINTENDED ACCELERATION. \*NJ THE CONSUMER WAS NOT CONVINCED THAT ALL OF THE CORRECT MEASURES WERE DONE TO SOLVE THE ISSUE. THE CONSUMER STATED THE ELECTRONIC THROTTLE SYSTEM SHOULD BE REPLACED OR REMOVED. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306956  
**Date of Incident:** 19010101  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** MAPLE GROVE, MN

**NHTSA Summary:**

C-51

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

2003 TOYOTA CAMRY ACCELERATION PROBLEM. \*NJ THE CONSUMER STATED IN 2006, WHILE PULLING INTO A PARKING LOT, THE VEHICLE ACCELERATED FROM 5 MPH TO AT LEAST 60 MPH WITHOUT HER FOOT ON THE GAS PEDAL. THE ACCIDENT CAUSED MAJOR DAMAGE TO HER VEHICLE AND THE APARTMENT COMPLEX IN WHICH SHE LIVED. IN ADDITION, THE CONSUMER HAS A LINGERING INJURY FROM THE ACCIDENT. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313138  
**Date of Incident:** 19010101  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CENTER BARNSTEAD, NH

**NHTSA Summary:**  
2007 TOYOTA CAMRY WITH UNINTENDED ACCELERATION. CONSUMER STATES SHE RECEIVED A RECALL FOR THE FLOOR MATS AND IS STATING THE FLOOR MATS ARE NOT THE ISSUE. \*KB WHEN THE CONSUMER ATTEMPTED TO SLOW DOWN, THERE WAS NO PROBLEM. HOWEVER, WHEN SHE STEPPED ON THE ACCELERATOR PEDAL, THE VEHICLE WOULD HESITATE AND THEN ALL OF A SUDDEN IT WOULD ACCELERATE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313134  
**Date of Incident:** 19010101  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** TORRINGTON, CT

**NHTSA Summary:**  
2007 TOYOTA CAMRY WITH UNINTENDED ACCELERATION. CONSUMER STATED WHILE ATTEMPTING TO MERGE INTO HIGHWAY TRAFFIC THE VEHICLE RAPIDLY ACCELERATED ALMOST CAUSING AN ACCIDENT. THE ENGINE ROARED, BUT THE TRANSMISSION DID NOT REACT. \*KB WHEN THE TRANSMISSION FINALLY RESPONDED, IT CAME WITH A RUSH OF SPEED. THE CONSUMER STATED THE LOCAL DEALER ADJUSTED THE TRANSMISSION, BUT THAT DID NOT CORRECT THE PROBLEM. THE CONSUMER STATED THE INCIDENT HAPPENED TWICE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313135  
**Date of Incident:** 19010101  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ALLEGHENY, PA

**NHTSA Summary:**  
2003 TOYOTA CAMRY WITH UNINTENDED ACCELERATION. CONSUMER BELIEVES THAT HIS/HER VEHICLE YEAR SHOULD ALSO BE INCLUDED IN THE RECALL SINCE IT HAS THE SAME PROBLEM. \*KB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312131  
**Date of Incident:** 19010101  
**Vehicle:** 9999 TOYOTA CAMRY  
**Location of Incident:** ROLLING HILLS ESTATES, CA

C-52

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

TOYOTA CAMRY WITH UNINTENDED ACCELERATION. CONSUMER RENTED A CAMRY THAT HAD PROBLEMS WITH UNINTENDED ACCELERATION. ALSO WARNING LIGHTS CAME ON AND SPEEDOMETER WAS READING WRONG SPEEDS. \*KB THE SPEEDOMETER INDICATED THAT THE CONSUMER WAS TRAVELING BETWEEN 40 TO 60 MPH WHEN IN FACT HE WAS TRAVELING AT A CONSTANT SPEED AT ABOUT 50 MPH. LATER THAT DAY, THE SPEEDOMETER CYCLED BETWEEN 30 TO 70 MPH WHILE AGAIN GOING AT A CONSTANT SPEED THAT HE ESTIMATED AT 45 MPH. SUDDENLY, THE ENGINE AND THE VEHICLE STARTED TO CYCLE SOMEWHAT EVEN THOUGH THE GAS PEDAL POSITION HADN'T CHANGED. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10313266  
**Date of Incident:** 19010101  
**Vehicle:** 9999 LEXUS LEXUS  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**

LTR RE NHTSA'S RESPONSE TO TOYOTA RECENT SAFETY RECALLS, CONCERNED WITH THE CLOSE RELATIONSHIP BETWEEN SOME OF THE NATION'S SAFETY AGENCIES AND THE INDUSTRY THEY REGULATE. \*TGW A CONSUMER FROM MINNESOTA WAS ABLE TO SAFELY GUIDE HIS LEXUS TO A STOP AFTER EXPERIENCING DRAMATIC, UNINTENDED ACCELERATION. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10312127  
**Date of Incident:** 19010101  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** MISSION VIEJO, CA

**NHTSA Summary:**

2009 TOYOTA CAMRY WITH ACCELERATOR ELECTRONIC CONTROL SYSTEM DEFECT. CONSUMER STATES THAT THE TOYOTA DEALER STATED THE VEHICLE HAD BEEN REPAIRED WHEN IT HAD NOT. CONSUMER STATES IT ACCELERATES ESPECIALLY WHEN IT IS RAINING. \*KB THE CONSUMER STATED WHEN DRIVING IN THE RAIN, THE TIRES WOULD SPIN. THE DEALER WORKED ON THE ELECTRONIC CONTROL SYSTEM AND CLEARED UP PART OF THE PROBLEM. HOWEVER, THEY WERE UNABLE TO REMEDY THE REMAINING PROBLEM WITH THE ELECTRONIC CONTROL SYSTEM. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10314316  
**Date of Incident:** 19010101  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** DANVILLE, CA

**NHTSA Summary:**

S10 APPROPRIATE HANDLING RE TOYOTA RECALL FOR PRIUS BRAKE ISSUE. OWNER OF A 2006 LEXUS 400H CONCERNED WITH BRAKING PROBLEM EXPERIENCE W/VEHICLE. \*TGW THE CONSUMER STATED THE VEHICLE WOULD CONTINUE TO ACCELERATE WHEN THE BRAKES WERE APPLIED. THE INCIDENT WOULD OCCUR WHEN DRIVING AT HIGHER SPEEDS AND THEN SLOWING DOWN TO STOP. \*JB

**Additional Summary:**

C-53

**Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C***Toyota ID Number:**

**NHTSA ODI Number:** 10314313  
**Date of Incident:** 19010101  
**Vehicle:** 2007 TOYOTA FJ CRUISER  
**Location of Incident:** CONROE, TX

**NHTSA Summary:**

S10 APPROPRIATE HANDLING LTR RE STICKING GAS PEDAL IN A TOYOTA VEHICLE. \*KB THE CONSUMER STATED THE GAS PEDAL WOULD MAINLY STICK WHEN HE PULLED INTO A PARKING SPACE. THE VEHICLE WOULD CONTINUE TO ACCELERATE ALTHOUGH THE CONSUMER APPLIED THE BRAKES. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10314334  
**Date of Incident:** 19010101  
**Vehicle:** 2004 TOYOTA RAV4  
**Location of Incident:** ACTON, MA

**NHTSA Summary:**

2004 TOYOTA RAV4 ACCELERATED WHILE PRESSING THE BRAKE\*CW UPDATED 03/05/10

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10314345  
**Date of Incident:** 19010101  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** UNKNOWN, DC

**NHTSA Summary:**

2007 TOYOTA CAMRY PEDAL ISSUES\*CW THE CONSUMER STATED TWICE IN THE 4 YEARS HE HAS OWNED THE VEHICLE, THE ENGINE WOULD REV WHILE IN PARK. THE FIRST TIME IT HAPPENED, HE THOUGHT HE INADVERTENTLY HIT THE ACCELERATOR. HOWEVER IT HAPPENED MORE RECENTLY AND HE KNOWS FOR A FACT IT HAD NOTHING TO DO WITH THE GAS PEDAL. RECENTLY, THE CONSUMER NOTICED A SERIOUS HESITATION PROBLEM WHILE DRIVING. SOMETIMES WHEN THE CONSUMER PRESSED THE PEDAL, THE VEHICLE ACCELERATED SMOOTHLY, OTHER TIMES IT SEEMED AS THOUGH THERE WAS NO GAS GOING INTO THE ENGINE, AND THEN ALL OF A SUDDEN THE VEHICLE WOULD TAKE OFF. THE CONSUMER BELIEVED THE PROBLEM WAS TRANSMISSION OR FUEL INJECTED RELATED. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10314353  
**Date of Incident:** 19010101  
**Vehicle:** 9999 TOYOTA TOYOTA  
**Location of Incident:** UNKNOWN, DC

**NHTSA Summary:**

2005 TOYOTA TOYOTA RUN AWAY ACCELERATING\*CW THE CONSUMER STATED THE SUDDEN ACCELERATION PROBLEM GOES ALL THE WAY BACK TO 2002. THE CONSUMER STATED SHE HAD HER FOOT ON THE BRAKES WHILE BEHIND ANOTHER VEHICLE, WHEN SUDDENLY THE VEHICLE WENT OUT OF CONTROL CRASHING INTO THE VEHICLE IN

C-54

**Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FRONT OF HER. THE CONSUMER BELIEVED IT WAS AN ELECTRICAL PROBLEM NOT A PEDAL PROBLEM. \*JB UPDATED 03/12/10

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10313214  
**Date of Incident:** 19010101  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** FORT PIERCE, FL

**NHTSA Summary:**

2002 TOYOTA AVALON WITH UNINTENDED ACCELERATION. CONSUMER STATES THAT VEHICLE ACCELERATED UNEXPECTEDLY ON TWO OCCASIONS. \*KB THE CONSUMER ALSO STATED THE RIGHT PASSENGER WINDOW LOWERED FOR NO APPARENT REASON. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10315403  
**Date of Incident:** 19010101  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**

LTR FM (MD) RE HIS MOTHER'S CONCERN W/HER 2005 TOYOTA CAMRY, SHE EXPERIENCED SUDDEN ACCELERATION WHILE DRIVING, REPLY TO ROCKVILLE, MD OFC. \*KB THE CONSUMER WROTE IN ON BEHALF OF HIS MOTHER. HIS MOTHER PREVIOUSLY OWNED A 2005 TOYOTA CAMRY, BUT TRADED IT IN FOR A NEW CAMRY. THE CONSUMER WAS CONCERNED ABOUT THE PERSON WHO MAY OWN THE VEHICLE THAT SHE HAD. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10315407  
**Date of Incident:** 19010101  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MENTOR, OH

**NHTSA Summary:**

2005 TOYOTA CAMRY WITH SUDDEN ACCELERATION ISSUE. \*KB THE CONSUMER STATED AT THE EXIT OF A CAR WASH, HE PUT THE VEHICLE IN GEAR AND IT SHOT OUT OF THE BUILDING. THE ACCELERATOR WAS NOT APPLIED AND IT WAS NOT TRAPPED UNDER THE MAT. THE CONSUMER STATED IT ONLY HAPPENED ONCE. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10315399  
**Date of Incident:** 19010101  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** RYDAL, PA

**NHTSA Summary:**

S10 APPROPRIATE HANDLING RE TOYOTA RECALL NOTICES, EXPERIENCED SUDDEN ACCELERATION IN HER 2007 TOYOTA AVALON. \*KB SEVERAL MONTHS AGO WHEN THE CONSUMER ATTEMPTED TO START THE VEHICLE, IT MADE A LOUD NOISE, LURCHED FORWARD AND BUMPED INTO ANOTHER VEHICLE. AFTER THE INCIDENT, THE

C-55

**Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CONSUMER WAS INFORMED TO REMOVE THE FLOOR MAT. THE VEHICLE WAS THEN TAKEN TO THE DEALER AND THE MAT WAS RE-ATTACHED. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10315410  
**Date of Incident:** 19010101  
**Vehicle:** 9999 TOYOTA CAMRY  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**

TOYOTA CAMRY WITH SUDDEN ACCELERATION ISSUES. \*KB THE CONSUMER STATED THE ACCELERATOR PEDAL BECAME STUCK ON 2 OCCASIONS. THE DEALER KEPT THE VEHICLE FOR A DAY AND STATED THERE WAS NOTHING WRONG AND IT WAS IMPOSSIBLE FOR THE PEDAL TO GET STUCK BECAUSE THERE WAS NO CABLE TO ATTACH TO IT WHICH WOULD BE THE ONLY POSSIBLE CAUSE. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10314336  
**Date of Incident:** 19010101  
**Vehicle:** 2006 TOYOTA 4RUNNER  
**Location of Incident:** LAFAYETTE, LA

**NHTSA Summary:**

2006 TOYOTA 4 RUNNER. CONSUMER STATES ACCELERATOR ISSUES SIMILAR TO RECALL. CONSUMER STATES THE PROBLEM IS INTERMITTENT. \*TGW THE CONSUMER STATED HE ALONG WITH HIS WIFE OWN A 2006 TOYOTA 4RUNNER BUT THEIR VEHICLES WERE NOT A PART OF THE RECALL. THE CONSUMER AND HIS WIFE EXPERIENCED ACCELERATION ISSUES. THE CONSUMER STATED WHEN BACKING UP OR GOING FORWARD AND PREPARING TO STOP, HE LET HIS FOOT OFF THE ACCELERATOR AND THEN APPLIED THE BRAKES AT A VERY LOW SPEED, BUT THE VEHICLE DID NOT SLOW DOWN. THE CONSUMER HAD TO USE BOTH FEET IN ORDER TO GET THE VEHICLE TO SLOW DOWN. AT TIMES, THE VEHICLE LURCHED FORWARD AS THE BRAKES WERE APPLIED. THE CONSUMER BELIEVED THE PROBLEM WAS ELECTRONIC AND NOT MECHANICAL. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10314331  
**Date of Incident:** 19010101  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MANHATTAN BEACH, CA

**NHTSA Summary:**

2007 TOYOTA CAMRY. CONSUMER STATES THAT HIS VEHICLE IS ONE AFFECTED BY SUDDEN ACCELERATION. CONSUMER SUGGESTS THAT THE ASSOCIATED ELECTRONICS MODULE IN THE ENGINE COMPARTMENT SHOULD NOT BE OVERLOOKED WHEN RESEARCHING SUDDEN ACCELERATION. \*TGW

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10316468  
**Date of Incident:** 19010101  
**Vehicle:** 2006 TOYOTA TACOMA

C-56

**Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** CHESTER, NJ

**NHTSA Summary:**

S10 APPROPRIATE HANDLING RE TOYOTA THROTTLE CONTROL PROBLEM FM OWNER OF A 2006 TOYOTA TACOMA TRUCK. \*KB THE CONSUMER STATED TWICE WITHIN THE PAST YEAR, HE EXPERIENCED SUDDEN ACCELERATION. IN BOTH INSTANCES, HIS FOOT WAS ON THE BRAKE AND HE WAS MOVING LESS THAN 5 MPH. BOTH TIMES, THE VEHICLE SURGED FORWARD AS THE ABS ACTIVATED, AND THE FRONT OF THE VEHICLE IMPACTED THE GARAGE WALL. THE CONSUMER BELIEVED THE PROBLEM INVOLVED THE ELECTRONIC CONTROL SYSTEM THAT ACTIVATED AND OPERATED THE ABS AND THROTTLE. HE NOTICED THAT THE ABS TENDS TO ACTIVATE TOO OFTEN AND TOO EARLY, EVEN IN DRY CONDITIONS. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10317554  
**Date of Incident:** 19010101  
**Vehicle:** 1986 TOYOTA CAMRY  
**Location of Incident:** EAGAN, MN

**NHTSA Summary:**

1986 TOYOTA CAMRY UNINTENDED ACCELERATION ONCE\*CW THE CONSUMER STATED THE UNINTENDED ACCELERATION HE EXPERIENCED WAS DUE TO ELECTRONICS NOT THE PEDAL. THE CONSUMER STATED HE WAS ON A STEEP UPHILL CLIMB ON MN HIGHWAY 52 WITH THE CRUISE CONTROL ENABLED. THE VEHICLE WAS SLOWING BECAUSE OF THE HILL. HE PUSHED ON THE ACCELERATOR PEDAL AND ALL OF A SUDDEN, IT STARTED ACCELERATING OUT OF CONTROL. HE REMOVED HIS FOOT FROM THE PEDAL, BUT THE SPEED CONTINUED TO INCREASE. THE CONSUMER PULLED THE PEDAL UP WITH HIS FOOT WHICH HAD NO EFFECT. HE HIT THE BRAKE TO DISENGAGE THE CRUISE CONTROL, BUT IT DIDN'T STOP ACCELERATING. HE TURNED OFF THE CRUISE CONTROL VIA THE ON/OFF BUTTON AND THE LIGHT WENT OUT, BUT IT STILL DID NOT STOP ACCELERATING. AS THE CONSUMER CRESTED THE HILL, THE VEHICLE BEGAN TO ACCELERATE EVEN MORE. HE TURNED THE KEY TO THE OFF POSITION AND THE VEHICLE COASTED TO A STOP WHILE HE PRESSED ON THE BRAKE MUCH HARDER THAN WAS NORMALLY NECESSARY. THE CONSUMER NO LONGER OWNS THE VEHICLE. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10315442  
**Date of Incident:** 19010101  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** MOUNT PLYMOUTH, FL

**NHTSA Summary:**

2009 TOYOTA COROLLA CAR SUDDENLY LURCHED\*CW THE CONSUMER STATED WHILE PULLING INTO A VACANT PARKING SPACE, THE VEHICLE SUDDENLY LURCHED FORWARD AT FULL THROTTLE PUSHING HIM BACK INTO THE SEAT FROM THE SUDDEN ACCELERATION. EVEN THOUGH, HE TRIED TO REACT QUICKLY, THE VEHICLE HIT A CURB THEN WENT OVER THE CURB AND TRAVELED 3 FEET BEYOND BEFORE HE WAS ABLE TO STOP THE VEHICLE BY PUTTING THE GEAR INTO NEUTRAL AND HARD BRAKING. THE CONSUMER EXITED THE VEHICLE TO CHECK FOR DAMAGE, BUT THERE WASN'T ANY. HE NOTICED THAT THE REVVED ENGINE WAS IDLING AT A NORMAL SPEED. THE CONSUMER DIDN'T BELIEVE WHAT HE EXPERIENCED WAS AN ACCELERATOR ISSUE, RATHER A PROBLEM WITH THE MPU AND CONTROL CIRCUIT FOR THE FUEL AND AIR MIXTURE. \*JB

**Additional Summary:**

C-57

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**

**NHTSA ODI Number:** 10317579  
**Date of Incident:** 19010101  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** UNKNOWN, DC

**NHTSA Summary:**

2007 TOYOTA CAMRY SUDDENLY ACCELERATED\*CW THE CONSUMER STATED HE OCCASIONALLY USED HIS CRUISE CONTROL. AT TIMES IT WAS NECESSARY TO DEPRESS THE BRAKE TO TEMPORARILY CANCEL THE CRUISE CONTROL. UPON PUSHING THE RESETTING LEVER, THE VEHICLE ACCELERATED TO THE EXTREME. THE ENGINE ROARED UNTIL THE ORIGINAL SPEED WAS OBTAINED. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10317565  
**Date of Incident:** 19010101  
**Vehicle:** 9999 TOYOTA TOYOTA  
**Location of Incident:** LAWRENCEVILLE, NJ

**NHTSA Summary:**

TOYOTA VEHICLE. CONSUMER STATES THAT HE HAS IDENTIFIED THE CAUSE OF THE VEHICLE SURGE OR AT LEAST ONE OF THE CAUSES. \*TGW THE CONSUMER STATED HE OWNS FOUR TOYOTA'S AND HAS REPORTED THE SUDDEN ACCELERATION PROBLEM TO TOYOTA ON MORE THAN ONE OCCASION. THE CONSUMER STATED WHEN TRAVELING AT LOW SPEEDS, ONE CAN USE THE BRAKE PEDAL ALONE TO ALLOW THE FORWARD MOTION OF THE VEHICLE BY RELIEVING THE PRESSURE SLIGHTLY AND THEN PRESSING DOWN AGAIN TO STOP, SUCH AS IN STOP AND GO TRAFFIC. IN THOSE CIRCUMSTANCES THE PLANE OF THE BRAKE PEDAL WILL DESCEND BELOW THE PLANE OF THE GAS PEDAL. IN THIS CIRCUMSTANCE, IF ONE'S FOOT IS PARTIALLY ON THE BRAKE PEDAL AND PARTIALLY OVER THE GAS PEDAL, IT WILL CAUSE THE GAS PEDAL TO DESCEND AND THE VEHICLE TO ACCELERATE. THE NATURAL TENDENCY WHEN THIS OCCURS IS TO PRESS FURTHER ON THE BRAKE PEDAL WHICH ACTUALLY FURTHER ENGAGES THE GAS PEDAL AS WELL AS THE BRAKE PEDAL AND CAUSE THE VEHICLE TO LURCH FORWARD. THE SOLUTION FOR THE PROBLEM FROM A DRIVER'S POINT OF VIEW, IS TO BE MORE CAREFUL ABOUT FOOT PLACEMENT. THE SOLUTION FOR THE PEDALS WOULD BE TO MAKE CERTAIN THAT THE BRAKE PEDAL IS ALWAYS HIGHER THAN THE GAS PEDAL. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10316504  
**Date of Incident:** 19010101  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** AUSTIN, TX

**NHTSA Summary:**

2004 TOYOTA CAMRY. CONSUMER STATES REPEATED GAS PEDAL SURGE. \*TGW THE CONSUMER STATED THE VEHICLE ACCELERATED ON THREE OCCASIONS. HIS WIFE WAS ABLE TO TURN OFF THE IGNITION, WHILE HE APPLIED THE EMERGENCY BRAKE. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10317592  
**Date of Incident:** 19010101

C-58

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2005 TOYOTA CAMRY

**Location of Incident:** CHEVY CHASE, MD

**NHTSA Summary:**

2003 AND 2005 TOYOTA CAMRY WITH UNINTENDED ACCELERATION. \*KB WHILE PULLING OUT OF A PARKING SPACE, THE 2003 CAMRY SUDDENLY ACCELERATED. ALTHOUGH THE CONSUMERS HUSBAND APPLIED THE BRAKE HARD, THE VEHICLE WOULD NOT SLOW DOWN. THE VEHICLE CRASHED THROUGH A WOODEN BARRIER OF THE PARKING LOT AND THEN HIT A FIRE HYDRANT, WHICH STOPPED THE VEHICLE. THE AIR BAGS DID NOT DEPLOY AND THE CONSUMER AND HER HUSBAND SUFFERED INJURIES. THE CONSUMER NO LONGER OWNS THE 2003 WHICH WAS TOTALED BY THE INSURANCE COMPANY. THE CONSUMER PURCHASED A 2005 CAMRY TO REPLACE THE 2003. ON TWO SEPARATE OCCASIONS, SUDDEN ACCELERATION WAS EXPERIENCED WITH THE 2005 CAMRY WHEN THE CONSUMER SLOWLY MADE A TURN INTO A PARKING SPACE. THE CONSUMER SWIFTLY APPLIED THE BRAKES BOTH TIMES TO AVOID CRASHING INTO HER HOUSE. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10318693  
**Date of Incident:** 19010101  
**Vehicle:** 1995 TOYOTA CAMRY  
**Location of Incident:** WALTHAM, MA

**NHTSA Summary:**

1995 TOYOTA CAMRY WITH UNINTENDED ACCELERATION WHILE PULLING OFF FROM A STOP. \*KB THE CONSUMER STATED SHE PLACED THE GEAR INTO NEUTRAL AND THE VEHICLE STILL DID NOT STOP. SHE THEN PULLED THE KEY OUT OF THE IGNITION AND IMMEDIATELY PUT THE VEHICLE INTO PARK. THE CONSUMER NO LONGER OWNS THE VEHICLE. SHE SOLD IT IN 2005. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10316469  
**Date of Incident:** 19010101  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** FRONT ROYAL, VA

**NHTSA Summary:**

FAX ON BEHALF OF CONSTITUENT RE HIS 2006 TOYOTA TACOMA WITH DEFECTIVE ACCELERATOR; HIS VEHICLE IS NOT LISTED IN THE TOYOTA RECALL. \*KB THE CONSUMER STATED THE ACCELERATOR BECAME STUCK ON 2 OCCASIONS, WHICH NEARLY CAUSED AN ACCIDENT ON BOTH OCCASIONS. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10319774  
**Date of Incident:** 19010101  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** BIG BEAR CITY, CA

**NHTSA Summary:**

S10 APPROPRIATE HANDLING RE SUDDEN UNATTENDED ACCELERATION FM OWNER OF A 2005 TOYOTA COROLLA. \*KB THE CONSUMER STATED A FRIEND OF THE FAMILY WAS DRIVING THE VEHICLE, WHEN IT SUDDENLY ACCELERATED OUT OF CONTROL AND ROLLED INTO A DITCH, WHERE IT FINALLY CAME TO A STOP. THE SECOND INCIDENT

C-59

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WAS IN DEC 2009, WHEN THE CONSUMER WAS UNABLE TO STOP THE VEHICLE SHE HAD TO USE THE EMERGENCY BRAKE TO STOP. THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM. THE VEHICLE WOULD SUDDENLY ACCELERATE WHEN THE SPEED WAS ABOVE 50 MPH OR IN OVERDRIVE.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10320893  
**Date of Incident:** 19010101  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SUFFERN, NY

**NHTSA Summary:**

2002 TOYOTA CAMRY. CONSUMER STATES SUDDEN ACCELERATION. \*TGW THE CONSUMER PULLED INTO A GARAGE. THE TURN INTO THE GARAGE WAS TIGHT, SO IT REQUIRED HER TO BACK UP AND THEN PULL FORWARD IN ORDER TO EXECUTE THE TURN. SHE BACKED UP AND TURNED THE STEERING WHEEL HARD TO THE RIGHT. SHE HAD HER FOOT ON THE BRAKE AND SHIFTED FROM REVERSE TO FORWARD WHEN ALL OF A SUDDEN, THE VEHICLE ACCELERATED OUT OF CONTROL AND CRASHED INTO THE HOUSE, DOING SEVERAL THOUSAND DOLLARS OF DAMAGE TO THE HOUSE AND THE VEHICLE. SEVERAL WEEKS LATER THE SAME SITUATION OCCURRED. FORTUNATELY, THE CONSUMER'S FOOT WAS ON THE BRAKE WHEN SHE SHIFTED, SO THE VEHICLE ONLY SHOT FORWARD A FEW FEET BEFORE SHE WAS ABLE TO STOP IT. \*JB UPDATED 03/30/10 SECOND DOCUMENT WAS SENT IN AS A CONGRESSIONAL LETTER. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10320897  
**Date of Incident:** 19010101  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** FOLSOM, CA

**NHTSA Summary:**

2007 AVALON LIMITED WITH ACCELERATION PROBLEMS. \*TGW THE CONSUMER STATED HE EXPERIENCED ACCELERATION PROBLEMS RIGHT FROM THE BEGINNING. THE CONSUMER MADE AN APPOINTMENT TO HAVE THE VEHICLE INSPECTED. THE MECHANIC AND THE CONSUMER WENT FOR A TEST DRIVE. THE MECHANIC EXPLAINED THAT THE COMPUTER WAS NOT USED TO THE CONSUMER'S STYLE OF DRIVING AND IT WOULD ADJUST IF THE VEHICLE WAS DRIVEN FOR A LONGER PERIOD OF TIME. HOWEVER, THE PROBLEM STILL CONTINUES RANDOMLY.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10320871  
**Date of Incident:** 19010101  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** UNKNOWN, DC

**NHTSA Summary:**

S10 APPROPRIATE HANDLING RE 2010 TOYOTA PRIUS SAFETY COMPLAINTS. \*TGW THE CONSUMER STATED THE CRUISE CONTROL DOES NOT IMMEDIATELY CANCEL CONTROLLING THE THROTTLE UNDER LIGHT BRAKING. THIS ALLOWED THE VEHICLE TO ACCELERATE UP A HILL WHILE THE CONSUMER WAS SIMULTANEOUSLY APPLYING THE BRAKES. THE BRAKE LIGHTS DID NOT COME ON UNDER LIGHT BRAKING AND THE

C-60

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BRAKES DID NOT WORK WHEN BRAKING OVER ROUGH SURFACES SUCH AS RAILROAD TRACKS. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320876  
**Date of Incident:** 19010101  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** TEHACHAPI, CA

**NHTSA Summary:**  
SIO APPROPRIATE HANDLING RE SUDDEN UNINTENDED ACCELERATION INCIDENT FM OWNER OF A SEVOTAL VEHICLE. \*TGW 2008 TOYOTA PRIUS, THE CONSUMER EXPERIENCED SEVERAL ACCELERATION SURGES WHILE DRIVING ON THE FREEWAY AND USING THE CRUISE CONTROL. THE VEHICLE SUDDENLY SURGED FORWARD FROM 68 MPH TO 74 MPH.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320831  
**Date of Incident:** 19010101  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** OKEECHOBEE, FL

**NHTSA Summary:**  
2007 TOYOTA CAMRY. CONSUMER STATES CRUISE CONTROL PROBLEMS. \*TGW THE CONSUMER STATED WHEN HE APPROACHED A SLOW MOVING VEHICLE, HE TAPPED THE BRAKE TO CANCEL THE CRUISE CONTROL. WHEN HE HAD THE OPPORTUNITY TO PASS THE SLOW MOVING VEHICLE, HE USED THE RESUME BUTTON AND THE VEHICLE STARTED TO ACCELERATE. HE NOTICED THAT WHEN HE REACHED A SPEED OF 77/78 MPH, THE VEHICLE CONTINUED TO ACCELERATE AND WHEN IT EXCEEDED 80 MPH, HE DISENGAGED THE CRUISE CONTROL AND EVERY THING RETURNED TO NORMAL UNDER MANUAL ACCELERATION. HE LATER ENGAGED THE CRUISE CONTROL AND IT FUNCTIONED WELL. THE CONSUMER RECENTLY HAD A 40,000 MILE INSPECTION DONE. TWO DAYS LATER, ON A SHORT TRIP, NOT DRIVING MORE THAN 40 MPH, THE CONSUMER HEARD A POP SOUND IN THE DASHBOARD AND WHEN RETURNING HOME, HE DISCOVERED THE CRUISE CONTROL DID NOT WORK. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319825  
**Date of Incident:** 19010101  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CHARLOTTE, NC

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

**Additional Summary:**

**Toyota ID Number:**

C-61

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10319770  
**Date of Incident:** 19010101  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** CEDAR CREEK, TX

**NHTSA Summary:**  
2007 TOYOTA COROLLA. CONSUMER STATES REPEATED SUDDEN ACCELERATION. \*TGW THE CONSUMER STATED THE SUDDEN ACCELERATION WAS RANDOM AND INTERMITTENT. THE CONSUMER STATED HE WAS BRAKING FROM NORMAL ROADWAY SPEEDS OF 30-60 MPH AND JUST WHEN THE VEHICLE WAS ALMOST STOPPED, THE ENGINE WOULD RACE AND THE VEHICLE WOULD TRY TO ACCELERATE AGAINST THE BRAKES. FORTUNATELY, THE BRAKES HELD ITS POSITION AND THE CONSUMER WAS BALE TO TURN THE ENGINE OFF. THE FIRST TWO TIMES, THE ENGINE RACING OCCURRED, HE TRIED TO SHIFT THE GEAR INTO PARK TO PREVENT THE VEHICLE FROM MOVING, HOWEVER THAT RESULTED IN THE ENGINE RPMs ACTING ERRATICALLY, SO HE THEN TURNED THE ENGINE OFF AND BACK ON AGAIN AND EVERYTHING WENT BACK TO NORMAL. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319776  
**Date of Incident:** 19010101  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** JACKSON, CA

**NHTSA Summary:**  
2005 TOYOTA CAMRY. CONSUMER STATES REPEATED UNEXPLAINED THROTTLE ACCELERATION. \*TGW THE CONSUMER STATED ON SEVERAL OCCASIONS, THE VEHICLE ACCELERATED AT FULL THROTTLE. ONCE THE CONSUMER WIFE WAS BACKING UP AND THE VEHICLE ALMOST CRASHED INTO A STOREFRONT, ON ANOTHER OCCASION, THE VEHICLE ACCELERATED AT FULL THROTTLE, BUT LUCKILY, THE CONSUMER HAD HIS FOOT ON THE BRAKE AND WAS ABLE TO SHUT THE VEHICLE OFF. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321953  
**Date of Incident:** 19010101  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** COATESVILLE, PA

**NHTSA Summary:**  
2007 TOYOTA CAMRY. CONSUMER STATES ACCELERATION AND BRAKE PROBLEMS. \*TGW THE CONSUMER STATED THE SUDDEN ACCELERATION CAUSED OVER USE OF THE BRAKES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321938  
**Date of Incident:** 19010101  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**  
2009 TOYOTA PRIUS. CONSUMER STATES EXTRAORDINARY EXPERIENCE WITH BRAKE/ACCELERATION PROBLEMS. \*TGW THE CONSUMER STATED WHILE WAITING FOR HER HUSBAND, SHE PUT THE VEHICLE IN PARK MODE. SHE THEN DECIDED TO RETURN

C-62

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TO THE FRONT ENTRANCE OF THE BUILDING. SHE PUT THE GEAR INTO REVERSE AND LET THE VEHICLE GO AT ITS OWN SPEED. SHE STATED SHE NEVER TOUCHED THE ACCELERATOR, BUT AS SHE WAS ABOUT TO TURN THE WHEEL TO GO THROUGH THE FRONT ENTRANCE, THE VEHICLE THEN ACCELERATED QUICKLY. THE CONSUMER QUICKLY PUT HER FOOT ON THE BRAKE, BUT THEY DIDN'T WORK. SHE QUICKLY TURNED THE STEERING WHEEL TO THE RIGHT TO AVOID HITTING A PEDESTRIAN. SHE RAN OVER 2 TREES, WHICH BROUGHT THE VEHICLE TO A STOP. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317574  
**Date of Incident:** 19010101  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** OAKFORD, PA

**NHTSA Summary:**  
2006 TOYOTA CAMRY WITH A STUCK ACCELERATOR PEDAL. \*KB THE CONSUMER STATED THE ACCELERATOR PEDAL BECAME STUCK FOR THE FOURTH TIME WITHIN THE LAST SIX MONTHS. THE LAST TIME, THE CONSUMER ALMOST CRASHED INTO A CONCRETE WALL WHILE BACKING DOWN A HILL TOWARDS A VERY BUSY INTERSECTION. THE DEALER INFORMED THE CONSUMER HIS VEHICLE WAS NOT INCLUDED IN THE RECALL. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322008  
**Date of Incident:** 19010101  
**Vehicle:** 2003 TOYOTA TACOMA  
**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**  
2003 TOYOTA TACOMA CONSUMER STATES UNINTENDED ACCELERATION. \*TGW THE CONSUMER STATED THE SUDDEN ACCELERATION ONLY HAPPENED AT LOW SPEEDS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316498  
**Date of Incident:** 19010101  
**Vehicle:** 9999 LEXUS GS300  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
LEXUS GS 300 WITH UNINTENDED ACCELERATION. \*KB THE CONSUMER STATED THE DEALERSHIP DENIED THERE WAS A PROBLEM. THE CONSUMER STATED HE WAS ABLE TO GET THE VEHICLE UNDER CONTROL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323095  
**Date of Incident:** 19010101  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** DERBY, KS

**NHTSA Summary:**

C-63

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324233  
**Date of Incident:** 19010101  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** FOUNTAIN VALLEY, CA

**NHTSA Summary:**  
2007 TOYOTA PRIUS. CONSUMER STATES UNINTENDED ACCELERATION. \*TGW THE CONSUMER STATED HE WAS PARKING THE VEHICLE AND WHEN HE SHIFTED THE GEAR FROM DRIVE TO NEUTRAL, WITH HIS FOOT ON THE BRAKE, THE RPM ACCELERATED TO APPROXIMATELY 4000, SO HE PUSHED THE POWER OFF BUTTON TO TURN THE VEHICLE OFF.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323172  
**Date of Incident:** 19010101  
**Vehicle:** 2010 LEXUS ES350  
**Location of Incident:** FLAGSTAFF, AZ

**NHTSA Summary:**  
2010 LEXUS ES350. CONSUMER STATES UNINTENDED ACCELERATION. \*TGW THE CONSUMER STATED HE ENGAGED THE CRUISE CONTROL, BUT DUE TO SPEED RESTRICTIONS WHERE HE WAS DRIVING, HE APPLIED THE BRAKE AND DROVE TO THE TOP. ONCE ON LEVEL GROUND AND WITH A CLEAR LANE AHEAD, HE ENGAGED RESUME. TO HIS SURPRISE THE VEHICLE LURCHED FORWARD WITH SUCH FORCE THAT HE FELT HE HAD BEEN PUSHED BACK INTO THE SEAT VERY HARD. HE APPLIED THE BRAKE AND DISENGAGED THE CRUISE CONTROL. THE DEALERS EXPLANATION WAS THAT THE VEHICLE WAS POWERFUL. THE CONSUMER ALSO STATED THERE WAS POOR VISIBILITY IN THE REAR OF THE VEHICLE. HE STATED HE IS 5' 10" TALL, BUT SITTING IN THE DRIVERS SEAT, HE COULD NOT SEE THE BACK OF THE CAR, THE END OF THE TRUNK LID, OR THE TAIL LIGHTS. THE REAR HEAD RESTS COVERED MUCH OF THE CORNERS OF THE REAR WINDOW AND THE MIDDLE WAS ALSO BLOCKED BY THE BRAKE LIGHT. ALSO, JUST AFTER THE REAR PASSENGER SEAT, THE COVER OVER THE TRUNK WAS SLANTED AT AN ANGLE UPWARD, AND HE COULD NOT SEE WHERE THE TRUNK ENDED. AN OBJECT OR A CHILD WHO IS 4' 5" TALL COULD NOT BE SEEN UNTIL HE DROVE AWAY. THE DOOR MIRROR SHOWED THE HANDLE OF THE REAR PASSENGER'S DOOR, AFTER WHICH SINCE THE BODY WAS SLANTED INWARDLY, THERE WAS NO WAY TO SEE THE TAIL LIGHTS AND THUS GAUGE WHERE THE CAR ENDED. THE CONSUMER STATED HE WAS FORCED TO BACK AWAY VERY SLOWLY IN PARKING LOTS, ON ROADS AFTER A SNOWFALL, THE VEHICLE SKIDDED AND FISH-TAILED UN-LIKE AN ORDINARY REAR-WHEEL DRIVE VEHICLE. IT KEPT GOING, AND DRIVING BECAME UNEASY. DURING THE FIRST WEEK OF DRIVING, ANYTIME THE HEAT WAS ON, THERE WAS A STRONG SMELL OF BURNING PLASTIC COMING FROM THE VENTS. THE PASSENGER'S DOOR DID NOT FIT THE BODY OF THE VEHICLE. THEY WERE SNUG AT THE TOP, BUT WHEN THEY REACH THE DOOR HANDLE, THERE WAS AT LEAST ONE/THREE OF AN INCH GAP BETWEEN THE DOOR AND THE BODY.

**Additional Summary:**

C-64

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323193  
**Date of Incident:** 19010101  
**Vehicle:** 1996 TOYOTA LAND CRUISER  
**Location of Incident:** HOUGHTON, MI  
**NHTSA Summary:**  
1996 TOYOTA LAND CRUISER. CONSUMER STATES UNDESIRE ACCELERATION. \*TGW THE CONSUMER STATED HE IS CERTAIN THAT THE SUDDEN ACCELERATION HE EXPERIENCED WAS NOT MECHANICAL IN NATURE BUT, RATHER A COMPUTER SOFTWARE OR OTHER ELECTRONIC MALFUNCTION. THE SITUATION OCCURRED AT TIMES WHEN THE ACCELERATOR PEDAL WAS NOT BEING USED WHICH MADE IT IMPOSSIBLE FOR THE FLOOR MAT OR LINKAGE STICKING TO BE INVOLVED. THE CONSUMER STATED WHATEVER THE PROBLEM IS, IT DOES NOT TRIGGER ANY CODES IN THE VEHICLE'S COMPUTER. ON ONE OCCASION, THE CONSUMER ALMOST CRASHED INTO A HOUSE WHEN THE ENGINE FAILED TO RETURN TO IDLE AND THE BRAKES WERE NEARLY UNABLE TO STOP THE VEHICLE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324231  
**Date of Incident:** 19010101  
**Vehicle:** 2003 TOYOTA COROLLA MATRIX  
**Location of Incident:** HEMPSTEAD, NY  
**NHTSA Summary:**  
2003 TOYOTA COROLLA MATRIX. CONSUMER STATES NUMEROUS ACCIDENTS DUE TO THE ACCELERATOR STICKING. \*TGW THE CONSUMER STATED DUE TO THE ACCIDENTS, THE AXLE AND TRANSMISSION WERE DAMAGED. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323169  
**Date of Incident:** 19010101  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** RIVERHEAD, NY  
**NHTSA Summary:**  
2005 LEXUS ES 330. CONSUMER STATES UNINTENDED ACCELERATION. \*TGW THE CONSUMER STATED THE SUDDEN ACCELERATION RESULTED IN AN ACCIDENT. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323086  
**Date of Incident:** 19010101  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** SECAUCUS, NJ  
**NHTSA Summary:**  
2009 TOYOTA COROLLA WITH UNINTENDED ACCELERATION. CONSUMER STATES THAT SHE AND HER HUSBAND ARE NOT HAPPY WITH THE CORRECTIONS. \*KB THE CONSUMER STATED THE VEHICLE ACCELERATED WHILE ATTEMPTING TO PARK. AFTER THE VEHICLE WAS RETURNED, THE WORD CHECK APPEARED ON THE DASHBOARD, THEN IT WENT OUT AND THE SRS LIGHT ILLUMINATED. \*JB

C-65

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316518  
**Date of Incident:** 19010101  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** IRVINE, CA  
**NHTSA Summary:**  
CONSUMER HAS ADHERED TO ALL THE RECALL PRECAUTIONS PERTAINING TO THE ES MODEL LEXUS AND THE PROBLEMS STILL PERSIST. THE CONSUMER STATED HE STILL EXPERIENCED MINOR SUDDEN ACCELERATION PROBLEMS. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316500  
**Date of Incident:** 19010101  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** ORANGEVALE, CA  
**NHTSA Summary:**  
2007 LEXUS ES350 WITH UNINTENDED ACCELERATION. \*KB THE CONSUMER STATED OVER THE LAST YEAR, HE EXPERIENCED TWO INCIDENTS OF UNCONTROLLED ACCELERATION. BOTH INCIDENTS OCCURRED ONLY BRIEFLY AND UNDER SIMILAR DRIVING CONDITIONS. IN EACH CASE, THE CONSUMER ACCELERATED RAPIDLY TO PASS A SLOWER MOVING VEHICLE. IN EACH CASE, AFTER HE REMOVED HIS FOOT FROM THE ACCELERATOR PEDAL, THE ENGINE REMAINED IN A HIGH RPM AND HIGH ACCELERATION CONDITION FOR A BRIEF PERIOD OF ABOUT 1-2 SECONDS PRIOR TO DECELERATING. IN NEITHER CASE, WAS THE FLOOR MAT AN ISSUE. THE CONSUMER STATED HE RECEIVED A RECALL LETTER IN THE MAIL, REGARDING THE SUDDEN ACCELERATION PROBLEM. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324257  
**Date of Incident:** 19010101  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** MONROE, WI  
**NHTSA Summary:**  
LTR FWD FM (WI) RE TOYOTA VEHICLES INCIDENTS OF SUDDEN UNINTENDED ACCELERATION FM OWNER OF A 2004 TOYOTA SIENNA EXPERIENCED AN INCIDENT. \*TGW THE CONSUMER STATED THE VEHICLE ACCELERATED BETWEEN 95-100 MPH BEFORE SHE WAS ABLE TO SHUT THE VEHICLE OFF. SHE HAD BOTH FEET ON THE BRAKE, PRESSING AS HARD AS SHE COULD. THE DEALERSHIP SUGGESTED IT WAS THE FOOT FEED RUBBING AGAINST THE FLOOR MAT, BUT WHEN SHE LOOKED DOWN AT THE FLOOR MAT, IT DIDN'T APPEAR THAT WAS THE PROBLEM. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316454  
**Date of Incident:** 19010101  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** GERMANTOWN, MD  
**NHTSA Summary:**

C-66

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

S10 APPROPRIATE HANDLING RE TOYOTA ACCELERATION PROBLEM FM OWNER OF A 2007 CAMRY. \*KB THE CONSUMER THE FIRST TIME SHE EXPERIENCED SUDDEN ACCELERATION, SHE WAS AT COMPLETE STOP AT AN INTERSECTION WITH A FOUR-WAY STOP. HER FOOT WAS ON THE BRAKE WHEN ALL OF A SUDDEN SHE HEARD THE ENGINE REV AND THE VEHICLE LURCHED FORWARD. THE CONSUMER STATED SHE HAD TO STAND ON THE BRAKE PEDAL REALLY HARD IN ORDER TO STOP THE VEHICLE, NARROWLY MISSING A GROUP OF CHILDREN WHO WERE IN THE CROSSWALK. THE SECOND TIME, SHE WAS IN A TRAFFIC JAM AT A COMPLETE STOP, WITH HER FOOT ON THE BRAKE, WHEN AGAIN THE ENGINE REVVED UP AND THE VEHICLE LURCHED FORWARD. SHE STOOD ON THE BRAKE PEDAL AS HARD AS SHE COULD. THE VEHICLE ACTUALLY FISH-TAILED A BIT BEFORE IT STOPPED WITHIN INCHES OF THE VEHICLE IN FRONT OF HER. THE FIRST THE DEALER SAID MAY BE IT WAS A SOFTWARE PROBLEM, SO THEY UPGRADED THE SOFTWARE AND THERE WERE NO MAJOR ISSUES FOR A WHILE. THE SECOND TIME, THE CONSUMER WAS TOLD THE PROBLEM COULD NOT BE RE-CREATED AND THEY HAD NEVER HEARD OF THE PROBLEM BEFORE. THE DEALER DID INSTALL A NEW ACCELERATOR IN THE VEHICLE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312121  
**Date of Incident:** 19010101  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** BRISTOW, VA  
**NHTSA Summary:**  
2003 LEXUS ES300 WITH ACCELERATOR PEDAL, AUTOMATIC TRANSMISSION, AND VEHICLE SPEED CONTROL ISSUES. CONSUMER STATES THAT THE WHEN TRYING TO ACCELERATE FROM A LOW SPEED THERE IS A DELAY BEFORE THE ENGINE RESPONDS. \*KB THE CONSUMER STATED HE EXPERIENCED A SIGNIFICANT ABRUPT DOWNSHIFT WHEN SLOWING DOWN FROM HIGHER SPEEDS AND AN ABRUPT UPSHIFT WHEN ACCELERATING FROM A SLOW SPEED. IT FELT AS THOUGH THE TRANSMISSION COULD NOT DECIDE WHAT GEAR IT SHOULD BE IN. THE CONSUMER WAS ADVISED A COMPUTER PATCH WAS AVAILABLE FOR THE PROBLEM, BUT IT USUALLY DID NOT WORK AND IT COULD MAKE THE PROBLEM WORSE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325289  
**Date of Incident:** 19010101  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** WASHINGTON, DC  
**NHTSA Summary:**  
2010 TOYOTA RAV-4. CONSUMER STATES UNINTENDED ACCELERATION. \*TGW THE CONSUMER STATED HE HAS EXPERIENCED SUDDEN ACCELERATION TWICE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326329  
**Date of Incident:** 19010101  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** COOPERSBURG, PA  
**NHTSA Summary:**

C-67

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

2005 TOYOTA CAMRY. CONSUMER STATES DISCONTENT WITH TOYOTA DEALERSHIP. \*TGW THE CONSUMER STATED HE WAS IN A PARKING LOT, WHEN SUDDENLY THE VEHICLE ACCELERATED ON ITS OWN AT A HIGH SPEED. HE PRESSED HARD ON THE BRAKES AND FINALLY THE VEHICLE SLOWED DOWN. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326325  
**Date of Incident:** 19010101  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** GREENBRIER, AR  
**NHTSA Summary:**  
2009 TOYOTA VENZA. CONSUMER STATES UNINTENDED ACCELERATION. \*TGW THE CONSUMER STATED THE UNEXPECTED MOMENTARY SURGE USUALLY HAPPENED WHEN SHE REMOVED HER FOOT FROM THE ACCELERATOR PEDAL TO COAST OR SLOW DOWN WITHOUT BRAKING. WHEN SHE PUT HER FOOT BACK ON THE GAS PEDAL, THE VEHICLE WOULD SURGE. SOMETIMES, THE TRANSMISSION WOULD SHIFT HARSHLY AFTER THE ACCELERATION SURGE. THE SURGE ONLY LASTED 1-2 SECONDS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327392  
**Date of Incident:** 19010101  
**Vehicle:** 2006 LEXUS ES330  
**Location of Incident:** UNKNOWN, DC  
**NHTSA Summary:**  
2006 LEXUS ES330. EXPERIENCING UNINTENDED ACCELERATION\*CW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329631  
**Date of Incident:** 19010101  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** NEWBURY, MA  
**NHTSA Summary:**  
2004 LEXUS 330. CONSUMER STATES UNCONTROLLABLE ACCELERATION \*TGW THE CONSUMER STATED HE EXPERIENCED SUDDEN ACCELERATION TWICE. FORTUNATELY, BOTH TIMES HE WAS ABLE TO REGAIN CONTROL BY SHIFTING INTO NEUTRAL, STOPPING AND RESTARTING. WHILE HE WAS ATTEMPTING TO REGAIN CONTROL, HE ATTEMPTED TO PULL THE ACCELERATOR PEDAL UP AND BRAKE, BUT NEITHER ACTION WAS SUCCESSFUL. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331732  
**Date of Incident:** 19010101  
**Vehicle:** 9999 TOYOTA RAV4  
**Location of Incident:** WAUKEE, IA  
**NHTSA Summary:**  
LETTER FROM SENATOR GRASSLEY ON BEHALF OF CONSTITUENT, REGARDING HER CONCERNS WITH A STUCK ACCELERATOR IN HER TOYOTA RAV4 \*TGW

C-68

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332753  
**Date of Incident:** 19010101  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** ROCKVILLE, MD

**NHTSA Summary:**  
2005 TOYOTA CAMRY. CONSUMER STATES UNINTENDED ACCELERATION CAUSING A CRASH \*TGW. THE CONSUMER STATED HE EXPERIENCED SUDDEN ACCELERATION ON SEVERAL OCCASIONS, SEPARATE OCCASIONS. THE FIRST INCIDENT HAPPENED WHEN HE APPROACHED AN INTERSECTION WITHIN AN ENCLOSED PARKING LOT BUILDING. WHEN HE APPLIED THE BRAKE, THE VEHICLE SUDDENLY ACCELERATED FORWARD AT AN INCREDIBLE SPEED AND CRASHED INTO THREE PARKED CARS. THE OTHER TWO INCIDENTS OCCURRED ON CHRISTMAS DAY 2009. THE CONSUMER WAS AT A STREET INTERSECTION NEAR HIS HOME WHERE HE NARROWLY MISSED A CAR. THE SECOND TIME, HIS VEHICLE DRASTICALLY ACCELERATED WHICH CAUSED HIM TO CRASH INTO HIS GARAGE. THE DEALER ADVISED THE CONSUMER TO REMOVE ALL OF THE FLOOR MATS. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332768  
**Date of Incident:** 19010101  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** LONE TREE, IA

**NHTSA Summary:**  
LETTER FROM CONGRESSMAN LOEBSACK'S OFFICE ON BEHALF OF CONSTITUENT RE SUDDEN ACCELERATION OF TOYOTA SIENNA \*TGW. THE CONSUMER STATED THE VEHICLE SUDDENLY ACCELERATED WHILE TRAVELING WITH HER HUSBAND AND TWO CHILDREN. THE BRAKES DID NOT STOP THE VEHICLE, NOR DID SHIFTING THE GEAR INTO NEUTRAL, PARK OR REVERSE. THE RPM NEEDLE WENT ALL THE WAY TO THE RIGHT AND THERE WAS A LOUD ROAR COMING FROM THE ENGINE. THE CONSUMER PULLED THE KEY FROM IGNITION AT ABOUT 75 MPH IN THE MIDDLE OF RUSH HOUR TRAFFIC. THE CONSUMER STATED THE SUDDEN ACCELERATION OCCURRED TWICE BEFORE. TOYOTA CLAIMED THE FLOOR MATS WERE THE CAUSE, HOWEVER THE CONSUMER'S HUSBAND CHECKED THE FLOOR MATS AND THEY WERE NOT THE PROBLEM. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332756  
**Date of Incident:** 19010101  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** LAKESIDE, CA

**NHTSA Summary:**  
2005 TOYOTA PRIUS. CONSUMER EXPRESSES DISCONTENT WITH DEALER RESPONSE AND RECALL \*TGW. THE CONSUMER STATED ON THREE SEPARATE OCCASIONS, WHEN ACCELERATING TO PASS AND MERGE, THE BRAKE DID NOT DEACTIVATE THE CRUISE CONTROL. THE CONSUMER STATED IF FELT WA THOUGH THE VEHICLE WAS ACCELERATING ON ITS OWN. THE CONSUMER STATED HE DID RECEIVE A RECALL NOTICE IN THE MAIL REGARDING AN ACCELERATOR PROBLEM. \*JB

**Additional Summary:**

C-69

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332776  
**Date of Incident:** 19010101  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** WOODLAND HILLS, CA

**NHTSA Summary:**  
S10 APPROPRIATE HANDLING-LETTER TO THE SECRETARY FROM RE 2010 TOYOTA CAMRY PROBLEMS \*TGW. THE CONSUMER STATED HIS DAUGHTER LEASED A 2010 TOYOTA CAMRY AND WHEN HE DROVE THE VEHICLE HE NOTICED A CERTAIN AMOUNT OF ACCELERATION WHEN SLOWING DOWN. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332793  
**Date of Incident:** 19010101  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** WOODINVILLE, WA

**NHTSA Summary:**  
2007 TOYOTA CAMRY WITH UNINTENDED ACCELERATION. THE CONSUMER STATED HIS WIFE WAS DRIVING THE VEHICLE. SHE GENTLY APPLIED PRESSURE TO THE ACCELERATOR AND IT INEXPLICABLY WENT TO THE FLOOR. SHE FRANTICALLY TRIED TO PULL THE ACCELERATOR UP FROM THE FLOOR WITH HER FOOT, BUT WAS UNSUCCESSFUL. THE VEHICLE WAS PICKING UP SPEED AND RACING UNCONTROLLABLY DOWN THE FREEWAY. SHE ATTEMPTED TO SLOW IT DOWN BY PRESSING FIRMLY ON THE BRAKES, BUT TO NO AVAIL. LUCKILY, SHE THREW THE GEAR INTO NEUTRAL AND PULLED OFF TO THE SIDE OF THE FREEWAY. THE CONSUMER STATED THE FLOOR MATS WERE ANCHORED IN PLACE WITH FACTORY CLIPS AND INSTALLED CORRECTLY AT THE TIME HE TOOK POSSESSION OF THE VEHICLE. THE CONSUMERS WIFE ENTERED THE VEHICLE AND THEN PROCEEDED TO DRIVE, WHEN A SHORT WHILE LATER, THE ACCELERATOR SLAMMED TO THE FLOOR. AGAIN, THE VEHICLE BEGAN TO ACCELERATE DOWN THE FREEWAY. SHE THREW THE GEAR INTO NEUTRAL AGAIN AND BRAKED AND PULLED OVER TO THE SIDE OF THE FREEWAY. THE CONSUMER HAS SINCE SOLD THE VEHICLE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334835  
**Date of Incident:** 19010101  
**Vehicle:** 1998 TOYOTA RAV4  
**Location of Incident:** WARREN, MI

**NHTSA Summary:**  
1998 TOYOTA RAV4. CONSUMER STATES PROBLEMS WITH ACCELERATOR PEDAL \*TGW. THE CONSUMER STATED SHE HAS EXPERIENCED PROBLEMS WITH THE VEHICLE FOR AT LEAST 7 OF THE 11 YEARS SHE HAS OWNED IT. WHEN THE CONSUMER WAS AT A FULL STOP, AND PROCEEDED TO STEP ON THE GAS PEDAL, NOTHING HAPPENED. THE VEHICLE WOULD BEGAN TO MOVE WHEN THE ACCELERATOR PEDAL WAS APPLIED WITH EXTREME FORCE, SO THE VEHICLE JERKED FORWARD OR WHEN THE ACCELERATOR PEDAL WAS PRESSED UP AND DOWN AND THE VEHICLE WOULD JERK FORWARD. THE SERVICE CENTER LUBRICATED THE ACCELERATOR PEDAL. \*JB

**Additional Summary:**

C-70

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334852  
**Date of Incident:** 19010101  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BAYSIDE, CA

**NHTSA Summary:**  
2005 TOYOTA CAMRY. CONSUMER STATES VEHICLE LURCHES FORWARD \*TGW. THE CONSUMER STATED WHEN ACCELERATING FROM A STOP, OR A NEAR STOP, THE VEHICLE WOULD HESITATE, THEN LURCH FORWARD. THE SERVICE DEPARTMENT WAS AWARE OF THE PROBLEM. THE TECHNICIAN HAD A BULLETIN FROM TOYOTA EXPLAINING THAT HE NEEDED TO REFLASH TO ENHANCE SHIFT, WHICH WAS DONE, BUT THE FIX DID NOT WORK. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334840  
**Date of Incident:** 19010101  
**Vehicle:** 2008 LEXUS IS250  
**Location of Incident:** DETROIT, MI

**NHTSA Summary:**  
2008 LEXUS IS250. CONSUMER STATES WHEN SHE TURNED INTO A PARKING SPACE, THE VEHICLE SUDDENLY JUMPED OVER THE CONCRETE BARRIER AND STOPPED WITHIN INCHES OF HITTING A BRICK WALL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334854  
**Date of Incident:** 19010101  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** BIGELOW, AR

**NHTSA Summary:**  
2007 TOYOTA TUNDRA. CONSUMER STATES CRUISE CONTROL DOES ENGAGE AND THEN WILL NOT DISENGAGE BRAKES. \*TGW. THE CONSUMER STATED THE BRAKES WOULD NOT HOLD AT STOP SIGNS AND THE VEHICLE WOULD MOVE FORWARD. THE VEHICLE HAD ELECTRICAL SHORTS IN THE WIRING SUCH AS; THE HEADLIGHTS, CLOCK, CIGARETTE LIGHTER, ALARM AND DOOR LOCKS. THE SEAT BELTS WOULD NOT ALWAYS LATCH. THE WINDSHIELD WIPERS WOULD NOT ACTIVATE, THERE WAS A SEVERE SHAKE COMING FROM THE FRONT OF THE VEHICLE AS WELL AS WHEN THE BRAKES WERE APPLIED. THERE WAS A NOISE COMING FROM THE 4-WHEEL DRIVE, THE STEERING WOULD ACT ERRATIC AND THE ACCELERATOR PEDAL WOULD STICK AT TIMES. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10335954  
**Date of Incident:** 19010101  
**Vehicle:** 2009 TOYOTA LAND CRUISER  
**Location of Incident:** MASSAPEQUA, NY

**NHTSA Summary:**  
2ND REQUEST FWD ON BEHALF OF (NY) RE HIS 2009 TOYOTA LAND CRUISER, HIS WIFE EXPERIENCED SUDDEN UNINTENDED ACCELERATION TWO TIMES IN THE LAST 3 MONTHS, REPLY TO MASSEPEQUA PARK DISTRICT OFC \*TGW

C-71

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341169  
**Date of Incident:** 19010101  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** YOUNGSTOWN, OH

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341212  
**Date of Incident:** 19010101  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** CHESTNUT RIDGE, NY

**NHTSA Summary:**  
2004 LEXUS ES 330. CONSUMER STATES UNINTENDED ACCELERATION \*TGW. THE CONSUMER STATED SHE WAS CERTAIN THE SUDDEN ACCELERATION SHE EXPERIENCED WHICH CAUSED THE VEHICLE TO SURGE FORWARD WHILE ATTEMPTING TO PARK WAS DUE TO THE FAULTY FLOOR MAT THAT BECAME STUCK UNDER THE ACCELERATOR PEDAL. THERE WAS MINOR DAMAGE TO THE VEHICLE. THE DEALERSHIP CLAIMED THE PINS THAT HELD THE MATS IN PLACE HAD BROKEN. THEY CLAIMED THERE WAS NOTHING ELSE WRONG WITH THE VEHICLE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342269  
**Date of Incident:** 19010101  
**Vehicle:** 2008 TOYOTA 4RUNNER  
**Location of Incident:** EDGEWOOD, NM

**NHTSA Summary:**  
2008 TOYOTA 4 RUNNER. CONSUMER STATES VEHICLE EXPERIENCES LACK OF RETURN TO IDLE \*TGW. THE CONSUMER ALSO STATED THE VEHICLE WOULD ACCELERATE ON ITS OWN AT RANDOM TIMES. \*JB. THE CONSUMER STATED HE WAS UNABLE TO GET THE VEHICLE TO ACHIEVE A STEADY SPEED. HE STATED HE WAS ATTEMPTING TO DO THE SPEED LIMIT OF 55 MPH. HOWEVER, THE SPEED WENT TO 56 MPH INSTEAD. UPDATED 08/10/10.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344381  
**Date of Incident:** 19010101

C-72

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Vehicle: 2008 LEXUS GS350  
Location of Incident: PORT WASHINGTON, NY

**NHTSA Summary:**  
2008 LEXUS GS350. CONSUMER STATES SUDDEN ACCELERATION \*TGW THE CONSUMER STATED SHE REFUSES TO DRIVE THE VEHICLE, UNTIL SHE IS REASSURED THERE IS NO ACCELERATION PROBLEM. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10349870  
**Date of Incident:** 19010101  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** WASHINGTON, DC

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10350968  
**Date of Incident:** 19010101  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** NORTH VERSAILLES, PA

**NHTSA Summary:**  
2006 TOYOTA CAMRY. CONSUMER STATES UNINTENDED ACCELERATION \*TGW THE CONSUMER STATED WHILE RIDING WITH HER HUSBAND, A NOISE WAS HEARD THAT SOUNDED LIKE A CLICK; SIMILAR TO THE SOUND OF SWITCHING ON A LIGHT THAT SEEMED TO TRIGGER THE UNWANTED ACCELERATION THAT IMMEDIATELY FOLLOWED. HER HUSBAND REACTED VERY QUICKLY TO GET THE VEHICLE UNDER CONTROL. HE HAD BOTH FEET ON THE BRAKE PEDAL WHICH HAD NO EFFECT ON STOPPING THE VEHICLE. THE CONSUMER THEN PUT THE GEAR INTO NEUTRAL, BUT TO NO AVAIL. THE LAST EFFORT WAS TO USE THE EMERGENCY BRAKE AND PUT THE VEHICLE INTO PARK. THAT, ALONG WITH AN UPHILL GRADE BROUGHT THE VEHICLE TO A STOP WITH A RATCHETING SOUND WHICH WAS BELIEVED TO BE THE RESULT OF THE TRANSMISSION ALREADY IN PARK. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319880  
**Date of Incident:** 19730401  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** CITY, CA

**NHTSA Summary:**  
THE CAR SUDDENLY SPED UP TO 30 MILES AN HOUR WITHOUT APPLYING THE GAS.  
**Additional Summary:**

C-73

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315350  
**Date of Incident:** 19800111  
**Vehicle:** 1980 TOYOTA COROLLA  
**Location of Incident:** SAANICHTONO, 00

**NHTSA Summary:**  
THE TOYOTA COROLLA I BOUGHT AT SPINELLI TOYOTA IN LACHINE, QUEBEC, ABOUT 30 YEARS AGO ALSO HAD SUDDEN ACCELERATION SPEED CONTROL PROBLEMS. I COMPLAINED ABOUT IT SEVERAL TIMES BUT WAS TOLD NOTHING WAS WRONG. I BRING THIS TO YOUR ATTENTION BECAUSE I CANNOT HAVE BEEN THE ONLY ONE WHO EXPERIENCED THIS, AND I BELIEVE THAT AN INVESTIGATION WILL PROVE THAT THE PROBLEM GOES BACK MANY DECADES AND THE COMPANY KNEW ABOUT IT. I WANT NOTHING, BUT THINK SOMEONE SHOULD BE LOOKING INTO THIS. DATE GIVEN BELOW IS APPROXIMATE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319423  
**Date of Incident:** 19870615  
**Vehicle:** 1987 TOYOTA COROLLA  
**Location of Incident:** SEBRING, FL

**NHTSA Summary:**  
I AM NOT LOOKING FOR DAMAGES AND HAD NEVER OFFICIALLY REPORTED THIS, BUT ABOUT 23 YEARS AGO I BOUGHT A NEW TOYOTA COROLLA THAT SUDDENLY ACCELERATED UP TO 90-100 MPH LIKE RESENT COMPLAINTS ABOUT TOYOTA VEHICLES ARE DOING IN SPIE OF STANDING ON THE BRAKE, TRYING TO GET THE CAR INTO NEUTRAL AND PUTTING MY TOE UNDERNEATH THE GAS PEDAL TO SEE IF IT WAS STUCK I WAS IN DANGER OF RUNNING UNDER THE REAR OF A SEMI. MY 15 YEAR OLD SON REACHED OVER AND TURNED OFF THE ENGINE. I HAD ENOUGH MOMENTUM GOING TO GET OFF THE ROAD. RECENTLY DIVORCED, I WAS SCARED TO DRIVE THE CAR AGAIN AND RETURNED IT TO THE DEALER WHO INSISTED NOTHING WAS WRONG WITH THE CAR! I TRADED IT IN AND TOOK A BIG MONETARY LOSS BECAUSE THE CAR WAS NEW. I WAS ABSOLUTELY TERRIFIED AT THE TIME. NOW I AM WONDERING IF TOYOTA HAS BEEN COVERING UP THESE INCIDENTS A VERY LONG TIME AND IF ANYONE ELSE EXPERIENCED THIS PROBLEM AS LONG AGO AS I DID AND WHETHER OR NOT THE INCIDENTS WERE REPORTED. I DO NOT BELIEVE TOYOTA INCIDENTS ARE NEW, NOR DO I BELIEVE IT IS A GAS PEDAL PROBLEM. IT HAS TO BE A COMPUTER ELECTRICAL THING. AFTER OVER 20 YEARS OF NOT BUYING TOYOTA, JUST THIS THANKSGIVING BOUGHT A NEW TOYOTA HIGHLANDER AND NOW ALL THIS!!! GOT THAT ONE FIXED YESTERDAY, HOPEFULLY, BUT I STILL FEAR AN ELECTRICAL/COMPUTER PROBLEM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305170  
**Date of Incident:** 19870630  
**Vehicle:** 1987 TOYOTA MR2  
**Location of Incident:** FORT WAYNE, IN

**NHTSA Summary:**  
IN 1987 I HAD A TOYOTA MR2 AND WAS IN AN ACCIDENT IN WHICH THE GAS PEDAL STUCK. FORTUNATELY, IT WAS A SINGLE VEHICLE CRASH ON A CALIFORNIA INTERSTATE.  
**Additional Summary:**

C-74

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310041  
**Date of Incident:** 19910115  
**Vehicle:** 1977 TOYOTA CELICA  
**Location of Incident:** ELK GROVE, CA

**NHTSA Summary:**  
GAS PEDAL RELATED PROBLEM WITH TOYOTA I HAD A 1977 TOYOTA CELICA AND A 1984 TOYOTA CELICA, MY WIFE NOW HAD A 1976 TOYOTA CELICA 1 AUTOMATIC AND 2 STICK SHIFTS ... WE BOTH EXPERIENCE THE STICKING OF THE GAS PEDAL AND WE JUST THOUGHT THE CAR WAS OLD ... THIS WAS IN THE YEARS 1988 TO 1995 ... I AM A SHADE TREE MECHANIC ... AND WAS NOT ABLE TO REPAIR THE STICKING AT ALL. ... WE JUST EITHER PUT THE FOOT ON THE BRAKE OR STEP THE CLUTCH IF THERE WAS A SUDDEN SURGE IN SPEED ... SOMETIME IT GETS REALLY STUCK I HAD TO PUT MY FEET UNDER THE PEDAL TO UNSTUCK IT ... SO THIS TOYOTA PROBLEM HAS BEEN LIKE THIS SINCE 1970S  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304661  
**Date of Incident:** 19910412  
**Vehicle:** 1989 TOYOTA COROLLA  
**Location of Incident:** CHICO, CA

**NHTSA Summary:**  
IN 1991, DRIVING ON HWY 5 IN CAL, SUDDEN MY CAR TACKED OUT, ACCELERATING BEYOND ANYTHING I'VE EXPERIENCE. THIS CAR IS BEFORE THE CURRENT RECALL. I BRING THIS UP, BECAUSE, AT THE TIME, I KNEW IT WAS NOT THE PEDAL. IT SEEMED TO ME AT THE TIME THAT IT WAS IN THE WIRING OR COMPUTER. I PUT THE CAR IN NEUTRAL, IT COMPLETELY TACKED OUT, RISKING THAT IT WOULD THROW A ROD. THEN I TURNED THE KEY, AND SHUT OFF THE ENGINE AS I DRIFTED OFF THE HIGHWAY. PLEASE DON'T LET TOYOTA GET AWAY WITH SAYING THIS IS JUST PEDALS, IT WAS NOT FOR ME. YOU CAN CONTACT ME AT 530-828-3727 OR PRICEST@BUETTE.EDU STEVE PRICE  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304888 , 10121117  
**Date of Incident:** 19920303  
**Vehicle:** 1992 TOYOTA 4RUNNER  
**Location of Incident:** LAUREL, MD

**NHTSA Summary:**  
A 1992 TOYOTA 4-RUNNER WAS PURCHASED AND WE ONLY HAD IT FOR TWO WEEKS. THE TRUCK WAS DRIVEN TO WEST VIRGINIA. THE NEXT DAY THE TRUCK SUDDENLY ACCELERATED AT A HIGH SPEED AND WHEN THE BRAKES WERE APPLIED IT WOULD NOT STOP. IT CRASHED AND FLIPPED OVER. MY HUSBAND DIED IN THAT TRUCK. THERE WAS A LAW SUITE BUT IT NEVER WENT TO COURT AFTER FIVE YEARS. MY LAWYERS GAVE UP. TOYOTA NEVER SETTLED WITH ME AND ONLY SAID IT WAS DRIVER ERROR. THE ENGINEER WHO WAS ON THE CASE SAID THERE WAS A DESIGN DEFECT BUT THEY COULD NOT PROVE IT. SEE ALSO ODI 10121117 \*DSY \*TR. MY HUSBAND, STANLEY W. SIRNIK BOUGHT A 1992 TOYOTA 4-RUNNER. HE ONLY HAD IT FOR TWO WEEKS WHEN HE DECIDED TO TRAVEL TO WEST VIRGINIA. STANLEY, MY BROTHER-IN-LAW AND MY YOUNG SON WAS COMING BACK FROM SHOPPING THE NEXT DAY. STANLEY PUT THE TRUCK INTO CRUISE CONTROL AT 40 MPH. HE WAS TRAVELING ALONG AT 40 MPH WHEN ALL OF SUDDEN THE TRUCK STARTED TO ACCELERATE UP TO A VERY HIGH SPEED. HE

C-75

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TRIED TO TAKE IT OUT OF CRUISE CONTROL. BUT HE COULD NOT. HE APPLIED THE BRAKES, BUT THE BRAKES WOULD NOT WORK. TO KEEP FROM GOING OVER A CLIFF, HE RAN UP AN EMBANKMENT AND THE TRUCK FLIPPED OVER. STANLEY WAS KILLED INSTANTLY. HIS BROTHER WAS BADLY INJURED AND MY SON WAS IN THE BACK SEAT IN SHOCK. I RETAINED TWO LAW FIRMS. THE ENGINEERS SAID THE CRUISE CONTROL CAUSED THE ACCIDENT BECAUSE OF A DEFECT IN THE DESIGN. RIGHT BEFORE IT WAS TIME TO GO TO COURT IN JANUARY OF 1996, MY BIG LAWYERS ASKED THE COURT TO WITHDRAW FROM THE CASE. THE COURT GRANTED THEIR WISH. I NEVER KNEW WHAT WAS GOING ON WITH MY CASE AND WHY MY LAWYERS WANTED TO WITHDRAW AFTER KEEPING AND WORKING ON THE CASE FOR FOUR YEARS. THE LAWSUITE WAS FILED IN THE STATE OF MARYLAND. IT WAS ALL SET TO GO TO COURT WITH A JURY TRIAL. THIS ACCIDENT HAPPENED MARCH 2, 1992. THE LAW FIRMS WERE MCCARTHY, BACON, COSTELLO, WASHINGTON BUSINESS PARK, SUITE 300, 4640 FORBES BOULEVARD, LANHAM, MD 20706 AND SCOTT W. ROONEY, ESQUIRE, CHARFOOS & CHRISTENSEN, P.C. DETROIT, MICHIGAN 48202.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10347730  
**Date of Incident:** 19920903  
**Vehicle:** 1988 TOYOTA CAMRY  
**Location of Incident:** MOORESTOWN, NJ

**NHTSA Summary:**  
1988 TOYOTA CAMRY WITH UNINTENDED ACCELERATION. CONSUMER STATES SHE WAS IN AN ACCIDENT DUE TO THE DEFECT. \*KB THE CONSUMER STATED WHEN SHE SHIFTED FROM PARK TO REVERSE THE VEHICLE ACCELERATED AT A HIGH RATE OF SPEED AND CRASHED INTO A WALL. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314998  
**Date of Incident:** 19930505  
**Vehicle:** 1987 TOYOTA CRESSIDA  
**Location of Incident:** NEW ORLEANS, LA

**NHTSA Summary:**  
RAPID & UNCONTROLLABLE ACCELERATION IN TOYOTA MODELS TOYOTA CRESSIDA MODEL SHOULD BE ADDED TO RECALL LIST. HERE IS MY EXPERIENCE. HAVING JUST FINISHED PULLING INTO A PARKING SPOT, I ATTEMPTED TO SHIFT THE CAR INTO PARK, BUT INSTEAD, THE CAR RAPIDLY ACCELERATED TO TOP SPEED. THE CAR WAS BLOCKED FROM MOVEMENT BY THREE OBJECTS. THESE WERE IN ORDER OF CONTACT: A TALL CURB, A LANDSCAPED MEDIUM ABOUT 4 FEET DEEP, WITH A SMALL TREE AND FINALLY, ACROSS THE MEDIUM (ON THE OPPOSITE SIDE OF MY PARKING SPOT, FACING MY FRONT) A PARKED VOLVO SEDAN. IT WAS AN OLDER MODEL, WHICH HAD A LARGE AND PROTECTIVE FRONT METAL GRILL (PROBABLY A 1970S MODEL). MY CAR'S WHEELS WERE MADLY SPINNING IN PLACE, BURNING RUBBER ON THE CONCRETE. THE FRONT WHEELS JUMPED THE TALL CURB AND PUSHED DOWN ONE OF THE PARTS OF THE TREE, THEN WAS STOPPED IN PLACE BY THE HEAVY GULL OF THE VOLVO SEDAN. I EXITED THE CAR BEFORE IT JUMPED THE CURB, THEN GOT BACK IN WHEN IT WAS BLOCKED BY THE VOLVO, AND TURNED OFF THE IGNITION. AT THAT POINT THE CAR STOPPED AND THE WHEELS STOPPED SPINNING. IT WAS AN EXCEEDINGLY DANGEROUS SITUATION, AND FURTHER DAMAGE WAS CONTAINED ONLY BECAUSE OF THE OBJECT IN FRONT OF THE CAR. NO ONE WAS INJURED, AND THE ONLY DAMAGE WAS TO THE CAR FRONT AND THE LANDSCAPING. I SOLD THE CAR, SOON AFTER, BUT DID TELL THE BUYER ABOUT

C-76

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE INCIDENT. THIS WAS A TOYOTA CRESSIDA, APPROXIMATELY A 1987 YEAR MODEL. CRESSIDA MODELS WERE DISCONTINUED, BUT THEY ARE STILL BEING DRIVEN TODAY, AND SHOULD BE ON THE RECALL LIST!!! IT IS MY OPINION THAT THE RAPID ACCELERATION PROBLEM GOES BACK MUCH FURTHER THAN IS BEING CURRENTLY INVESTIGATED BY THE SENATE

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304767  
**Date of Incident:** 19940220  
**Vehicle:** 1994 LEXUS ES300  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**  
BOUGHT LEXUS ES300 IN 1994. KEPT FOR CAR FOR 5 YEARS. EVEN BRAND NEW IT WOULD OCCASIONALLY LUNGE FORWARD WHEN MY FOOT WAS ON THE BRAKE. REPORTED THE PROBLEM TO DEALERSHIP OVER AND OVER. WROTE LETTERS; KEPT COMPLAINING ABOUT THIS SPORADIC LUNGING FORWARD OF THE CAR BUT I WAS NOT EVEN TAKEN SERIOUSLY. AT A STOP LIGHT I WOULD HAVE TO STAY 10+ FEET BEHIND THE CAR IN FRONT JUST IN CASE MY LEXUS LUNGED FORWARD EVEN WITH MY FOOT ON THE BRAKE. I FINALLY GOT RID OF THIS CAR SINCE I FELT IT WAS A NOT SAFE AND THE DEALERSHIP NOR THE COMPANY TOOK ME SERIOUS ABOUT THIS RACING OF THE ENGINE AND THE LUNGING FORWARD. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316530  
**Date of Incident:** 19940801  
**Vehicle:** 1993 TOYOTA LAND CRUISER  
**Location of Incident:** CORVALLIS, OR

**NHTSA Summary:**  
1993 TOYOTA LAND CRUISER WITH UNINTENDED ACCELERATION CAUSING A CRASH. \*TGW (THE CONSUMERS WIFE EXPERIENCED THE FAILURE) THE CONSUMER STATED AFTER COMPLETING THE TURN TOWARDS THE GARAGE, SHE PLACED HER FOOT ON THE BRAKE TO PLACE THE GEAR INTO PARK, WHEN SUDDENLY THE VEHICLE WENT OUT OF CONTROL. THE CONSUMER APPLIED THE BRAKE AS HARD AS SHE COULD, BUT TO NO AVAIL. THE VEHICLE CONTINUED TO TRAVEL FORWARD AND KNOCKED THE GARAGE DOOR DOWN. SHE TRIED TO SHIFT TO REVERSE, BUT THE VEHICLE JUMPED AND STARTED TO HEAD BACKWARD. THE VEHICLE HIT THE FOUNTAIN LOCATED DIAGONALLY FROM WHERE SHE ORIGINALLY PLANNED TO PARK. SHE STEPPED ON THE BRAKE AS HARD AS SHE COULD AGAIN AND WAS FINALLY ABLE TO SHIFT THE GEAR INTO PARK AND TURNED OFF THE IGNITION. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315059  
**Date of Incident:** 19950324  
**Vehicle:** 1992 TOYOTA CELICA  
**Location of Incident:** NESCONSET, NY

**NHTSA Summary:**  
TL\*THE CONTACT PREVIOUSLY OWNED A 1992 TOYOTA CELICA. THE CONTACT WAS DRIVING APPROXIMATELY BETWEEN 50-55 MPH ON NORMAL ROAD CONDITIONS. UNEXPECTEDLY, THE VEHICLE INCREASED ACCELERATION AT THE SPEED RATE

C-77

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BETWEEN 75-80 MPH. THE DRIVER WAS ABLE TO STOP THE VEHICLE AND GAIN CONTROL AFTER A PERIOD OF TWO MINUTES. THE VEHICLE RESUMED NORMAL OPERATION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER AND TRADED IN FOR A NEW VEHICLE DUE TO THE POTENTIAL SAFETY HAZARD. THE FAILURE MILEAGE WAS 35,000. THE VIN WAS UNKNOWN. THE CONTACT NO LONGER OWNS THE VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316658  
**Date of Incident:** 19950725  
**Vehicle:** 1992 TOYOTA T100  
**Location of Incident:** MENIFEE, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 1992 TOYOTA T-100. THE CONTACT WAS DRIVING UP AN INCLINE; APPROXIMATELY 90 MPH. THE CRUISE CONTROL WAS IN ACTIVATION, THE ACCELERATOR PEDAL BEGAN TO STICK. THE CRUISE CONTROL WAS DEACTIVATED, THE VEHICLE CONTINUED TO PROCEED AT HIGH SPEEDS. THE VEHICLE FAILED TO SLOW DOWN. THE BRAKES "BURNED OUT" AS A RESULT OF THE CONTINUOUS FORCE APPLIED TO THE BRAKE SYSTEM. THE VEHICLE WAS ABLE TO STOP. THE DRIVER STATED THE CAUSE OF FAILURE WAS CONTRIBUTED TO A NEST BUILT IN THE AIR FILTER. THERE WERE EXPOSED WIRES WHICH ALLOWED SQUIRRELS TO ENTER THE VEHICLE. THE DEBRIS WAS REMOVED FROM THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE UNKNOWN. THE VIN WAS UNAVAILABLE. THE CONTACT NO LONGER OWNS THE VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307077  
**Date of Incident:** 19951212  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** VALENCIA, CA, CA

**NHTSA Summary:**  
MY SON TOOK HIS NEW 3 MONTH OLD 2006 TOYOTA TACOMA TRUCK BACK TO THE DEALER ON 12-12-05 FOR "HIGH IDLING" AND "WHEN ACCELERATING CUSTOMER HAVING A HARD TIME STOPPING IT" ACCORDING TO THE INVOICE. THIS VEHICLE WENT OUT OF CONTROL TWO TIMES. THE FIRST TIME IT HAPPENED ON A SURFACE STREET SPEEDING UP FROM 40 MPH TO 80 MPH AND THE SECOND TIME HE WAS ON THE HIGHWAY. IT SPED UP FROM 70 MPH TO 110. BOTH TIMES MY SON SHIFTED INTO NEUTRAL - INSTINCTIVE REACTION - AND THE TRUCK DID SLOW DOWN. HAD THE TRAFFIC BEEN BAD, HE AND OTHERS, WOULD HAVE BEEN KILLED FOR SURE. BOTH TIMES, HE TOOK HIS FOOT OFF OF THE ACCELERATOR AND HE COULD SEE IT MOVING DOWN TOWARDS THE FLOOR ALL BY ITSELF. IT STILL HAS AN IDLING PROBLEM. HE WAS TOLD THAT THERE WAS NOTHING WRONG; BY THE DEALER AT THE TIME. NOTHING HAS BEEN DONE TO CORRECT THE PROBLEMS WITH THE HIGH IDLING AND ACCELERATING PROBLEM. THIS MODEL IS NOT ON THE RECALL LIST. MY SON, JOSH MCDONOUGH IS DEAF AND HE CAN BE REACHED BY EMAIL. JOSHJOKER@HOTMAIL.COM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312998  
**Date of Incident:** 19960610  
**Vehicle:** 1992 TOYOTA TERCEL

C-78

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** CHICO, CA

**NHTSA Summary:**  
I WAS DRIVING A 92 TOYOTA TERCEL. I WAS GOING UP A STEEP HILL ON I-5 IN OREGON. ALL OF A SUDDEN THE GAS PEDAL LOST PRESSURE AND FELL TO THE FLOOR WITH THE ENGINE AT FULL ACCELERATION. LUCKILY I WAS GOING UP A HILL. I REACHED DOWN AND WIGGLED THE GAS PEDAL AND IT WAS TOTALLY LOOSE AND JUST DROPPED TO THE FLOOR. AS I CAME TO THE NEXT EXIT I PULLED OFF, PUT THE CAR IN NEUTRAL AND TURNED OFF THE KEY. I STARTED IT BACK UP AND THE PRESSURE CAME BACK TO THE GAS PEDAL. IT SEEMED TO DRIVE FINE AFTER THAT EXCEPT IT MADE A DEEPER MUFFLED NOISE WHEN ACCELERATING. I BROUGHT IT IN TO A MECHANIC AND THEY COULDN'T FIND ANYTHING WRONG. THEY LUBED THE ACCELERATOR AND THE NOISE WENT AWAY AND THERE WERE NO MORE PROBLEMS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323844  
**Date of Incident:** 19960615  
**Vehicle:** 1989 TOYOTA CAMRY  
**Location of Incident:** WALLACE, CA

**NHTSA Summary:**  
I HAVE A FRIEND THAT IS A LADY THAT HAD A 1989 TOYOTA CAMRY THAT WOULD REFUSE TO USE THE CRUISE CONTROL BECAUSE THE GAS PEDAL WOULD GET STUCK. I TRIED IT AND SURE ENOUGH IT DID GET STUCK WHEN YOU HAD THE CRUISE CONTROL ON AND YOU ACCELERATED. APPLYING THE BRAKES DID NOT UNSTICK THE PEDAL. I OPENED UP THE HOOD AND THE CHAIN FOR THE CRUISE CONTROL THAT PULLED ON THE THROTTLE WOULD GET STUCK ON THE THROTTLE BODY. I DISCONNECTED IT AND AFTER THAT THERE NO MORE PROBLEMS BUT NO CRUISE CONTROL. SHE CAN BE REACHED BY DIALING 209-951-7423 AND ASKING FOR TONI.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293660  
**Date of Incident:** 19960629  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
TOYOTA'S LATEST RECALL SHOULD NOT BE A FLOOR MAT OR STUCK ACCELERATOR PROBLEM. MY 2007 CAMRY HAS EXPERIENCED THIS SCENARIO AT LEAST SEVERAL TIMES A YEAR (EVEN THOUGH I KNOW IT EXISTS). THE PROBLEM IS THE DESIGN OF THE BRAKE PEDAL AND ACCELERATOR PEDAL. THE BRAKE PEDAL (WHEN BRAKING) IS CLOSER TO THE FLOOR THAN THE HEIGHT OF THE UN-DEPRESSED ACCELERATOR PEDAL. IF THE DRIVER HAS BIG FEET OR IS NOT PRECISE WHEN PLACING THE FOOT, IT IS POSSIBLE TO DEPRESS BOTH PEDALS AT THE SAME TIME. THE HARDER ONE TRIES TO STOP, THE FASTER THE ENGINE WANTS TO RUN. IN MY VEHICLES FROM THE PAST, THE ACCELERATOR PEDAL, WHEN NOT DEPRESSED, WAS CLOSER TO THE FLOOR THAN THE POSITION OF THE BRAKE PEDAL DURING A VERY HARD (EMERGENCY) BRAKING ACTION. TOYOTA'S FIRMWARE FIX OF NOT ALLOWING THE ACCELERATOR SIGNAL TO OVERRIDE THE BRAKING SIGNAL IS NOT A GOOD FIX FOR THE PROBLEM. SOMETIMES IT IS DESIRABLE TO INCREASE THE SPEED OF THE ENGINE BEFORE RELEASING THE BRAKE TO PREVENT ROLLING BACKWARDS WHEN STARTING ON A GRADE. PAYING ATTENTION TO THE ERGONOMICS OF HOW THE PEDALS AND THE HUMAN DRIVER INTERFACE AND PROPER ENGINEERING DESIGN IS THE SOLUTION. \*TR

**Additional Summary:**

C-79

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10352357  
**Date of Incident:** 19960819  
**Vehicle:** 1993 TOYOTA COROLLA  
**Location of Incident:** VENICE, CA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 1993 TOYOTA COROLLA. THE CONTACT STATED THAT THEY HAVE HAD TWO HAVE THE TRANSMISSION REPLACED THREE TIMES ON THE VEHICLE AND FEELS THIS IS IN SOME WAY CONNECTED TO THE FACT THAT THE GAS PEDAL IS GETTING STUCK. THE DEALER LOOKED AT THE TRANSMISSION AND STATED THAT THE PLATE THE TRANSMISSION SITTING ON IS BENT. THE DEALER STATED THAT THE ONLY WAY THIS COULD BE WOULD A MANUFACTURING PROBLEM. THIS HAS BEEN AN ONGOING ISSUE SINCE THE CONTACT HAS OWNED THE VEHICLE, BUT THE DEALER HAS NEVER BEEN ABLE TO PINPOINT THE PROBLEM OF THE GAS PEDAL GETTING STUCK. THE FAILURE MILEAGE 40000 AND THE CURRENT MILEAGE WAS 170000.RL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319995  
**Date of Incident:** 19970114  
**Vehicle:** 1991 TOYOTA CAMRY  
**Location of Incident:** BOYTON BEACH, FL

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 1991 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING 40MPH THE VEHICLE HAD SUDDENLY BEGAN TO ACCELERATE WITHOUT WARNING, THE CONTACT WAS ABLE TO STOP THE VEHICLE USING THE BRAKES. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THERE WERE NO PRIOR WARNINGS AND THE CURRENT AND FAILURE MILEAGES WERE 56000. BML

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345834  
**Date of Incident:** 19970205  
**Vehicle:** 1996 TOYOTA T100  
**Location of Incident:** DEL RIO, TX

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 1996 TOYOTA T100. THE CONTACT STATED THE CRUISE CONTROL WAS SET TO 70 MPH WHEN THE VEHICLE ABNORMALLY ACCELERATED TO 78 MPH. THE CONTACT WAS ABLE TO SHUT OFF THE CRUISE CONTROL. WHEN THE CRUISE CONTROL WAS SET, THE SPEED WOULD SPORADICALLY FLUCTUATE BETWEEN SPEED. THE VEHICLE WAS TAKEN TO THE DEALER FOUR TIMES WITH CONCERNS OF THE FAILURE. THE DEALER MADE REPAIRS THAT WERE UNKNOWN TO THE CONTACT. THE FAILURE CONTINUED TO RECUR. THE CONTACT WAS ABLE TO LOCATE A RECALL SIMILAR TO THE FAILURE (NHTSA CAMPAIGN ID NUMBER: 96E001000, VEHICLE SPEED CONTROL) YET WHEN CONTACTING THE DEALER, HE WAS INFORMED HIS VIN WAS NOT INCLUDED WITH THE RECALL. THE VEHICLE WAS NOT FURTHER REPAIRED. THE FAILURE MILEAGE WAS 17,000 AND THE CURRENT MILEAGE WAS 45,000.

**Additional Summary:**

C-80

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310661  
**Date of Incident:** 19970501  
**Vehicle:** 1989 TOYOTA SUPRA  
**Location of Incident:** CARMEL, IN

**NHTSA Summary:**  
I OWNED A 1989 TOYOTA SUPRA TURBO FROM 1989 TO 1999. IN THE MID- TO LATE-1990'S I EXPERIENCED ONE INSTANCE IN WHICH MY GAS PEDAL GOT PINNED TO THE FLOOR BY AN AFTERMARKET FLOOR MAT THAT HAD SHIFTED OUT OF POSITION. THIS OCCURRED AT A LARGE INTERSECTION ON THE FAR NORTH SIDE OF INDIANAPOLIS, AS I WAS APPROACHING A LEFT-TURN ARROW. WHEN I TOOK MY FOOT OFF THE ACCELERATOR TO MAKE THE TURN, THE VEHICLE CONTINUED TO ACCELERATE FULL-THROTTLE. I QUICKLY DETERMINED THAT I WAS NOT GOING TO BE ABLE TO MAKE THE LEFT TURN SAFELY, SO I VEERED TO THE RIGHT AND WENT STRAIGHT THROUGH THE INTERSECTION. THEN I TURNED THE KEY OFF AND COASTED INTO A PARKING LOT, VERY FRIGHTENED BY WHAT HAD JUST HAPPENED. I GOT OUT OF THE VEHICLE AND LOOKED DOWN, AND IMMEDIATELY SAW THAT THE FLOOR MAT HAD SHIFTED FORWARD AND SNAGGED THE BOTTOM OF THE GAS PEDAL WHEN I PRESSED IT DOWN TO ACCELERATE. THROUGH SHEER LUCK THERE WERE NO OTHER CARS IN THE INTERSECTION AT THE TIME, AND MY QUICK REACTION AVOIDED ANY ACCIDENT. I THREW THE FLOOR MATS AWAY, AND MADE SURE TO REPLACE THEM WITH ONES THAT WERE FASTENED DOWN. I NEVER EXPERIENCED THE PROBLEM AGAIN. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323919  
**Date of Incident:** 19970713  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** NEW YORK, NY

**NHTSA Summary:**  
ON OCT. 5, 2002, I BOUGHT A BRAND NEW 2003 TOYOTA RAV4 FROM STAR TOYOTA OF BAYSIDE INC. AS OF THIS WRITING, THE AUTOMOBILES MILEAGE IS ONLY 15, 782 MILES. ON JULY 13, 2009 (8 1/2 MONTHS AGO), I HAD TAKEN MY 2003 TOYOTA RAV4 FOR SERVICE IN REGARDS TO THE LIGHTING ON THE INSTRUMENT PANEL CHECK ENGINE. ADDITIONALLY, I STATED THAT PRIOR TO THE ENGINE LIGHT TURNING ON, I HAD NOTICED THAT THE CAR WOULD STALL AS I HIT THE GAS PEDAL AFTER A RED LIGHT, AND THAT IT WOULD SURGE WITH FORCE ONCE IT ACCELERATED; IT FELT LIKE A REAR-ENDED COLLISION. THE VEHICLE ONLY HAD 12,894 MILES WHEN THE SUV WAS TAKEN IN FOR A DIAGNOSTIC TEST. I WAS CHARGED \$664.87 FOR A SENSOR AND A V-RIPPED BELT. LAST WEEK, ON MAR. 24, 2010 AT 15,757 MILES, THE SERVICE ENGINE LIGHT CAME BACK ON. THIS PROBLEM RECURRED FOR THE 2ND TIME IN JUST 8 1/2 MONTHS OF PRIOR WORK RENDERED, AND AFTER ONLY 2,863 MILES. WHILE RESEARCHING THE INTERNET IN REGARDS TO CHECK ENGINE LIGHT ON 2003 TOYOTA RAV4, I STUMBLED UPON HUNDREDS OF CONSUMERS COMPLAINTS FOR THE EXACT PROBLEMS. I HAVE BEEN HAVING TROUBLE WITH HARSH SYMPTOMS BEFORE THE ENGINE LIGHT AND, UNSAFE AND HARSH DRIVING CONDITIONS. AS I CONTINUED MY RESEARCH EFFORTS, I IMMEDIATELY LINKED INTO A FEW TOYOTA TSBS CONCERNING A DEFECTED ECM/PCM REPLACEMENT PROCEDURE TO THE FAILING COMPONENTS AS TRANSMISSION CONTROL MODULE & POWER TRAIN CONTROL MODULE W/THE DIAGNOSTIC TROUBLE CODES. I HAVE SERVICED THE VEHICLE THROUGHOUT THE YEARS, AND NEVER INFORMED OF ANY OF THE NUMEROUS TOYOTA TSBS. IT'S DISHONEST, AND LACKS INTEGRITY NOT TO FORMALLY INFORM THE LOYAL CONSUMERS OF THE DEFECTION AND THE SAFETY ISSUES & TRANSMISSION FAILURE. IN WRITTEN FORMAT, I AM JUSTIFIABLY AND LEGITIMATELY REQUESTING PROPER AND HONEST RAMIFICATION TO THIS

C-81

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

UNSUCCESSFUL ATTEMPTS TO FIX THE MANUFACTURER'S DEFECTION IN WORKMANSHIP OF MY 2003 RAV4. THE PURCHASE OF A NEW AUTO WAS TO ASSURE MYSELF PEACE OF MIND OF SAFETY & QUALITY. A LETTER WILL BE MAIL OUT TOMORROW TO TOYOTA CUSTOMER SERVICE \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316779  
**Date of Incident:** 19971125  
**Vehicle:** 1997 TOYOTA CAMRY  
**Location of Incident:** PROVIDENCE, RI

**NHTSA Summary:**  
WHILE SITTING IN THE PASSENGER SEAT OF A MOVING 1996 OR 1997 TOYOTA CAMRY THE DRIVER TURNED TO ME AND ASKED HOW I LIKED HIS MOM'S NEW CAR. I SAID I LIKED IT. AT THAT MOMENT THE VEHICLE BEGAN ACCELERATING EASTWARD ON RT. 105 IN HOPE, MAINE. THINKING MY FRIEND (THE OPERATOR OF THE VEHICLE) WAS IN CONTROL I FAILED TO PULL THE E-BRAKE SITUATED TO MY LEFT. THE DRIVER THEN LOOKED AT ME IN FEAR AS THE CAR CONTINUED ACCELERATING. DRIVER THEN JAMMED ON THE BRAKES, THE VEHICLE SWERVED TO THE RIGHT AND EXITED THE PAVED ROAD TRAVELLING EXTREMELY FAST (ABOUT 150 MPH'S). IMMEDIATELY BEFORE SLAMMING HEAD-ON INTO THE TREES LINING ME RT. 105 THE VEHICLE LAUNCHED INTO THE AIR FLIPPING END OVER END 2 FULL ROTATIONS BEFORE HALTING ON ITS BASE. DRIVER'S MOM'S 1996, OR 1997 TOYOTA CAMRY WAS COMPLETELY TOTALLED DURING THIS ACCIDENT. POLICE AND RESCUE EVENTUALLY ARRIVED AND REMOVED US FROM THE VEHICLE AFTER A PASSERBY PHONED FOR HELP.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 549519  
**Date of Incident:** 19971201  
**Vehicle:** 1998 LEXUS GS300  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
VEHICLE IN CRUISE CONTROL AND EXPERIENCED SUDDEN SURGE/ACCELERATION WITH NO BRAKES. MJS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 701285  
**Date of Incident:** 19980410  
**Vehicle:** 1998 LEXUS GS300  
**Location of Incident:** PEMBROKE PINES, FL

**NHTSA Summary:**  
AT 45 MPH VEHICLE ACCELERATES WITHOUT CONTROL, HAVE TO SHIFT TO NEUTRAL, AND TURN IGNITION OFF. FROM A STOP THE CAR WILL SUDDENLY ACCELERATES WITHOUT DRIVERS CONTROL. FRONT END SHAKES AT 45 MPH AND ABOVE, HAS CRUISE CONTROL.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313094

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-82

**Date of Incident:** 19980613  
**Vehicle:** 1998 TOYOTA AVALON  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 1998 TOYOTA AVALON. WHENEVER THE CONTACT ATTEMPTED TO ACCELERATE OR REVERSE AT A LOW SPEED THE CONTACT NOTICED THAT THE VEHICLE SUDDENLY SURGED FORWARD WITHOUT WARNING. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THE CONTACT HAS NOTICED THE FAILURE SINCE THE DAY HE PURCHASED THE VEHICLE. THE VIN WAS NOT AVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE 27000. UPDATED 03/19/10. \*LJ  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 608816  
**Date of Incident:** 19980901  
**Vehicle:** 1998 TOYOTA TACOMA  
**Location of Incident:** LAGUNA NIG, CA

**NHTSA Summary:**  
THROTTLE SENSOR FAILED. YH  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 544163; 829320  
**Date of Incident:** 19980923  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** FALLBROOK, CA

**NHTSA Summary:**  
VEHICLE EXPERIENCED SUDDEN ACCELERATION WHILE APPROACHING A STOP LIGHT RESULTING IN THE DRIVER HITTING A CEMENT BARRIER, INJURING HER BACK AND BREAKING HER WRIST. THE CONSUMER WAS INVOLVED IN A FRONT END COLLISION DUE TO A FAILURE IN THE BRAKES. THE CONSUMER APPLIED THE BRAKES AND THE PEDAL WAS PRESSED DOWN TO THE FLOORBOARD. AS A RESULT, THE CONSUMER RAN INTO A CEMENT WALL AND WAS INJURED. A HIGHWAY PATROL OFFICER WAS PRESENT AND NOTED IN THE REPORT THAT THE ACCIDENT COULD HAVE BEEN CAUSED BECAUSE THE THROTTLE WAS STUCK. MANUFACTURER HAS BEEN CONTACTED. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 552257  
**Date of Incident:** 19981022  
**Vehicle:** 1998 TOYOTA TACOMA  
**Location of Incident:** COVINGTON, GA

**NHTSA Summary:**  
VEHICLE EXPERIENCING HARD ACCELERATION. NLM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 607543  
**Date of Incident:** 19981112  
**Vehicle:** 1998 TOYOTA TACOMA

C-83

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** CARLSBAD, CA

**NHTSA Summary:**  
THROTTLE POSITION SENSOR FAILED. \*YC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 835791  
**Date of Incident:** 19981112  
**Vehicle:** 1998 TOYOTA AVALON  
**Location of Incident:** ROSCOE, IL

**NHTSA Summary:**  
WHEN PULLING INTO GARAGE, DOOR OPENED SLIGHTLY, ACCELERATOR NOT TOUCHED, VEHICLE TOOK OFF GOING FORWARD, PUT GEAR INTO REVERSE, VEHICLE TOOK OFF GOING BACKWARDS. SUDDEN ACCELERATION OCCURRED. DEALER CONTACTED, AND PROBLEM STILL EXISTS. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332814  
**Date of Incident:** 19981129  
**Vehicle:** 1992 TOYOTA 4RUNNER  
**Location of Incident:** SACKETS HARBOR, NY

**NHTSA Summary:**  
1992 TOYOTA 4 RUNNER. CONSUMER STATES AFTER USING THE ECT POWER BUTTON, SHE NO LONGER HAD CONTROL OF THE VEHICLE CAUSING AN ACCIDENT \*TGW THE CONSUMER STATED WHEN SHE LOOKED DOWN TO SEE IF THE ACCELERATOR PEDAL WAS STUCK SHE THEN LOOKED BACK UP AND REALIZED SHE WAS ON THE WRONG SIDE OF THE ROAD. AS SHE ATTEMPTED TO STEER THE VEHICLE BACK TO THE CORRECT LANE, SHE OVERCORRECTED, ROLLED THREE TIMES AND WAS EJECTED FROM THE VEHICLE. THE VEHICLE CAME TO REST UPSIDE DOWN ON TOP OF HER FROM THE WAIST UP. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 704371  
**Date of Incident:** 19981221  
**Vehicle:** 1998 LEXUS LS400  
**Location of Incident:** MIAMI, FL

**NHTSA Summary:**  
WHILE PRESSING THE GAS PEDAL SLIGHTLY ON TAKE OFF AFTER GOING AROUND CORNERS, THE VEHICLE TAKES OFF VERY AGGRESSIVELY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 844883  
**Date of Incident:** 19990101  
**Vehicle:** 1998 TOYOTA COROLLA  
**Location of Incident:** PORTLAND, OR

**NHTSA Summary:**  
WHEN THE VEHICLE GOES 45MPH IT ACCELERATES AND DECELERATES ON ITS OWN. THE DEALER HAS BEEN NOTIFIED. \*AK  
**Additional Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-84

**Toyota ID Number:**  
**NHTSA ODI Number:** 834865  
**Date of Incident:** 19990122  
**Vehicle:** 1998 TOYOTA SIENNA  
**Location of Incident:** GREELEY, CO  
**NHTSA Summary:**  
WHILE DRIVING AT 65 MPH VEHICLE RACED FORWARD, CAUSING THE CONSUMER TO HIT A WALL AND THROTTLE CABLE TO PINCH. FRONT LEFT SIDE OF VEHICLE WAS THE SIDE THAT HIT THE WALL. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 834533  
**Date of Incident:** 19990202  
**Vehicle:** 1998 LEXUS GS300  
**Location of Incident:** FALLS CHURCH, VA  
**NHTSA Summary:**  
WHILE DRIVING THROTTLE WAS STUCK, CAUSING VEHICLE TO ACCELERATE UNEXPECTEDLY IN WHICH THE OCCUPANT HAD TO PRESS HARD ON THE BRAKES IN ORDER TO SLOW DOWN THE VEHICLE. CONSUMER TURNED OFF VEHICLE IN ORDER TO STOP, THE VEHICLE WAS RESTARTED AND IT WAS IDLING AT HIGH RPM. TURNED OFF THE VEHICLE AGAIN AND RESTARTED AND THE VEHICLE WAS AT NORMAL RPM. VEHICLE HAS BEEN TO DEALER, HOWEVER DEALER UNABLE TO DETERMINE PROBLEM. \*AK \*SB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 703045  
**Date of Incident:** 19990202  
**Vehicle:** 1998 LEXUS GS300  
**Location of Incident:** ARLINGTON, VA  
**NHTSA Summary:**  
AT ABOUT 3:45 PM, I LEFT MY OFFICE IN ROSSLYN TO GET TO A DENTIST APPOINTMENT. I WAS HEADING WEST ON ROUTE 50 IN THE RIGHT LANE, THEN MOVED TO THE CENTER LANE AND FLOORED THE ACCELERATOR TO PASS A SLOW MOVING VEHICLE THAT WAS IN THE RIGHT LANE. AS I PULLED BACK INTO THE RIGHT LANE, THE CAR CONTINUED ACCELERATING. I HOOKED MY TOE UNDER THE ACCELERATOR PEDAL TO SEE IF IT WAS STUCK IN A DOWN POSITION. IT WAS NOT. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 705337  
**Date of Incident:** 19990203  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** GAHANNA, OH  
**NHTSA Summary:**  
THE VEHICLE AFTER CRUISE CONTROL WAS SET REPEDDED WITH A CONTINUING OF SUDDEN ACCELERATION. NONE OF THE OPERATIONAL CONTROL SELECTIONS/ACCELERATE/SET/COAST/OFF/RESUME AND ACCELERATE. WHEN ACTIVATED WOULD NOT ALTER THE CARS INTERNAL CONTROL. THE ENGINE WAS

C-85

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TURNED OFF, THEN TURNED BACK ON AND STILL NOTHING HAPPENED. THE AUTOMATIC GEAR SHIFT WAS MOVED TO NEUTRAL AND THE ENGINE WENT IMMEDIATELY TO HIGH RPM'S (ABOVE 5,000 RPM). THERE WERE TWO INCIDENTS OF SUDDEN ACCELERATION THAT ON 2/03/99 ONE WAS ON THE FREEWAY. THE SECOND WAS IN HEAVY TRAFFIC FLOW JUST AFTER PEAK HOUR. WEATHER AND DRIVING CONDITIONS WERE VERY GOOD TO EXCELLENT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 836463  
**Date of Incident:** 19990224  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** APOPKA, FL  
**NHTSA Summary:**  
ALL OF A SUDDEN VEHICLE WENT FULL THROTTLE, CAUSING OWNER TO LOSE CONTROL O VEHICLE AND CRASHED INTO ANOTHER VEHICLE THEN INTO A BRICK WALL. APPLYING BRAKES HAD NO AFFECT ON STOPPING VEHICLE. THE PROBLEM WAS REPORTED TO MANUFACTURER. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 836060  
**Date of Incident:** 19990312  
**Vehicle:** 1999 LEXUS LS400  
**Location of Incident:** BROOKLYN, NY  
**NHTSA Summary:**  
WHILE MAKING A U-TURN THE VEHICLE SUDDENLY ACCELERATED. DRIVER PUT THE BRAKES ON, AND THE BRAKES SQUEALED AND DID NOT STOP VEHICLE. IT LOST CONTROL AND HIT THE SIDE OF THE WALL. DEALER HAVE BEEN CONTACTED, BUT CANNOT DETERMINE THE PROBLEM. \*AK PLEASE PROVIDE FURTHER INFORMATION AND VIN#.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 706006  
**Date of Incident:** 19990321  
**Vehicle:** 1998 TOYOTA AVALON  
**Location of Incident:** GRASS VALLEY, CA  
**NHTSA Summary:**  
ON MARCH 21, 1999 OWNER WAS DRIVING VEHICLE WHEN IT BEGAN TO INVOLUNTARILY ACCELERATE. THE ENGINE WAS SURGING RAPIDLY. THE TACOMETER REACHED 7,000RPM AND VEHICLE ACCELERATED TO 90MPH. DRIVER WAS APPLYING NORMAL PRESSURE TO THE GAS PEDAL WHEN THE ACCELERATION BEGAN. HE ATTEMPTED TO STOP THE CAR BY USING THE BRAKES WITH NO SUCCESS. THE CAR WAS ALMOST OUT OF CONTROL, SO THE OWNER TURNED THE ENGINE OFF AND PULLED TO THE SHOULDER OF THE FREEWAY. THE CAR WAS TOWED TO THE DEALER IN WHICH IT WAS PURCHASED FROM AND NO REPEAT OF THE INCIDENT COULD BE PERFORMED. DEALER INVESTIGATED ACCELERATOR CABLE, SCANNED CHECK FOR CODES, THROTTLE BODY AND GAS PEDAL, NO DIAGNOSIS COULD BE MADE. OWNER'S EXPRESS LIFE THREATENING AND SAFETY CONCERNS PERTAINING TO THIS VEHICLE. WE WOULD LIKE TO PARTICIPATE IN THE STUDY TO DETERMINE THE CONDITION OF THIS VEHICLE.  
**Additional Summary:**

C-86

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 836639  
**Date of Incident:** 19990327  
**Vehicle:** 1999 TOYOTA AVALON  
**Location of Incident:** GRASS VALLEY, CA  
**NHTSA Summary:**  
VEHICLE INVOLUNTARILY ACCELERATED AS SOON AS PEDAL WAS DEPRESSED. STEPPED ON BRAKES, VEHICLE KEPT ACCELERATING. DEALER CONTACTED, AND COULD NOT REMEDY PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 836288  
**Date of Incident:** 19990329  
**Vehicle:** 1998 TOYOTA TACOMA  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**  
CONSUMER STATED THAT IN EARLY MORNING WHEN HE WARMED UP VEHICLE, AND SWITCHED TRANSMISSION FROM PARK TO DRIVE, VEHICLE SUDDENLY ACCELERATED UP TO 15 MPH WITHOUT STEPPING ON GAS PEDAL. ALSO, THIS PROBLEM HAD HAPPENED WHEN HE WAS BEHIND ANOTHER VEHICLE. HE HAD TO STEP ON THE BRAKE PEDAL TO STOP VEHICLE. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320749  
**Date of Incident:** 19990404  
**Vehicle:** 2001 TOYOTA HIGHLANDER  
**Location of Incident:** VICTOR, NY  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2001 TOYOTA HIGHLANDER. WHILE DRIVING AT 35MPH THE VEHICLE ACCELERATED, THIS WAS CAUSED BY THE FLOOR MATS IN HER VEHICLE. SHE REACHED DOWN AND PULL OUT THE FLOOR MATS AND THE VEHICLE SLOWED DOWN. THE VEHICLE WAS TAKEN TO THE DEALER, THEY CHECKED IT OVER AND DETERMINE THERE WAS NO FAILURE. THE CONTACT DOES NOT OWN THE VEHICLE ANYMORE. THE FAILURE MILEAGE WAS 25,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10139646  
**Date of Incident:** 19990408  
**Vehicle:** 1998 LEXUS GS300  
**Location of Incident:** GULFPORT, MS  
**NHTSA Summary:**  
1998 LEXUS GS 300 HAS THE SAME PROBLEM AS THE ES 300 THROTTLE CONTROL. ON SEVERAL OCCASIONS I HAVE BEEN AT A TRAFFIC SIGNAL AND THE VEHICLE ACCELERATED AND I PRESUMED THAT I HAD SOMEHOW HIT THE PEDAL, WHEN MY FOOT WAS ON THE BRAKE. PLEASE INVESTIGATE. THANKS. \*JB  
**Additional Summary:**

C-87

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324648  
**Date of Incident:** 19990408  
**Vehicle:** 1992 TOYOTA CAMRY  
**Location of Incident:** LISLE, IL  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 1992 TOYOTA CAMRY. THE CONTACT STATED WHEN DRIVING AT SPEEDS BETWEEN 25 TO 30 MPH, HE WOULD EXPERIENCE SUDDEN ACCELERATION AND A STUCK BRAKE PEDAL. HE WAS ABLE TO SLOW THE VEHICLE BY REPEATEDLY DEPRESSING THE BRAKE PEDAL. THE CONTACT HAD NOT YET TAKEN THE VEHICLE TO THE DEALER FOR DIAGNOSTIC TESTING. THE MANUFACTURER WAS CONTACTED BUT WOULD PROVIDE NO ASSISTANCE. THE FAILURE MILEAGE WAS 143,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 711752  
**Date of Incident:** 19990501  
**Vehicle:** 1999 TOYOTA AVALON  
**Location of Incident:** BOOTHWYN, PA  
**NHTSA Summary:**  
THIS CAR SUDDEN ACCELERATES AND WHEN YOU TAKE YOUR FOOT OFF THE BRAKE GOES 10MPH. THE BODY TRIM BY THE DOORS IS SEVERLY WORN AND TOYOTA REFUSES TO REPLACE IT AND SAYS IT CANNOT DUPLICATE THE ACCELERATION PROBLEM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 838015  
**Date of Incident:** 19990513  
**Vehicle:** 1999 TOYOTA TACOMA  
**Location of Incident:** ROSEVILLE, OH  
**NHTSA Summary:**  
CONSUMER STOPPED AT STOP SIGN, TURNED RIGHT AND SHIFTED TO SECOND GEAR, AND THE ACCELERATOR GOT STUCK TO THE FLOOR. VEHICLE BROADSIDED ON THE LEFT SIDE OF ROAD AND ROLLED INTO AN ENBANKMENT. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 874342  
**Date of Incident:** 19990601  
**Vehicle:** 1999 LEXUS GS300  
**Location of Incident:** SAN LEANDRO, CA  
**NHTSA Summary:**  
WHILE APPLYING BRAKES VEHICLE ACCELERATED SUDDENLY AND UNEXPECTEDLY. DEALER INSPECTED VEHICLE PRIOR TO THE INCIDENT. \*AK THIS SUDDEN ACCELERATION HAS HAPPEND THREE TIMES IN THE PAST 15000 MILES. \*YH  
**Additional Summary:**

**Toyota ID Number:**

C-88

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 712479  
**Date of Incident:** 19990701  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** SALEM, OR  
**NHTSA Summary:**  
UNEXPLAINED ACCELERATION IN 1ST AND 2ND GEAR AT 2800 RPM. THE CAR WILL NOT STOP IN A SAFE DISTANCE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308242  
**Date of Incident:** 19990705  
**Vehicle:** 1999 TOYOTA TACOMA  
**Location of Incident:** HUNTINGTON BEACH, CA  
**NHTSA Summary:**  
I HAVE A 1999 TOYOTA TACOMA AND THE GAS PEDAL DOES STICK. IT HAS ALWAYS 'CORRECTED' ITSELF CAUSING THE TRUCK TO LURCH. MECHANICS HAVE SAID FOR YEARS NOW THAT THERE IS NOTHING WRONG WITH IT. IN LIGHT OF RECENT EVENTS MAYBE LATER MODELS COULD BE LOOKED INTO.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 877856  
**Date of Incident:** 19990715  
**Vehicle:** 1998 TOYOTA TACOMA  
**Location of Incident:** MOBILE, AL  
**NHTSA Summary:**  
VEHICLE EXPERIENCING PROBLEM WITH ACCELERATOR PEDAL STICKING. DEALER NOTIFIED. PLEASE FEEL FREE TO PROVIDE ANY FURTHER DETAILS ON THIS MATTER.  
\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320263  
**Date of Incident:** 19990715  
**Vehicle:** 1998 TOYOTA SIENNA  
**Location of Incident:** WEST PALM BEACH, FL  
**NHTSA Summary:**  
WHAT HAPPENED TO THE PRIUS IN CALIFORNIA THE SAME DID HAPPEN TO US BACK IN 1999 WITH OUR TOYOTA SIENNA VAN. MY WIFE WAS DRIVING ON I-5 IN OREGON. SHE PRESSED THE GAS PEDAL TO OVERTAKE A CAR AND THEN WHEN SHE PRESSED THE BRAKE TO SLOW DOWN THE BRAKES DIDN'T WORK. SHE DROVE INTO THE HWY MEDIAN FENCE TO STOP THE CAR. WHEN WE CONTACTED TOYOTA, THEY DIDN'T ADMIT ANY FAULT WITH THEIR CAR (THE SAME WHAT THEY ARE DOING NOW) AND TOLD US IT WAS OUR FAULT THAT WE DO NOT KNOW HOW TO USE THEIR BRAKES. WE HAVE SEVERAL CARS BUT WE DIDN'T HAVE A PROBLEM WITH OTHER CARS. I DIDN'T BUY A TOYOTA AFTER THAT CRASH BUT I AM ALSO WORRIED WHO ELSE THE PART SUPPLIER HAS BEEN SUPPLYING PARTS TO. I CAN BE REACHED AT OREGONVC@HOTMAIL.COM.  
**Additional Summary:**

**Toyota ID Number:** C-89  
**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 714358  
**Date of Incident:** 19990727  
**Vehicle:** 1999 TOYOTA 4RUNNER  
**Location of Incident:** SALINE, MI  
**NHTSA Summary:**  
AT THE TIME OF THE ACCIDENT, I WAS DRIVING 70MPH ON A MAJOR HIGHWAY ATTEMPTING TO SWITCH LANES WHEN THE CAR LOST COMPLETE CONTROL. THE CAR SWERVED SEVERELY LEFT AND THERE WAS NO FUNCTIONING OF THE BRAKES OR STEERING. I WAS THEN HIT DRIVER SIDE BY A SEMI-TRACTOR TRAILOR WHO KNOCKED ME INTO A CONCRETE WALL. THE CAR WAS DEMOLISHED. THE MECHANICAL EXPERT REPORT SHOWED THAT THE THROTTLE WAS OPEN AND IT APPEARED THAT THE CRUISE CONTROL HAD CAUSED THE CAR TO ACCELERATE ALTHOUGH THE CRUISE CONTROL WAS NOT TURNED ON AT THE TIME. MY CONCERNS RELATE TO THE INABILITY TO STEER THE CAR OR INITIATE THE BRAKES IF IT WAS IN FACT A TIRE BLOW-OUT AND ALSO I AM CONCERNED AT TO WHY THE THROTTLE WAS OPEN WHEN THE CRUISE CONTROL WAS NOT ON. IMMEDIATELY PRIOR TO THE ACCIDENT, I FELT AS THOUGH THE CAR WAS ACCELERATING INDEPENDENTLY OF MY UTILIZING THE GAS PEDAL. IN CONCLUSION, I AM NOT CERTAIN AS TO WHAT CAUSED THE CAR TO GO OUT OF CONTROL, HOWEVER, IF IT WAS A TIRE BLOW-OUT, I THINK THAT IT WAS UNBELIEVABLY UNSAFE TO NOT BE (DOT NUMBER: )  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 887801  
**Date of Incident:** 19990801  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** BETHESDA, MD  
**NHTSA Summary:**  
CONSUMER WAS BRAKING AT A STOP SIGN ENGINE STARTED RIPPING, AND VEHICLE STARTED MOVING THROUGH INTERSECTION. THIS HAS HAPPENED 3 TIMES SINCE THEN. LAST TIME WAS ON APRIL 27, 2001. TOYOTA DEALER BELIEVED CONSUMER'S FOOT WAS ON GAS PEDAL INSTEAD OF BRAKE. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320277  
**Date of Incident:** 19990813  
**Vehicle:** 1996 LEXUS ES300  
**Location of Incident:** DESOTO, TX  
**NHTSA Summary:**  
TL- THE CONTACT OWNS A 1996 LEXUS ES300. THE CONTACT WAS DRIVING APPROXIMATELY 15 MPH, THE CONTACT STATED THAT THE MOTOR STARTING MAKING A LOUD NOISE AND THE VEHICLE ACCELERATED. THE CONTACT STATED THAT THE VEHICLE ENDED UP CRASHING INTO THE SIDE OF A BUILDING EVEN AFTER THE DRIVER CUT THE IGNITION OFF. THE VEHICLE WAS TOWED TO THE DEALER FOR DIAGNOSTIC AND TESTING. THE CONTACT CAN NOT REMEMBER WHAT THE DEALER STATED TO HER. THE CONTACT STATED THAT THE INSURANCE COMPANY TOLD HER THAT IT WAS A ACCELERATION ISSUE WITH THE VEHICLE. THE CONTACT CAN NOT REMEMBER THE APPROXIMATE FAILURE MILEAGE. THE CURRENT MILEAGE WAS 100,000. RG  
**Additional Summary:**

**Toyota ID Number:** C-90  
**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 848974  
**Date of Incident:** 19990906  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** KEISTERVILLE, PA  
**NHTSA Summary:**  
WHILE DRIVING AT 25 MPH TOOK FOOT OFF OF THE BRAKE PEDAL AND VEHICLE ACCELERATED CONSUMER APPLIED THE BRAKES AGAIN, AND VEHICLE KEPT ACCELERATING. ENGINE CHECK LIGHT CAME ON AND WON'T GO OFF. ALSO, DRIVERS' SIDE SHOULDER BELT WASN'T WORKING. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 850259  
**Date of Incident:** 19990907  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** CARMEL, CA  
**NHTSA Summary:**  
VEHICLE SUDDENLY ACCELERATED, RESULTING IN A MINOR COLLISION. DRIVER SUSTAINED MINOR INJURIES, AND VEHICLE WAS TOTALED. MANUFACTURER HAS BEEN NOTIFIED. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 711346  
**Date of Incident:** 19990911  
**Vehicle:** 1998 TOYOTA COROLLA  
**Location of Incident:** ALEXANDRIA, VA  
**NHTSA Summary:**  
DESCRIPTION OF ACCIDENT: 1) STARTED THE AUTOMOBILE; SHIFTED THE GEAR INTO REVERSE WHILE HOLDING THE BRAKES AND GENTLY RELEASING IT. 2) HE HIT TAP A LIGHT POST, ON THE LEFT BLIND SPOT, WHILE BACKING UP. SPEED LESS THAN 5 MPH. RESULT WAS A PAINT SCRAPE ON THE LEFT SIDE OF THE BUMPER. 3) HE QUICKLY SHIFTED TO DRIVE TO MOVE A BIT FORWARD WHILE HOLDING THE BRAKE AND RELEASING GENTLY. 4) THE CAR QUICKLY ACCELERATED AND "PLOWED" THROUGH A BRICK BARRIER ABOUT 12" THICK. 5) AFTER TRYING TO CONTROL THE AUTOMOBILE, HE MADE A LEFT TURN CIRCLE AND COLLIDED INTO THE BUILDING THAT CONTAINED THE BRICK BARRIER WALL. 6) DURING THE IMPACT OF THE BARRIER WALL, HE NOTICED THAT THE AIRBAG DID NOT FULLY DEPLOYED. ONLY AFTER THE IMPACT WITH THE BUILDING DID THE AIRBAG INFLATE FULLY, BUT SLOWLY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 849131  
**Date of Incident:** 19990924  
**Vehicle:** 1999 TOYOTA COROLLA  
**Location of Incident:** HYANNIS, MA  
**NHTSA Summary:**  
WHILE DRIVING 10 MPH AND MAKING A TURN, THE VEHICLE SUDDENLY ACCELERATED UP 25-30 MPH AND HIT A TREE. UPON FRONTAL IMPACT, DRIVER'S AND PASSENGER'S AIRBAGS DID NOT DEPLOY WHICH DID NOT PROTECT THE OCCUPANT. PREVIOUSLY HAD ELECTRICAL PROBLEMS WHICH CAUSED THE DOOR LOCKS/ WINDOWS AND THE RADIO TO BECOME INOPERATIVE. PLEASE PROVIDE FURTHER INFORMATION AND VIN#. \*AK  
**Additional Summary:**

**Toyota ID Number:** C-91  
**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10076020  
**Date of Incident:** 19991006  
**Vehicle:** 2000 TOYOTA AVALON  
**Location of Incident:** OCEANSIDE, CA  
**NHTSA Summary:**  
PROBLEMS WITH CONSUMER GETTING LOCKED IN VEHICLE AS WELL AS BRAKE PROBLEMS. \*MR THE PROBLEM HAD BEEN PRESENT SINCE THE VEHICLE WAS PURCHASED. THE STEERING WHEEL WOULD NOT TURN, NEITHER WOULD THE KEY TURN THE IGNITION. THE BRAKE PROBLEM REMAINED UNRESOLVED. ON ANOTHER OCCASION THE CONSUMER TRIED TO SLOW DOWN TO MAKE A TURN AND THE VEHICLE ACCELERATED UNCONTROLLABLY. THE ONLY WAY THE VEHICLE WOULD STOP, WAS TO TURN THE KEY AND THE SHUT THE MOTOR OFF. THE VEHICLE LOST POWER WHEN BACKING OUT OF A PARKING SPACE, THE IGNITION PROBLEM WAS INTERMITTENT AND THE BRAKE PROBLEM WAS INTERMITTENT. \*SC \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 559778  
**Date of Incident:** 19991008  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA  
**NHTSA Summary:**  
THE VEHICLE EXPERIENCED SUDDEN ACCELERATION AS THE CONSUMER SHIFTED THE VEHICLE FROM REVERSE TO DRIVE, THE CONSUMER PULLED THE EMERGENCY BRAKE BUT THE VEHICLE CONTINUED TO ACCELERATE AND THE ENGINE BEGAN TO SMOKE AS SHE APPLIED THE BRAKE AND TURNED OFF THE ENGINE, THE VEHICLE HIT A FIRE HYDRANT AND CAME TO A STOP, THE CONSUMER CONTACTED THE DEALER ABOUT RECALL 01V-012 BUT WAS TOLD THAT HER VEHICLE WAS NOT INCLUDED, CONSUMER BELIEVES A WIDER RECALL MAY BE NECESSARY. NLM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8003846  
**Date of Incident:** 19991018  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** ANN ARBOR, MI  
**NHTSA Summary:**  
BOTH BRAKE PEDAL AND ACCELERATOR PEDAL ARE DESIGNED TOO CLOSE TOGETHER. FEEL FREE TO PROVIDE ANY FURTHER INFORMATION. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 716815  
**Date of Incident:** 19991201  
**Vehicle:** 1999 LEXUS RX300  
**Location of Incident:** AUSTIN, TX  
**NHTSA Summary:**

**Toyota ID Number:** C-92  
**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CAR ACCELERATED SUDDENLY FROM REVERSE TO DRIVE POSITION. CAR WAS STOPPED ONLY BY FORCING LEVER INTO PARK POSITION. \*AK  
Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 717089  
**Date of Incident:** 19991220  
**Vehicle:** 2000 TOYOTA SIENNA  
**Location of Incident:** CYPRESS, TX

**NHTSA Summary:**  
LOCATION-PARKING LOT, RAINING, TIRES LOST TRACTION AND ACCELERATOR STUCK ON FULL. BRAKES WOULD NOT FUNCTION. THE VEHICLE PROPELLED FORWARD GLANCING OFF THE BACK OF A FULL SIZED PICKUP AND DEFLECTED INTO A SUBURBAN WHERE IT FINALLY STOPPED. NO ONE WAS HURT BUT THIS SITUATION COULD HAVE BEEN VERY SERIOUS IF ANYONE HAD BEEN NEAR BECAUSE I HAD VERY LITTLE CONTROL(STEERING ONLY). \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317239  
**Date of Incident:** 19991220  
**Vehicle:** 1998 TOYOTA COROLLA  
**Location of Incident:** ST. LOUIS, MO

**NHTSA Summary:**  
PERIODIC UNCONTROLLED BURSTS OF ACCELERATION ON A 1998 TOYOTA COROLLA. SINCE IVE HAD THIS CAR (1999 TO NOW).  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 855949  
**Date of Incident:** 19991223  
**Vehicle:** 1999 TOYOTA TACOMA  
**Location of Incident:** MANTECA, CA

**NHTSA Summary:**  
WHEN HEATING MOTOR COMES ON CAR ACCELERATES. DEALER CANNOT FIND SOURCE OF PROBLEM. \*AK \*ML  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311163  
**Date of Incident:** 20000101  
**Vehicle:** 2000 TOYOTA TACOMA  
**Location of Incident:** BISHOP, CA

**NHTSA Summary:**  
VEHICLE ACCELERATES WITHOUT TOUCHING THE GAS PEDAL. AUTOMATIC TRANSMISSION CONTINUES TO PUSH VEHICLE FORWARD ONCE FOOT IS REMOVED FROM GAS PEDAL DURING BRAKING ,CAUSING LONG BRAKING DISTANCE AND EXCESSIVE FRONT END DIVE. \*TR  
**Additional Summary:**

C-93

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 878473  
**Date of Incident:** 20000117  
**Vehicle:** 1998 TOYOTA RAV4  
**Location of Incident:** BETHESDA, MD

**NHTSA Summary:**  
SUDDEN ACCELERATION WHILE PARKING FORCED VEHICLE INTO A REAR END ACCIDENT. DEALER/MANUFACTURER WERE NOT NOTIFIED AT THIS TIME. FEEL FREE TO PROVIDE ANY FURTHER DETAILS. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 718424  
**Date of Incident:** 20000128  
**Vehicle:** 1998 LEXUS GS300  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
SINCE I PURCHASED THE CAR IN MARCH 1998, I HAVE HAD SEVERAL SERIOUS SAFETY PROBLEMS. ONE PROBLEM THAT OCCURS PERIODICALLY IS THAT THE CAR WILL ACCELERATE FROM 2MPH TO 8/10MPH WITH THE SLIGHTEST TOUCH ON THE ACCELERATOR (UNINTENDED ACCELERATION). THE SECOND PROBLEM INVOLVES ABSOLUTELY NO ACCELERATION FROM A STOPPED CONDITION FOR UP TO THREE SECONDS. THE CAR STANDS STILL AND DOES NOT MOVE AT ALL. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321822  
**Date of Incident:** 20000205  
**Vehicle:** 1995 TOYOTA COROLLA  
**Location of Incident:** YUCAIPA, CA

**NHTSA Summary:**  
TL - CONTACT PARENTS OWNED A 1995 TOYOTA COROLLA. OWNER WAS BACKING OUT OF DRIVEWAY ON A CLEAR DAY GOING ABOUT 2 MPH. THE VEHICLE ACCELERATED AND SPUN AROUND IN THE STREET AND THEN "JUMPED" UP IN THE LAWN. PASSENGER WAS EJECTED FROM VEHICLE AND FATALITY INJURED. POLICE WERE CALLED AND FILED A POLICE REPORT. FIRE DEPARTMENT ALSO RESPONDED AND FILED A REPORT. CONTACT ALSO HAS MEDICAL REPORTS. FAILURE MILEAGE WAS APPROXIMATELY 50,000. CURRENT MILEAGE IS UNKNOWN. VIN UNKNOWN. RD  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 859713  
**Date of Incident:** 20000206  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** ORLANDO, FL

**NHTSA Summary:**  
WHEN DRIVING AT A LOW RATE OF SPEED AND PULLING INTO A PARKING SPACE WITH FOOT DEPRESSED ON THE BRAKE PEDAL VEHICLE CONTINUED TO MOVE, CAUSING UNWANTED ACCELERATION AND EXTENDED STOPPING DISTANCE. CONSUMER HAS CONTACTED THE DEALER. DEALER SAID THAT A BRAKE LIGHT WAS ON AND THAT THE

C-94

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

COMPUTER CODES SAID BRAKE DEPRESSED AND FRONT WHEELS SPINNING, BUT WOULDN'T WRITE IT ON THE REPAIR TICKET FOR LEGAL REASONS. \*AK \*ML  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 718792  
**Date of Incident:** 20000213  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**  
DURING A VERY HEAVY RAIN, I WAS DRIVING THE VEHICLE UP A MODERATELY STEEP HILL AT 40MPH. WITH A CONSTANT PRESSURE TO THE ACCELERATOR, THE VEHICLE SUDDENLY BEGAN LOSING POWER AND SLIGHTLY DECELERATED. I INCREASED THE FOOT PRESSURE ON THE ACCELERATOR. THE ENGINE THEN 'WOUND UP' AND A HIGH PITCHED, CONSTANT WHINE CAME FROM IT. AT THE CREST OF THE HILL, THE RPM'S DROPPED, THE WHINE CEASED, AND THE VEHICLE RESUMED ITS NORMAL ACCELERATION. IMMEDIATELY AFTER THAT, I HEARD A RATTLING NOISE FROM THE UNDERCARRIAGE AROUND THE FRONT DRIVER SEAT AREA. IT SOUNDED LIKE METAL BANGING ON METAL. IT STOPPED AFTER A FEW SECONDS. EARLIER IN THE EVENING, MY WIFE HAD DRIVEN THE VEHICLE IN THE SAME HEAVY RAIN AND NOTED THE SAME PROBLEMS WHILE DRIVING ON THE INTERSTATE AT APPROXIMATELY 50 MPH ON A LEVEL ROADWAY. THE VEHICLE WAS CHECKED BY THE DEALER ON 2/14, BUT THEY WERE UNABLE TO DUPLICATE THE ENGINE PROBLEM, NOR SAW ANY LOOSE COMPONENTS ON THE UNDERCARRIAGE. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 882681  
**Date of Incident:** 20000301  
**Vehicle:** 1998 TOYOTA RAV4  
**Location of Incident:** INDIANAPOLIS, IN

**NHTSA Summary:**  
ACCELERATION PEDAL STICKS, MOSTLY ON TAKE OFF. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 742551  
**Date of Incident:** 20000312  
**Vehicle:** 1999 LEXUS GS300  
**Location of Incident:** PITTSBURGH, PA

**NHTSA Summary:**  
FOR THE SIXTH TIME, VEHICLE ACCELERATES OR SURGES. THIS TIME AT 2 MPH, BUT IT HAS ALSO HAPPENED AT 45 MPH. IT ONLY LASTS A SECOND OR TWO. HAS HAPPENED 6 TIMES IN 15 MONTHS OF OWNERSHIP. OF COURSE FOR THIS REASON, DEALER IS NEVER ABLE TO DIAGNOSE. I HAVE OBSERVED 9 OTHERS SIMILAR CITATIONS AT THIS WEBSITE ON THE 1998-1999 LEXUS GS300. THERE ARE A TOTAL OF ONLY TWO FOR THE SAME YEARS OF THE LEXUS ES300, MERCEDES 320 AND BMW 5-SERIES COMBINED. PLEASE DO SOMETHING BEFORE SOMEONE IS KILLED!\*AK  
**Additional Summary:**

**Toyota ID Number:**

C-95

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 858600  
**Date of Incident:** 20000313  
**Vehicle:** 1998 LEXUS LS400  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
SUDDEN ACCELERATION WHEN APPLYING BRAKES TO BRING VEHICLE TO A STOP, CAUSING VEHICLE TO REAR END ANOTHER VEHICLE IN FRONT OF CONSUMER. DRIVER RECEIVED A SPRAINED WAIST. DEALER NOTIFIED. \*AK \*ML  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 720900  
**Date of Incident:** 20000315  
**Vehicle:** 1998 TOYOTA COROLLA  
**Location of Incident:** TYLER, TX

**NHTSA Summary:**  
JUST MINUTES AFTER DRIVING IN HEAVY DALLAS TRAFFIC, STOPPED AT A GROCERY STORE AND WAS PULLING INTO AN ANGLED PARKING SPACE WITH MY FOOT ON THE BRAKE AND ALMOST STOPPED, WHEN CAR SURGED FORWARD (REPEAT-WITH MY FOOT ON BRAKE). THE BRAKE PEDAL WENT COMPLETELY TO THE FLOOR AND WOULD NOT STOP VEHICLE. I HIT THE VEHICLE PARKED IN FRONT OF ME; VERY LITTLE DAMAGE AS MY CAR WAS ALMOST STOPPED WHEN IT SURGED FORWARD AND BRAKE FAILED. THIS WAS THE SECOND TIME THIS HAD HAPPENED. THE FIRST TIME WAS ONLY A COUPLE OF MONTHS AFTER I BOUGHT THE CAR NEW. THE SAME THING HAPPENED AS I WAS PULLING INTO MY CAR PORT. THE BRAKE WENT TO THE FLOOR AND CAR SURGED FORWARD. THAT TIME I COULDN'T BELIEVE WHAT HAD HAPPENED AND JUST THOUGHT MY FOOT MUST HAVE SLIPPED. THIS TIME, I HAD TWO OTHER PEOPLE IN THE CAR AND WE ALL WITNESSED THE SURGE AND THE BRAKE PEDAL ON THE FLOOR OF THE CAR (USELESS). AS SOON AS THE VEHICLE HAS STOPPED (BY HITTING SOMETHING EACH TIME), THE BRAKE GOES BACK TO ITS USUAL POSITION. I TOOK THE CAR TO CLASSIC TOYOTA HERE IN TYLER THE NEXT DAY WHEN I DROVE BACK HERE. THEY SAID THEY INSPECTED IT AND COULD FIND NOTHING WRONG. I WAS VERY UPSET AND IT WAS ANNOTATED ON THE JOB TICKET. I CONTACTED MY INSURANCE COMPANY AND TOLD THEM WHAT HAD HAPPENED AND LEFT MY NAME AND PHONE NUMBER WITH THE DRIVER OF THE CAR I HIT IN THE GROCERY STORE LOT. IF THIS HAD HAPPENED JUST MINUTES BEFORE AS I STOPPED FOR THE NUMEROUS RED LIGHTS IN DALLAS, MY CAR WOULD HAVE BEEN PROPELLED OUT INTO THE INTERSECTION AND WOULD HAVE BEEN HIT. AS FAR AS I AM CONCERNED, THIS IS A VERY DANGEROUS PROBLEM, AND THE CAR IS A POTENTIAL DEATH TRAP FOR ME AND MY PASSENGERS OR THE VEHICLE I MIGHT HIT BECAUSE OF THE BRAKE FAILURE AND SURGE PROBLEM. THERE WAS A TWO-YEAR LAPSE BETWEEN THE TWO INCIDENTS, WHICH IS WHY THE DEALER COULDN'T TEST DRIVE THE VEHICLE AND FIND THE PROBLEM. THEY SUGGESTED MY FOOT HAD SLIPPED OFF THE BRAKE AND HIT THE ACCELERATOR. THIS ABSOLUTELY WAS NOT WHAT HAPPENED. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 887476  
**Date of Incident:** 20000515  
**Vehicle:** 2000 LEXUS GS300  
**Location of Incident:** BAYONNE, NJ

**NHTSA Summary:**

C-96

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE ACCELERATED AT SLOW SPEEDS OF 25 MPH , AND ENGINE REVVED. THIS HAS HAPPENED 4 TIMES. TOOK VEHICLE TO DEALER WHO COULD NOT REMEDY SITUATION. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 723323  
**Date of Incident:** 20000516  
**Vehicle:** 1998 TOYOTA SIENNA  
**Location of Incident:** DOWNINGTOWN, PA

**NHTSA Summary:**  
VEHICLE EXHIBITED SUDDEN UNINTENDED ACCELERATION ON TWO PREVIOUS OCCASIONS. ON THIS THRID TIME IT CAUSED MY WIFE TO REAR END A JEEP CHEROKEE. THE FRONT OF THE VEHICLE, ABOVE THE BUMPER, WAS PUSHED ALL THE WAY TO THE ENGINE. THE AIRBAGS DID NOT DEPLOY. TOYOTA HAS BEEN CONTACTED PREVIOUSLY ON THE ACCELERATION PROBLEM, THEY SAY IT ISN'T THEIR PROBLEM, BUT WON'T GUARANTEE THAT IT WON'T HAPPEN AGAIN. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 724481  
**Date of Incident:** 20000520  
**Vehicle:** 1999 LEXUS GS400  
**Location of Incident:** HOLLISTON, MA

**NHTSA Summary:**  
ON AT LEAST SIX OCCASIONS AS MY HUSBAND AND SON APPLIED THE BRAKE TO STOP THE CAR JERKED FORWARD. THIS WAS CAUSED BY THEIR FOOT OVERHANGING THE BRAKE AND WHEN DEPRESS THIS OVERHANG HITS THE ACCELERATOR. THE LAST TIME IN MAY WAS THE MOST SIGNIFICANT ONE. IN THE PROCESS OF PARKING THE CAR IN A RESTAURANT THE CAR JUMPED FORWARD AND WAS STOPPED BY A CEMENT PARKING BARRIER. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10008137  
**Date of Incident:** 20000605  
**Vehicle:** 1998 TOYOTA TACOMA  
**Location of Incident:** NITRO, WV

**NHTSA Summary:**  
THE ACCELERATOR BECAME STUCK. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305050  
**Date of Incident:** 20000619  
**Vehicle:** 2000 TOYOTA SIENNA  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**  
IN SUMMER OF 2000, I HAD AN ACCIDENT IN A 99 TOYOTA SIENNA AND MY ACCELERATOR STUCK CAUSING ME TO HAVE TO PUT THE CAR IN REVERSE TO STOP FORWARD MOTION AFTER IMPACT. I REPORTED THE STUCK ACCELERATOR TO DEALER.

C-97

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND STATE FARM.MY CAR WAS TOTALED. THE ACCIDENT OCCURRED AT AN INTERSECTION AND ANOTHER DRIVER HIT ME FROM THE RIGHT - HE RAN A RED LIGHT AND WAS CITED AS AT FAULT, BUT AFTER THE IMPACT, MY CAR CONTINUED TO GO FORWARD AND ALTHOUGH I HAD MY FOOT ON MY BRAKE ALL THE WAY TO THE FLOOR THE CAR WOULD NOT STOP. I HAD MY TWO YOUNG CHILDREN IN THE CAR WHO WERE SCREAMING IN FEAR AND PAIN, AND THERE WERE TWO ROWS OF CARS IN EVERY DIRECTION STOPPED AT THE INTERSECTION. I LOOKED AT A CONCRETE PILLAR IN A PARKING LOT AND THOUGHT ABOUT RUNNING MY CAR INTO IT TO STOP. INSTEAD, I REACHED FOR THE GEARS AND TRIED TO SHIFT TO PARK. IT WENT INTO REVERSE, AND BY SOME TRUE MIRACLE, I WAS ABLE TO MISS ALL THE SITTING TRAFFIC AND STER INTO A CHAIN LINK FENCE. BY YET ANOTHER MIRACLE, THERE WAS ONLY ONE SPOT ON THE FENCE THAT WAS NOT TREE LINED. I BACKED BETWEEN TWO TREES INTO THE FENCE AND THAT STOPPED MY CAR, WHICH I LEFT RUNNING AS I GOT MY TWO CHILDREN OUT. A BYSTANDER WAS ABLE TO REACH IN AND REMOVE THE KEYS AND STOP THE CAR. THE FENCE BELONGED TO A CATHOLIC CHURCH WHICH LATER SENT A BILL TO MY INSURANCE COMPANY FOR THE DAMAGE. THIS OCCURRED IN MEMPHIS, TN, AND I HAVE ALWAYS BEEN SURE THAT THE ACCELERATOR WAS STUCK IN THAT INCIDENT. I WAS TOLD TO REPORT IT TO THE NHTSA, BUT FRANKLY, THOUGHT THAT SOUNDED LIKE REDTAPE. I DON'T THINK THE TOYOTA PROBLEM IS MECHANICAL OR RECENT, BUT A MASSIVE, LONG-STANDING COMPUTER-BASED ISSUE COVER-UP AND TOYOTA DRIVERS SHOULD BE COMPENSATED BY COMPANY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302578  
**Date of Incident:** 20000701  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** CHAPEL HILL, NC

**NHTSA Summary:**  
WE BOUGHT OUR CAMRY 2000 10 YRS AGO WHEN IT WAS BRAND NEW. AFTER 2-3 YEARS, WE STARTED TO EXPERIENCE THE GAS PEDAL STICKING ONCE EVERY FEW MONTHS, SOMETHING LIKE SUDDENLY LOST THE POWER WHEN DRIVING ON THE HIGH WAY. SINCE LAST YEAR, THE GAS PEDAL STARTED TO GET MUCH WORSE AND STICKS ALMOST EVERY TIME WE STOP/RESTART THE CAR BEFORE TRAFFIC LIGHT AND DURING HEAVY TRAFFIC. NOW MY WIFE AND I ARE VERY AFRAID TO DRIVE THIS CAR AND BELIEVE IT WILL CAUSE HUGE PROBLEM SOONER OR LATER. I JUST READ THE NEWS ABOUT TOYOTA'S RECALL FOR THE SAME ISSUE, AND NOW I BELIEVE IT IS DUE TO THE VEHICLE DESIGN WHICH HAS CAUSED THIS SAFETY ISSUE. I JUST CALLED THE LOCAL DEALER AND THEY TOLD ME ONLY CAMRY 2007 TO 2010 MODELS WERE COVERED. BUT I BELIEVE OUR CAR HAS EXACT SAME PROBLEM AS THE LATER MODEL, AND I WOULD REQUEST YOUR ADMINISTRATION TO ADVISE TOYOTA TO ISSUE THE RECALL CERTIFICATE FOR PREVIOUS MODELS ALSO BEFORE ANY UNFORTUNATE ACCIDENT HAPPENS DUE TO ITS FAULTY DESIGN. \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 725147  
**Date of Incident:** 20000708  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** CLARKSVILLE, TN

**NHTSA Summary:**  
PUSHED THE ACCELERATOR, NO RESPONSE FROM THE ENGINE. ENGINE WOULD SPONTANEOUSLY REV- WITHOUT ACCELERATOR BEING TOUCHED. AFTER A 2 HOUR

C-98

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

REST PERIOD THE CAR WAS AGAIN DRIVEN THE SAME PROBLEM OCCURRED. THE RPM WOULD REV WITHOUT THE ACCELERATOR BEING PUSHED, AFTER ABOUT 50 FEET THE ENGINE CHECK LIGHT CAME ON. THE GAS PEDAL WOULD SOMETIMES ENGAGE THE ENGINE SO WE WERE ABLE TO TRAVEL A SHORT DISTANCE. IT WAS UNPREDICTABLE AS TO WHEN THE ACCELERATOR WOULD WORK. IT WOULD SOMETIMES KICK IN WHILE THE RPM'S WERE REVING AND THE CAR WOULD JERK FORWARD. I FELT IT WAS UNSAFE TO DRIVE. AS WE WERE SHUTTING THE CAR OFF TO LOAD IT ON THE TOW TRUCK WHEN THE CAR WAS SHUT OFF, AND THE KEYS WERE STILL IN THE IGNITION, THE AUTOMATIC DOOR LOCKS REPEATEDLY WENT OFF- IN A RAPID MOTION ABOUT 20 TIMES UNTIL THE KEYS WERE REMOVED. THE CAR HAS BEEN TOWED TO A LOCAL DEALER. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320683  
**Date of Incident:** 20000810  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** VIRGINIA BEACH, VA

**NHTSA Summary:**  
2004 TOYOTA SIENNA LURCHES UPON ACCELERATION AFTER BRAKING. AFTER BRAKING FOR A TURN OR ANY OTHER REASON THE CAR WILL NOT RESPOND TO ACCELERATION AND THEN LURCH OR ACCELERATE QUICKLY. I WAS TOLD BY TOYOTA THAT THIS WAS A ELETRONIC FUNCTION OF THE CAR AND IT IS NORMAL. THIS IS NOT NORMAL AND WILL LEAD TO TRANSMISSION REPAIRS OR AN ACCEDENT. THIS OCCURS ALL THE TIME AND HAS NOT BEEN REPAIRED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 872727  
**Date of Incident:** 20000811  
**Vehicle:** 2000 LEXUS GS400  
**Location of Incident:** CUPERTINO, CA

**NHTSA Summary:**  
WAS DRIVING VEHICLE & STARTED TO PRESS DOWN ON BRAKES AND VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. TOOK VEHICLE TO DEALERSHIP & MECHANIC COULD NOT LOCATE CAUSE OF ACCELERATION. 2ND TIME PROBLEM, NOT DUPLICATED AFTER IT HAPPENED PRIOR TO TAKING TO DEALERSHIP. HAD HAPPENED 6 DIFFERENT TIMES SINCE THEN & PROBLEM WAS GETTING WORSE. MECHANIC DID NOT KNOW CAUSE OF ACCELERATION. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315653  
**Date of Incident:** 20000811  
**Vehicle:** 1995 TOYOTA CAMRY  
**Location of Incident:** LAYFETTE, LA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 1995 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING OUT OF A CAR WASH THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING AND CAUSED THE CONTACT TO CRASH INTO A HOUSE. NO ONE WAS INJURED DURING THE CRASH. THE FAILURE WAS NOT DIAGNOSED BY THE DEALER. THE CURRENT AND FAILURE MILEAGES WERE 52000.

**Additional Summary:**

C-99

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 871412  
**Date of Incident:** 20000900  
**Vehicle:** 1998 TOYOTA COROLLA  
**Location of Incident:** AUSTIN, TX

**NHTSA Summary:**  
WHEN GOING UP ON AN INCLINE, WITH THE SPEED CONTROL ACTIVATED, VEHICLE DOWN SHIFTS AND ACCELERATED SUDDENLY. DEALER HAS INSPECTED VEHICLE.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 875553  
**Date of Incident:** 20000908  
**Vehicle:** 2000 LEXUS RX300  
**Location of Incident:** PRAMOUNT, CA

**NHTSA Summary:**  
WHEN CHANGING LANES STEERING WHEEL WENT INTO OPPOSITE DIRECTION, RESULTING IN A COLLISION. DEALER HAS INSPECTED VEHICLE, AND HAS NOT BEEN ABLE TO DUPLICATE OR CORRECT PROBLEM. MANUFACTURER HAS BEEN NOTIFIED. THROTTLE WAS STICKING. SPEAKER FAILED. CONSUMER HEARD A RATTLING NOISE IN RIGHT FRONT DASH AREA, DEALER REPLACED THE GLOVE COMPARTMENT. \*AK \*SLC

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 558197  
**Date of Incident:** 20000925  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** BOSSIER CI, LA

**NHTSA Summary:**  
THREE WEEKS AFTER PUCHASING THE VEHICLE, CONSUMER COMPLAINED THAT THE ENGINE WAS RUNNING ROUGH AND IRREGULARLY, AT THAT TIME THE DEALER WAS UNABLE TO INSPECT THE VEHICLE, SOON AFTER THE CONSUMER WAS INVOLVED IN AN ACCIDENT IN WHICH SHE WAS UNABLE TO STOP THE VEHICLE. A WEEK AFTER THE ACCIDENT CONSUMER RECEIVED NOTIFICATION WHICH ADVISED OF A DEFECTIVE CRUISE CONTROL THROTTLE LINKAGE CLIP. CONSUMER BELIEVES THE DEFECT CAUSED THE ACCIDENT (ATTORNEY FOR CLIENT). NLM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8015367  
**Date of Incident:** 20000930  
**Vehicle:** 2001 LEXUS IS300  
**Location of Incident:** HUNTINGTON STATION, NY

**NHTSA Summary:**  
WHILE DRIVING VEHICLE WOULD HESITATE WHEN ACCELERATING. VEHICLE BEEN TO DEALER ON THREE OCCASIONS, AND PROBLEM REOCCURRED. FEEL FREE TO PROVIDE ANY FURTHER INFORMATION.\*AK

**Additional Summary:**

C-100

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 872552  
**Date of Incident:** 20001005  
**Vehicle:** 1998 TOYOTA COROLLA  
**Location of Incident:** RIVERSIDE, CA  
**NHTSA Summary:**  
WHILE INCLINING AT 40-50 MPH AND APPLYING ACCELERATOR PEDAL TO CHANGE LANES, SUDDENLY VEHICLE COMMENCE TO ACCELERATE AND RUN AWAY. WAS ABLE TO SHIFT GEAR IN NEUTRAL, AND PULL OFF TO THE SIDE OF ROAD. DEALER, MANUFACTURER WERE NOT NOTIFIED AT THIS TIME. PLEASE FEEL FREE TO PROVIDE ANY FURTHER DETAILS. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 558802  
**Date of Incident:** 20001005  
**Vehicle:** 1998 LEXUS LS400  
**Location of Incident:** SILVER SPRING, MD  
**NHTSA Summary:**  
VEHICLE EXPERIENCED SUDDEN ACCELERATION, CAUSING AN ACCIDENT WHERE NO ONE WAS INJURED, THE VEHICLE WAS TOWED TO DEALER WHO COULD FIND NO PROBLEM EVEN THOUGH THIS HAPPENED TWICE IN ONE DAY. \*SLC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 874012  
**Date of Incident:** 20001025  
**Vehicle:** 2000 TOYOTA ECHO  
**Location of Incident:** LONG ISLAND, NY  
**NHTSA Summary:**  
WHILE APPLYING BRAKES VEHICLE ACCELERATED SUDDENLY AND UNEXPECTEDLY. DRIVER PUT VEHICLE INTO PARK TO STOP IT. DEALER WAS INSPECTING VEHICLE.\*AK  
**Additional Summary:**

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303559  
**Date of Incident:** 20001122  
**Vehicle:** 2001 TOYOTA AVALON

C-101

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** SPRINGFIELD, VA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2001 TOYOTA AVALON. SHE NOTICED THAT THE ENGINE BEGAN SURGING WHENEVER THE BRAKES WERE ENGAGED ON 15 OCCASIONS SINCE NOVEMBER 2000 INTERMITTENTLY. SHE WOULD DEPRESS THE BRAKE PEDAL AND THE RPM'S WOULD RAPIDLY INCREASE; HOWEVER, SHE WOULD SHIFT THE VEHICLE INTO PARK AND TURN IT OFF. SHE TOOK THE VEHICLE TO THE DEALER MORE THAN TEN TIMES BUT THE DEALER COULD NOT DUPLICATE THE FAILURE. SHE PROVIDED DETAILED INFORMATION TO A TOYOTA REPRESENTATIVE. THE DEALER STATED THAT THEY COULD NOT REPAIR THE VEHICLE SINCE THEY COULD NOT DUPLICATE THE FAILURE. THE CURRENT MILEAGE WAS APPROXIMATELY 41,390. THE FAILURE MILEAGE WAS 441.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 740826  
**Date of Incident:** 20001128  
**Vehicle:** 1998 TOYOTA 4RUNNER  
**Location of Incident:** ST ELMO, AL  
**NHTSA Summary:**  
GAS PEDAL STICKING T-BODY STICKING EVERY 3000-4000 MILES. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 877195  
**Date of Incident:** 20001130  
**Vehicle:** 2000 LEXUS RX300  
**Location of Incident:** LAKE CHARLES, LA  
**NHTSA Summary:**  
VEHICLE EXPERIENCED SUDDEN ACCELERATION IN REVERSE AND HIT A POLE. GEAR SHIFT WAS STUCK IN REVERSE AND COULD NOT SHIFT INTO DRIVE, THE ENGINE TORQUED UP AND ACCELERATED FORWARD, CAUSING VEHICLE TO CRASH INTO A BRICK WALL, CONSUMER SUSTAINED WHIPLASH DUE TO THE ACCIDENT. \*SLC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 737644  
**Date of Incident:** 20001208  
**Vehicle:** 2000 TOYOTA TUNDRA  
**Location of Incident:** PINELLAS PARK, FL  
**NHTSA Summary:**  
ACCELERATOR WENT DOWN TO THE FLOOR AS IF THE CRUISE CONTROL TOOK OVER, AIRBAGS DID NOT DEPLOY ON IMPACT.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 876387  
**Date of Incident:** 20001212  
**Vehicle:** 2001 TOYOTA COROLLA  
**Location of Incident:** PROSPECT HEIGHTS, IL  
**NHTSA Summary:**

C-102

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 877517  
**Date of Incident:** 20001231  
**Vehicle:** 1999 TOYOTA TACOMA  
**Location of Incident:** COMPTON, CA  
**NHTSA Summary:**  
WHEN VEHICLE WAS PUT INTO DRIVE IT ACCELERATED SUDDENLY AND UNEXPECTEDLY. DRIVER PUT VEHICLE INTO REVERSE, EVENTUALLY RESULTING IN A COLLISION. MANUFACTURER HAS BEEN NOTIFIED. AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20010000  
**Date of Incident:** 1993 TOYOTA 4RUNNER  
**Vehicle:** 1993 TOYOTA 4RUNNER  
**Location of Incident:** ARVADA, CO  
**NHTSA Summary:**  
Had an SUA incident while driving down a highway in Colorado. Repair shop blamed the all-weather mat, she was not convinced this was the problem. "My SUV would accelerate immediately after putting the cruise control on, then a few seconds later, settle in to the speed I set."  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 879419  
**Date of Incident:** 20010100  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** TALLMAN, NY  
**NHTSA Summary:**  
RECALL 01V012000: ACCELERATOR CABLE HOUSING COULD BE DEFORMED AT CRUISE CONTROL ACTUATOR TO THROTTLE BODY CONNECTION. CONSUMER IS EXPERIENCING THIS PROBLEM THIS VEHICLE NOT INCLUDED IN RECALL DUE TO VIN. PLEASE GIVE ANY FURTHER DETAILS. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291360  
**Date of Incident:** 20010101  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** MODESTO, CA  
**NHTSA Summary:**  
I OWN A 1999 CAMRY AND I HAVE HAD THE PROBLEM WITH SUDDEN ACCELERATION FOR YEARS NOW. WHENEVER I GET IN THE CAR I CHECK THE FLOOR MAT TO MAKE SURE IT IS NOT WEDGED UP AGAINST THE GAS PEDAL. BEFORE I EVEN START THE CAR OR PUT ON MY SEAT BELT. I WAS CONCERNED WHEN I SAW THAT ONLY MODEL YEARS 2000 AND

C-103

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LATER WERE RECALLED. THERE ARE A LOT OF CAMRIES FROM 1999 AND BEFORE ON THE ROADS AS IT WAS THE NO. 1 SEDAN IN THE US STARTING AROUND 1996. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310627  
**Date of Incident:** 20010101  
**Vehicle:** 1998 LEXUS GS400  
**Location of Incident:** CARMEL VALLEY, CA  
**NHTSA Summary:**  
SUDDEN ACCELERATION OF 1998 LEXUS GS400 ONCE ON JAN. 16, 1999 WITH NO DAMAGE. I WAS PARKING THE VEHICLE. A SECOND TIME ON JAN. 1, 2001. I WAS PULLING UP TO A GAS PUMP AND THE CAR SUDDENLY ACCELERATED INTO THE CURB AT THE PUMP AND ALSO HIT THE PUMP. BOTH INCIDENTS REPORTED TO DEALER, BUT WERE TREATED AS DRIVER ERROR. SECOND INCIDENT CAUSED MINOR DAMAGE TO THE PUMP AND MODERATE DAMAGE TO MY VEHICLE. I AM REPORTING THIS AT THIS TIME, BECAUSE I HAVE SEEN NO REPORTS OF THIS PROBLEM ON TOYOTA VEHICLES AS FAR BACK AS 1998. I CURRENTLY OWN A 2007 LEXUS GS350 WITH 15K MILES AND A 2008 TOYOTA HIGHLANDER WITH 26K MILES AND HAVE HAD NO PROBLEMS WITH EITHER CAR. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 742890  
**Date of Incident:** 20010102  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** GETTYSBURG, PA  
**NHTSA Summary:**  
DEALER SAYS THAT THROTTLE STICKING IS THE NORM FOR CAMRYS AND IS NOT A DRIVE TRAIN PROBLEM AND NOT WARRANTED.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 882692  
**Date of Incident:** 20010105  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** EAST BURNSTEAD, KY  
**NHTSA Summary:**  
ACCELERATOR PEDAL GETS STUCK. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 740462  
**Date of Incident:** 20010115  
**Vehicle:** 2001 LEXUS ES300  
**Location of Incident:** FAIRFAX, VA  
**NHTSA Summary:**  
STICKING ACCELERATOR. \*AK  
**Additional Summary:**

C-104

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 880752  
**Date of Incident:** 20010214  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** GAITHERSBURG, MD  
**NHTSA Summary:**  
WHILE DRIVING ABOUT 30 MPH ENGINE SUDDENLY ACCELERATED WITHOUT A PRIOR WARNING. CONSUMER HAD TO TURN OFF ENGINE, AND PUT PAWL IN NEUTRAL, VEHICLE THEN STOPPED, AVOIDING A CRASH INTO A CROW. DEALER SAID THAT THROTTLE CABLE WAS THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 882841  
**Date of Incident:** 20010218  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** ST. CROIX, VI  
**NHTSA Summary:**  
WHILE DRIVING 30 MPH VEHICLE ACCELERATED. CONSUMER APPLIED BRAKES BUT DID NOT SLOW VEHICLE DOWN. CONSUMER THEN SHIFTED TO NEUTRAL, RPMS FINALLY WENT DOWN AND ENGINE STOPPED REVING. \*AK  
**Additional Summary:**

**Toyota ID Number:** 742430  
**NHTSA ODI Number:** 20010221  
**Date of Incident:** 2001 LEXUS RX300  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** CARLSBAD, CA  
**NHTSA Summary:**  
FOOT SOLELY ON BRAKE AS VEHICLE COMING TO A STOP IN PARKING SPOT SUDDENLY WITH NO REASON ACCELERATED OVER-RIDING THE PRESSURE ON THE BRAKE—JUMPING THE CONCRETE STOP-KNOCKING OVER PARKING POST AND SIGN AND COMING TO A STOP JUST HITTING THE OPPOSING VEHICLE'S LEFT FRONT WHEEL WELL DOING DAMAGE TO IT AND TO MY CAR.  
**Additional Summary:**

**Toyota ID Number:** 883525  
**NHTSA ODI Number:** 20010223  
**Date of Incident:** 1998 TOYOTA CAMRY  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** PHOENIXVILLE, PA  
**NHTSA Summary:**  
01 V 012 000/ACCELERATOR CABLE: VEHICLE EXPERIENCED A SUDDEN ACCELERATION WHILE PARKING, CAUSING VEHICLE TO TAKE OFF INTO A FIELD AREA, RAN INTO VARIOUS THINGS BEFORE HITTING A WALL. DEALER NOTIFIED AND INFORMED VEHICLE WAS NOT COVER UNDER MANUFACTURER'S RECALL. FEEL FREE TO PROVIDE ANY FURTHER DETAILS ON THIS MATTER. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 561171

C-105

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 896435  
**Date of Incident:** 20010301  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** OLNLY, MD  
**NHTSA Summary:**  
ACCELERATOR PEDAL WILL STICK AT FIRST START, NOT AFTER VEHICLE WAS WARMED UP. HAS TO PRESS HARD TO GET PEDAL TO UNSTICK. DEALER WAS NOT CONCERNED WHEN TOLD ABOUT IT.\*AK  
**Additional Summary:**

**Toyota ID Number:** 888671  
**NHTSA ODI Number:** 20010314  
**Date of Incident:** 2000 TOYOTA CAMRY  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** BALTIMORE, MD  
**NHTSA Summary:**  
WHILE TRAVELING AND WITHOUT ANY INDICATION VEHICLE WOULD IDLE HIGH, CAUSING CONSUMER TO DEPRESS BRAKE PEDAL AND VEHICLE WOULD STILL TRAVEL, RESULTING IN CONSUMER'S VEHICLE TO RUNNING INTO SOMETHING.\*AK CONSUMER STATES SHE HIT ANOTHER VEHICLE IN FRONT OF HER, DELAERSHIP WAS UNABLE TO DUPLICATE THE PROBLEM ON BOTH OCCASIONS.\*JB  
**Additional Summary:**

**Toyota ID Number:** 883961  
**NHTSA ODI Number:** 20010322  
**Date of Incident:** 1999 TOYOTA CAMRY  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** JACKSON, MI  
**NHTSA Summary:**  
CONSUMER WAS AT A STOP SIGN. VEHICLE ACCELERATED FORWARD WHEN TAKING FOOT OFF BRAKE, WHEN PLACING FOOT BACK ON BRAKE, THE VEHICLE ACCELERATED BACKWARD. DAMAGES WERE DONE TO A VEHICLE IN BACK AND TO THE CONSUMERS VEHICLE AS WELL. DEALER FOUND NOTHING TO BE WRONG WITH CABLE. RECALL 01V012000. \*AK THE DEALER REPLACED CRUISE CONTROL ACCELERATOR CABLE. \*YH  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 884481

C-106

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20010322  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** FRANKLIN, NC  
**NHTSA Summary:**  
ACCELERATOR PEDAL STICKING INTERMITTENTLY, WHEN APPLYE. VEHICLE AT AN INDEPENDENT REPAIR SHOP FOR INSPECTION. FEEL FREE TO PROVIDE ANY FURTHER DETAILS ON THIS MATTER. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319213  
**Date of Incident:** 20010323  
**Vehicle:** 1999 TOYOTA AVALON  
**Location of Incident:** BROOKLYN, NY  
**NHTSA Summary:**  
MY 1999 TOYOTA AVALON PERIODICALLY SURGES WHEN I USE CRUISE CONTROL ON AN UPHILL INCLINE. TO STOP THE SURGE IN SPEED, I TAKE THE CAR OUT OF CRUISE CONTROL.  
**Additional Summary:**

**Toyota ID Number:** 8001640  
**NHTSA ODI Number:** 20010401  
**Date of Incident:** 2001 TOYOTA SEQUOIA  
**Vehicle:** 2001 TOYOTA SEQUOIA  
**Location of Incident:** FORT COLLINS, CO  
**NHTSA Summary:**  
WHEN ACCELERATING FROM A COMPLETE STOP THERE WAS A HESITATION IN ENGINE. THIS HESITATION ALMOST RESULTED IN SEVERAL VEHICLE CRASHES. DEALERSHIP HAS EXAMINED VEHICLE, BUT COULD NOT DUPLICATE THE PROBLEM. INFORMED CONSUMER THIS HESITATION WAS NORMAL. PLEASE PROVIDE ANY ADDITIONAL INFORMATION / DOCUMENTATION. \*AK  
**Additional Summary:**

**Toyota ID Number:** 10304250  
**NHTSA ODI Number:** 20010401  
**Date of Incident:** 2000 TOYOTA TOYOTA TRUCK  
**Vehicle:** 2000 TOYOTA TOYOTA TRUCK  
**Location of Incident:** MANCHESTER, WA  
**NHTSA Summary:**  
MY FOLKS HAPPEN TO OWN A 2000 TOYOTA TACAMA PICKUP, 4-CYL WITH/AUTO TRANSMISSION SINCE IT WAS NEW. WHEN THE AIR CONDITIONER IS IN USE AND THE DRIVER APPLIES THE BRAKE, THE VEHICLE WILL LURCH FORWARD. ALSO, THE VEHICLE WILL LURCH FORWARD WHEN THE FAN IS TURNED-ON, WITH THE AIR-CONDITIONER SWITCH ALREADY ON WHICH ACTIVATES THE AIR-CONDITIONER IMMEDIATELY. I ASSUME THIS CONDITIONS EXITS TO COMPENSATE FOR THE AIR CONDITIONER LOAD ON THE ENGINE. HOWEVER, I'VE DRIVEN MANY OTHER VEHICLES THAT FUNCTION JUST FINE WHEN THE AIR CONDITIONER IS ACTIVATED WITHOUT HAVING TO LURCH THE VEHICLE FORWARD, ESPECIALLY WHEN THE BRAKE IS APPLIED. THE PROBLEM HAS SEVERAL TIMES NEARLY CAUSED AN ACCIDENT WITH PEDESTRIANS AND OTHER VEHICLES - NEAR MISSES. MY FOLKS HAVE TAKEN THE VEHICLE TO THE TOYOTA DEALER SEVERAL TIMES AND THE DEALER KEEPS CLAIMING THAT THE VEHICLE IS FUNCTIONING AS DESIGNED. SO IT APPEARS THAT TOYOTA HAS ACKNOWLEDGED THAT

C-107

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THEY PURPOSEDLY DESIGNED A VEHICLE THAT WILL LURCH FORWARD WHEN THE BRAKE IS APPLIED AND THE AIR CONDITIONER IS ON. I HAD TO CHECK THIS OUT FOR MYSELF BECAUSE IT SEEMED TOO RIDICULOUS TO BE BELIEVED AND I WAS SURPRISED WHEN IT HAPPEN TO ME. IT TAKES AN ABRNML AMOUNT OF PRESSURE ON THE BRAKE PEDAL TO KEEP THE VEHICLE STILL WHEN THE AIR CONDITIONER IS ACTIVATED AND THE SLIGHTEST RELEASE CAUSES THE VEHICLE TO LURCH FORWARD. THIS HAS BEEN A GOING ON SINCE THE VEHICLE WAS NEW SO THE DATE BELOW ONLY A FORMALITY TO FILE THIS COMPLIANT. IF THERE IS ANY INTEREST IN THIS COMPLAINT THE VEHICLE IS AVAILABLE FOR REVIEW.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 752241  
**Date of Incident:** 20010402  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** WINONA, MN  
**NHTSA Summary:**  
THE 2001 TOYOTA RAV4 HAS A SIGNIFICANT HESITATION PROBLEM UPON ACERATION RESULTING IN, MY OPINION, AN EXTREMELY UNSAFE VEHICLE. AT RANDOM TIMES THERE IS VIRTUALLY NO POWER PRODUCED BY THE ENGINE FOR APPROX. 5-10 SECONDS WHEN THE ACCELERATOR IS DEPRESSED. THIS RESULTS IN A VERY DANGEROUS SITUATION WHEN IN HEAVY TRAFFIC. THE DEALER, ADMITTING THERE IS A PROBLEM, CLAIMS THEY HAVE NO IDEA WHAT CAUSES IT, NOR DOES TOYOTA. I HAVE NARROWLY MISSED BEING HIT BY OTHER TRAFFIC WHEN I EXPECTED THE VEHICLE TO SMOOTHLY ACCELERATE OUT OF HARMS WAY WHEN IT DID NOT.\*AK  
**Additional Summary:**

**Toyota ID Number:** 888732  
**NHTSA ODI Number:** 20010501  
**Date of Incident:** 2000 TOYOTA SIENNA  
**Vehicle:** 2000 TOYOTA SIENNA  
**Location of Incident:** CHARLOTTESVILLE, VA  
**NHTSA Summary:**  
THERE WAS A SUDDEN DECREASE IN ACCELERATION WHILE IN CRUISE CONTROL, AND AN UNUSUAL NOISE.\*AK  
**Additional Summary:**

**Toyota ID Number:** 888046  
**NHTSA ODI Number:** 20010508  
**Date of Incident:** 2000 TOYOTA CAMRY  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** PLYMOUTH, MI  
**NHTSA Summary:**  
WHILE DRIVING AT APPROXIMATELY 10 MPH AND TURNING A CORNER VEHICLE ACCELERATED SUDDENLY. CONSUMER LOST CONTROL OF VEHICLE, AND VEHICLE ROLLED TWICE. DEALERSHIP HAS NOT GIVEN A REASON FOR THE DEFECT IN THIS VEHICLE.\*AK CONSUMER STATES VEHICLE GOT UP TO BETWEEN 70 AND 80 MPH WITHIN 2 MINUTES. CONSUMER WAS INJURED IN ACCIDENT. \*SLC  
**Additional Summary:**

**Toyota ID Number:**

C-108

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 889536  
**Date of Incident:** 20010511  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** WINNETKA, CA  
**NHTSA Summary:**  
VEHICLE ACCELERATED SUDDENLY AND UNEXPECTEDLY, RESULTING IN A COLLISION/ MINOR INJURIES. MANUFACTURER HAS BEEN NOTIFIED. \*AK CONSUMER WAS INJURED IN VEHICLE, CONSUMER STATES STEERING WHEEL TURNED SHARPLY TO THE LEFT AT TIME OF SUDDEN ACCELERATION. \*SLC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 893133  
**Date of Incident:** 20010512  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** EAST PITTSBURGH, PA  
**NHTSA Summary:**  
CONSUMER WAS TRAVELING ON A MAIN STEET TO GET TO HIGHWAY. HE WAS TRAVELING SLOW, APPROACHING A STOP SIGN. ACCELERATOR PEDAL WENT DOWN TO FLOOR. PEDAL WAS STUCK. HAD NO BRAKES. VEHICLE WAS OUT OF CONTROL, AND HIT A VEHICLE AT INTERSECTION. DEALERSHIP WAS AWARE OF PROBLEM.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 891432  
**Date of Incident:** 20010520  
**Vehicle:** 1998 LEXUS LS400  
**Location of Incident:** SCARSDALE, NY  
**NHTSA Summary:**  
AT A STOP VEHICLE LURCHED OUT OF CONTROL AND ACCELERATED WITHOUT TOUCHING GAS PEDAL. BRAKES DID NOT STOP VEHICLE, AND REARENDED ANOTHER VEHICLE. DAMAGED HOOD AND GRILL ON VEHICLE. CONTACTED DEALER AND VEHICLE WAS REPAIRED.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313802  
**Date of Incident:** 20010527  
**Vehicle:** 1999 TOYOTA SIENNA  
**Location of Incident:** WOODINVILLE, WA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 1999 TOYOTA SIENNA. THE CONTACT STATED THAT THE VEHICLE ACCELERATED IN REVERSE AND HIT SOMEONE THAT WAS STANDING IN THE GARAGE. THERE WAS ONE FATALITY DUE TO THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 3500. THE VIN WAS NOT AVAILABLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 892391  
**Date of Incident:** 20010529  
**Vehicle:** 1999 TOYOTA CAMRY

C-109

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** LACROSSE, WI  
**NHTSA Summary:**  
CONSUMER WAS TRAVELING ABOUT 25MPH ON A SIDE STREET TRAVELING ONTO ANOTHER STREET,AND WITHOUT PRIOR WARNING, VEHICLE TOOK OFF AND HIT TWO VEHICLES. CONSUMER HAD FEET ON BRAKES, AND VEHICLE CONTINUED TO MOVE. DEALERSHIP WAS AWARE OF PROBLEM.\*AK CONSUMER ALSO EXPERIENCED THIS SAME PROBLEM A YEAR AGO, HOWEVER WAS ABLE TO PULL OVER AND STOP VEHICLE, FOR THIS LAST ACCIDENT, DEALER REPLACED GASKET AND CLEANED THROTTLE BODY. \*SLC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 894620  
**Date of Incident:** 20010529  
**Vehicle:** 1999 SOUTHEAST TOYOTA RAV4  
**Location of Incident:** BERKELEY, CA  
**NHTSA Summary:**  
VEHICLE WILL INTERMITTENTLY REV WHILE COMING TO A STOP, FORCING DRIVER TO APPLY FULL PRESSURE TO BRAKE PEDAL IN ORDER TO STOP VEHICLE. DEALERSHIP HAS EXAMINED VEHICLE, BUT COULD NOT DUPLICATE CAUSE. \*AK CONSUMER STATES HE HAS TO SHIFT TO PARK TO STOP THE VEHICLE FROM SURGING, THE TACHOMETER SHOOTS UP AND ENGINE ROARS. \*SLC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315551  
**Date of Incident:** 20010529  
**Vehicle:** 2000 TOYOTA AVALON  
**Location of Incident:** LAKE CHARLES, LA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2000 TOYOTA AVALON. THE DRIVER WAS DRIVING APPROXIMATELY 10 MPH. UNEXPECTEDLY, THE VEHICLE BEGAN TO INCREASE EXCESSIVE ACCELERATION. THE DRIVER APPLIED BOTH FEET TO THE BRAKE PEDAL WITH GREAT FORCE. THE VEHICLE CRASHED INTO A STUMP TO AVOID ENTERING INTO A RIVER. THE SPEED RATE INCREASED TO 35 MPH. THE AIR BAGS FAILED TO DEPLOY. THE DRIVER SUFFERED MINOR INJURIES. THE POLICE WAS NOT CALLED TO THE SCENE. THE FAILURE MILEAGE WAS 12,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 890582  
**Date of Incident:** 20010601  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** APEX, NC  
**NHTSA Summary:**  
WHILE TRAVELING BETWEEN 55 AND 65 MPH A VIBRATION OCCURS IN VEHICLE UNDER NORMAL OPERATION. DEALERSHIP COULD NOT DUPLICATE PROBLEM, AND COULD NOT ASSIST CONSUMER. DURING THE WEEK OF JUNE 11TH, ACCELERATOR STUCK WHILE VEHICLE WAS IN OPERATION. DEALERSHIP AGAIN STATED THEY COULD NOT FIND ANYTHING WRONG WITH VEHICLE. \*AK CONSUMER NOTICED CRUISE CONTROL WAS NOT WORKING PROPERLY SHORTLY AFTER PURCHASE. IT WOULD CUT IN AND OUT AND JERK VEHICLE, DEALER ADJUSTED TERMINAL OF JUMPER SWITCH WIRE TO ENSURE

C-110

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

GOOD CONTACT AND ADJUSTED CABLE OF THE CRUISE CONTROL A COUPLE MONTHS LATER, NOW CONSUMER EXPERIENCES PROBLEMS WITH THE ACCELERATOR STICKING WITHOUT THE CRUISE CONTROL TURNED ON, CRUISE IS STILL EXPERIENCING PROBLEMS WHILE ON. RPMs ARE RUNNING HIGH WHILE AT STOPS, AND ACCELERATOR IS STICKING. WHILE APPLYING BRAKES WHEN THEY ARE HEATED UP, THEY GET HARD AND CAUSE VEHICLE TO VIBRATE. \*SLC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 892935  
**Date of Incident:** 20010618  
**Vehicle:** 2001 TOYOTA ECHO  
**Location of Incident:** HUNTERSVILLE, NC  
**NHTSA Summary:**  
BRAKE PEDAL AND THE ACCELERATOR PEDAL ARE TOO CLOSE AND CAUSE ERRATIC OPERATION WHEN APPLYING EITHER PEDAL. DEALER/MANUFACTURER WERE NOTIFIED. FEEL FREE TO PROVIDE ANY FURTHER DETAILS ON THIS MATTER.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 891865  
**Date of Incident:** 20010622  
**Vehicle:** 2001 TOYOTA COROLLA  
**Location of Incident:** SEVERN, MD  
**NHTSA Summary:**  
WHILE BACKING OUT OF A PARKING SPACE CONSUMER NOTICED A NOISE. DEPRESSED BRAKES AND NOISE GOT LOUDER. THEN VEHICLE ACCELERATED, CAUSING VEHICLE TO RUN INTO WALL. \*AK CONSUMER STATES THAT THE ACCELERATION TOOK PLACE WHILE SHE WAS SWITCHING INTO DRIVE FROM REVERSE, EVEN THOUGH BRAKE WAS PRESSED, VEHICLE CONTINUED TO MOVE, AIRBAGS DEPLOYED CAUSING THE WINDSHIELD TO BREAK, CONSUMER WAS SLIGHTLY BRUISED AND BUMPED DUE TO DEPLOYMENT OF THE AIRBAGS. \*SLC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 893635  
**Date of Incident:** 20010710  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** FISCHER, TX  
**NHTSA Summary:**  
CONSUMERS WIFE WAS DRIVING AND PULLED INTO A PARKING LOT, AND VEHICLE ACCELERATED INTO A CEMENT BARRIER SURROUNDING A LIGHT POST. SHE WAS TRAVELING AT APPROXIMATELY 20 TO 25 MPH, AND BOTH FRONTAL AIR BAGS FAILED TO DEPLOY. NO DETERMINATION HAS BEEN MADE AS TO WHY THE AIR BAGS FAILED TO FUNCTION. DRIVER EXPERIENCED WHIPLASH, AND WAS SEEKING FUTHER MEDICAL HELP FOR NECK PAIN. \*AK \*YD  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 748511  
**Date of Incident:** 20010715

C-111

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2001 TOYOTA COROLLA  
**Location of Incident:** FREMONT, CA  
**NHTSA Summary:**  
DRIVER WAS TRYING TO PARK THE CAR, THUS THE CAR WAS TRAVELLING AT VERY LOW SPEED. CAR SUDDENLY SURGED AFTER THE DRIVER APPLIED THE BRAKE. CAR WENT OVER THE CEMENT TIRE STOPPER, UP A SMALL HILL, HIT A WALL, AND STOPPED. THIS CANNOT POSSIBLY HAVE BEEN CAUSED BY THE DRIVER HITTING THE ACCELERATOR PEDAL. THIS IS A SERIOUS SAFETY PROBLEM. WE WILL CONTACT THE DEALER AND THE MANUFACTURER ON JULY 16, 2001. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 562643  
**Date of Incident:** 20010810  
**Vehicle:** 1999 TOYOTA AVALON  
**Location of Incident:** MACCLENNNY, FL  
**NHTSA Summary:**  
THE GAS PEDAL BECAME STUCK THREE TIMES WHILE THE CONSUMER WAS TRAVELING, THE DEALER COULD NOT DUPLICATE THE PROBLEM. \*YH  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294248  
**Date of Incident:** 20010814  
**Vehicle:** 1999 LEXUS GS400  
**Location of Incident:** SARASOTA, FL  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 1999 GS400. THE CONTACT STATED THAT WHILE APPLYING THE BRAKE, THE VEHICLE WOULD ACCELERATE. THE FAILURE HAS OCCURRED INTERMITTENTLY FOR 10 YEARS. THE DEALER WAS UNABLE TO DIAGNOSE THE FAILURE. THE CONTACT STATED THAT THE FLOOR MAT RECALL SHOULD BE CONSIDERED REGARDING THE FAILURE. THE CURRENT MILEAGE WAS 80,000 AND THE FAILURE MILEAGE WAS 21,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 750551  
**Date of Incident:** 20010814  
**Vehicle:** 1999 TOYOTA RAV4  
**Location of Incident:** BERKELEY, CA  
**NHTSA Summary:**  
ENGINE ON FOUR OCCASIONS REVS UP WHEN SLOWING TO A STOP AT 5 MPH. HAVE TO SHIFT CAR INTO PARK BECAUSE OF THE SURGE OF THE ENGINE. MY FOOT IS ON THE BRAKE WITH ALL MY STRENGTH, AND NOT ON THE ACCELERATOR. WHEN I REPORTED THIS IN LATE MAY, TOYOTA DEALER COULD FIND NOTHING WRONG WITH CAR. HAPPENED AGAIN YESTERDAY AND I TOOK CAR IN AGAIN TODAY FOR DEALER TO CHECK. WAITING NOW TO HEAR FROM DEALER.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316670

C-112

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20010817  
**Vehicle:** 1997 TOYOTA COROLLA  
**Location of Incident:** ST. LOUIS, MO

**NHTSA Summary:**  
IN MY 1997 TOYOTA COROLLA, I WAS AT A STOPLIGHT WAITING FOR THE LIGHT TO TURN GREEN, WHEN IT TURNED GREEN, I TOOK MY FOOT OFF THE BRAKE AND ALL OF SUDDEN THE ACCELERATOR PEDAL AUTOMATICALLY TOOK OFF ON ITS OWN. I DIDNT KNOW WHAT WAS HAPPENING IT HAPPENED SO QUICKLY THAT THE ONLY THING THAT I COULD DO WAS TRY TO STEER AWAY FROM TRAFFIC AND ONTO THE SHOULDER. THE ONLY SAFE PLACE TO GO WAS OVER THE SIDEWALK AND HITTING THE SIDE OF A CHURCH BUILDING ENDING UP IN A DITCH WHEN IT FINALLY STOPPED. I REPORTED THE INCIDENT TO THE POLICE AT THE TIME OF THE ACCIDENT AND MY INSURANCE COMPANY TOTTLED MY CAR. IT IS ONLY BY THE GRACE OF GOD, THAT MY HUSBAND AND I WERE NOT SERIOUSLY INJURED. IT NEEDS TO BE KNOWN, THAT THIS ACCELERATOR PROBLEM WITH TOYOTA HAS BEEN GOING ON AT LEAST SINCE 1997. SINCE THEN, I HAVE ENCOUNTERED OTHER PEOPLE WHO HAVE HAD ACCIDENTS DUE TO THEIR TOYOTA VEHICLE RUNNING OUT OF CONTROL. SHORTLY AFTER OUR ACCIDENT IN 2001, I HEARD REPORTS ABOUT TOYOTA CARS HAVING PROBLEMS WITH THE ACCELERATOR PEDAL. I WILL NOT BE BUYING ANOTHER TOYOTA CAR EVER AGAIN. IF YOU NEED ANY ADDITIONAL INFORMATION, I WILL BE GLAD TO PROVIDE IT. THIS IS A SERIOUS PROBLEM AND THIS RECALL SHOULD BE EXTENDED TO EVERY TOYOTA VEHICLE NOT JUST THE MORE RECENT MODELS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 895399  
**Date of Incident:** 20010818  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** BIRMINGHAM, AL

**NHTSA Summary:**  
WHILE IN REVERSE VEHICLE ACCELERATED INTO A GAS STATION. TWO WEEKS PRIOR TO THIS INCIDENT CONSUMER COMPLAINED TO DEALER THAT ACCELERATOR PEDAL WAS STICKING. DEALER STATED THERE COULD BE A CARBON BUILD UP IN FUEL INJECTION, BUT WAS NOT ABLE TO DUPLICATE OR CORRECT THE PROBLEM. RECALL 01-V-012-000/ MANUFACTURER'S RECALL 10A HAS BEEN ISSUED ON VEHICLE'S MAKE/MODEL. HOWEVER, THIS VEHICLE WAS NOT INCLUDED DUE TO VIN.\*AK \*SLC

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 564115  
**Date of Incident:** 20010823  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** PLEASANT HILL, CA

**NHTSA Summary:**  
ON SEVERAL OCCASIONS, WITH THE CAR IN PARK AND STILL RUNNING, VEHICLE WOULD MAKE A HUGE CLANKING NOISE AND WOULD SPEED FORWARD WITH UNCONTROLLABLE ACCELERATION, VEHICLE RECEIVED BODY DAMAGE, DEALER UNABLE TO LOCATE PROBLEM. \*TT

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 895142

C-113

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20010824  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** SPRINGVILLE, CA

**NHTSA Summary:**  
WHILE COMING TO COMPLETE STOP BY PRESSING ABS BRAKES, VEHICLE SUDDENLY ACCELERATED AND HIT A STONEWALL. DEALER HAS BEEN CONTACTED.PLEASE PROVIDE FURTHER DETAILS. CONSUMER HAS TAKEN PHOTOGRAPHS OF VEHICLE/WALL AND GROUND, SHOWING NO TIRE MARKS.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 751206  
**Date of Incident:** 20010825  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** ELK GROVE VILLAGE, IL

**NHTSA Summary:**  
VEHICLE EXHIBITS INTERMITTENT HESITATION UPON ACCELERATION FROM STOP OR LOW SPEED.HESITATION HAS OCCURRED SINCE SHORTLY AFTER VEHICLE PURCHASE DATE, WITH INCREASED FREQUENCY DURING LAST 60-90 DAYS. HESITATION OCCURS BOTH WITH AIR CONDITIONONG ON AND OFF, AND WITH 4-SPEED AUTOMATIC TRANSMISSION OVERDRIVE ON AND OFF. 2-3 OCCURRENCES PER WEEK ARE CURRENTLY EXPERIENCED. MOST FREQUENT WHEN VEHICLE IS MAKING SLOW TURN (BOTH RIGHT AND LEFT) AND LASTS 5-10 SECONDS EVEN IF ACCELERATOR IS NEARLY FULLY DEPRESSED. HESITATION HAS ALSO OCCURRED WHEN MOVING STRAIGHT AHEAD FROM STOP OR FROM LOW SPEED (5-10 MPH) STOP AND GO TRAFFIC. DEALER HAS BEEN NOTIFIED AND COULD NOT REPLICATE PROBLEM OR OFFER A SOLUTION, HOWEVER VEHICLE WAS DRIVEN FOR ONLY A SHORT TIME BY DEALER'S SERVICE TECHNICIANS. DEALER INDICATES NO REPORT OF SIMILAR PROBLEMS EITHER AT THIS DEALERSHIP OR TO TOYOTA USA ALTHOUGH I KNOW OF OTHER 2001 RAV4 OWNERS WHO HAVE REPORTED A HESITATION PROBLEM TO THEIR DEALERS AND HAVE NOT HAD THE PROBLEM RESOLVED. WHILE THIS PROBLEM IS INTERMITTENT, THIS IS,IN SOME WAYS, WORSE THAN IF IT HAPPENED EVERY TIME BECAUSE THERE IS NO WAY TO PREDICT THE EVENT AND COMPENSATE FOR IT.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303576  
**Date of Incident:** 20010830  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** FREDERICKSBURG, TX

**NHTSA Summary:**  
EVENT #1: 1. SHORTLY AFTER BUYING CAR, NOTED ENGINE REVS WOULD SOAR BY 700 TO 800 RPM BETWEEN GEARS WHILE SHIFTING MANUAL TRANSMISSION. FOUND THIS HAPPENED BY JUST DISENGAGING THE CLUTCH WITHOUT SHIFTING EVEN WITH FOOT NOT ON THE ACCELERATOR PEDAL. 2. THE REV SOARING HAPPENED CONSISTENTLY. NO CONSEQUENCES EXCEPT FOR AN UNPLEASANT DRIVING EXPERIENCE. 3. COMPUTER WAS REPROGRAMMED BY THE DEALER FROM WHOM I BOUGHT THE CAR. REV JUMPS REDUCED TO ABOUT 400 RPM. A SECOND REPROGRAMMING REDUCED IT TO ABOUT 200 RPM. THIS BEHAVIOR STILL EXISTS. EVENT #2: 1. ABOUT SIX MONTHS AFTER PURCHASING THE CAR, NOTED THAT WHEN CRUISING WITH RPM'S ABOVE 2800 RPM IN 5TH GEAR WITH CRUISE CONTROL ENGAGED AND FOOT NOT ON ACCELERATOR PEDAL, ON DISENGAGING THE CLUTCH, THE ENGINE REVS WOULD SOAR TO 3,200 RPM TO 3,500 RPM AND REMAIN THERE FOR PERIODS RANGING BETWEEN 5 SECONDS TO OVER A

C-114

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MINUTE. THIS OCCURRED WHILE THE CAR WAS COASTING AND SLOWING WHILE NOT UNDER POWER. 2. THIS BEHAVIOR FREQUENTLY OCCURRED UNDER THE ABOVE CONDITIONS. NO CONSEQUENCES EXCEPT AS A PROFESSION ENGINEER AND FORMER SPORTS CAR RACING DRIVER, I KNEW THIS BEHAVIOR WAS NOT NORMAL. 3. BEHAVIOR EXAMINED BY MY LOCAL TOYOTA DEALER. MECHANIC HOOKED UP RECORDING BOX TO CAR, BUT I WAS UNABLE TO REPLICATE THE BEHAVIOR ON THIS OCCASION. DATA EXAMINED BY A TOYOTA ENGINEER WHO PRONOUNCED THERE WAS NOT A PROBLEM. LATER, I WAS AGAIN ABLE TO REPLICATE THE BEHAVIOR. AFTER YET ANOTHER COMPUTER REPROGRAMMING, THIS BEHAVIOR OF REMAINING AT A HIGH RPM SEEMS TO HAVE STOPPED. HOWEVER, THE ENGINE REVS STILL WILL SURGE TO ABOUT 3,400 RPM BEFORE DROPPING OFF. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 752238  
**Date of Incident:** 20010913  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** CENTREVILLE, VA

**NHTSA Summary:**  
ACCELERATOR STUCK, CAR SHOT FORWARD, HITTING TOWNHOUSE ON STREET. AIRBAGS DID NOT DEPLOY.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10008698  
**Date of Incident:** 20010915  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** MINNEAPOLIS, MN

**NHTSA Summary:**  
BRAKES WERE APPLIED VEHICLE SUDDENLY ACCELERATED.\*JB...\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 899675  
**Date of Incident:** 20010922  
**Vehicle:** 2001 LEXUS ES300  
**Location of Incident:** HUNTINGTON, NY

**NHTSA Summary:**  
VEHICLE EXPERIENCING PROBLEM WITH DECELERATION AND HESITATION WHEN APPLYING ACCELERATOR PEDAL. VEHICLE AT DEALER SHOP WAITING ON A COMPUTER REPLACEMENT ON NATIONAL BACK ORDER. FEEL FREE TO PROVIDE ANY FURTHER INFORMATION CONCERNING THIS MATTER. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303971  
**Date of Incident:** 20010924  
**Vehicle:** 2001 TOYOTA HIGHLANDER  
**Location of Incident:** FISHERVILLE, KY

C-115

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315912  
**Date of Incident:** 20011002  
**Vehicle:** 1996 TOYOTA CELICA  
**Location of Incident:** VANDALIA, OH

**NHTSA Summary:**  
THIS INCIDENT OCCURRED WHEN MY 1996 TOYOTA CELICA MALFUNCTIONED WHILE I WAS TRAVELING ON I-75 SOUTH NEAR PIQUA, OHIO. MY LANE OF TRAFFIC (PASSING LANE) WAS SLOWING DOWN DUE TO CONSTRUCTION, SO I ATTEMPTED TO SLOW DOWN. TO MY SURPRISE, MY BRAKE PEDAL WOULD NOT RESPOND (EITHER DUE TO A MALFUNCTION OF EITHER THE CRUISE CONTROL OR ACCELERATOR--OR BOTH), AND I HAD TO MOVE TO THE MEDIAN. UNFORTUNATELY, WHEN I TRIED TO BRAKE AGAIN, THE BRAKES WOULD NOT ENGAGE AND THE MEDIAN ENDED. MY CAR TRAVELED AIRBORNE OFF THE MEDIAN AND PLUMMETED TO THE ROAD BENEATH I-75. MY CAR TOOK OUT A SET OF CABLE WIRES, JUMPED A FENCE, BEFORE LANDING ON THE BUSY ROAD BELOW AND STOPPED WHEN IT HIT A CONCRETE BRIDGE SUPPORT. AN AMBULANCE WAS CALLED AS WELL AS THE OHIO STATE HIGHWAY PATROL. EVERYONE INVOLVED WAS SURPRISED THAT MY PASSENGER AND I WERE NOT INSTANTLY KILLED! WE DID SUFFER SOME MINOR INJURIES AND THE CAR WAS TOTALED. I DISTINCTLY REMEMBER STEPPING ON THE BRAKE PEDAL SEVERAL TIMES TO NO AVAIL. I REPORTED THIS TO TOYOTA AND THEY WERE INITIALLY VERY COOPERATIVE AND UNDERSTANDING. THEY WOULD NOT PROMISE ANYTHING, BUT ASKED WHAT I EXPECTED. I TOLD THEM I THOUGHT THAT TOYOTA SHOULD AT LEAST REPLACE MY CAR. THEY DID NOT SEE A PROBLEM WITH THIS. THEY LATER ASSUMED NO LIABILITY AND REFUSED TO DO ANYTHING. TO FOLLOW UP, I WOULD HAVE NEEDED TO COME UP WITH \$25,000 TO HIRE AN ACCIDENT RECONSTRUCTIONIST. I DID NOT HAVE THAT AMOUNT OF CASH, SO I DROPPED IT. I RECENTLY HAVE BEEN AMAZED IN READING SEVERAL COMPLAINTS VERY SIMILAR TO MINE AND THINK THAT THE TIME IS RIGHT FOR TOYOTA TO RIGHT WHAT WAS OBVIOUSLY A WRONG IN THE CONSTRUCTION OF MY CAR. MY PASSENGER HAS SWELLING TO HER LEFT EYE THAT HAS HEALED, BUT I HAVE HAD PAIN IN MY EMBL AND SHOULDERS EVER SINCE. THANKS FOR LISTENING. I WOULD APPRECIATE ANYTHING YOU CAN DO TO ASSIST. I CAN NOT PROVIDE THE VIN #, AS THE CAR WAS TOTALED SEVERAL YEARS AGO. I LEFT THE NUMBER XXXXXXXXXXXXXXX0000 AS THE VIN NUMBER. THANKS, MICHAEL SEAMAN

**Additional Summary:**

**Toyota ID Number:** 200305270239  
**NHTSA ODI Number:**  
**Date of Incident:** 20011008  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300

C-116

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Location of Incident: ENFIELD, CT

**NHTSA Summary:**

\*\*\* PHONE LOG 05/27/2003 08:09:09 AM ESMART  
CUST STS ENGINE SURGES WHEN DECELERATING AND ACCELERATING AT SLOW SPEEDS AND WHEN GOING DOWN HILL. CUST SKS TO KNOW IF ANY KNOWN CONDS HAVE BEEN REPORTED. CUST STS VEH HAS NOT YET BEEN INSPECTED BY DLR

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

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 8006333  
**Date of Incident:** 20011017  
**Vehicle:** 2000 LEXUS GS300  
**Location of Incident:** JACKSONVILLE, FL

**NHTSA Summary:**

VEHICLE STARTED TO ACCELERATE WHILE CONSUMER WAS IN TRAFFIC AT A CONSTANT SPEED OR 25-30 MPH. CONTACTED DEALER, AND THE DEALER COULD NOT DUPLICATE THE PROBLEM, THIS PROBLEM OCCURS AT LEAST ONE A WEEK. \*AK \*YD

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 755573  
**Date of Incident:** 20011111  
**Vehicle:** 2001 LEXUS ES300  
**Location of Incident:** POTOMAC FALLS, VA

**NHTSA Summary:**

ON NOVEMBER 11TH, 2001 I EXPERIENCED A TERRIFYING AND POTENTIALLY LIFE-THREATENING INCIDENT WITH MY CAR. ON THAT EVENING, I WAS APPROACHING A STOP SIGN AT A BUSY INTERSECTION, AND WHEN I PRESSED ON THE BRAKE THE CAR WOULDNT T STOP AND INSTEAD A SUDDEN ACCELERATION FORCED ME INTO THE MIDDLE OF THE INTERSECTION. I WAS ABLE TO STOP THE VEHICLE BY USING THE EMERGENCY BRAKE. SINCE THIS HAS NEVER HAPPENED BEFORE, I THOUGHT IT WAS AN ISOLATED INCIDENT, SO I CONTINUED TO DRIVE THE VEHICLE. IT SEEMED TO BE OPERATING PROPERLY FOR THE NEXT WEEK OR SO, WHEN IT OCCURRED AGAIN, ON THE EVENING OF NOVEMBER 21ST, 2001 I WAS DROPPING A FRIEND OFF AT HOME WHEN I PROCEEDED INTO A PARKING SPACE. AS I PULLED FORWARD, OUT OF NOWHERE, A SUDDEN ACCELERATION OCCURRED AND FORCED THE CAR OVER THE CURB AND UP A HILL. THE PASSENGER IN MY CAR PULLED ON THE EMERGENCY BRAKE AND WAS ABLE TO STOP THE CAR. ANOTHER WITNESS SAW THE REAR TIRES SPINNING AS THE CAR TOOK OFF OVER THE CURB AND UP THE HILL. OBVIOUSLY THERE ARE SOME SERIOUS PROBLEMS WITH THIS CAR.\*AK

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10311898  
**Date of Incident:** 20011112  
**Vehicle:** 2001 TOYOTA COROLLA  
**Location of Incident:** JEFFERSONVILLE, IN

**NHTSA Summary:**

C-117

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

2001 TOYOTA COROLLA WOULD NOT STOP WAS GOING BACKWARDS AND CRASHED INTO HOUSE. NOV 12, 2009. I TURNED THE ENGINE OFF HALFWAY THROUGH THE TRAVEL FROM POINT A TO POINT B. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 899453  
**Date of Incident:** 20011126  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** NEW ALBANY, OH

**NHTSA Summary:**

VEHICLE DOES NOT RETURN THROTTLE TO IDLE POSITION WHEN TAKING FOOT OFF GAS PEDAL. VEHICLE DOES NOT DECELERATE. WHEN PUT VEHICLE IN NEUTRAL OR PRESSED CLUTCH RPM'S WOULD GO UP. CONTACTED DEALER, AND THEY STATED THIS WAS NORMAL.\*AK

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 8002511  
**Date of Incident:** 20011129  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** PATCHOQUE, NY

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10160873  
**Date of Incident:** 20011130  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LANGHORNE, PA

**NHTSA Summary:**

DT\*: THE CONTACT STATED WHILE TRAVELING 10 TO 15 MPH THE VEHICLE ACCELERATED TO 30 MPH. THE ISSUE WAS INTERMITTENT. THE SERVICE DEALER WAS NOT UNABLE TO DETERMINE THE PROBLEM WITH THE VEHICLE.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10074804  
**Date of Incident:** 20011201  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** BEAVERTON, OR

**NHTSA Summary:**

POWER TRAIN: AUTOMATIC TRANSMISSION. VEHICLE SPEED CONTROL: ACCELERATOR PEDAL. AR HESITATES ON ACCELERATION, LUNGES AT TIMES, SEARCHES FOR PROPER GEAR AND SHIFTS HARD. THE HEISTATION CAN BE QUITE DRAMATIC, ENOUGH TO LOSE CONFIDENCE IN CRITICAL SITUATIONS. THE CAR HAS BEEN "RE-PROGRAMMED" BY

C-118

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LEXUS, BUT PROBLEMS CONTINUE. LEXUS DENIES THERE IS A PROBLEM AND SAYS THE CAR FUNCTIONS AS DESIGNED. PROBLEMS SURFACED SHORTLY AFTER PURCHASE AND CONTINUE.\*AK

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 200312300187  
**Date of Incident:** 20011211  
**Vehicle:** 2002 TOYOTA, LEXUS ES300  
**Location of Incident:** ROCKVILLE, MD

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 8002119  
**Date of Incident:** 20011230  
**Vehicle:** 2001 TOYOTA TUNDRA  
**Location of Incident:** HANFORD, CA

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 200208020192; 200208200729  
**Date of Incident:** 20020000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MARY ESTHER, FL

**NHTSA Summary:**

\*\*\* PHONE LOG 08/02/2002 08:11:04 AM EDELACRUZ  
STS HAS CNCRN W/ VEH STS VEH HAS BEEN IN TO DLR 5X FOR SAME CNCRN.STS HAS INTERMITTENT CNCRN WHEN COMES TO STOP ENGINE IDLES DOWN LIKE IS GOING TO STALL STS IF DOESNT HAVE FOOT ON BRAKE VEH TRIES TO SURGE FORWARD. STS RPM'S PICKS UP & IF DOESNT HAVE BRAKE APPLIED WILL SURGE FORWARD WHEN RPM'S INCREASE.STS HAS CNCRN W/ BRAKES. STS SPK W/ CLIFTON TO ADV OF CNCRN WHO SEEMED UNINTERESTED W/ CNCRN.SPK W/ DARWIN TODAY WHO ADV REG REP WOULD BE OUT NEXT WEEK TO INSP VEH.  
\*\*\* CASE CLOSE 08/07/02 22:41:12 RULEMGR

C-119

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PAUL COOPER SVR MANGER ROAD TESTED VEH FOR SEVERAL MILES AND ON THAT DAY THERE WAS NO CONCERN PRESENT. STEVE TOMLIN DSM WILL ROAD TEST ON 8-8-02

\*\*\* NOTES 08/20/2002 10:55:40 AM SFERNANDEZ  
CUST STS VEH WAS TEST DRIVEN BY REGION REP. CUST STS FACTORY REP WAS AWARE OF CONCERN & ADV CONCERN DUE TO OPEN CIRCUIT & THROTTLE SENSOR DAMAGED. CUST STS THROTTLE SENSOR WAS REPLACED BY DLR, BUT CUST STILL HAVING CONCERNS. CUST STS HAS NOT RETURNED TO DLR SINCE REPAIRED ON 8/16. NCR APOLG. NCR ADV CUST WILL OPEN FILE TO REGION (PA CASE 200208200729);

\*\*\* PHONE LOG 08/20/2002 10:55:17 AM SFERNANDEZ

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

\*\*\* NOTES 08/22/02 12:19:15 PM SET10

ATTEMPTED CONTACTING CUSTOMER. MESSAGE ON MACHINE ADVISED THAT THE PARTY I'M CALLING IS NOT ANSWERING AND REQUESTED I CALL BACK LATER. DOES NOT PERMIT A MESSAGE TO BE LEFT.  
\*\*\* NOTES 08/26/02 07:38:56 AM PTIMBERLAKE  
CUST STS REGION HASNT CALLED, NCR ADV REGION ATTEMPTED TO CALL BUT NOT ABLE TO LEAVE MESS ON ANSWERING MACHINE. NCR SPOKE TO BARBARA DILANCIANO- REGION AND ADV HER CUST HAS CALL PRIVACY LINE AND THAT BARBARA WILL NEED TO ENTER CODE#1120 WHEN CALLING CUST

\*\*\* NOTES 08/26/02 07:49:18 AM SET10

S/W CUST WHO ADV HAS MET WITH DIST MGR. TEST DROVE WITH OTHER VEH AND CONDITION HAS RETURNED AFTER RECOMMENDED REPAIRS. ONLY THING ELIMINATED WAS VEH SURGING FORWARD AT STOP. ADV WOULD CONTACT DST MGR WITH INFO.  
\*\*\* NOTES 09/06/02 11:32:52 AM SET10  
S/W DIST MGR WHO ADV IS FAMILIAR WITH VEH AND WANT THE DLR TO FIX THE CONDITION. L/M WITH CUST ADV WILL HAVE DLR CONTACT CUST TO SET UP APPT.

\*\*\* CASE CLOSE 09/23/02 11:54:46 AM SET10

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

\*\*\* NOTES 01/08/03 05:13:35 AM SET9

LAUREN MCGOWAN REP SET10 B. DILANCIANO, SPK W/ DLR SVCMGR CURTIS BAXTER A

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 200209301220  
**Date of Incident:** 20020000  
**Vehicle:** 2002 TOYOTA, LEXUS ES300  
**Location of Incident:** VALLEY COTTAGE, NY

**NHTSA Summary:**

\*\*\* PHONE LOG 09/30/2002 01:52:20 PM SSKIRHA CUST WANTED TO DOCUMENT CONCERNS ABOUT PRODUCT. CUST 02 ES 300 HAS HIGH REV, HARD SHIFTING AT TIMES. CUST STATES VEH GOES INTO CRUISE CONTROL WHEN ACCELERATING. DOOR CHECK MAKES NOISE

C-120

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHEN OPENING DOOR. DOOR SEAL KEEPS FALLING OFF. \*\*\* CASE CLOSE 09/30/2002 01:53:39 PM SSKIRHA CUST THANKFUL FOR DOCUMENTING CONCERNS. CUST STATES DLR HAS BEEN GREAT & GIVEN HIM A LOANER.

**Additional Summary:**

**Toyota ID Number:** 200212110165  
**NHTSA ODI Number:**  
**Date of Incident:** 20020000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** NEW CUMBERLAND, WV

**NHTSA Summary:**  
\*\*\* PHONE LOG 12/11/02 08:09:16 AM EGALINDO  
CUST STS HE FEELS VEH ACCELERATES & DECELERATES ON ITS OWN. CUST STS VEH TO DLR 3X & DLR UNABLE TO DIAGNOSE CNCRN. CUST STS HE WAS ADVSD VEH IS OPERATING NORMALLY. CUST DISPUTES STS FEELS VEH SHOULD PROVIDED BETTER DRIVING RESPONSE. NCR APOL ADVSD DLR OPEN CONTACT W/IN 3BD.

\*\*\* CASE CLOSE 12/20/02 10:28:41 AM DLR47013  
SERVICE MANAGER DROVE VEHICLE WITH CUSTOMER NOTICED NO ABNORMAL CONCERNS. SCHEDULED A VISIT WITH DSPM(DANNY NGO) HE DROVE VEHICLE WITH CUSTOMER NOTICED NO ABNORMAL CONCERNS. DID NOTICE TRANSMISSION DOWNSHIFTING. INSTRUCTED CUSTOMER THIS IS A NORMAL OPERATING CHARACTERISTIC OF THE VEHICLE. CUSTOMER CALLED AGAIN AND WANTS TO PURSUE OTHER OPTIONS. HE FEELS THE DEALERSHIP HAS DONE ALL THAT IT CAN DO. CUSTOMER STATED HE IS NOT SATISFIED WITH THE VEHICLE. I THINK SOMEONE FROM THE REGION SHOULD BE INVOLVED AT THIS POINT.

**Additional Summary:**

**Toyota ID Number:** 200202210517  
**NHTSA ODI Number:**  
**Date of Incident:** 20020000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** GLEN COVE, NY

**NHTSA Summary:**  
\*\*\* PHONE LOG 02/21/2002 09:53:52 AM HAMIINI CUST WAS GOING AROUND 10 MPR AND PULLING INTO A PARKING SPOT BEHIND HER WORK. CUST WAS GOING SLIGHTLY DOWN HILL AND PRESSED ON HER BRAKES. SHE STS THAT THE VEH JUMPED AND SHE SLID INTO A WALL. SHE STS THAT SHE BROUGHT THE VEH TO DAN'S AUTO COLLISION AND THE ASSOCIATE THERE STS THAT THE BRAKE ARE STOPPING THE VEH BUT THE PEDAL GOES ALL THE WAY TO THE FLOOR. CUST SPOKE TO M DAN DAILEY AT LEXUS OF MASSAPEQUA AND HE REF CUST TO LCS. \*\*\* PHONE LOG 02/21/2002 10:03:40 AM HAMIINI ACTION TYPE: OUTGOING CALL CALLED SM DAN AND HE STS THAT THE AREA OFFICE HAS NOT BEEN ALERTED TO THIS CASE. HE STS THAT THE CUST WANTS OUT OF HER VEH, SO HE REF HER TO LCS TO REPORT THE CASE. I STS THAT I WOULD F/U WITH THE AREA OFFICE ANALYST FOR FURTHER ASST. \*\*\* PHONE LOG 02/21/2002 10:06:24 AM HAMIINI ACTION TYPE: OUTGOING CALL CALLED SARAH MAGNANI AREA OFFICE ANALYST AND LEFT MESSAGE FOR HER TO F/U WITH ME. \*\*\* NOTES 02/21/2002 10:11:54 AM HAMIINI I WANTED TO KNOW IF AREA OFFICE WAS INTERESTED IN DOING A PIR ON CUST VEH BEFORE SHE GOT THE VEH REPAIRED. \*\*\* PHONE LOG 02/21/2002 10:12:46 AM HAMIINI ACTION TYPE: OUTGOING CALL CALLED CUST AND INFORMED HER THAT I HAVE F/U WITH AREA AND LEFT MESSAGE. I WILL ATTEMPT AGAIN LATER TODAY, IF I HEAR ANYTHING I WILL F/U WITH CUST AFTER. \*\*\* PHONE LOG 02/21/2002 10:24:56 AM HAMIINI

C-121

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACTION TYPE: INCOMING CALL RVC CALL FROM SARAH MAGNANI WHO STS THAT SHE THINKS A PIR WOULD NEED TO BE PERFORMED IF THE CUST STS THAT THE BRAKES WERE MALFUNCTIONING AT THE TIME OF AN ACCIDENT. SHE WOULD LIKE REP TO FORWARD CASE TO AREA OFFICE AND THE PIR WILL BE PERFORMED NEXT WEEK. \*\*\* PHONE LOG 02/21/2002 12:11:07 PM HAMIINI ACTION TYPE: OUTGOING CALL CALLED CUST AND INFORMED HER THAT I HAVE CONTACTED THE AREA OFFICE AND THE PIR WILL BE SCHEDULED FOR NEXT WEEK. CUST STS THAT THERE WAS AN ACCIDENT REPORT TAKEN AND SHE WILL FAX ME A COPY TOMORROW. I ALSO FILL OUT THE LEGAL TAB IN THE CASE. \*\*\* NOTES 02/21/2002 12:12:39 PM

**Additional Summary:**

**Toyota ID Number:** 200207021320  
**NHTSA ODI Number:**  
**Date of Incident:** 20020000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MISSOURI CITY, TX

**NHTSA Summary:**  
\*\*\* PHONE LOG 07/02/2002 05:28:56 PM LESPINOZA  
===FCRP===CUST STS WAS PULLING INTO THE DRIVE WAY & SLOWED TO PARK DRIVE WAY. STS VEH ACCELERATED & CUST HIT HIS HOUSE WALL. CUST SWITCHED GEARS TO REVERSE AND VEH SURGED BACK. CUST STOPPED IN THE MIDDLE OF THE DRIVEWAY PUT VEH IN DRIVE, STS GAS PEDAL FELT STUCK THEN DROVE FORWARD A 2ND X INTO CUST HOME. POLICE REPORT STS POSS MECHANICAL FAILURE. CUST STS TOOK VEH TO NISSIAN DLR PER INSURANCE CO FOR RPR & INSPECT. STS DLR INSPECTED & EVALUATED & DETERMINED VEH WAS OK.

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

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

REFER TO LEGAL VEH HAS BEEN RPRD

**Additional Summary:**

**Toyota ID Number:** 200207250088; 200208010433  
**NHTSA ODI Number:**  
**Date of Incident:** 20020000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** SUNNY ISLES, FL

**NHTSA Summary:**  
\*\*\* PHONE LOG 07/25/2002 07:22:01 AM SKELLEY  
02 CAMRY. CUST NEPHEW STEVEN GREENSPAN CALLING. STS PURCHASED VEH 6/11/02. STS SINCE PURCHASE CONCERNS APPROX 5X WITH VEH ACCELERATING WHEN PRESSING BRAKE PEDAL. STS HAD VEH TOWED TO DLR 4 WEEKS AGO B/C OF ACCELERATION WHEN BRAKING. STS DLR ADV HAS NOT YET DUPLICATED CONCERNS. CUST STS VEH IS STILL AT DLR AND STS DLR HAS NOT PROVIDED LOANER, SKS PERM FIX TO BRAKING CONCERNS, STS HAS NOT SPOKEN WITH CRM.  
\*\*\* CASE CLOSE 07/26/02 22:42:13 RULEMGR  
MANAGER CRAIG BUNCE HAS BEEN TRYING TO CALL CUSTOMER TO TALK TO THEM BUT THE PHONE KEEPS DISCONNECTING HIM WITH NO MESSAGE, SO WE SENT HIM A REGISTERED LETTER TO CALL US.  
\*\*\* NOTES 08/01/2002 10:13:03 AM SDORN  
NEPHEW CALLED BACK TO ADV THAT DLR INFORMED HIM VEH HAS BEEN DAMAGED BECAUSE RODENTS GOT INSIDE AND ATE UP ELECTRICAL WIRING. CUST STS THERE WAS BROKEN WATERMELON IN THE BACK OF TRUNK WHEN HE LEFT VEH AT DLR AND HE ADV DLR OF THIS BUT DLR DID NOT CLEAN OUT AND NOW IN ADDITION TO OTHER

C-122

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CONCERNS MATS IN TRUNK NEED TO BE CLEANED. CUST NEPHEW ALSO STS THAT THERE ARE SEVERAL SCRATCHES ON THE VEH THAT WERE NOT THERE WHEN HE HAD IT FLATBED TOWED TO DLR. CUST SKS ARBITRATION.;

\*\*\* PHONE LOG 08/01/2002 10:23:11 AM SDORN

ARBITRATION

PREV CASE 200207250088

CUST NEPHEW STS THAT WHEN CUST HIT BRAKES VEH SPED UP AND WENT OUT OF CONTROL. CUST STS WANTED TO RETURN VEH TO DLR WHO REFUSED BECAUSE THEY COULD NOT DUPLICATE CONDITION. CUST TOWED VEH TO DLR AND HAS NOW BEEN ADV THAT VEH HAS DAMAGE TO WIRING HARNESS DUE TO RODENT INFESTATION AND CUST IS RESPONSIBLE FOR VEH. CUST STS VEH HAS SCRATCHES ON BODY AND FOOD STAINS IN TRUNK. CUST STS HAS ARB PWK AVAILABLE AND WILL SEND TODAY.

\*\*\* NOTES 08/02/2002 11:47:40 AM WSAMUELS

AS REQUESTED. ARBITRATION PAPERWORK MAILED TO CUSTOMER VIA FIRST CLASS MAIL. DATED 8/02/02.

\*\*\* NOTES 08/05/02 08:54:25 AM SETS

LEFT MESSAGE FOR CUST TO C/B. SPOKE TO CRAIG SRV MNGR AT DLR H ADV DLR COULD NOT DUPLICATE CONCERN NOTHING AROUND TO OBSTRUCT ACCEL PEDAL OR CAUSE VEH TO ACCELERATE ON ITS OWN

\*\*\* CASE CLOSE 08/06/02 06:19:05 AM SETS

ADV CUST DLR NOT ABLE TO DUPLICATE ANY ABNORMAL CONDITIONS. ALSO ADV CUST DLR INSP ALL ACCEL COMPONENTS & ALL OPERATING WITHIN FCTRY SPECS. NOTHING TO REPAIR.

\*\*\* NOTES 09/15/2002 10:25:07 AM JFEWEL

8/16 LETTER FROM CUSTOMER ATTORNEY FRANK L. HOLLANDER (305-373-9999) ON BEHALF OF CUSTOMER CONCERN. SEEKS REPAIR UNDER WARRANTY. AS LETTER ADDRESSES SAME CONCERN AND IS DATED AFTER TMS PROVIDED ITS FINAL POSITION TO THE CUSTOMER. CAC LEFT A MESSAGE ON ATTORNEY'S VOICEMAIL. ACKNOWLEDGING RECEIPT OF THE LETTER.

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

\*\*\* NOTES 10/29/02 08:51:44 AM SETS

SRV MNGR CALLED TODAY ADV CUST DID NOT PICK UP VEH. DLR ADV THEY DID FIND RHODENTS NET IN ENG AREA AT TIME WHEN VEH INITIALLY BROUGHT IN TO DLR.

**Additional Summary:**

**Toyota ID Number:** 200212030135  
**NHTSA ODI Number:**  
**Date of Incident:** 20020000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** YONKERS, NY

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

===FCRP===

SEE CASE # 200212020320

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

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

C-123

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CASE DISPATCHED TO HANNA DIVER

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

CASE ASSIGNED TO FTS MIKE MARSNICK.

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

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

**Additional Summary:**

**Toyota ID Number:** 200209090428  
**NHTSA ODI Number:**  
**Date of Incident:** 20020000  
**Vehicle:** 2002 TOYOTA, LEXUS ES300  
**Location of Incident:** DELRAY BEACH, FL

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:** 200210211474  
**NHTSA ODI Number:**  
**Date of Incident:** 20020000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** COCONUT CREEK, FL

**NHTSA Summary:**

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

===PA===

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

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

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

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

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

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

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

**Additional Summary:**

**Toyota ID Number:** 200212270137

**NHTSA ODI Number:**

C-124

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20020000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MONROE TOWNSHIP, NJ  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 12/27/2002 07:53:38 AM DHARDY  
 ARB  
 PREVIOUS 200211210684  
 CUST STS BRAKES INTERMITTENTLY REV UP AND GO FORWARD EVEN WHILE FOOT IS ON BRAKE. CUST STS WHEN APPLYING BRAKE VEH CONTINUES TO GO FORWARD AND FEELS THIS IS EXTREMELY DANGEROUS. CUST STS FEELS DLR IS NOT INTERESTED IN REPAIRING THE VEH AND HAS TRIED SEVERAL TIMES TO GET THEM TO KEEP THE VEH FOR MORE THAN 2 HOURS TO DUPLICATE THE PROB. CUST STS NOW WANTS TO GO THROUGH ARB.  
 \*\*\* CASE CLOSE 12/30/02 06:10:58 AM NY5  
 CASE DISPATCHED TO FTS T SENNECA AND CC DSPM L GREGORY.  
 \*\*\* NOTES 12/30/2002 01:23:19 PM ESTAPLES  
 ARBITRATION PAPERWORK SENT 12/30 VIA FIRST CLASS MAIL.  
**Additional Summary:**

**Toyota ID Number:** 200208260161  
**NHTSA ODI Number:**  
**Date of Incident:** 20020000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** TAMARAC, FL  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 08/26/2002 07:42:16 AM MHILL  
 PA  
 CUST STS WHEN STOPS IN '02 CAMRY XLE, RPM'S DROP DRAMATICALLY & VEH VIBRATES, AS IF GOING TO STALL. CUST STS ALSO EXPER SURGE WHEN VEH IS STOPPED AT A LIGHT, FLS IF FOOT NOT ON BRAKE, VEH WOULD LURCH FORWARD. CUST STS DLR ADV THAT DROVE OTHER VEHs ON LOT W/ SAME CNCRN, VEH OPERATING AS DESIGNED. CUST STS DISAGREES B/C HAS OWNED OTHER TOYS, SKS VEH INSPECTED BY FACT REP, PERMANENT FIX TO ENG CNCRNS, CUST STS HAS SPKN W/ CRM.  
 \*\*\* NOTES 08/30/02 12:08:46 PM SET8  
 \*\*\* NOTES 08/30/02 12:09:08 PM SET8  
 LEFT MESSAGE FOR CUST TO C/B.  
 \*\*\* CASE CLOSE 09/09/02 09:03:29 AM SET8  
 SPOKE TO CUST SHE ADV DLR ADV CONDITION NORMAL FOR VEHICLE. ASKED CUST IF DLR TOK HER FOR RIDE IN SIMILAR VEHICLE SHE ADV NO, ADV CUST WILL NOTIFY CRM LISA IF CONDION IS NORM SHE SHOULD DEMONSTRATE TO CUST IN SIMILAR VEHICLE. CUST AGREED TO THIS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062931  
**Date of Incident:** 20020101  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MEMPHIS, TN  
**NHTSA Summary:**  
 WHEN DRIVING AT LOW SPEEDS, THE VEHICLE SURGED FORWARD WITHOUT WARNING. THE CONSUMER TOOK THE VEHICLE TO THE DEALER FOR INSPECTION AND THE MECHANIC CHANGED THE COMPUTER IN THE VEHICLE. \*AK THE A/C DID NOT COOL

C-125

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PROPERLY, THE VEHICLE LUNGED FORWARD AND BACKWARDS. THE CONSUMER WAS UNABLE TO STOP THE VEHICLE. SUDDEN ACCELERATION ALSO OCCURRED WHEN BRAKING. THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM, EVEN AFTER 443 MILES OF DRIVING THE VEHICLE. \*SC \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311102  
**Date of Incident:** 20020101  
**Vehicle:** 2001 LEXUS LS430  
**Location of Incident:** PITTSBURGH, PA  
**NHTSA Summary:**  
 I OWNED A 2001 LEXUS LS430 FROM 2001 TO 2004. DURING THAT TIME, THE CAR WOULD ACCELERATE BY ITSELF WHEN GOING SLOWLY - DOWN MY DRIVEWAY, INTO MY GARAGE, OUT OF MY GARAGE, PULLING UP THE DRIVEWAY. IT ONLY HAPPENED WHEN GOING VERY SLOWLY - SAY FIVE MILES AN HOUR OR LESS - BUT IT CONSISTENTLY HAPPENED. I TOOK IT TO THE LOCAL DEALER A COUPLE OF TIMES AND THEY SAID, "WE DID NOT NOTICE ANYTHING." I WASN'T REALLY CONCERNED SINCE I WAS USUALLY ONLY GOING AROUND FIVE MILES AN HOUR, AND I WOULD DEPRESS THE BRAKE FIRMLY TO NOT GO FASTER, BUT IT HAPPENED OFTEN. I EVENTUALLY SOLD THE CAR. I WONDER IF THAT CAR HAD PROBLEMS LIKE THE RECALLED ONES? DON'T KNOW IF THE GAS PEDAL WAS STICKING OR IF THE SOFTWARE RUNNING THE ENGINE WAS REVVING IT UP. IT SEEMED LIKE THE GAS PEDAL WOULD ACTUALLY DEPRESS ON ITS OWN WHEN THIS HAPPENED. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8014981  
**Date of Incident:** 20020112  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** DALLAS, TX  
**NHTSA Summary:**  
 ACCELERATER PEDAL BECAME STUCK AND CONSUMER HIT A BUILDING. PLEASE PROVIDE ANY FURTHER INFORMATION. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10002756  
**Date of Incident:** 20020128  
**Vehicle:** 2001 TOYOTA SEQUOIA  
**Location of Incident:** TRUCKEE, CA

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

C-126

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

REPLACED. THE VEHICLE HAS BEEN IN FOR THE SAME REAIRS AT LEAST FIVE TIMES AND IS STILL NOT WORKING THE WAY IT SHOULD. WE HAVE ALL THE DOCUMENTATION FOR SERVICE ON OUR SEQUOIA, WE HAVE DONE INTERNET RESEARCH THROUGH THE NHTSA AND HAVE FOUND THE SAME PROBLEM WITH OTHER TOYOTA SEQUOIAS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8004551  
**Date of Incident:** 20020201  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** DETROIT, MI  
**NHTSA Summary:**  
 CONSUMER STATED THE GAS PEDAL WILL STICK IN COLD WEATHER OR WHEN VEHICLE IS COLD, CONSUMER WOULD HAVE TO PUSH OR KICK PEDAL BEFORE MOVING.\*AK \*YH  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10060829  
**Date of Incident:** 20020201  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CHANDLER, AZ  
**NHTSA Summary:**  
 SUDDEN ACCELERATION ON FREEWAY IN TOYOTA CAMRY LE. JUST AFTER I HAD BOUGHT THE TOYOTA I NOTICED THIS HAPPENING AND DID WRITE AN E-MAIL TO THE MAIN WEB SITE OF TOYOTA JUST TO KNOW IF THEY WERE AWARE OF THE PROBLEM. THEY REFERRED ME TO THEIR DEALER TO HAVE IT CHECKED OUT. I NEVER MENTIONED IT DURING SERVICE APPOINTMENT BECAUSE AFTER THE FIRST FEW MONTHS THE PROBLEM DID NOT SEEMS TO OCCUR TOO OFTEN. IT MAINLY HAPPENS AT HIGHER SPEEDS. NEVER NOTICED IT A LOWER SPEEDS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307391  
**Date of Incident:** 20020212  
**Vehicle:** 2000 TOYOTA ECHO  
**Location of Incident:** DEBARY, FL  
**NHTSA Summary:**  
 AS I BEGAN TO ACCELERATE ONTO HIGHWAY THE GAS PEDAL STUCK, I DID NOT PANIC, PLACE THE CAR IN NEUTRAL, AND PULL UP ON THE GAS PEDAL WHICH RELEASED THE GAS PEDAL, BROUGHT THE 2000 ECHO INTO THE TOYOTA SERVICE CENTER FROM 2002 THROUGH 2008 ONLY TO HERE TOYOTA SAY THERE IS NOTHING WRONG OR THEY COULD NOT FIND ANYTHING, THE PROBLEM IS THERE WITH ALL MODELS AND YEARS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321040  
**Date of Incident:** 20020214  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** ORANGE, CA  
**NHTSA Summary:**

C-127

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL- THE CONTACT OWNS A 2002 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 65 MPH AND WHEN SHE RELEASE THE ACCELERATOR PEDAL, TO APPLY HER FOOT TO THE BRAKE PEDAL THE VEHICLE KEPT ACCELERATING. AS A RESULT, THE CONTACT CRASHED INTO ANOTHER VEHICLE. THE CONTACT STATED THAT THE VEHICLE IS AT HER INSURANCE COMPANY. THE VEHICLE HAS NOT BEEN TAKEN TO THE DEALER FOR DIAGNOSTIC AND TESTING. THE CONTACT STATES THERE ARE 2 PEOPLE IN THE FAMILY THAT DRIVE THE VEHICLE AND 2 PEOPLE HAVE EXPERIENCED UNINTENDED ACCELERATION. THE APPROXIMATE FAILURE MILEAGE WAS 49,000. THE APPROXIMATE CURRENT MILEAGE WAS 49,000. RG  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10001095  
**Date of Incident:** 20020215  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** HOUSTON, TX

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10008712  
**Date of Incident:** 20020215  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** CRYSTAL, MN

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063255  
**Date of Incident:** 20020215  
**Vehicle:** 2001 TOYOTA HIGHLANDER  
**Location of Incident:** BOONE, NC

**NHTSA Summary:**  
 WHILE IN A CAR WASH DRIVER RELEASED PRESSURE FROM THE BRAKE PEDAL AND THE VEHICLE SURGED FORWARD, HITTING ANOTHER VEHICLE. IT BOUNCED BACK AND SURGED FORWARD AGAIN, HITTING A WALL. ENGINE CONTINUED TO RACE UNTIL THE VEHICLE WAS SHUT OFF BY THE DRIVER. MANUFACTURER WAS SUPPOSED TO INVESTIGATE THE PROBLEM, BUT NEVER INFORMED THE CONSUMER OF THE FINDINGS. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303197  
**Date of Incident:** 20020215  
**Vehicle:** 2000 LEXUS GS300

C-128

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
LEXUS ISSUE TO ABC NEWS ON JANUARY 29, 2010. \*TR I OWNED A LEXUS GS NOT TOO LONG AGO THAT HAD A SUDDEN ACCELERATION PROBLEM. LEXUS DID EVERYTHING TO CORRECT THE PROBLEM...BUT THEY JUST HAD NO FIX FOR IT. IT WAS NOT A PETAL PROBLEM.....IT WAS IN THE ELECTRONIC ACCELERATION CONTROL UNIT. HOW DID I KNOW THIS....AFTER I GOT RID OF THE CAR I MET A TECHNICIAN THAT HAD WORKED FOR STERLING MCCALL LEXUS IN HOUSTON TX. HE TOLD ME THAT THE PROBLEM WAS IN THE CONTROL UNIT AND MAIN COMPUTER AND THAT LEXUS NEVER WAS ABLE ADDRESS THE PROBLEM. I HAD THE COMPUTER REPLACED BY THE DEALER. THAT DIDN'T WORK EITHER. I GUARANTEE THAT THE LEXUS/TOYOTA ISSUE IS NOT A GAS PETAL ISSUE....IT IS IN THAT ELECTRONIC ACCELERATION MODULE. THEIR FIX WON'T WORK AND THERE WILL STILL BE WRECKS, INJURIES AND DEATHS AFTER EVERY RECALLED UNIT IS FIXED. IF YOU WOULD LIKE TO REPLY PLEASE DO SO AT JUSIOSH4937@ATT.NET.I DO HAVE CONVERSATIONS AND LETTERS SENT TO THE NHTSA AND I ACTUALLY HAD THEM SEND ME COPIES OF ALL THEIR COMPLAINTS ON MY MODEL. THERE WERE PLENTY OF COMPLAINTS ABOUT SUDDEN ACCELERATION. I COULD NEVER CONVINCE THE NHTSA TO INVOKE AN INVESTIGATION, BUT I WAS UNABLE TO GET THEIR INTEREST. OH....BY THE WAY I STILL DRIVE A LEXUS...A LX470. THEIR BIG UTILITY VEHICLES HAVE A TOTALLY DIFFERENT WIRING HARNESS...DIFFERENT COMPUTER...AND DIFFERENT ACCELERATION MODULE. IT HAS BEEN A WONDERFUL VEHICLE ALTHOUGH RATHER PRICEY. I DO KEEP MY CARS FOR QUITE A WHILE THOUGH.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316084  
**Date of Incident:** 20020224  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** HAMILTON SQUARE, NJ

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. WHILE PARKING THE VEHICLE AT APPROXIMATELY 2 MPH, THE VEHICLE UNEXPECTEDLY ACCELERATED AND LUNGED FORWARD. THE DRIVER WAS ABLE TO STOP THE VEHICLE. THE IDENTICAL FAILURE OCCURRED ON A SEPARATE OCCASION. THE DRIVER FLOOR MAT WAS REMOVED BEFORE THE FAILURE OCCURRENCE. THE FAILURE AND CURRENT MILEAGES WERE 150,000. THE CONSUMER STATED IS SEEMED THE VEHICLE ACCELERATED MORE, EACH TIME HE APPLIED THE BRAKE HARDER EVENTUALLY, THE VEHICLE DID SLOW DOWN AND RETURNED TO NORMAL OPERATION. UPDATED 03/29/10

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305533  
**Date of Incident:** 20020301  
**Vehicle:** 1999 LEXUS RX300  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**  
3 EPISODES OF SEVERE ACCELERATION TERMINATED BY SHIFTING TO NEUTRAL. IN EACH CASE THE RPM CYCLED FROM 3000 TO 8000 AND THEN SPONTANEOUSLY RETURNED TO NORMAL AFTER ABOUT A MINUTE IN NEUTRAL GEAR. I WAS UNABLE TO OVERCOME ACCELERATION BY BRAKING. THE GAS PETAL FELL TO FLOOR EACH TIME BUT WAS NOT STUCK AND RETURNED TO NORMAL AFTER THE EPISODE WAS OVER. THESE 3 EVENTS OCCURED IN A SINGLE WEEK. I FELT THERE WAS SOME MALFUNCTION OF THE CRUISE CONTROL--WHICH I NEVER USE. I HAD THE CRUISE CONTROL

C-129

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DISCONNECTED AT A LOCAL GARAGE AND NEVER HAD ANOTHER PROBLEM. WHEN I TOLD THE LEXUS DEALER ABOUT THIS AT THE NEXT ROUTINE SERVICE VISIT, THEY SAID THEY HAD NEVER HEARD ANYTHING LIKE THIS AND DID NOT SUGGEST FURTHER ACTION. I NEVER RECONNECTED THE CRUISE CONTROL. I REPORT THIS NOW BECAUSE OF THE CURRENT CONCERNS. THIS WAS CLEARLY ELECTRONIC IN SOME FASHION AND I BELIEVE INVOLVED THE CRUISE CONTROL MECHANISM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317061  
**Date of Incident:** 20020321  
**Vehicle:** 1994 TOYOTA CAMRY  
**Location of Incident:** HINGHAM, MA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 1994 TOYOTA CAMRY. SHE STATED THAT WHILE DRIVING AT 45 MPH WHEN CHANGING LANES, SHE FELT THE VEHICLE ACCELERATE AND SHE HIT A VEHICLE IN FRONT OF HER, WHICH CAUSED THE AIRBAGS TO DEPLOY. THERE IS A POLICE REPORT AVAILABLE. THE VEHICLE WAS DESTROYED AND TOWED. THERE WERE MINOR INJURIES. THE FAILURE AND CURRENT MILEAGE WAS 40000. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 565674  
**Date of Incident:** 20020322  
**Vehicle:** 2001 TOYOTA TACOMA  
**Location of Incident:** TUCSON, AZ

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8007094  
**Date of Incident:** 20020324  
**Vehicle:** 1999 TOYOTA AVALON  
**Location of Incident:** JACKSONVILLE, FL

**NHTSA Summary:**  
WHILE AT A STOP LIGHT WAS HIT BY A BUS, AND THEN CONSUMER HIT ACCELERATOR AND VEHICLE RAN INTO A BUILDING. UPON IMPACT, NONE OF THE AIR BAGS DEPLOYED. CONTACTED DEALER, AND THE DEALER WAS NOT WILLING TO DO ANYTHING.\*AK

**Additional Summary:**

**Toyota ID Number:** 200308041080  
**NHTSA ODI Number:** 20020328  
**Date of Incident:** 20020328  
**Vehicle:** 2002 TOYOTA, LEXUS ES300

C-130

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** KENNETH CITY, FL

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/04/2003 12:35:48 PM LEZRRE10 CUST OWNS A '02 ES 300 & HAS CONCERNS W/TRANS. STATES VEH JERKS & LUNGES WHILE @ LIGHTS. STATES DLR HASN'T BEEN ABLE TO FIX VEH & HAS TAKEN TO DLRSHP 3X. \*\*\* NOTES 08/04/2003 12:35:48 PM LEZRRE10 TO: CSM LESLIE SZUCS FROM: LIZETTE EZRRE #310-468-2647 CUST WOULD LIKE DRIVING RESPONSE FIXED ON VEH. PLS LET ME KNOW IF ANY UPDATES AVAIL FOR CUST. PLS LET ME KNOW IF YOU HAVE ANY QUESTIONS. THANKS. \*\*\* SUBCASE 200308041080-1 CREATED 08/04/2003 12:36:03 PM LEZRRE10 \*\*\* PHONE LOG 08/05/2003 08:59:22 AM LEZRRE10 ACTION TYPE: INCOMING CALL I SPOKE W/SM MIKE ALOIA WHO ADV ES UPDATE IS AVAIL FOR CUST & ADV CUST OF THIS PRIOR TO CUST CONTACTING LCS. STATES WILL CALL CUST AGAIN & FIND OUT IF CUST WOULD LIKE APPT FOR THIS. \*\*\* PHONE LOG 08/05/2003 10:50:54 AM LEZRRE10 ACTION TYPE: INCOMING CALL CSM LESLIE SZUCS CALLED SKS TO KNOW WHAT CAN BE DONE FOR CUST ES DRIVING RESPONSE. I ADV OF SM NOTES CSM VERY HAPPY FIX IS AVAIL & WILL CONTACT SM & MAKE SURE CUST IS CONTACTED. \*\*\* PHONE LOG 08/07/2003 11:05:24 AM LEZRRE10 ACTION TYPE: OUTGOING CALL I SPOKE W/CUST WHO STATES HAS BEEN TOLD BEFORE FIX AVAIL & IT NEVER HAPPENS. I ADV CUST TO SPEAK W/SM MIKE ALOIA WHO ADV WILLING TO WORK W/CUST & EVEN DRIVE OUT & FIX CUST VEH. SKS TO KNOW IF GURANTTEED 100% FIX WIL WORK. I ADV NOT GOING TO MAKE ANY GURANTEES WOULD HAVE TO HAVE DLR INSTALLED & CUST WOULD HAVE TO RENDER THAT DECISION. STATES WILL THINK ABOUT IT & C/B IF SKS TO HAVE PART INSTALLED. \*\*\* DEALER NOTES: 08/08/03 13:22:14 8/08/03: SERVICE MANAGER HAS MADE NUMEROUS ATTEMPTS TO CONTACT CUSTOMER. AM WAITING FOR HIM TO CALL US BACK. \*\*\* DEALER NOTES: 08/14/03 10:18:17 VEHICLE WAS COMPLETED ON 08/11/2003 \*\*\* SUBCASE 200308041080-1 CLOSED 08/14/2003 12:11:19 PM LEZRRE10 \*\*\* CASE CLOSE 08/14/2003 12:12:06 PM LEZRRE10 CASE CLOSED AS CUST ADV ON 8/7 WOULD C/B IF REQUIRED FURTHER ASSIST & CUST HASN'T C/B. \*\*\*PLS FIND OUT IF SATISFIED W/ES UPDATE. THANKS.

**Additional Summary:**

**Toyota ID Number:** 200204040228  
**NHTSA ODI Number:** 20020400  
**Date of Incident:** 20020400  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** DESTREHAN, LA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20020411  
**Date of Incident:** 20020411  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** FT LEE, NJ

**NHTSA Summary:**  
**Additional Summary:**  
THE ORIGINAL LEAD TO THIS INCIDENT COMES FROM DIGG DIALOGUE:

C-131

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I was a General Manager of one of your largest dealerships in the US. I was aware that this problem dates back to 2004. In fact, there was a death involved in a sudden acceleration incident at an Atlantic City Hotel in a Camry that our dealership sold. At this point is Toyota's position going to change as to the dates involved?

THE FOLLOWING IS A NEWS ARTICLE REGARDING THIS CRASH:

DEADLY N.J. CASINO CRASH  
New York Post - New York, N.Y.  
Author: BRAD HUNTER and ZACH HABERMAN  
Date: Apr 12, 2002  
Start Page: 017  
Section: News  
Text Word Count: 171  
Document Text

A car crash at an Atlantic City casino killed a woman and injured four other people yesterday. Cops say the accident occurred in front of Harrah's at 1:22 p.m. when Irene Ralston, 66, of Ft. Lee, N.J., drove her new Toyota Avalon into the hotel's entranceway.

Witness Candy Schwartz, 52, was just leaving the casino when the tragedy occurred. "It was boom! One guy went flying into the air, and then suddenly there were people lying injured all over the place," Schwartz said. "She didn't stop until she hit the wall. She came barreling in."  
Schwartz's husband, Alan, 42, said one victim bounced off the hood of the car "like a rag doll." He added that the carnage could have been worse.

"If she had her wheel turned more to the right, she would have gone all the way through the casino," Alan said. Two of the injured were hotel employees. The dead woman, who was 48, was not immediately identified. Police were investigating the cause and no charges were filed.

ABC 7 News reports

In April 2002, Kathleen Kelly was sitting on a bench outside Harrah's casino when an out of control Toyota Avalon shot across the road, tossing one person into the air before plowing into Ms. Kelly, killing her instantly.

The driver was never charged, so for years, the cause of this horrific fatal accident remained a mystery to her family, until all the recent news about Toyota recalls.

"They're saying gas peddle sticking. This is too weird, you know, that's what the woman said that hit my sister. I was flabbergasted," said Teore. That's when the sister contacted Eyewitness News and we started investigating, but because of the age of the case, police and court records had been purged.

The driver declined to talk Eyewitness News, as did the injured casino worker.

Then Eyewitness News uncovered the Medical Examiner's report on the death of Kathleen Kelly.

Inside the report, the Medical Examiner states that the driver "Told police the car suddenly accelerated" and even more troubling, he says she told police "She had just gotten the car back from the dealership" where it had been checked for "Unexpected Acceleration" but was told

C-132

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

the "Vehicle was fine."

**Toyota ID Number:**  
**NHTSA ODI Number:** 760712  
**Date of Incident:** 20020412  
**Vehicle:** 2000 LEXUS GS300  
**Location of Incident:** CORAL SPRINGS, FL  
**NHTSA Summary:**  
UNDER HEAVY ACCELERATION TO MERGE INTO TRAFFIC THE ACCELERATOR STUCK IN THE WIDE OPEN POSITION ONCE PRESSURE HAD BEEN REMOVED FROM THE PEDAL. UPON EXAMINATION, THERE WERE NO PHYSICAL OBSTRUCTIONS (IE, FLOOR-MAT, LOOSE OBJECTS) WHICH WOULD CAUSE THE PEDAL TO JAM IN THIS POSITION. HIGH REVVING AND UNCOMMANDED ACCELERATION PERSISTED FOR SEVERAL SECONDS UNTIL THE BRAKE PEDAL WAS DEPRESSED HEAVILY TO AVOID COLLIDING WITH THE VEHICLE IN FRONT \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330280  
**Date of Incident:** 20020419  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** ONTARIO, CA  
**NHTSA Summary:**  
STARTING THE END OF APRIL 2010 MY 2002 TOYOTA RAV4 STARTING GIVING ME PROBLEMS WITH SHIFTING GEARS AND WHEN I PRESSED THE ACCELERATOR IT DIDNT WANT TO MOVE AND REALLY SLUGGISH AND WOULD JERK. I WAS AFRAID THAT SOMEONE WOULD REAR END ME. I KEPT UP ALL MY MAINTENANCE ON THE VEHICLE. I HAD A TRANSMISSION SERVICE DONE MARCH 2008. THE DEALER SAID I NEEDED A NEW TRANSMISSION. MY CAR HAS 90,000 MILES. I HAD ANOTHER TRANSMISSION SERVICE DONE, BUT IT JUST GOT WORSE. I TOOK IT TO ANOTHER REPAIR SHOP AND THEY SAID THERE WAS A COMPUTER DEFECT AND THE TRANSMISSION NEEDED TO BE REPLACED. MY CAR IS IN THE SHOP FOR REPAIRS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8009054  
**Date of Incident:** 20020420  
**Vehicle:** 1999 TOYOTA AVALON  
**Location of Incident:** ALPHARETTA, GA  
**NHTSA Summary:**  
THE VEHICLE ACCELERATES INTERMITTENTLY ALTHOUGH THE CONSUMERS FOOT IS ON THE BRAKE PEDAL. THE CONSUMER IS FORCED TO SHUT THE VEHICLE OFF IN ORDER TO GET THE PROBLEM TO STOP. THE DEALER HAS BEEN NOTIFIED. JB \*NLM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8008720  
**Date of Incident:** 20020424  
**Vehicle:** 2000 LEXUS GS300  
**Location of Incident:** LOS ANGELES, CA  
**NHTSA Summary:**

C-133

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE ACCELERATED WITHOUT PRESSING THE GAS PEDAL. TOOK VEHICLE TO DEALER WHO STATED THAT STABILIZER BAR WAS DEFECTIVE. \*AK CONSUMER STATED THAT HE HIT FIVE CARS OVER A DISTANCE OF ABOUT 1/2 MILE BEFORE COMING TO A STOP. SURGING CAUSED BY ELECTROMAGNETIC WAVE, BRAKE AND AIRBAG PROBLEMS, ARISING FROM THE WAVE AND THE VEHICLE'S COMPUTER. \*TT  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8018760  
**Date of Incident:** 20020424  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** DEDHAM, MA  
**NHTSA Summary:**  
WHILE DRIVING, CONSUMER APPLIED BRAKES AND VEHICLE SUDDENLY ACCELERATED, CAUSING A FRONT COLISION. DELAER HAS BEEN NOTIFIED.\*AK CONSUMER STATED TOYOTA TESTED VEHICLE, AND NO PROBLEM COULD BE FOUND.\*JB  
**Additional Summary:**

**Toyota ID Number:** 200403230328  
**NHTSA ODI Number:**  
**Date of Incident:** 20020430  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** CLEVELAND, OH  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/23/2004 08:43:33 AM TYAMADA  
02 CAMRY, 23K MI. CUST STS IS EXPERIENCING A SUDDEN ACCELERATION WHEN SHE TRIES TO APPLY THE BRAKE. CUST STS DLR TEST DROVE BUT COULD NOT REPLICATE. CUTS STS SPOKE TO EMMA, SVC ADVISOR, BUT NOT CRM OR SVC MGR. CUST FLS THIS IS A SAFETY CONCERN.  
**Additional Summary:**

\*\*\* CASE CLOSE 03/24/04 12:30:35 PM DLR34036  
CRM REVIEW CUST CONCERN; UPON REVIEW FOUND THAT CUST VEH TO DLR 3/15/04 FOR INSP. DLR DID NOT REPRO CUST COMPLAINT; CUST DID NOT LEAVE VEH, WAITED WHILE TECH DROVE; CRM CONT CUST AND XPLN THAT DLR CANNOT DIAGN IF UNABLE TO REPRO SYMPTOM; CRM RECOMM THAT CUST BRING BACK ON A DAY WHEN SHE CAN LEAVE IT FOR WHOLE DAY & DLR WILL TRY TO REPRO; EXPLN COULD NOT GUARAN BEING ABLE TO REPRO; (CUST STATES HAS ONLY HAPP TWICE-BOTH IN LAST TWO MONTHS); CUST TO CALL & SCHED APPT AT HER EARLIEST CONVENIENCE; CUST HAPPY  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304673  
**Date of Incident:** 20020515  
**Vehicle:** 1999 LEXUS LS400  
**Location of Incident:** NEW YORK, NY  
**NHTSA Summary:**  
1999 LEXUS LS 400. SUDDEN ACCELERATION.  
**Additional Summary:**

**Toyota ID Number:** C-134

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10320306  
**Date of Incident:** 20020521  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**  
THIS IS IN REFERENCE TO THE RECENTLY ANNOUNCED TOYOTA RECALL FOR INCREASED UNINTENDED ACCELERATION OF THE VEHICLE. I BELIEVE THIS IS AN ISSUE DATING BACK TO 2002 TOYOTA MODEL CARS. I WOULD LIKE TO ADD THAT I BELIEVE TOYOTA WAS AWARE OF THE POTENTIAL PROBLEM. LET ME EXPLAIN: MY MOTHER PURCHASED A NEW 2002 TOYOTA CAMRY IN 2001, AND WITHIN 3-6 MONTHS OF DRIVING THE VEHICLE SHE EXPERIENCED THE UNINTENDED INCREASED ACCELERATION WITH COMPLETE BRAKING FAILURE PROBLEM MORE THAN ONCE. I WAS A PASSENGER ON ONE INCIDENT, SITTING IN THE BACK SEAT, AND THE CAR ACCELERATED ON ITS OWN FROM 25MPH TO 45 MPH, HAND BRAKE, PEDAL BRAKE ALL FAILED WHEN APPLIED. CAR KEPT MOVING. IF I HAD NOT REACHED ACROSS FROM THE BACK SEAT AND JAMMED THE CAR GEAR FROM DRIVE INTO THE PARK POSITION, THERE WOULD HAVE BEEN AN ACCIDENT WITH INJURIES OR WORSE. MY MOM REFUSED TO DRIVE THE VEHICLE AFTER THIS INCIDENT ON MAY 21, 2002. SHE TRIED TO TRADE IT IN AND GET HER MONEY BACK FROM THE DEALER IN DALLAS/FT WORTH AREA, BUT THE TOYOTA DEALER REFUSED. SHE HAD TO GO THRU AN OFFICIAL ARBITRATION BOARD HEARING WITH THE EXECUTIVES AT TOYOTA BECAUSE SHE DID NOT WANT TO DRIVE THE VEHICLE AND WANTED TO RETURN IT. THE TOYOTA BOARD HEARING OUTCOME WAS NOT IN HER FAVOR. GO FIGURE. BUT ON THE WAY OUT OF THE HEARING THE LEAD TOYOTA MECHANIC TOOK HER ASIDE AND TOLD HER "OFF" THE RECORD "THAT THIS ACCELERATION PROBLEM WAS GOING TO BE A BIG PROBLEM IN THE FUTURE" AND THAT HE WAS SORRY. THAT SAME WEEK MY MOM TRADED HER NEW 2002 TOYOTA CAMRY IN FOR A NEW HONDA AT THE HONDA DEALER. MY MOM SINCE HAS PASSED AWAY. ANYWAY, I JUST THOUGHT THAT DUE TO THE IMPORTANCE OF THIS ISSUE I WOULD SHARE OUR STORY WITH YOU. IN ADDITION MY SISTERS ACCOMPANIED MY MOM TO HER ARBITRATION HEARING AT TOYOTA IN DALLAS FT WORTH AREA ALONG WITH MY BROTHER IN LAW WHO IS A FORD MECHANIC, AND I AM SURE THEY CAN PROVIDE MORE INFORMATION REGARDING THE HEARING EVENTS IF NEEDED. WE THINK FURTHER INVESTIGATION MAY BE WARRANTED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314973  
**Date of Incident:** 20020524  
**Vehicle:** 2000 TOYOTA AVALON  
**Location of Incident:** MARBLEHEAD, MA  
**NHTSA Summary:**  
SUDDEN ACCELERATION, ONE TIME ONLY, RESULTING IN SEVERE FRONT END DAMAGE. I WAS AT ENTRANCE TO CAR WASH SPEAKING TO THE ATTENDANT WHEN THE CAR TOOK OFF AT HIGH SPEED. MY CAR WAS STOPPED BY HITTING THE REAR END OF A JEEP AT THE END OF THE CAR WASH. THE REASON WAS INEXPLICABLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8013553; 786047  
**Date of Incident:** 20020531  
**Vehicle:** 2002 TOYOTA ECHO  
**Location of Incident:** DREXEL, MO  
**NHTSA Summary:**

C-135

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHILE DRIVING VEHICLE WILL ACCELERATE TO 60MPH WITHOUT HITTING THE GAS PEDAL. HAVE TO PUT VEHICLE IN NEUTRAL TO STOP IT. CONTACTED DEALER, CANNOT LOCATE CAUSE. \*AK THE SUDDEN ACCELERATION INCIDENCE OCCURRED THREE TIMES. THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM IN TEST DRIVING, BUT REMOVED THE CRUISE CONTROL. THE PROBLEM WAS NOT CORRECTED BY REMOVING THE CRUISE CONTROL. \*YH CONSUMER STATE THAT WHILE IN HEAVY TRAFFIC THE CAR SUDDENLY ACCELERATED, THE BRAKES WOULD NOT STOP THE CAR, AND ALSO TO AVERTED A COLLISION THE CONSUMER THEN TURN INTO A PARKING LOT WHEN IN PARKING LOT CONSUMER STATE THAT HE HAD TO PUT CAR IN NEUTRAL FROM HITTING BRICK WALL APPROX 15 FEET AWAY CAR WAS ONLY 3 WEEKS OLD, THIS HAPPEN WITH CRUISE CONTROL CONTROL ON BUT NOT ENGAGED, ON ANOTHER OCCASION THE CRUISE CONTROL WAS OFF WHEN TE VEHICLE SUDDENLY ACCELERATED. \*MJ; WHILE DRIVING VEHICLE WILL ACCELERATE TO 60MPH WITHOUT HITTING THE GAS PEDAL. HAVE TO PUT VEHICLE IN NEUTRAL TO STOP IT. CONTACTED DEALER, CANNOT LOCATE CAUSE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321066  
**Date of Incident:** 20020607  
**Vehicle:** 1999 LEXUS ES300  
**Location of Incident:** CEDARTOWN, GA  
**NHTSA Summary:**  
TL- THE CONTACT OWNED 1999 LEXUS ES 300. THE DRIVER WAS BACKING OUT AT 5MPH. WHEN THE DRIVER DEPRESSED THE ACCELERATOR PEDAL TO THE VEHICLE IT ACCELERATED. THE VEHICLE CRASHED INTO ANOTHER VEHICLE AND KEPT GOING AND CRASHED INTO A RESIDENTIAL HOME. THE VEHICLE WAS DESTROYED. THE DRIVER OF THE OTHER VEHICLE SUFFERED SEVERE INJURIES. THE POLICE WERE CALLED TO THE SCENE AND A REPORT WAS TAKEN. THE CONTACT JUST FILED A INSURANCE CLAIM. HE NEVER REPORTED IT TO THE DEALER OR MANUFACTURER. THE APPROXIMATE FAILURE MILEAGE WAS 35000 AND THE CURRENT MILEAGE WAS 35000. DF  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313280  
**Date of Incident:** 20020615  
**Vehicle:** 1999 TOYOTA AVALON  
**Location of Incident:** EL DORADO HILLS, CA  
**NHTSA Summary:**  
MY 1999 TOYOTA AVALON XLS, HAS HAD SEVERAL ACCELERATION EVENTS, THIS HAS OCCURRED WILL AT A STOP, WITH FOOT BRAKE ENGAGED, IN DRIVE GEAR, THE CAR SURGES FORWARD FOR 1 TO 2 SECONDS. THE BRAKE IS ABLE TO KEEP CAR FROM MOVING MORE THAN A FOOT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317472  
**Date of Incident:** 20020621  
**Vehicle:** 1997 TOYOTA CAMRY  
**Location of Incident:** PORTER RANCH, CA  
**NHTSA Summary:**

C-136

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHILE DRIVING AT APPROX. 70 MPH. ON CRUISE CONTROL. CANCEL CRUISE CONTROL WAS PUSHED. HOWEVER, THE ACCELERATOR STUCK, CAUSING THE A HEAD-ON COLLISION. THE DRIVER OF THE OTHER CAR WAS KILLED ON IMPACT.

**Additional Summary:**

**Toyota ID Number:** 200207180949

**NHTSA ODI Number:**

**Date of Incident:** 20020700

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

**Location of Incident:** WYNNCOTE, PA

**NHTSA Summary:**

\*\*\* PHONE LOG 07/18/2002 02:30:08 PM AAVIDA CUST STS SHE WAS LEAVING THE CAR WASH AND HER VEH SURGED WHILE IN NEUTRAL. CUST STS IT WENT ACROSS THE STREET AND SHE ENDED UP HITTING A POLE AND DAMAGED HER VEH. CUST STS SHE IS AFRAID TO DRIVE VEH AND REQUESTING A PIR. CUST STS VEH IS CURR AT THOMPSON BODY SHOP. AT THOMPSON LEXUS. \*\*\* NOTES 07/18/2002 02:31:26 PM AAVIDA TO CARL BAYER SVC MGR FROM ANDREA AVILA 310-468-5697 PLEASE CONTACT CUST WITHIN 48 HOURS OF RECEIPT OF THIS CASE. THANK YOU. \*\*\* SUBCASE 200207180949-1 CREATED 07/18/2002 02:34:15 PM AAVIDA AWAIT C/B FROM DLR \*\*\* EMAIL OUT 07/22/2002 06:11:06 AM CHALL ACTION TYPE: EXTERNAL EMAIL SEND TO: [ANDREA\_AVILA@TOYOTA.COM] CUST CLLD FOR REP. SHE WAS NOT AVAIL SO I OFFERED TO ASSIST. CUST WANTED TO KNOW IF REP KNEW WHEN THE DOM WAS GOING TO BE AVAIL. I ADV CUST THAT REP IS RESEARCHING CASE W/THE DLR. CUST STS SHE WOULD LIKE A C/B TODAY. I APOL AND ADV CUST THAT I WOULD RELAY THE MSGG BUT COULD NOT MAKE ANY COMMITS. \*\*\* EMAIL OUT 07/22/2002 10:50:56 AM CHALL ACTION TYPE: EXTERNAL EMAIL SEND TO: [ANDREA\_AVILA@TOYOTA.COM] CUST CLLD FOR AAVIDA. SHE WAS NOT AVAIL SO I OFFERED TO ASSIST. CUST WANTS TO KNOW WHEN THE DOM IS GOING TO INSPECT THE VEH. I APOL AND ADV CUST THAT THEIR ARE NO NOTES IN THE CASE ADV A SPECIFIC DATE. CUST STS SHE WOULD LIKE A C/B. I ADV CUST THAT I WOULD RELAY THE MSGG BUT COULD NOT MAKE ANY COMMITS. \*\*\* EMAIL OUT 07/23/2002 02:09:56 PM CHALL ACTION TYPE: EXTERNAL EMAIL SEND TO: [ANDREA\_AVILA@TOYOTA.COM] CUST CLLD FOR REP. SHE WAS NOT AVAIL SO I OFFERED TO ASSIST. CUST STS THAT SHE LEFT MSSGS FOR REP YESTERDAY AND IS WAITING FOR F/U. CUST STS THAT IF SHE DOES NOT HEAR FROM REP TODAY SHE WILL NEED TO SPEAK W/A SUP TOMMORROW. I ADV CUST THAT I WOULD RELAY THE MSGG BUT COULD NOT MAKE ANY COMMITS. \*\*\* NOTES 07/23/2002 02:19:47 PM AAVIDA \*\*\* NOTES 07/24/02 06:10:04 AM JWATERMAN330 HAVE ADV DOM, BRIAN LAUTERBAC

**Additional Summary:**

**Toyota ID Number:** 200207080433

**NHTSA ODI Number:**

**Date of Incident:** 20020702

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

**Location of Incident:** GREAT NECK, NY

**NHTSA Summary:**

\*\*\* PHONE LOG 07/08/02 09:17:13 AM JCHOI  
CUST STS 7/2 PARKED BEHIND A LONG STRING OF CARS WAITING FOR TRAFFIC LIGHT TO CHANGE, FLAT SURFACE CUST STS ENGINE SURGED AND PUT FOOT ON BRAKE AND VEH STILL WENT INTO CAR IN FRONT. CUST STS ENGINE REVED TO OVER 6K RPM. CUST STS WAS ABLE TO POP VEH INTO NEUTRAL SO IMPACT LESSENED. CUST STS WENT TO NHTSA WEBSITE THAT HAS SEVERAL SIMILAR COMPLAINTS OF ENGINE SURGING. CUST STS ALSO HAS "MUSHY" BRAKES CUST STS LONG TIME TOY OWNER

C-137

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 07/10/02 12:50:27 PM NY5  
DPSM JOE PISTILLI CLD AND ADV CASE SHOULD BE SENT TO REGION AS PIR CASE. NY5 GRABBED CASE AND SENT TO NY REGION.  
\*\*\* NOTES 07/11/02 04:42:10 AM NY5  
CASE DISPATCHED TO HANNA DIVER  
\*\*\* NOTES 07/11/02 06:16:20 AM NY4  
CASE DISPATCHED TO FTS J NEIL.  
\*\*\* NOTES 07/15/02 10:31:58 AM PTIMBERLAKE  
CUST WANTS TO KNOW STATUS GETTING BRAKES AND ENGINE SURGE FIXED. NCR LEFT VM FOR JEREMY NEIL -NY REGION TO CALL ME. ADV CUST I WILL CALL HIM BACK ONCE I SPEAK TO JEREMY NEIL.  
\*\*\* NOTES 07/15/02 10:34:25 AM PTIMBERLAKE  
CUST STS ENGINE SURGE IS A COMMON CONDITION THAT HAS BEEN RECOGNIZED ON NHTSA WEBSITE WITH THE CAMRY.  
\*\*\* NOTES 08/28/02 06:14:29 AM NY4  
LEFT MSG FOR FTS J NEIL TCO WITH STATUS OF CASE.  
\*\*\* NOTES 10/01/02 02:17:50 PM NY4  
LEFT VC ML MSG FOR FTS J NEIL TO ADVISE STATUS OF CASE.

\*\*\* CASE CLOSE 10/04/02 05:58:26 AM NY4  
DPSM INSPECTED AND TEST DROVE VEHICLE WITH CS. VEHICLE OPERATING TO SPEC. CS UNDERSTANDS EXPLANATION AND STATES WOULD CONTACT IF ANYTHING FURHTERS ARISES.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 764083

**Date of Incident:** 20020703

**Vehicle:** 1998 TOYOTA CAMRY

**Location of Incident:** KEARNY, NJ

**NHTSA Summary:**

SUDDEN ACCELERATION OF CAR. BRAKES WOULD NOT STOP VEHICLE. HAD TO PUT CAR IN "PARK" TO STOP VEHICLE. ENGINE CONTINUED TO REV AS IF GAS PEDAL PUSHED TO FLOOR. DEALER CANT FIND ANYTHING WRONG.\*AK

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 764196

**Date of Incident:** 20020705

**Vehicle:** 2001 TOYOTA RAV4

**Location of Incident:** SYRACUSE, NY

**NHTSA Summary:**

OUR RAV4 2001 ACCELERATED ON ITS OWN AFTER WE CAME TO A STOP AND RESULTED IN US CRASHING HEAD ON INTO A BRICK BUILDING WITHOUT THE AIRBAGS OPENING CAUSING TREMENDOUS AMOUNT OF DAMAGE TO THE BUILDING BOTH AUTOS ON EACH SIDE AND OF COURSE OUR CAR. TWO DAYS BEFORE, IT ACCELERATED AGAIN AFTER WE CAME TO A COMPLETE STOP WAITING IN LINE FOR GAS JUST MISSING US CRASHING INTO A TRUCK.\*AK

**Additional Summary:**

**Toyota ID Number:**

C-138

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 8015215

**Date of Incident:** 20020707

**Vehicle:** 2002 TOYOTA CAMRY

**Location of Incident:** NORTH MIAMI BEACH, FL

**NHTSA Summary:**

VEHICLE WOULD INTERMITTENTLY ACCELERATE WHEN APPLYING BRAKES. DEALER WAS NOTIFIED, AND UNABLE TO DUPLICATE THE PROBLEM. FEEL FREE TO PROVIDE ANY FURTHER INFORMATION.\*AK

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10324326

**Date of Incident:** 20020707

**Vehicle:** 2001 TOYOTA CAMRY

**Location of Incident:** TARPON SPRINGS, FL

**NHTSA Summary:**

DRIVING NORTH ON US HIGHWAY 101 IN CALIFORNIA AT SPEED LIMIT OF 65 MPH. CAR SPEED INCREASED ON A CURVE, COULD NOT STOP IT AND SUBSEQUENTLY CRASHED INTO A BARRIER IN THE MEDIAN

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10319375

**Date of Incident:** 20020708

**Vehicle:** 2000 TOYOTA RAV4

**Location of Incident:** OLYMPIA, WA

**NHTSA Summary:**

WHEN THE NEWS CAME OUT REGARDING THE ACCELERATION PROBLEMS WITH THE TOYOTAS, I RECALLED HAVING A SIMILAR PROGRAM WITH MY 2000 RAV 4. ON JULY 8, 2002 I EXPERIENCED AN ACCELERATION PROBLEM WHILE ON MY WAY TO WORK. I WAS GOING AROUND 55 MPH ON FREEWAY. WHEN SUDDENLY MY CAR STARTED TO ACCELERATE ON ITS OWN. DESPITE APPLYING THE BRAKES, THE CAR CONTINUED TO ACCELERATE TO ABOUT 70MPH FROM 55MPH. I TRIED PUTTING MY FOOT UNDER THE THROTTLE TO PULL IT UP WITHOUT SUCCESS. I ALSO TRIED PUSHING BACK ON THE MAT, THINKING THE MAT WAS IN THE WAY, BUT THE MAT WAS NOT STUCK UP AGAINST THE THROTTLE. I ALSO PUT ON MY FLASHERS TO TRY AND WARN OTHER DRIVERS THAT I WAS HAVING A PROBLEM. I KEPT THINKING, "WITH A GAS TANK HALF FULL, I WOULD NEED TO TRY AND DRIVE TO SEATTLE IN ORDER FOR THE GAS TO RUN OUT, WHICH WOULD THEN STOP THE CAR". MEANWHILE, I CONTINUED TO KEEP TRYING TO PUSH THE THROTTLE UP WITH MY FOOT AND APPLY THE BRAKES. AFTER WHAT SEEMED LIKE AN ETERNITY, BUT WAS PROBABLY ONLY A FEW MINUTES, BECAUSE I DROVE PASS MY USUAL EXIT, THE CAR STOPPED ACCELERATING ON ITS OWN AND I HAD CONTROL OF THE CAR AGAIN. I DON'T KNOW IF MY PUSHING UNDER AND UP ON THE THROTTLE DID IT. I TOOK IT TO THE TOYOTA DEALER AND THEY "DID NOT FIND ANYTHING WRONG WITH IT". I STILL HAVE THE SERVICE INVOICE, WHICH DOCUMENTS MY PROBLEM. NATURALLY I WAS FRIGHTENED BY THE WHOLE SITUATION AND IT TOOK ME AWHILE TO FEEL COMFORTABLE DRIVING THE CAR AGAIN. HOWEVER, I ALSO HAVEN'T HAD ANY PROBLEMS WITH THE ACCELERATION SINCE. IT SEEMS THOUGH THAT TOYOTA'S ACCELERATION PROBLEM STARTED WAY BACK. MAYBE THERE ARE OTHER OLDER RAV4S OUT THERE THAT HAD THE SAME PROBLEM. I TEND TO KEEP ALL MY CAR INVOICES, SO LIKE I SAID I HAVE THE ORIGINAL INVOICE. THANK YOU.

**Additional Summary:**

C-139

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**

**NHTSA ODI Number:** 8015356 / 8015345

**Date of Incident:** 20020712

**Vehicle:** 1998 TOYOTA TACOMA

**Location of Incident:** MOUNT VICTORY, OH

**NHTSA Summary:**

WHILE DRIVING AT 60MPH ACCELERATOR PEDAL WILL STICK ,AND VEHICLE WILL STAY AT SAME SPEED, CAUSING IT TO BE HARD FOR CONSUMER TO STOP. DEALER NOTIFIED.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10321657

**Date of Incident:** 20020712

**Vehicle:** 2005 TOYOTA CAMRY

**Location of Incident:** MANHATTAN BEACH, CA

**NHTSA Summary:**

TL- THE CONTACT OWNS 2005 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 5 MPH, THE VEHICLE ACCELERATED INTO A PARKED BOX TRUCK. THE CONTACT STATED THAT SHE PRESSED DOWN ON THE BRAKE PEDAL, BUT THE VEHICLE STILL CRASHED. THE CONTACT STATED THAT THE VEHICLE WAS TOTALED. THE CONTACT STATED THAT THE WEATHER WAS NOT A FACTOR. THE APPROXIMATE FAILURE MILEAGE WAS 14,000. THE APPROXIMATE CURRENT MILEAGE WAS 14,000. RG

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 8014173

**Date of Incident:** 20020716

**Vehicle:** 1999 TOYOTA CAMRY

**Location of Incident:** MEMPHIS, TN

**NHTSA Summary:**

WHILE PULLING INTO A PARKING SPACE VEHICLE SUDDENLY ACCELERATED, JUMPING THE CURB AND CRASHING INTO A BUILDING.\*AK

**Additional Summary:**

**Toyota ID Number:** 200208130785

**NHTSA ODI Number:**

**Date of Incident:** 20020800

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

**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**

\*\*\* PHONE LOG 08/13/2002 02:46:33 PM SDORN  
====FRCP====  
CUST STS WAS AT A STOP LIGHT AND VEH LURCHED FORWARD. CUST STS WHEN HE WENT TO BACK UP INTO A PARKING SPACE VEH LURCHED AGAIN AND HE HIT A PARKED CAR. CUST STS TOOK VEH TO DLR WHO COULD NOT DUPLICATE CONDITION. CUST STS BOTH HE AND HIS WIFE WERE IN VEH WEARING THEIR SEATBELTS AND THERE ARE NO INJURIES TO THEM AND THE PARKED CAR WAS EMPTY. LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY INTERIOR AND EXTERIOR PHOTOS  
\*\*\* NOTES 08/14/02 09:32:46 AM CAT1

C-140

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CONTACTED CUS FOR VERIFICATION OF LOCATION OF VEH. VEH AT CHAMPION TOYOTA IN PHILADELPHIA, ADV'D CUS OF 30 DAYS TO DO INSPECTION AND ADDITIONAL 30 DAYS TO COMPLETE REPORT. CUS VERY UNHAPPY ABOUT THIS, DOES NOT WANT TO WAIT TO GET VEH FIXED.

\*\*\* NOTES 08/14/02 12:19:14 PM CATI DSPM NOTIFIED THAT HER NEXT VISIT TO CHAMPION TOYOTAS WOULD NOT BE UNTIL LATER IN SEPTEMBER.

\*\*\* CASE CLOSE 08/23/02 08:30:50 AM CATI CLLD CUS TO GIVE DATE OF INSPECTION. CUS ADVISED THEY FOUND OUT THAT IT WAS NOTHING WRONG WITH THE VEHICLE AND THEY WERE HAVING IT REPAIRED. PER CUSTOMER -- CANCEL INSPECTION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 567233  
**Date of Incident:** 20020801  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** KNOXVILLE, TN

**NHTSA Summary:**  
CONSUMERS 23 YEAR OLD DAUGHTER WAS INVOLVED IN AN INCIDENT ALONG WITH HER FRIEND, WHERE THEY WERE ATTEMPTING TO TAKE AN EXIT, WHEN THE VEHICLE WOULD NOT ALLOW HER TO SLOW DOWN. VEHICLE ACCELERATED ON ITS OWN, CAUSING THEM A LIFE THREATENING EXPERIENCE. THE TWO RAN OF THE ROAD IN ORDER TO BLOCK FROM HITTING OTHER VEHICLES, AND IN ORDER TO NOT HIT A TREE WHEN THEY RAN OF THE ROAD, THEY HAD GOTTEN BACK ONTO THE ROAD AFTER THE PASSENGER HAD INFORMED THE DRIVER THAT THE ROAD WAS CLEAR ENOUGH TO GET BACK ON. THEY DID SO, LUCKILY NOT HITTING ANYONE, THEY ENDED UP IN A VACANT PARKING LOT WHERE THE DRIVER HAD TAKING THE KEYS OUT OF THE IGNITION. DURING THE ACCIDENT THE DRIVER TRIED TO BRAKE AND EVEN PULL THE EMERGENCY BRAKE AND THE VEHICLE REJECTED THAT. VEHICLE WAS TOWED BACK TO THE SERVICE CENTER, WHERE THREE WEEKS PRIOR, THE CONSUMER HAD AN OIL CHANGE, LUBRICATIONS, AND THE TIRES ROTATED. THEY TESTED THE VEHICLE, AND REPORTED THAT THEY FOUND NOTHING. THE SERVICE CENTER SUGGESTED THAT THEY COULD CLEAN THE THROTTLE LINKAGE AND LUBRICATE A SPECIFIC CABLE (NAME NOT AVAILABLE). VEHICLE WAS THEN INSPECTED AT A TOYOTA DEALER WHO DID NOT SEE A PROBLEM EITHER AND EVEN ALLOWED ONE OF THE EMPLOYEES TO TAKE THE VEHICLE HOME FOR FURTHER INSPECTION AND HE FOUND NO PROBLEMS AS WELL. CONSUMER STATED THAT THE DEALER HAD BEEN ABLE TO CLEAR THE AIRBAG SIGN THAT WAS DISPLAYED ON THE DASHBOARD.\*SCC

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 769004  
**Date of Incident:** 20020802  
**Vehicle:** 2001 TOYOTA TACOMA  
**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**  
I WAS BACKING OUT OF A STORE IN SAN CARLOS MEXICO. I STARTED THE TRUCK, APPLIED THE BRAKE AND PUT THE TRUCK INTO REVERSE. THE TRUCK ACCELATED BACKWARD OUT OF CONTROL AND STRUCK A CEMENT POST IN THE PARKING LOT AND CAME TO A STOP. THE ENGINE CONTINUED TO INCREASE IN RPM'S. I TRIED TO PUT THE TRUCK INTO PARK. THE GEAR SHIFT MOVED AND THE TRUCK BEGAN TO ACCELERATE

C-141

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FORWARD. THE BRAKE WAS UNRESPONSIVE AND THE ENGINE CONTINUED TO INCREASE IN RPM'S. THE TRUCK ACCELERATED FORWARD OUT OF CONTROL JUMPING A PARKING CURB AND CRASHED INTO THE FRONT OF THE STORE. THE AIRBAGS DEPLOYED. THE FRONT PASSENGER SUSTAINED A FRACTURED FOOT. ONE OF THE REAR PASSENGERS SUFFERED A CONTUSION TO HER FOREHEAD. THERE WAS SIGNIFICANT DAMAGE DONE TO THE FRONT END OF THE TRUCK AND DAMAGE DONE TO THE STORE FRONT. I HAVE NOT BEEN ABLE TO ASSESS THE DAMAGE TO THE TRUCK OR INVESTIGATE THE CAUSE OF THE ACCIDENT BECAUSE THE TRUCK IS STILL BEING HELD IN MEXICO BY THE AUTHORITIES. DT

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8020242  
**Date of Incident:** 20020810  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** LA HABRA, CA

**NHTSA Summary:**  
CONSUMER STATES THAT WHILE DRIVING THE THROTTLE WILL STICK. DEALER NOTIFIED. \*MR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10037159  
**Date of Incident:** 20020811  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BAGDAD, KY

**NHTSA Summary:**  
UNRELIABLE THROTTLE RESPONSE FROM STOPPED OR SLIGHTLY ROLLING.. SOMETIMES RESPONDS SMARTLY, MOST OF THE TIME HESITATES AND/OR RESPONDS THEN HESITATES. SOMETIMES LETTING YOU LINGER FOR A SECOND OR TWO PARTIALLY ACROSS TWO LANES(INFREQUENT) BUT YOU NEVER KNOW WHEN THIS THING IS GOING TO DO IT TO YOU! EVENTS ARE CONTINUOUS. DEALER SAYS NOTHING WRONG. OF COURSE THEY ALSO SAID MY DRIVER POWER SEAT DOES NOT MOVE OR SLIP. FOUND THE SB ON THAT, WILL PROVIDE THEM A COPY NEXT TIME IN FOR SERVICE.\*AK

**Additional Summary:**

**Toyota ID Number:** 200209191061  
**NHTSA ODI Number:**  
**Date of Incident:** 20020814  
**Vehicle:** 2002 TOYOTA, LEXUS ES300  
**Location of Incident:** MAMARONECK, NY

**NHTSA Summary:**  
\*\*\* PHONE LOG 09/19/02 02:35:50 PM EOXFORD CUST HAS 02 ES300. INCIDENT TOOK PLACE 8/14. CUST ATTEMPTED TO BRAKE BUT VEH WOULD NOT STOP. CUST HIT BUMPER OF LARGE TRUCK. MR. EAGELFELD WAS DRIVING AT 5 MPH, THEN MRS. EAGELD WAS DRIVING ON 9/9 INTO GARAGE AND BRAKE PEDAL. WENT ALL THE WAY TO THE FLOOR. CUST IS CONCERNED ABOUT THE SAFETY. VEH IS CURRENTLY AT GREENWICH LEX DLR FOR REPAIR. ADV CUST I WILL CONTACT AND C/B. \*\*\* NOTES 09/19/02 02:46:08 PM EOXFORD ALSO, CUST SAID MOTOR SOMETIMES SURGES AT STOPLIGHTS AND CUST HAS TO PRESS HARD ON THE BRAKE TO KEEP VEH FROM MOVING INTO INTERSECTION. CUST SENT A LTR, AND WILL BE FAXING THAT LTR AND SOME OTHER ITEMS. \*\*\* NOTES 09/19/02 02:54:52 PM EOXFORD TO: ANDREW ROSELLI CSM (203) 869-8740. FROM: ED OXFORD 310-

C-142

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

468-2100 PLEASE ADV YOUR DIAGNOSIS OF THE BRAKE ISSUE. \*\*\* SUBCASE 200209191061-1 CREATED 09/19/02 02:55:56 PM EOXFORD \*\*\* PHONE LOG 09/19/02 03:01:17 PM EOXFORD ACTION TYPE: OUTGOING CALL LFT VM MSG FOR CSM TO C/B REGARDING CASE. \*\*\* PHONE LOG 09/20/02 05:58:24 AM EOXFORD ACTION TYPE: INCOMING CALL REC'D VM MSG FROM CSM WHO SAID HE CAN FIND NOTHING WRONG W/ BRAKES, CSM SAID HE HAS NEVER HEARD OF A HARD BRAKE AND SOFT BRAKE ISSUE BOTH HAPPENING ON THE SAME VEH. \*\*\* PHONE LOG 09/20/02 03:31:09 PM EOXFORD ACTION TYPE: OUTGOING CALL LFT VM MSG FOR CSM TO CONTACT DOM FOR PIR. \*\*\* PHONE LOG 09/20/02 03:33:09 PM EOXFORD ACTION TYPE: OUTGOING CALL LFT VM MSG FOR DOM BRIAN REGARDING PIR. \*\*\* PHONE LOG 09/23/02 07:44:13 AM EOXFORD ACTION TYPE: OUTGOING CALL CALLED BRIAN LAUTERBACH DOM WHO SAID FTS NEEDS TO INSPECT VEH. BRIAN WILL CONTACT DLR TO SEE IF VEH IS REPAIRED. IF VEH ALREADY REPAIRED, CAN'T DO INSPECTION. \*\*\* PHONE LOG 09/23/02 07:47:18 AM EOXFORD ACTION TYPE: OUTGOING CALL LFT VM MSG FOR CSM TO C/B. \*\*\* EMAIL OUT 09/23/02 01:01:25 PM EOXFORD ACTION TYPE: INTERNAL EMAIL SEND TO: [EDWARD.OXFORD@TOYOTA.COM] CUST CALLED TO REQ STATUS OF CASE. ADV CUST STILL RESEARCHIN

**Additional Summary:**  
2002 LEXUS MALFUNCTIONING BRAKE SYSTEM. \*MR. THE ENGINE SURGED WHILE BRAKING. IT WAS INDICATED THAT THIS MAY BE DUE TO AN INCREASE IN IDLING SPEED WHEN THE A/C WAS OPERATING. ON ONE OCCASION THE VEHICLE CONTINUED TO MOVE ALTHOUGH THE CONSUMER APPLIED EXTREME PRESSURE ON THE BRAKE PEDAL. \*SCC \*NLM

**Toyota ID Number:**  
**NHTSA ODI Number:** 10079519  
**Date of Incident:** 20020814  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MONROE TOWNSHIP, NJ

**NHTSA Summary:**  
WHILE DRIVING VEHICLE SUDDENLY ACCELERATED UNCONTROLLABLY. CONSUMER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND DROVE IT TO THE DEALER FOR INSPECTION. HOWEVER, MECHANIC WAS NOT ABLE TO DUPLICATE OR RESOLVE THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8017143  
**Date of Incident:** 20020815  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** SARASOTA, FL

**NHTSA Summary:**  
WHILE PULLING INTO PARK WITH FOOT ON THE BRAKES, VEHICLE SUDDENLY ACCELERATED AND HIT A TREE. ALSO WHILE DRIVING IN CRUISE CONTROL, TAPPED ON BRAKES TO DISENGAGE CRUISE CONTROL AND VEHICLE SUDDENLY ACCELERATED.\*AK DEALER CHECKED VEHICLE AND COULD NOT FIND ANY PROBLEMS. \*SLC

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8018875  
**Date of Incident:** 20020816  
**Vehicle:** 2001 TOYOTA TACOMA  
**Location of Incident:** MAIMI, FL

C-143

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
WHILE MAKING A TURN AT A LOW SPEEDS AND ON A FLAT SURFACE, THE VEHICLE WILL ACCELERATE WITH NO WARNING, CAUSING CONSUMER TO HAVE AN ACCIDENT. DEALER NOTIFIED. \*AK WHILE MAKING A TURN THE VEHICLE SUDDENLY ACCELERATED CAUSING THE DRIVER TO LOOSE CONTROL OF THE VEHICLE ANT HIT A FENCE, AS A RESULT ALL 3 OCCUPANTS SUSTAINED INJURIES. \*SCC

**Additional Summary:**

**Toyota ID Number:** 200403151290  
**NHTSA ODI Number:**  
**Date of Incident:** 20020831  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** TAMARAC, FL

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/15/2004 02:35:48 PM LESPINOZA  
---FCR---CUST STS WAS IN VEHICLE BACKING OUT OF A PARKING SPACE, VEH WAS IN REVERSE. STS APPLIED THE BRAKE AND SHIFTED INTO DRIVE. STS LET FOOT OFF BRAKE AND BEFORE HE COULD APPLY THE ACCELERATOR, VEH SURGED FORWARD.CUST STS TRIED TO APPLY THE BRAKE BUT IT RESPOND. STS HIS VEH BOUNCED OFF 4-5 OTHER VEHICLES, THEN CAME TO A STOP. CUST STS WORE SEAT BELT.

\*\*\* NOTES 03/15/2004 02:36:15 PM LESPINOZA  
LEGAL REQUESTS FIELD CONTACT REPORT W/ MANY INTERIOR AND EXTERIOR PHOTOS.  
\*\*\* NOTES 03/16/04 05:09:02 AM SET2  
CASE ASSIGNED TO ROSEMARY IANNITTI SETS  
\*\*\* NOTES 03/16/04 11:15:13 AM SET8  
REG L/M FOR CUST ON 3/16 AT 2:13. STD NEEDED TO CONFIRM VEH LOCATION. REQ NAME, ADDRESS AND PHONE NUMBER OF VEH LOCATION. REQ C/B.

\*\*\* NOTES 03/18/2004 01:28:24 PM PTIMBERLAKE  
---OUTGOING CUST--- NCR RETURNING V/M FROM CUST. NCR SPOKE TO WIFE - RUTH WHO WANTED SSC INFO RELATING ACCELERATION PROBLEM. NCR ADV NO SSC'S. ADV VEH WILL BE INSPECTED WITHIN 30 DAYS FROM - 3/15/04

**Additional Summary:**

**Toyota ID Number:** 200209180202  
**NHTSA ODI Number:**  
**Date of Incident:** 20020900  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** SMITHTOWN, NY

**NHTSA Summary:**  
\*\*\* PHONE LOG 09/18/2002 07:59:30 AM DACADEMIA CUST ATTENDING A FUNERAL, PULLED INTO A PARKING SPACE, HER HUSBAND PUT FOOT ON THE BRAKE & CAR WOULDN'T STOP. THEY HIT A BUSH & THE WALL OF THE FUNERAL HOME. EVERYONE HAD THEIR SEATBELTS ON & IF SHE DIDN'T THEY WOULD HAVE GONE THROUGH A WINDSHIELD. HER HUSBAND HURT HIS CHEST & ARM & CUST & HER MOTHER IN LAW WENT TO HOSPITAL. POLICE TOOK A REPORT. VEH TOWED TO PERFORMANCE AUTOBODY. DLR REFERRED HER TO LCS TO REPORT ACCIDENT & SETUP INSPECTION FOR UNINTENDED ACCELERATION. \*\*\* NOTES 09/18/2002 08:10:14 AM DACADEMIA CUST STS THE DLR REQ SHE CALL LCS TO SETUP INSPECTION & ADV THIS NEEDS TO BE DONE BEFORE BODYSHOP TOUCHES THE VEH. CUST DOESN'T KNOW WHAT TO DO OR TELL THE BODYSHOP B/C SHE'S NEVER BEEN INVOLVED IN A CAR ACCIDENT. \*\*\* PHONE LOG 09/18/2002 08:10:19 AM DACADEMIA ACTION TYPE: OUTGOING CALL LFT MSG FOR CUST & REQ THE FOLLOWING INFO BEFORE HER REQUEST FOR INSPECTION IS SUBMITTED: DATE OF ACCIDENT LOCATION OF ACCIDENT (STREET, CITY, STATE) ROAD CONDITIONS

C-144

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INJURIES NAME OF DR & HOSPITAL NAME OF POLICE & REPORT # IF APPLICABLE NAME OF INSURANCE CO. NAME, ADDRESS, PHONE # OF BODYSHOP WHERE VEH IS CURRENTLY LOCATED. \*\*\* PHONE LOG 09/18/2002 08:20:06 AM DACADEMIA ACTION TYPE: INCOMING CALL CUST C/B & PROVIDED ACCIDENT INFO. (I COMPLETED THE LEGAL TAB). \*\*\* NOTES 09/18/2002 08:28:00 AM DACADEMIA TO: BRIAN LAUTERBACH, DSPM & KAREN ROTOLA, CS ADMINISTRATOR FROM: DENISE ACADEMIA, LCS REP (310) 468-3271 CUST REQ AN INSPECTION FOR VEH THAT WAS IN AN ACCIDENT & CUST STS IT WAS UNINTENDED ACCELERATION. RALLYE LEXUS REFERRED CUST TO LCS. VEH IS CURR AT PERFORMANCE AUTOBODY, 104 ARLINGTON AVENUE, ST. JAMES, NY 11780 (631) 361-9404. PLEASE SETUP A PIR & CALL ME IF YOU NEED FURTH ASSIST. THANK YOU. \*\*\* PHONE LOG 09/18/2002 08:29:28 AM DACADEMIA ACTION TYPE: OUTGOING CALL LFT VMAIL MSG FOR DOM, BRIAN LAUTERBACH, & ADV THAT CUST IS REQ VEH INSPECTION. REQ HE SETUP PIR & TO CALL ME IF HE HAS QUEST. \*\*\* PHONE LOG 09/18/2002

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 767312  
**Date of Incident:** 20020900  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** STATEN ISLAND, NY

**NHTSA Summary:**

ON MY 2002 TOYOTA CAMRY XLE WHEN I PRESSED ON THE BRAKE THE OTHER DAY (I HAVE BEEN DRIVING FOR OVER 40 YEARS) MY CAR KEPT GOING INSTEAD OF STOPPING!! IT TURNED OUT THAT I WAS PRESSING ON THE BRAKE AS WELL AS THE ACCELERATOR PEDAL SINCE THEY ARE ALMOST ON THE SAME LEVEL AS WELL AS BEING CLOSE TO EACH OTHER. ACTUALLY, WHEN THE BRAKE IS DEPRESSED THE ACCELERATOR PEDAL IS ACTUALLY HIGHER WHICH ALLOWS FOR THE CAR TO MOVE FORWARD WHILE STILL DEPRESSING THE BRAKE PEDAL! THIS SEEMS TO BE AN INCREDIBLY DANGEROUS SITUATION, WHILE GETTING ACCUSTOMED TO DRIVING THIS NEW CAR I FOUND IT UNCOMFORTABLE AT TIMES TO GET MY RIGHT FOOT IN THE PROPER POSITION TO DRIVE SAFELY. MAYBE IT'S BECAUSE OF THIS DEFECT. WHAT DO YOU THINK? \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10061984  
**Date of Incident:** 20020901  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LOMPOC, CA

**NHTSA Summary:**

I HAVE HEARD ABOUT THE PROBLEM THE TOYOTA CAMRY HAS WITH SPEED SURGES. I HAVE HAD A PROBLEM BUT IDENTIFIED THE CAUSE QUITE READILY. THE BRAKE PEDAL IS LOCATED TOO CLOSE TO THE THE GAS PEDAL AND AT ABOUT THE SAME LEVEL. AFTER CATCHING MYSELF SEVERAL TIMES STEPPING ON THE GAS PEDAL WHEN I INTENDED TO STEP ON THE BRAKE I HAVE LEARNED TO BE VERY CAREFUL WHEN SWITCHING FROM ONE TO THE OTHER. IN THE CASES WHERE THE MISTAKE DID OCCUR I WAS QUICKLY AWARE OF WHAT WAS HAPPENING AND THERE WAS NO INCIDENT OR ACCIDENT INVOLVED. AM SUBMITTING THIS AS IT MAY BE WHAT HAS OCCURED IN SOME OF THE INSTANCES OF UNANTICIPATED DRIVE SURGE. I HAVE FILLED IN A DATE OF OCCURANCE BUT IT OCCURED A FEW TIMES AFTER I BOUGHT THE VEHICLE AND I DONT REMEMBER THE EXACT DATES. \*AK

**Additional Summary:**

C-145

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10060882  
**Date of Incident:** 20020904  
**Vehicle:** 2002 TOYOTA TUNDRA  
**Location of Incident:** NATICK, MA

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 766873  
**Date of Incident:** 20020908  
**Vehicle:** 1998 LEXUS GS300  
**Location of Incident:** KEY BISCAYNE, FL

**NHTSA Summary:**

FOR ABOUT THE FIFTH TIME IN THE PAST TWO YEARS, I HAVE EXPERIENCED AN UNINTENDED ACCELERATION. AS I WAS PULLING INTO A 7-11 PARKING LOT, THE ENGINE REVVED WITHOUT MY FOOT ON THE ACCELERATOR AND SURGED FORWARD AT WHICH TIME I APPLIED THE BRAKE HARD. THE CAR CONTINUED TO SURGE FORWARD, RESTRAINED, SLOWER BY THE BRAKING BUT STILL MOVING TOWARD PEDESTRIANS AND THE STORE. I MOVED THE SHIFTER INTO PARK AND THE REVVING CEASED IN ABOUT A SECOND OR TWO. THE PRIOR FOUR TIMES I WAS IN TRAFFIC MOVING AHEAD SLOWLY--STOP AND GO. WHILE STOPPED, THE ENGINE BEGAN TO REV AND THE CAR TRIED TO SURGE FORWARD WITH MY FOOT ALREADY ON THE BRAKE. I DEPRESSED THE PEDAL HARDER AND THE REVVING STOPPED IN ABOUT 5-10 SECONDS. REPORTED TO THE DEALER FIRST ON 01/03/2002. NPF \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10000034  
**Date of Incident:** 20020910  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** STOW, OH

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305958  
**Date of Incident:** 20020915  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** FLOWER MOUND, TX

**NHTSA Summary:**

CHECK CRUISE CONTROL WIRING/ELECTRONICS TOYOTAS!! I HAD FAILED CRUISE CONTROL CAUSING RPM 7,000-8,000; COULD NOT SHUT OFF; STOMPED ON BRAKES TO SHUT CRUISE OFF. PULLED PARKING BRAKE; DOWNSHIFTED TO NEUTRAL; TURNED CAR

C-146

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OFF. TURNED IT BACK ON WHEN RECOVERED FROM HYSTERIA AND CRUISE HAD ROTATIONS GOING INTO RED ZONE, THOUGH THE ACCELERATOR PEDAL WAS PULLED UP AND CAR WASNT GOING FORWARD - IT WAS GUNNING ENGINE. TURNED CRUISE OFF TURNED CAR OFF/ON/OFF/ON. FINALLY STOPPED. TOOK BACK TO DEALER. THEY HAD ADDED TOYOTA CRUISE TO 2003 NEW MODEL COROLLA, 5 SPEED MANUAL AFTER FACTORY. DEALERS WERENT AUTHORIZED TO DO IT - TOYOTA WANTED CRUISE CONTROL ONLY ADDED AT FACTORY. BUT DEALER GOT AHOLD OF ONE - THEY PROBABLY WERENT SURE HOW TO WIRE AND CONNECT IT IN. TOOK IT BACK. DEMANDED NEW ONE BE INSTALLED. HAS BEEN OKAY. STILL DRIVING 2003, 5 SPEED MANUAL TRANSMISSION. BUT IT WAS FRIGHTENING TO HAVE CRUISE STUCK ON WIDE OPEN LIKE GAS PEDAL WAS DOWN STOCK. IT WOULDNT STOP HITTING BRAKES OR ANYTHING. CHECK THE CRUISE CONTROL WIRING AND ELECTRONICS ON THESE RECALL TOYOTAS!!!!!!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312604  
**Date of Incident:** 20020917  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** DETROIT, MI

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2002 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 40 MPH ON A BUMPY ROAD SURFACES. THERE WAS PRESSURE APPLIED TO THE BRAKE PEDAL, FOLLOWED BY A SUDDEN ACCELERATION. THE VEHICLE WAS ABLE TO SLOW DOWN AFTER SEVERAL ATTEMPTS; AND CONTINUED IN OPERATION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE FAILURE OCCURRED WHENEVER ENCOUNTERING A ROUGH ROAD SURFACE, BUMPS AND ICE. THE TECHNICIAN STATED THE BRAKES FUNCTIONED PROPERLY AND WERE UNABLE TO DUPLICATE THE FAILURE. THE FAILURE MILEAGE WAS 200. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 767803  
**Date of Incident:** 20020918  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** LYNN, MA

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8019572  
**Date of Incident:** 20020921  
**Vehicle:** 2001 TOYOTA 4RUNNER  
**Location of Incident:** SELKIRK, NY

**NHTSA Summary:**

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

**Additional Summary:**

C-147

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10024353  
**Date of Incident:** 20020922  
**Vehicle:** 2002 LEXUS LS430  
**Location of Incident:** CLINTON, MD

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:** 200301311231  
**NHTSA ODI Number:**  
**Date of Incident:** 20020925  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** LEOMINSTER, MA

**NHTSA Summary:**

\*\*\* PHONE LOG 01/31/2003 05:37:55 PM KFARDOOST  
 RNW#030127-000103>>>CUST STS "I BOUGHT A NEW 2002 CAMRY LE (4 CYL) IN SEPTEMBER OF 2002. I CURRENTLY HAVE 3600 MILES ON THE CAR. I HAVE AN INTERMITTENT PROBLEM WITH THE CAR. AT TIMES, WHEN I AM COMING TO A STOP THE CAR STARTS TO ACCELERATE. I HAVE TO DROP IN INTO NEUTRAL AND PRESS THE ACCELERATOR PEDAL DOWN TO CLEAR IT. IT HAS REVVED UP AS HIGH AS 6200RPM. THIS HAS HAPPENED BETWEEN 12 TO 15 TIMES. IT IS A VERY DANGEROUS SITUATION AND MY WIFE IS AFRAID TO DRIVE THE CAR.

**Additional Summary:**

\*\*\* NOTES 01/31/2003 05:37:56 PM KFARDOOST  
 >>>THE LOCAL TOYOTA DEALERSHIP HAS BEEN VERY COOPERATIVE. THE HAVE CHECKED EVERYTHING BUT CANT DUPLICATE THE PROBLEM BECAUSE IT IS SO INTERMITTENT.

**Additional Summary:**

\*\*\* SUBCASE 200301311231-1 CREATED 01/31/2003 05:42:25 PM KFARDOOST  
 NCR REPLIED TO CUST " -<AS HTML>  
 THANK YOU FOR CONTACTING TOYOTA MOTOR SALES, U.S.A., INC.<P>  
 WE APOLOGIZE FOR THE CONCERNS WITH YOUR 2002 CAMRY.<P>  
 IN ORDER TO PROPERLY ASSESS YOUR CONCERNS, WE HAVE CONTACTED THE CUSTOMER RELATIONS NMANAGER AT NORM WAGNER TOYOTA TO FURTHER EVALUATE YOUR 2002 CAMRY.<P>  
 OUR DEALERSHIP TECHNICIANS ARE SPECIALIZED IN THE DIAGNOSIS AND REPAIR OF TOYOTA VEHICLES. THEY ARE PROVIDED WITH EXTENSIVE TRAINING AND HAVE ACCESS TO STATE-OF-THE-ART EQUIPMENT TO HELP IN THE ACCURATE DIAGNOSIS OF YOUR VEHICLE. ALSO, IF NECESSARY, WE PROVIDE ADDITIONAL SUPPORT TO ASSIST OUR TECHNICIANS IN RESOLVING UNUSUAL VEHICLE CONCERNS.<P>  
 PLEASE BEAR IN MIND THAT IF THE DEALERSHIP IS UNABLE TO DUPLICATE THE CONDITION, IT MAKES IT VERY DIFFICULT TO DIAGNOSE WHETHER OR NOT YOUR 2002 CAMRY HAS ANY TYPE OF CONCERN. IT MAY BE ADVANTAGEOUS FOR YOU TO TAKE THE VEHICLE TO THE DEALERSHIP AS SOON AS THE CONDITION OCCURS. HOWEVER THIS IS SOMETHING THAT YOU WOULD HAVE TO OBVIOUSLY DISCUSS WITH THE DEALERSHIP. THE CUSTOMER RELATIONS MANAGER WILL CONTACT YOU BY THE END OF THE BUSINESS DAY, 02/05/03. IN THE EVENT YOU DO NOT RECEIVE ANY CONTACT FROM THE DEALERSHIP BY THIS DATE, PLEASE <A HREF = '

**Additional Summary:**

C-148

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 20021011105  
**NHTSA ODI Number:**  
**Date of Incident:** 20021000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** GLENDALE, CA

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/11/2002 04:03:12 PM SSKIRHA CUST REQUIRES A KOREAN TRANSLATOR. CUST REQ VEH INSPECTION FOR UNINTENDED ACCELERATION. KEYS LEXUS ALREADY INSPECTED VEH & DIDNT FIND ANYTHING WRONG. CUST DOESNT FEEL SAFE IN VEH BUT WOULD IF A LEXUS REP INSPECTS VEH. ACCIDENT HAPPENED AT THE DMV. VEH CROSSED THE FLOWER BED & HIT METAL WIRE FENCE & THEN TREE. VEH WAS ALMOST PARKED & FOOT WAS ON BRAKE WHEN VEH LURCHED FORWARD. POLICE CAME & POLICE STATED CUST PRESSED ON GAS & NOT BRAKE. CUST STATES POLICE WERE WRONG. \*\*\* SUBCASE 20021011105-1 CREATED 10/11/2002 04:03:33 PM SSKIRHA \*\*\* NOTES 10/11/2002 04:07:14 PM SSKIRHA \*\*\* NOTES 10/11/2002 04:08:32 PM SSKIRHA USED LANGUAGE LINE KOREAN TRANSLATOR # 6084, JENNIFER TO SPEAK W/ CUST. CUST HAD JUST PURCHASED VEH IN AUGUST. \*\*\* PHONE LOG 10/11/2002 04:10:54 PM SSKIRHA ACTION TYPE: OUTGOING CALL LEFT VM FOR KEVIN PRATT, DOM \*\*\* PHONE LOG 10/14/2002 10:40:10 AM SSKIRHA ACTION TYPE: INCOMING CALL REC CALL FROM KEVIN PRATT, DOM. KEVIN IS CALLING DLR SM, ALLAN CLIFF TO DISCUSS CUST CONCERN. DOM & SM ARE TO C/B LCS W/ UPDATE \*\*\* PHONE LOG 10/15/2002 04:31:30 PM SSKIRHA ACTION TYPE: INCOMING CALL DOM RETURNED CALL. AFTER CASE REVIEW DOM DECLINED INSPECTION OF THE VEH. DOM SPOKE W/ SM ABOUT VEH & INSPECTION DLR DID. DOM STATES THAT DLR IS READY FOR CUST TO PICK UP VEH. \*\*\* PHONE LOG 10/15/2002 04:33:23 PM SSKIRHA ACTION TYPE: INCOMING CALL ED MCSHAN, WESTERN CSM ANALYST CLD TO CHECK ON PIR INSPECTION. INF HIM THAT CASE HAS BEEN DECLINED FOR INSPECTION SINCE VEH HAS ALREADY BEEN RPRD & DLR INSPECTED VEH & NO PROBLEM WAS FOUND. \*\*\* PHONE LOG 10/16/2002 01:32:08 PM SSKIRHA ACTION TYPE: OUTGOING CALL LEFT VM FOR CUST TO C/B ADV CUST: USE A KOREAN TRANSLATOR. INF CUST THAT VEH IS READY TO BE PICKED UP AT DLR. INF CUST THAT FACTORY REP REVIEWED CASE W/ LCS REP, & DLR & HAS DECLINED TO DO A PIR INSPECTION BECAUSE OF VEH STATUS; VEHICLE HAS BEEN RPRD ALREADY, THE DLR INSPECTED VEH & FOUND NOTHING WRONG, & PO  
**Additional Summary:**

**Toyota ID Number:** 200210220832  
**NHTSA ODI Number:**  
**Date of Incident:** 20021000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** BURKE, VA

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/22/2002 11:54:48 AM HSVOV  
—DEALER PRODUCT INSPECTION— CUST WIFE DRIVING EVE NEFZGER AND WAS TRYING TO PARK IN SPACE TURNING RIGHT. STS WHEN REMOVED FOOT FROM GAS PEDAL TO BRAKE, BUT VEH ACCELERATED. STS HIT A 2 VEHICLES AND A CURB. STS VEH TURNED OVER DRIVERSIDE. CUST WORE SEATBELT. NO AIRBAG DEPLOY. NO MAJOR INJURIES. STS FEELS GAS PEDAL/VEH IS RESPONSIBLE FOR ACCIDENT.  
DEALER PRODUCT INSPECTION, CONTACT DSPM/REGION IF NECESSARY.  
\*\*\* CASE CLOSE 10/25/02 11:09:37 AM DLR45055  
INSPECTED WRECKED VEHICLE ON 10-14-2002. NO DIAGNOSTIC FAULT CODES PRESENT IN ENGINE MANAGEMENT OR ABS SYSTEMS. ENGINE OPERATION NORMAL. INRMAL INSPECTED OPERATION OF ELECTRONIC THROTTLE CONTROL SYSTEM, INSPECTED USING SCAN TOOL FOR THROTTLE AND ACCELERATOR POSITION SENSOR OPERATION, ALL

C-149

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OPERATING NORMALLY, NO EVIDENCE OF MECHANICAL MALFUCTION. PERFORMED STALL TEST BY FLOORING ACCELERATOR PEDAL WHILE HOLDING PRESSURE ON BRAKE PEDAL, VEHICLE DID NOT MOVE UNLESS BRAKE WAS RELEASED. ALL OPERATION NORMAL AT TIME OF INSPECTION, NO MALFUNCTION VERIFIABLE.

**Additional Summary:**

**Toyota ID Number:** 200210150732  
**NHTSA ODI Number:**  
**Date of Incident:** 20021000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** LARGO, FL

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/15/2002 11:31:03 AM NWLSON  
CUST STS HAVING CONCERNS WITH WHEN APPLYING PRESSURE TO BRAKE PEDAL CAUSES ACCELERATOR TO BE ENGAGED.  
\*\*\* CASE CLOSE 10/17/02 22:41:54 RULEMGR  
CUSTOMER IS BRINGING VEHICLE IN FOR OUR EVALUATION ON TUES OCTOBER 22,2002 AT 10 AM

**Additional Summary:**

**Toyota ID Number:** 200210220484  
**NHTSA ODI Number:**  
**Date of Incident:** 20021013  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/22/2002 10:17:17 AM JKETCHUM  
CUST STS THAT ON 10/13 CUST WAS COMING HOME AND CUST DROVE INTO DRIVEWAY AND CUST STS THAT VEH SURGED FORWARD AND HIT A WALL. CUST STS THAT TOOK VEH TO TOYOTA DLRSHIP AND DLR COULD NOT FIND ANYTHING WRONG WITH THE VEH. CUST STS THAT VEH IS AT BODY SHOP AND THE DLR HAS ALREADY STARTED TO REPAIR. NCR APOL, ADV THAT TOYOTA WOULD NOT BE ABLE TO INSPECT IF VEH HAS STARTED BEING REPAIRED. NCR APOL, DID NOT OPEN FCRP, AND ADV CUST TO SEND ALL INFO TO LEGAL DEPART.  
\*\*\* NOTES 10/22/2002 10:17:18 AM JKETCHUM  
GAVE CASE #.

\*\*\* CASE CLOSE 10/22/2002 10:17:47 AM JKETCHUM  
NCR APOL, DID NOT OPEN FCRP BECAUSE VEH IS BEING REPAIRED, AND ADV CUST TO SEND ALL INFO TO LEGAL DEPART. GAVE CASE #.  
\*\*\* NOTES 11/20/2002 01:37:09 PM LEZRRE  
ATF-LTR DTD 11/13/02, RCVD 11/09/02 STS SAME CONCERNS AS ABOVE. NCR L/M ADV THAT LTR WAS FORWARDED TO LEGAL. NEXT REP: IF CUST C/B PLS ADV OF THIS OR GIVE LEGAL ADDRESS TO RESUBMIT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 768473  
**Date of Incident:** 20021013  
**Vehicle:** 2002 TOYOTA 4RUNNER

C-150

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10002533  
**Date of Incident:** 20021017  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LAKEWOOD, NJ

**NHTSA Summary:**  
CONSUMER WAS PARKING THE VEHICLE WITH HER FOOT ON THE BRAKE WHEN THE VEHICLE ACCELERATED. THIS RESULTED IN AN ACCIDENT. THE DEALERSHIP CANNOT LOCATE THE CAUSE OF THE PROBLEM.\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291774  
**Date of Incident:** 20021018  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** WASHINGTON, DE

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 1999 TOYOTA CAMRY. WHILE ATTEMPTING TO PARK THE VEHICLE, THE ENGINE STARTED TO REV. THE VEHICLE THEN ACCELERATED BACKWARDS AND CRASHED INTO A TREE. SHE HAD TO BE HOSPITALIZED FOR INTERNAL INJURIES. THE VEHICLE WAS TAKEN TO THE DEALER, BUT THEY DID NOT PROVIDE HER WITH ANY ASSISTANCE. THE TECHNICIAN MADE COSMETIC REPAIRS TO THE VEHICLE. AFTER THE REPAIR WHEN ENTERING THE VEHICLE, IT ACCELERATED WITHOUT INTENTION. SHE WAS ABLE TO DECELERATE BY DRIVING ONTO A CURB. THE MANUFACTURER WAS NOTIFIED, BUT SHE DID NOT RECEIVE ANY ASSISTANCE. THE FAILURE MILEAGE WAS 24,000. THE CURRENT MILEAGE WAS UNKNOWN.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10107480  
**Date of Incident:** 20021020  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** CONCORD, CA

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

C-151

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313393  
**Date of Incident:** 20021020  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SAN BRUNO, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. WHILE THE CONTACT WAS ATTEMPTING TO EXIT A CAR WASH AT 5 MPH, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING CAUSING IT TO CRASH INTO A POLE. NO ONE WAS INJURED. A POLICE REPORT WAS NOT FILED. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THERE WERE NO PRIOR WARNINGS. THE CURRENT MILEAGE WAS 84000. THE FAILURE MILEAGE WAS 8000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10007691  
**Date of Incident:** 20021021  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BURKE, VA

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 8021365  
**Date of Incident:** 20021022  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SAN BRUNO, CA

**NHTSA Summary:**  
CONSUMER HAS PROBLEMS WITH THE ACCELARATOR. DEALER WAS CONTACTED. MR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10053975  
**Date of Incident:** 20021022  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CHICOPEE, MA

**NHTSA Summary:**  
CONSUMER COMPLAINED THAT THE BRAKE PEDAL WAS DESIGNED TOO BIG. ON SEVERAL OCCASIONS CONSUMER ATTEMPTED TO MOVE FOOT FROM THE GAS TO THE

C-152

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BRAKE PEDAL WHEN THEIR SHOE SOLE GOT CAUGHT UNDER THE BRAKE PEDAL. THIS CAUSED THE CONSUMER TO APPLY THE GAS PEDAL INADVERTENTLY. \*AK \*MR  
Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 8021602  
**Date of Incident:** 20021024  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** SHREWSBURY, MA  
**NHTSA Summary:**  
VEHICLE SUFFERED SUDDEN ACCELERATION WHEN SHIFTED FROM NEUTRAL INTO DRIVE. VEHICLE COLLIDED WITH A DOOR. DEALER AND MANUFACTURER HAS BEEN NOTIFIED. PLEASE PROVIDE FURTHER INFORMATION. TS  
Additional Summary:

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

**Toyota ID Number:** 200211261055  
**NHTSA ODI Number:**  
**Date of Incident:** 20021100  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MODESTO, CA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 11/26/2002 04:09:22 PM CCONVIS  
CUST STS VEH WAS ON CRUISE CONTROL AND WHEN IT WAS TAKEN OFF, VEH PLACED IN NEUTRAL THEN DRIVE AND VEH LURCHED FORWARD AT FULL SPEED ON CUST ADN CUST ALMOST WENT INTO A HOUSE. CUST TURNED VEH OFF AND BACK ON AND HAS NOT EXPERIENCED THE CONCERN AGAIN BUT IS CONCERNED VEH MAY LURCH FORWARD AGAIN. CUST STS DLR CAN NOT FIND CAUSE OF VEH CONCERNS. CUST SEEKS POSS REGION INSPECTION WHEN REP IS IN AREA AND ETA FOR REGIONAL REP. CUST HAS NOT SPOKEN TO CRM.  
\*\*\* NOTES 11/26/2002 03:30:49 PM ECAMPOS  
CRM CALL REQUESTING CASE BE REDIRECTED TO REGION.  
\*\*\* NOTES 12/03/02 05:10:17 PM SF3  
LM ON VM. DSPM WILL FOLLOW-UP.  
\*\*\* CASE CLOSE 12/09/02 05:25:16 PM SF3  
DSPM, C. MURPHY, REVIEWED WITH FTS J. THIELE AND W/DLRSHIP. FTS STD THERE IS NO KNOWN ISSUE AND ADVD TO ASSURE DLRSHIP SCANNED VEH FOR ERROR CODES. DLRSHIP STD THEY DID CK FOR CODES AND CK'D BRAKES. ALL NORMAL AND WITHIN SPECS. CUST STD HE CAME TO A STOP, PUT VEH IN NEUTRAL, THEN PUT IT IN DRIVE TO

C-153

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

PROCEED AND VEH MOVED FORWARD QUICKLY. (THIS MAY HAVE BEEN DUE TO THE CUST ENGAGING DRIVE FROM NEUTRAL WITH NO BRAKE.) DSPM ADVD CUST TO ENSURE VEH IS IN PARK WHEN AT STOP AND FOOT IS OFF THE BRAKE. CUST STD HE WOULD DO SO. CUST CONTD TO SAY VEH ACCELERATED WHEN HE ATTEMPTED TO PRESS THE BRAKE PEDAL. DSPM THIS MAY HAVE BEEN DUE TO THE CUST ACCIDENTALLY PRESSING GAS PEDAL. DSPM ADVD CUST THERE HAS NOT BEEN ANY ISSUE TOYOTA KNOWS OF RE HIS SITUATION. DSPM ADVD DLRSHIP INSPECTED VEH AND TEST DROVE TO ENSURE VEH IS OPERATING NORMALLY. CUST STD HE IS SATISFIED AND W/CONTACT DLRSHIP IF ISSUE RECURS.  
Additional Summary:

**Toyota ID Number:** 200308010358  
**NHTSA ODI Number:**  
**Date of Incident:** 20021105  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** KEARNS, UT  
**NHTSA Summary:**  
\*\*\* PHONE LOG 08/01/2003 09:50:10 AM QHOLMES  
===FCRP===  
PATRICIA DRIVER (ONLY ON IN VEH). STS HAD HER SEATBELT ON. STS DRIVING IN PARKING LOT (3245 WEST, WEST JORDAN, UT). STS TURN DOWN A AISLE (RT), APPLIED BRAKES WHEN CUST HEARD ENGINE SUDDENLY ACCELERATE & STS HER VEH HIT DRIVERS SIDE BUMPER HIT ANOTHER VEH FTR DRIVERS SIDE BUMPER. STS THEN HIT A PARKED TRUCK W/HER FTR BUMPER. STS AIR BAGS DID NOT DEPLOY. STS TRAVELING 3-5MPH. LEGAL REQUESTS FCRP WITH MANY INTERIOR AND EXTERIOR PHOTOS

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10000020  
**Date of Incident:** 20021108  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** BROOMALL, PA  
**NHTSA Summary:**  
WHEN USING THE CRUISE CONTROL ON A DOWNGRADE, THE VEHICLE ACCELERATES UP TO 20 MPH. IT SEEMS AS IF YOU ARE GOING OUT OF CONTROL. THE VEHICLE DOES NOT DOWNSHIFT AT ALL.  
Additional Summary:

Toyota ID Number:

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

C-154

**NHTSA ODI Number:** 10314178  
**Date of Incident:** 20021109  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WALTHAM, MA  
**NHTSA Summary:**  
ON THE DATE BELOW, I WAS DRIVING ON A HIGHWAY WHEN MY BRAND NEW CAMRY WENT OUT OF CONTROL AND SPED UP, SENDING THE CAR THROUGH A GUARD RAIL. MY CAR ENDED UP ON THE OTHER SIDE OF THE HIGHWAY GOING IN THE OPPOSITE DIRECTION. I HAVE A PERFECT DRIVING RECORD, AND HAVE NEVER EVEN HAD A TICKET. I BELIEVE THAT MY CAR HAD THE ACCELERATION PROBLEM THAT I'VE BEEN READING ABOUT. I HAD CONTACTED TOYOTA WHEN THE ACCIDENT FIRST OCCURRED. THEY SENT SOMEONE OUT WHO CHECKED THE TIRES AND THE STEERING, AND A FEW MINOR THINGS. NO ONE TESTED ANYTHING TO DO WITH ACCELERATION. THE CAR WAS TOTALED, AND I WAS TAKEN BY AMBULANCE TO A TRAUMA CENTER, WHERE I WAS HOSPITALIZED. I AM NOW DRIVING A 2003 CAMRY, AND I FEEL LIKE I'M DRIVING A TIME BOMB, SINCE I READ THAT THE PROBLEM MAY EXIST IN BOTH THE 02 AND 03 MODELS. \*AK SEE VOQ 10063318.  
\*DSY: WHILE DRIVING VEHICLE SUDDENLY ACCELERATED. DRIVER LOST CONTROL AND HIT A GUARD RAIL. THE VEHICLE WAS TOTALED. \*AK THE DRIVER SUFFERED FROM POST CONCUSSION SYNDROME AND STILL EXPERIENCES DIZZINESS, PROBLEMS WITH BALANCE, TREMORS, HEADACHES, NECK AND BACK PAIN AND MEMORY LOSS. THE CONSUMER IS STILL UNDER THE CARE OF SEVERAL MEDICAL PROFESSIONALS AND CONTINUES TO UNDERGO TESTING. \*NM SEE VOQ 10062561. \*DSY, TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY PURCHASED BRAND NEW. WHILE TRAVELING AT SPEEDS OF 50 MPH, SHE SWITCH LANES TO AVOID A CONSTRUCTION AREA. THE VEHICLE THEN ABNORMALLY ACCELERATED WITHOUT WARNING OR DRIVER INTENT. SHE ATTEMPTED TO DEPRESS THE BRAKES, HOWEVER THE BRAKES WERE NOT RESPONSIVE TO DRIVER INPUT. SHE ALSO ATTEMPTED TO MAINTAIN CONTROL OF THE VEHICLE BUT THE STEERING WHEEL WAS ALSO NON-RESPONSIVE AND THE VEHICLE CONTINUED TO ACCELERATE IN AND OUT OF TRAFFIC. THE VEHICLE THEN SWAYED TO THE LEFT AND CRASHED THROUGH A METAL GUARD RAIL. THE CONTACT WAS HOSPITALIZED AND SUFFERED NECK INJURIES AND WAS DIAGNOSED WITH AMNESIA SYMPTOMS AND POST-TRAUMATIC STRESS DISORDER. THE CAUSE OF THE FAILURE WAS INCONCLUSIVE. VEHICLE WAS DESTROYED. THE FAILURE MILEAGE WAS 2700. THE VIN WAS NOT AVAILABLE. TL\*THE CONTACT OWNED A 2002 TOYOTA CAMRY. WHILE DRIVING ON THE HIGHWAY AT 50 MPH, THE DRIVER STATED THAT SHE SWITCHED LANES AND THE ACCELERATOR PEDAL BECAME STUCK AND ACCELERATED ON ITS OWN. THE VEHICLE MADE A U-TURN ON ITS OWN AND THE DRIVER CRASHED INTO 2 GUARD RAILS. THE VEHICLE WAS DESTROYED. THE DRIVER WAS ALSO INJURED AND TAKEN BY AMBULANCE TO THE HOSPITAL. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 2,000.  
Additional Summary:  
The accident was on Nov. 9, 2002 during the day time. It was a sunny, dry day. I was driving north on rt. 93, which is a three or 4 lane highway (each direction). The car was a 2002 Toyota Camry. There were work trucks in the left lane, where I was driving, so I moved over to the next lane. Everything was fine for a few minutes, but suddenly, with no warning, my car took control of itself. It sped up and was weaving back and forth across the lanes, and eventually turned left and went through the guard rail (there may have been 2 guard rails, I can't remember). I was conscious until the point where I hit the guard rail and saw the car hood crumple up. The next time thing I remember was being on the south bound side of rt. 93 with my car facing south. The car was at a complete stop. All the things that should have been under the hood, were hanging outside the car. The whole back was smashed in as well as the front. The rear windshield was completely broken.

State Trooper told the witnesses to leave without questioning them.

C-155

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314801  
**Date of Incident:** 20021109  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** ERLANGER, KY  
**NHTSA Summary:**  
WE PURCHASED A NEW 2002 TOYOTA CAMRY 7-16-02 AND THE ACCELERATOR SURGED WHILE BACKING OUT OF THE DRIVEWAY 11-9-02 CAUSING IT TO STRIKE ANOTHER PARKED VEHICLE AND STOPPED 6 INCHES FROM STRIKING A HOUSE. THE TOTAL DAMAGE WAS ALMOST \$10000. WE TOLD THE TOYOTA DEALERSHIP AND THEY SAID IT HAD TO BE AN OPERATOR ERROR BECAUSE THEY NEVER HEARD OF ANOTHER ACCELERATION PROBLEM. THE DEALER NEVER OFFERED TO DO A DIAGNOSTIC CHECK AND THEY TOLD US TO GO TO A DEALER CLOSER TO OUR HOME IF IT HAPPENED AGAIN. IN 2004 WE READ AN ARTICLE ABOUT SUDDEN ACCELERATION PROBLEMS WITH THE CAMRY AND LEXUS VEHICLES. WE LOOKED ON THE NHTSA WEB SITE AND UNDER SPEED CONTROL COMPLAINTS WE SAW A COMPLAINT OF A 2002 OR 2003 CAMRY ACCIDENT EXACTLY LIKE THE ONE WE EXPERIENCED. WE SENT A LETTER TO TOYOTA INC. 4-18-04 AT P.O. BOX 2991 IN TORRANCE, CA 90509 AND TOYOTA NEVER RESPONDED BACK. WE NEVER EXPERIENCED SUDDEN ACCELERATION IN THE 2002 CAMRY AGAIN AND EVENTUALLY SOLD IT. WE HAVE A COPY OF THE TOYOTA LETTER. THERE WAS A NEIGHBOR THAT WITNESSED THE ACCIDENT AND SAID THE CAMRY MADE A LOUD ACCELERATION NOISE. MY WIFE PUT BOTH FEET ON THE BRAKES TO BRING IT TO A STOP.  
Additional Summary:

**Toyota ID Number:** 200311120125; 200402040570  
**NHTSA ODI Number:**  
**Date of Incident:** 20021111  
**Vehicle:** 2002 TOYOTA, LEXUS ES300  
**Location of Incident:** ROCKVILLE, MD  
**NHTSA Summary:**  
\*\*\* PHONE LOG 11/12/2003 07:21:53 AM MHELFRICH CUST STATED SHE HAS BEEN WORKING W/ GM AT LEXUS OF ROCKVILLE REGARDING ACCIDENT SHE WAS IN B/C OF HER 2002 ES 300. CUST STATED SHE WAS PULLING INTO PARKING LOT, MADE LEFT TURN TO PULL INTO PARKING SPOT, VEH JUMPED CURB AND HIT A TREE. CUST STATED SHE HAS HAD ACCELERATION ISSUES SINCE DAY SHE PURCHASED VEH. CUST SAID SHE FEELS VEH CAUSED ACCIDENT. CUST STATED C.KING INSPECTED VEH. ADVISED THERE WAS NOTHING WRONG W/ VEH & SHE MUST OF HIT GAS PEDAL. \*\*\* NOTES 11/12/2003 07:22:47 AM MHELFRICH CUST STATED SHE NEVER RECEIVED ONP LETTER ABOUT UPDATE & ONLY FOUND OUT ABOUT IT AFTER RESEARCHING. CUST STATED SHE CONTACTED NHTSA & WHEN SHE ADVISED DLR OF HER RESEARCH, THEY DENIED ISSUES UNTIL SHE PULLED OUT RESEARCH & THEN ADMITTED LEXUS HAS HAD ISSUES W/ TRANSMISSION. CUST ADVISED GM OF DLR CALLED PAT MITCHELL IN AREA OFFICE. CUST DEMANDED FOR PHONE NUMBER FOR P MITCHELL & DEMANDED A CALL BACK W/ IN 24 HOURS W/ AN UPDATE & INSPECTOR'S NAME \*\*\* SUBCASE 20031120125-1 CREATED 11/12/2003 07:23:06 AM MHELFRICH \*\*\* NOTES 11/12/2003 07:28:15 AM MHELFRICH \*\*\* PHONE LOG 11/12/2003 07:29:31 AM MHELFRICH ACTION TYPE: OUTGOING CALL LEFT V-MAIL FOR PAT MITCHELL, CS MANAGER IN AREA OFFICE AS A HEADS UP CUST WAS TRYING TO GET A HOLD OF HER SINCE GM GAVE HER NAME TO CUST AS THE CONTACT ON ISSUES. \*\*\* PHONE LOG 11/12/2003 07:34:45 AM MHELFRICH ACTION TYPE: OUTGOING CALL SPOKE W/ KAREN ROTOLA, ADVISED I AM DISPATCHING CASE TO AREA OFFICE. \*\*\* NOTES 11/12/03 10:57:54 AM KROTOLA330 I PUT THE REQUEST FOR THE PIR ON OUR LOG FOR THE FTS TO INSPECT. ONCE IT IS SCHEDULED I WILL UPDATE CASE ACCORDINGLY. BRANT BAIRD SHOULD BE THE FTS TO INSPECT. \*\*\* EMAIL OUT 11/12/2003 01:18:02 PM ABENLON ACTION TYPE: EXTERNAL EMAIL SEND TO:

C-156

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

[MELISSA\_HELFFRICH@TOYOTA.COM] CUST CALLED TO UPDATE INFO WITH REP. CUST STD THAT REP HAS REQUESTED INSURENCE CLAIM INFO ERIE INSURENCE CLAIM # 210482674. ADJUSTER NAME LAUREN AT 888-822-3743X 6104; \*\*\* PHONE LOG 02/04/2004 09:59:04 AM RHOLLINGSWORTH REFER TO CASE#200311120125. CUST STS SHE WAS PARKING HER VEHICLE WHEN IT SUDDENLY ACCELERATED AND JUMPED THE CURB AND HIT A TREE. CUST BELIEVES THAT VEH MALFUNCTIONED AND REQUESTED LEXUS TO INSPECT THE VEHICLE. AREA PERFORMED PIR ON 12/4/03 AND FOUND NO DEFECTS IN WORKMANSHIP OR MATERIALS. CUST DISSAT WITH LEXUS RESPONSE AND REQUESTED LETTER OF POSITION. CUST BELIEVES THAT OTHER LEXUS VEHICLES HAVE OPERATED LIKE HERS AND WOULD BE IN CONTACT W/NHTSA. \*\*\* CASE CLOSE 02/04/2004 10:01:40 AM RHOLLINGSWORTH REFER TO CASE#200311120125. CUST INVOLVED IN AN ACCIDENT WHEN VEHICLE JUMPED CURB AND HIT A TREE. CUST STS VEH ACCELERATED BY ITSELF AND REQUESTED INSPECTION OF THE VEHICLE. AREA PERFORMED PIR AND FOUND NO DEFECTS IN MATERIALS OR WORKMANSHIP. ADVISED CUST OF FINDINGS AND THAT NO FURTHER ASST WOULD BE PROVIDED. CUST DISAGREES W/FINDINGS AND ADVISED SHE WOULD PURSUE W/OTHER AGENCIES INCLUDING NHTSA. LETTER OF POSITION MAILED TO CUSTOMER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8023219  
**Date of Incident:** 20021111  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MAPLE HEIGHTS, OH

**NHTSA Summary:**

CONSUMER STATES WAS DRIVING ON HIGHWAY WITH CRUISE CONTROL ENGAGED. ATTEMPTED TO DISENGAGE BY DEPRESSING BRAKE PEDAL TO NO AVAIL. CONSUMER HAD TO SWERVE VEHICLE THROUGH TRAFFIC TO AVOID A COLLISION. AS A RESULT THE FRONT PASSENGER WHEEL CAME OFF SLOWING CAR DOWN ENOUGH FOR CONSUMER TO DOWNSHIFT GEARS. TS

**Additional Summary:**

**Toyota ID Number:** 200312291519  
**NHTSA ODI Number:**  
**Date of Incident:** 20021112  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** LAKEWORTH, FL

**NHTSA Summary:**

\*\*\* PHONE LOG 12/29/2003 04:39:29 PM JJAMESON CUST TOOK VEH TO DLR A COUPLE WKS AGO B/C WARNING LIGHT WAS ON. CUST STS DLR RPRD VEH SAME DAY VEH WAS TAKEN HOME, VEH WAS ABOUT TO BE STOPPED AND VEH LUNGED FORWARD 5X. CUST STS THEY DIDNT DRIVE VEH MUCH BUT IT WAS OK AFTER THAT. CUST STS THAT TODAY THEY WERE PULLING INTO DISABLED PARKING AND VEH LUNGED FORWARD AND WENT OVER CEMENT BARRIER AND HIT POLE. CUST STS \$1500 BODGY ESTIMATE TO VEH. DLR ADV NOTHING WRONG W/VEH, ADV IF IT HAPPENS AGAIN TO BRING BACK TO DLR. \*\*\* NOTES 12/29/2003 04:40:30 PM JJAMESON CUST IS VERY SHAKEN UP AND SCARED TO DRIVE VEH AND VERY WORRIED FOR SAFETY CUST STS THAT HE SPOKE TO BOB BALDWIN WHO ADV VEH IS OK AND NO RPR NEEDED. \*\*\* NOTES 12/29/2003 04:41:49 PM JJAMESON TO: MATT BEATTY, SM/CSM (561) 697-7800 FROM: JAREN RIRIE, LCS 310-468-2190 CUST IS VERY WORRIED B/C VEH IS LUNGING FORWARD W/O WARNING. INCIDENT 12/29/2003 IS 2X IT HAPPENED & CAUSED \$1500 DAMAGE TO VEH. CUST WOULD LIKE VEH RPRD, CUST IS SCARED TO DRIVE VEH. PLS RVW AND F/U IF RPR IS AVAIL FOR VEH AND F/U W/ME BY 12/30/2003. THANK YOU. \*\*\* EMAIL OUT 12/29/2003 04:49:58 PM DCHILES ACTION TYPE:

C-157

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

EXTERNAL EMAIL SEND TO: [JESSICA\_JAMESON@TOYOTA.COM] CUST CALLED BACK & ADV HE WAS SPEAKING W/ JAMESON & FORGOT TO PROVIDE HIS NAME, ADDRESS & PHONE NUMBER. CUST PROVIDED ALL INFO THAT IS IN THE CASE. THANKED CUST FOR CALLING & WILL RELAY INFO TO JJAMESON. \*\*\* SUBCASE 200312291519-1 CREATED 12/30/2003 03:19:24 PM JRIRIE \*\*\* PHONE LOG 01/05/2004 09:27:29 AM JRIRIE ACTION TYPE: OUTGOING CALL LFT VM FOR MATT BEATTY CSM SEEKING ASSIST FOR CUST. \*\*\* PHONE LOG 01/06/2004 12:41:33 PM JRIRIE ACTION TYPE: OUTGOING CALL LFT MSG AT DLR FOR GAIL MEYERSON SA TO C/B TO DISCUSS VEH CONCERNS. \*\*\* PHONE LOG 01/06/2004 12:47:30 PM JRIRIE ACTION TYPE: INCOMING CALL GAIL SA AT DLR LFT VM REQ TO C/B AT 561-656-5862. \*\*\* PHONE LOG 01/13/2004 01:50:49 PM JRIRIE ACTION TYPE: OUTGOING CALL LFT 2ND MSG AT DLR FOR GAIL MEYERSON SA TO

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8023406  
**Date of Incident:** 20021112  
**Vehicle:** 2000 TOYOTA TUNDRA  
**Location of Incident:** BROOKFIELD, WI

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:** 200212180368  
**NHTSA ODI Number:**  
**Date of Incident:** 20021200  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** FAYETTEVILLE, NC

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:** 200212230950  
**NHTSA ODI Number:**  
**Date of Incident:** 20021200  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** NEWARK, CA

**NHTSA Summary:**

C-158

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:** 200212190274  
**NHTSA ODI Number:**  
**Date of Incident:** 20021200  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** WAYSIDE, NJ

**NHTSA Summary:**

\*\*\* PHONE LOG 12/19/2002 09:16:18 AM DACADEMIA BRIAN CHADWICK, SM CLLD & ADV CUST IS AT DLR, SPEAKING TO GM ABOUT ACCIDENT SHE HAD 3 WKS AGO. SM STS IT WAS UNINTENDED ACCELERATION & VEH IS CURR AT THE DLR BODYSHOP. CUST IS UPSET & IS DEMANDING SOMEONE INSPECT THE VEH & PROVIDE A REPORT. \*\*\* NOTES 12/19/2002 12:22:42 PM DACADEMIA TO: KYLE OR SARAH MAGNANI, CS ANALYST FROM: DENISE ACADAMIA, LCS REP (310) 468-3271 CUST IS REQUESTING A FTS INSPECT VEH FOR UNINTENDED ACCELERATION & COMPLETE A REPORT ASAP. THE ACCIDENT HAPPENED ABOUT 3 WEEKS AGO. PLEASE WORK W/FTS TO SETUP AN APPT & CONTACT THE DLR TO ADVISE WHEN IT WILL BE SET. CUST IS IN A HURRY. PLEASE KEEP ME POSTED ON UPDATE & PROVIDE STATUS MSG OR DLR CLOSE NOTES. THANK YOU. \*\*\* PHONE LOG 12/19/2002 02:02:50 PM DACADEMIA ACTION TYPE: OUTGOING CALL CLLD KYLE MACNAUGHTON, & HE IS THE NEW CS ANALYST. ADV THAT CASE IS BEING DISPATCHED TO HIM. \*\*\* SUBCASE 200212190274-1 CREATED 12/19/2002 02:08:39 PM DACADEMIA \*\*\* NOTES 12/19/02 02:14:17 PM SMAGNANI330 KYLE MACNAUGHTON - CS ANALYST - ADV REP THAT FTS WILL REVIEW CASE ON MONDAY AND WHEN AN APPOINTMENT IS SETTLED ON, THE CLARIFY CASE WILL BE UPDATED. \*\*\* NOTES 12/23/02 12:35:24 PM KMACNAUGHTON330 ALL SEAT BELTS WERE FOUND TO BE OPERATING PROPERLY. IMPACT DID NOT MEET SRS AIRBAG DEPLOYMENT CRITERIA. THE CUSTOMER'S ALLEGATION OF UNINTENDED ACCELERATION COULD NOT BE VERIFIED. \*\*\* PHONE LOG

C-159

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

12/31/2002 01:25:12 PM DACADEMIA ACTION TYPE: OUTGOING CALL CLLD DLR SVC DEPT & THERE WAS NO ANSWER. \*\*\* PHONE LOG 01/06/2003 01:52:38 PM DACADEMIA ACTION TYPE: OUTGOING CALL CLLD SM AT 732-493-2100 & LEFT A MSG REQ A C/B TO ADVISE IF THE CUST HAS BEEN ADV OF THE VEH INSPECTION RESULTS. \*\*\* PHONE LOG 01/08/2003 09:44:03 AM DACADEMIA ACTION TYPE: OUTGOING CALL CLLD SM & HE ADV THAT CUST WANTS LTR IN WRITING ADV OF THE INSPECTION RESULTS. SM ADV THAT THEY HAVE TOLD THE CUST VEH IS OPERATING AS DESIGNED. I CONFIRMED CUST ADDRESS W/SM & WILL SEND A LTR TO CUST. \*\*\* PHON

**Additional Summary:**

**Toyota ID Number:** 200212040438  
**NHTSA ODI Number:**  
**Date of Incident:** 20021200  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** WOODHAVEN, NY

**NHTSA Summary:**

\*\*\* PHONE LOG 12/04/2002 09:51:01 AM SDEVIA  
-FCRP-  
02 CAMRY XLE- STS THAT DRIVING ON 275 CHERRY STREET INSIDE THE PARKING LOT OF BUILDING. STS THAT STARTED DRIVING VERY SLOW 5-10 MPH, STS THAT NEXT THING IS THE VEH ACCELERATED ON ITS OWN. STS THAT VEH HIT A FENCE. STS THAT FRONT END HAS DAMAGED & POSSIBLY BOTTOM IS DAMAGED TOO FROM CEMENT DIVIDER. STS VEH RUN OVER CEMENT DIVIDER. STS THAT HAS BACK SPASMS. STS VEH PARKED & HAS NOT BEEN RPRD. CUST SKS TO GET AN EXPLANATION ON WHY VEH ACCELERATED ON OWN  
\*\*\* NOTES 12/04/2002 09:51:02 AM SDEVIA  
LEGAL REQUESTS FIELD REPORT WITH MANY INTERIOR AND EXTERIOR PHOTOS  
\*\*\* NOTES 12/05/02 05:33:58 AM NY5  
CASE DISPATCHED TO HANNA DIVER  
\*\*\* NOTES 12/05/02 06:24:10 AM NY4  
CASE ASSIGNED TO FTS JEREMY NEIL  
\*\*\* NOTES 12/11/2002 07:31:36 AM CLEE  
CUS STS FRUSTRATED B/C NO CONTACT FROM REGION. NCR APOL ADV CASE DISPATCH TO FTS FOR INSPECTION CUS SHOULD RECEIVE CALL FROM FTS. CUS SKS TO SPK TO REGION. OUTGOING CALL. NCR PLACED CUS ON HOLD W/ CUS PERM AND SPK TO HANNA DIVER NY4. REG REP ADV WILL CONTACT CUS TODAY. NCR ADV CUS CAN BE REACHED AT DAY# PER CUS REQUEST.  
\*\*\* NOTES 12/11/2002 01:45:47 PM CCONVIS  
CUST STS THAT SHE IS ON FOOT AND NEEDS HER CAR AND IS UPSET THAT REGION HAS NOT CONTACTED HER FOR TWO WEEKS. NCR APOL AND ADV PLEASE ALLOW THE REST OF BUSINESS TODAY FOR REGION TO CALL AND CONTACT CAC IF THERE IS STILL NO FOLLOW UP. CUST UNDERSTOOD.  
\*\*\* NOTES 12/11/2002 02:00:52 PM APOWE  
CUST C/B, EXTREMELY FRUSTRATED WITH VEH COND AND NO RESPONSE FROM THE REGIONAL OFFICE. NCR APOLOGIZED. ADVD CUST OF NOTES. NCR PROVIDED MAIN NUMBER FOR REGIONAL OFFICE. CUST PLANNING TO CALL.

\*\*\* NOTES 12/12/02 09:17:21 AM NY4  
FTS J NEIL CONTACTED BOTH NUMBERS FOR THE CS ON 12/11/2002. CS OFFICE WAS CLOSED DUE TO WEATHER AND NO ANSWER AT ALT NUMBER. FTS J NEIL WILL AGAIN TRY TO REACH THE CS TODAY.  
\*\*\* NOTES 12/16/02 01:48:19 PM NY4  
FTS J NEIL CONTACTED CS AT BOTH WORK NUMBERS AND CS HAD LEFT FOR THE DAY. THERE IS NOT A HOME NUMBER

**Additional Summary:**

C-160

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10000125  
**Date of Incident:** 20021201  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** GOLETA, CA  
**NHTSA Summary:**  
ACCELERATOR PEDAL SOMETIMES REQUIRES EXTRA FORCE TO MOVE CAUSING LURCHING OF VEHICLE. 40K MILES. TOYOTA AVALON XL.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310861  
**Date of Incident:** 20021201  
**Vehicle:** 1998 TOYOTA COROLLA  
**Location of Incident:** WOODBURY, MN  
**NHTSA Summary:**  
UNCONTROLLABLE ACCELERATION IN A 1998 TOYOTA COROLLA. MERGING ONTO 35W S AT COUNTY C. ACCELERATED FOR MERGE. TOOK FOOT OFF ACCELERATOR AFTER MERGING. CAR KEPT ACCELERATING. PRESSED ON BRAKE AND PUT ON HAND BRAKE. THIS ONLY SLOWED ACCELERATION. I GOT OVER TO THE FAST LANE. CAR WAS DOING MORE THAN 70 MPH AT THIS STAGE. I DECIDED TO TAKE FOOT OFF BRAKE, RELEASE HAND-BRAKE AND PRESS DOWN ACCELERATOR PEDDLE. THIS INCREASED ACCELERATION, BUT ON TAKING FOOT OFF ACCELERATOR, THE CAR SLOWED. AT THIS STAGE I HAD MISSED MY EXIT FOR HIGHWAY 280. I WAS VERY FORTUNATE THAT THE HIGHWAY WAS NOT BUSY AT THE TIME. DATE IS VERY APPROXIMATE. INCIDENT OCCURRED DURING WINTER OF 2001 OR WINTER OF 2002 OR WINTER OF 2003. I STILL DRIVE THE SAME CAR AND HAVE NOT HAD ANY INCIDENT SIMILAR SINCE. AT THE TIME OF THE INCIDENT, I HAD PRESSED THE ACCELERATOR AS FAR AS THE FLOOR. SINCE THAT TIME, I HAVE BEEN MORE RESTRAINED WITH PRESSING THE ACCELERATOR PEDAL.  
\*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 8023991  
**Date of Incident:** 20021208  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** FRESNO, CA  
**NHTSA Summary:**  
CONSUMER TRIED TO DISENGAGE THE VEHICLE CRUISE CONTROL, AND WAS UNSUCCESSFUL. VEHICLE CONTINUED TO ACCELERATE AT A HIGH SPEED WHEN CONSUMER ATTEMPTED TO APPLY THE BRAKES. CONSUMER HAD TO TURN THE KEYS IN THE ACCESSORY POSITION, AND ALLOWED THE VEHICLE TO COAST TO A COMPLETE STOP. THE DEALERSHIP HAD BEEN NOTIFIED. PLEASE PROVIDE MORE DETAILS. PH THE DEALERSHIP STATED THE VEHICLE WAS FINE AND THERE HAVE BEEN NO PROBLEMS SINCE.\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10002266  
**Date of Incident:** 20021210  
**Vehicle:** 2002 TOYOTA CAMRY

C-161

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10001799  
**Date of Incident:** 20021224  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** HELENDALE, CA  
**NHTSA Summary:**  
CONSUMER STATED THAT WHEN TRYING TO ACCELERATE THE PEDAL WILL STICK IN THE IDLE POSITION CAUSING A DISTRACTION TO THE CONSUMER. DEALER NOTIFIED. TS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313986  
**Date of Incident:** 20021231  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CARSON CITY, NV  
**NHTSA Summary:**  
I OWN A 2003 CAMRY XLE PURCHASED NEW FROM A LOCAL DEALER IN CARSON CITY, NV. I HAVE HAD PROBLEMS WITH THE TRANSMISSION SURGING, LURCHING AND HESITATING SINCE PURCHASED. I REQUESTED THE SERVICE DEPT TO CHECK IT OUT MANY TIMES. THEY ALWAYS SAID NOTHING WAS WRONG LEADING ME TO BELIEVE I WAS CRAZY. AFTER THE 4TH TIME I PRINTED OUT MANY OTHER CONSUMER COMPLAINTS. THEY STILL TOLD ME "NOTHING WAS WRONG" BUT THEY SAID TOYOTA IS PUTTING IN A WHOLE NEW TRANSMISSION. THAT WAS IN 2006. WOW, IF NOTHING WAS WRONG WHY WOULD THEY GO TO THAT EXPENSE? NOW AFTER ALL THAT HAS COME TO LIGHT WITH THE TOYOTA PROBLEMS, I SEE WHY. I AM NOT COMFORTABLE WITH THIS CAR AND KNOW THAT IT HAS THE POTENTIAL FOR SUDDEN UNINTENDED ACCELERATION. UPDATED 03/19/10  
**Additional Summary:**

**Toyota ID Number:** 200304011294  
**NHTSA ODI Number:**  
**Date of Incident:** 20030000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** HENDERSON, NV  
**NHTSA Summary:**  
\*\*\* PHONE LOG 04/01/2003 05:00:15 PM TOHIRA  
CUST STS WHEN STOPS VEH, IT REVS REALLY FAST AND HIGH AND VEH MAKES CLICKING NOISE. CUST STS WHEN EASE OFF BRAKES, EVERYTHING STOPS. CUST STS HAS NOT BEEN TO DLR YET.  
**Additional Summary:**

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

C-162

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200303050801  
**NHTSA ODI Number:**  
**Date of Incident:** 20030000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** WHITINSVILLE, MA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/05/2003 12:29:45 PM AUZEMACK  
====FCRP====  
CUST STS WAS INVOLVED IN AN ACCIDENT THAT CUST FLS WAS CAUSED BY VEH. CUST STS WAS PULLING INTO A DRIVEWAY AND VEH BEGAN ACCELERATING ON ITS OWN AND CUST THEN HIT A STONE WALL. CUST STS AIRBAGS DID DEPLOY.  
LEGAL REQUESTS FCRP WITH MANY INTERIOR AND EXTERIOR PHOTOS.  
\*\*\* NOTES 03/06/03 07:29:48 AM BOS2  
RCR LM FOR FTS, AD TO RETURN CLL WITH INSPECTION TIME.  
\*\*\* NOTES 03/06/03 10:13:14 AM BOS2  
RCR RECD CLL FROM FTS WHO WAS ON HIS WAY TO BERNARDI. HE WILL INSPECT THE VEH TODAY.  
\*\*\* NOTES 03/06/03 10:13:27 AM BOS2  
RCR WILL CONTACT CUST.  
\*\*\* NOTES 03/06/03 10:31:51 AM BOS2  
RCR CONTACTED CUS WIFE AND EXPLAINED THAT ONE OF OUR TECHNICAL EXPERTS WAS GOING OUT TO BERNARDI TODAY TO INVESTIGATE. EXPLAINED THAT HE WILL TAKE PICTURES AND WRITE UP A REPORT AS TO WHAT OCCURRED WITH THIS VEH AND THE ACCIDENT. RCR WILL THEN HAVE 30 DAYS TO RESPOND IN WRITING. CUS WIFE DID ASK IF THE CAR WAS DETERMINED TO BE TOTALLED WHAT WOULD HAPPEN NEXT. RCR STATED THAT FROM A MANUFACTURER'S STANDPOINT WE WOULD NOT KNOW UNTIL THE REPORT COMES IN AND A.....  
\*\*\* NOTES 03/06/03 10:33:54 AM BOS2  
..... DETERMINATION IS MADE. RCR DID SAY THAT THE CUST WAS FREE TO DO WITH THE CAR WHAT SHE PLEASED. SHE DID WANT TO MAKE A NOTE THAT WHEN SHE PURCHASED THE VEH AT BERNARDI THEY WERE VERY PROFESSIONAL BUT AFTER ACCIDENT VERY INCONSIDERATE WHEN IT CAME TO THEIR DEALINGS W/CUST. THEY IMMEDIATELY REFERRED TO NATIONAL CUSTOMER RELATIONS.  
  
\*\*\* CASE CLOSE 03/20/03 06:04:58 AM BOS2  
RCR RECD REPORT FROM FTS, AD. WILL CONTACT CUST VIA LETTER STATING THE OUTCOME OF THE CASE-NO MANUFACTURING DEFECT CAUSED THE ACCIDENT.  
**Additional Summary:**

**Toyota ID Number:** 200304291498; 200309260694  
**NHTSA ODI Number:**  
**Date of Incident:** 20030000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** QUEENS VILLAGE, NY  
**NHTSA Summary:**  
\*\*\* PHONE LOG 04/29/2003 05:20:57 PM TOHIRA  
02 CAMRY - CUST STS SOMETIMES VEH ACCELERATES BY ITSELF AND SOMETIMES VEH BRAKE PEDAL SINKS TO THE FLOOR. CUST STS ALSO ENG IDLES ROUGH. CUST STS TOOK VEH TO DLR WHO STS COULD NOT FIND ANYTHING WRONG AND ALSO CHARGED CUST FOR DIAGNOSIS. CUST STS SPOKE TO SERVICE ADVISOR AND CRM NOT INVOLVED. CUST STS ALL CONCERNS ARE INTERMITTENT.  
\*\*\* NOTES 05/01/2003 01:43:05 PM QHOLMES

C-163

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CUST C/B STS RCVD FUI FROM CRM WHO ADV CUST CAN NOT START RPR VEH UNTIL CONC DUPLICATED. CUST STS WILL TAKE VEH BACK TO DLR FIVETOWN TOY. NCR APOL & ADV CUST CONC DOC AT HQ.

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

\*\*\* PHONE LOG 09/26/2003 12:27:02 PM EIDA  
====ARB==== PREV CASE 200304291498  
CUST STS SOMETIMES VEH ACCELERATES BY ITSELF AND SOMETIMES VEH BRAKE PEDAL SINKS TO THE FLOOR. CUST STS ALSO ENG IDLES ROUGH. CUST STS THAT THERE IS A NOISE COMING FROM THE POWER STEERING. CUST STS TOOK VEH TO BOTH DLR'S WHO STS COULD NOT FIND ANYTHING WRONG AND ALSO CHARGED CUST FOR DIAGNOSIS.  
\*\*\* NOTES 09/29/2003 09:27:57 AM WSA MUELS  
AS REQUESTED, ARB,PPWK SENT TO THIS CUST. VIA 1ST CLASS MAIL DATED 9/29/03. ALLOW 7-10 BUS.DAYS FOR ARRIVAL OF PPWK.  
**Additional Summary:**

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

**Toyota ID Number:** 200304040829  
**NHTSA ODI Number:**  
**Date of Incident:** 20030000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** BUCKHANNOON, WV  
**NHTSA Summary:**  
\*\*\* PHONE LOG 04/04/2003 01:50:34 PM JSPENCER  
====FCRP====  
CUST'S HUSBAND BARRY, STS WIFE WAS STOPPED IN PARKING LOT & LIFTED OFF BRAKE & GAS PEDAL WAS STUCK & VEH FLEW FORWARD & CRASHED INTO A VAN. STS AFTER CRASH ENGINE WAS STILL REVVING. CUST STS WILL HAVE WIFE C/B B/C HE DOESN'T HAVE ALL INFO RELATING TO ACCIDENT.  
LEGAL REQUESTS FCRP WITH MANY INTERIOR AND EXTERIOR PHOTOS  
\*\*\* NOTES 04/04/2003 02:24:43 PM ABUNKLEY  
CUST'S ACCOUNT OF INCIDENT: CUST STS HOTEL HAD CANAPOY NEAR ENTRANCE, GAS PEDAL BECAME INOPERATIVE CAUSING VEH TO RACE FORWARD. CUST STS VEH HIT BACK OF PARKED VAN. VEH WENT UNDER BUMP OF VAN. CUST STS WAS ABLE TO PUT VEH IN REVERSE, BUT ENGINE STAYED REVVED UP.  
\*\*\* NOTES 04/07/03 09:11:08 AM CIN2  
SPK W CUSTOMER. VEHICLE IS LOCATED @ ATLAS BODY SHOP ON MARKET STREET IN AKRON OHIO (330-784-5150). I CALLED BODY SHOP SPOKE WITH JOE, STATES "COME ON OUT AND INSPECT". I ADV CUST WE CAN ONLY DO INSPECTION IF VEHICLE HAS NOT BEEN REPAIRED AND ALLOW 30 DAYS FOR INSPECTION, IF NEEDED - SAID OK.  
\*\*\* NOTES 04/07/03 10:17:00 AM CIN2  
EMAILED CASE TO M. CLEMENS, DSPM.  
\*\*\* NOTES 04/07/2003 03:13:39 PM AUZEMACK  
CUST C/B AND ADV CANNOT WAIT 30 DAYS FOR AN INPECTION. NCR APOL AND ADV THAT 30 DAYS IS THE TIME WINDOW FOR THE INSPECTION AND IF CUST CANNOT WAIT FOR THAT TIME THEN CUST MAY HAVE VEH REPAIRED AND FOREGO THE INSPECTION

C-164

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND THEN SUBMIT ALL CONCERNS IN WRITING TO TMS LEGAL FOR FURTHER CONSIDERATION. CUST ADV SKS A C/B FROM CIN REGION RE: MORE SPECIFIC INSPECTION. CUST REQUESTED SUPERVISOR. NCR APOL AND ADV WILL HAVE TL C/B IN 24 HRS. NCR CONFIRMED PHONE #.

\*\*\* NOTES 04/07/03 03:37:48 PM SGARDNER  
NCR TOOK CALL AS A SUPERVISOR. CUS SKS TO GET A TIME FRAME OF WHEN VEH WILL BE LOOKED AT. STS WIFE WAS ADV UP TO 30 DAYS. FLS THIS IS NOT ACCEPTABLE. NCR ADV WILL PASS CONCERN TO REGIONAL OFFICE. NCR WILL CONTACT REGIONAL OFFICE TOMORROW AFTER DISCUSSING CASE W/ APPROPRIATE ANALYST.

\*\*\* NOTES 04/08/03 06:28:16 AM CIN2  
LEFT VM MSG FOR M. CLEMENS, DSPM TO CALL IN R

**Additional Summary:**

**Toyota ID Number:** 200305130606  
**NHTSA ODI Number:**  
**Date of Incident:** 20030000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** LAFAYETTE, IN  
**NHTSA Summary:**  
\*\*\* PHONE LOG 05/13/2003 10:52:42 AM KMENDOZA  
SVC SURVEY - STS THE SVC DEPT TREATED THEM VERY WELL BUT THE CNCRN THEY BROUGHT THE VEH IN FOR WAS NOT RESOLVED. STS THE VEH LUNGES FORWARD WHEN FOOT IS ON THE BRAKE. STS COND IS INTERMITTENT AND THE DLR HAS NOT BEEN ABLE TO DUP. CUST CNCRND AS FLS THAT THE COND COULD CAUSE HER TO HIT A PEDESTRIAN OR VEH WHILE IN FRONT OF THEM. STS THE DLR HAS ASKED CUST TO LEAVE VEH FOR A FEW DAYS BUT CUST SKS LOANER WHILE LEAVES IT. DLR ADV UNAVAIL FOR DIAG ATTEMPTS.

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

\*\*\* CASE CLOSE 05/23/03 09:02:48 AM DLR13027  
SM CALLED TECH LINE AND TALKED TO FTS AND DSM THERE IS NO RECORD OF ANY SAME CONDITION SM CALLED CUST AND DISSUED POSS SOLUTION TO DUPLICATING CONDITION CUST AGREED TO POSS BRINGING IN WHEN CONDITION IS OCCURRING SM EXPLAINED WITH OIL CONDITION EVIDENT AND WITH PASSED INSPECTION OF SYSTEM BEING OK NO REPAIRS CAN BE PERFORMED. ADVISED CUST WOULD IN THE MEAN TIME SEEK MORE INFO AND ADVISE IF ANY THING COMES UP

\*\*\* NOTES 03/11/2004 07:38:40 AM MSOLORIO  
CUST C/B SHE FEELS THE CURRENT ISSUE WITH THE ENGINE SURGE APPLIES TO HER VEH AND CUST WOULD LIKE TO KNOW WHAT INFO TOY HAS AT THE MOMENT. NCR ADV CUST WOULD LIKE TO KNOW THE NUMBER TO THE NHTSA 1-800-424-9393.

**Additional Summary:**

**Toyota ID Number:** 200305220767  
**NHTSA ODI Number:**  
**Date of Incident:** 20030000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY SOLARA  
**Location of Incident:** GLEN COVE, NY  
**NHTSA Summary:**  
\*\*\* PHONE LOG 05/22/2003 12:56:28 PM NRIVEIRA

C-165

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

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

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

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

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

**Additional Summary:**

**Toyota ID Number:** 200301221025  
**NHTSA ODI Number:**  
**Date of Incident:** 20030000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** PORTLAND, OR  
**NHTSA Summary:**  
\*\*\* PHONE LOG 01/22/2003 01:31:12 PM SDEVIA  
02 CAMRY - STS THAT HAVING CONCERNS W/ CATALYTIC CONVERTER. STS THAT CATALYTIC CONVERTER RELEASES A ROTTEN ODOR THAT GOES INSIDE THE VEH. STS THAT TOOK TO DLR, STS THAT SPK W/ DAVID BAHNER SVC ADV WHO ADV THAT NOTHING THAT COULD BE DONE ON THIS CONCERN. STS THAT SVC ADV EXPL THAT IT WAS THE FUEL ON VEH THAT WAS CAUSING ODOR TO COME TO THE INSIDE THE VEH THAT VEH SURGES FWD WHILE AT STOP. STS DLR LOOKING INTO SURGE CNCRN SKS TO HAVE VEH PERM RPRD FOR ODOR & SURGE.

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

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

**Additional Summary:**

**Toyota ID Number:** 200306131246  
**NHTSA ODI Number:**

C-166

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20030000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MIAMI, FL  
**NHTSA Summary:**  
\*\*\* PHONE LOG 06/13/2003 06:03:01 PM JJOHNSON DISPATCH 6/10/03 RCVD. CUST STD SEEMS LIKE ACCELERATOR PEDAL STICKS. CUST STD HAS TO PUSH DOWN HARD TO GET VEH TO GO. CUST STD WHEN STOPPED AT RED LIGHT, VEH MOVES BY ITSELF AS IF STRUCK FROM BEHIND. CUST STD WHEN MERGING INTO TRAFFIC, VEH DOES NOT SEEM TO HAVE ENOUGH POWER TO PICK UP SPEED. CUST STD SVC REP STD OTHER PEOPLE HAVE COMPLAINED, NOTHING CAN BE DONE, & MORE EXPENSIVE MODELS HAVE SAME CONCERN. CUST STD WAS SHOCKED RE INFO. CUST STD IS SAFETY CONCERN. \*\*\* COMMIT 06/13/2003 06:03:26 PM JJOHNSON ACTION TYPE: CUSTOMER \*\*\* NOTES 06/16/2003 05:54:33 PM JJOHNSON TO: PATTY RODRIGUEZ, CSM FROM: JOSEPH JOHNSON, LCS TEL# 310-468-2593 HI PATTY, CAN YOU PLEASE ADV IF CUST'S VEH IS OPERATING AS DESIGNED OR IF ADDTL INSPECTIONS ARE REQUIRED TO DIAGNOSE CUST'S CONCERNS REGARDING "STICKING" GAS PEDAL. VEH MOVES FORWARD AUTOMATICALLY, AND HESITATION WHEN CHANGING LANES. IF FURTHER INSPECTION IS NEEDED, PLEASE PROVIDE DLR NOTES (NOT CLOSE NOTES) ADVISING DATE OF INSPECTION. THANKS, JOSEPH \*\*\* SUBCASE 200306131246-1 CREATED 06/16/2003 05:55:03 PM JJOHNSON \*\*\* CREATE NO RESPONSE NOTE 06/18/2003 05:58:21 PM BY JJOHNSON THIS IS NO RESPONSE MESSAGE #1. PLEASE CALL YOUR CUSTOMER IMMEDIATELY. \*\*\* CREATE NO RESPONSE NOTE 06/29/2003 03:19:54 PM BY JJOHNSON THIS IS NO RESPONSE MESSAGE #2. PLEASE CALL YOUR CUSTOMER IMMEDIATELY. \*\*\* PHONE LOG 07/10/2003 10:10:30 AM JJOHNSON ACTION TYPE: OUTGOING CALL CALLED CUST, NOT AVAIL. LEFT MSG TO CALL ME BACK TO POSSIBLY DISCUSS LEXUS' POSITION REGARDING VEH HESITATION. IF CUST CALLS, PLEASE ASK IF SHE WOULD LIKE FOR LEXUS TO SEND HER DOCUMENTATION REGARDING OUR LEXUS ENGINEERS WORKING TOWARD VEH RESPONSE IMPROVEMENTS. IF CUST AGREES, PLEASE CONFIRM ADDRESS AND ADVISE I WOULD BE HAPPY TO SEND DOCUMENTATION. THANKS \*\*\* EMAIL 07/10/2003 03:09:06 PM MISTANNI ACTION TYPE: EXTERNAL EMAIL SEND TO: [JOSEPH.JOHNSON@TOYOTA.COM] CC LIST: [NOBODY] CUST RETURNED CALL FOR JOHNSON. ADV CU

**Additional Summary:**

**Toyota ID Number:** 200302050164  
**NHTSA ODI Number:**  
**Date of Incident:** 20030000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** NAPLES, FL  
**NHTSA Summary:**  
\*\*\* PHONE LOG 02/05/2003 08:18:25 AM RWRIGHT

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

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

C-167

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HAPPENS AGAIN BRADD WILL DRIVE CUST CAR FOR A FEW DAYS AND PROVIDE LOANER. CUST AGREEABLE TO THIS.

**Additional Summary:**

**Toyota ID Number:** 200304030232  
**NHTSA ODI Number:**  
**Date of Incident:** 20030000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MIAMI, FL  
**NHTSA Summary:**  
\*\*\* PHONE LOG 04/03/03 08:28:45 AM JRIRIE CUST HAS CONCERNS W/HIS VEH LUNGING FORWARD WHEN HE IS STOPPED. CUST ALSO UNHAPPY ABOUT HIS WINDSHIELD THAT IT IS DISTORTED. CUST WANTED TO KNOW WHO TO CONTACT & WHERE. \*\*\* CASE CLOSE 04/03/03 08:28:47 AM JRIRIE

**Additional Summary:**

**Toyota ID Number:** 200301071160  
**NHTSA ODI Number:**  
**Date of Incident:** 20030000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** GARDEN CITY, NY  
**NHTSA Summary:**  
\*\*\* PHONE LOG 01/07/2003 03:11:07 PM ESTAPLES

=== LEMON LAW === RECEIVED VIA CERTIFIED MAIL 1/2 AT HAMILTON OFFICE. TMS HQ RCVD CONSUMER'S LTR 1/7. CST STS CNCRN (ED) WITH BRAKES - SQUEAKS - SUSPENSION - NOISE/VIBRATION, DRIVEABILITY - VEH ACCELERATES ON ITS OWN AT HIGH SPEED. MULT REPAIR ATTEMPTS - ISSUES STILL EXIST. CONTACT CUST'S ATTORNEY. MORGANSTERN & QUATELA  
310 OLD COUNTRY ROAD, SU 101  
GARDEN CITY, NY 11530  
(516) 739-8300. FAX (516) 739-8390  
ALLEN R MORGANSTERN ATTORNEY  
\*\*\* NOTES 01/08/03 07:28:54 AM NY5  
CASE DISPATCHED TO DSPMS D TOWNSEND AND J PISTILLI AND CC H DIVER AND J NEIL.

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

**Additional Summary:**

**Toyota ID Number:** 200301101020  
**NHTSA ODI Number:**  
**Date of Incident:** 20030000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MARIETTA, GA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 01/10/03 02:24:36 PM DMURPHY PREVIOUS CASE 200212120266. CUST IS CONCERNED WITH THE TRANSMISSION ON HIS VEH STATING THAT "THE TRANSMISSION HAS BEEN UNPREDICTABLE WITH A STUTTERING EFFECT TO ACCELERATION". \*\*\* PHONE LOG 01/10/03 02:51:02 PM DMURPHY ACTION TYPE: INCOMING CALL CALLED THE CUST AND HE ADVISED THAT HE IS NOT SURE WHAT IT IS THAT HE WOULD LIKE TO TRY

C-168

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:** 200311030522  
**NHTSA ODI Number:**  
**Date of Incident:** 20030000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** BAYSIDE, NY  
**NHTSA Summary:**

\*\*\* PHONE LOG 11/03/2003 09:27:27 AM JSTEVENS CUST STS THAT HE HAS HAD A PROBLEM WITH ENGINE RACING WHEN VEH IS STOPPED AND HE IS PRESSING ON BRAKE. CUST STS THAT DLR DIAGNOSED ISSUE AS THE MAT UNDER GAS PEDAL INTERFERING WITH GAS PEDAL. CUST STS THAT HE TOOK OUT MAT AND PROBLEM CONTINUES. CUST STS THAT HE WAS TOLD TO CONTACT LCS TO SCHEDULE APPT W DOM. \*\*\* NOTES 11/03/2003 09:28:55 AM JSTEVENS TO: WILLIAM FINSLIVER, CSM FR: JAKE STEVENS, 310-468-5242 COULD YOU PLS ADV IF THERE IS MORE PERTINENT INFO W CUSTS SIT? DO WE NEED TO SCHEDULE APPT WITH DOM? WHEN WILL DOM BE AT YOUR DLR NEXT? PLS ADV. \*\*\* SUBCASE 200311030522-1 CREATED 11/03/2003 09:31:51 AM JSTEVENS \*\*\* NOTES 11/04/2003 10:02:56 AM JSTEVENS SHEILA IS SVC WRITER. \*\*\* NOTES 11/04/2003 10:06:06 AM JSTEVENS SHEILA STS THAT SHE IS AVAILABLE ON THE 12TH AND THAT CUST CAN DROP OFF THE VEH AND COME PICK UP A LOANER. \*\*\* NOTES 11/05/2003 10:17:48 AM JSTEVENS CUST STS THAT THIS IS THE THIRD TIME VEH HAS BEEN IN FOR 1. RADIO, 2. SMELL, 3. RACING ENGINE. CUST STS THAT VEH WILL GO IN TOMORROW. CUST WAS TOLD THAT ANDREW JONES, SM WILL BE IN TOMORROW. I TOLD CUST WE WOULD MONITOR SIT AND F/U WHEN MORE INFO WAS AVAILABLE. \*\*\* NOTES 11/07/2003 11:03:41 AM JSTEVENS SHEILA FROM DLR CALLED AND STS THAT VEH HAS ARRIVED. IT IS THE THIRD TIME THAT VEH HAS BEEN IN. DLR WILL DIAGNOSE THE VEH AND ADV OF SIT. IF NOTHING IS DIAGNOSED, WE WILL TALK WITH DOM. \*\*\* PHONE LOG 11/11/2003 03:13:48 PM JSTEVENS ACTION TYPE: INCOMING CALL CUST STS THAT HE RECEIVED CALL FROM SHEILA TELLING HIM TO COME PICK UP THE VEH. CUST WAS TOLD EARLIER IN THE DAY THAT DOM WOULD BE COMING BY ANDREW JONES. CUST DOESNT KNOW WHAT TO DO BUT DOES NOT WANT TO PICK UP VEH UNTIL VEH WORKS PROPERLY. CUST RQSTS THAT I CALL DLR TOMORROW MORNING AND INFORM HIM OF PROGRESS AND WHAT SHOULD BE DONE. \*\*\* PHONE LOG

C-169

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

11/12/2003 09:15:17 AM JSTEVENS ACTION TYPE: OUTGOING CALL CUST EXPRESSED EXTREME DISATIS WITH VEH AND SVC RECIEVED. CUST WILL

**Additional Summary:**

**Toyota ID Number:** 200312170492  
**NHTSA ODI Number:**  
**Date of Incident:** 20030000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MIEOLA, NY  
**NHTSA Summary:**

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

\*\*\* CASE CLOSE 12/17/2003 10:22:51 AM KWOODS NCR C/B CUST L/M ADVSING LTR RECEIVED ADV CUST MAY C/B CAC NEXT REP: IF CUST C/B PLEASE ADV SUGGESTIONS HAVE BEEN DOC'D, PROBED IF DLR HAS YET TO ADDRESS VEH CONCERNS ADV IF WARR RPR & HRS WARR PROVIDES TRANSPORT ASSISTANCE IF DLR HASNT RPRD VEH MAY PROBE DLR NAME AND OPEN IF NECESSARY

**Additional Summary:**

**Toyota ID Number:** 200310091021  
**NHTSA ODI Number:**  
**Date of Incident:** 20030000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY  
**Location of Incident:** CHICAGO, IL  
**NHTSA Summary:**

\*\*\* PHONE LOG 10/09/2003 03:47:11 PM TOHIRA 03 CAMRY - CUST STS WINDOWS WERE SQUEAKING WHEN IT RAINED. CUST STS THE WATER WOULD STAY IN THE DOOR FOR FEW DAYS AFTER THE RAIN. CUST STS DLR WORKED ON WINDOW 2X BUT CONCERNS CONTINUE. CUST STS SPOKE TO MARK AND CRM NOT INVOLVED.  
 \*\*\* NOTES 10/09/2003 03:47:12 PM TOHIRA CUST STS WHEN BRAKING, VEH SOMETIMES LUNGES FORWARD. CUST STS GOT INTO AN ACCIDENT B/C OF THIS WHICH COST \$650 TO REPAIR.

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293647

C-170

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20030101  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** FAIRFAX, VA  
**NHTSA Summary:**

I OWNED A 2000 TOYOTA CAMRY V6 WHICH I TRADED FOR A NEW 06 CAMRY 4 CYLINDER. WHEN THE RECALL WAS ANNOUNCED YESTERDAY ABOUT THE AUTOMATIC ACCELERATION PROBLEM I REMEMBERED THAT I TOO HAD TWO INCIDENTS WITH MY 2000 CAMRY WHERE IT AUTOMATICALLY ACCELERATED. IT SCARED ME AT THE TIME AND I REPORTED IT TO THE DEALER, BUT THEY COULD NOT FIND A PROBLEM WITH THE CAR. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311604  
**Date of Incident:** 20030101  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** REDMOND, WA  
**NHTSA Summary:**

ACCELERATOR PEDAL PROBLEM ON TOYOTA COROLLA 2003. THE FLOORS MATS USED TO COME ON TOP OF THE ACCELERATOR AND MAKE DRIVING UNSAFE. I CHANGED THEM TO BUY DIFFERENT BRANDS OF FLOOR MATS AND FINALLY I STOPPED USING THE FLOOR MATS SEVERAL YEARS AGO. I SEE NO MENTION OF THE 2003 COROLLA IN THE RECALLS AND SURPRISED BY IT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313520  
**Date of Incident:** 20030101  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** AT. THOMAS, VI  
**NHTSA Summary:**

I BOUGHT A NEW TOYOTA HIGHLANDER IN 2002. I'M NOT SURE ABOUT THE EXACT YEAR, BUT I'M GUESSING IN 2004-5. I ALSO EXPERIENCED THE SUDDEN RACING ACCELERATOR PROBLEM AROUND 4 TIMES. EACH TIME I WAS ABLE TO PULL OVER AND PUT THE CAR IN NEUTRAL WHILE THE ENGINE RACED. I TURNED THE ENGINE OFF, AND IT WORKED PROPERLY AFTER RESTARTING. IT HASN'T HAPPENED IN THE LAST MAYBE 5 YEARS. I REPORTED THIS TO THE TOYOTA DEALER, AND THEY TOLD ME IT WAS A FLOOR MAT PROBLEM. I DIDN'T BELIEVE IT, BECAUSE I EXPERIENCED THIS, AND THE FLOOR MAT HAD NOTHING TO DO WITH IT. AS I SAID, IT HASN'T HAPPENED SINCE, SO I DIDN'T FOLLOW UP ON IT. THERE WAS NO ACCIDENT, AND NO ONE HURT, BUT I SEE THAT TOYOTA HAS NOT INCLUDED THE 2002 HIGHLANDER AS A PROBLEM CAR, BUT I KNOW THAT IT IS. I DON'T WANT ANYONE BEING HURT BY THIS YEAR AND MODEL CAR EITHER. I STILL DRIVE THIS CAR. THANKS FOR ANYTHING YOU CAN DO TO FIX THE PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10002413  
**Date of Incident:** 20030104  
**Vehicle:** 2001 TOYOTA ECHO  
**Location of Incident:** BALSAM LAKE, WI  
**NHTSA Summary:**

C-171

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHILE DRIVING AT ANY SPEED AND WITHOUT WARNING THE VEHICLE WILL ACCELERATE AND IT BECAMES DIFFICULT FOR THE CONSUMER TO GET THE VEHICLE TO DECELERATE RESULTING IN VEHICLE DAMAGE, THE DEALER HAS BEEN NOTIFIED. \*NLM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10006685  
**Date of Incident:** 20030104  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LIVINGSTON, NJ  
**NHTSA Summary:**

WHILE TRYING TO APPLY BRAKES AT A SLOW SPEED, THE PEDAL GOES TO THE FLOOR AND VEHICLE PROCEEDED AND CAUSED THE VEHICLE TO SLAM INTO BENCHES. THE DEALER REPRESENTATIVE TESTED THE VEHICLE AT HIGH SPEEDS, IN WHICH NO PROBLEM WAS FOUND. PH SCC

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10002570  
**Date of Incident:** 20030105  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** CHICAGO, IL  
**NHTSA Summary:**

VEHICLE ACCELERATES ON ITS OWN WITHOUT PRESSING ACCELERATER. VEHICLE WAS INVOLVED IN TWO COLLISIONS BECAUSE OF THIS PROBLEM. PLEASE PROVIDE ANY FURTHER INFORMATION.\*JIB...\*AK

**Additional Summary:**

**Toyota ID Number:** 200301100793  
**NHTSA ODI Number:**  
**Date of Incident:** 20030107  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** BALTIMORE, MD  
**NHTSA Summary:**

\*\*\* PHONE LOG 01/10/2003 12:47:36 PM JMUELLER ===DLR PRODUCT INSPECTION===CUST STS 02 CAMRY WAS IN AN ACCIDENT 1-7-03. CUST STS WAS SITTING IN DRIVE THROUGH AND ALL OF A SUDDEN VEH LUNGED FORWARD. CUST STS FOOT BRAKE PEDAL WAS NOT WORKING AT ALL. CUST STS HAD TO PULL THE EMERGENCY BRAKE TO STOP THE VEH. CUST STS HAS NO CLUE WHAT CAUSED THIS TO HAPPEN. DLR PRODUCT INSPECTION CONTACT REGION IF NECESSARY.

\*\*\* CASE CLOSE 01/14/03 07:17:52 AM DLR19027 CUST: INFORMED THAT CAR IS AT R&H, AND WE WILL HAVE TECH CHECK CAR, AND HAVE CHUCK SWEENEY (SHOP FORMAL CHECK OUT CAR AND BRKES ALSO, & LET CU & LET CUST NO RESULTS PL.CL. CUST. UNDERSTANDS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10002458  
**Date of Incident:** 20030109  
**Vehicle:** 1998 TOYOTA RAV4

C-172

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** BALDWIN, MI  
**NHTSA Summary:**  
WHEN ATTEMPTING TO DEPRESS BRAKE PEDAL WILL DEPRESS THROTTLE PEDAL, RESULTING IN VEHICLE SURGING FORWARD. CONSUMER FEELS PEDALS WERE DESIGNED INCORRECTLY BECAUSE THEY ARE TOO CLOSE TOGETHER AND ARE OF SAME HEIGHT. \*NLM... \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10008754  
**Date of Incident:** 20030114  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BRONX, NY  
**NHTSA Summary:**  
THE CONSUMER EXPERIENCED SUDDEN ACCELERATION WITH THIS VEHICLE AND A NEWLY PURCHASED 2003 CAMRY. \*JB SCC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10003939  
**Date of Incident:** 20030115  
**Vehicle:** 2002 GULF TOYOTA CAMRY  
**Location of Incident:** FOREST HILLS, NY  
**NHTSA Summary:**  
CONSUMER CALLED COMPLAINING WHILE DRIVING THE VEHICLE AT LOW SPEED WHEN SUFFER A SUDDEN ACCELERATION OCCURED AT FULL THROTTLE, BRAKES DID NOT REVERSE, SUDDEN ACCELERATION OCCURED AT FULL THROTTLE, BRAKES DID NOT FUNCTION, UNABLE TO SHIFT INTO DRIVE POSITION WITH VEHICLE IN MOTION, RPM NEEDLE AT REDLINE 8000RPM, VEHICLE FINALLY BROUGHT TO SCREECHING AND SHAKING STOP WHEN SHIFTED INTO PARK. ENGINE WAS SHUT OFF, WHEN STARTED AGAIN, RPM NEEDLE JUMPED UP TO REDLINE AGAIN AND STAYED THERE. THIS REPEATED ABOUT 5 TIMES. ACCELERATION WAS STUCK AT FULL THROTTLE. NO COLLISION. VEHICLE MALFUNCTION REPORTED TO DEALERSHIP, VEHICLE TOWED FOR DIAGNOSIS AND REPAIRS. NOTICED TICKING SOUND COMING FROM DRIVERS SIDE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10002800  
**Date of Incident:** 20030115  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** QUINCY, MA  
**NHTSA Summary:**  
2001 LEXUS RX300, 30DEGREE OUTSIDE TEMP, VEHICLE WARMED UP UNTIL HEATED SEATS WORKED, DROVE VEHICLE ABOUT 80 YARDS FORWARD, VEHICLE PUT INTO REVERSE, SUDDEN ACCELERATION OCCURED AT FULL THROTTLE, BRAKES DID NOT FUNCTION, UNABLE TO SHIFT INTO DRIVE POSITION WITH VEHICLE IN MOTION, RPM NEEDLE AT REDLINE 8000RPM, VEHICLE FINALLY BROUGHT TO SCREECHING AND SHAKING STOP WHEN SHIFTED INTO PARK. ENGINE WAS SHUT OFF, WHEN STARTED AGAIN, RPM NEEDLE JUMPED UP TO REDLINE AGAIN AND STAYED THERE. THIS REPEATED ABOUT 5 TIMES. ACCELERATION WAS STUCK AT FULL THROTTLE. NO COLLISION. VEHICLE MALFUNCTION REPORTED TO DEALERSHIP, VEHICLE TOWED FOR DIAGNOSIS AND REPAIRS. NOTICED TICKING SOUND COMING FROM DRIVERS SIDE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10262796  
**Date of Incident:** 20030118  
**Vehicle:** 2003 TOYOTA CAMRY

C-173

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** ATLANTA, GA  
**NHTSA Summary:**  
FOLLOWUP TO ODI #10256120. INFORMED BY TOYOTA REP THAT YOUR AGENCY PERFORMED TWO INVESTIGATIONS F THE 2003 CAMRY RESPECTING ACCELERATION SURGES BUT RETURNED NO FINDINGS OF VEHICLE FAILURE.YOUR WEBSITE RECOUNTS ABOUT 130 REPORTS OF SUCH 2003 CAMRY FAILURES MOSTLY (102) UNDER VEHICLE SPEED CONTROL , SOME UNDER POWER TRAIN AUTO TRANS & VSC ACCELERATOR PEDAL. FOR FORD TAURUS I COUNTED 12; HONDA ACCORD AND CHEVROLET MALIBU 20+ - ALL FOR MODEL YEAR 2003. AS % OF CARS SOLD QUITE SMALL EVEN FOR CAMRY BUT AS AN OCCURENCE RATIO OF 6-1 OR 10-1 VS. THE OTHER MODELS QUITE IMPRESSIVE. THE FACT YOU CONDUCTED TWO INVESTIGATIONS OF CAMRY IS TELLING IN AND OF ITSELF. HOW MANY ACCELERATOR INVESTIGATIONS DID YOU CONDUCT FOR THE 2003 TAURUS, ACCORD & MALIBU? ABSENT AN AIRPLANE LIKE RECORDER. HOW CAN YOU BE ASSURED THAT THERE WAS NO VEHICULAR FAILURE? THE ALTERNATIVE IS TO IMPLY THAT CAMRY OPERATORS ARE LESS COMPETENT THAN DRIVERS OF OTHER MAKES... \*TR HARVEY MILLER  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10003476  
**Date of Incident:** 20030125  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**  
I HAD BACKED OUT OF PARKING SPACE. WHEN I PUT 2003 TOYOTA CAMRY IN DRIVE, IT SURGED FORWARD. I BRAKED BUT THE VEHICLE ACCELERATED. I DEPRESSED BRAKE FULLY, NONETHELESS THE CAR ACCELERATED UNCONTROLLABLY AND VERY QUICKLY. VEHICLE ONLY STOPPED BY VIOLENT COLLISION WITH TWO PARKED VEHICLES AND CEMENT BLOCKS. ONLY GOOD FORTUNE PREVENTED DEATHS OF ANY PASSERS BY. WITNESSES OBSERVED MY FOOT FULLY ON THE DEPRESSED BRAKE PEDAL AS THE CAR WAS AT REST AFTER THE ACCIDENT.  
**Additional Summary:**

**Toyota ID Number:** 200302070282  
**NHTSA ODI Number:**  
**Date of Incident:** 20030200  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** DALAND, FL

**NHTSA Summary:**  
\*\*\* PHONE LOG 02/07/2003 09:10:46 AM CHALL. CUST STS WIFE HAD FOOT ON BRAKE WHILE PARKING AND VEH SPED UP OVER THE CURB AND INTO A BUILDING. CUST STS BUMPER WAS DAMAGED. CUST STS HIS INSURANCE IS COVERING IT. CUST STS INTERNET ADVICE THIS HAS OCCURRED TO OTHER OWNERS. HE ADVY IT WAS ON THE NHTSA WEBSITE. CUST UPSET INSURANCE WILL GO UP AND HAS TO BUY ANOTHER LEXUS B/C WIFE DOES NOT HAVE CONFIDENCE. THE DIFFERENCE HE HAS TO PAY IS \$11,200. \*\*\* NOTES 02/07/2003 09:14:00 AM CHALL TO: ALLEN SANDBERG FROM: CHRIS HALL 310-468-2648 CUST STS THAT HIS VEH SUDDENLY ACCELERATED WHILE HIS WIFE WAS PARKING AND HER FOOT WAS ON THE BRAKE. CUST STS THAT HE FOUND INFO ON THE INTERNET THAT OTHER OWNER'S HAVE EXP THIS. CUST WANTS TO KNOW WHY THIS OCCURRED AND ASST W/PURCH OF RX OR ASST W/SRVC OF NEW VEH. PLEASE REVIEW AND F/U. THANKS, CHRIS \*\*\* SUBCASE 200302070282-1 CREATED 02/07/2003 09:14:21 AM CHALL \*\*\* PHONE LOG 02/11/2003 07:52:59 AM CHALL ACTION TYPE: INCOMING CALL CLLD SM ALLEN SANDBERG AND HE ADV ME THAT HE WAS NOT AWARE OF THIS AND TO CONTACT DOM FOR

C-174

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INSPECTION. \*\*\* PHONE LOG 02/11/2003 08:01:24 AM CHALL ACTION TYPE: OUTGOING CALL CLLD DOM LINDY DIVALL AND SHE ADV WE NEED TO ARRANGE FOR A PIR. \*\*\* PHONE LOG 02/11/2003 08:02:35 AM CHALL ACTION TYPE: OUTGOING CALL CLLD CUST AND LEFT MSSG FOR C/B. \*\* PLEASE ADV CUST THAT I CONTACTED THE SM ALLEN SANDBERG AND HE HAD NOT RCVD ANY DOC FROM THE OWNER AND I WANTED TO GET THE LOCATION OF THE VEH SO WE CAN CONDUCT A PIR AND SEE IF ANY WORK HAS BEEN DONE TO VEH AT THIS POINT. \*\*\* EMAIL OUT 02/11/2003 02:53:52 PM JBRCATO ACTION TYPE: EXTERNAL EMAIL SEND TO: (CHRIS\_HALL@TOYOTA.COM) CC LIST: [NOBODY] CUST RETURNED YOUR CALL. HE SAID THAT LEXUS OF ORLANDO TOOK THIS VEH BACK AND CUST IS IN ANOTHER VEH. CUST STS IT COST THEM ABOUT \$8K AND CUST FEELS THAT DUE TO THE CIRCUMSTANCES LCS SHOULD ASSIST W/ THAT AMOUNT OF LOSS. HE FAXED IN THE INFO TO SHARIFF AT THE DLR AND STS THAT HE WILL FAX THE INFO TO REP'S DIRECT FAX #. VEH  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10071794  
**Date of Incident:** 20030201  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**  
LTR FM BRETT WOODY (TX) RE DANGEROUS DEFECTIVE TRANSMISSION SOFTWARE PROBLEMS IN THE 2002-2003 LEXUS ES300, REPLY ATTN JAN CROW/HOUSTON OFC. \*PH CONSUMER WOULD APPLY MORE AND MORE PRESSURE TO THE BRAKE PEDAL BUT VEHICLE WOULDNT ACCELERATED. \*PH THE TRANSMISSION FAILED TWICE. LEXUS HAD GIVEN THE CONSUMER A NEW VEHICLE AND IT HAD SIMILAR PROBLEMS. THE VEHICLE ALMOST HAD GOTTEN THE CONSUMER INTO SEVERAL ACCIDENTS. ON NUMEROUS OCCASIONS AFTER THE BRAKE PEDAL WAS TAPPED, THE VEHICLE WOULD ACCELERATE BUT THE RPM'S WOULD FLY UP AND THE VEHICLE WOULD BARELY MOVE. IN STOP IN GO TRAFFIC THE VEHICLE WOULD SURGE FORWARD. (THIS FELT AS IF THE TRANSMISSION SLIPPED THEN THE SURGING OCCURRED) THERE WAS AN ANNOYING RATTLE IN THE CEILING CONSOLE. \*SC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10005823  
**Date of Incident:** 20030202  
**Vehicle:** 1998 LEXUS GS300  
**Location of Incident:** ALLENWOOD,, NJ  
**NHTSA Summary:**  
THIS LETTER IS TO REPORT A VERY UNSAFE CONDITION THAT EXISTS WITH MY 1998 LEXUS GS 300. ON 2/02/03 I WAS WAITING AT A CAR WASH IN A LINE OF TRAFFIC WITH MY FOOT ON THE BRAKE, WHEN ALL OF THE SUDDEN MY ENGINE ADVANCED TO WHAT SEEM LIKE FULL THROTTLE. THE REAR TIRES BEGAN TO SPIN ON THE WET PAVEMENT BUT MY FULL PRESSURE ON THE BRAKE KEPT THE CAR FROM LUNGING FORWARD. MY WIFE LEANED OVER TO SEE WHAT WAS GOING ON AND SAW MY FOOT ON THE BRAKE AND NOT ON THE GAS! AT THAT TIME I STARTED TO SHIFT THE CAR INTO NEUTRAL BUT DECIDED IT WOULD BE BEST TO TURN OF THE IGNITION. BEFORE I GOT MY HAND ON THE KEY THE ENGINE WENT BACK TO IDLE! THIS WHOLE EVENT LASTED 5 TO 10 SECONDS. MY FOOT WAS DEFINITELY NOT ON THE GAS! AT THAT TIME MY WIFE TOLD ME WHAT HAPPENED TO HER THE WEEK BEFORE THIS SCARY EVENT. SHE WAS DRIVING DOWN THE ROAD AT ABOUT 55 MPH WHEN THE CAR BEGAN TO ACCELERATE RAPIDLY WITH OUT PRESSING ON THE GAS PEDDLE. SHE SAID SHE HAD TO APPLY A LOT OF

C-175

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BRAKE PRESSURE TO KEEP THE CAR FROM ACCELERATING OVER THE SPEED LIMIT. THIS ALSO LASTED ABOUT 5 TO 10 SECONDS! SERVICE FROM THE LEXUS DEALER IS GREAT BUT THEY TOLD ME MY CAR COULDN'T DO THAT, AND THAT ALL COMPUTERS CHECKED OUT OK! ALSO A FACTORY SERVICE REP SAID THIS SAME THING! I EXPLAINED TO THEM THAT IT DID HAPPEN AND THAT I WAS AFRAID TO DRIVE A CAR THAT HAD A MIND OF ITS OWN. THEIR ANSWER WAS, NO ERROR CODES IN THE CARS COMPUTER SO NOTHING IS WRONG! THIS COULD HAVE BEEN A DEADLY SITUATION BOTH TIMES! SOMETHING MUST GET DONE BEFORE SOMEONE GETS SERIOUSLY HURT OR KILLED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10008367  
**Date of Incident:** 20030206  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** TOPEKA, KS

**NHTSA Summary:**  
THE THROTTLE STICKS NEVER HAD IT HAPPEN AT HIGHWAY SPEEDS YET. LIKE WHEN YOU PULL UP TO A LIGHT TO STOP IT STICKS BUT IF YOU HOLD ON TO THE BRAKE IT GOES DOWN TO NOMAL. SINCE I'VE OWNED THIS CAR IT HAS HAPPENED 5 TIMES. THE LAST TIME AS I WAS PULLING INTO THE DRIVE, HARD TO LAY YOUR HANDS ON TO WHAT TO DO. \*NLM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304292  
**Date of Incident:** 20030210  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** WALTHAM, MA

**NHTSA Summary:**  
CAMERY GAS PEDAL SELF-ACCELERATING. WE HAD A TOYOTA CAMERY 1998 (BOUGHT IN TOYOTA, MORRISTOWN, NJ IN FEB, 1998). BY ABOUT 2003, THE GAS PEDAL BEHAVED A LITTLE FUNNY. WHEN THE CAR WAS STANDING STILL, THE GAS PEDAL WOULD NOT RESPOND WHEN YOU PRESS ON IT, BUT IT WOULD HURK AND SUDDENLY SPEED UP WHEN YOU KEEP PRESSING ON IT. THE PROBLEM WAS NOT LIKE THE 'POPULAR GAS PEDAL STUCK' THING DESCRIBED. WE LIVED WITH THE PROBLEM FOR A FEW YEARS BEFORE THE CAR GET CRASHED AND TOTALED (NOT FOR THE PEDAL REASON). IT WAS MY HUSBAND'S CAR. WHEN I OCCASIONALLY DROVE IT, IT'S UNSAFE WHEN I STOP FOR TRAFFIC LIGHTS, SINCE IT SUDDENLY SPED UP. BUT MY HUSBAND WAS USED TO IT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317366  
**Date of Incident:** 20030215  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** SALT LAKE CITY, UT

**NHTSA Summary:**  
WHILE SLOWLY EXITING A DRIVE THROUGH AT SMPH THE CAR SUDDENLY ACCELERATED, SHOT ACROSS A STREET, AND DID NOT STOP UNTIL HITTING A SNOW DRIFT AND FENCE. BRAKING HAD NO EFFECT. DAMAGE TO CAR AND PROPERTY. DRIVER HAD TO CRAWL OUT PASSENGER SIDE WINDOW. THE VIN BEGAN WITH A LETTER J.  
**Additional Summary:**

C-176

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10028347  
**Date of Incident:** 20030216  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CHESAPEAKE, VA

**NHTSA Summary:**  
2003 TOYOTA CAMRY 3.0L V6 (MIDYEAR 210HP MOTOR) THE VEHICLE DID NOT ACCELERATE THE WAY IT WAS DESIGNED. THE TOYOTA REPRESENTATIVE STATED IT WAS NORMAL. THE CONSUMER BELIEVED IT WAS DANGEROUS WHEN THE ACCELERATOR PEDAL WAS PRESSED, BECAUSE SOMETIMES THE VEHICLE DID NOT MOVE IMMEDIATELY. WHEN THE PEDAL ACCELERATOR PEDAL WAS PUSHED FURTHER TOWARD THE FLOOR, THE VEHICLE BOLTED OUT INTO TRAFFIC WITH A RUSH OF POWER. THE TOYOTA REPRESENTATIVE STATED THAT WAS HOW THE CAR WAS ENGINEERED, AND HE COULD NOT DO ANYTHING ABOUT IT. THE LEAD MECHANIC SAID THE CONSUMER NEEDED TO GET USED TO IT. IT HAD BEEN 5 MONTHS SINCE THE CONSUMER PURCHASED THE VEHICLE. \*AK \*TS \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10095299  
**Date of Incident:** 20030220  
**Vehicle:** 2003 TOYOTA SEQUOIA  
**Location of Incident:** NORTHAMPTON, PA

**NHTSA Summary:**  
WHILE DRIVING AT ANY SPEED CONSUMER HEARD A LOUD NOISE COMING FROM THE FRONT OF THE VEHICLE. CONSUMER APPLIED THE ACCELERATOR PEDAL AND THE VEHICLE FAILED TO ACCELERATE. THEN, CONSUMER AGAIN APPLIED THE ACCELERATOR PEDAL NUMEROUS TIMES AND THE VEHICLE ACCELERATED UNCONTROLLABLY. HE WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND DROVE IT TO THE DEALER FOR INSPECTION. MECHANIC COULD NOT DUPLICATE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10010194  
**Date of Incident:** 20030226  
**Vehicle:** 2002 TOYOTA TACOMA  
**Location of Incident:** ALBANY, NY

**NHTSA Summary:**  
ON THREE SEPARATE OCCASIONS OVER A WEEKS TIME SPAN WHILE DRIVING MY TRUCK IT HAS ACCELERATED BY ITSELF. WHEN I HAVE TAKEN MY FOOT OFF THE GAS PEDAL THE TRUCK CONTINUED TO GO FASTER AND WAS HARD TO SLOW DOWN AND STOP. I BROUGHT THE TRUCK TO A TOYOTA DEALER AND WAS TOLD IF THEY COULD GET THE VEHICLE TO DO THIS THEY COULD FIX IT. THEY KEPT THE TRUCK FOR A DAY AND DROVE IT BUT THE TRUCK RAN NORMAL. THEY SAID IT RAN FINE AND TOLD ME TO COME AND PICK IT UP. \*NLM  
**Additional Summary:**

**Toyota ID Number:** 20040311234  
**NHTSA ODI Number:**  
**Date of Incident:** 20030300

C-177

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/11/2004 02:48:30 PM DDDRUY  
CUST STS WHILE PULLING INTO PARKING LOTS AND PRESSING ON BRAKES VEH SURGES FORWARD. CUST STS HAS NOTICE ACCELERATION WHEN USING CRUISE CONTROL AND COMING OFF AN INCLINE. CUST STS MOST RECENT CONCERN HAPPENED THREE WEEKS AGO. CUST PRIOR TO THAT CONCERNS STARTED A YEAR AGO. CUST SKS TO VOICE HIS CONCERNS.

\*\*\* CASE CLOSE 03/11/2004 02:48:54 PM DDDRUY  
NCR APOL AND ADV CUST OF CURRENT NHSTA ISSUE. CUST UNDERSTOOD. NCR ADV CUST IF CONCERNED SHOULD TAKE VEH TO DLR FOR INSPECTION. NCR PROVIDED CASE #.

**Additional Summary:**

**Toyota ID Number:** 200303180602  
**NHTSA ODI Number:**  
**Date of Incident:** 20030300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** HOLBROOK, NY  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/18/2003 11:10:16 AM SESTRADA

PA  
NO PREV FILE  
CUST STS ACCELERATOR PEDAL IS STICKING IN VEH. STS EVEN W/FOOT ON BRAKE, VEH ACCELERATES. STS WAS ALMOST INVOLVED IN ACCIDENT DUE TO ACCELERATOR PEDAL STICKING IN VEH. STS WAS NOT ACTUALLY INVOLVED IN ACCIDENT, BUT FLS VEH UNSAFE TO DRIVE. STS CONTACTED DLR WHO REFUSED TO DO RPR. STS SVC MGR ADV CUST CONTACT HAS TO CONTACT CAC TO HAVE SOMEONE FROM REG INSP VEH.  
\*\*\* NOTES 03/19/03 05:29:54 AM NY5  
CASE DISPATCHED TO DSPMS D. TOWNSEND AND J. PISTILLI AND CC FTS J NEIL

\*\*\* CASE CLOSE 03/21/03 06:59:16 AM NY5  
DSPM TALKED WITH CUST, CUST TO TAKE VEH TO SUNRISE TOYOTA ON 3/21/03 FOR INSPECTION

**Additional Summary:**

**Toyota ID Number:** 200303120482  
**NHTSA ODI Number:**  
**Date of Incident:** 20030300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** SHREVEPORT, LA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/12/2003 09:57:09 AM AHEYDON

===FCRP===  
CUST STS WHEN SHE STEPS ON BRAKE VEH ACCELERATES. CUST STS SHE WAS BACKING OUT OF DRIVEWAY, CUST STS SHE HAD TO ANGLE AROUND HUSBAND'S TRUCK. CUST STS SHE STEPPED ON BRAKES WHEN BACKING OUT AND VEH ACCELERATED, VEH HIT FENCE SINCE STEERING ANGLED TO GO AROUND TRUCK. CUST STS THIS ALSO HAPPENED NOVEMBER 8TH.  
\*\*\* NOTES 03/12/2003 09:57:09 AM AHEYDON  
CUST ALSO HAS PREVIOUS ARB CASE #200211121010.

C-178

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LEGAL REQUESTS FCRP WITH MANY INTERIOR AND EXTERIOR PHOTOS

\*\*\* NOTES 03/12/03 01:14:53 PM EGALINDO  
CUST C/B REITERATING. NCR APOL ADVSD CASE DISPATCHED AS FCRP. NCR ENCOURAGED TO ALLOW 3BD FOR CONTACT FROM REG. CUST UNDERSTOOD. NCR CONFIRMED CUST PH# INFO.  
\*\*\* NOTES 03/17/2003 01:05:15 PM SFRNANDEZ  
CUST C/B STS HAS NOT BEEN CONTACTED BY REGION YET. NCR APOLG, ADV REGION HAS UNTIL EOB TODAY FOR F/U, HOWEVER L/M W/ CATHY (REGION) REQUESTING. C/B.  
\*\*\* NOTES 03/17/03 02:56:17 PM GST2  
SPOKE TO CUST. WILL HAVE REP INSPECT VEH AS SOON AS POSSIBLE.  
\*\*\* NOTES 03/19/2003 10:47:28 AM LEZRRE  
CUST C/B SKS TO KNOW STATUS OF CASE. NCR ADV OF NOTES OF GST2 THAT VEH WILL BE INSPECTED ASAP. ADV CAN TAKE UP TO 30 DAYS FOR INSPECTION, ADDTL 30 FOR DECISION. CUST UNDERSTOOD.  
\*\*\* NOTES 03/24/2003 08:43:36 AM SBROWN  
CUST CALLED BACK SEEKING STATUS OF CASE. STS HAS SPKN W/BODY SHOP REP WHO EXPLAINED THAT NO ONE FROM TOY HAS BEEN OUT TO SEE VEH. CUST SKS ANY INFO ON INSPECTION DATE AS IS W/OUT A VEH & SKS POSSIBLE RENTAL ASSIST. (NCR APOL & RE-ADV'D OF LAST REGION NOTES & HELPED CUST UNDERSTAND THAT REGION HAS UP TO 30 DAYS TO ACTUALLY INSPET & UP TO 30 DAYS THERAFTER TO SHARE TOY'S FINDINGS. NCR ADV'D IN THE MIDST OF INVESTIGATION, TOY CAN NOT EXTEND A RENTAL.) CUST UNDERSTOOD.  
\*\*\* NOTES 03/28/2003 08:44:10 AM ECAMPOS  
CUST C/B STS VEH HAS BEEN UNUSABLE SINCE THE 3/9/03. STS FLS TOY SHOULD PROVIDE RENTAL OR LONER. NCR APOL & ADV CONTACTED GST2 & LEFT MESSAGE REQUESTING C/B TO CUST. CUST INSISTED ON GETTING REGION TEL #. NCR ADV UNA  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10015300, 10017579  
**Date of Incident:** 20030301  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** WESTMINSTER, CA

**NHTSA Summary:**  
WHILE DRIVING AT 35 MPH VEHICLE SUDDENLY ACCELERATED OUT OF CONTROL HIT A PICKUP TRUCK, AND THEN HIT A TREE. THE DRIVER APPLIED THE BRAKES, BUT BRAKES FAILED TO STOP VEHICLE. THE PASSENGER IN THE PICKUP TRUCK SUSTAINED INJURIES AS WELL AS THE CONSUMER. \*AK \*JB \*TS; WHILE DRIVING, THE VEHICLE SUDDENLY ACCELERATED, THE CONSUMER LOSS CONTROL OF THE VEHICLE AND HIT A PICKUP TRUCK AND CRASHED INTO A TREE. THE DRIVER SUSTAINED MINOR INJURIES, AND PASSENGER IN PICKUP TRUCK SUSTAINED MAJOR INJURIES. VEHICLE WAS BADLY DAMAGED. \*AK \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320377  
**Date of Incident:** 20030303  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** FLORENCE, MA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE PULLING INTO A PARKING SPACE THE VEHICLE ACCELERATED AND CRASHED INTO A PARKED VEHICLE. THE VEHICLE WAS TRAVELING AT APPROXIMATELY 5 MPH. THE DRIVER SLAMMED ON THE

C-179

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BRAKES BUT COULD NOT STOP THE VEHICLE. THE VEHICLE WAS TAKEN TO AN AUTO BODY REPAIR SHOP. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE 60000. THE CURRENT MILEAGE WAS 60000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10110101  
**Date of Incident:** 20030305  
**Vehicle:** 2001 LEXUS GS300  
**Location of Incident:** WESTBURY, NY

**NHTSA Summary:**  
MY COMPLAINT IS ON THE USE OF THE CRUISE CONTROL DEVICE AND THE HIDDEN DANGERS OF IT'S USAGE, ESPECIALLY ON SLICK/POOR ROAD SURFACES. IF USED AND THE RESUME BUTTON IS ENGAGED THE CAR ATTEMPTS TO ACCELERATE TO THE SET SPEED WHILE THE TIRES HAVE NO TRACTION ON THE ROAD, CAUSING THE CAR TO SPIN OUT OF CONTROL, A SERIES OF 360S. THIS IS A VERY SERIOUS UNPREDICTABLE SITUATION NO MATTER WHAT YOUR EXPERIENCE IS AS A DRIVER. WE CAN SAVE LIVES IF A WARNING WAS IN FULL VIEW IN ALL VEHICLES, SIMILAR TO THE AIRBAG AND SEATBELT WARNINGS. I AM AWARE OF SEVERAL INCIDENTS BUT HAVE FOUND THAT THERE IS NOT ENOUGH ACTION BEING TAKEN TO INFORM DRIVERS. IN ADDITION TO SOME TYPE OF WARNING LABEL, MY QUESTION IS, CAN ANY ACTION BE TAKEN BY ALL CAR MANUFACTURERS, TO DESIGN THE CRUISE CONTROL OPTION TO DISENGAGE IF THERE IS INADEQUATE ROAD TRACTION? \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10010966  
**Date of Incident:** 20030312  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** SUSSEX, WI

**NHTSA Summary:**  
SIMPLY PUT, THE GAS PEDAL STICKS. MY WIFE HAS FOUND THE GAS PEDAL TO STICK WHILE SHE IS DRIVING. IN THE PAST, THE GAS PEDAL WOULD COME UP IN A SECOND OR SO. SHE DID NOT REALIZE WHAT WAS HAPPENING. SHE THOUGHT HER SHOE WAS GETTING IN THE WAY OR SOMETHING. BUT ON THE EVENING OF MARCH 12TH THE PEDAL WAS STICKING DOWN FOR ABOUT 5-10 SECONDS AS SHE WAS TRYING TO SLOW DOWN FOR AN INTERSECTION. IT FINALLY CAME UP AND SHE COULD COME TO A STOP. SHE CALLED ME IMMEDIATELY AND I INDICATED THAT THE CAR NEEDS TO GO IN IMMEDIATELY. THE EARLIEST THE DEALER WOULD TAKE THE CAR WAS THE MORNING OF MARCH 14TH. WHEN I EXPLAINED IT TO THE SERVICE GUY, HE KNEW EXACTLY WHAT WAS WRONG. HE EXPLAINED TO ME THAT THE AIR INTAKE FOR THE ENGINE IS CONNECTED TO THE THROTTLE BODY. THE AIR INTAKE FLAP HAS A BUILD UP AROUND 15,000 AND IT WILL NOT CLOSE PROPERLY. THIS WILL CAUSE THE GAS PEDAL TO STICK. HE TOLD ME THAT I NEED TO HAVE THIS SERVICED EVERY 15,000 MILES FROM HERE ON IN. HE WROTE ON THE SERVICE SLIP "ENGINE MINOR". I CALLED TOYOTA CONSUMER SERVICE AND THEY INDICATED THAT THIS IS AN USUAL INCIDENT. HOWEVER, HE SAID IN THE SAME CONVERSATION THAT THIS PROBLEM HAS OCCURRED WITH THE SAME YEAR MODEL ON OTHER CARS. THE GENERAL EMPHASIS ON HIS PART WAS I WAS OVER REACTING AND INDICATED THIS PROBLEM WILL NOT HAPPEN AGAIN. THIS CAR HAS ONLY 50,000 MILES. TOYOTA'S STANCE WAS THAT THIS PROBLEM HAS HAPPENED ON OTHER CARS BESIDES TOYOTA. I AM PLEADING WITH THIS ORGANIZATION TO INVESTIGATE THIS MATTER. I FEEL MY WIFE'S CAR IS NOT COMPLETELY SAFE UNLESS

C-180

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOYOTA REPLACES THE PART IN A SPECIFIED AMOUNT OF TIME OR REDESIGNS THE ASSEMBLY AND DOES A RECALL. \*JB  
Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318691  
**Date of Incident:** 20030314  
**Vehicle:** 1995 TOYOTA LAND CRUISER  
**Location of Incident:** HAYS, NC

**NHTSA Summary:**  
S/O APPROPRIATE HANDLING RE TOYOTA ACCELERATION PROBLEM FM OWNER OF PREVIOUSLY OWNED 1995 TOYOTA LAND CRUISER. \*KB THE CONSUMER STATED THE FLOOR MAT SLID UNDER THE ACCELERATOR PEDAL AND CAUSED THE VEHICLE TO ACCELERATE OUT OF CONTROL. THE CONSUMERS WIFE WAS PINNED IN THE VEHICLE AND SUFFERED SERIOUS INJURIES. THE CONSUMER SUFFERED INJURIES AS WELL.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10012233  
**Date of Incident:** 20030320  
**Vehicle:** 2000 TOYOTA ECHO  
**Location of Incident:** WESTMONT, IL  
**NHTSA Summary:**  
WHILE APPLYING THE BRAKES VEHICLE ACCELERATED FORWARD. DEALER NOTIFIED.  
\*NLM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10015971  
**Date of Incident:** 20030320  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LEE'S SUMMIT, MO  
**NHTSA Summary:**  
THE VEHICLE EXPERIENCED SUDDEN ACCELERATION IMMEDIATELY AFTER THE PURCHASE OF A CERTIFIED USED VEHICLE. THE CONSUMER APPLIED THE BRAKES BUT THE VEHICLE DIDN'T RESPOND. THE IGNITION HAD TO BE TURNED OFF IN ORDER TO STOP THE VEHICLE. (MODEL XLE) MR SCC \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10023329  
**Date of Incident:** 20030324  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** PASADENA, CA  
**NHTSA Summary:**  
2002 TOYOTA CAMRY SE: WHILE CAR WAS BEING BACKED DOWN A DRIVEWAY AT 2-3 MPH WITH DRIVER'S FOOT ON BRAKE, CAR ACCELERATED SUDDENLY AND UNCONTROLLABLY BACKWARDS AND CRASHED INTO A TREE. CAR WAS TOTALED.  
\*NLM  
**Additional Summary:**

C-181

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**Toyota ID Number:**  
**NHTSA ODI Number:** 10111637  
**Date of Incident:** 20030324  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** THOUSAND OAKS, CA

**NHTSA Summary:**  
CONSUMER STATES WHEN TRYING TO BRING CAR TO STOP, HE HAD APPLY AN EXCESSIVE AMOUNT OF FORCE TO THE BRAKE, EVEN THOUGH RIGHT FOOT REMOVED FROM GAS PEDAL ENGINE DID NOT STOP. BF THE VEHICLE WAS STILL UNDER WARRANTY DURING THE TIME OF THE FAILURE. THE CONSUMER STATED WHILE HE WAS BACKING THE VEHICLE UP AT LESS THAN 35 MPH THE FAILURE OCCURRED. AFTER THE CONSUMERS FOOT WAS MOVED FROM THE GAS PEDAL HE HAD TO FORCEFULLY APPLY THE BRAKES. THE CONSUMER STATED THAT IT WAS NECESSARY TO SHIFT OUT OF DRIVE TO BRING THE VEHICLE UNDER CONTROL. THE CONSUMER SHUT THE VEHICLE OFF AND LET IT SIT FOR A WHILE AND STARTED IT AGAIN AND DROVE HOME WITH NO INCIDENT.  
\*TC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316585  
**Date of Incident:** 20030401  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** WORCESTER, MA

**NHTSA Summary:**  
I HAD A 2003 COROLLA THAT I PURCHASED IN 2002, ONE OF THE FIRST DELIVERED TO A WORCESTER MA DEALERSHIP. IN 2003 WHEN I WAS DRIVING ON A HIGHWAY GOING UP A HILL THE CAR STARTED TO ACCELERATE. FIRST I THOUGHT MAYBE I HAD HIT THE CRUISE CONTROL BUTTON BUT I HADN'T. I WAS PROBABLY GOING AT LEAST 65MPH WHEN IT STARTED TO ACCELERATE, I HAD TO KEEP HITTING THE BRAKES TO MAKE IT STOP ACCELERATING.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10022695  
**Date of Incident:** 20030402  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** PALO ALTO, CA

**NHTSA Summary:**  
VEHICLE'S NEW BRAKING SYSTEM WAS UNSAFE. BRAKE PEDAL HAD TO BE DEPRESSED ALMOST TO THE FLOOR BEFORE IT ENGAGED. AS A RESULT, THE CONSUMER ACCIDENTALLY HIT THE ACCELERATOR PEDAL WHILE BRAKING. \*AK THE CONSUMER'S WIFE WAS DRIVING THE VEHICLE, AND AS SHE TURNED THE CORNER, THE BRAKE WAS APPLIED AND DID NOT RESPOND. THE VEHICLE ACCELERATED OVER THE CURB, ONTO THE SIDE WALK, AND INTO THE LIBRARY. (ONE MUST PLACE THERE FOOT ON THE CENTER OF THE BRAKE PEDAL AND THE RIGHT SIDE OF THE FOOT COULD POSSIBLY DEPRESS THE ACCELERATOR) \*SCC \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10071940

C-182

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**Date of Incident:** 20030403  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MANORVILLE, NY  
**NHTSA Summary:**  
WHILE PARKED, THE VEHICLE ACCELERATED BACKWARDS AS A RESULT, THE VEHICLE COLLIDED INTO A TREE. THE CAUSE OF INCIDENT HAS YET TO BE DETERMINED. \*LA THE CONSUMER ATTEMPTED TO MOVE OUT OF THE PARKING SPACE. AS THE CONSUMERS FOOT WAS ON THE BRAKE AND THE VEHICLE WAS PLACED IN REVERSE, THE VEHICLE SHOT BACK AND HIT A TREE. \*SC \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317263  
**Date of Incident:** 20030410  
**Vehicle:** 2005 TOYOTA TUNDRA  
**Location of Incident:** PHOENIX, AZ

**NHTSA Summary:**  
I BOUGHT A 2003 TOYOTA TUNDRA 4X4 AND SINCE I BOUGHT IT I FELT THAT WHEN I WAS AT A STOP LIGHT MY TRUCK ACCELERATED BY ITSELF MAKING A HUGE NOISE AT THE REAR END AXEL I TOOK MY TRUCK TO A TOYOTA DEALER AND THEY SAID IT THEY FIND NOTHING WRONG BUT THE PROBLEM CONTINUED FOR THE 2 YEARS I HAD THE TRUCK THEN I BOUGH A 2005 TUNDRA ALSO 4X4 AND IT HAS THE SAME PROBLEM DEALER DONT DO ANYTHING TO SOLVE MY PROBLEM SOMETIMES IT FEELS LIKE IF SOMEONE HITS THE TRUCK FROM BEHIND LIKE A SUDDEN JUMP OR PUSH.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10038673  
**Date of Incident:** 20030411  
**Vehicle:** 2001 TOYOTA TUNDRA  
**Location of Incident:** DENVER, CO

**NHTSA Summary:**  
WHILE PASSING ANOTHER VEHICLE ON THE INTERSTATE, TRUCK BEGAN ACCELERATING RAPIDLY GOING FROM 65 MPH TO 95 MPH IN ABOUT 3 SECONDS. HAD TO APPLY BOTH FEET TO BRAKES TO STOP TRUCK. IT TOOK A HALF MILE TO STOP AND RPMS WERE AT 6000. PUT TRUCK INTO PARK -RPMS REMAINED, STEPPED ON GAS PEDAL - RPMS DROPPED ENOUGH (3500) TO GET OFF THE ROAD. ACCORDING TO DEALERSHIP MECHANIC, THE PROBLEM WAS A BROKEN ACCELERATOR CABLE AND A FACTORY DEFECT. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10021804/760680  
**Date of Incident:** 20030417  
**Vehicle:** 1999 LEXUS LS400  
**Location of Incident:** BRAINTREE, MA

**NHTSA Summary:**  
ENGINE REVS TO EXTREMELY HIGH RPM (~5000) WITH NO THROTTLE INPUT FROM DRIVER. THIS PROBLEM HAS OCCURRED TWICE ON THIS VEHICLE RECENTLY. THE SECOND TIME THIS OCCURRED WAS AFTER ENGAGING REVERSE GEAR. FORTUNATELY THE BRAKES WERE ABLE TO RESTRAIN THE VEHICLE. IN NEITHER INCIDENT WAS MY FOOT ON THE ACCELERATOR.\*AK

C-183

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

PETITION SEEKING NHTSA TO INVESTIGATE THE LEXUS VEHICLES MODEL YEARS 1997 TO 2000 WHICH HAVE EXPERIENCED PROBLEMS WITH SPEED CONTROL LINKAGES RESULTING IN SUDDEN ACCELERATION. \*MR THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING WHICH CAUSED THE VEHICLE TO REAR END THE VEHICLE AHEAD OF HIS. AS A RESULT THE CONSUMER RECEIVED A POLICE CITATION. THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM (OD# 760680). \*SCC \*NLM  
**Additional Summary:**  
Peter's son - Jack Boddaert  
- can be reached at Boddaert2@aol.com  
His Florida number is 863.696.1501  
He kept all the files for his dad's case, which he has at home in Canada.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10017631  
**Date of Incident:** 20030418  
**Vehicle:** 1999 LEXUS GS400  
**Location of Incident:** BRAINTREE, MA

**NHTSA Summary:**  
THE VEHICLE EXPERIENCED SUDDEN ACCELERATION. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10096893  
**Date of Incident:** 20030418  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MIDLOTHIAN, VA

**NHTSA Summary:**  
INTERMITTENTLY DURING BRAKING, THE VEHICLE COMMENCED TO ACCELERATE. THIS CONDITION OCCURRED ON THREE SEPARATE OCCASIONS. THE VEHICLE HAS BEEN TO THE DEALER ON THREE SEPARATE OCCASIONS AND THEY WERE UNABLE TO DUPLICATE THE PROBLEM. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312544  
**Date of Incident:** 20030418  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LAKE MARY, FL

**NHTSA Summary:**  
I HAVE AN 2003 CAMRY XLE WHICH I PURCHASED NEW IN MARCH 2003, I ALSO HAVE A PROBLEM WITH SUDDEN ACCELERATION. IT USUALLY OCCURS ONLY A COUPLE OF TIMES A YEAR. I DID NOT REPORT IT TO THE DEALER BECAUSE IT WAS NOT A CONTINUOUS PROBLEM AND NOT A PROBLEM WHICH COULD BE REPRODUCED ON COMMAND. UNTIL ALL THE PUBLICITY THE LAST GEW MONTHS I ASSUMED IT WAS ONLY A PROBLEM WITH MY CAR WHICH HAPPENS INFREQUENTLY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10017600  
**Date of Incident:** 20030422  
**Vehicle:** 2002 TOYOTA COROLLA

C-184

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**Location of Incident:** IRVING, TX

**NHTSA Summary:**  
WHILE DRIVING ON THE HIGHWAY, THE VEHICLE WAS ON CRUISE CONTROL. AFTER EXITING THE HIGHWAY, PRESSURE WAS APPLIED TO THE BRAKE PEDAL AND THE VEHICLE FAILED TO STOP. THE VEHICLE WAS TAKEN TO THE DEALERSHIP FOR REPAIRS. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10061723  
**Date of Incident:** 20030426  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SWAMPSCOTT, MA

**NHTSA Summary:**  
CONSUMER COMPLAINED ABOUT AN INTERMITTENT ACCELERATION PROBLEM. WHEN THIS OCCURRED CONSUMER APPLIED THE BRAKES, BUT, VEHICLE DID NOT STOP. CONSUMER HAD TO SHUT OFF THE ENGINE IN ORDER TO GET THE VEHICLE TO STOP. \*AK DEALER CAN'T LOCATE THE PROBLEM ON VEHICLE. \*LA

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10016877  
**Date of Incident:** 20030427  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** HARLAN, KY

**NHTSA Summary:**  
VEHICLE ACCELERATED ON ITS ON CAUSING VEHICLE TO START UP STEEP HILL WHERE THE FRONT END SLID TO THE RIGHT WHERE VEHICLE PROCEEDED TO GO UP A DRIVE/FRONT STRIKING A PORCH AND ROCK WALL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063211  
**Date of Incident:** 20030430  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BELEN, NM

**NHTSA Summary:**  
WHEN TRYING TO PARK, THE DRIVER PRESSED THE BRAKE PEDAL AND THE VEHICLE SUDDENLY SURGED FORWARD. THE VEHICLE RAN OVER THE CURB AND HIT A SIGN. \*AK THE CONSUMER WAS SLOWLY DRIVING IN THE PARKING LOT, FOUND A PARKING SPACE, THEN THE VEHICLE SUDDENLY ACCELERATED OVER THE CURB. \*SC \*JB

**Additional Summary:**

**Toyota ID Number:** 200305150473  
**NHTSA ODI Number:**  
**Date of Incident:** 20030500  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** VENETIA, PA

**NHTSA Summary:**  
\*\*\* PHONE LOG 05/15/2003 10:22:32 AM JJOHNSON CUST STD YESTERDAY WAS DRIVING UP DRIVEWAY WHERE CUST HAS TO MAKE 90 DEGREE TO TURN INTO GARAGE. CUST STD

C-185

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEH ACCELERATED AFTER ENTERING GARAGE AND RAN THROUGH BACK BRICK WALL. CUST STD VEH HAS FRONT END DAMAGE AND GARAGE WALL NEEDS TO BE REBUILT. CUST STD DID NOT HAVE FOOT ON ACCELERATOR PEDALS, ONLY ON BRAKE PEDALS. CUST ALSO STD PREVIOUSLY VEH REVS HIGH WHEN STARTING AND CAN FEEL HARSH SHIFTING WHEN DRIVING. CUST STD IS AFRAID TO DRIVE VEH & USES FOR REAL ESTATE. \*\*\* NOTES 05/15/2003 10:41:43 AM JOHNSON TO: KYLE MACNAUGHTON, C/S ANALYST FROM: JOSEPH JOHNSON, LCS TEL#310-468-2593 HI KYLE, CAN YOU PLEASE LOOK INTO CASE AND ADV IF A PIR CAN BE PERFORMED. I HAVE ALSO INFORMED A SAMARI, DOM, OF CUSTS ACCIDENT. VEH IS CURRENTLY AT CUSTS RESIDENCE. PLEASE LET ME KNOW IF FURTHER ACCIDENT INFO IS NEEDED TO PROCEED FORWARD. THANKS. JOSEPH \*\*\* SUBCASE 200305150473-1 CREATED 05/15/2003 10:46:15 AM JOHNSON \*\*\* NOTES 05/15/03 11:49:40 AM KMACNAUGHTON330 AREA WILL DIPATCH CASE TO FTS OR DOM. LCS WILL BE UPDATED WHEN MORE INFORMATION IS RECEIVED \*\*\* PHONE LOG 05/16/2003 03:25:54 PM JOHNSON ACTION TYPE: OUTGOING CALL TRIED TO CONTACT CUST REGARDING PIR REQUEST. TEL# JUST RINGS & RINGS. \*\*\* PHONE LOG 05/19/2003 04:24:31 PM JOHNSON ACTION TYPE: OUTGOING CALL CALLED CUST, NOT AVAIL. L MSG UPDATING CUST THAT LEXUS IS REVIEWING REQUEST FOR PIR AND I WILL KEEP CUST POSTED FOR NEW INFO. \*\*\* EMAIL OUT 05/23/2003 08:53:22 AM RCASADO ACTION TYPE: INTERNAL EMAIL SEND TO: [JOSEPH\_JOHNSON@TOYOTA.COM] CC LIST: [KYLE\_MACNAUGHTON@TOYOTA.COM] ERIN FROM THE DLR CLLD AND THE VEH IS AT ROHRICH VOLKSWAGON AND MAZDA DLR. THE LOCATION OF THE VEH IS AT THE COLLISION CENTER AT FOR THOSE DLRS AT 2690 WEST LIBERTY AVENUE PITTSBURGH, PA 15216. ERIN PROVIDED THE NEW NUMBERS FOR THE CUST CONTACT. CELL 724-942-0189 AND WORK NUMBER IS 724-941-9400 X209. I ADVY THAT I WOULD PASS THE MSSG TO THE REP. I MADE SOME CHANGES IN THE CUST CONTACT I

**Additional Summary:**

**Toyota ID Number:** 200305300306/ 200305091223  
**NHTSA ODI Number:**  
**Date of Incident:** 20030500  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**

\*\*\* PHONE LOG 05/09/2003 05:19:23 PM TOHIRA  
CUST STS THERE HAVE BEEN 3 INSTANCES WHERE CAR DOES NOT STOP. CUST STS CAN HEAR ABS CLICKING AND CUST PRESSES BRAKES, BUT VEH ACCELERATES, SO CUST CRASHED INTO GARDEN AND THE ROD BROKE. CUST STS TOOK VEH TO DLR BUT CUST FLS DLR DOES NOT BELIEVE THAT THERE IS ANYTHING WRONG WITH VEH. CUST STS DLR STS THE ROD IS NOT COVERED UNDER WARR. CUST STS SPOKE TO JASON SERVICE ADVISOR AND CRM NOT INVOLVED.  
\*\*\* NOTES 05/13/2003 02:43:48 PM TEFTHAMES  
CUST CALLED BACK NCR APOL NCR ADV CUST DLR CRM HAS 3 BUSINESS DAYS TO CONTACT NCR ADV IF CRM DOES NOT CONTACT IN 3 BUSINESS DAYS TO USE CASE NUMBER AND CONTACT CAC.  
\*\*\* CASE CLOSE 05/23/03 22:40:50 RULEMGR  
CRM HAD BOTH SRV MGR AND DISTRICT MGR ROAD TEST VEH. ALSO TEC INSPECTED VEH TO FIND NO MACHANICAL FAILURE WITH EITHER BRAKES OR IDLE. CUST ADVISED. CUST IN 5/16 TO HAVE PLASTIC INSERTS TO HOLD UNDER FACHIA INSTALLED. VEH CK'S SOUND AT THIS TIME.

\*\*\* PHONE LOG 05/30/2003 09:01:16 AM EOROZCO  
PA  
PREV CASE 200305091223

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-186

CUST C/B STS THE VEH STILL HAS THE CONCERN WITH THE VEH ACCELERATES AND MOVES FORWARD. CUST STS HAS TAKEN THE VEH TO THE DLR 4X FOR THE SAME CONCERN WITH THE BRAKES. CUST STS WHEN PRESSING HARD ON THE BRAKE THEY MAKE A SOUND

\*\*\* NOTES 06/10/03 04:24:46 PM DVR4

DSPM L/M REQ C/B AT 1:53PM

\*\*\* NOTES 06/10/03 04:25:42 PM DVR4

PREVIOUS NOTE TO FILE DATED 06/10/03 WAS RECEIVED FROM DSPM ON 06/05/03.

\*\*\* CASE CLOSE 06/16/03 09:24:17 AM DVR4

CUSTOMER HAS NOT CONTACTED DSPM. DSPM HAD PREVIOUSLY TEST DRIVEN VEHICLE ON APPROXIMATELY 5/15/03 WITH DEALER SM. DSPM DID NOT NOTICE ANY ABNORMAL OPERATING CHARACTERISTICS AT THAT TIME.

**Additional Summary:**

**Toyota ID Number:** 200305271404  
**NHTSA ODI Number:**  
**Date of Incident:** 20030500  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY  
**Location of Incident:** LEVITTOWN, NY

**NHTSA Summary:**  
\*\*\* PHONE LOG 05/27/2003 02:29:48 PM MCOTTERELL  
CUST STS HE PURCH A 03 CAMRY IN LATE 2002. HE STS WHILE DRIVING WHEN HE IS COMING TO A STOP THE VEH ENGINE RACES. THIS IS AN INTERMITTENT CONCERN. HE STS THAT VEH MOVES FORWARD FROM A STOP WITHOUT HAVING TO PUT HIS FOOT ON THE ACCELERATOR(CREEPING). HE DOES FEEL COMFORTABLE DRIVING THE VEH BECAUSE OF THESE CONCERNS. HE WILL BRING IN ON 5/29/03 & SKS TO HAVE APPT.  
\*\*\* CASE CLOSE 05/28/03 03:45:50 PM DLR31150  
CRM SPOKE WITH THE CUST AND EXPLAINED HIS CONCERNS. CRM INVITED THE CUST IN TO TEST DRIVE WITH A TECH. CRM SET UP AN APPOINTMENT FOR THURS. AT 10AM.

**Additional Summary:**

**Toyota ID Number:** 200305150626  
**NHTSA ODI Number:**  
**Date of Incident:** 20030500  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY  
**Location of Incident:** HATTIESBURG, MS

**NHTSA Summary:**  
\*\*\* PHONE LOG 05/15/2003 11:26:58 AM CMCMORRIS  
03 CAMRY. STS WHEN WIFE DRIVES VEH & PUTS FOOT ON BRAKE, MOTOR REVS UP & WIFE HAS CAME CLOSE TO ACCIDENT A COUPLE OF TIMES. STS WHEN ENGINE REVS UP HAS TO PUT VEH INTO NEUTRAL. STS ENGINE REVS UP ALSO WHEN VEH IN NEUTRAL. STS HAS TO APPLY MUCH PRESSURE TO BRAKE TO STOP VEH. STS WIFE DOES NOT FEEL SAFE DRIVING TO VEH. STS CONCERN HAS HAPPENED 2X TIMES (ABOUT 2 WEEKS AGO). STS 100% CERTAIN DID NOT HAVE FOOT ON ACCELERATOR. STS HAS NOT CONTACTED DLR.  
\*\*\* CASE CLOSE 05/16/03 22:41:24 RULEMGR  
CALLED CUST 5-16-03. CUST BRINGING CAR IN FOR DEALER TO CHECK OUT.

**Additional Summary:**

**Toyota ID Number:** 200305281079  
**NHTSA ODI Number:**

C-187

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20030500  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** BOAZ, AL

**NHTSA Summary:**

\*\*\* PHONE LOG 05/28/2003 01:44:07 PM CCONVIS

CUST STS WHEN VEH STOPS AT A STOP SIGN IT FEELS LIKE THE ENGINE IS IDLING HIGH AS THE RPM'S RAISE UP CONSIDERABLE. CUST STS NO CRM YET. CUST STS CONCERN HAS ONLY OCCURED 2X BUT FEELS CONCERNED ABOUT VEH LURCHING FORWARD AND CAUSING AN ACCIDENT.

\*\*\* CASE CLOSE 06/03/03 22:41:05 RULEMGR

DEALER UNABLE TO VERIFY COMPLAINT. ASM TECH ASSISTANCE AND FIELD SERVICE TECHNICIAL HAVE BEEN CONTACTED. NO ADVISE OR ASSISTANCE OFFERED DEALER. OWNER HAS BEEN ADVISED

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305750  
**Date of Incident:** 20030501  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** GREELEY, CO

**NHTSA Summary:**

ABS BRAKING SYSTEM ON 2003 TOYOTA CAMRY LE. AFTER READING THE NHTSA'S FEBRUARY 4, 2010 RELEASE ABOUT YOUR INVESTIGATION INTO TOYOTA PRIUS' ALLEGATIONS OF MOMENTARY LOSS OF BRAKING CAPABILITY WHILE TRAVELING OVER AN UNEVEN ROAD SURFACE, POTHOLE OR BUMP, I FINALLY LEFT VINDICATED, ALBEIT I STILL HAVE A PROBLEM. MY 2003 TOYOTA CAMRY LE HAS HAD THE SAME TYPE OF BRAKING PROBLEM SINCE I PURCHASED IT APRIL 2003 FROM THE TOYOTA DEALERSHIP IN DELTA, CO. WHENEVER I WAS BRAKING TO TURN A CORNER OR SLOW DOWN GOING STRAIGHT AHEAD, IF I HIT A BUMP OR POTHOLE THE BRAKE PEDAL WOULD SHUDDER, THE PEDAL DECREASES AND I LOSE MY BRAKES! I HAVE TO START PUMPING THE BRAKE PEDAL IMMEDIATELY TO GET THE BRAKES TO WORK. ONE TIME RECENTLY, MY BRAKE PEDAL WENT TO THE FLOOR AND I HAD TO SLOW DOWN WITH THE HELP OF MY EMERGENCY BRAKE WHICH DIDN'T REALLY WORK THAT WELL. AND I WAS GOING SLOWLY AT THE TIME. I TOOK THE CAR BACK TO THE DELTA, COLORADO TOYOTA DEALERSHIP SHORTLY AFTER MY PURCHASING THE CAR, HOWEVER, AS YOU CAN IMAGINE, THEY FOUND NO PROBLEM WITH THE ABS BRAKING SYSTEM. CAN YOU GUYS HELP ME? I AM NOT LOOKING FOR REVENGE AGAINST TOYOTA, MY WHOLE FAMILY SAVE ONE PERSON, DRIVES TOYOTAS. I JUST WANT BRAKES THAT WORK CORRECTLY. THANK YOU FOR ANY HELP YOU CAN PROVIDE ME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10018315  
**Date of Incident:** 20030504  
**Vehicle:** 2002 LEXUS RX300  
**Location of Incident:** SAND SPRINGS, OK

**NHTSA Summary:**

THROTTLE BECAME STUCK ON 2002 LEXUS RX300 WHILE CAR WAS BEING DRIVEN CAUSING IT TO RAPIDLY ACCELERATE. CAR HAD TO BE TURNED OFF BEFORE IT COULD BE STOPPED. CAR WAS TOWED TO LEXUS DEALER. I WAS TOLD IT WAS JUST A "FREAK" ACCIDENT THAT A TINY PIECE OF PLASTIC HAD GOTTEN SUCKED INTO THROTTLE. I WANT TO BE SURE THIS WAS AN ACCIDENT AND IS NOT A DEFECT. \*JB

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-188

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10018360  
**Date of Incident:** 20030507  
**Vehicle:** 2002 LEXUS RX300  
**Location of Incident:** GLENDALE, CA  
**NHTSA Summary:**  
 WHILE GOING SLOW THE CAR ACCELERATES SUDDENLY, ALREADY THIS HAPPENED TWICE AND BOTH TIMES I HIT THE WALL. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10024313  
**Date of Incident:** 20030509  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** FAR HILLS, NJ  
**NHTSA Summary:**  
 WHILE ATTEMPTING TO PARK WITH FOOT APPLIED TO BRAKE PEDAL VEHICLE SUDDENLY ACCELERATED, CRASHING INTO A TREE.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10021016  
**Date of Incident:** 20030511  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** ROCHESTER, NY  
**NHTSA Summary:**  
 WHEN ATTEMPTING TO ACCELERATE (PRESSING GAS PEDAL), VEHICLE WILL NOT SPEED UP FOR SEVERAL SECONDS, AND THEN IT ABRUPTLY LUNGES FORWARD AT AN INCREASED SPEED, POSING A SAFETY HAZARD. THIS HAS HAPPENED REPEATEDLY STARTING WITHIN A COUPLE OF DAYS OF BUYING THE CAR. THIS IS PARTICULARLY CONCERNING WHEN DRIVING ON AN EXPRESSWAY RAMP. THUS I HAVE BEEN AVOIDING DRIVING ON THE EXPRESSWAY. ALSO, THE BRAKES WORK ABNORMALLY. THERE WAS EXCESSIVE VIBRATION, JERKINESS, AND BRAKE SENSITIVITY. I TOOK THE CAR TO THE DEALER WITHIN 5 DAYS OF PURCHASE AND SUBSEQUENTLY RETURNED IT 4 MORE TIMES. THEY ONLY ACKNOWLEDGED THAT THE ROTORS WERE WARPED AND RESURFACED THEM. OTHERWISE, THEY DENY THERE IS ANY OTHER PROBLEM. THEY BLAMED THE ACCELERATION PROBLEM ON THE A/C BEING TURNED ON. HOWEVER, THE PROBLEM PERSISTS REGARDLESS TO WHETHER THE ACCESSORIES ARE TURNED ON OR OFF OR HOW HIGH THEY ARE TURNED ON. \*NLM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10022272  
**Date of Incident:** 20030512  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** TOPEKA, KS  
**NHTSA Summary:**  
 THE VEHICLE SUDDENLY ACCELERATED WHEN STARTED AND WAS DIFFICULT TO STOP.  
 \*NLM

C-189

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10019875  
**Date of Incident:** 20030514  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** PLAINVIEW, NY  
**NHTSA Summary:**  
 THE VEHICLE EXPERIENCED SUDDEN ACCELERATION WHEN THE GEAR WAS SHIFTED FROM PARK TO DRIVE, AND COLLIDED WITH SEVEN OTHER VEHICLES. \*JB CONSUMER TRIED TO STOP THE VEHICLE BY APPLYING THE BRAKES HOWEVER THE BRAKES FAILED AND THE ENGINE CONTINUED TO RACE. \*TT \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10018940  
**Date of Incident:** 20030515  
**Vehicle:** 1998 TOYOTA TOYOTA  
**Location of Incident:** LONG BEACH, CA  
**NHTSA Summary:**  
 WHILE PULLING INTO A PARKING SPACE, SUDDEN ACCELERATION OCCURRED, I TRIED TO STOP, BUT THE BRAKES WOULD NOT RESPOND. I HIT A POLE AND TWO OTHER CARS, CAUSING MAJOR DAMAGE TO MY CAR AND THE CAR NEXT TO ME. ALSO, THE AIR BAGS DID NOT DEPLOY. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327949  
**Date of Incident:** 20030515  
**Vehicle:** 2001 TOYOTA SEQUOIA  
**Location of Incident:** CLINTON, NY  
**NHTSA Summary:**  
 VEHICLE OCCASIONALLY LURCHES FORWARD WHEN IN GEAR WITH THE BREAK PEDAL DEPRESSED. VEHICLE TRACTION CONTROL ENGAGES AND WILL NOT ALLOW THE ACCELERATION IN HEAVY TRAFFIC CONDITIONS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10131865  
**Date of Incident:** 20030516  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** PACIFIC PALISADES, CA  
**NHTSA Summary:**  
 SINCE I PURCHASED THE CAR, I HAVE BEEN COMPLAINING ABOUT A HESITATION AND STUTTERING WHEN ACCELERATING AFTER A SLOW-DOWN OR A STOP. I WAS TOLD THERE WAS NOTHING WRONG SEVERAL TIMES AND MORE RECENTLY HAVE BEEN TOLD IT IS A DESIGN FLAW IN THE COMPUTER-CONTROLLED ACCELERATOR AND CANNOT BE FIXED. I HAVE SEVERAL TIMES HAD A CLOSE CALL ON THE FREEWAY WHEN I NEEDED TO ACCELERATE QUICKLY AND THE CAR HESITATED BEFORE ACCELERATING. I HAVE NOT HAD AN ACCIDENT, BUT HAVE BEEN VERY FRIGHTENED BY THE DELAY IN

C-190

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PERFORMANCE. I HAVE HAD 2 PREVIOUS LEXUS ES 300S THAT DID NOT HAVE THIS PROBLEM. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315541  
**Date of Incident:** 20030520  
**Vehicle:** 2000 TOYOTA AVALON  
**Location of Incident:** HOLLISTON, MA  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2000 TOYOTA AVALON. THE CONTACT WAS DRIVING APPROXIMATELY 50 MPH ONTO AN ENTRANCE RAMP, PROCEEDING TO A YIELD TRAFFIC SIGNAL. UNEXPECTEDLY, THERE WAS AN INCREASE OF ACCELERATION. THE VEHICLE BEGAN TO TRAVEL UNCONTROLLABLY ACROSS AN INTERSECTION. AN OPPOSING VEHICLE CRASHED INTO THE DRIVER SIDE REAR PANEL NEAR THE TIRE. THE DRIVER SUSTAINED A SEVERE INJURY TO HIS BACK. THE POLICE WAS CALLED TO THE SCENE. THE VEHICLE WAS TOWED TO A COLLISION CENTER AND REPAIRED FOR BODY DAMAGES. THE VIN WAS UNAVAILABLE. THE CAUSE OF FAILURE HAS NOT BEEN DETERMINED. THE FAILURE MILEAGE WAS 40,000.  
**Additional Summary:**

**Toyota ID Number:** 200403181118  
**NHTSA ODI Number:** 20040300  
**Date of Incident:** 20030527  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** APPLETON, WI  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 03/18/2004 03:00:55 PM HSOV  
 RNW#040317-000083  
 CUST STS,"EVEN THOUGH TRANSMISSION COMPUTER HAS BEEN REPROGRAMMED (ACCORDING TO DEALER) TRANSMISSION CONTINUES TO SHIFT ERRATICALLY. BRAKE PEDAL IS SPONGY AND TRAVELS BELOW ACCELERATOR PEDAL CAUSING RIGHT FOOT TO BE ON BOTH PEDALS AT THE SAME TIME. CAR HAS SURGED FORWARD SEVERAL TIMES EVEN THOUGH ACCELERATOR PEDAL WAS UNTOUCHED AT THE TIME."  
 \*\*\* SUBCASE 200403181118-1 CREATED 03/18/2004 03:01:36 PM HSOV  
 NCR EMAILED:  
 <AS-HTML>  
 THANK YOU FOR CONTACTING TOYOTA MOTOR SALES, U.S.A., INC.<P>  
 WE APOLOGIZE FOR YOUR CONCERN WITH YOUR 2003 CAMRY.<P>  
 IN ORDER TO PROPERLY ASSESS YOUR CONCERNS, WE HAVE CONTACTED THE CUSTOMER RELATIONS MANAGER AT KOLOSSO TOYOTA TO FURTHER EVALUATE YOUR VEHICLE.<P>  
 TOYOTA DEALERSHIP TECHNICIANS ARE SPECIALIZED IN THE DIAGNOSIS AND REPAIR OF TOYOTA VEHICLES. THEY ARE PROVIDED WITH EXTENSIVE TRAINING AND HAVE ACCESS TO STATE-OF-THE-ART EQUIPMENT TO HELP IN THE ACCURATE DIAGNOSIS OF YOUR VEHICLE. ALSO, IF NECESSARY, WE PROVIDE ADDITIONAL SUPPORT TO ASSIST TOYOTA DEALERSHIP TECHNICIANS IN RESOLVING UNUSUAL VEHICLE CONCERNS.<P>  
 THE CUSTOMER RELATIONS MANAGER WILL CONTACT YOU BY THE END OF THE BUSINESS DAY, TUESDAY, MARCH 23RD. IN THE EVENT YOU DO NOT RECEIVE ANY CONTACT FROM THE DEALERSHIP BY THIS DATE, PLEASE <A HREF ='  
 HTTP://TOYOTA.CUSTHELP.COM/CGI-

C-191

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BIN/TOYOTA\_CFG/PHP/ENDUSER/STD\_ADP\_PHP?P\_FAQID=164TARGET=\_BLANK >CONTACT US</A> WITH FILE #200403181118.<P>  
 TOYOTA CUSTOMER EXPERIENCE  
 </AS-HTML>  
 END RESPONSE  
 \*\*\* SUBCASE 200403181118-1 CLOSED 03/18/2004 03:01:37 PM HSOV  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10024048  
**Date of Incident:** 20030529  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** FARMINGDALE, NY  
**NHTSA Summary:**  
 THE DRIVER SHIFTED THE VEHICLE INTO DRIVE AND THE VEHICLE IMMEDIATELY ACCELERATED UP TO ABOUT 20 MPH. THE VEHICLE HIT A CAR AND A TREE BEFORE IT STOPPED. \*AK \*CB \*NLM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10032687  
**Date of Incident:** 20030529  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** CERRITOS, CA  
**NHTSA Summary:**  
 I BOUGHT A BRAND NEW 2004 TOYOTA COROLLA IN MAY THIS YEAR. A FEW DAYS LATER I WAS DRIVING ON THE FREE WAY AND THE NEW CAR ACCELERATED BY ITSELF. I TRIED TO STEP ON THE BRAKE TO SLOW DOWN, IT BECAME UNCONTROLLABLE. I WAS DRIVING AT 60 MILES PER HOUR. FINALLY I HAVE TO EXIT THE FREE WAY AND THE CAR HIT THE DIVIDER AND GOT TOTALLY CRASHED.\*AK  
**Additional Summary:**

**Toyota ID Number:** 200306200152  
**NHTSA ODI Number:** 20030600  
**Date of Incident:** 20030600  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** GOSHEN, NY  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 06/20/2003 07:40:01 AM DCHILES PURCHASED VEH 3WKS AGO, SINCE THE 1000 MILE CHECK, NOTICE ENGINE REV & PULL FORWARD & CUST HAD TO TURN OFF THE ENGINE TO STOP VEH. CUST CLD R/A & TOOK TO DLR. DLR INSPECTED & ADV THEY COULDN'T FIND ANYTHING. CUST THEN ASKED FOR FURTHER INSPECTION FROM A LEXUS REP & THE DLR ADVISED HE WOULD HAVE TO CONTACT LCS TO SEND THAT REQUEST. \*\*\* NOTES 06/20/2003 07:57:07 AM DCHILES TO: VICKI NOORIGIAN, CSM FROM: DEVONA CHILES, 310-468-2360 CUST STS CONCERN W/ ENGINE REVVING & PULLING FORWARD THAT CUST HAD TO TURN OFF THE ENGINE TO GET THE VEH TO STOP. CUST STS HE WOULD LIKE FURTHER INSPECTION FROM A LEXUS REP & WAS TOLD TO CONTACT LCS FOR THE REQUEST. PLEASE RELAY THE REQUEST FOR INSPECTION TO THE DOM & FUP W/ ME REGARDING HIS COMMENTS. \*\*\* SUBCASE 200306200152-1 CREATED 06/20/2003 07:57:34 AM DCHILES \*\*\* DEALER NOTES: 06/23/03 13:33:41 FTS ADVISED THAT THE EARLIEST DATE TO SEE CAR IS JULY 3RD. CUSTOMER WILL NOT TAKE CA AND DEALER IS AFRAID CAR WILL BE ALEMOM BY THEN \*\*\* DEALER MESSAGE: 06/23/03

C-192

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

13:38:03 FTS HERE ON7/3DEALER SAYS CAR WILL B LEMON BY THEN \*\*\* PHONE LOG 06/24/2003 09:45:50 AM DCHILES ACTION TYPE: OUTGOING CALL CALLED DLR & SPOKE WITH VICKI WHO ADV THE CUST VEH IS AT THE DLR & THEY WILL NOT TAKE IT BACK UNTIL THE INSPECTION HAS BEEN MADE BY A REP. LEFT VMSG FOR MCECCON FOR FURTHER INFO. \*\*\* SUBCASE 200306200152-1 CLOSED 06/24/2003 09:46:11 AM DCHILES \*\*\* SUBCASE 200306200152-2 CREATED 06/24/2003 09:46:28 AM DCHILES \*\*\* PHONE LOG 06/24/2003 09:51:33 AM DCHILES ACTION TYPE: INCOMING CALL MCECCON CALLED & ADV B/C OF THE DAYS DOWN, HE'S CONCERNED VEH MAY BE LEMON. MCECCON ADV HE MADE FTS AWARE OF THE SITUATION. ADV THE CUST REQUESTED THE INSPECTION & DOESNT WANT TO PICK UP THE VEH SO THEY WILL WAIT UNTIL INSPECTION. ASKED IF CUST WAS AWARE OF THE DATE. MIKE ADV YES. THANKED FOR CALLING. \*\*\* SUBCASE 200306200152-2 CLOSED 06/24/2003 09:51:40 AM DCHILES \*\*\* SUBCASE 200306200152-3 CREAT

**Additional Summary:**

**Toyota ID Number:** 200306170972  
**NHTSA ODI Number:**  
**Date of Incident:** 20030600  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** GREENSBURG, PA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 06/17/2003 01:13:25 PM GFAULSTICH

====FCRP====

LARRY, FROM STATE FARM AT 724-836-9156 STS THAT CUST CLAIMS ACCELERATOR STUCK AND THEY REARENDED A VEH IN FRONT OF THEM TWICE. CUST STS THE VEH IN FRONT OF THEM & THE VEH ON REVERSE TO GET THEM TO SLOW THE CUST VEH DOWN. DANTE WAS DRIVER. CUST STS VEH HAS FRONT END DAMAGE. LARRY STS DOESNT HAVE ESTIMATES OF DAMAGES YET. CUST STS WIFE, MARY IN VEH. FLS MANU DEFECT, SKS INSPECTION. LEGAL REQUEST FCRP WITH MANY INTERIOR AND EXTERIOR PHOTOS. \*\*\* NOTES 06/17/2003 01:14:00 PM GFAULSTICH  
+NOTES TO REGION+  
# ON CASE IS FOR LARRY M AT STATE FARM INSURANCE, PLEASE CONTACT LARRY FOR ALL INFO RE: GAS.  
\*\*\* NOTES 06/19/03 06:55:19 AM CAT1  
CONTACTED LARRY M AT STATE FARM (724-836-9156) FOR LOCATION OF VEHICLE. VEH LOCATED AT MIGNOGNA'S, LOIS ROAD, RT 30 EAST, GREENSBURG, PA., 724-838-0444. PATSY MIGNOGNA CONTACT. AVSD INS AGNT TOYOTA HAS 30 DAYS TO DO INSPECTION. HE REQUESTS TO KNOW DATE BECAUSE CUSTOMER DOES NOT HAVE LOANER INSUR COV FOR 30 DAYS. ADV'D WLD LET HIM KNOW WHEN OUR INSPECTOR GAVE US A DATE.  
\*\*\* NOTES 06/19/03 07:05:47 AM CAT1  
SPOKE TO DSPM, HE CAN DO INSPECTION 6/20. ADV'D INSURANCE AGENT.

\*\*\* CASE CLOSE 07/14/03 08:24:14 AM CAT3  
DSPM INSPECTED VEHICLE, REPORT AND PHOTOS SENT TO TECHNICAL FOR REVIEW, LETTER SENT TO CUSTOMER REGARDING FINDINGS.

**Additional Summary:**

**Toyota ID Number:** 200306121166  
**NHTSA ODI Number:**  
**Date of Incident:** 20030600  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** TEMPE, AZ  
**NHTSA Summary:**  
\*\*\* PHONE LOG 06/12/2003 03:42:40 PM ASCHWARTZ

C-193

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I ADV I DIDN'T THINK THAT WAS POSS DUE TO THE WAY IT IS NOW DESIGNED BUT I WOULD ADV THE FTS TO WHAT SHE FELT HAPPENED.  
\*\*\* NOTES 06/26/03 11:34:41 AM GST3  
CUST CLLD - L/M V/M STATED B/S HAD CONT HER & VEH WOULD BE READY TO BE P/U TOMORROW. REG CONT FTS & FTS WILL INSP THIS AFTERNOON. REG CONT CUST & SHE WAS PLSD.

\*\*\* CASE CLOSE 07/03/03 02:05:54 PM GST3  
FTS INSP VEH ON 6/26/03 AS SCHED @42073'S B/S. VEH BODY RPRS HAD BEEN COMPLETED. FTS CHECKED THROTTLE POSITION SENSO

**Additional Summary:**

**Toyota ID Number:** 200306250708  
**NHTSA ODI Number:**  
**Date of Incident:** 20030600  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** LA QUINTA, CA  
**NHTSA Summary:**

\*\*\* PHONE LOG 06/25/2003 10:56:03 AM STHOMAS CUST STATED THAT HE IS EXTREMELY DISSATISFIED WITH HIS VEH. HE ADV THAT HIS VEH HESITATES WHEN TRYING TO ACCELERATE. HE STATED THAT WHEN STOPPED, IT WILL REV HIGH AND SURGE FORWARD. CUST ALSO ADV THAT HE IS EXPERIENCING A WHIRLING NOISE IN THE VEH THAT THE DLR HAS NOT DIAGNOSED. CUST IS CURRENTLY WORKING WITH DESERT LEXUS, BUT DID NOT PURCHASE THE VEH THERE. CUST STATED HE EXPECTS VEH TO RUN BETTER OR HE WANTS IT BOUGHT BACK. VEH ONLY HAS 7K MIS. \*\*\* NOTES 06/25/2003 10:57:21 AM STHOMAS TO: GEORGE GLOVER, SM FROM: SHERRY THOMAS (310)468-2163 CUST HAS MULTIPLE CONCERNS WITH HIS ES 300. HE ADV VEH HESITATES AND SURGES. CUST ALSO ADV THAT HE IS EXPERIENCING A WHIRLING NOISE THAT DLR DID NOT DIAGNOSE. CUST STATED HE EITHER WANTS VEH REPAIRED COMPLETELY, OR HE WANTS HIS VEH BOUGHT BACK. PLEASE CONTACT ME TO DISCUSS. THANK YOU! \*\*\* SUBCASE 200306250708-1 CREATED 06/25/2003 10:57:35 AM STHOMAS \*\*\* PHONE LOG 06/26/2003 02:45:54 PM STHOMAS ACTION TYPE: INCOMING CALL SM. GEORGE GLOVER CALLED IN. HE ADV THAT HIS TECH ADV VEH IS OPERATING AS DESIGNED. DLR WAS UNABLE TO DUPLICATE ANY OF HIS CONCERNS. DLR ADV THAT HE HAS HAD SOME CONCERNS WITH THE DLR-CUST RELATIONSHIP ALREADY IN THE PAST. DLR STATED HE WILL SPEAK WITH DOM, LMiyATAKE, TO ADV IF SHE IS WILLING TO MEET WITH CUST AS HE IS SEEKING POSSIBLE BUY BACK. \*\*\* NOTES 07/10/2003 06:23:33 AM STHOMAS LETTER DISPATCHED 7/9/03 HIGHLIGHTING CUST'S SAME CONCERNS. CUST STATES HE WANTS HIS VEH BOUGHT BACK. \*\*\* PHONE LOG 07/10/2003 08:38:26 AM STHOMAS ACTION TYPE: OUTGOING CALL I SPOKE WITH SM, GEORGE GLOVER. HE ADV THAT DOM, LYNN MIYATAKE WAS TO F/U WITH LCS. I ADV THAT SHE HAS NOT CONTACTED US. I ADV SM THAT CUST SENT IN A LETTER STATING HE WANTS HIS VEH BOUGHT BACK. SM SUGGESTED F/U WITH DOM. I ADV THAT I WOULD CONTACT HER. \*\*\* PHONE LOG 07/10/2003 08:40:02 AM STHOMAS ACTION TYPE: OUTGOING CALL I LEFT A DETAILED MSG FOR DOM, LMiyATAKE, REQUESTING C/B T

**Additional Summary:**

**Toyota ID Number:** 10290998  
**NHTSA ODI Number:**  
**Date of Incident:** 20030602  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MELROSE, MA  
**NHTSA Summary:**

C-195

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

====FCRP====

LETTER REC'D-JUNE 9, 2003

CUST STS WAS STOPPED AT A STOP SIGN AND THE VEH LUNGED FORWARD AND ANOTHER VEH STRUCK CUST VEH TRAVELING AT 40 MPH. CUST STS FLS PRODUCT IS TO BLAME FOR ACCIDENT. CUST STS ALSO VEH STALLED OUT. CUST SKS INSPECTION OF VEH FOR CONCERN WITH BRAKES AND STALLING. LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY INTERIOR AND EXTERIOR PHOTOS

\*\*\* CASE CLOSE 06/12/2003 03:42:48 PM ASCHWARTZ  
NCR APOL AND ADV CALLED CUST BACK AND LEFT MSG WITH WIFE  
\*\*\* NOTES 06/13/2003 04:29:22 PM ASCHWARTZ

+INCOMING CUST CALL+

CUST CALLED BACK WITH MORE INFORMATION FOR LEGAL TAB. NCR OPENED FILE TO REGION FOR FCRP.

\*\*\* CASE CLOSE 07/24/03 08:06:04 AM DMR4

FTS, SCOTT WRIGHT, UNABLE TO INSP VEH AS INS. COMPANY (FARMERS INSURANCE) SOLD VEH AT CUST DISCRETION. FTS ADV CUST THAT COULD NOT INSP BECAUSE OF SITUATION AND CUST OK.

**Additional Summary:**

**Toyota ID Number:** 200306041159  
**NHTSA ODI Number:**  
**Date of Incident:** 20030600  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**  
\*\*\* PHONE LOG 06/04/2003 04:00:34 PM ASCHWARTZ

====FCRP====

CUST STS WAS PULLING INTO PARKING GARAGE AT 3901 BRIARPARK HOUSTON, TX. CUST STS THAT AS CUST BRAKES THE VEH SURGED FORWARD STRIKING THE WALL IN FRONT OF THE PARKING SPOT. CUST FLS THAT PRODUCT IS TO BLAME FOR CONCERNS. CUST, DRIVER, WEARING SEATBELT, INJURIES TO BACK. CUST SKS INSPECTION TO DETERMINE CAUSE OF CONDITION. LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY INTERIOR AND EXTERIOR PHOTOS

\*\*\* NOTES 06/09/03 03:15:07 PM GST3

L/M DAY# VOICE MAIL

\*\*\* NOTES 06/11/03 07:19:50 AM GST3

L/M FOR CUST AGAIN. EXPL ON V/M THAT MY FTS CURR @TMS. ADV I WOULD CONT DLR B/S & REQ THEY TAKE PHOTOS OF DAMAGE AS TO NOT HOLD UP HER RPRS. I WOULD HAVE MY FTS PERF INSP ON BRAKING SYSTEM AFTER BODY RPRS HAVE BEEN COMPLETED & BEFORE SHE IS BACK IN THE CAR. ADV SHE WAS WELCOME TO CALL ME BACK TO DISCUSS FURTHER (SHE CLLD ME AFTER HOURS). ALSO CLLD 42073'S B/S & L/M FOR B/S MGR REQ HE TAKE PHOTOS & EMAIL THEM TO ME.

\*\*\* NOTES 06/12/03 08:33:05 AM GST3

RECD PHOTOS VIA EMAIL FROM DLR TODAY-WILL FORWARD TO FTS FOR REVIEW. MINIMAL DAMAGE. REG SP/W/CUST YESTERDAY. SHE WANTED TO MAKE SURE THAT IF SHE ALLOWED THE B/S TO BEGIN REPAIRS WE COULD STILL INSP. I ADV THAT WAS NO PROB-WE WOULD INSP BEFORE SHE GOT BACK IN HER VEH. SHE STATED THAT SHE WAS PULLING INTO A PARKING SPACE, LIGHTLY BRAKING AS YOU NORMALLY WOULD, WHEN SUDDENLY THE VEH ACCELERATED & SHE HIT THE PARKING GARAGE WALL. SHE FEELS THAT POSS THE THROTTLE STUCK >

\*\*\* NOTES 06/12/03 08:33:44 AM GST3

C-194

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY LE. WHILE DRIVING INTO A PARKING SPACE AND APPLYING PRESSURE TO THE BRAKE PEDAL THE VEHICLE UNEXPECTEDLY ACCELERATED. THE VEHICLE CAME TO A COMPLETE STOP IMMEDIATELY AFTER AN AGGRESSIVE FORCE WAS APPLIED TO THE BRAKE PEDAL. THE IDENTICAL FAILURE OCCURRED ON A SEPARATE OCCASION WITHOUT WARNING. THE CAUSE OF THE FAILURE HAS NOT BEEN DETERMINED. THE CONTACT HAD CONCERNS OF THE SAFETY RISK INVOLVED. UPDATED 11/23/09 \*BF UPDATED 11/24/09

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10080662  
**Date of Incident:** 20030604  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ROYAL OAK, MI  
**NHTSA Summary:**

WITHIN 3 WEEKS FROM PURCHASE DATE THE CAR ACCELERATED WHEN I ATTEMPTED TO BRAKE. THIS HAPPENED TWICE. I TOOK THE CAR TO THE DEALER WHO WAS UNABLE TO FIND ANYTHING WRONG. THEY HAD THE CAR FOR A MONTH IN THAT TIME. CORPORATION REPS ALSO TRIED TO FIND THE FAULT. THEY WERE UNABLE TO. I WAS TOLD CAR WAS FINE. I WAS TERRIFIED TO DRIVE IT AND WOULD NOT TAKE IT. THE DEALER WOULD ASSUME NO RESPONSIBILITY AND SAID IF I WANTED A NEW CAR I WOULD HAVE TO TRADE THIS MODEL IN TOWARDS THE PURCHASE OF A NEW CAR. BECAUSE I WAS SO AFRAID TO DRIVE IT AND WOULD NOT TAKE THE CAR ANYPLACE ELSE TO SELL BECAUSE I KNEW HOW DANGEROUS IT WAS (AND SO DID THE DEALER AND IF THEY SOLD THAT DANGEROUS CAR TO ANOTHER IT WAS ON THEIR RESPONSIBILITY NOT MINE) I ACCEPTED THE CONDITIONS PUT FORTH BY MY DEALER AND TRADED MY 3 WEEK OLD TOYOTA IN FOR A NEW TOYOTA AND HAD TO PAY AN ADDITIONAL \$4000.00 BECAUSE THE 3 WEEK OLD CAR WITH LESS THAN 1200 MILES ON IT WAS NOW A USED CAR. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10044169  
**Date of Incident:** 20030605  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** BROOKLYN, NY  
**NHTSA Summary:**

VEHICLE EXPERIENCED SUDDEN ACCELERATION, JUMPED A CURB AND ENDED UP IN STORE FRONT. \*MR THE CONSUMER HAD DRIVEN IN A GROCERY STORE PARKING LOT WHEN THE INCIDENT OCCURRED. THE CONSUMER REQUESTED TOYOTA TO TAKE POSSESSION OF THE VEHICLE AND REFUND THE FULL PURCHASE PRICE. \*SCC \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10022585  
**Date of Incident:** 20030606  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** HARLAN, KY  
**NHTSA Summary:**

ENGAGED FROM PARK TO DRIVE AND SUDDENLY ACCELERATION HAPPENED, DAMAGING MANY OTHER CARS. DEALER NOTIFIED. \*AK

**Additional Summary:**

C-196

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10064108  
**Date of Incident:** 20030606  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SOUTH JORDAN, UT  
**NHTSA Summary:**  
SUDDEN ACCELERATION CAUSED CAR TO JUMP CONCRETE CURB AND HIT A TREE. DRIVER WAS ENTERING A 90 DEGREE PARKING STALL. VEHICLE SPEED BEFORE SUDDEN ACCELERATION WAS LESS THAN TWO MILES PER HOUR (NEARLY STOPPED). \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10031275  
**Date of Incident:** 20030617  
**Vehicle:** 2000 LEXUS LX470  
**Location of Incident:** WICHITA FALLS, TX  
**NHTSA Summary:**  
WHILE BACKING OUT VEHICLE STALLED, THEN JUMPED THE CURB, HITTING A TREE. DEALER STATED ACCELERATOR PEDAL GOT STUCK. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10065475  
**Date of Incident:** 20030624  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** PHOENIX, MD  
**NHTSA Summary:**  
WHILE PULLING INTO A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED AND HIT A WALL. THE CAUSE OF THE SUDDEN ACCELERATION WAS UNDETERMINED. \*JB  
\*SC \*JB  
**Additional Summary:**

**Toyota ID Number:** 200306250218  
**NHTSA ODI Number:**  
**Date of Incident:** 20030625  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY  
**Location of Incident:** CROMONA, KY  
**NHTSA Summary:**  
\*\*\* PHONE LOG 06/25/2003 08:27:42 AM JPRESHA  
CUST STS HAS 03 CAMRY & CAMRY SIGN RUSTED AND VEH RPM'S REV UP WITHOUT PRESSING THE ACCELERATOR. CUST STS THINKS CONCERN IS TRANSMISSION. CUST STS DLR 60 MI AWAY. CUST STS IX AT DLR CUST ADV THAT CAMRY SIGN WAS RUSTING AND ENGINE RPM REV UP, DLR ADV TO BRING VEH BACK. 2X AT DLR, DLR DROVE VEH AND ADV TRANS FINE, & ORDERED CAMRY SIGN. CUST ADV DLR SET APPT FOR CUST TO COME BACK FOR SIGN. 3X AT DLR SIGN NOT AVAIL YET. CUST STS MUST DRIVE BACK. CUST SEEKS GAS REIMB  
\*\*\* CASE CLOSE 06/30/03 12:16:57 PM DLR16055  
CR CALLED CUSTOMER 06/27/2003 3:45PM LEFT MESSAGE FOR CUSTOMER TO RETURN CALL. SHE NEVER RETURNED CALL. PER SERVICE MGR IF CUSTOMER WANTS EMBLEM REPLACED SHE HAS TO RETURN TO DLR. WILL NOT PAY GAS BILL

C-197

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:** 20030600  
**NHTSA ODI Number:**  
**Date of Incident:** 20030630  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY  
**Location of Incident:** LOUISVILLE, KY  
**NHTSA Summary:**  
\*\*\* PHONE LOG 08/18/2003 09:51:33 AM MCAPPS  
ARB 03 CAMRY - CUST STS VEH IS CAUSING HER HEMORRHOIDS, BRAKES VIBRATE, ENGINE LUNGING. CUST STS SCRAMING NOISE WHEN TURNING HARD RIGHT, LACK OF POWER. CUST STS DISSATISFIED W/ CAR AND WANTS TO PERSUE ARBITRATION  
\*\*\* CASE CLOSE 08/19/03 08:16:25 AM CINI  
CUSTOMER WANTS TO PURSUE ARBITRATION. NCR SENDING PAPERWORK.  
\*\*\* NOTES 08/19/03 08:39:54 AM CINI  
GREG KEETON, DEALER SERVICE, STATES THAT CUSTOMER HAS ONLY BEEN AT DEALERSHIP ONE TIME, RO# 817654 ON 8/18/03. CUSTOMER STATED VEHICLE LUNGED FORWARD WHILE DRIVING. DEALER TEST DROVE VEHICLE.  
\*\*\* NOTES 08/19/2003 09:11:25 AM WSAMUELS  
AS REQUESTED, ARB.PPWK SENT TO THIS CUSTOMER VIA USPS FIRST CLASS MAIL DATED 8/19/03.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310916  
**Date of Incident:** 20030630  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** EL MONTE, CA  
**NHTSA Summary:**  
UNINTENDED ACCELERATION OF 2003 TOYOTA COROLLA. OCCURRED ONLY ONCE. \*TR  
**Additional Summary:**

**Toyota ID Number:** 200307080785  
**NHTSA ODI Number:**  
**Date of Incident:** 20030700  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MAMARONECK, NY  
**NHTSA Summary:**  
\*\*\* PHONE LOG 07/08/2003 11:15:24 AM ASCHWARTZ  
====FCRP====  
TRAC VEH FOR DLR  
REGION CONTACT TERRY AT TOYOTA CITY  
DRIVER RENTER FRANK PASTORE 914-633-3636 & 212-642-6407  
CUST STS WAS TRAVELING ON CALIFORNIA ROAD AT INTERSECTION OF MILL ROAD.  
CUST STS ACCELERATED TO MAKE A LEFT AT MILL RD AND CUST STRUCK VEH IN FRONT OF CUST. CUST STS THAT ACCELERATOR STUCK AND CAUSED ACCIDENT. DRIVER, WEARING SEATBELT, NO INJURIES. FRONT PASSENGER, WEARING SEATBELT, NO INJURIES. CUST FLS PRODUCT IS TO BLAME FOR ACCIDENT. LEGAL REQUEST->  
\*\*\* NOTES 07/08/2003 11:15:24 AM ASCHWARTZ  
>>FIELD CONTACT REPORT WITH MANY INTERIOR AND EXTERIOR PHOTOS  
\*\*\* NOTES 07/09/03 05:50:38 AM NY5  
CASE DISPATCHED TO HANNA DIVER

C-198

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 07/09/03 06:03:16 AM NY5  
CLLD TERRY AT DLR TO VERIFY VEH LOCATION. VEH IS AT DLR.  
\*\*\* NOTES 07/09/03 06:24:36 AM NY5  
CLLD CUST AT 914-633-3636. CUST STS HE CAN ALSO BE REACHED AT HIS CEL 914-588-6275.  
CUST STS HE RECEIVED A LETTER FROM CAMBRIDGE TRANSPORTATION SERVICES STATING THAT HE HAS UNTIL JULY 23 TO LET THEM KNOW WHETHER HE WILL BE GETTING REPRESENTATION IN INSPECTING THE VEHICLE INVOLVED IN THE ACCIDENT. ADV CUST THAT TOYOTA FTS INSPECTION IS TAKING PLACE BECAUSE HE STS THAT VEH ACCELERATED ON ITS OWN W/O HIM HITTING THE GAS PEDAL.  
\*\*\* NOTES 07/09/03 06:26:27 AM NY5  
CALLED CAMBRIDGE TRANS SERVICES AND LEFT VMAIL FOR PATRICIA WITKOWSKI AT 800-559-8322 X2193 REQ A C/B FOR CLARIFICATION ON LETTER SENT TO CUSTOMER.  
\*\*\* NOTES 07/10/03 12:23:48 PM NY4  
CASE ASSIGNED TO FTS M MARSNICK.  
\*\*\* NOTES 07/11/03 07:50:35 AM NY5  
SENT EMAIL AND LEFT VMAIL FOR MMARSNICK REQ AN INSPECTION DATE ASAP.  
\*\*\* NOTES 07/11/03 09:08:31 AM NY4  
REC'D REQUEST FROM LEGAL DEPT. JOHN RODRICKS. HE REQUESTS A COPY OF THE FTS FCR WHEN COMPLETED. LEFT VC ML MSG FOR FTS M MARSNICK TO ADVISE WHEN THE VEHICLE WILL BE INSPECTED AND THAT A COPY OF THE REPORT IS NEEDED BY LEGAL, A108.  
\*\*\* CASE CLOSE 08/04/03 10:58:26 AM NY4  
FTS M MARSNICK INSPECTED VEHICLE ON 7/21/2003.  
\*\*\* NOTES 08/19/03 0  
**Additional Summary:**

**Toyota ID Number:** 200307291249  
**NHTSA ODI Number:**  
**Date of Incident:** 20030700  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** BUFORD, SC  
**NHTSA Summary:**  
\*\*\* PHONE LOG 07/29/2003 03:04:32 PM QHOLMES  
====FCRP====  
CUST STS VEH WAS IDLING IN PARK (304 FEDERAL ST BUFORD SC 29902-4764) & SUDDENLY ACCELERATED IN REVERSE W/DRIVERS DOOR OPEN. STS WAS NOT IN THE VEH AT TIME OF ACCIDENT. STS WAS "DRAGGED" BY DRIVERS SIDE DOOR. STS VEH RAN INTO TREE & STOPPED. STS VEH HAS NOT BEEN RPR. LEGAL REQUESTS FCRP WITH MANY INTERIOR AND EXTERIOR PHOTOS  
\*\*\* NOTES 07/30/03 04:46:27 AM SET5  
RCR NOTES CURRENT LOCATION OF VEHICLE (BLUFFTON, SC) IS IN SET5 DISTRICT 6.  
\*\*\* NOTES 07/31/03 10:33:38 AM SET5  
BLUFFTON, SC APPROX 20 MILES SOUTH OF BEAUFORT, SC,CLOSEST TOYOTA DEALERSHIP IS STOKES BROWN 39040.  
\*\*\* NOTES 07/31/03 10:55:35 AM SET5  
RCR CALLED CUST TO ACKNOWLEDGE HER FILE/INSPECTION REQUEST, RCR REITERATED 30-30, CUST UNDERSTOOD, C/S KEYS W/VEH AND WILL HOLD OFF ON REPAIRS UNTIL INSP COMPLETED. CUST REQUESTED LOANER VEHICLE, RCR APOL ADV'D NO ASSIST, RCR ADV'D CUST REGION WOULD ADVISE WHEN INSPECTION COMPLETED AND THEN WOULD REFER TO TMS LEGAL; C/S WILL PERSUE LEGAL, C/S HAS \$500 DEDUCTIBLE FOR A RENTAL VEH, RCR ADV'D WOULD DOC FILE, CUST THANKED.  
\*\*\* NOTES 08/01/03 11:44:58 AM SET9  
REGION FORWARDED FCR TO DOM RON GUNDERMAN FOR COMPLETION.

C-199

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 08/04/03 01:53:16 PM SET9  
CUST CALLED REGION OFFICE, CRC RE-REVIEWED CASE W/ CUST PER CUST REQUEST. CUST STS WAS NOT IN VEHICLE. STS VEH ACCEL BY ITSELF FROM PARK TO REVERSE, ACCEL AT HIGH ENOUGH SPEED TO TURN VEH AND HIT TREE. CUST STS FEELS MANUF DEFECT. SEEKS COMP FROM TOY. CUST STS SEEKS RENTAL VEH WHILE WAITING FOR INSP. CRC APOL, EXPL TOY DOES NOT AUTH RENTAL VEH DURING THIS PROCESS, EXPL COURTESY INSP, CUST CAN ADDRESS RENTAL VEH BILL AT TIME OF TMS RESPONSE TO CUST. CUST REQ ETA ON INSP.  
\*\*\* NOTES 08/04/03 01:54:35 PM SET9  
-CONT- CRC EXPL INSP CAN TAKE UP TO 30 DAYS, EXPL DOM EXPL MAY BE ABLE TO INSP VEH BY 8/15, NO GUARANTEES. EXPL REGION WILL PROVIDE UPDATE IF ETA CHANGES. EXPL ONCE INSP HAS BEEN COMPLETED, DOM WILL FORWARD PICS/REPORT TO TMS FOR REVIEW AND RESPONSE TO CUST. C

**Toyota ID Number:**  
**NHTSA ODI Number:** 10026392  
**Date of Incident:** 20030701  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** FORT LAUDERDALE, FL  
**NHTSA Summary:**  
WHILE TRAVELING THE VEHICLE SURGED FORWARD, SUDDENLY ACCELERATED AND CRASHED INTO A FENCE. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10108183  
**Date of Incident:** 20030701  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** WALNUT, CA  
**NHTSA Summary:**  
I AM LEASING A 2004 LEXUS RX 330 FWD WITH ABOUT 20,000 MILES ON IT. WHEN I TRY TO APPLY THE THROTTLE AFTER SLOWING DOWN THERE IS A SEVERE HESITATION, USUALLY FOLLOWED BY A SUDDEN SURGE IN POWER. AT TIMES THERE IS AN ADDITIONAL HESITATION WHILE THE TRANSMISSION IS DECIDING WHAT GEAR IT SHOULD BE IN. THIS IS ESPECIALLY NOTICEABLE WHILE MAKING A TURN AT AN INTERSECTION, AND ESPECIALLY DANGEROUS IF THERE ARE PEDESTRIANS IN THE INTERSECTION. I HAVE HAD IT TO THE LEASING DEALER (LONGO LEXUS) AND THEY REPROGRAMMED THE TRANSMISSION, WHICH PROVIDED A TEMPORARY AND PARTIAL FIX. AFTER A FEW WEEKS, APARENTLY THE TRANSMISSION REPROGRAMMED ITSELF AND THE PROBLEM RETURNED. I TOOK THE CAR TO A SECOND DEALER AND HE SAID THAT THEY HAD MANY SIMILAR COMPLAINTS ABOUT THAT DRIVELINE, BUT THERE WAS NO FACTORY FIX. I CALLED LEXUS CUSTOMER SERVICE AND THEY SAID THE SAME. THIS PROBLEM BEGAN SHORTLY AFTER I GOT THE CAR IN APRIL 2003 AND STILL EXISTS. IF LEXUS TRULY WANTED TO FIX THIS PROBLEM, IT WOULD HAVE ALREADY BEEN DONE. THEY NEED A PUSH. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10029427/10029426  
**Date of Incident:** 20030706  
**Vehicle:** 2003 TOYOTA CAMRY

C-200

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** FRISCO, TX

**NHTSA Summary:**  
THE LOCATION OF THE BRAKE/GAS PEDALS ARE TOO CLOSE, WHICH RESULTED IN ACCIDENTAL ACCELERATION WHILE DRIVING.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10026991  
**Date of Incident:** 20030710  
**Vehicle:** 2003 TOYOTA MATRIX  
**Location of Incident:** ISLAND HEIGHTS, NJ

**NHTSA Summary:**  
WHILE TRAVELING ON THE HIGHWAY AND WITHOUT PRIOR WARNING, THE VEHICLE SUDDENLY ACCELERATED.\*AK THE CONSUMER WAS UNABLE TO READ THE DASHBOARD LIGHTS WHEN THE SUN WAS EXTREMELY BRIGHT.\*TS\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10045988  
**Date of Incident:** 20030710  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** WINDBER, PA

**NHTSA Summary:**  
2003 TOYOTA CAMRY IS EQUIPPED WITH ELECTRONIC COMPUTER CONTROLLED THROTTLE, ELECTRONIC COMPUTER CONTROLLED TRANSMISSION, AND CRUISE CONTROL. AT VARIOUS TIMES THE CAR WILL EITHER HESITATE FOR 5-10 SECONDS WHEN ACCELERATION IS DEMANDED OR ALTERNATIVELY UNDER LIGHT THROTTLE IT WILL SHIFT DOWN SEVERAL GEARS THE ENGINE RACING MADLY AND ACCELERATE. IN CRUISE CONTROL IT SOMETIMES SHIFTS DOWN AND ACCELERATES 15 MPH OVER THE SETPOINT.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10028357  
**Date of Incident:** 20030711  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BRONX, NY

**NHTSA Summary:**  
THREE TIMES CONSUMER WENT TO TOYOTA TO TELL THEM THAT SOMETHING WAS WRONG WITH MY BRAKES. THE FIRST TIME, (MAY 3,03) WAS BRAKING SLOWLY AND 2002 CAMRY JUMPED AHEAD, THE BRAKES DID NOT WORK. THE SECOND TIME (MAY 28,03) I CONSUMERWENT IN, TOLD THEM BRAKE PEDAL WENT SLOWLY DOWN TO THE FLOOR WHEN STOPPING FOR A LIGHT. 1993 CAMRY NEVER DID THAT. ALSO NO OTHER CAR I HAD DID THAT. THEY TESTED, SAID NOTHING WAS WRONG. THE THIRD TIME ON JULY 3, CONSUMERTOLD THEM, DO NOT TELL ME NOTHING WAS WRONG WITH BRAKES, DID NOT WANT TO HEAR IT! HE DROVE THE CAR AND SAID NOTHING WAS WRONG. NOW ON JULY 11, 2003, WHILE PARKED AT MACY'S MALL AT CROSS COUNTY, I AM BACKING UP SLOWLY OUT OF MY SPACE, AND ALL OF A SUDDEN, CONSUMER'S VEHICLE JUMPED AHEAD FLYING AND HIT TWO PARKED CARS FACING HER. ALL THE VEHICLES HAD DAMAGE. CONSUMER WILL NEVER DRIVE THAT CAR AGAIN, COULD HAVE KILLED SOMEONE.\*AK  
**Additional Summary:**

C-201

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10029686  
**Date of Incident:** 20030714  
**Vehicle:** 1999 TOYOTA AVALON  
**Location of Incident:** EVANSVILLE, IN

**NHTSA Summary:**  
CONSUMER STATES THAT WHILE TRYING TO PUT THE VEHICLE IN PARK VEHICLE WOULD ACCELERATE.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320348  
**Date of Incident:** 20030715  
**Vehicle:** 2002 LEXUS GS300  
**Location of Incident:** BIRMINGHAM, AL

**NHTSA Summary:**  
SUDDEN ACCELERATION AFTER TURNING A CORNER. I SLOWED DOWN TO TURN A CORNER TO APPROXIMATELY 10-15 MPH AND AFTER NEGOTIATING THE TURN ACCELERATED MODERATELY TO ABOUT 20-25 MPH. AT THAT INSTANT THE MOTOR STARTED TO RACE. THE CAR ACCELERATED RAPIDLY IN A FEW SECONDS TO APPROXIMATELY 35-40 MPH. I APPLIED THE BRAKES AND GOT THE CAR TO SLOW DOWN TO 20-25 MPH. WHEN THE BRAKE WAS RELEASED THE ENGINE STARTED TO RACE AGAIN AT AN ACCELERATING RATE. I THE DECIDED TO ABORT THE ACCELERATION AND STOP THE CAR THIS TIME BY THROWING THE SHIFT INTO "PARK." WHEN I ATTEMPTED TO DO THAT THE AUTOMATIC SHIFT WENT ONLY AS FAR AS NEUTRAL. I QUICKLY REALIZED THAT BEING IN NEUTRAL WAS OK AND APPLIED THE BRAKE AND PULLED OVER TO THE SIDE OF THE ROAD AND CALLED THE DEALER. THE DEALER PICKED UP THE CAR. THE DEALER TOLD ME IT WAS/MUST HAVE BEEN CAUSED BY THE FLOORMAT SLIDING UNDER THE ACCELERATOR. I DID NOT BELIEVE THAT BECAUSE THE FLOORMAT IF IT GOT UNDER THE ACCELERATOR PEDAL WOULD HAVE CAUSED A CONSTANT ACCELERATION. IN BOTH CASES THE THE CAR ACCELERATED AT AN ACCELERATING RATE. I ASKED THE DEALER TO CALL LEXUS TO SEE WHAT THEY SAID ABOUT THIS. EVENTUALLY WHEN I SPOKE TO THEM THEY TOLD ME LEXUS CONFIRMED THEIR DIAGNOSIS. THEY KNEW OF NO OTHER CAUSE FOR THE PROBLEM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062636  
**Date of Incident:** 20030716  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** MCCALLA, AL

**NHTSA Summary:**  
SURGE PROBLEM. I HAVE A 2003 TOYOTA CAMRY SE. AT TIMES, WHEN I SLOW DOWN ALMOST TO A STOP AND THEN RE-ACCELERATE MY CAR SURGES FORWARD RATHER THAN ACCELERATING SMOOTHLY.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10029546  
**Date of Incident:** 20030717  
**Vehicle:** 1998 TOYOTA CAMRY

C-202

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** VILLE PLATTE, LA

**NHTSA Summary:**  
CONSUMER HAD TWO ACCIDENTS IN THE PAST TWO MONTHS DUE TO SUDDEN ACCELERATION. DEALER NOT NOTIFIED.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10061725  
**Date of Incident:** 20030717  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** MIAMI, FL

**NHTSA Summary:**  
WHILE PARKING CONSUMER DEPRESSED THE BRAKE PEDAL AND VEHICLE LURCHED FORWARD, HITTING A BUILDING. THE FRONT OF THE VEHICLE WAS DAMAGED. VEHICLE WAS TAKEN TO THE DEALER, WHO COULD NOT DETERMINE THE CAUSE OF THE PROBLEM.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10118907  
**Date of Incident:** 20030721  
**Vehicle:** 2001 TOYOTA PRIUS  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**  
A READER OF THE SAN DIEGO UNION-TRIB WHEELS SECTION RESPONDED TO AN ARTICLE REGARDING UNEXPECTED ACCELERATION FROM ELECTRONIC THROTTLES AND THE EDITOR FORWARDED THE LETTER TO NHTSA\*\*\*\*NO ANSWER REQUIRED\*\*\* \*MR WHILE PARKING IN A DIAGONAL PARKING SPACE THE CONSUMER'S VEHICLE ACCELERATED SUDDENLY ACROSS A SIDEWALK AND HIT AN ELECTRIC BOX. THIS SUDDEN ACCELERATION PROBLEM HAPPENED AGAIN WHILE THE CONSUMER WAS PARKING. THAT TIME NOT ACCIDENT OCCURRED.\*BF \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10032195  
**Date of Incident:** 20030726  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** BRISBANE, CA

**NHTSA Summary:**  
CONSUMER STATES THAT VEHICLE WOULD ACCELERATE WITHOUT WARNING DEALER NOTIFIED.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10031644  
**Date of Incident:** 20030730  
**Vehicle:** 2003 TOYOTA 4RUNNER  
**Location of Incident:** SCOTCH PLAINS, NJ

**NHTSA Summary:**

C-203

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHILE TRAVELING ON THE HIGHWAY WITHOUT PRIOR WARNING. THE VEHICLE WILL SUDDENLY ACCELERATED. PLEASE FILL IN ADDITIONAL INFORMATION DEALER IS AWARE OF THE PROBLEM.  
**Additional Summary:**

**Toyota ID Number:** 200308280648  
**NHTSA ODI Number:**  
**Date of Incident:** 20030800  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY  
**Location of Incident:** OAKLAND GARDENS, NY

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/28/2003 10:23:47 AM ECAMPOS  
===PA===CUST STS OWNS 03 CAMRY STS HAVE BEEN HAVING TRANS SINCE VEH WAS FIRST PURCH. STS TOOK VEH TO DLR FOR INSPECTION. STS DLR ADJUSTED TRANS & ISSUE STILL PERSIST. STS DLR HAD TOY REP TEST DRIVE VEH, WHO ADV NORMAL FOR VEH. STS FLS THIS IS NOT NORMAL CONDITION FOR VEH. STS VEH SURGES FOWARD IN SLOW TRAFFIC. STS ALSO BRAKE PEDAL IS SOFT & SINKS DOWN. STS DLR ADV WOULD REPLACE MASTER CYLINDER. >>>  
\*\*\* NOTES 08/28/2003 10:23:47 AM ECAMPOS  
>>>LATER FOUND OUT MASTER CYLINDER WAS NOT REPLACED. STS DLR RESURFACED ROTORS & REPLACED BRAKES. STS STILL HAS SOFT BRAKES ISSUE. STS WOULD ALSO LIKE TO HAVE MASTER CYLINDER REPLACED.  
\*\*\* NOTES 09/02/03 04:15:21 PM NYS  
CASE DISPATCHED TO DSPM J. PISTILLI AND CC FTS J NEIL

\*\*\* CASE CLOSE 09/22/03 10:56:57 AM NYS  
DSPM TO MEET W/CUST ON 9/23/03 AT 10AM AT PENN TOYOTA  
\*\*\* NOTES 09/30/03 06:06:17 PM NYS  
DSPM JPISTILLI TEST DROVE VEH W/ CUST AND VEH OPER AS DESIGNED. CUST STS VER CONCERNED ABOUT CONCERN. DSPM AUTH THE TRANS REPLACED.  
**Additional Summary:**

**Toyota ID Number:** 200308130329  
**NHTSA ODI Number:**  
**Date of Incident:** 20030800  
**Vehicle:** 2003 TOYOTA, LEXUS ES300  
**Location of Incident:** KENNESAW, GA

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/13/2003 08:49:51 AM AWU1 WRITTEN DISPATCHED: 8/13/03. ES 300 IS 2ND LEXUS CUST PURCH FROM NALLEY LEXUS IN MARIETTA DURING PAST 2YRS. FIRST PURCH A NEW '01 IS 300. DURING LANE CHANGES (ACCELERATING OR DECELERATING TRANS SHIFTS FREQ RESULT IN AN UNNERVING JERKING. ON ATLANTA'S FREEWAYS THIS IS ESPECIALLY FRIGHTEENING WHEN VEH SURGES OR HESITATES UNEXPECTEDLY. OTHER PROBLEM, PERHAPS RELATED WHEN VEH IS AT REST. NO REASON, VEH WILL SUDDENLY SURGE FWD. MORE THAN ONCE. JOLT CAUSED CUST TO LOOK TO HER \*\*\* NOTES 08/13/2003 09:01:13 AM AWU1 REAR. THINKING CUST HAS BEEN REAR-ENDED. BOTH SITUATIONS ARE SO UNSETTLING THAT CUST NOW FEAR FOR CUST'S SAFETY WHEN DRIVING VEH. CUST BECAME AWARE OF ISSUES SHORTLY AFTER PURCH VEH. SEVERAL FRIENDS COMMENTED ON JERKING WHENVER THEY RODE VEH. \*\*\* COMMIT 08/13/2003 09:01:37 AM AWU1 ACTION TYPE: CUSTOMER \*\*\* FULFILL 08/13/2003 09:04:34 AM AWU1 ACTION TYPE: CUSTOMER \*\*\* PHONE LOG 08/13/2003 09:06:09 AM AWU1 ACTION TYPE: OUTGOING CALL SPOKE W/CUST, THANKED CUST FOR COMMENTS, ADV WILL DOC. ADV CUST WE DO HAVE A RESOLVE FOR THE DRIVING RESPONSE AND CUST WOULD JUST

C-204

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NEED TO SCHED APPT W/SVC DEPT AT THEIR EARLIEST CONVENIENCE FOR DLR TO ADDRESS CUST'S ISSUE. CUST STS THEY HAVE ALREADY CONTACTED DLR SVC DEPT AND DOES NOT REQ FURTHER ASSTNC FROM LCS. CUST SATIS. CUST STS IF THEY NEED ADDTL ASSTNC FROM LCS, THEY WILL CALL LCS. \*\*\* CASE CLOSE 08/13/2003 09:06:54 AM AWUI CUST HAS ALREADY CONTACTED DLR SVC DEPT TO ADDRESS AUTO TRAN ISSUE. CUST SATIS AND DOES NOT REQ FURTHER ASSTNC FROM LCS. CUST APPRECIATES F/UP CALL FROM LCS.

**Additional Summary:**

**Toyota ID Number:** 200308271595  
**NHTSA ODI Number:**  
**Date of Incident:** 20030800  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** SILVER SPRING, MD

**NHTSA Summary:**

\*\*\* PHONE LOG 08/27/2003 04:07:07 PM AHEYDON  
PA- NO PREVIOUS FILE# CUST STS HE IS HAVING CONCERNS WITH VEH. CUST STS VEH IS ACCELERATING AT INFREQUENT INTERVALS. CUST STS WHEN YOU TAKE FOOT OFF OF ACCELERATOR, VEH STAYS AT SAME SPEED AND THEN DECELERATES. CUST STS DLR HAS INSPECTED VEH AND DLR UNABLE TO DUPLICATE. CUST STS HE HAS TAKEN VEH TO DLR 10X'S. CUST STS INTERIOR ON DRIVER'S SIDE THERE IS A PIECE OF PLASTIC THAT IS MISSING. CUST STS MOTOR WAS RETURNED DIRTY.

\*\*\* NOTES 08/27/2003 04:07:07 PM AHEYDON  
CUST STS THE 3RD TIME AT DLR HE HAD TO WAIT 6 HOURS FOR RPRS AND VEH WAS RETURNED DIRTY. CUST STS HE SPOKE TO RICHARD AT DLR AND HE ADV THAT HE DOES NOT GIVE ANYTHING OUT TO COVER ERRORS. CUST STS JEREMY AT DLR ADV HE DOES NOT WANT TO CLEAN VEH ANY LONGER. CUST STS HE WAS ALSO SOLD A DEMO AND NOT A BRAND NEW VEH. CUST STS NO ONE AT DLR KNEW OF FAX# FOR PRESIDENT OR NAME OF PRESIDENT OF TOYO. CUST STS HE DOES NOT WANT TO DEAL WITH DLR ANY LONGER.

\*\*\* NOTES 08/29/03 11:53:23 AM CAT6  
ATTEMPTED TO CONTACT CUSTOMER. LEFT MSG WITH FEMALE AT NUMBER FOR RETURN CALL TO DISCUSS CONCERNS.

\*\*\* NOTES 08/29/2003 02:22:27 PM TCHAITTEERAPINYO

LEMON LAW CASE CREATED 8/29. CASE # 200308291128.

\*\*\* NOTES 09/02/2003 01:05:47 PM ECAMPOS

CUST CB STS SKS TO SPEAK TO AHEYDON. NCR ADV AHEYDON IS NOT AVAIL. CUST STS VEH IS UNSAFE & WOULD LIKE TO HAVE ISS RESOLVED AS SOON AS POSSIBLE. NCR APOL & ADV WILL CONTACT REGION & CB. NCR CONTACTED CAT6 DEBBIE SIMONS WHO ADV CONTACTED CUST & IS TRYING TO SCHEDULE DSPM MEETING. STS WILL CONTACT CUST WHEN TIME & DATE IS SET. NCR ADV WILL CONTACT CUST & ADV ACCORDINGLY. NCR CONTACTED CUST & ADV MEETING IS BEING SCHEDULED W/ DSPM. >>>

\*\*\* NOTES 09/02/2003 01:16:44 PM ECAMPOS

====OUTGOING CALL====NCR CONTACT CUST & ADV MEETING IS BEING SET UP BY REGION REP DEBBIE SIMONS. NCR ADV CUST WILL BE CONTACTED WHEN MEETING TIME & DATE HAS BEEN SET. CUST STS DOES NOT WANT TO MEET @ DLR. STS WOULD LIKE TO NOTE THAT MEETING SHOULD HAPPEN SOON B/C VEH IS NOT S

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10032155  
**Date of Incident:** 20030801  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** CANYON COUNTRY, CA

C-205

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

CONSUMER STATES THAT BRAKE PEDAL WAS TOO CLOSE TO THE GAS PEDAL. WHEN THE BRAKES WERE DEPRESSED THE CONSUMER'S FOOT ALSO PRESSED THE GAS PEDAL WHICH ALMOST CAUSED AN ACCIDENT. \*AK (SHAWN T. HEBLEY 08/20/03) \*SCC \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10058294  
**Date of Incident:** 20030801  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** SOUTHBRIDGE, MA

**NHTSA Summary:**

RECURRING DRIVABILITY PROBLEM WITH 2004 SIENNA XLE 3.3L. AFTER DECELERATING THEN REAPPLYING THROTTLE, SURGE VARIES FROM ANNOYING TO DANGEROUS. ON OCCASION, IS SEVERE ENOUGH TO SQUEAL TIRES FROM A DEAD STOP. THROTTLE RESPONSE IS BETTER BUT FROM A ROLLING STOP, DANGEROUS AND INCONSISTENT.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314001  
**Date of Incident:** 20030804  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** CALGARY, 00

**NHTSA Summary:**

OUR FAMILY PURCHASED A BRAND NEW 2004 TOYOTA SIENNA AWD AND HAD COUNTLESS ISSUES WITH IT. THE MOST SERIOUS ISSUE WAS - RANDOM UNPREDICTABLE ACCELERATION RESPONSES. WE CONTACTED TOYOTA CANADA & JAPAN IN 2003. THERE IS ABSOLUTELY 100% NO DOUBT IN MY MIND, OR MY WIFE'S MIND, THAT THE TOYOTA PRODUCT LINE HAS SOMETHING WRONG ELECTRONICALLY IN THEIR ACCELERATOR PEDAL OR TRANSMISSION SENSORS - OR THE SOFTWARE THAT INTERFACES WITH THEM. WE DID NOT HAVE STICKY GAS PEDALS OR FLOOR MAT ISSUES - WE HAD A VEHICLE THAT DIDN'T OPERATE THE WAY WE WERE ASKING IT TO. THE VEHICLE NEVER CONSISTENTLY RESPONDED TO THE ACTUAL PRESSURE BEING PLACED ON THE ACCELERATOR PEDAL. A LIGHT PRESS IN PARKING LOT DRIVING WOULD SOMETIMES RESULT IN WHAT FELT LIKE FULL THROTTLE ACCELERATION AND WHEN TRYING TO TURN ACROSS TRAFFIC AT AN INTERSECTION, OR DURING MERGING - THE VEHICLE WOULD HESITATE AND THEN MOVE THE VEHICLE WHEN IT WAS NO LONGER SAFE TO DO SO. TOYOTA SAID "THEY DID NOT CONSIDER THIS BEHAVIOUR A SAFETY ISSUE" IT WAS ONLY "A NUISANCE PROBLEM". FIRST OUR DEALERSHIP IGNORED THE PROBLEM. THEN THEY SAID "MY WIFE DIDN'T TEACH THE VEHICLE TO DRIVE PROPERLY" - IT HAD A SMART LEARNING TRANSMISSION YOU KNOW. THEY FINALLY ADMITTED THERE WAS A PROBLEM AFTER WE CONTINUED TO VOICE OUR CONCERN OVER SEVERAL NEAR MISS INCIDENTS WITH THE VEHICLE. IN ONE INCIDENT, WHILE ON THE HIGHWAY USING CRUISE CONTROL - THE VEHICLE UNEXPECTEDLY ACCELERATED FULL THROTTLE INTO A CORNER AT OVER 140 KPH FORCING US ONTO THE SHOULDER AND ALMOST OFF THE ROAD. IT WAS A NERVE SHATTERING EXPERIENCE. OUR TOYOTA DEALER FINALLY ADMITTED A SIMILAR ACCELERATION PROBLEM EXISTED IN THE CAMRY / COROLLA LINES AND THAT IT WAS TRANSMISSION SOFTWARE RELATED. AFTER SEVERAL MONTHS OF THE RUN AROUND FROM TOYOTA WITH NO FIX IN SIGHT - BEING TOLD BY THE OWNER OF THE DEALERSHIP TO DRIVE THE VEHICLE IN 3RD GEAR TO MINIMIZE THE SURGES UNTIL A SOFTWARE FIX WAS CREATED - WE WALKED AWAY FROM THE VEHIC

**Additional Summary:**

C-206

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320349  
**Date of Incident:** 20030806  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** MANHATTAN BEACH, CA

**NHTSA Summary:**

AFTER ONLY HAVING MY NEW 2002 TOYOTA HIGHLANDER FOR APPROX. 8 MONTHS, THE ACCELERATOR IN THE CAR STUCK AND I ENDED UP RUNNING INTO A CAR. I COMPLAINED TO TOYOTA AND HAD THE DEALER LOOK AT THE CAR NUMEROUS TIMES, BUT THEY KEPT TELLING ME THERE WAS NOTHING WRONG. WELL 8 YEARS LATER AND THEY STILL HAVEN'T RECALLED MY CAR, EVEN THOUGH THEY HAVE OTHER YEARS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313789  
**Date of Incident:** 20030815  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

PURCHASED A NEW 2004 LEXUS RX 330 IN AUGUST OF 2003 AND REPEATEDLY BROUGHT THE CAR TO DEALERSHIPS COMPLAINING OF A DISCONNECT BETWEEN THE ELECTRONIC ACCELERATOR AND THE TRANSMISSION. WHEN ATTEMPTING TO ACCELERATE IN AN INTERSECTION OR ON A FREEWAY ENTRANCE RAMP, THE CAR WILL HESITATE FOR A FEW SECONDS AND THEN CATAPULT FORWARD. ALSO, WHEN DRIVING AT LOW SPEEDS, THE TRANSMISSION WILL ERRATICALLY JUMP BETWEEN DIFFERENT GEARS, AS IF LOOKING FOR THE OPTIMAL GEAR. I CAN BEST DESCRIBE THIS TRANSMISSION AS SCHIZOPHRENIC. I HAVE CONTACTED MULTIPLE LEXUS DEALERS OVER THE YEARS FROM MINNEAPOLIS, TO CHICAGO TO SALT LAKE CITY AND THEY ALL TOLD ME THEY ARE AWARE OF THE PROBLEM AS MANY CUSTOMERS HAVE COMPLAINED. HOWEVER, LEXUS HAS NEVER OFFERED SERVICE OR A RECALL TO FIX THE PROBLEM. THEY HAVE REPROGRAMMED MY TRANSMISSION ON 2 OCCASIONS AND TOLD ME TO USE PREMIUM FUEL. NONE OF THESE ACTIONS CORRECTED THE SITUATION. I FEEL THAT IN A BUSY INTERSECTION, THE UNPREDICTABLE ACCELERATION OF MY VEHICLE PROVIDES NO ASSURANCE THAT MY CAR WILL MOVE FORWARD WHEN THE ACCELERATOR IS PRESSED. THIS CAN LEAD TO COLLISION AND INJURY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313018  
**Date of Incident:** 20030817  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** STATEN ISLAND, NY

**NHTSA Summary:**

TL\*THE CONTACT PREVIOUSLY OWNED A 1999 TOYOTA CAMRY. THE CONTACT STATED THAT WHEN BACKING INTO HIS DRIVEWAY AT APPROXIMATELY 2-3 MPH, THE VEHICLE SUDDENLY ACCELERATED ACROSS THE STREET AT AN UNCONTROLLABLE RATE. THE VEHICLE CAUSED EXTENSIVE DAMAGE TO HIS NEIGHBOR'S PROPERTY. THERE WERE NO INJURIES BUT A POLICE REPORT WAS TAKEN. THE VEHICLE WAS DESTROYED. THE CONTACT STATED THAT HE NOTICED NO PRIOR PROBLEMS WITH SUDDEN ACCELERATION BEFOREHAND. HE CALLED THE MANUFACTURER AND RECEIVED NO ASSISTANCE. THE VEHICLE WAS INSPECTED BY A TOYOTA REPRESENTATIVE AND THE

C-207

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CONTACT WAS INFORMED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE VEHICLE IDENTIFICATION NUMBER WAS NOT AVAILABLE AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 25,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063543  
**Date of Incident:** 20030820  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** CONCORD, CA

**NHTSA Summary:**

VEHICLE EXPERIENCED SUDDEN ACCELERATION UPON PULLING INTO A SPACE IN AN OPEN PARKING LOT. THIS RESULTED IN VEHICLE JUMPING THE CURB, GOING THROUGH GRASS, OVER THE MEDIUM, AND LANDING ON A PARKED VEHICLE ON THE LOWER LEVEL. DEALERSHIP PERFORMED A DIAGNOSTIC TEST, BUT NO FAILURE CODE WAS FOUND. \*AK THE CONSUMER PULLED INTO THE PARKING SPACE, THE VEHICLE DID NOT MOVE FORWARD. THE CONSUMER LIGHTLY PLACED HER FOOT ON THE GAS AND THE VEHICLE LURCHED FORWARD. \*SC \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10090161  
**Date of Incident:** 20030820  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** THOUSAND OAKS, CA

**NHTSA Summary:**

WHILE APPLYING THE ACCELERATOR PEDAL VEHICLE FAILED TO ACCELERATE. CONSUMER APPLIED THE BRAKE PEDAL AND THE VEHICLE ACCELERATED UNCONTROLLABLY. VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION, AND MECHANIC DETERMINED THAT THE TRANSMISSION FLUID NEEDED TO BE REPLACED, AND REPLACED IT. HOWEVER, THE PROBLEM RECURRED, AND THE VEHICLE WAS TAKEN BACK TO THE DEALER. HOWEVER, MECHANIC COULD NOT DUPLICATE THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10037700  
**Date of Incident:** 20030823  
**Vehicle:** 2002 TOYOTA SEQUOIA  
**Location of Incident:** NEWARK, DE

**NHTSA Summary:**

WHILE DRIVING AT 20 MPH AND WITH NO WARNING VEHICLE ACCELERATED, AND CAUSED THE CONSUMER TO LOSE CONTROL OF VEHICLE. AS A RESULT THE VEHICLE TRAVELED INTO A YARD AND HIT A TREE BEFORE IT STOPPED. \*AK THE ENGINE WAS LEFT RUNNING. THE VEHICLE WAS IN THE PARK POSITION. \*SCC

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10038252  
**Date of Incident:** 20030825  
**Vehicle:** 2003 TOYOTA AVALON

C-208

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Location of Incident: GOODE, VA

**NHTSA Summary:**

WHEN DRIVING AND APPLYING BRAKES ENGINE WOULD START TO REV THIS WOULD CAUSE A HESITATION IN THE VEHICLE WHEN THE ACCELERATOR WAS DEPRESSED. HAD TAKEN TO DEALER AND THE PROBLEM HAD NOT BEEN RESOLVED.\*AK

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10045176

**Date of Incident:** 20030826

**Vehicle:** 2002 TOYOTA HIGHLANDER

**Location of Incident:** GREENVILLE, SC

**NHTSA Summary:**

DRIVER MADE A LEFT TURN WITH FOOT ON BRAKE PEDAL AND ROLLED INTO A PARKING SPOT WITHIN A PARKING LOT, ESTIMATED SPEED TO BE 2 MPH. THE ENGINE SURGED AND THE CAR RAN OVER 3 SMALL TREES, WENT UP AN INCLINE APPROXIMATELY 3 FT. HIGHER THAN THE PARKING LOT, THEN PROCEEDED APPROXIMATELY 8 FEET INTO THE ADJACENT PROPERTY THEN STRUCK THE BRICK CHIMNEY OF A HOUSE AND BOUNCED BACK INTO THE PARKING LOT. THE BRAKES WERE DEPRESSED DURING THIS OCCURRENCE BUT DID NOT STOP THE CAR.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10295531

**Date of Incident:** 20030827

**Vehicle:** 2003 TOYOTA CAMRY

**Location of Incident:** GREENWICH, CT

**NHTSA Summary:**

2003 TOYOTA CAMRY XLE WHILE STOPPED WITH FOOT ON THE BRAKE IN A LINE OF CARS WAITING FOR THE TRAFFIC LIGHT TO TURN GREEN, CAR SUDDENLY ACCELERATED AND CRASHED INTO THE REAR OF THE CAR IN FRONT CAUSING SIGNIFICANT FRONT-END DAMAGE TO OUR CAR. AGAIN, THE DRIVER'S FOOT WAS ON THE BRAKE. THE FLOOR MAT (1) WAS ALL THE WAY BACK AGAINST BASE OF THE SEATS AND NOT IN THE AREA OF THE ACCELERATOR PEDAL AND (2) THE MAT IS BY DESIGN, CUT BACK 3 TO 4 INCHES SHORT OF THE CARPETED AREA UNDER, NEAR AND AROUND THE ACCELERATOR PEDAL, AND (3) THE BASE AND REAR OF THE ACCELERATOR PEDAL ARE SUSPENDED 2 1/2 TO 3 INCHES AWAY FROM THE CARPETED FLOOR AND IT IS VERY DIFFICULT TO PRESS THE ACCELERATOR TO A POSITION CLOSE TO THE FLOOR--AND IT DEFINITELY BEYOND THE PEDAL TRAVEL DISTANCE THAT DRIVERS WOULD/COULD PRESS ON THE ACCELERATOR PEDAL. PROBLEM WAS REPORTED TO TOYOTA DEALER SERVICE ASSOCIATE WHO SAID "NO PROBLEM FOUND" PROBLEM CONTINUES TO OCCUR PERIODICALLY, BUT WE NOW KNOW TO PRESS DOWN HARDER THAN NORMAL WHEN STOPPED AT TRAFFIC LIGHTS AND IN STOP AND GO TRAFFIC. (WE ALSO NOTED A SIMILAR PROBLEM WITH OUR 2006 TOYOTA CAMRY XLE--BUT THE PROBLEM HAPPENS WHEN CAR IS IN REVERSE. WHEN STARTING UP IN THE MORNING AND BACKING OUT OF THE GARAGE WITH FOOT COVERING THE BRAKE (AND NOT ON THE ACCELERATOR PEDAL), THE ENGINE RPM'S SUDDENLY ACCELERATE AND IF YOU AREN'T AWARE OF THE PROBLEM AND DON'T HAVE YOUR FOOT ON THE BRAKE, THE CAR CAN SPEED UP SIGNIFICANTLY AND GO OUT OF CONTROL. THIS PROBLEM WAS ALSO REPORTED TO TOYOTA DEALER SERVICE ASSOCIATE WHO ALSO SAID: "NO PROBLEM FOUND.") \*TR

**Additional Summary:**

C-209

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**

**NHTSA ODI Number:** 10038103

**Date of Incident:** 20030829

**Vehicle:** 2002 TOYOTA CAMRY

**Location of Incident:** NILES, IL

**NHTSA Summary:**

THE VEHICLE WAS BEING RE-PARKED, PARALLEL TO THE CURB. WITH THE DRIVERS FOOT ON THE BRAKE, SHIFTED FROM PARK TO DRIVE AND THE VEHICLE ACCELERATED FORWARD, THROUGHOUT THE INTERSECTION, OVER A CURB INCREASING IN SPEED. THE AIR BAG DID NOT DEPLOY. THE DRIVER ATTEMPTED TO BRAKE, BUT THE VEHICLE DID NOT RESPOND. THE VEHICLE WAS TOTALED. \*AK \*SCC

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 200310011163

**Date of Incident:** 20030900

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

**Location of Incident:** PRAIRIE VILLAGE, KS

**NHTSA Summary:**

\*\*\* PHONE LOG 10/01/2003 02:30:29 PM JBROCATO CUST CALLING ABOUT THE ONP B/C SHE STS HAD AN EXPERIENCE WHERE SHE NOTICED THE VEH LURCHING AND WHEN SHE WENT TO A MALL IT JUMPED UP OVER THE CURB AND SHE ALMOST DROVE INTO THE BUILDINGS. SHE WANTED TO KNOW IF THE ONP ADDRESSED THAT AND SHE WANTED TO KNOW IF SHE SHOULD HAVE THE VEH CHECKED. \*\*\* CASE CLOSE 10/01/2003 02:31:19 PM JBROCATO CUST SATIS W/ LCS DOC HER CONCERNS.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 200309291209

**Date of Incident:** 20030900

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

**Location of Incident:** FAIR LAWN, NJ

**NHTSA Summary:**

\*\*\* PHONE LOG 09/29/2003 01:42:21 PM GFAULSTICH

====FCRP====

CUST STS WAS ON HER WAY TO WORK AND SHE WAS PULLING INTO PARKING SPACE WHILE BRAKING AND ALL OF SUDDEN MADE A GRINDING NOISE AND ACCELERATED ON ITS OWN AND CRASHED INTO HOUSE NEXT STORE AND MADE A HOLE INTO THE HOUSE. CUST STS WALL WAS CEMENT. CUST STS AIRBAGS DID NOT DEPLOY, AND FLS THEY SHOULD OFF. CUST SKS INSPECTION ONLY, FLS MANU DEFECT. LEGAL REQUEST FCRP WITH MANY INTERIOR AND EXTERIOR PHOTOS.

\*\*\* NOTES 09/30/03 07:16:02 PM NY5

CASE DISPATCHED TO HDIVER.

\*\*\* NOTES 10/01/03 06:58:32 AM NY4

CASE ASSIGNED TO FTS M MARSNICK.

\*\*\* NOTES 10/07/03 01:36:13 PM NY5

VEH LOCATED AT MAIN AUTO BODY 973-340-9884 . 650 OUTWATER LANE LODI, NJ 07644

\*\*\* NOTES 10/07/03 01:36:36 PM NY5

LEFT VMAIL FOR FTS MMARSNICK REQ DATE FOR INSPECTION.

\*\*\* CASE CLOSE 10/17/03 11:39:14 AM NY4

FTS M MARSNICK INSPECTED VEHICLE ON 10/03/2003.

**Additional Summary:**

C-210

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200309040809

**NHTSA ODI Number:**

**Date of Incident:** 20030900

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

**Location of Incident:** SNYDER, NY

**NHTSA Summary:**

\*\*\* PHONE LOG 09/04/2003 11:08:28 AM MBATIE  
CUST STS EXP CONCERNS VEH WHEN BREAKING GOING DOWNHILL, ENGINE RPM REV TO REDLINE, AND THEN BRAKES OPERATE. CUST STS VEH INTO DLR 3X AND A TOTAL 27 DAYS. DLR ADV NOT ABLE TO DUPLICATE CONDITION. CUST STS VEH TO DLR 21 DAYS DURING PAST INSPECTION WHILE CUST DROVE RENTAL. CUST STS DLR STILL UNABLE TO DUPLICATED CONCERNS. CUST STS PICKED VEH UP AFTER 21 DAYS AND FOUND BUFFALO BILLS TRAINING PARKING AND ADMISSION PASS. CUST FLS THAT VEH SHOULD NOT BE TAKEN FOR-->>>

\*\*\* NOTES 09/04/2003 11:08:28 AM MBATIE  
RECREATIONAL PURPOSES. CUST CONTACTED DLR SERV MNG BRIAN ADV MIKE WAS TEST-DRIVING TO ATTEMPT DUPLICATION AND BRIAN PROVIDED ROUTE TAKEN TO TRAINING CAMP. CUST STS THAT ROUTE DLR MIKE DROVE VEH TO TRAINING CAMP WAS ON FREEWAY AND NOT ON HILLS. CUST SPECIFICALLY ADV DLR THAT CONDITION ONLY OCCURS ON HILLS. CUST FLS VERY UPSET THAT CUST STILL PAYING LEASE PAYMENTS FOR VEH THAT CUST IS UNABLE TO DRIVE B/C DLR CAN'T RPR CORRECTLY OR DUPLICATE CONCERN. NCR APOL ADV DLR-->>

\*\*\* NOTES 09/04/2003 11:08:32 AM MBATIE  
OPEN TO CRM FOR ASSIST IN FINDING PERM RPR IN TIMELY FASION. NOTE TO DLR: POSSIBLE NEED FOR REGION INVOLVEMENT. NCR ADV CUST WOULD RCV F/U BY END OF BUS 9/9/03 AND PROV CASE #.

\*\*\* CASE CLOSE 09/09/03 08:27:27 AM DLR31068  
CUSTOMER STATES THAT ENGINE RPM'S INCREASE WHEN BRAKING..... WE HAVE NEVER DUPLICATED HER COMPLAINT AND AT LAST VISIT WE KEPT CAR AND DROVE IT 720 MILES..... TECH FIELD REP FROM TOYOTA CHECKED OUT AND DROVE (MIKE SKIRHA) AND COULD NOT DUPLICATE..... WE GAVE VEH BACK TO CUSTOMER..... CANNOT DUPLICATE

\*\*\* NOTES 09/15/2003 11:11:49 AM TOHIRA  
CUST C/B AND STS HAS NOT HEARD BACK FROM DLR. NCR APOL AND ADV CUST PER NOTES THAT FTS WAS INVOLVED AND WAS NOT ABLE TO DUPLICATE CONCERN SO NO REPAIRS WILL TAKE PLACE. CUST STS WOULD LIKE TO HAVE REPAIRS DONE AND TO KNOW WHY DLR DROVE VEH ON FREEWAY TO BUFFALO BILLS TRAINING CAMP WHEN CONCERNS HAPPEN WHILE BRAKING ON SURFACE STREETS. NCR ADV CU

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10040049

**Date of Incident:** 20030900

**Vehicle:** 2004 TOYOTA SIENNA

**Location of Incident:** ROCHESTER, NY

**NHTSA Summary:**

WHEN CRUISE CONTROL IS ENGAGED WHILE DRIVING UPHILL VEHICLE RUNS OUT OF CONTROL, BRAKE PEDAL NEEDS TO BE DEPRESSED TO STOP VEHICLE. \*AK

**Additional Summary:**

C-211

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**

**NHTSA ODI Number:** 10038021

**Date of Incident:** 20030902

**Vehicle:** 2003 TOYOTA COROLLA

**Location of Incident:** RACINE, WI

**NHTSA Summary:**

WHILE DRIVING FOR A WHILE AND WHEN VEHICLE FULLY STOPPED IT EXPERIENCED INTERMITTENTLY ACCELERATOR PEDAL STICKING IN THE IDLE POSITION. DEALER INSPECTED VEHICLE THREE TIMES AND COULD NOT DUPLICATE OR CORRECT THE PROBLEM. \*AK \*SCC

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10083953

**Date of Incident:** 20030903

**Vehicle:** 2003 TOYOTA CAMRY

**Location of Incident:** SOLON, OH

**NHTSA Summary:**

WHILE PULLING INTO A PARKING SPACE THE VEHICLE SUDDENLY ACCELERATED AND HIT THE CEMENT BLOCK IN THE PARKING SPACE. \*AK \*NM

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10037542

**Date of Incident:** 20030907

**Vehicle:** 2002 LEXUS ES300

**Location of Incident:** RALEIGH, NC

**NHTSA Summary:**

I WAS DRIVING AT ABOUT 35 MPH ON HIGHWAY. WHEN THE TRAFFIC SLOWED DOWN, I APPLIED THE BRAKE TO BRING DOWN THE SPEED OF THE CAR TO ABOUT 3-7 MPH. AFTER FOLLOWING THE CAR IN FRONT OF ME FOR ABOUT 5 SECONDS AT ABOUT 3/4 CAR DISTANCE, I SAW THE CAR IN FRONT OF ME SPEED UP SLOWLY AND I DECIDED TO FOLLOW UP BY PRESSING THE ACCELERATOR MODERATELY. THE CAR FIRST SHUDDERED, THEN PAUSED FOR ABOUT 1 SECOND, AND FINALLY ACCELERATED AT ALMOST MAXIMUM POWER. THIS WAS A NEAR MISS. BEFORE THIS HAPPENED, I BROUGHT OUR CAR TO LEXUS DEALER TO COMPLAIN ABOUT SHUDDERING/PAUSING WHEN ACCELERATING FROM LOW SPEED AFTER THE CAR WAS UPDATED WITH TSB-TC004-03; THE CHIEF TECHNICIAN DROVE THE CAR AND REPRODUCED THE KIND OF PROBLEMS THAT WE HAD. HOWEVER, HE SAID THAT HE COULD NOT DO ANYTHING ABOUT IT AND WAS GOING TO WRITE A REPORT TO TOYOTA CORP BECAUSE IT WAS A SOFTWARE PROBLEM. ON THE OTHER HAND, THE RECEIPT FROM THE DEALER SAID THAT THEY DID NOT FIND ANY ABNORMAL TRANSMISSION SHIFT DURING TEST DRIVING, BUT WOULD FILE A REPORT. WHAT A CONTRADICTION! THE DANGER OF THIS TRANSMISSION PROBLEM WAS FURTHER MAGNIFIED BY THE FACT THAT 2002 ES300 RUNS VERY SMOOTHLY AT MOST TIMES (>98%). THIS SHUDDER/PAUSE/ACCELERATION OR PAUSE/ACCELERATION THAT ONLY OCCURS SPORADICALLY UNDER VERY SPECIAL CONDITIONS GIVES DRIVERS SURPRISE THAT IS THE LAST THING THEY WANT DURING DRIVING. FOR CURIOSITY, I TESTED DRIVING THE CAR FOR ABOUT 50 MINUTES BY REPEATLY SLOWING DOWN TO ABOUT 5 - 10 MPH BY APPLYING BRAKE, THEN ALLOWING THE CAR TO ROLL FOR ABOUT 3 SECONDS WITHOUT PRESSING GAS PADDLE, AND THEN ACCELERATING MODERATELY TO ABOUT 20 - 30 MPH. THE PROBABILITY FOR THE SHUDDER/PAUSE/ACCELERATION IS ABOUT 5%, WHILE THAT FOR PAUSE/ACCELERATION

C-212

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ABOUT 15%. IT SEEMED THAT THIS PROBLEM HAPPENDED MORE OFTEN ON DOWN/UP

HILL. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10081145  
**Date of Incident:** 20030908  
**Vehicle:** 2003 TOYOTA MATRIX  
**Location of Incident:** FRANKLIN, TN

**NHTSA Summary:**

I TOOK THE MATRIX IN TWICE SHORTLY AFTER I BOUGHT IT BECAUSE THE CAR WOULD UNEXPECTEDLY LUNGE FORWARD WHILE AT A COMPLETE STOP. I ALSO COMPLAINED THAT THE BRAKES FELT "LOOSE" AND DID NOT "CATCH" AS THEY SHOULD. I WAS ADVISED BOTH TIMES BY THE SERVICE MANAGER THAT THEY COULD NOT DUPLICATE THE PROBLEM AND THAT NOTHING ABNORMAL WAS FOUND WITH CAR. WHILE I WAS AT A STOP LIGHT WITH THE BRAKE PEDAL FULLY ENGAGED. DUE TO MY PREVIOUS EXPERIENCES WITH THE CAR LUNGING FORWARD, I WOULD KEEP SEVERAL FEET BETWEEN ME AND THE CAR IN FRONT OF ME TO AVOID AN ACCIDENT. THIS TIME THE CAR NOT ONLY LUNGED FORWARD, BUT IT WAS LIKE THE ACCELERATOR STUCK-I HAD MY FOOT ON THE BRAKE BUT COULD NOT STOP THE CAR AFTER IT LUNGED FORWARD AND I HIT A CAR THAT WAS IN FRONT OF ME AT THE LIGHT. MY CAR DID NOT STOP UNTIL I WAS ALMOST PARALLEL WITH THE OTHER CAR ON THE PASSENGER SIDE! I HAVE HAD THE CASE LOOKED AT BY TOYOTA, AND THEIR LEGAL DEPARTMENT HAS ADVISED THAT NOTHING IS WRONG WITH THE CAR-THEIR ONLY EXPLANATION IS THAT THE VEHICLE OPERATES TO "NORMAL" SPECIFICATIONS. THEY HAVE ADVISED THAT THE CAR WILL LUNGE FORWARD WHILE THE AIR CONDITIONER IS AS WHEN THE AC COMPRESSOR CYCLES, IT INCREASES THE ENGINE RPM AND THE VEHICLE WILL MOVE FORWARD. MY AIR CONDITIONER WAS NOT ON AT THE TIME OF THIS ACCIDENT, HOWEVER. \*LA

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10040083  
**Date of Incident:** 20030910  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** MIAMI, FL

**NHTSA Summary:**

AFTER STARTING VEHICLE CONSUMER WOULD PRESS ON THE ACCELERATOR PEDAL AND VEHICLE WOULD HESITATE BEFORE MOVING. CAUSE HAS YET TO BE DETERMINED. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10060813  
**Date of Incident:** 20030910  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**

WAS DRIVING TO CALIFORNIA IN MY 2002 LEXUS ES300 LAST SEPTEMBER AND WAS ADJUSTING THE CRUISE CONTROL WHEN SUDDENLY IT ACCELERATED AS IF I HAD FLOORED THE GAS PEDAL. INCIDENT DID NOT RESULT IN AN ACCIDENT. NO PROBLEMS

C-213

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SINCE THEN BUT DECIDED TO REPORT IT AS I READ AN ARTICLE IN THE NEWSPAPER

TODAY THAT YOU WERE INVESTIGATING UNEXPECTED ACCELERATIONS FOR THIS CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062013  
**Date of Incident:** 20030910  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BLYTHEVILLE, AR

**NHTSA Summary:**

2003 TOYOTA CAMRY ACCELERATED AS I PULLED IN DRIVEWAY, CAUSING DAMAGE TO MY VEHICLE, MY SON-IN-LAW'S VEHICLE, MINOR DAMAGE TO HOUSE & BASKETBALL GOAL. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334754  
**Date of Incident:** 20030910  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BUCYRUS, OH

**NHTSA Summary:**

SUDDEN ACCELERATION IN REVERSE. ON 2/18/07 TWO INCIDENTS OSF SUDDEN ACCELERATION IN DRIVE AVOIDING ACCIDENT BY SHIFTING INTO N AND BRAKING. INFO HAS BEEN FORWARDED TO WRIC ON THIS VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10067151  
**Date of Incident:** 20030922  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**

UPON STOPPING, AND WHEN CONSUMER REMOVED FOOT FROM THE GAS PEDAL VEHICLE SURGED FORWARD BEFORE THE BRAKE PEDAL WAS DEPRESSED. THIS OCCURRED NUMEROUS TIMES. ONCE, RESULTING IN CONSUMER'S VEHICLE CRASHING INTO A CONCRETE POLE WHILE PULLING INTO A PARKING LOT. ALSO, STARTING AT 5000 MILES BATTERY HAD TO BE REPLACED 3 TIMES BECAUSE IT DIED. THIS WAS DUE TO AN ELECTRICAL SHORT. \*AK \*LA

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10107816  
**Date of Incident:** 20030929  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** PLANTATION, FL

**NHTSA Summary:**

I HAVE COMPLAINED NUMEROUS TIMES AND HAVE WRITTEN A LETTER TO DENNY CLEMENTS, GROUP VP OF LEXUS INFORMING HIM OF MY SAFETY CONCERNS RELATED TO THE 2004 ES330. HIS OFFICE ATTEMPTED TO APPEASE ME BY OFFERING TO SEND ME 2 FREE OIL CHANGE COUPONS OR \$1,000 OFF MY NEXT PURCHASE OR LEASE OF A LEXUS VEHICLE. THE VEHICLE HAS SERIOUS HESITATION ISSUES WHEN ATTEMPTING TO

C-214

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATE. I HAVE SPOKEN TO EVERYONE AT THE DEALER, INCLUDING THE SERVICE MANAGER (WHO ADMITTED THE ISSUE, BUT HAD NO SOLUTION) AND GENERAL MANAGER. THE ISSUE HAS NOT BEEN RESOLVED. \*NM

**Additional Summary:**

**Toyota ID Number:** 200310160219  
**NHTSA ODI Number:**  
**Date of Incident:** 20031000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

\*\*\* PHONE LOG 10/16/2003 08:39:10 AM ESMART  
CUST STS VEH WAS SURGING FORWARD, ENGINE WAS RACING. CUST STS TOOK VEH TO DLR, WHO HAS HAD VEH FOR 2 DAYS, STILL HAS NOT BEGUN RPR'S. CUST DISSATISFIED WITH VEH COND, FLS IS DANGEROUS AND FLS TOY WILL NOT BE ABLE TO PERM RPR. CUST ADV MOST LIKELY SKS ARB, HOWEVER, NEEDS TO DISCUSS WITH SISTER FIRST. \*\*\* CASE CLOSE 10/16/2003 08:39:12 AM ESMART

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063003  
**Date of Incident:** 20031001  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** GIRARD, PA

**NHTSA Summary:**

CONSUMER STATED THE VEHICLE EXPERIENCED SUDDEN ACCELERATION WHEN SHIFTING FROM PARK TO I REVERSE AND THE VEHICLE COLLIDED WITH FUEL PUMP GUARD RAIL. DROVE THROUGH IT AND CRASHED INTO THE REAR OF A VEHICLE. \*AK \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10094972  
**Date of Incident:** 20031002  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MIDLOTHIAN, VA

**NHTSA Summary:**

WHILE APPLYING THE BRAKE PEDAL VEHICLE ACCELERATED UNCONTROLLABLY. CONSUMER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND PULLED OVER. VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION TWICE. HOWEVER, THE MECHANIC COULD NOT DUPLICATE THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316123  
**Date of Incident:** 20031010  
**Vehicle:** 2000 TOYOTA AVALON  
**Location of Incident:** NORTH HALEDON, NJ

**NHTSA Summary:**

2000 AVALON ACCELERATED UNINTENDEDLY WHILE TRAVELING DOWN LAFAYETTE AVENUE IN HAWTHORNE, NJ DRIVER DID ALL SHE COULD TO CONTROL CAR AND TO

C-215

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AVOID PEOPLE AND PROPERTY. THE ONLY WAY SHE COULD STOP THE CAR WAS TO DRIVE INTO A TELEPHONE POLE. CAUSING SEVERE INJURY TO HERSELF.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063532  
**Date of Incident:** 20031012  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** PAWTUCKET, RI

**NHTSA Summary:**

THE VEHICLE CONTINUED TO ACCELERATE UPON DEPRESSION OF THE BRAKE PEDAL. THIS RESULTED IN THE CONSUMER BROAD SIDING ANOTHER VEHICLE. \*AK THE DEALER INFORMED THE CONSUMER THAT THE BRAKES WOULD EVENTUALLY ADJUST TO THE CONSUMER AS THE COMPUTER SETS ITSELF. \*SC \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305945  
**Date of Incident:** 20031019  
**Vehicle:** 2000 TOYOTA SIENNA  
**Location of Incident:** WATAGA, IL

**NHTSA Summary:**

WHILE DRIVING ON TOLLWAY IN OUR 2000 SIENNA WITH CRUISE SET TO 70 MPH I PUSHED THE ACCELERATOR A LITTLE TO INCREASE SPEED A FEW MPH. IT INSTANLY TOOK OFF AS IF I HAD HIT THE "RESUME" ON THE CRUISE CONTROL (CC) AND HAD IT SET FOR 120 MPH. AFTER A FEW SECONDS OF PANIC I HIT THE BRAKES TO SLOW THE VAN AND RELEASE THE CC. NO LUCK. WITH NO TRAFFIC NEAR ME I LOOKED TO SEE IF THE ACC. PEDAL WAS STUCK, FLOOR MAT WAS INTERFERING, OR SOMETHING ELSE HOLDING THE PEDAL DOWN - NOTHING WAS. I TURNED OFF THE CC, PUMPED THE ACCELERATOR PEDAL, STOMPED ON THE BRAKES AND WAS JUST ABOUT TO PUT VAN IN NEUTRAL WHEN WE WENT BACK TO NORMAL CONTROL. WE TOOK VAN TO TOYOTA DEALER NEXT DAY, BUT THEY COULD FIND NOTHING WRONG. THEY CALLED TOYOTA AND WERE TOLD IT WAS NOT A KNOWN PROBLEM, SO NO FIX. WE STILL DRIVE IT DAILY, BUT DO NOT USE THE CC IN TRAFFIC, OR ACCELERATE WITH THE CC ON. THIS WAS NOT A STUCK PEDAL, NOR A FLOOR MAT PROBLEM. BECAUSE WE HAVE NOT USED THE CC IN THE SAME MANNER AS WHEN THE SUDDEN ACCELERATION HAPPENED, I WOULD THINK IT IS CC RELATED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314600, 10046001  
**Date of Incident:** 20031019  
**Vehicle:** 2000 TOYOTA CELICA  
**Location of Incident:** PLAINFIELD, AVON, IN

**NHTSA Summary:**

PAST INCIDENT THAT I THOUGHT YOU SHOULD BE MADE AWARE OF: 2000 TOYOTA CELICA ACCELERATOR STUCK AND CAR ENDED UP GOING THROUGH A BUILDING. I REPORTED INCIDENT TO TOYOTA, BUT THEIR RESPONSE OF 11-6-03 SIMPLY STATED AIRBAGS ARE DESIGNED TO PROVIDE PROTECTION FOR DRIVER AND THEY SENT ME A BROCHURE ON AIR BAGS. THE CONSUMER STATED SHE PULLED INTO A PARKING LOT AND STOPPED THE CAR. SUDDENLY, THE VEHICLE SHIFTED GEARS AND THE ACCELERATOR BECAME STUCK. UPDATED IV0Q 04/02/10, ACCELERATOR ON

C-216

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

2000 TOYOTA CELICA STUCK AND I ENDED UP GOING THROUGH THE WINDOW OF A BUILDING.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10072248  
**Date of Incident:** 20031021  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** DALY CITY, CA

**NHTSA Summary:**  
AFTER BACKING OUT OF THE DRIVEWAY AND COMING TO A STOP SIGN CONSUMER DEPRESSED THE BRAKES AND VEHICLE SURGED FORWARD. WHEN THE BRAKE PEDAL WAS DEPRESSED AGAIN AT ANOTHER STOP VEHICLE SURGED, NEARLY CAUSING AN ACCIDENT. VEHICLE SURGED FORWARD WHILE DEPRESSING THE BRAKES ON THREE OCCASIONS. VEHICLE WAS TAKEN TO THE DEALER ON TWO OCCASIONS BUT, THE PROBLEM WAS NOT RESOLVED.\*AK \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10113588  
**Date of Incident:** 20031025  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** RICHMOND HILL, GA

**NHTSA Summary:**  
WHILE DRIVING, THE VEHICLE ACCELERATED. THE CONSUMER COULD NOT STOP THE VEHICLE EVEN THOUGH HER FEET WAS ON THE BRAKE. THE VEHICLE SURGED. THE CONSUMER STATED IT SEEMED LIKE A COMPUTER PROBLEM. AN ACCIDENT DID OCCUR, HOWEVER THERE WERE NO INJURIES. THE CONSUMER HAD TO MAKE THE VEHICLE SPIN BEFORE SHE COULD STOP IT. PLEASE PROVIDE ANY FURTHER INFORMATION.\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325317  
**Date of Incident:** 20031026  
**Vehicle:** 2003 TOYOTA TOYOTA  
**Location of Incident:** EASTCHESTER, NY

**NHTSA Summary:**  
2003 TOYOTA 4DR. CONSUMER STATES UNINTENDED ACCELERATION.\*TGW THE CONSUMER STATED SHE WAS ATTEMPTING TO PARK WHEN THE VEHICLE SUDDENLY ACCELERATED AND STRUCK A FENCE. THE CONSUMER BELIEVED THE ACCELERATOR WAS STUCK.\*JB  
**Additional Summary:**

**Toyota ID Number:** 200311061031  
**NHTSA ODI Number:**  
**Date of Incident:** 20031100  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** WAPPINGERS FALLS, NY  
**NHTSA Summary:**  
\*\*\* PHONE LOG 11/06/2003 02:35:43 PM LESPINOZA  
ARB

C-217

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

STS DAUGHTER WAS DRIVING VEH AND PULLED VEH INTO A PARKING SPACE. STS DRIVER APPLIED THE BRAKES AND THE VEH SURGED FOWARD. STS DLR PUT VEH ON A DIAG MACHINE AFTER THE COLLISION CENTER RPR'D IT. DLR ADV VEH IS OKAY. CUST STS SURGING ISSUE IS INTERMITTENT AND HAS EXPERIENCED THE SAME CONCERN ABOUT 6 TIMES. STS NOT INJURIES EVERONE IN SEATBELT. STS AIR BAGS DID NOT DEPLOY. CUST STS NO LONGER WANTS VEH, STS DOES NOT FEEL SAFE IN VEH.

\*\*\* CASE CLOSE 11/07/03 05:40:30 AM NY5  
CASE DISPATCHED TO FTS JLACEFIELD AND DSPM NMILLER.  
\*\*\* NOTES 11/07/2003 08:35:42 AM ESTABLES  
ARBITRATION PAPERWORK SENT TO CUST VIA UPS FIRST CLASS MAIL 11/7.  
\*\*\* NOTES 12/03/03 11:51:50 AM NY5  
PER FTS, JOE LACEFIELD, INSPECTED VEHICLE WITH CUSTOMER. FOUND NO CODES IN ANY MODULE, BRAKES WORKING CORRECTLY, AND TRANSMISSION SHIFTING CORRECTLY. DEMONSTRATED THE BRAKES WOULD HOLD BACK VEHICLE WITH FULL THROTTLE, ADVISED CUST WHAT TO LOOK FOR IF CONCERN DID OCCUR AGAIN: RPM, BRAKE FEEL, OR ENGINE REVING UP. ADVISED THAT VEHICLE WAS ACTING NORMALLY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10169135  
**Date of Incident:** 20031101  
**Vehicle:** 2004 TOYOTA CAMRY SOLARA  
**Location of Incident:** HILTON HEAD ISLAND, SC

**NHTSA Summary:**  
MY 2004 TOYOTA SOLARA SLE V6 EXHIBITS SEVERE THROTTLE LAG AT SPEEDS LOWER THAN 50 MPH. THE LAG IS AT ITS WORST WHILE DECELERATING AND THEN ACCELERATING, WITH A LAG OF UP TO 1-2 SECONDS. THE LAG IS ALSO SEVERE FROM A STOP OR FROM A ROLLING SPEED OF 10 MPH OR LESS; TO COMPENSATE FOR THE LAG, IT IS NATURAL FOR THE DRIVER TO PRESS THE GAS PEDAL EVEN FURTHER AND WHEN THE VEHICLE FINALLY DECIDES TO RESPOND, IT RESPONDS WITH RAPID ACCELERATION. THIS IS A SAFETY ISSUE AND HAS NEARLY CAUSED SEVERAL ACCIDENTS THROUGHOUT MY 3 YEARS OF OWNERSHIP. TOYOTA ISSUED A TSB FOR NEW PROGRAMMING FOR THE ECU/ECT AND IT HAS FAILED TO FIX THE PROBLEM.\*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320238  
**Date of Incident:** 20031101  
**Vehicle:** 1994 TOYOTA CAMRY  
**Location of Incident:** BEAUMONT, CA

**NHTSA Summary:**  
I WAS DRIVING DOWN THE 91 FREEWAY IN CA AND ALL OF A SUDDEN MY ACCELERATOR STUCK. I WAS FRANTIC TRYING TO STOP MY CAR. I PRESSED ON MY BRAKES AS HARD AS I COULD. IN THE MEANTIME I GOT OVER TO THE SIDE OF THE FREEWAY AND EXITED THE NEAREST OFF RAMP (CARMENITA). I DROVE THE STREETS FOR AWHILE AND CAME TO A RESIDENTIAL NEIGHBORHOOD. SOMETIME DURING THIS TIME THE PROBLEM SEEMED TO GET BETTER. I PULLED OVER TO A HOUSE WITH TWO WOMEN STANDING IN FRONT AND I WAS ABLE TO STOP AND ASKED THEM FOR HELP. ONCE I TURNED OFF THE ENGINE AND BACK ON AGAIN THE PROBLEM WAS GONE. I WAS ABLE TO CONTINUE TO MY DESTINATION WHICH WAS TO VISIT MY DAUGHTER IN THE HOSPITAL. IT WAS ONE OF THE SCARIEST MOMENTS OF MY DRIVING EXPERIENCES. IT IS AMAZING THAT I

C-218

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DIDN'T HIT ANOTHER CAR. IT NEVER HAPPENED AGAIN SO I NEVER REPORTED IT UNTIL NOW.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10046411  
**Date of Incident:** 20031105  
**Vehicle:** 1998 TOYOTA AVALON  
**Location of Incident:** PINE GROVE, CA

**NHTSA Summary:**  
WHEN APPLYING BRAKES VEHICLE ACCELERATED WITHOUT WARNING. DEALER STATED THEY WERE UNABLE TO DUPLICATE THE PROBLEM.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305046  
**Date of Incident:** 20031105  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WHEATON, IL

**NHTSA Summary:**  
I HAVE A TOYORA CAMRY 2002 MODEL. THE PROBLEM THAT IS CURRENTLY REPORTED WITH PYRUS BREAKS, I HAVE SIMILAR PROBLEM. SEVERAL TIMES I HAVE COMPLAINED TO THE DEALERSHIP IN OAKBROOK, IL BUT I WAS TOLD THAT IS THE WAY IT IS DESIGNED. WHENEVER I GO OVER A BUMP AND IF HIT BREAKS, IT DOES NOT ENGAGE FOR A FEW SECONDS AND ACTUALLY ACCELERATES. CAN SOMEONE LOOK AT THESE MODELS THAT ARE NOT RECALLED YET. THIS HAPPENS PERIODICALLY NOT JUST ONCE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10060872  
**Date of Incident:** 20031108  
**Vehicle:** 2000 LEXUS RX300  
**Location of Incident:** BIRMINGHAM, MI

**NHTSA Summary:**  
WHILE PULLING INTO A PARKING SLOT IN A GARAGE, MY LEXUS RX300 SUDDENLY ACCELERATED AND SLAMMED INTO A CONCRETE WALL. BOTH FRONT SEAT PASSENGER AIR BAGS WERE DEPLOYED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10046704  
**Date of Incident:** 20031110  
**Vehicle:** 2002 TOYOTA COROLLA  
**Location of Incident:** COLUMBIA, MD

**NHTSA Summary:**  
WHILE SITTING AT A TRAFFIC LIGHT WITH FOOT ON THE BRAKES VEHICLE SUDDENLY ACCELERATED AND REARENDED ANOTHER VEHICLE. UPON IMPACT, AIR BAGS FAILED TO DEPLOY. CONSUMER HAD VEHICLE TOWED TO THE DEALER FOR ANALYSIS. MECHANIC REPLACED BRAKE ROTORS AND OTHER BRAKE PARTS.\*AK  
**Additional Summary:**

C-219

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10045944  
**Date of Incident:** 20031110  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** ROCKVILLE, MD

**NHTSA Summary:**  
1. WHILE PULLING INTO A PARKING SPACE, AT 2-4 MPH, WITH MY FOOT ON THE BRAKE, THE CAR SUDDENLY ACCERATED AT FULL SPEED, JUMPING THE CURB AND HITTING A TREE WITH FULL FORCE. BECAUSE OF PREVIOUS CONCERNS WITH THROTTLE PROBLEMS NOTED WITH THE DEALERSHIP AT 1000 AND 5000 MILE CHECK, I IMMEDIATELY CALLED THE LEXUS DEALERSHIP. AFTER A CONFERENCE CALL WITH LEXUS ROADSIDE ASSISTANCE AND THE DEALERSHIP, MY CAR WAS FLAT BEDDED TO THE DEALERSHIP. THE FRONTAL CRASH RENDERED THE VEHICLE UNDRIVABLE. RADIATOR DAMAGE WITH LEAKAGE OF FLUID COVERED A PORTION OF THE PARKING LOT. THE LEXUS DEALERSHIP SAID THEY WAS NO PROBLEM WITH THE CAR. I COULD HAVE BEEN KILLED OR SOMEBODY ELSE LIVE COULD HAVE BEEN IN DANGER. 2. THE FRONT AIR BAGS DID NOT INFLATE. 3. THE BRAKE ROTORS HAD TO BE CORRECTED AT 1500 MILES AND A "PART" WAS ORDERED AND PUT ON THE CARE TO CORRECT THIS PROBLEM. 4. THE CAR WHEN DRIVING AT ABOVE 50 PULLS TO THE LEFT AND FROM THE BEGINNING IT FELT AS THO THE CAR WAS UNEVEN EVEN WHEN NOT MOVING. AT THAT TIME I REQUESTED A WRITTEN EXPLANATION OF THIS PROBLEM AND TOLD MY RECORD AT THE DEALERSHIP WOULD SUBSTANTIATE THIS. ON THE NIGHT OF THE ACCIDENT I LEARNED BY REVIEWING COMPLAINTS FROM THE OFFICE OF DEFECT INVESTIGATIONS ON THE NHTSA WEB SITE THAT THE PROBLEMS HAVE BEEN KNOWN BY THE COPORATE OFFICE OF LEXUS FROM AS EARLY AS JANUARY, 2002 IN REGARDS TO ALL OF THE ABOVE PROBLEMS. I ALSO FOUND OUT THERE HAVE BEEN TWO RECALLS ON THIS VEHICLE THAT I WAS NOT INFORMED ABOUT. I WILL BE REQUESTING AN INVESTIGATION WITH THE LEXUS EAST REGIONAL OFFICE AND DISCUSSING THIS WITH THE ROCKVILLE LEXUS OFFICE. I BELIEVE THAT THIS CAR IS UNSAFE TO DRIVE. I BROUGHT THE LEXUS VEHICLE EVEN WITH ITS PRICE TAG BECAUSE OF ITS REPUTATION AND TO DRIVE MY 3 YEAR OLD GRANDSON AND 1 YEAR OLD GRANDDAUGHTER IN THE SAFEST MANNER I COULD FACILITATE. I AM SURE THAT MY SON AND DAUGHTER-IN-LAW WILL NOT ALLOW THIS AFTER THIS CRASH!!!!\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063010  
**Date of Incident:** 20031115  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** HILLSIDE, NJ

**NHTSA Summary:**  
WHILE APPLYING THE BRAKES ACCELERATOR PEDAL FAILED. AS A RESULT, CONSUMER'S VEHICLE REAR ENDED ANOTHER VEHICLE.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062872  
**Date of Incident:** 20031115  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** MIDLOTHIAN, VA

**NHTSA Summary:**

C-220

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHILE APPLYING THE BRAKES VEHICLE SURGED FORWARD. \*AK PROBLEMS WITH SUDDEN ACCELERATION. \*MR  
Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10122662  
**Date of Incident:** 20031117  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WORCESTER, MA

**NHTSA Summary:**  
THE CONSUMER WAS INVOLVED IN AN ACCIDENT AFTER HIS VEHICLE SUDDENLY ACCELERATED AND DID NOT STOP WHEN THE BRAKES WERE APPLIED. \*MR ALL COMPUTER PULSES WERE TESTED AND NOTHING WAS FOUND WRONG. WHEN THE SHIFTER WAS PLACED IN THE DRIVE POSITION, THE VEHICLE TOOK OFF. THE BRAKES WERE APPLIED BUT DID NOT STOP THE VEHICLE. THE CONSUMER STEERED TO AVOID THE PARKED VEHICLES AND CRASHED INTO A CHURCH. \*SC \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10071432  
**Date of Incident:** 20031118  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WHITING, NJ

**NHTSA Summary:**  
WHEN THE BRAKES WERE APPLIED, THE VEHICLE ACCELERATED. THE CONSUMER PUT THE VEHICLE IN NEUTRAL TO SLOW IT DOWN, BUT TO NO AVAIL. THIS PROBLEM HAS HAPPENED THREE TIMES WITH THIS PARTICULAR VEHICLE. THE DEALER HAS EXAMINED THE VEHICLE AND COULD NOT FIND THE CAUSE OF THE PROBLEM. \*AK \*SC \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10048585  
**Date of Incident:** 20031122  
**Vehicle:** 1999 TOYOTA LAND CRUISER  
**Location of Incident:** ENGLEWOOD, CO

**NHTSA Summary:**  
WHILE WAITING AT A STOP SIGN, THE VEHICLE STARTED TO ACCELERATE. THE UNEXPECTED OCCURRENCE OF ACCELERATION CAUSED THE CONSUMER TO LOSE CONTROL OF VEHICLE AND REAR ENDED THE VEHICLE IN FRONT. AFTER CHECKING VEHICLES, THE CONSUMER RETURNED TO THE VEHICLE AND NOTICED THE CRUISE CONTROL LIGHT WAS ON WHEN IT WAS NEVER ENGAGED. THE MANUFACTURER AND THE DEALER WERE AWARE OF THE PROBLEM. \*JB THERE WAS A SNOW CONDITION AT THE TIME OF THE INCIDENT AND THE VEHICLE WAS UNABLE TO STOP AS IT SLID AND THE ANTILOCK BRAKES PULSATED DUE TO THE SLIDING ACTION. \*SC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10067501  
**Date of Incident:** 20031123  
**Vehicle:** 2001 TOYOTA SIENNA  
**Location of Incident:** DULUTH, MN

C-221

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
THE CRUISE CONTROL LEVER IS LOCATED IN AN AREA THAT WHEN THE DRIVER TURNED THE STEERING WHEEL THE CRUISE CONTROL IS ENGAGED AND, RESULTED IN SUDDEN ACCELERATION. \*AK THE CONSUMER INDICATED THE PROBLEM OCCURRED ON A CONSISTENT BASIS. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063340  
**Date of Incident:** 20031124  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**  
CONSUMER COMPLAINED ABOUT UNEXPECTED ACCELERATION PROBLEM. CONSUMER WAS DRIVING AND PULLED INTO A PARKING SPACE, AND VEHICLE UNEXPECTEDLY ACCELERATED, KNOCKING DOWN A PARKING SIGN. \*AK B \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10047746  
**Date of Incident:** 20031128  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** PHOENIX, AZ

**NHTSA Summary:**  
2004, TOYOTA SIENNA XLE LIMITED. VERY SLUGGISH THROTTLE RESPONSE WHEN CRUISING, APPARENTLY DUE TO VERY SLUGGISH AUTOMATIC TRANSMISSION DOWN SHIFT. NO PROBLEM WHEN ACCELERATING FROM A STOP. PROBLEM IS BAD ENOUGH TO CAUSE AN ACCIDENT WHEN THE DRIVER EXPECTS REASONABLE THROTTLE RESPONSE TO AVOID A COLLISION, SUCH AS CROSSING AN INTERSECTION. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314078  
**Date of Incident:** 20031130  
**Vehicle:** 1996 TOYOTA COROLLA  
**Location of Incident:** NILES, MI

**NHTSA Summary:**  
I NO LONGER OWN THIS VEHICLE, BUT IT WAS A 1996 TOYOTA COROLLA, AND I HOPE THE INFORMATION I PROVIDE HERE CAN HELP SOMEHOW WITH ANY CURRENT INVESTIGATIONS. AROUND 100,000 MILES, I TOOK MY CAR TO A NON-DEALER MECHANIC TO REPLACE MY TIMING BELT AS A MATTER OF MAINTENANCE. AFTER THIS REPLACEMENT MY CRUISE CONTROL NEVER WORKED AGAIN, AND I NOTICED THAT IN MOMENTS OF DECELERATION (EITHER IN BRAKING OR COASTING) THAT THE ENGINE WOULD SUDDENLY RACE AND I COULD FEEL THE GAS PEDAL PULL FROM ITS RESTING POSITION. PLEASE NOTE THAT THE MODEL I'VE INDICATED IS INACCURATE -- I DON'T RECALL WHAT THE MODEL WAS AS I NO LONGER OWN THE VEHICLE. I'VE BEEN AS SPECIFIC AS I CAN BE. I JUST THOUGHT IT MIGHT PROVE USEFUL. THE INCIDENT DATE IS ALSO INACCURATE AS THIS OCCURRED FREQUENTLY ENOUGH TO NOTICE, BUT NOT OFTEN ENOUGH OR SEVERELY ENOUGH TO WARRANT MY TAKING TO A DEALER.  
**Additional Summary:**

C-222

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200403311021  
**NHTSA ODI Number:**  
**Date of Incident:** 20031200  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/31/2004 01:23:16 PM VVERA2 JOHN, CUST ATTORNEY IS CLING OF BEHALF OF CUST. ON DEC OF LAST YEAR OWNER APPLIED PRESSURE TO BRAKE AND THE VEH ACCELERATED INSTEAD OF BRAKING. THE BODY WORK WAS DONE AT WESTSIDE LEXUS. CUST SPOKE TO ROBERT PARNELL WHO ADV CUST THAT HIS DLR COULD NOT LOOK AT VEH TO SEE IF IT HAD A DEFECT. HE INFORMED JOHN TO CONTACT OUR DEPT. EXPLAINED TO CUST THAT THERE IS NOT A RECALL ON THE ES VEH. ADV CUST THAT INSPECTIONS ARE DONE AS A COURTESY IF NO REPAIRS HAVE BEEN MADE. >\*\*\* NOTES 03/31/2004 01:24:23 PM VVERA2 JOHN WOULD LIKE TO KNOW IF THE DLR CAN INSPECT THE VEH TO SEE IF THE BRAKES ARE OPERATING AS DESIGNED. \*\*\* NOTES 03/31/2004 01:26:49 PM VVERA2 TO: RANDY CARNER-SM AND BARBARA WILLIAMS-CSM (281) 558-3030 FROM: JAREN RIRIE 310-468-2190 CUST WOULD LIKE HIS BRAKES INSPECTED TO MAKE SURE THERE IS NOT DEFECT. PLS REVIEW CASE AND F/U TO FURTHER DISCUSS. THANK YOU. \*\*\* SUBCASE 200403311021-1 CREATED 04/01/2004 07:35:49 AM JRIRIE \*\*\* NOTES 04/02/2004 08:16:35 AM JRIRIE DLR NOTES PER ROBERT PARNELL SM: WE HAVE BEEN INSTRUCTED BY OUR DOM TO TURN THIS CASE OVER TO LEXUS NATIONAL BECAUSE OF THE PRESS THAT THIS ISSUE HAD BEEN GETTING. THIS CUSTOMER HAD NO ISSUES WITH THE VEHICLE UNTIL THE NEWSPAPER ARTICLE ABOUT A GOVERNMENT INVESTIGATION CAME OUT. \*\*\* PHONE LOG 04/02/2004 08:43:57 AM JRIRIE ACTION TYPE: OUTGOING CALL LFT VM FOR KEN DOM SEEKING CLARIFICATION ON PROCESSING OF CUST REQ. \*\*\* PHONE LOG 04/02/2004 09:59:29 AM JRIRIE ACTION TYPE: INCOMING CALL KEN DOM ADV TO REQ A PIR TO BE PERFORMED ON VEH FOR AN INSP TO TAKE PLACE. \*\*\* PHONE LOG 04/02/2004 10:08:27 AM JRIRIE ACTION TYPE: OUTGOING CALL ADV ATTY JOHN PECORE THAT LEXUS DOES NEED ALL OF THE INCIDENT DETAILS IN ORDER TO REQ A PIR FOR THE VEH. ATTY AGREED TO FAX EVERYTHING OVER TO LCS FOR REVIEW. \*\*\* PHONE LOG 04/07/2004 11:43:21 AM JRIRIE ACTION TYPE: OUTGOING CALL LFT VM FOR ATTY JOHN PECORE & ACV THAT LEXUS DOES NEED ALL OF THE INCIDENT DETAILS IN  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063646  
**Date of Incident:** 20031201  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** CENTREVILLE, VA

**NHTSA Summary:**  
VEHICLE DOES NOT ALWAYS RESPOND PROPERLY TO DRIVER DEPRESSING ACCELERATOR. IN SOME CASES, WHEN COASTING SLOWLY (E.G. UNDER 10 MPH), SUDDENLY PRESSING THE ACCELERATOR SHARPLY WILL HAVE NO EFFECT FOR ABOUT 1.5 SECONDS. DURING THE DELAY, THE ENGINE WILL CONTINUE TO IDLE AND VEHICLE SPEED DO NOT INCREASE. AFTER THE DELAY, THE ENGINE AND VEHICLE SPEED INCREASE IN ACCORDANCE WITH THE ACCELERATOR PEDAL POSITION. THIS CAN LEAD TO AN ACCIDENT IF THE DRIVER IS MAKING A LEFT TURN WHEN THERE IS ONCOMING TRAFFIC. THERE IS ANOTHER POSSIBLY RELATED ANOMALY WITH THE CAR: WHEN DRIVING, UNDER SOME CIRCUMSTANCES, WHEN THE DRIVER SHARPLY PRESSES THE ACCELERATOR, THE ENGINE AND VEHICLE SPEED WILL NOT CHANGE FOR ABOUT 1.5 SECONDS. AFTER THE DELAY, THE TRANSMISSION DOWN SHIFTS AND THE ENGINE SPEED INCREASES. \*AK  
**Additional Summary:**

C-223

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315398  
**Date of Incident:** 20031201  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**  
S10 APPROPRIATE HANDLING FWD EMAIL RE TOYOTA RECENT RECALL NOTICES, OWNER OF A 2002 CAMRY EXPERIENCED SUDDEN ACCELERATION AND WOULD LIKE NHTSA PRESS RELEASE TO REFLECT THAT MY NOT LISTED IN THE TOYOTA RECALL NOTICE MAY EXPERIENCE SIMILAR PROBLEMS. \*GTW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10056537  
**Date of Incident:** 20031209  
**Vehicle:** 2002 TOYOTA CAMRY SOLARA  
**Location of Incident:** WALNUT CREEK, CA

**NHTSA Summary:**  
I WAS IN "REVERSE" AND BACKED INTO A CONCRETE POLE IN MY OFFICE PARKING GARAGE. I APPLIED THE BRAKES TO STOP THE VEHICLE. THE CAR JUMPED INTO "DRIVE," AND RAPIDLY ACCELERATED, AND WOULD NOT RESPOND TO MY EFFORTS TO BRAKE. I THEN HIT A CONCRETE POLE HEAD ON, WHICH TOLEAIED MY VEHICLE. \*AK ON A PRIOR OCCASION THAT HAPPENED IN FEBRUARY 2003, THE CONSUMER WAS DRIVING FOR SEVERAL MINUTES WITH THE CRUISE CONTROL SET TO 60-65 MPH. WITHOUT INPUT, THE VEHICLE SPEED INCREASED RAPIDLY TO 80-85 MPH. THE CONSUMER CANCELLED THE CRUISE BY APPLYING THE BRAKES, THEN TURNED OFF THE CRUISE MASTER SWITCH.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10078546  
**Date of Incident:** 20031209  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** GENESEO, IL

**NHTSA Summary:**  
SOMETIME IN OCT. WHILE PULLING OFF OF I-74 ONTO 53RD ST. IN DAVENPORT, IA, WAS THE FIRST TIME THAT WHEN THE BRAKE WAS APPLIED THE CAR SPED UP RATHER THAN SLOWED DOWN. THIS HAPPENED AGAIN TOWARDS THE END OF NOVEMBER WHILE TRAVERSING FROM US-6 ONTO I-80 IN GENESEO. BOTH TIMES I HAD BEEN USING THE CRUISE CONTROL, DISENGAGED IT BY APPLYING THE BRAKE AND AS THE CAR SLOWED DOWN REAPPLICATION OF THE BRAKE CAUSED THE CAR TO SPEED UP. BY TAKING MY FOOT OFF THE BRAKE AND THEN REAPPLYING THE BRAKE CAR SLOWED NORMALLY ABOUT THE MIDDLE OF DECEMBER I HAD A MORE SERIOUS INCIDENT WHILE PULLING INTO A CONVENIENCE STORE OFF OF WOLF ROAD IN GENESEO. I DISENGAGED THE CRUISE AND PULLED INTO A PARKING PLACE. THE CAR SLOWED NORMALLY AND WAS ALMOST TO A STOP WHEN IT BEGAN TO ACCELERATE WHILE THE BRAKE WAS APPLIED. I TURNED THE CAR TO THE RIGHT, AND JUST MISSED THE BUILDING, BUT TOOK OUT A 4X4 SUPPORT FOR THE ROOF OVERHANG. DAMAGE WAS LIMITED TO DENTS ON THE CAR AND THE 4X4. NO PERSONAL INJURIES WERE INVOLVED. AFTER THE FIRST OCCURANCE I THOUGHT IT WAS MY MISTAKE, I APPLIED THE ACCELERATOR WHEN I MEANT TO APPLY THE BRAKE. THE SECOND TIME I FELT IT WAS PROBABLY A PROBLEM WITH THE CAR, AND WOULD BRING IT UP WITH TOYOTA NEXT TIME I BROUGHT THE CAR IN. THE THIRD TIME I WAS SURE THAT IT WAS A PROBLEM FOR TOYOTA AND I TOOK THE CAR INTO THE TOYOTA

C-224

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DEALER. THEY COULD NOT DUPLICATE THE PROBLEM AND SAID NEITHER THEY OR THE DISTRICT OFFICE HAD HEARD OF A SIMILAR PROBLEM BEFORE. WE THEN CONTACTED THE TOYOTA OFFICE IN CALIFORNIA, AND THEY TOOK DOWN THE INFORMATION, INFORMING US THIS PROBLEM HAD NOT OCCURRED BEFORE. LAST WEEK SCOTT YON OF THE NHTSA CONTACTED US AND ASKED QUESTIONS ABOUT THE THREE OCCURRENCES. AFTER LOOKING AT THE NHTSA WEB SITE AND FINDING MANY SIMILAR INSTANCES I DECIDED TO ADD MY COMPLAINT TO THE LISTING.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10114197  
**Date of Incident:** 20031212  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BOCA RATON, FL  
**NHTSA Summary:**  
MY MOTHER BERTHA SUSSMAN WAS DRIVING AT A SLOW SPEED WHEN SHE APPROACHED THE GATE OF HER COMMUNITY. SHE STEPPED ON THE BRAKE AND THE CAR ACCELERATED. SHE HIT A TREE AS THE CAR PICKED UP SPEED. SHE HAS SPENT THE LAST YEAR IN THE HOSPITAL, HOSPICE, AND NURSING HOME.\*AK  
**Additional Summary:**

**Toyota ID Number:** 200401290690  
**NHTSA ODI Number:**  
**Date of Incident:** 20031222  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** VISALIA, CA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 01/29/2004 11:01:26 AM ESTAPLES  
=== LEMON LAW === RECEIVED VIA CERTIFIED MAIL AT TCS WEST 1/29. CST STS CNCR(ED) WITH ENGINE - IDLES TOO HIGH, LURCHES FORWARD. VEH OUT OF SERVICE SINCE 12/22/03.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10066132  
**Date of Incident:** 20031223  
**Vehicle:** 2003 TOYOTA SEQUOIA  
**Location of Incident:** BAYTOWN, TX  
**NHTSA Summary:**  
2003 SRS SEQUOIA WITH 4700 MI, AND TWO ACCELERATOR PROBLEMS: 1. SURGING FROM A STOP AND WHEN ACCELERATING OUT OF A TURN. 2. A DEAD ACCELERATOR FOR A PERIOD OF SIX TO TEN SECONDS WHEN ACCELERATING OUT OF A TURN. THE ENGINE DOES NOT DIE IT JUST REMAINS AT AN IDLE FOR THE SIX TO TEN SECONDS WHILE THE DRIVER IS PRESSING ON THE ACCELERATOR PEDAL. THESE TWO PROBLEMS ARE NOT CONSTANT THEY JUST HAPPEN FROM TIME TO TIME. THREE TRIPS TO THE DEALER SO FAR RESULTS IN THE RESPONSE "UNABLE TO DUPLICATE PROBLEM". THE FIRST FAILURE DATE IS THE DAY WE DROVE THE VEHICLE HOME FOR THE FIRST TIME AND CONTINUES TO NOW.  
**Additional Summary:**

C-225

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10055204  
**Date of Incident:** 20031225  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** SMITHTOWN, NY  
**NHTSA Summary:**  
2004 TOYOTA COROLLA SUDDENLY ACCELERATES AGAINST THE WILL AND CONDUCT OF THE OPERATOR OF THE VEHICLE ON SEVERAL OCCASIONS - TOYOTA MOTOR COMPANY IGNORES ISSUE REPEATEDLY. ODI CASES 1431208 AND 10051102 ARE INVITED TO CONTACT ME (SEAN) AT 646-263-4970 TO DISCUSS SIMILAR EXPERIENCE.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10055820  
**Date of Incident:** 20031227  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** FRESNO, CA  
**NHTSA Summary:**  
UPON PUTTING VEHICLE IN PARK WHILE AT A COMPLETE STOP WITH FOOT DEPRESSED ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED AT A RAPID SPEED. AS A RESULT THE VEHICLE SIDE SWIPED ANOTHER VEHICLE ON ITS RIGHT SIDE. A FACTORY REPRESENTATIVE INSPECTED THE VEHICLE BUT COULDN'T LOCATE THE CAUSE OF THE RAPID AND SUDDEN ACCELERATION. \*NM \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312708  
**Date of Incident:** 20031230  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** COCONUT CREEK, FL  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2000 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE HER MOTHER WAS DRIVING THE VEHICLE A VERY LOW SPEED (1-2 MPH) AND TRYING TO REVERSE, THE VEHICLE LURCHED FORWARD, OVER A CURB AND RAN INTO A BUILDING. THERE WERE NO INJURIES AND A POLICE REPORT WAS TAKEN. THERE WERE NO PRIOR FAILURES RELATED TO THAT PROBLEM. SHE CALLED THE MANUFACTURER AND WAS TOLD THAT THEY HAD NO REPORTS ON RELATED PROBLEMS AND COULD NOT ASSIST HER. THE VEHICLE WAS NEVER INSPECTED. THE CURRENT MILEAGE WAS APPROXIMATELY 33,000. THE FAILURE MILEAGE WAS 13,257.  
**Additional Summary:**

**Toyota ID Number:** 200403121157  
**NHTSA ODI Number:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** SOMERVILLE, MA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/12/2004 03:04:17 PM DDRURY  
CUST STS HAS EXPERIENCED SOME SURGING WHEN STOPPED. CUST STS HEARD CONCERNS ABOUT VEH SURGING. CUST SKS TO VOICE HER CONCERNS.  
**Additional Summary:**

C-226

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 200403110048  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** CORAM, NY  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/11/2004 06:42:21 AM SFARR  
CUST HUSB, WILLIAM, CALLING TO ADV VEH BEGAN SURGING MONTHS AGO. STS HAS FRIEND WITH SAME VEH AND HIS VEH WAS IN AN ACCIDENT. CUST STS HAS HOME IN NY AND FL. CUST STS CURRENTLY IN FL NOW.  
**Additional Summary:**

**Toyota ID Number:** 200403110927  
**NHTSA ODI Number:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** RIVERSIDE, CA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/11/2004 12:34:25 PM EOROZCO  
LORAN (HUSBAND) CUST STS HEARD SOME INFO ABOUT THE THROTTLE STICKING WHEN THE VEH IS AT A STOP CUST STS THIS INFO WAS HEARD THROW THE NEW. CUST STS HIS WIFE HAS HAD THIS HAPPEN TO HER A COUPLE OF TIME CUST STS WOULD LIKE TO HAVE THE VHE DIAG AT THE DLR  
\*\*\* DEALER NOTES: 03/11/04 14:24:37  
CRM SPK TO CUST, LORAN ON 03/11/04@ 11:10PM, CRM CLARIFIED TO WARNTY COVERAGE TO CUST & EXLN THAT CUST MUST SIGN AUTH FOR DLR TO INSP & RD-TEST VEH BEFORE DETERMIN CONCERN IS UNDER WARNTY OR NOT. CUST UNDERSTD. CUST STS HELL CALL WIFE SANDY TO CONFIRM MILEAGE ON VEH & C/B TO SVC DEPT TO SETUP APPT. TO BE UPDATED.  
\*\*\* DEALER NOTES: 03/16/04 09:43:06  
CUST CALLED SVC MGR ON 03/12/04@ 11:45AM, APPT SET FOR MONDAY 3/15/04 FOR DLR TO RD TEST VEH. DLR CONTACTD TAS, CASE # 040720060, TAS INFM DLR THERE'S NO CONCRETE CASE/EVIDENCE DOC FOR 02 MODEL CAMRY PERTAINING TO CUSTS CONCERN OF VEH SURGING FORWARD DURING IDLING. SEE CLOSING STATMT.  
**Additional Summary:**

**Toyota ID Number:** 200403110927  
**NHTSA ODI Number:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** RIVERSIDE, CA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/11/2004 12:34:25 PM EOROZCO  
LORAN (HUSBAND) CUST STS HEARD SOME INFO ABOUT THE THROTTLE STICKING WHEN THE VEH IS AT A STOP CUST STS THIS INFO WAS HEARD THROW THE NEW. CUST STS HIS WIFE HAS HAD THIS HAPPEN TO HER A COUPLE OF TIME CUST STS WOULD LIKE TO HAVE THE VHE DIAG AT THE DLR  
\*\*\* DEALER NOTES: 03/11/04 14:24:37  
CRM SPK TO CUST, LORAN ON 03/11/04@ 11:10PM, CRM CLARIFIED TO WARNTY COVERAGE TO CUST & EXLN THAT CUST MUST SIGN AUTH FOR DLR TO INSP & RD-TEST VEH BEFORE DETERMIN CONCERN IS UNDER WARNTY OR NOT. CUST UNDERSTD. CUST STS HELL CALL WIFE SANDY TO CONFIRM MILEAGE ON VEH & C/B TO SVC DEPT TO SETUP APPT. TO BE UPDATED.  
\*\*\* DEALER NOTES: 03/16/04 09:43:06  
CUST CALLED SVC MGR ON 03/12/04@ 11:45AM, APPT SET FOR MONDAY 3/15/04 FOR DLR TO RD TEST VEH. DLR CONTACTD TAS, CASE # 040720060, TAS INFM DLR THERE'S NO CONCRETE CASE/EVIDENCE DOC FOR 02 MODEL CAMRY PERTAINING TO CUSTS CONCERN OF VEH SURGING FORWARD DURING IDLING. SEE CLOSING STATMT.  
**Additional Summary:**

**Toyota ID Number:** 200403110927  
**NHTSA ODI Number:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** RIVERSIDE, CA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/11/2004 12:34:25 PM EOROZCO  
LORAN (HUSBAND) CUST STS HEARD SOME INFO ABOUT THE THROTTLE STICKING WHEN THE VEH IS AT A STOP CUST STS THIS INFO WAS HEARD THROW THE NEW. CUST STS HIS WIFE HAS HAD THIS HAPPEN TO HER A COUPLE OF TIME CUST STS WOULD LIKE TO HAVE THE VHE DIAG AT THE DLR  
\*\*\* DEALER NOTES: 03/11/04 14:24:37  
CRM SPK TO CUST, LORAN ON 03/11/04@ 11:10PM, CRM CLARIFIED TO WARNTY COVERAGE TO CUST & EXLN THAT CUST MUST SIGN AUTH FOR DLR TO INSP & RD-TEST VEH BEFORE DETERMIN CONCERN IS UNDER WARNTY OR NOT. CUST UNDERSTD. CUST STS HELL CALL WIFE SANDY TO CONFIRM MILEAGE ON VEH & C/B TO SVC DEPT TO SETUP APPT. TO BE UPDATED.  
\*\*\* DEALER NOTES: 03/16/04 09:43:06  
CUST CALLED SVC MGR ON 03/12/04@ 11:45AM, APPT SET FOR MONDAY 3/15/04 FOR DLR TO RD TEST VEH. DLR CONTACTD TAS, CASE # 040720060, TAS INFM DLR THERE'S NO CONCRETE CASE/EVIDENCE DOC FOR 02 MODEL CAMRY PERTAINING TO CUSTS CONCERN OF VEH SURGING FORWARD DURING IDLING. SEE CLOSING STATMT.  
**Additional Summary:**

**Toyota ID Number:** 200403110927  
**NHTSA ODI Number:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** RIVERSIDE, CA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/11/2004 12:34:25 PM EOROZCO  
LORAN (HUSBAND) CUST STS HEARD SOME INFO ABOUT THE THROTTLE STICKING WHEN THE VEH IS AT A STOP CUST STS THIS INFO WAS HEARD THROW THE NEW. CUST STS HIS WIFE HAS HAD THIS HAPPEN TO HER A COUPLE OF TIME CUST STS WOULD LIKE TO HAVE THE VHE DIAG AT THE DLR  
\*\*\* DEALER NOTES: 03/11/04 14:24:37  
CRM SPK TO CUST, LORAN ON 03/11/04@ 11:10PM, CRM CLARIFIED TO WARNTY COVERAGE TO CUST & EXLN THAT CUST MUST SIGN AUTH FOR DLR TO INSP & RD-TEST VEH BEFORE DETERMIN CONCERN IS UNDER WARNTY OR NOT. CUST UNDERSTD. CUST STS HELL CALL WIFE SANDY TO CONFIRM MILEAGE ON VEH & C/B TO SVC DEPT TO SETUP APPT. TO BE UPDATED.  
\*\*\* DEALER NOTES: 03/16/04 09:43:06  
CUST CALLED SVC MGR ON 03/12/04@ 11:45AM, APPT SET FOR MONDAY 3/15/04 FOR DLR TO RD TEST VEH. DLR CONTACTD TAS, CASE # 040720060, TAS INFM DLR THERE'S NO CONCRETE CASE/EVIDENCE DOC FOR 02 MODEL CAMRY PERTAINING TO CUSTS CONCERN OF VEH SURGING FORWARD DURING IDLING. SEE CLOSING STATMT.  
**Additional Summary:**

**Toyota ID Number:** 200403110927  
**NHTSA ODI Number:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** RIVERSIDE, CA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/11/2004 12:34:25 PM EOROZCO  
LORAN (HUSBAND) CUST STS HEARD SOME INFO ABOUT THE THROTTLE STICKING WHEN THE VEH IS AT A STOP CUST STS THIS INFO WAS HEARD THROW THE NEW. CUST STS HIS WIFE HAS HAD THIS HAPPEN TO HER A COUPLE OF TIME CUST STS WOULD LIKE TO HAVE THE VHE DIAG AT THE DLR  
\*\*\* DEALER NOTES: 03/11/04 14:24:37  
CRM SPK TO CUST, LORAN ON 03/11/04@ 11:10PM, CRM CLARIFIED TO WARNTY COVERAGE TO CUST & EXLN THAT CUST MUST SIGN AUTH FOR DLR TO INSP & RD-TEST VEH BEFORE DETERMIN CONCERN IS UNDER WARNTY OR NOT. CUST UNDERSTD. CUST STS HELL CALL WIFE SANDY TO CONFIRM MILEAGE ON VEH & C/B TO SVC DEPT TO SETUP APPT. TO BE UPDATED.  
\*\*\* DEALER NOTES: 03/16/04 09:43:06  
CUST CALLED SVC MGR ON 03/12/04@ 11:45AM, APPT SET FOR MONDAY 3/15/04 FOR DLR TO RD TEST VEH. DLR CONTACTD TAS, CASE # 040720060, TAS INFM DLR THERE'S NO CONCRETE CASE/EVIDENCE DOC FOR 02 MODEL CAMRY PERTAINING TO CUSTS CONCERN OF VEH SURGING FORWARD DURING IDLING. SEE CLOSING STATMT.  
**Additional Summary:**

C-227

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200403090658  
**NHTSA ODI Number:**  
**Date of Incident:** 20040000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** CINCINNATI, OH  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/09/2004 10:53:26 AM JARMENTA  
CUST STS IS HAVING A CONCERN WITH HIS VEH SURGING, STS VEH JUMPS FORWARD, AND IS AFRAID THAT VEH MAY JUST AT A BAD MOMENT, AND INJURE SOMEONE, STS SPOKE TO SERV MGR AND HAS APPT ON THURS, HOWEVER DLR ADV D HAS NEVER HEARD OF CONCERN, AND ADV D MAY NOT BE ABLE TO ASSIST.  
NOTE TO CRM IF NECESSARY PLS CONTACT YOUR DSPM FOR FURTHER ASSIST. THANKS  
\*\*\* NOTES 03/11/04 06:23:09 AM CINI  
EMAILED 3 DAY NOTICE TO CRM AND SM TO CALL CUSTOMER TO AVOID POSSIBLE NO RESPONSE OR UPDATE CASE NOTES.  
**Additional Summary:**

**Toyota ID Number:** 200403220344  
**NHTSA ODI Number:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** BROKEN ARROW, OK  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/22/2004 08:19:43 AM VVERA2 CUST STS THAT HE HAD THE ECM UPDATE. HE STS THAT RECENTLY HE RECD A SECOND LETTER. HE WAS WONDERING IF THERE WAS AN ADDITIONAL UPDATE OR IF IT WAS THE SAME ONE THAT HE ALREADY HAD DONE. CUST STS THAT HIS VEH SURGES WHEN HE SLOWS DOWN TO COME TO A STOP. ADV CUST THAT RECOMMEND THE DLR INSPECT HIS VEH. \*\*\* CASE CLOSE 03/22/2004 08:20:10 AM VVERA2 APOL AND ADV CUST THAT I AM NOT SHOWING ANY OUTSTANDING SSC'S. RECOMMENDED CUST HAVE HIS VEH INSPECTED AND THEN CONTACT US FOR FURTHER ASSIST IF REQUIRED. NO ASSIST REQ AT THIS TIME.  
**Additional Summary:**

**Toyota ID Number:** 200403170620  
**NHTSA ODI Number:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** LAS VEGAS, NV  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/17/2004 11:01:35 AM MCVERVANTES1  
02 CAMRY 30K. CUST STS CUST IS EXPERIENCING CONCERNS W/ THE THROTTLE CONTROL SYSTEM. CUST STS WHEN CUST PUTS VEH OF PEDAL & IS STEPPING ON THE BRAKE IT ACCELERATES. CUST STS IT DOES NOT HAPPENS ALL THE TIME. CUST STS WILL NOT DRIVE VEH B/C IS CONCERNED W/ SAFETY. CUST FLS THIS IS A SAFETY CONCERN & WOULD LIKE TO KNOW WHAT TOY IS DOING IN REGARDS TO THIS CONCERN. CUST STS TO KOW IF VEH IS INVOLVED IN ANY SSC.  
**Additional Summary:**

**Toyota ID Number:** 200403170620  
**NHTSA ODI Number:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** LAS VEGAS, NV  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/17/2004 11:01:35 AM MCVERVANTES1  
02 CAMRY 30K. CUST STS CUST IS EXPERIENCING CONCERNS W/ THE THROTTLE CONTROL SYSTEM. CUST STS WHEN CUST PUTS VEH OF PEDAL & IS STEPPING ON THE BRAKE IT ACCELERATES. CUST STS IT DOES NOT HAPPENS ALL THE TIME. CUST STS WILL NOT DRIVE VEH B/C IS CONCERNED W/ SAFETY. CUST FLS THIS IS A SAFETY CONCERN & WOULD LIKE TO KNOW WHAT TOY IS DOING IN REGARDS TO THIS CONCERN. CUST STS TO KOW IF VEH IS INVOLVED IN ANY SSC.  
**Additional Summary:**

**Toyota ID Number:** 200403170620  
**NHTSA ODI Number:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** LAS VEGAS, NV  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/17/2004 11:01:35 AM MCVERVANTES1  
02 CAMRY 30K. CUST STS CUST IS EXPERIENCING CONCERNS W/ THE THROTTLE CONTROL SYSTEM. CUST STS WHEN CUST PUTS VEH OF PEDAL & IS STEPPING ON THE BRAKE IT ACCELERATES. CUST STS IT DOES NOT HAPPENS ALL THE TIME. CUST STS WILL NOT DRIVE VEH B/C IS CONCERNED W/ SAFETY. CUST FLS THIS IS A SAFETY CONCERN & WOULD LIKE TO KNOW WHAT TOY IS DOING IN REGARDS TO THIS CONCERN. CUST STS TO KOW IF VEH IS INVOLVED IN ANY SSC.  
**Additional Summary:**

C-228

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200403161002  
**NHTSA ODI Number:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** EUGENE, OR  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/16/2004 01:22:47 PM JCORONA

PA  
NO PREV CASE  
CUST STS OVER SEVERAL MONTHS THE VEH WILL SURGE FORWARD WHEN FOOT IS ON THE BREAK. CUST STS THE VEH RECENTLY DID THAT SX IN ONE NIGHT. CUST STS IS VERY CONCERNED WITH SAFETY & STS HAS TO APPLY THE EMERGENCY BRAKE TO STOP THE VEH. CUST STS THE DLR WAS NOT ABLE TO DUP AFTER HAVING VEH 2DAYS. CUST STS THE DLR ADV DROVE VEH 4X ON THE SECOND DAY.  
\*\*\* NOTES 03/16/2004 01:43:08 PM JACKSON  
CUST CALLED BACK STATING WANTED ADDITIONAL INFORMATION. CUST STS REQ THE NUMBER TO NHTSA. NCR APOL AND ADV 800#. NCR OFFERED ADDITIONAL ASSISTANCE. CUST DECLINED.  
\*\*\* NOTES 03/19/04 02:37:21 PM PTL1  
RCR CALLED CUSTOMER LEFT MESSAGE ADVISING CUSTOMER THE SITUATION WITH HER VEHICLE HAS NOT BEEN DUPLICATED WHILE AT THE DEALERSHIP FOR TIMETABLE OF 8 DAYS. THE SERVICE MANAGER HAS PERSONALLY DRIVEN THE VEHICLE AND HAS NOT BEEN ABLE TO REPRODUCE THE CONDITION.

\*\*\* CASE CLOSE 03/19/04 04:03:35 PM PTL1  
RCR CONTACTED CUSTOMER REVIEWED ISSUES WITH SURGE CONDITION AND THAT THE DEALERSHIP COULD NOT DUPLICATE IT AFTER 8 DAYS OF DRIVING VEHICLE. RCR ADVISED CUSTOMER AS SOON AS A FIX IS AVAILABLE SHE WILL BE NOTIFIED AND CONDITION WILL BE CORRECTED. CUSTOMER VERY FRUSTRATED BUT UNDERSTANDS NO FIX AT THIS TIME.

**Additional Summary:**

**Toyota ID Number:** 200403181173  
**NHTSA ODI Number:**  
**Date of Incident:** 20040000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** EDMONDS, WA  
**NHTSA Summary:**

\*\*\* PHONE LOG 03/18/2004 03:37:43 PM DDRURY  
CUST STS SHE WAS PARKED AND VEH SURGED FORWARD. CUST STS ANOTHER TIME SHE WAS STOPPED AT TRAFFIC LIGHT AND WITH FOOT ON THE BRAKE SHE WAS MOVING FORWARD. CUST STS DLR DID NOT INSPECT VEH EITHER TIME. CUST SKS TO VOICE HER CONCERNS.

\*\*\* CASE CLOSE 03/18/2004 03:37:58 PM DDRURY  
NCR APOL AND ADV CUST WOULD DOC CONCERNS. NCR PROVIDED CASE #.

**Additional Summary:**

**Toyota ID Number:** 200403090436  
**NHTSA ODI Number:**  
**Date of Incident:** 20040000

C-229

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** THOUSAND OAKS, CA  
**NHTSA Summary:**

\*\*\* PHONE LOG 03/09/2004 09:32:58 AM JARMENTA  
02 CAMRY, CUST STS VEH SURGES AT FULL THROTTLE WHEN IN GEAR, STS VEH HAS DONE IT TWICE IN DRIVE, AND ONCE IN REVERSE. CUST STS DLR WAS UNABLE TO DUPLICATE CONCERN, AND THEREFORE COULD NOT RPR, CUSTS STS READ THAT NHTSA WAS INVESTIGATING THIS CONCERN (INVESTIGATION # PE04021), AND WOULD LIKE TO KNOW WHAT SHE NEEDS TO DO TO PROCEED.  
NOTE TO CRM- IF NECESSARY PLS CONTACT DSPM FOR FURTHER REVIEW. THANKS

\*\*\* CASE CLOSE 03/10/04 10:12:11 AM DLR0417  
SPOKE ABOUT HER CONCERN (INVESTIGATION # PE04021), WILL STAY IN CONTACT IF THERE IS A RECALL. SO FAR, WE HAVE NOT BEEN ABLE TO DUPLICATE HER CONCERN.

**Additional Summary:**

**Toyota ID Number:** 200401130982; 200401200318  
**NHTSA ODI Number:**  
**Date of Incident:** 20040000  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** VISALIA, CA  
**NHTSA Summary:**

\*\*\* PHONE LOG 01/13/2004 01:10:26 PM SBROWN  
CUST STS ON 3 DIFF OCCASSIONS VEH HAS SURGED FORWARD WHEN APPLIED THE BRAKES. STS TWICE DLR HAS INSPECT VEH & ADVISED THAT SYSTEM SHOWED "NO DIAGNOSTIC CODES". STS VEH IS CURRENTLY AT DLRSHIP UNDERGOING FURTHER DIAGNOSIS & DLR ADVISED CUST TO REPORT MATTER TO CAC. STS BEFORE CALLING RESEARCHD NHTSA & FOUND 7 REPORTS (FROM OTHER 03 CAMRY OWNERS) EXPERIENCING THIS SAME COND. CUST SKS TO ADVISE TMS OF VEH CONCERNS, STS NOT SURE WHAT IS GOING TO BE DONE TO RPR VEH. (NCR...  
\*\*\* NOTES 01/13/2004 01:13:00 PM SBROWN  
..APOL & ADVISED WILL DOC CUST CONCERNS W/PRODUCT AT THIS MILEGE INTERVAL BUT AS TMS ISNOT AWARE OF ANY LARGE SCALE ISSUE AFFECTING 03 CAMRY, MUST HANDLE MATTER CASE-BY-CASE WHEN VEH COMES INTO DLR. NCR EXPLAIND TOYOTA RELIES ON DLR TO DUPLICATE COND & FROM THERE RENDER PROPER DIAGNOSIS & RECOMMENDATION FOR RPRS. NCR EXPLAIND TOYOTA ALSO PROVIDES TECH SUPPORT TO DLRs FOR UNUSUAL CASES. NCR ADV'D COMMENTS DOC'D & CUST CAN CONTINUE TO WORK W/DLR RE: DIAG & RPRS.) CUST AGREED.

\*\*\* CASE CLOSE 01/13/2004 01:13:17 PM SBROWN  
CLOSE CASE;

\*\*\* PHONE LOG 01/20/2004 08:26:10 AM ALIAO  
ARB  
PREV CASE 200401130982

CUST STS ON 3 DIFF OCCASSIONS VEH HAS SURGED FORWARD WHEN APPLIED THE BRAKES. STS TWICE DLR HAS INSPECT VEH & ADVISED THAT SYSTEM SHOWED "NO DIAGNOSTIC CODES". STS VEH IS CURRENTLY AT DLRSHIP UNDERGOING FURTHER DIAGNOSIS & DLR ADVISED CUST TO REPORT MATTER TO CAC. STS BEFORE CALLING RESEARCHD NHTSA & FOUND 7 REPORTS (FROM OTHER 03 CAMRY OWNERS) EXPERIENCING THIS SAME COND.

\*\*\* NOTES 01/23/2004 10:24:47 AM WSAMUELS

C-230

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ARB.PPWK WAS SENT TO THIS CUSTOMER VIA USPS FIRST CLASS MAIL DATED 1/21/04. ALLOW 7-10 B/D FOR PPWK.

\*\*\* CASE CLOSE 01/26/04 10:46:23 AM SF3  
CUST MAY PURSUE ARB.

**Additional Summary:**

**Toyota ID Number:** 200403240602  
**NHTSA ODI Number:**  
**Date of Incident:** 20040000  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** LAFAYETTE, IN  
**NHTSA Summary:**

\*\*\* PHONE LOG 03/24/2004 10:41:23 AM PTIMBERLAKE  
POTENTIAL ARBITRATION  
STS THE VEH LUNGES FORWARD WHEN FOOT IS ON THE BRAKE. STS COND IS INTERMITTENT AND THE DLR HAS NOT BEEN ABLE TO DUP. DLR STS CUST IS PRESS GAS PEDAL INSTEAD OF BRAKE PEDAL. CUST CNCRND AS FLS THAT THE COND COULD CAUSE HER TO HIT A PEDESTRIAN OR VEH WHILE IN FRONT OF THEM. CUST STS VEH HAS NOT BEEN IN ACCIDENT. SEE PFN - 200305130666

\*\*\* CASE CLOSE 03/29/04 11:57:08 AM CH15  
REGION CONTACTED DLR. SM ROB LAWSON WHO STATED THAT HE DROVE VEHICLE 4 - 5 TIMES. ONE TIME DROVE VEHICLE FOR 35 MILES. NEVER ABLE TO DUPLICATE A "LUNGES FORWARD" CONDITION AS REP. BY CUSTOMER. DLR. SALES MGR. ALSO DROVE COULD NOT DUPLICATE. REGION TOLD CUST. CANNOT IX ISSUE THAT DLR. IS NOT REQUEST. ASSIS. ON. SUGG. CUST. MEET W DSPM. CUST. SAID NO. CUST. ASKED ABOUT INV. REGION STATED WE ARE COOPERATING AND TO CALL NHSTA IF SPECIFIC ?S ON THE INVES.

**Additional Summary:**

**Toyota ID Number:** 200401061118  
**NHTSA ODI Number:**  
**Date of Incident:** 20040000  
**Vehicle:** 9999 TOYOTA CAMRY  
**Location of Incident:** DALLAS, TX  
**NHTSA Summary:**

**Additional Summary:**  
Per correspondence with Jordan Ziprin, this complainant states that she has had two different Camrys, two different years and experienced SUA with both of them. First incident in early 2004, when pulling into a parking space at work the vehicle "fell over seven feet into a usually busy street" causing \$14,000 worth of damage to the vehicle. "Then in the Fall of 2005 I parked in the exact same spot again for the first time in a year (2005 Camry) only this time the steering had not frozen, and I could aim for the building. It was close, and this time I did not have any serious injuries like the first time."

**Toyota ID Number:** 200401061118  
**NHTSA ODI Number:**  
**Date of Incident:** 20040100  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** WAUKEGAN, IL  
**NHTSA Summary:**

C-231

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 01/06/2004 01:50:25 PM PTIMBERLAKE  
---FCRP--- CUST STS SHE WAS ENTERING AN INTERSECTION AND APPLIED THE BRAKES. STS INSTEAD OF VEH SLOWING DOWN THE VEH ACCELERATED CAUSING HER TO HIT ANOTHER VEH ON OTHER VEH'S REAR PASSENGER SIDE REAR REAR TIRES. CUST STS VEH ACCELERATING WHEN APPLYING BRAKES HAS HAPPENED BEFORE. CUST WANTS TO KNOW WHY VEH ACCELERATED WHEN APPLYING THE BRAKES. LEGAL REQUESTS FCRP WITH MANY INTERIOR/EXTERIOR PHOTOS.

\*\*\* NOTES 01/07/04 07:17:22 AM CH15  
REGION LEFT MESSAGE ON CUSTOMER'S PHONE RECORDER TO PLEASE CALL TO SET UP AN APPOINTMENT FOR INSPECTION OF VEHICLE.  
\*\*\* NOTES 01/14/2004 10:49:19 AM LESPINOZA  
NCR C/B CUST. CUST STS REGION INSPECTED THE VEH AND ADV CUST VEH IS OPERATING AS DESIGNED. STS REGION WAS NOT ABLE TO DUPLICATE. CUST STS DOES NOT FEEL SAFE IN VEH. NCR ADV CUST CAN PURSUE OUTSIDE OF TOY, GET A 2ND OPINION OR PURSUE ARB. NCR OFFERED ADDRESS TO LEGAL.

\*\*\* CASE CLOSE 01/14/04 02:40:32 PM CH15  
FTS INSPECTED VEHICLE AND ROAD TESTED. VEHICLE OPERATED AS DESIGNED. CUSTOMER WAS TOLD SHE MUST CONSIDER HUMAN ERROR. LETTER SENT TO CUSTOMER ADVISING THAT VEHICLE OPERATED AS DESIGNED.

**Additional Summary:**

**Toyota ID Number:** 200401160339  
**NHTSA ODI Number:**  
**Date of Incident:** 20040100  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** DOWNERS GROVE, IL  
**NHTSA Summary:**

\*\*\* PHONE LOG 01/16/2004 09:10:19 AM BBRIEDE  
---FCRP---  
CUST STS WAS TURNING INTO A PARKING LOT WHEN THE VEH SUDDENLY ACCELERATED FORWARD AND HIT A WALL. STS HAD VEH SERVICED THE DAY BEFORE AND FELT SOMETHING WASN'T SAME WITH VEHICLE. STS THERE WERE NO MAJOR INJURIES BUT SHE HAS BRUISES AND HAS DOCTORS APPT. STS WOULD LIKE INSPECTION OF VEH TO DETERMINE IF SOMETHING FAULTY IN ENGINE. NCR APOL & ADV OF FCRP INSPECTION. CUST REQUESTED INSPECTION AND IS AWARE OF 60-DAY PROCESS.

\*\*\* NOTES 01/16/2004 09:11:55 AM BBRIEDE  
LEGAL REQUESTS FIELD REPORT WITH MANY INTERIOR AND EXTERIOR PHOTOS  
\*\*\* NOTES 01/23/2004 12:30:24 PM LESPINOZA  
NCR C/B CUST. CUST STS HAS NOT BEEN CONTACTED BY THE REGION AND SKS CASE STATUS. CUST STS BODY WORK WILL BE COMPLETED ON 2/5/04 AND WOULD LIKE VEH INSPECTED BEFORE TAKING DELIVERY. NCR ADV'D WOULD CONTACT REGION AND ADV CUST SKS F/U  
NCR CONTACTED REGION LEFT MSG FOR JASON RUSSO TO ADV CUST SKS F/U REGARDING FCRP INSPECT.  
\*\*\* NOTES 01/27/04 09:26:08 AM CH14  
CONTACTED CUST. CUST NOT AVAIL. LEFT MESSAGE FOR CONTACT.  
\*\*\* NOTES 01/27/04 09:38:32 AM CH14  
CONTACTED CUST. ADV THAT VEH HAS NOT BEEN REPAIRED AND AT PACEY WEBB FORD DLR IN WHEATON, IL. ADV WOULD HAVE VEH INSPECTED  
\*\*\* NOTES 01/27/04 09:38:47 AM CH14  
FORWARDED TO FTS FOR INSPECTION.  
\*\*\* NOTES 02/06/04 12:44:14 PM CH14

C-232

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FTS COMPLETED INSPECTION OF VEH ON 1/29/04. FTS STS UPON INSPECTION VEH WAS OPERATING PROPERLY AND FUNCTIONED AS DESIGNED.

\*\*\* CASE CLOSE 02/06/04 12:44:34 PM CH14  
VEH OPERATING PROPERLY.

\*\*\* NOTES 03/11/2004 08:13:42 AM MSOLORIO  
CUST C/B SHE FEELS THAT TOY WAS RESPONSIBLE FOR ISSUE THAT OCCURED, NCR TRANSFERED TO PRODUCT LIABILITY PER ADV FROM SUPERVISOR.

\*\*\* NOTES 03/12/2004 09:13:55 AM PTIMBERLAKE  
\*\*OUTGOING CUST CALL \*\* NCR RETURNING W/M FROM CARL SIPEK - BROTHER (630-243-1020). NCR SPOKE TO WIFE - LYNN WHO ADV HER HUSBAND HAS QUESTIONS ABOUT NHTSA INVESTIGATION REGARDING CAMRY ACCELERATION. ADV LYNN TO HAVE HER BROTHER OR SISTER IN LAW CALL BACK.

\*\*\* N  
Additional Summary:

**Toyota ID Number:** 200401261552  
**NHTSA ODI Number:**  
**Date of Incident:** 20040100  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** GENESEO, IL

**NHTSA Summary:**  
\*\*\* PHONE LOG 01/26/2004 03:21:45 PM LESPINOZA  
CUST STS ONGOING VEH CONCERN. CUST STS APPLIES THE BRAKES AND VEH ACCELERATES FORWARD, INTERMITTENTLY. CUST STS 3RD TIME ISSUE OCCURED VEH WAS INVOLVED IN AN ACCIDENT. CUST STS WAS PULLING INTO A STORE PARKING SPACE, CUST APPLIED THE BRAKE. VEH ALMOST CAME TO A COMPLETE STOP THEN ACCELERATED FORWARD. STS SWERVED TO MISS A BUILDING AND HIT A POLE W/ THE RIGHT FRONT BUMPER AND THE POLE CAME DOWN ON THE HOOD. CUST STS DLR INSPECTED VEH, WERE NOT ABLE TO DUPLICATE & ADV'D

\*\*\* NOTES 01/26/2004 03:23:02 PM LESPINOZA  
VEH WAS OKAY. CUST STS BODY WORK HAS BEEN COMPLETED. CUST STS WILL CONTINUE TO DRIVE VEH. NCR OFFERED REGION OPEN AND CUST DECLINED.

\*\*\* CASE CLOSE 01/26/2004 03:24:02 PM LESPINOZA  
NCR ADV CUST WILL DOC CONCERN AT TOY HQ.

Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10067142  
**Date of Incident:** 20040101  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** URBANDALE, IA  
**NHTSA Summary:**  
CONSUMER COMPLAINED ABOUT UNEXPECTED ACCELERATION. CONSUMER TOOK VEHICLE TO THE DEALER. ALSO, THE LEXUS CORPORATION SENT A REPRESENTATIVE TO INSPECT THE VEHICLE, AND THEY CLAIMED THERE WAS NO PROBLEM. \*AK CONSUMER WAS PULLING OUT FROM A PARKING SPACE WHEN VEHICLE ACCELERATED FORWARD AS SOON AS CONSUMER STEPPED ON THE BRAKE PEDAL. \*LA

Additional Summary:

**Toyota ID Number:**

C-233

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10075245  
**Date of Incident:** 20040101  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** SAN MARINO, CA  
**NHTSA Summary:**  
AUTOMATIC TRANSMISSION/VEHICLE SPEED CONTROL-ACCELERATOR PEDAL FAILED.  
\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10101790  
**Date of Incident:** 20040101  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** DOWNERS GROVE, IL  
**NHTSA Summary:**  
OWNER OF 2003 TOYOTA CAMRY EXPERIENCED SUDDEN ACCELERATION SUGGEST NHTSA INITIATE INVESTIGATION. \*BF WHILE THE CONSUMER WAS PARKING THE VEHICLE IT SUDDEN SURGED FORWARD HITTING A CONCRETE WALL. AS A RESULT THE CONSUMER SUSTAINED SOME BRUISES. THE ACCIDENT CAUSED \$5000 WORTH OF DAMAGE TO THE VEHICLE. THIS INCIDENT WAS FOLLOWED BY TWO MORE SIMILAR OCCURRENCES. NO ANSWER REQUIRED - DUPLICATE OF ODI REF. NO. 10101616. \*MJJ SEE ALSO 10063095. \*DSY  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10055728  
**Date of Incident:** 20040106  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** JAMAICA, NY  
**NHTSA Summary:**  
THE VEHICLE ACCELERATED ON ITS OWN WHICH CAUSED THE VEHICLE TO CRASH INTO A WALL AND DAMAGE THE FRONT OF THE VEHICLE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10094578  
**Date of Incident:** 20040106  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** MASHPEE, MA  
**NHTSA Summary:**  
WHILE IN A PARKING LOT AND BACKING OUT OF A PARKING SPACE VEHICLE ACCELERATED HITTING A PEDESTRIAN. \*AK  
**Additional Summary:**  
Per news article in the Palm Beach Post dated March 17, 2004

"A Boynton Beach woman hit by a vehicle at a suburban Delray Beach shopping center died Monday, the Palm Beach County sheriff's Office said. Blossom S. Malick, 79, sustained serious injuries when a 2003 Toyota hit her in the parking lot of the Lakeside Shoppes at 5869 West Atlantic Ave. according to a report. Malick was getting into her parked 2004 Chrysler about 5:55 p.m. when Leonard H. Rubin, 87, of Delray Beach ran into her as he pulled out of his parking space, a report stated. The sheriff's office is investigating."

C-234

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

According to Rubin's family, he was never charged in the incident and Malick's family never sued. Rubin's son-in-law Marvin Cohen reported crash to NHTSA, received a call back and was told that the evidence in the crash as "inconclusive" and that they would keep it on file.

USA TODAY News Article "They died in Toyotas, leaving many questions" -

"Leonard Rubin, then 88, was backing out of a handicap parking spot outside 3 G's Deli on Atlantic Avenue in Delray Beach, when his car accelerated and pinned Malick against her car. She died the same day.

Rubin told police that the car malfunctioned and accelerated on its own. He also said the brakes wouldn't work. He managed to move the car away from Malick after the crash and park about 20 feet away.

Rubin, who was issued a citation by Palm Beach County officers, had purchased the car the previous summer. It had just 2,100 miles on it. He refused to drive it again and returned it to the Massachusetts dealer.

Rubin died in April 2008."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314780  
**Date of Incident:** 20040106  
**Vehicle:** 1999 TOYOTA COROLLA  
**Location of Incident:** ROSLINDALE, MA

**NHTSA Summary:**  
IN 2004 DURING THE WINTER MY 1999 TOYOTA COROLLA LE ACCELERATOR EXTREMELY FAST AS IF THE ACCELERATOR WAS FLOORED. I IMMEDIATELY PUT THE CAR IN NETURAL AND COASTED TO THE SIDE OF THE ROAD WHERE I PUT THE CAR IN PARK AND SHUT THE ENGINE OFF. I CHECKED THE FLOOR MATS AS MY FIRST TROUBLESHOOTING ATTEMPT. THE FLOOR MATS WERE OK. I STARTED MY CAR AGAIN AND AGAIN IT ACCELERATED AT A HIGH SPEED. AT THAT POINT I WAS STILL ON THE SIDE ON THE ROAD AND MY CAR WAS IN PARK. I PUMPED THE ACCELATOR SEVERAL TIME AND FINALLY THE CAR IDLE AT A NORMAL SPEED. IT HAS NOT HAPPEN SINCE THAT DAY.

Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10156012  
**Date of Incident:** 20040110  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** DOVER, NH

**NHTSA Summary:**  
I OWN A 2004 CAMRY SE WITH THE 3.3 LITER V6. EVER SINCE WE PURCHASED THIS CAR WE HAVE PUT UP WITH A TERRIBLE HESITATION IN THROTTLE RESPONSE. MANY TIMES WE HAVE NEARLY BEEN HIT BY OTHER CARS WHILE PULLING INTO THE FLOW OF TRAFFIC. I HAVE TAKEN IT TO THE DEALERSHIP AND SPOKEN WITH THE MANAGER AS WELL AS MET WITH THE REGIONAL TOYOTA REP. THEY BOTH ACKNOWLEDGED THAT THIS IS AN ISSUE BUT OFFERED NO RESOLUTION. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062975  
**Date of Incident:** 20040111

C-235

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** PHILADELPHIA, PA  
**NHTSA Summary:**  
WHILE DRIVING AT 15 MPH VEHICLE EXPERIENCED UNWANTED SUDDEN ACCELERATION. WHEN THIS OCCURRED CONSUMER IMMEDIATELY DEPRESSED THE BRAKE PEDAL, AND PUT VEHICLE IN NEUTRAL TO STOP THE ACCELERATION. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10108704  
**Date of Incident:** 20040112  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BROOKLYN, NY  
**NHTSA Summary:**  
THE VEHICLE TENDS TO HESITATE AND NOT ACCELERATE WHILE PRESSING DOWN ON THE ACCELERATOR PEDAL WHILE ON THE ROAD. OWNER WILL CONTACT MANUFACTURER. \*JB \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10154137  
**Date of Incident:** 20040114  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** DOWNERS GROVE, IL  
**NHTSA Summary:**  
2003 CAMRY ACCELERATED OUT OF CONTROL CAUSING CONSUMER TO CRASH INTO A WALL. \*TS THE CONSUMER WANTED TO KNOW IF ANY ACTION WILL BE TAKEN REGARDING HER COMPLAINT. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316854  
**Date of Incident:** 20040115  
**Vehicle:** 2001 LEXUS GS430  
**Location of Incident:** FREDERICKSBURG, VA  
**NHTSA Summary:**  
LEXUS 2001 GS430 EXHIBITED ACCELERATION WHILE BREAKING. TWO OR THREE INCIDENTS IN 8 YEARS. "APPROXIMATE INCIDENT DATE" IS NOT VALID SINCE I HAVE NOT HAD A RECENT INCIDENT. I AM FILING THIS REPORTS IN VIEW OF THE RECENT TOYOTA ACCELERATION PROBLEM REPORTS. ALTHOUGH MY EXPERIENCE IS INFREQUENT, I WANTED TO DOCUMENT THAT SIMILAR PROBLEMS OCCURRED IN MY MUCH OLDER LEXUS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10055375  
**Date of Incident:** 20040120  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** VISALIA, CA  
**NHTSA Summary:**

C-236

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

IN NOVEMBER 2003 VEHICLE EXPERIENCED SUDDEN ACCELERATION, TWO MONTHS LATER, ONCE AGAIN WHILE DRIVING, VEHICLE EXPERIENCED SUDDEN ACCELERATION. DEALER INDICATED BOTH TIMES THAT NOTHING WAS WRONG WITH THE VEHICLE. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10060870  
**Date of Incident:** 20040122  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** TEANECK, NJ

**NHTSA Summary:**  
MY 2003 TOYOTA COROLLA EXPERIENCED A SUDDEN ACCELERATION PROBLEM TWICE. THE LOCAL TOYOTA DEALER AND TOYOTA'S FIELD TECHNICAL SPECIALIST REFUSED TO BELIEVE THE CAR WOULD HAVE ACCELERATED BY ITSELF UNLESS I HAD PRESSED THE ACCELERATOR. NO WAY!!!! THEY SAID IT WAS IMPOSSIBLE FOR THE CAR TO HAVE PICKED UP SELF-ACCELERATION. THEY WERE UNABLE TO PINPOINT ANY PROBLEM. THIS IS A VERY DANGEROUS SITUATION! I WAS LUCKY NOBODY WAS HURT OR KILLED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10065859  
**Date of Incident:** 20040122  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CAMARILLO, CA

**NHTSA Summary:**  
WITNESSES SAW MY PARENTS VEHICLE (A 2002 TOYOTA CAMRY) COMING TO A STOP AND THEN SUDDENLY ACCELERATE.\*AK  
**Additional Summary:**  
Crash happened in Las Vegas, NV

Per USA Today news article "They died in Toyotas, leaving many questions":

"George Yago was attempting to park his car on the fourth floor of a casino parking lot when the car accelerated off the side of the parking deck and fell to the ground. He and his wife of 49 years died, and the crash left their only son wondering whether his father had suffered from a heart attack moments before the crash.

According to newspaper reports, witnesses saw the Camry stop, then accelerate. It jumped a curb and then plowed through a wall. It landed on its roof.

The son, George Yago III, did not respond to requests for an interview. But he filed a complaint about his parents' car with NHTSA in April 2004, just a few months after his parents' crash, and years before the recalls.\*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10060023  
**Date of Incident:** 20040126  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** SAINT LOUIS, MO

**NHTSA Summary:**  
TEST DRIVING A TOYOTA PRIUS. THE CRUISE CONTROL GOT "STUCK" AND THE ENGINE ACCELERATED AND WOULD NOT TURN OFF. HAD TO RIDE THE BRAKES OR SHIFT THE

C-237

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TRANSMISSION INTO NEUTRAL TO KEEP FROM HAVING AN ACCIDENT. NEVER GOT ANY EXPLANATION OR APOLOGY FROM THE DEALERSHIP HERE IN ST. LOUIS. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10055997  
**Date of Incident:** 20040128  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** DANVILLE, VA

**NHTSA Summary:**  
DISTANCES BETWEEN THE GAS AND BRAKE PEDALS WERE DESIGNED POORLY. THE PEDAL PAD WAS 2X4 INCHES. WHEN TRANSFERRING FEET FROM ONE PEDAL TO ANOTHER CONSUMER'S FOOT WOULD GET STUCK BETWEEN THE PEDALS. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10056060  
**Date of Incident:** 20040128  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** WAUKEGAN, IL

**NHTSA Summary:**  
WHILE DRIVING CONSUMER APPLIED THE BRAKES AND VEHICLE SUDDENLY ACCELERATED. CONSUMER WAS UNABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND IT HIT ANOTHER VEHICLE HEAD ON. UPON IMPACT, BOTH AIRBAGS DID NOT DEPLOY. CONSUMER HAD VEHICLE TOWED TO REPAIR SHOP, BUT MECHANIC WAS NOT ABLE TO DUPLICATE THE PROBLEM.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10120000  
**Date of Incident:** 20040128  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** DAYTON, TN

**NHTSA Summary:**  
DT: THE CONSUMER'S VEHICLE ACCELERATED SUDDENLY AND RESULTED IN AN ACCIDENT ON JAN 28, 04 WHICH TOLEATED THE VEHICLE. THE FIRST TIME THE GAS PEDAL BECAME STUCK WAS NOV, 03. THAT TIME THE PROBLEM WAS REPAIRED AND THE CONSUMER WAS CHARGED FOR THE REPAIRS. THIS PROBLEM IS UNDER INVESTIGATION WITH NHTSA. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10298634  
**Date of Incident:** 20040128  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SEA GIRT, NJ

**NHTSA Summary:**  
1/28/04, I WAS PULLING HEAD ON, AT A LOW RATE OF SPEED, ALMOST A CRAWL, INTO A PARKING SPACE, IN FRONT OF A BUSINESS AND THE CAR "JUMPED" OR SURGED FORWARD. MY FOOT WAS OFF THE BRAKE AND THE ACCELERATOR WHEN THIS OCCURRED. THE CAR HIT THE BUILDING. 8/11/05, I WAS PULLING HEAD ON INTO A

C-238

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PARKING SPACE IN A PARKING LOT, AT A LOW RATE OF SPEED, WHEN THE CAR "JUMPED" OR SURGED FORWARD. THE CAR HIT A TREE IN FRONT OF ME. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10064958  
**Date of Incident:** 20040129  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** ROHNERT PARK, CA

**NHTSA Summary:**  
VEHICLE SUDDENLY ACCELERATED AND BRAKES DIDN'T RESPOND WHEN PRESSED.  
(NAR) \*PH \*CB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10057309  
**Date of Incident:** 20040131  
**Vehicle:** 2003 TOYOTA TACOMA  
**Location of Incident:** GILROY, CA

**NHTSA Summary:**  
AS SOON AS THE CONSUMER STARTED THE VEHICLE THE RPM'S REVVED EXTREMELY HIGH AND THE VEHICLE LUNGED FORWARD. THE VEHICLE WAS TAKEN TO THE DEALER WHO REPLACED THE THROTTLE ACTUATOR CONTROL MOTOR THREE TIMES IN AS MANY DAYS. THE MANUFACTURER WILL BE INFORMED OF THE PROBLEM. \*NM  
**Additional Summary:**

**Toyota ID Number:** 200403230297  
**NHTSA ODI Number:**  
**Date of Incident:** 20040200  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** PALM BEACH GARDENS, FL

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/23/2004 08:35:24 AM BBRIEDE

---FCRP---  
VALERIE SAALBACH CALLING ON BEHALF OF MOTHER: STATES HER MOTHER WAS INVOLVED IN AN ACCIDENT ABOUT A MONTH AGO. CUST STS SHE WAS A PASSENGER (WOMAN NAMED RENATA WAS DRIVING) AND WHEN BACKING OUT OF THE DRIVEWAY THE VEH SUDDENLY ACCELERATED FORWARD INTO A TREE. STS AIR BAG DEPLOYED AND MOTHER SUFFERED BROKEN RIBS AND CRACKED COLLAR BONE. STS BOTH WEARING SEAT BELTS. NCR APOL & EDUCATED CUST ON NHTSA INVESTIGATION. CUST FEELS VEH ACCELERATED ON ITS OWN >>>  
\*\*\* NOTES 03/23/2004 08:38:51 AM BBRIEDE  
CONT >>>> AND REQUESTS INSPECTION. CUST UNDERSTANDS 60-DAY FCRP PROCESS. LEGAL REQUESTS FIELD REPORT WITH MANY INTERIOR AND EXTERIOR PHOTOS  
\*\*\* NOTES 03/24/04 05:01:10 AM SET2  
CASE ASSIGNED TO LAUREN  
\*\*\* NOTES 03/25/04 01:28:51 PM SET10  
CRC SPK TO CUST, CUST STS VEH IS CURRENTLY AT BODY SHOP, BUT REPAIRS MAY BE COMPLETE ON 3/26. CRC EXPL THAT IF VEH IS REPAIRED 3/26, AN APPOINTMENT WOULD HAVE TO BE SCHEDULED FOR INSPECTION. CUST STS SHE WILL SPK WITH BODY SHOP TO GET MORE INFO AND CALL BACK CRC. CRC WILL AWAIT CALL BACK FROM CUST WITH MORE INFO.

C-239

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:** 200403161296  
**NHTSA ODI Number:**  
**Date of Incident:** 20040200  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/16/2004 03:16:08 PM JPARENT CUST HAS HAD A POWER SURGE THAT CAUSED AN ACCIDENT ABOUT A MONTH AGO. CUST STD THAT IT WAS A WET DAY AND SHE DROVE A MILE AND WENT INTO HER GARAGE AND PUT HER FOOT ON THE BRAKE AND SHE RAN INTO A PIECE OF FURNITURE. CUST STD THAT THE VEH SURGED ON HER. CUST WAS CALLING TO INQUIRE ABOUT THE MEDIA RELEASE ABOUT THE ENGINE SURGING. CUST THOUGHT AT FIRST THAT IT WAS BECAUSE HER FEET WERE WET AND SLIPPERY. VEH HAD EITHER S2K OR S3K OF DAMAGE ON IT. \*\*\* SUBCASE 200403161296-1 CREATED 03/16/2004 03:16:20 PM JPARENT \*\*\* PHONE LOG 03/16/2004 03:58:49 PM JPARENT ACTION TYPE: INCOMING CALL SPOKE TO KRISTI PAULSON, WESTERN AREA AND SHE ADV THAT SINCE VEH WAS RPRD THE PIR CANNOT BE DONE. SHE ADV TO LET CUST KNOW THE INFO ON THE SURGING ISSUE AND IF ANYTHING HAPPENS SHE WILL BE NOTIFIED. \*\*\* PHONE LOG 03/16/04 04:09:11 PM KPAULSON310 ACTION TYPE: OUTGOING CALL PHONE CALL TO J. PARENT. I ADV I WAS UNSURE WHY CASE WAS DISPATCHED TO LWA OR IF IT WAS DONE ON ACCIDENT SINCE THERE WERE NO NOTES OR DOCUMENTATION AS TO WHAT WE WERE TO DO WITH IT. SHE ADV THAT CUST WAS CONCERNED THAT HER VEH MIGHT BE INVOLVED IN SURGE ISSUE. I ADV THE ACCIDENT HAPPENED A MONTH AGO, VEH IS REPAIRED AND BY CUST'S OWN ADMISSION, FOOT WAS WET AND COULD HAVE SLIPPED OFF BRAKE PEDAL. I ADV THAT WE WOULD NOT INSPECT VEH. I ADV THAT SHE SHOULD INFORM CUST THAT NHTSA IS INVESTIGATING AND WE ARE COOPERATING AND IF THERE IS SOMETHING THAT COMES OUT OF THE INVESTIGATION, CUSTOMERS WOULD BE INFORMED, BUT AT THIS TIME THERE IS NOTHING FURTHER TO DO. \*\*\* PHONE LOG 03/18/2004 10:58:29 AM JPARENT ACTION TYPE: OUTGOING CALL CALLED CUST AND ADV THAT WE WOULD NOT INSPECT VEH. I ADV THAT SHE SHOULD INFORM CUST THAT NHTSA IS INVESTIGATING AND WE ARE COOPERATING AND IF THERE IS SOMETHING THAT COMES OUT OF THE INVESTIGATION, CUSTOMERS WOULD BE INFORMED, BUT AT THIS TIME THERE IS NOTHING FURTHER TO DO. CUST ASKED IF SHE SHOULD HAVE IT CHECKED WHEN SHE GOES TO HER  
**Additional Summary:**

**Toyota ID Number:** 200402181101  
**NHTSA ODI Number:**  
**Date of Incident:** 20040200  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** TYLER, TX

**NHTSA Summary:**  
\*\*\* PHONE LOG 02/18/2004 01:04:05 PM MMCKNIGHT CUST STS SHE TOOK VEH TO DLR ON 1/29/04 FOR THE ECM UPDATE. CUST STS THAT WHEN SHE GOES TO PULL OUT THE VEH WILL STOP SOMETIMES. CUST ALSO STATES THAT SOMETIMES WHEN ACCELERATING THE VEH WILL TAKE OFF. CUST FEELS THAT THIS IS VERY DANGEROUS & WANTS TO KNOW WHAT TO DO ABOUT. CUST HAS NOT TAKEN TO BACK TO DLR. \*\*\* CASE CLOSE 02/18/2004 01:04:17 PM MMCKNIGHT ADV CUST TO TAKE TO DLR FOR INSPECTION & ASSIST. ADV I WILL DOCUMENT CONCERNS & TO CALL BACK IF NECESSARY. CUST SATIS, NO FURTHER ASSIST REQ.  
**Additional Summary:**

C-240

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10153435  
**Date of Incident:** 20040201  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** WEST PALM BEACH, FL  
**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE SLOWING DOWN BEHIND ANOTHER VEHICLE. IT WOULD NOT SLOW DOWN SO THE VEHICLE WAS PUT IN TO NEUTRAL, THE ENGINE REVVED UP. THE GEARS WERE THEN PUT INTO DRIVE AND FINALLY THE ENGINE SLOWED DOWN. THE VEHICLE WAS TAKEN TO THE DEALERSHIP TO BE CHECKED. UPON INSPECTION THE PROBLEM WAS DETERMINED TO BE THE THROTTLE BODY HAD STUCK. THE VEHICLE WAS DRIVEN FOR A SHORT AMOUNT OF TIME BEFORE EXPERIENCING THE SAME TYPE PROBLEMS. THE DEALER SAID IT COULD HAVE BEEN THE FLOOR MAT GETTING UNDER THE ACCELERATOR PEDAL. THE VEHICLE IS STILL HAVING THE SAME TYPE OF PROBLEMS. THE MANUFACTURER HAS BEEN ALERTED. UPDATED 4/6/2006 - \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10058640  
**Date of Incident:** 20040202  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** FORT WAYNE, IN  
**NHTSA Summary:**  
THE GAS PEDAL STICKS WHEN YOU FIRST START AND THEN DRIVE THE VEHICLE. THE MANUFACTURER KNOWS THIS AND SUGGEST CLEANING THE THROTTLE BODY EVERY 15000 MILES. THEY CHARGE \$25 TO DO THIS IF THAT IS ALL YOU HAVE DONE. WHEN THE PROBLEM OCCURS YOU HAVE TO PRESS DOWN ON THE GAS PEDAL HARD TO GET IT TO RELEASE. THIS IS OBVIOUSLY VERY DANGEROUS. I HAVE TOLD MY TOYOTA DEALER MANY TIMES ABOUT THIS PROBLEM. THE PROBLEM SEAMS TO ALLEVIATE ITSELF AFTER YOU HAVE DRIVEN A FEW MILES. THE INCIDENT DATE BELOW IS JUST ONE DATE THIS OCCURRED. IT IS A CONSTANT PROBLEM. I ALSO OWN A 1993 TOYOTA CAMRY AND IT HAS THE SAME PROBLEM. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063129  
**Date of Incident:** 20040202  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** MANCHESTER, NY  
**NHTSA Summary:**  
CONSUMER STATED THE BRAKES LOCKED WHEN HE ATTEMPTED TO STOP AT A TOLL BOOTH. THIS CAUSED A REAR END COLLISION UPON IMPACT, AIR BAGS DID NOT DEPLOY CONSUMER SUSTAINED A BRUISED CHEST, AND CONSUMER'S WIFE SUSTAINED 2 TWO BROKEN RIBS. CONSUMER STATED THAT WHEN HE HIT THE VEHICLE IN FRONT IT WAS AS IF THE VEHICLE ACCELERATED, AND EVEN THOUGH HE HAD FEET ON THE BRAKES, VEHICLE KEPT GOING. HE STATES THAT HE PUSHED THE VEHICLE IN FRONT OF HIM, IMMEDIATELY CUT THE IGNITION OFF, PUT ON EMERGENCY BRAKES, AND COASTED TO THE SIDE OF THE ROAD. VEHICLE CAME TO A STOP ON THE SHOULDER. HE SAYS THAT THE ONLY THING THAT SAVED HE AND HIS WIFE WAS THE SEAT BELTS. CONSUMER STATED HE SAW ON TV THAT TOYOTA WAS RECALLING 2002-2003 CAMRYS FOR EXCESSIVE ACCELERATION. \*AK \*SC \*JB  
**Additional Summary:**

C-241

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200402041094  
**NHTSA ODI Number:**  
**Date of Incident:** 20040204  
**Vehicle:** 2003 TOYOTA, LEXUS ES300  
**Location of Incident:** GLEN RIDGE, NJ  
**NHTSA Summary:**  
\*\*\* PHONE LOG 02/04/2004 02:20:20 PM SFUJIKAWA DOM ANDY OVIATT CALLD TO ADV THAT HE HAPPENED TO INSPECT CUSTS' 03 ES 300 AT PRESTIGE LEXUS FOR A CONCERN W/ THE ACCELERATOR PEDAL TODAY. DOM ADV THAT CUST WILL BE CALLING LCS ABOUT UNINTENTIONAL ACCELERATION. \*\*\* COMMIT 02/04/2004 02:20:37 PM SFUJIKAWA ACTION TYPE: CUSTOMER \*\*\* FULFILL 02/05/2004 04:20:44 PM SFUJIKAWA ACTION TYPE: CUSTOMER \*\*\* COMMIT 02/05/2004 04:20:57 PM SFUJIKAWA ACTION TYPE: CUSTOMER \*\*\* FULFILL 02/09/2004 04:34:07 PM SFUJIKAWA ACTION TYPE: CUSTOMER \*\*\* CASE CLOSE 02/09/2004 04:34:59 PM SFUJIKAWA WAITED FOR CUST TO CALL. NO CALL CAME IN CASE CLOSED  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10064802, 10322987  
**Date of Incident:** 20040205  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** NEW YORK, NY  
**NHTSA Summary:**  
WHILE MAKING A TURN FROM A STOP SIGN, THE ACCELERATOR PEDAL DESCENDED TO MORE THAN THE DRIVER HAD DEPRESSED, WHICH CAUSED THE CONSUMER TO LOSE CONTROL OF THE VEHICLE AND SUBSEQUENTLY HITTING A PALM TREE HEAD ON. THE PASSENGER SUSTAINED INJURIES. ANN SAALBACH'S DAUGHTER CALERIE SAALBACH ISSUED THIS INFORMATION. PLEASE PROVIDE DETAILS. TL. CONTACTS MOTHER OWNED A 2002 TOYOTA CAMRY. CONTACT STATED THAT ON FEBRUARY 5, 2004 ON A CLEAR DAY DRIVER STOPPED AT A STOP SIGN TO TURN LEFT AND CAR WENT OUT OF CONTROL AND ACCELERATED ON ITS OWN AND SLAMMED INTO A TREE. INJURIES WERE INVOLVED. VEHICLE WAS GOING ABOUT 30 MPH. POLICE RESPONDED AND FILED A POLICE REPORT. AMBULANCE REPORT WAS ALSO TAKEN. AIRBAGS WERE DEPLOYED. VEHICLE WAS TOWED TO REPAIR SHOP AND WAS REPAIRED. FAILURE MILEAGE IS UNKNOWN. CURRENT MILEAGE IS UNKNOWN. VEHICLE HAS BEEN SOLD. RD  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20040205  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BOWIE, MD  
**NHTSA Summary:**  
**Additional Summary:**  
Toyota Camry 2002 Model: Sudden Acceleration Problem A sudden acceleration problem happened to my Toyota Camry 2002 model on February 5, 2004, when I was going to my office around 7:30 AM. As I was coming to a complete stop at the 1st Stop sign in my neighborhood, and just a few seconds before I was to take a left turn at the intersection, suddenly my car made some noise and accelerated by itself and started zooming fast and went straight ahead. I pressed the break, but it didn't work, and then I put the car on neutral, it didn't work, and then pulled the hand break and even that did not stop the car. The car continued its race for about a quarter mile and finally I had to dash it against a snow bank in the front yard of a house  
**Additional Summary:**

C-242

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

in the cul de sac. Fortunately, there were no persons or cars on the street. Otherwise, when the car was going out of control at such a speed, it could have hit someone. Likewise, luckily, there was no injury for me, and there was no damage to the car either. Later in the afternoon I towed the car to the nearest Toyota dealer and after they inspected the car, they told me that there was no malfunctioning in the car. They refused to believe that the car would have accelerated by itself unless I had pressed the gas. They said, it is impossible for the car to have picked up self-acceleration. I am absolutely sure that I did not press the gas by mistake. Why should I keep on pressing the gas for about a quarter mile, when my intention is to stop the car and save my life and others' lives too? I have taken up the matter with the Toyota's product liability department. And they said they will get the car inspected once again. But my concern is that, where is the guarantee that the car will not behave erratically again in the future, even though Toyota mechanics are not able to pinpoint this problem.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10079871  
**Date of Incident:** 20040207  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** RENO, NV  
**NHTSA Summary:**  
PROBLEMS WITH THE BOTTOM OF THE SEATS MOVING AROUND AS IF NOT IN THE LOCKED POSITION. THE VEHICLE ACCELERATED UP TO 5 MPH ALTHOUGH THE CONSUMER'S FOOT WAS NOT ON THE ACCELERATOR. AT TIMES WHILE SHIFTING FORM DRIVE TO NEUTRAL AND THEN REVERSE, THE ENGINE COULD BE HEARD REVVING UP THEN THE VEHICLE WOULD JERK BACKWARDS. THE VEHICLE WAS TAKEN TO A LOCAL DEALER WHO TEST DROVE THE VEHICLE. THE TECHNICIAN CONCLUDED THAT THE VEHICLE WAS PERFORMING AS DESIGNED AND REFUSED TO PROVIDE FURTHER ASSISTANCE. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062702  
**Date of Incident:** 20040208  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** COLUMBUS, GA  
**NHTSA Summary:**  
AUTO ACCELERATED UNEXPECTEDLY CAUSING ACCIDENT, STRIKING A BUILDING. \*JB SEE VOQ 10061753. \*DSY  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10219665  
**Date of Incident:** 20040208  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** RICHMOND, VA  
**NHTSA Summary:**  
WHEN MAKING AS LOW TURN, AT UNDER 5 MILES PER HOUR IF THE ACCELERATOR IS DEPRESSED THERE IS A SIGNIFICANT LAG BEFORE THE CAR REACTS AND MOVES. DEALER CLAIMS THAT IS THE WAY IT IS AN CANT FIX IT. ALSO HAPPENED WITH A 2007 LEXUS ES 350 AS A DEALER LOANER AND THIS TIME RESULTED IN AN ACCIDENT WITH \$3,700 DAMAGE TO LEXUS. \*TR  
**Additional Summary:**  
I had an accident in my 2005 Tacoma due to sua not involving the floor mat or a sticky pedal. I reported the accident on the nhtsa site, and it is probably included in your database. When I first reported (accident

C-243

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

occurred on 2/26/08, ODI #10219665), I stated that there were no injuries. I learned soon after that the driver of the car I hit did suffer injuries, such as whiplash, and was treated at our local hospital.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10059705  
**Date of Incident:** 20040211  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** WOBURN, MA  
**NHTSA Summary:**  
WHILE DRIVING UP HILL FROM A STOP THROTTLE STUCK, MAKING IT HARD FOR CONSUMER TO DECELERATE. THE DEALERSHIP WAS NOTIFIED, BUT DID NOT RESOLVE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10064325  
**Date of Incident:** 20040212  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CATONSVILLE, MD  
**NHTSA Summary:**  
THERE HAVE BEEN A NUMBER OF INCIDENTS OF POSSIBLE UNEXPLAINED ACCELERATION OF MY 2003 CAMRY, WHERE CAR SEEMS TO SURGE FORWARD WITHOUT ME DOING ANYTHING.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10058176  
**Date of Incident:** 20040214  
**Vehicle:** 2001 TOYOTA PRIUS  
**Location of Incident:** SAN JOSE, CA  
**NHTSA Summary:**  
THE 2001 TOYOTA PRIUS HAS A FAULTY ACCELERATOR PEDAL AND SHOULD BE COVERED UNDER THE 8-YEAR HYBRID SYSTEM WARRANTY. NOT ONLY ARE THERE SAFETY ISSUES WITH THIS PROBLEM (E.G. SUDDEN LOSS OF ACCELERATION THAT COULD CAUSE ACCIDENTS, INCORRECT COMMUNICATION BETWEEN THE ACCELERATOR AND THE HYBRID SYSTEM, ETC.) BUT THERE IS A LACK ON TOYOTA'S PART TO ADMIT THAT THE ACCELERATOR IS A CRITICAL COMPONENT OF THE HYBRID SYSTEM. WHEN THE ACCELERATOR FAILS, IT CAUSES THE "CHECK HYBRID SYSTEM" LIGHT TO APPEAR ON THE DASHBOARD AND CAN MAKE THE CAR DANGEROUSLY UNRESPONSIVE (ESPECIALLY ON THE FREEWAY). THE HYBRID SYSTEM IS EXPECTING INFORMATION FROM THE ACCELERATOR, AND WHEN IT DOESN'T RECEIVE IT, EITHER THE GAS ENGINE, OR THE ELECTRIC ENGINE, OR BOTH ENGINES FAIL TO OPERATE. EVEN THOUGH TWO TOYOTA DEALERS (STEVENS CREEK TOYOTA AND CAPITOL TOYOTA) AGREE THAT THIS IS A SERIOUS SAFETY ISSUE, BOTH CLAIM THAT THIS REPAIR IS NOT COVERED UNDER THE 8-YEAR HYBRID SYSTEM WARRANTY. HOWEVER, IF THIS ACCELERATOR PROBLEM IS NOT DIRECTLY RELATED, THEN WHY DOES THE WARNING LIGHT COME ON WHEN THE ACCELERATOR SENSOR FAILS? ALSO, WHY DID THE DEALER WHO PERFORMED THE \$654.52 REPAIR TELL ME THAT THE COMPLETE ACCELERATOR ASSEMBLY PART HAD JUST BEEN RECENTLY REVISED BY TOYOTA? (I MIGHT ADD THAT AN INDEPENDENT ELECTRICAL ENGINEER ANALYZED THE PART AND CONCLUDED THAT THE ACCELERATOR HAS AN MTBF OF 1500 HOURS. HE CONCLUDED THAT EVERY PRIUS OWNER WOULD BE SUBJECT TO THIS SAME HAZARDOUS PROBLEM SEVERAL TIMES

C-244

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DURING THE LIFETIME OF THE CAR!!) I HAVE SUBSTANTIAL EVIDENCE FROM OTHER PRIUS OWNERS WHO ARE EXPERIENCING THE SAME PROBLEMS AND WOULD BE HAPPY TO SHARE THIS INFORMATION WITH YOUR INVESTIGATION TEAM. IN MY OPINION, THESE PROBLEMS ARE SERIOUS ENOUGH TO MERIT CONSIDERATION FOR EITHER A RECALL OR A REVISION OF TOYOTA'S "HYBRID SYSTEM" WARRANTY POLICIES. I APPRECIATE ANY ASSISTANCE YOU CAN PROVIDE ME IN THIS MATTER AND I HOPE THAT TOGETHER WE CAN PREVENT NEEDLESS DEATHS FROM THIS UNSAFE ACCELERATOR. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063095  
**Date of Incident:** 20040214  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** DOWNERS GROVE, IL

**NHTSA Summary:**  
THE CONSUMER EXPERIENCED SUDDEN ACCELERATION UPON MAKING A RIGHT TURN INTO A PARKING SPACE. THE VEHICLE HIT A CONCRETE WALL. THIS FAILURE ALSO OCCURRED WHILE TURNING RIGHT ONTO A MAIN STREET. \*AK THE FAILURE OCCURRED ON ANOTHER OCCASION, BUT THERE WAS NO COLLISION AS THE CONSUMER ATTEMPTED TO ACCELERATE TO MOVE UP BEHIND ANOTHER VEHICLE AT A RED LIGHT, THE VEHICLE ATTEMPTED TO ACCELERATE BY ITSELF. THE CONSUMER IMMEDIATELY BRAKED TO STOP THE VEHICLE. \*SC \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062774  
**Date of Incident:** 20040215  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** DEERFIELD, IL

**NHTSA Summary:**  
2001 TOYOTA AVALON SURGED FORWARD WITH THE ACCELERATOR STUCK IN THE DEPRESSED POSITION RESULTING IN A COLLISION WITH THREE PARKED CARS IN A BUSY MALL PARKING LOT. THANKS TO A SNOWBANK AND THE IMPACT OF HITTING THE THREE CARS, THE VEHICLE CAME TO A STOP WITHOUT INJURING THE DRIVER OR ANYONE ELSE. THE AIR BAGS ALSO DID NOT DEPLOY.\*AK \*MR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320022  
**Date of Incident:** 20040215  
**Vehicle:** 2000 TOYOTA RAV4  
**Location of Incident:** CLOQUET, MN

**NHTSA Summary:**  
GAS PEDAL NOT WORKING PROPERLY WHEN DEPRESSED NO ACTION & THEN ACCELERATES QUICKLY

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10060884  
**Date of Incident:** 20040217  
**Vehicle:** 2003 LEXUS GS300

C-245

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** SACRAMENTO, CA

**NHTSA Summary:**  
UNEXPECTED ACCELERATION. ON SEVERAL OCCASIONS, PRIMARILY WHILE STOPPED AT A TRAFFIC SIGNAL, MY VEHICLE WOULD LUNGE FORWARD. I TOOK IT TO THE DEALER AND WAS TOLD THEY HAD NO RECORD OF A PROBLEM OF THIS NATURE FOR THIS VEHICLE. THEY COULD NOT FIND ANYTHING WRONG. I SAW A ARTICLE ON THE INTERNET THAT THE NHTSA WAS INVESTIGATING SIMILAR PROBLEMS WITH OTHER TOYOTA PRODUCTS. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062338  
**Date of Incident:** 20040218  
**Vehicle:** 2004 TOYOTA CAMRY SOLARA  
**Location of Incident:** HOPATCONG, NJ

**NHTSA Summary:**  
I'M VERY CONCERN ABOUT MY 2002 TOYOTA CAMRY SOLARA VIN#2T1CE22P2C012342 SINCE I NOTICED ON SEVERAL OCCASIONS 02/18/04 BEING THE MOST RECENT ONE OF SOMETHING THAT CAUSES SUDDEN ACCELERATION EVEN WHEN IT READS SOMETHING DIFFERENT ON THE SPEEDOMETER. THANK YOU. RESPECTFULLY, LUIS F GARCIA. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063027  
**Date of Incident:** 20040219  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** POMPANO BEACH, FL

**NHTSA Summary:**  
UPON PARKING IN A PARKING LOT VEHICLE SUDDENLY ACCELERATED FORWARD. WHEN THIS OCCURRED VEHICLE JUMPED THE CEMENT WHEEL BLOCK, AND WENT THROUGH A COMPLEX BEFORE STOPPING. CONSUMER HAD TO APPLY EXCESSIVE FORCE TO THE BRAKE PEDAL TO STOP VEHICLE. \*AK VEHICLE WAS INSPECTED BY THE DEALER AND FOUND NOTHING WRONG WITH THE VEHICLE. \*LA

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10061941  
**Date of Incident:** 20040222  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** PAWLING, NY

**NHTSA Summary:**  
AS I WAS PULLING INTO A PARKING SPACE WITH MY FOOT DEPRESSING THE BRAKE PEDAL, MY NEW (LESS THAN ONE MONTH OLD) TOYOTA CAMRY 2004 SURGED FORWARD AT A HIGH VELOCITY AND I HIT A BRICK WALL DAMAGING MY VEHICLE. INJURY: SPRAINED RIBS AND BRUISES TO CHEST AND KNEES. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10079716  
**Date of Incident:** 20040222  
**Vehicle:** 2003 LEXUS ES300

C-246

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** FORT LAUDERDALE, FL

**NHTSA Summary:**  
WHEN THE CONSUMER LIFTED FOOT OF THE BRAKE PEDAL VEHICLE SUDDENLY ACCELERATED, AND HIT A WOMEN WHO WAS STANDING IN THE FRONT OF THE CONSUMER'S VEHICLE, THE WOMAN FRACTURED HER ANKLE AND ARMS. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10059726  
**Date of Incident:** 20040224  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** PHOENIX, AZ

**NHTSA Summary:**  
CONSUMER WAS PULLING IN A PARKING SPACE WITH FOOT ON THE BRAKES AND VEHICLE SUDDENLY ACCELERATED, HITTING A CURB. IT CONTINUED TO SPEED, AND HIT A TREE, AND VEHICLE STOPPED BY HITTING A WALL. UPON IMPACT, BOTH AIR BAGS DID NOT DEPLOY. DRIVER AND PASSENGER WERE NOT HURT. INSURANCE COMPANY HAD VEHICLE TOWED. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10060788  
**Date of Incident:** 20040224  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** WATERTOWN, WI

**NHTSA Summary:**  
SUDDEN ACCELERATION WHILE BRAKE WAS DEPRESSED. VEHICLE WENT UP A TWO FOOT EMBANKMENT AND THRU A CHAIN LINK FENCE. VEHICLE WAS STOPPED BY PLACING INTO PARK. THIS ALL HAPPENED WHILE BRAKE WAS DEPRESSED FULLY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10064845  
**Date of Incident:** 20040225  
**Vehicle:** 2000 LEXUS GS300  
**Location of Incident:** NICHOLASVILLE, KY

**NHTSA Summary:**  
WHILE MAKING A TURN FROM A STOP THE VEHICLE SUDDENLY ACCELERATED. THE CONSUMER APPLIED THE BRAKES BUT THE VEHICLE HAD EXTENDED STOPPING DISTANCE. THE DEALERSHIP WAS NOTIFIED,BUT DID NOT RESOLVE THE PROBLEM. PLEASE PROVIDE MORE INFORMATION. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063898  
**Date of Incident:** 20040225  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** IRVING, TX

**NHTSA Summary:**  
-NEW TOYOTA CAMRY LE PURCHASED JANUARY 2004 - ON FEBRUARY 25TH KEY WOULD NOT TURN (TOOK 10 - 15 MINUTES TO START IT) - LATER WHILE PARKING, THE CAR THE

C-247

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

STEERING LOCKED TURNING THE CAR TO THE RIGHT - THE CAR ACCELERATED AND SURGED DESPITE DEPRESSING THE BRAKE (SAME AS ODI PEO4021) - THOUGH THE CAR BROKE A METAL FLAG POLE, DAMAGED A RETAINING WALL, AND FELL SEVEN FEET INTO A MAJOR STREET, THE AIR BAGS DID NOT DEPLOY - CAR IS SEVERELY DAMAGED: WHEELS, TIRES, FRONT END, GAS TANK, FRONT AXLE - DRIVER HAS A SWOLLEN AND SORE KNEE ALONG WITH SIGNIFICANT SOFT TISSUE INJURIES INCLUDING BACK PAIN

\*SC \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10060036  
**Date of Incident:** 20040227  
**Vehicle:** 2001 LEXUS IS300  
**Location of Incident:** DARIEN, IL

**NHTSA Summary:**  
ON THREE SEPARATE OCCASIONS WITHIN PRIOR THREE MONTHS OF INCIDENT DATE, WHEN TAPPING ACCELERATOR TO THE FLOOR BRIEFLY (FRACTION OF A SECOND) AND THEN RELEASING, CARS THROTTLE REMAINED COMPLETELY OPEN (MAXIMUM RPM'S) EVEN WITH FOOT OFF OF THE ACCELERATOR PEDAL. CARS THROTTLE SYSTEM EQUIPPED WITH "DRIVE BY WIRE" OR A WIRELESS COMPUTER CONTROLLED THROTTLE. ON PRIOR TWO OCCASIONS, VEHICLE'S IGNITION HAD TO BE SHUT OFF BY REMOVING KEYS FROM IGNITION WHILE DRIVING IN THE MIDDLE OF THE STREET. ON THIRD OCCASION, DUE TO TRYING TO AVOID OBSTACLES DRIVER HAD NO TIME TO SHUT CAR OFF. CAR STRUCK ROCKS AND VEERED OFF INTO LAKE. CAR TOTALED. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063111  
**Date of Incident:** 20040228  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** WESTERLY, RI

**NHTSA Summary:**  
WHEN APPROACHING A PARKING SPACE, THE DRIVER PRESSED THE BRAKE PEDAL AND THE VEHICLE ACCELERATED. THE VEHICLE CRASHED INTO A STORE WINDOW. VEHICLE WAS TAKEN TO THE DEALER. \*AK \*JB THE CONSUMER CONTACTED THE MANUFACTURER WHO REPLIED BY SAYING THAT THE INCIDENT WAS NOT THE RESULT OF ANY TYPE OF MANUFACTURER DESIGN OR DEFECT. THE MANUFACTURER WANTS TO CLOSE THE CASE. \*NM

**Additional Summary:**

**Toyota ID Number:** 200403260418  
**NHTSA ODI Number:** 20040300  
**Date of Incident:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Vehicle:** N. OLMSTED, OH

**NHTSA Summary:**  
\*\*\*PHONE LOG 03/26/2004 09:26:57 AM PTIMBERLAKE  
---FCRP---CUST STS SHE WAS DRIVING AND APPLIED THE BRAKE AND VEH ACCELERATED BY ITSELF. STS HER VEH HIT THE VEHICLE IN FRONT OF HER BUT NO DAMAGE TO HER VEHICLE. CUST STS VEH HAS ACCELERATED 5 TIMES BY ITSELF. STS DLR - BRUNSWICK TOYOTA - 34090 INSPECTED AND ADV NOTHING WRONG WITH VEH. CUST WANTS VEH

C-248

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

REPLACED AS SHE DOESN'T FEEL SAFE. LEGAL REQUESTS FCRP WITH MANY INTERIOR/EXTERIOR PHOTOS.

\*\*\* PHONE LOG 03/31/04 10:41:35 AM CINI ACTION TYPE: OUTGOING CALL  
CUSTOMER STATES THAT DUE TO SUDDEN ACCELERATION HAD AN ACCIDENT IN JANUARY 2004 BUT DID NOT CALL CAC. STATES CALLED BRUNSWICK TOYOTA WHO TOWED VEHICLE TO DEALERSHIP AND INSPECTED. NO PROBLEM FOUND. STATES THAT THERE WAS NO DAMAGE TO OTHER VEHICLE OR HER VEHICLE. STATES THAT HER KNEE IS INJURED AS A RESULT OF ACCIDENT. CUSTOMER STATES AFRAID TO DRIVE VEHICLE AND REQUESTING VEHICLE INSPECTION. REGION ADVISED THAT IT COULD TAKE UP TO 30 DAYS TO INSPECT VEHICLE AND THAT INSPECTION WILL HAVE TO BE DONE AT TOYOTA DEALERSHIP.

**Additional Summary:**

**Toyota ID Number:** 200403101195  
**NHTSA ODI Number:**  
**Date of Incident:** 20040300  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** PLEASANT PRAIRIE, WI  
**NHTSA Summary:**

\*\*\* PHONE LOG 03/10/2004 02:17:07 PM DHUFF  
CUST STS WAS IN A PARKING LOT. STS THE VEH SURGED FORWARD FOR NO APPARENT REASON. STS THIS HAPPENED APPROXIMATELY 2 WEEKS AGO. STS VEH WAS IN DRIVE AND CUST HAD THE BRAKE ON AND VEH SURGED FORWARD. STS NOT SURE HOW FAR VEH LURCHED FORWARD. STS WAS NOT HARMED AND NO ONE WAS IN FRONT OF CUST. STS THOUGHT IS WAS DUE TO CUST BUT THEN SHE SAW THE NEWS RELEASE ABOUT THE CURRENT CNCRN. STS IS CNCRND ABOUT HER SAFETY AND SAFETY OF OTHERS.

\*\*\* CASE CLOSE 03/10/2004 02:17:14 PM DHUFF  
NCR APOL, ADVS WILLLL DOC CUST CNCRN. GAVE CASE # ADVS TOY IS INVESTIGATING SITUATION FULLY. ADVS CONTACT TOY IF CNCRN OCCURS AGAIN.

**Additional Summary:**

**Toyota ID Number:** 200403190557  
**NHTSA ODI Number:**  
**Date of Incident:** 20040300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** BALTIMORE, MD  
**NHTSA Summary:**

\*\*\* PHONE LOG 03/19/2004 10:31:21 AM MMCKNIGHT CUST STS SHE TOOK VEH IN TO DLR THIS WEEK. CUST STS THAT THE SM HAS DRIVEN VEH & ADV THAT HE UNDERSTANDS ISSUE, BUT THAT THERE IS NOTHING ELSE DLR CAN DO. CUST STS THAT VEH LUNGES FORWARD WHEN BRAKING. CUST STS HAS HAD COMPLAINT SINCE PURCH VEH. CUSTCUST FEELS THAT VEH HAS A SAFETY ISSUE & WOULD LIKE FOR LEXUS TO REPURCH VEH. CUST STS SM ADV SHE WOULD CONTACT SLS MGR & THAT THEY WILL CONTACT LEXUS. CUST STS SHE HAS ALSO CONTACT NHSTA & ADV OF CONCERN. \*\*\* NOTES 03/19/2004 10:32:41 AM MMCKNIGHT TO: RICHARD STRICKLAND, SM & DENNIS SZARKO, GSM FROM: MONIKA MCKNIGHT 310-468-4985 CUST STS THAT DLR ADV WOULD CONTACT LEXUS TO DISCUSS REPURCH CUST VEH. CUST WOULD LIKE TO KNOW STATUS ON REQ. PLS ADVISE. THANK YOU. \*\*\* SUBCASE 200403190557-1 CREATED 03/19/2004 10:32:59 AM MMCKNIGHT

C-249

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:** 200403250955  
**NHTSA ODI Number:**  
**Date of Incident:** 20040300  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** PERRY HALL, MD  
**NHTSA Summary:**

\*\*\* PHONE LOG 03/25/2004 01:27:08 PM PTIMBERLAKE  
===FCRP===CUST STS HIS WIFE (LAUREEN) WAS DRIVING VEH AND APPROACHING THE STOP LIGHT. STS SHE APPLIED BRAKES BUT VEH ACCELERATED AND REAR ENDED TWO VEHICLES. CUST STS BRAKES DIDNT SLOW VEH DOWN. CUST WANTS TO KNOW WHY VEH ACCELERATED WHEN HIS WIFE APPLIED THE BRAKES. LEGAL REQUESTS FCRP WITH MANY INTERIOR/EXTERIOR PHOTOS  
\*\*\* NOTES 04/01/2004 02:31:06 PM PTIMBERLAKE  
++OUTGOING CUST CALL++ NCR RETURNING CUSTS V/M. CUST STS REGION HAS NEVER CONTACTED HIM. NCR SENT EMAIL TO DEBBIE SIMMONS - CAT. CUST UNHAPPY AND IS CONTACTING THE MEDIA.  
\*\*\* NOTES 04/01/2004 02:34:27 PM PTIMBERLAKE  
NCR LEFT V/M FOR DEBBIE SIMONS (DIDNT SEND EMAIL) TO CALL CUST  
\*\*\* NOTES 04/02/04 06:55:53 AM CAT6  
REGION CONTACTED CUSTOMER ON 3/30/04 AND LEFT DETAILED MSG ON ANS MACH FOR A RETURN CALL TO VERIFY VEHICLE LOCATION. CUST RETURNED CALL ON 3/31/04 AND LEFT MSG FOR A RETURN CALL. REGION RETURNED CUST CALL ON 4/1/04 AND LEFT ANOTHER MSG FOR VERIFICATION OF VEHICLE LOCATION. CUSTOMER THEN APPEARED ON CHANNEL 11 NEWS WITH VEHICLE AND MANY ACCUSATIONS. REGION NOW HAS LEFT YET ANOTHER MESSAGE ON CUST ANS MACHINE TO VERIFY VEHICLE LOCATION >>>  
\*\*\* NOTES 04/02/04 06:57:53 AM CAT6  
>>>DUE TO MEDIA INVOLVMENT REGION IS ATTEMPTING TO CONSULT WITH LEGAL DEPARTMENT FOR FURTHER HANDLING OF CASE. FTS ARE ALSO BEING CONSULTED TO NOW PERFORM THE INSPECTION. IF CUST RETURNS CALL TO VERIFY LOCATION OF VEHICLE WILL PASS INFO ONTO FTS FOR INSPECTION.  
\*\*\* NOTES 04/05/04 10:35:06 AM CAT6  
4/2/04 CUSTOMER RETURNED CALL TO ADVISE OF VEHICLE LOCATION. CUSTOMER ALSO WISHES TO BE PRESENT AT TIME OF INSPECTION. ADVISED CUSTOMER THAT DID NOT KNOW TIME OF INSPECTION, JUST THAT IT WOULD BE INSPECTED THAT DAY. FTS TO INSPECT.  
\*\*\* NOTES 04/05/04 10:36:31 AM CAT6  
4/2/04 ADVISED FTS THAT CUSTOMER VERIFIED VEHICLE LOCATION IN FILE. FTS TO PERFORM FCR INSPECTION ON 4/5/04 IN AM.  
\*\*\* NOTES 04/05/04 10:37:19 AM CAT6  
FTS WHEN TO VEHICLE LOCATION SPECIFIED IN FILE

**Additional Summary:**

**Toyota ID Number:** 200403120639  
**NHTSA ODI Number:**  
**Date of Incident:** 20040300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** ROCKVILLE, MD  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/12/2004 11:09:37 AM ABAKER

C-250

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CUST STS VEH TO DLR FOR SURGE WHILE BRAKING. STS DLR ADV COULDN'T DO ANYTHING TO DIAG CONCERN. STS VEH WAS TRYING TO ACCELERATE WHILE SHE WAS BRAKING. CUST FLS VEH IS UNSAFE TO DRIVE. NCR SPOKE TO SVC DIRECTOR WHO ADV WILL WRITE UP RO & TRY TO VERIFY CONCERN. NCR ADV DLR CAN'T REPAIR UNLESS CONCERN CAN BE VERIFIED. CUST FLS TOYOTA SHOULD PROVIDE HER W/ ANOTHER VEH UNTIL CONCERN CAN BE VERIFIED. NCR ADV TOYOTA WILL NOT BE REPAIRING VEH OR PROVIDING LOANER UNTIL >>>

\*\*\* NOTES 03/12/2004 11:09:37 AM ABAKER  
<<<CONCERN CAN BE VERIFIED. CUST STS WILL REPORT CONCERN TO GOV, NCR PROVIDED CUST W/ NHTSA WEBSITE & PHONE #.

\*\*\* CASE CLOSE 03/12/2004 11:12:43 AM ABAKER  
NCR APOL, ADV CONCERNS MUST BE VERIFIED BEFORE THEY CAN BE REPAIRED, ADV CUST OF NHTSA INFORMATION, GAVE REF #.

\*\*\* NOTES 03/12/04 12:25:08 PM CAT3  
DEALER SM CALLED AND ADVISED CUSTOMER BROUGHT VEH TO DEALER FOR INSPECTION. DEALER UNABLE TO DUPLICATE CONDITION.

**Additional Summary:**

**Toyota ID Number:** 200403300629  
**NHTSA ODI Number:**  
**Date of Incident:** 20040300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** LAKESVILLE, MA  
**NHTSA Summary:**

\*\*\* PHONE LOG 03/30/2004 10:24:20 AM MGARCIA  
02 CAMRY . CUST STS SHE ON INTERNET REGARDING A SAFETY ISSUE THAT VEH ACCELERATES WHEN COMING TO A STOP (ENG SURGES). CUST STS SHE HAS HAD THIS CONCERN W/HER VEH AROUND A YR AGO. CUST STS DLR ADJUSTED HER BRAKES AT THAT TIME. CUST STS NOW VEH IS BACK AT DLR FOR SAME CONCERN. CUST SKS TO DOC

\*\*\* CASE CLOSE 03/31/04 10:03:39 AM DLR20125  
CUST CAME IN AND ASKED TO HAVE HER BRAKES CLEANED AND ADJUSTED-WE DID DO THIS -PROBLEM IS INTERMITTENT SO WE DONT KNOW IF THIS WILL HAPPED AGAIN

**Additional Summary:**

**Toyota ID Number:** 200403310141  
**NHTSA ODI Number:**  
**Date of Incident:** 20040300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY  
**Location of Incident:** PLANTATION, FL  
**NHTSA Summary:**

\*\*\* PHONE LOG 03/31/2004 07:30:03 AM ECAMPOS  
===PA=== NO PREV CASE  
CUST STS OWNS 02 CAMRY W/19K MI. STS VEH HAVING SMELL ISSUE. STS DLR HAVE REPLACED FILTER BUT VEH STILL SMELLS. CUST STS SENSITIVE TO SMELL. STS VEH SMELLS LIKE DIRTY SOXS & CHEMICALS. STS SMELLS COMES FROM A.C. STS DLR ADV IS B/C IF WEATHER & WILL NOT BE ABLE TO FIX ISSUE. STS SPOKE TO CRM CAROL WHO ADV HAVE DONE ENOUGH. STS VEH ALSO SURGES WHEN APPLYING BRAKES.

**Additional Summary:**

C-251

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200403190425  
**NHTSA ODI Number:**  
**Date of Incident:** 20040300  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** SACRAMENTO, CA  
**NHTSA Summary:**

\*\*\* PHONE LOG 03/19/2004 09:42:02 AM CSMITH  
CUST STS WHILE DRIVING WHEN HE APPROACHED & SLOWED DOWN VEH SURGE FORWARD. CUST STS ACCELERATION WAS NOT TOUCHED. CUST STS WAS SLOWING DOWN, VEH TOOK OFF & ALMOST HIT VEH IN FRONT. CUST STS CALLED DLR WHO ADV TO BRING VEH IN FOR INSPECTION.

\*\*\* CASE CLOSE 03/19/2004 09:42:10 AM CSMITH  
NCR APOL & ADV CUST VEH IN NOT INVOLVED IN ANY RECALL @ THIS TIME. NCR ADV TO TAKE TO DLR FOR INSPECTION. CUST AGREED. NCR OFFERED CASE#, CUST DISCONNECTED.

**Additional Summary:**

**Toyota ID Number:** 200403111319  
**NHTSA ODI Number:**  
**Date of Incident:** 20040300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** MUNSING, MI  
**NHTSA Summary:**

\*\*\* PHONE LOG 03/11/2004 04:09:06 PM LESPINOZA  
===FCRP=== CUST WIFE STS HUSBAND WAS DRIVING INTO THE CARWASH GOING LESS THAN 5 MPH. STS FOOT WAS OFF THE GAS PEDAL. STS VEH MADE A LOUD SOUND AND "ZOOMED" FORWARD ACROSS THE HIGHWAY INTO A SNOW BANK. CUST STS WORE SEAT BELT. CUST STS BODY SHOP IS RPRING BODY DAMAGE. STS NO MECHANICAL RPRS. CUST STS HEARD ABOUT SURGE INVESTIGATION AND SKS INSPECTION. LEGAL REQUEST FIELD CONTACT REPORT W/ MANY INTERIOR PHOTOS.

\*\*\* RESEARCH LOG 03/12/04 11:33:08 AM CINI ACTION TYPE: ADMINISTRATIVE TASK SENT EMAIL TO LESPINOZA:  
THE REGION CONTACTED THE CUSTOMER WHO STATED HE DID NOT ASK TO HAVE THE AIRBAGS INSPECTED. HE WANTS TO KNOW WHY THE VEHICLE SUDDENLY SURGED FORWARD THAT CAUSED AN ACCIDENT. THE VEHICLE IS CURRENTLY AT A BODY SHOP BEING REPAIRED. PLEASE REVISE "CUSTOMER SEEKS" AND CLARIFY EXACTLY WHAT ACTION THE REGION SHOULD TAKE CONSIDERING THE RECENT ANNOUNCEMENT THAT THERE IS AN ONGOING INVESTIGATION CONCERNING SUDDEN ACCELERATION. WHAT IS TMS POSITION? THE CUSTOMER IS REQUESTING A CALL BACK FROM THE REGION.

\*\*\* NOTES 03/15/04 06:44:04 AM CINI  
REGION TRANSFERRING CASE TO CHICAGO REGION. CUSTOMER LIVES IN MUNISING, MI AND DEALER IS RIVERSIDE IN MARQUETTE, MI. LEFT MSG FOR NORENE VACURA IN CHICAGO TO CALL JOANN JOHNSON IN CINCINNATI REGION IF FURTHER INFORMATION IS NEEDED.

\*\*\* NOTES 03/15/04 09:03:54 AM CH15  
REGION GRABBED CASE FROM CINCINNATI REGION AND GAVE COPIES OF FILE TO FTS. REGION CALLED CUSTOMER AND SPOKE TO WIFE AND ADVISED THAT AS SOON AS REP. WILL BE AVAILABLE IN MUNSING, MICH. WE WILL CONTACT AND ADV. OF INSPECTION DATE.

\*\*\* CASE CLOSE 03/16/04 08:55:47 AM CH15

C-252

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FILE GIVEN TO FTS AND INFORMATION ALSO SENT TO FTS. FILE WILL BE UPDATED AFTER FTS INSPECTION RECEIVED. SEE FCRP PEND FILE FOR FURTHER INFORMATION.  
**Additional Summary:**

**Toyota ID Number:** 200403180979  
**NHTSA ODI Number:**  
**Date of Incident:** 20040300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY SOLARA  
**Location of Incident:** LOMBARD, IL

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/18/2004 02:02:52 PM PTIMBERLAKE  
==FCRP==CUST STS HE WAS PULLING INTO A PARKING SPOT WHEN VEH ACCELERATED BY ITSELF. STS FRONT END OF HIS SOLORA ENDED UP ON TOP OF ANOTHER VEH. STS BODYWORK HAS BEEN COMPLETE BUT ACCELERATION PROBLEM NOT FIXED. CUST WANTS TO KNOW WHY ACCELERATED BY ITSELF. LEGAL REQUESTS FCRP WITH MANY INTERIOR/EXTERIOR PHOTOS

\*\*\* CASE CLOSE 03/22/04 07:46:21 AM CH15  
CUSTOMER CONTACTED SPOKE TO WIFE AND HUSBAND. CUSTOMER HAVING PROBLEM WITH PHONE. CALLED THREE TIMES TO ADVISE WE ACKNOWLEDGE CASE AND WILL HAVE REP CONT. FOR INSPECTION.

**Additional Summary:**

**Toyota ID Number:** 200403151204  
**NHTSA ODI Number:**  
**Date of Incident:** 20040300  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** BATON ROUGE, LA

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/15/2004 02:05:05 PM LESPINOZA  
==FCRP== CUST STS WAS PULLING INTO A PART LOT GOING ABOUT 5-10 MPH. STS FOOT WAS OFF THE GAS PEDAL LETTING VEH COAST INTO THE PARKING SPACE. STS WAS ABOUT TO APPLY THE BRAKE WHEN THE VEHICLE SURGED FORWARD. STS HIT 2 VEHICLES PARKED IN THE PARKING LOT. CUST STS WORE SEAT BELT. CUST SKS VEH INSPECTED

\*\*\* NOTES 03/15/2004 02:36:31 PM LESPINOZA  
LEGAL REQUESTS FIELD CONTACT REPORT W/ MANY INTERIOR AND EXTERIOR PHOTOS.  
\*\*\* NOTES 03/18/04 01:24:59 PM GST2  
SPOKE TO CUST. ADVISED HER OUR REP WILL INSPECT VEH ON 3/22/04 FOR ACCIDENT CONCERN. VEH WILL BE REPAIRED ON 3/19/04 AND CUSTS RENTAL WILL EXPIRE. DSM HAS AGREED TO PAY FOR RENTAL UNTIL REP INSPECTS AND NOTIFIES CUST OF OUR FINDINGS.

\*\*\* CASE CLOSE 03/23/04 01:14:13 PM GST2  
GST/CR SPOKE TO CUST AND MADE ARRANGEMENTS TO HAVE FTS, BILL NEW INSPECTED VEH FOR SURGE FORWARD CONCERN ON 3/22/04. FTS FOUND VEH OPERATING AS DESIGNED AND INTENDED. BODY SHOP HAD FINISHED BODY REPAIRS AND DSM HAD AUTHORIZED RENTAL VEH FOR CUST TO STAY IN UNTIL FTS INSPECTION. FTS CONTACTED CUST AFTER HIS INSPECTION OF VEH AND ADVISED THAT VEH WAS FOUND TO BE OPERATING AS DESIGNED AND INTENDED. FTS ADVISED CUST SHE NEEDED TO TURN IN RENTAL VEHICLE. CUST NOT SATISFIED, FEELS THERE IS PROBLEM WITH VEH AND WILL PROBABLY PURSUE. GST WILL ALSO SEND LTR TO CUST STATING OUR FINDINGS IN LETTER.

C-253

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:** 200403101234  
**NHTSA ODI Number:**  
**Date of Incident:** 20040300  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** TOLLESON, AZ

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/10/2004 02:27:39 PM AHEYDON  
CUST STS SHE IS HAVING CONCERNS WITH VEH ENGINE SURGE. CUST STS VEH SURGES WHEN BRAKING, WHEN GETTING TOO CLOSE TO VEH, WHEN REMOVING FOOT FROM ACCELERATOR TO BRAKE, VEH SURGES FORWARD. CUST STS HAS NOTICED THIS WHEN DRIVING ON THE FREEWAY. CUST STS SHE HEARD ABOUT CONCERN ON THE NEWS.  
\*\*\* NOTES 03/10/2004 02:27:39 PM AHEYDON  
NCR ADV CUST THAT TOYO IS JUST STARTING INVESTIGATION ALONG WITH NHTSA. NCR ADV CUST OF DLR OPEN SO THAT DLR MAY DIAGNOSE VEH SINCE CUST IS HAVING CONCERNS WITH VEH, ADV THERE IS NO SSC AT THIS TIME, TOO EARLY TO COMMENT ON CONCERN AND WHAT IS GOING TO BE DONE.

\*\*\* CASE CLOSE 03/10/04 05:13:40 PM DLR02031  
MS. FRAZIER SAID SHE WOULD COME IN ON THE MORNING OF THE 16TH. BOTH THE CUSTOMER AND OUR SHOP FOREMAN WILL GO FOR A TEST DRIVE, SHARING THE DRIVING (WITH EMPHASIS ON REMOVING FOOT FROM THE ACCELERATOR AND MOVING IT TO THE BRAKE PEDAL).

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10060901  
**Date of Incident:** 20040301  
**Vehicle:** 2002 TOYOTA CAMRY SOLARA  
**Location of Incident:** DOERUN, GA

**NHTSA Summary:**  
WHILE SITTING AT A RED LIGHT WITH THE AIR CONDITIONER ON THE CAR SURGED FORWARD. THIS HAS HAPPENED SEVERAL TIMES, ALTHOUGH NO INJURIES OR WRECKS HAVE STEMMED FROM ANY OF THIS INCIDENTS. ALSO WHEN I PUT THE CARE IN DRIVE FROM REVERSE SOMETIMES THE CAR SURGES FORWARD WITHOUT APPLYING PRESSURE TO THE ACCELERATOR.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10061901  
**Date of Incident:** 20040301  
**Vehicle:** 2001 TOYOTA LAND CRUISER  
**Location of Incident:** MORRISTOWN, NJ

**NHTSA Summary:**  
MY CAR SUDDENLY ACCELERATED WHEN I PRESSED THE BRAKES GOING DOWN AN INCLINE.\*AK

**Additional Summary:**

**Toyota ID Number:**

C-254

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10316510  
**Date of Incident:** 20040301  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** TYRONE, GA

**NHTSA Summary:**  
1992 TOYOTA CAMRY WOULD NOT GO INTO GEAR. \*KB THE CONSUMER STATED HE HAD TO PUSH THE SHIFT LOCK OVERRIDE BUTTON TO GET THE GEARS TO WORK. WHILE DRIVING ON A 4 LANE ROAD, WITH THE CRUISE CONTROL ACTIVATED, THE CONSUMER CAME UPON A RED LIGHT WITH CARS STOPPED. HE TOUCHED THE BRAKES TO DEACTIVATE THE CRUISE, BUT INSTEAD THE ENGINE REVVED UP. THE HARDER HE PUSHED THE BRAKES THE FASTER THE ENGINE RAN. HE FINALLY PUSHED THE CRUISE BUTTON ON THE STALK AND THE VEHICLE WAS UNDER CONTROL. THE DEALER FOUND THE BRAKE LIGHT SWITCH HAD AN OPEN CIRCUIT. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063295  
**Date of Incident:** 20040303  
**Vehicle:** 2002 TOYOTA CAMRY SOLARA  
**Location of Incident:** LOMBARD, IL

**NHTSA Summary:**  
WHILE PULLING INTO A PARKING SPOT VEHICLE SUDDENLY ACCELERATED, AND IT LANDED ON THE HOOD OF ANOTHER VEHICLE. THERE WERE NO INJURIES. \*AK  
CONSUMER ALSO STATED THAT APPLYING THE BRAKES DIDN'T HELP STOP THE VEHICLE.  
\*LA

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062139  
**Date of Incident:** 20040307  
**Vehicle:** 2004 TOYOTA RAV4  
**Location of Incident:** NEW MARKET, MD

**NHTSA Summary:**  
SUDDEN AND RAPID ACCELERATION WHEN AUTO WAS PUT IN REVERSE. BRAKES DID NOT WORK. CAR FORCED INTO PARK AND CONTINUED TO ROLL BACKWARDS WHILE ENGAGED IN PARK. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062970  
**Date of Incident:** 20040307  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CLINTON, IA

**NHTSA Summary:**  
WHEN APPLYING THE BRAKE PEDAL IT WOULD PROCEED TO THE FLOOR AND CONTINUED TO ACCELERATE. \*AK THE VEHICLE SURGED FORWARD AND CRASHED INTO A BUILDING. \*SC THE CONSUMER STATED THE BRAKES WERE SOFT. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10064359

C-255

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20040308  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** SANTA BARBARA, CA

**NHTSA Summary:**  
THE LEXUS ES300 WAS DRIVEN AT ALMOST 0 MPH SPEED TO GET READY TO PARK OUTSIDE THE GARAGE. THE CAR CONTINUES ACCELERATING EVEN AFTER THE DRIVER WAS HITTING THE BRAKE TO STOP THE CAR. THE CAR SMASHED THE CAR GARAGE DOOR, AND EVERYTHING ON THE WAY. THERE WAS MORE THAN \$5,000 DAMAGES TO THE CAR AND \$1,250.00 ON REAL PROPERTY. THERE WAS NO MAJOR INJURIES TO THE DRIVER, BUT BODY PAIN ON SOFT TISSUES OCCURRED AFTER THE ACCIDENT. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10061670  
**Date of Incident:** 20040309  
**Vehicle:** 2000 LEXUS GS300  
**Location of Incident:** FRANKLIN, MA

**NHTSA Summary:**  
WHILE DRIVING AT 35 MPH VEHICLE SUDDENLY ACCELERATED. DEALER NOTIFIED.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10061716  
**Date of Incident:** 20040309  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**  
WHILE DRIVING 5 MPH AND PULLING INSIDE OF A PARKING LOT VEHICLE SUDDENLY ACCELERATED. CONSUMER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE BY APPLYING THE BRAKES. CONSUMER CONTACTED A DEALER BY PHONE, AND TECHNICIAN INFORMED THE DRIVER THAT NOTHING COULD BE DONE. \*AK \*LA

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063194  
**Date of Incident:** 20040309  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** MORRIS, AL

**NHTSA Summary:**  
WHILE PARKING IN A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED. AS A RESULT, THE CONSUMER LOST CONTROL OF THE VEHICLE AND HIT A CHAIN AND FENCE POST. DEALER NOTIFIED. \*AK \*SC \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312249  
**Date of Incident:** 20040309  
**Vehicle:** 2001 LEXUS GS300  
**Location of Incident:** GREENWOOD, SC

**NHTSA Summary:**

C-256

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2001 LEXUS GS300. WHILE DRIVING 65 MPH THE ACCELERATOR PEDAL CAUSED THE VEHICLE TO SURGE AND INCREASE THE SPEED TO 82 MPH. THE CONTACT HAD TO APPLY BOTH FEET ON THE BRAKE PEDAL TO SLOW THE VEHICLE DOWN. THE CONTACT TOOK THE VEHICLE TO A DEALER TO HAVE THE ACCELERATOR PEDAL REPLACED AND THE DEALER REFUSED TO REPLACE THE ACCELERATOR AT THE CONTACTS REQUEST. THE CONTACT TOOK THE VEHICLE TO AN INDEPENDANT MECHANIC TO HAVE THE ACCELERATOR PEDAL REPLACED AND IT WAS REPLACED. THE CONTACT CALLED THE MANUFACTURER TO NOTIFY THEM REGARDING THE FAILURE AND THE MANUFACTURER HAS NOT RESPONDED TO THE CONTACT. THE CONTACT HAS SOLD THE VEHICLE. THE FAILURE MILEAGE WAS 93,500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062901  
**Date of Incident:** 20040310  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** TORONTO, 00

**NHTSA Summary:**  
WHILE WAITING AT AN INTERSECTION VEHICLE SUDDENLY ACCELERATED. DRIVER'S FOOT WAS PLACED ON THE BRAKE AT THIS TIME OF THE INCIDENT. DRIVER TURNED OFF THE VEHICLE ,AND WAS ABLE TO RESTART, AND DRIVE IT TO THE DEALER FOR INSPECTION. MECHANIC WAS NOT ABLE TO DUPLICATE OR RESOLVE THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062892  
**Date of Incident:** 20040310  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** COLUMBUS, OH

**NHTSA Summary:**  
WHILE DRIVING AT 5 MPH VEHICLE SUDDENLY ACCELERATED. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062922  
**Date of Incident:** 20040310  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** WHITING, NJ

**NHTSA Summary:**  
WHILE APPLYING THE BRAKES AT A TOLL BOOTH BRAKE PEDAL WENT TO THE FLOOR AND VEHICLE SUDDENLY ACCELERATED AS A RESULT, CONSUMER'S VEHICLE REAR END ANOTHER VEHICLE. UPON IMPACT, BOTH AIR BAGS DID NOT DEPLOY. DRIVER AND PASSENGER SUSTAINED HEAD AND BACK INJURIES, AND WERE TRANSPORTED BY AMBULANCE TO THE HOSPITAL. VEHICLE WAS TOTALED.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10061753  
**Date of Incident:** 20040310  
**Vehicle:** 2003 LEXUS ES300

C-257

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** COLUMBUS, GA

**NHTSA Summary:**

WHILE ENTERING A PARKING LOT VEHICLE ACCELERATED ON ITS OWN. CONSUMER TAPPED THE BRAKES, AND SPEED INCREASED EVEN MORE. AS A RESULT, DRIVER LOSS CONTROL OF VEHICLE, AND HIT A WALL. \*AK SEE VOQ 10062702 \*DSY

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10061791  
**Date of Incident:** 20040310  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** ALBUQUERQUE, NM

**NHTSA Summary:**

THE VEHICLE LUNGED UPON PARKING. AS A RESULT THE CONSUMER LOST CONTROL AND HIT A WALL. THE FRONT END REPAIRS COST \$2,275.00. \*AK (SUDDEN ACCELERATION) \*SC \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062896  
**Date of Incident:** 20040310  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** NEW ROCHELLE, NY

**NHTSA Summary:**

WHILE WAITING IN HEAVY TRAFFIC AT AN INTERSECTION AND WITHOUT WARNING VEHICLE SUDDENLY ACCELERATED. THIS CAUSED THE DRIVER TO REAR END THE VEHICLE IN FRONT. UPON IMPACT, BOTH AIR BAGS DID NOT DEPLOY. THE VEHICLE WAS TOWED TO THE DEALER. THE INSURANCE COMPANY TOTALED THE VEHICLE. \*AK THE DEALERSHIP INSISTED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE CONSUMER CONTACTED THE MANUFACTURER AND WAS TOLD THAT NOTHING COULD BE DONE. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062113  
**Date of Incident:** 20040311  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** HANOVER, NH

**NHTSA Summary:**

ON SEVERAL OCCASIONS THE BRAKE PEDAL HAS GONE TO THE FLOOR WHEN I ATTEMPTED TO STOP OR SLOW THE CAR. BRAKING OR ACCELERATING THE CAR IS NOT SMOOTH AND THERE ARE SUDDEN ACCELERATIONS OR SURGES OF THE CAR. THE CAR WAS TESTED BY THE DEALER'S SERVICE MANAGER AND BY THE SALESMAN. BOTH AGREED THAT THE CAR HAD SPONGY BRAKING BUT STATED THAT ALL 2003 CAMRYS BEHAVED IN SIMILAR FASHION AND THAT THERE WAS NO "FIX" FOR THE PROBLEM. THE TOYOTA MANUFACTURER STATED THAT THEY HAD RECEIVED SIMILAR COMPLAINTS WHICH THEY WERE INVESTIGATING BUT THEY DID NOT KNOW WHAT CAUSED THE PROBLEM SO THEY COULD NOT PROVIDE ANY SUGGESTIONS FOR ITS REPAIR.\*AK

**Additional Summary:**

**Toyota ID Number:**

C-258

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10063107  
**Date of Incident:** 20040312  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** NORTH EAST, MD

**NHTSA Summary:**  
INTERMITTENTLY WHILE DRIVING AT LOW SPEED VEHICLE SUDDENLY ACCELERATED. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062072  
**Date of Incident:** 20040312  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** ROCKVILLE, MD

**NHTSA Summary:**  
2002 TOYOTA CAMRY SURGES FORWARD UNEXPECTEDLY. BRAKES ARE BEING APPLIED, BUT THE VEHICLE ACCELERATES. ABS KICKS IN. HAPPENS INTERMITTENTLY. HAS HAPPENED TWICE NOW OVER LAST 3-5 WEEKS, LAST TIME JUST IN FRONT OF A SCHOOL. CROSS WALK! TOOK THE CAR TO THE DEALER (12 MAR 04) AND WAS INFORMED NOTHING COULD BE DONE. SENT ME HOME WITH CAR DESPITE MORE THAN AN HOUR WITH DEALER AND VERY SERIOUS CONCERNS ABOUT CAR SAFETY.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062212  
**Date of Incident:** 20040312  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CLEVELAND, OH

**NHTSA Summary:**  
2002 TOYOTA CAMRY XLE - ENGINE SURGE UNEXPECTED ACCELERATION I HAVE BEEN OPERATING THIS VEHICLE FOR TWO YEARS WITHOUT INCIDENT. HOWEVER, IN THE LAST TWO MONTHS I HAVE EXPERIENCED THE ENGINE SURGE/RACING PROBLEM. THE FIRST EPISODE TOOK PLACE 2 MONTHS AGO AS I WAS IN REVERSE AND BACKING OUT OF A DRIVEWAY. I WAS ABLE TO STOP BY APPLYING THE BRAKES. THE SECOND INCIDENT TOOK PLACE AS I WAS BEGINNING TO ACCELERATE FROM A STOP LIGHT; THE VEHICLES AHEAD OF ME WERE SLOWING DOWN AS I APPLIED THE BRAKES TO SLOW DOWN THE ENGINE BEGAN TO RACE. I WAS ABLE TO STOP THE CAR WITH THE BRAKES BUT DID LIGHTLY HIT THE CAR IN FRONT OF ME. THERE WAS NO DAMAGE TO EITHER VEHICLE OR ANY INJURIES. I TOOK THE CAR TO MY DEALER THIS MORNING AND REPORTED THE INCIDENTS. THE DEALERSHIP TEST DROVE THE CAR AND COULD NOT DUPLICATE THE PROBLEM. I DID HAVE PASSENGER IN CAR DURING THE MOST RECENT EPISODE WHO CAN ATTEST TO THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062320  
**Date of Incident:** 20040314  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** WHITTIER, CA

**NHTSA Summary:**  
THERE IS A DANGEROUS AND UNPREDICTABLE TENDENCY FOR THE VEHICLE ENGINE/TRANSMISSION COMBINATION TO ACCELERATE SUDDENLY AND

C-259

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

UNEXPECTEDLY. THIS IS AN INTERMITTENT PROBLEM WHICH MAKES IT ESPECIALLY UNNERVING. IT IS MOST NOTICEABLE AT SPEEDS BELOW 40 MPH, WHEN FIRST SLOWING, FOLLOWED BY ACCELERATION. IT APPEARS TO BE EXACERBATE BY UNCERTAIN TRANSMISSION "HUNTING" FOR PROPER GEAR/ENGINE SPEED COMBINATIONS. THE SUDDEN ACCELERATION CAUSES A RAPID AND JERKY THROTTLE RESPONSE TO MILD ACCELERATOR PEDAL INPUT. I HAVE TAKEN THE CAR TO THE DEALER ON AT LEAST TWO OCCASIONS FOR THIS ISSUE. THE FIRST TIME, THE DEALER REPROGRAMMED THE TRANSMISSION. THE SECOND TIME, THE TECHNICIAN TESTED THE VEHICLE AND NOTE "NO PROBLEM FOUND". AT CURRENT MILEAGE OF 32,000, THE PROBLEM SEEMS TO BE WORSENING. THIS IS A DANGEROUS CONDITION THAT, IF LEFT UNDRRESSED, IS LIKELY TO BE THE CAUSE OF AN ACCIDENT, SERIOUS INJURY OR MUCH WORSE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10171110  
**Date of Incident:** 20040314  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BANGOR, CA

**NHTSA Summary:**

MY MOTHER AND FRIEND STARTED OUT FOR CHURCH, THE FRIEND HAD COME TO PICK HER UP WHEN THE 2004 TOYOTA CAMRY WITH LESS THAN 3000 MILES ON IT WAS HAVING DIFFICULTY SHIFTING INTO REVERSE, THEN WHEN SHE SHIFTED INTO DRIVE THE CAR ACCELERATED UNCONTROLLABLY EST SPEED ON 80 - 92 MILE A HOUR IN LESS THAN 250 FT WHEN THE CAR HIT A MOBILE HOME. THEY HIT SO HARD IT MOVED DOUBLE WIDE ALMOST A FOOT. KILLING MY MOTHER THE PASSENGER AND INJURY TO HER FRIEND THE DRIVER. NO AIR BAG DEPLOYED AND WHEN TOYOTA WAS CONTACTED THEY REFUSED TO SPECK TO US. ATTORNEYS HAVE SAID THAT TOYOTA IS SO BIG, NOT COST AFFECTIVE...SO I WATCH AND IN TWO YEARS THERE ARE MANY MANY MORE NOW...HOW MANY MORE HAVE TO DIE BEFORE SOMETHING IS DONE. SEE ALSO 10074472. \*DSY \*NM, \*DIFFICULTY SHIFTING FROM PARK TO REVERSE, THEN UPON SHIFTING INTO DRIVE THE CAR ACCELERATED UNCONTROLLABLY, WOULD NOT STOP, COLLIDED WITH A MOBILE HOME, AIR BAGS DID NOT DEPLOY, RESULTING IN THE DEATH OF ONE PASSENGER AND INJURY OF DRIVER. \*LA

**Additional Summary:**

FROM NEWS ARTICLE DATED MARCH 15, 2004

"A 67-year-old Phoenix woman on her way to church died Sunday when a car driven by her 86-year-old friend crashed into the front of a mobile home.

Ethyl Marlene Foster died at the scene of the 9:02 a.m. accident at 3761 S. Pacific Highway, Unit 17, Jackson County Sheriff Mike Winters said.

Foster lived just a couple of doors down from the crash site, in Unit 21. Her friend, Amy Marie Roarty, 101 Boiz Road, Phoenix, had just picked up Foster to attend services at Rogue Valley Fellowship church.

Roarty was driving a white, 2004 Toyota four-door sedan, which swerved unexpectedly and wound up on the porch of the mobile home. Foster's husband, Clarence Foster, said Roarty apparently lost control of the car as she left the mobile home park."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303793  
**Date of Incident:** 20040315

C-260

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** GALLOWAY, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2001 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 35 MPH ON NORMAL ROAD CONDITIONS, PROCEEDING TO A TRAFFIC SIGNAL PRESSURE WAS APPLIED TO THE ACCELERATOR PEDAL, FOLLOWED BY AN UNINTENDED LUNGE AND INCREASE OF ACCELERATION. THE DRIVER WAS ABLE TO CONTINUE NORMAL OPERATION AFTER SEVERAL ATTEMPTS TO THE STICKY ACCELERATOR PEDAL. THE FAILURE OCCURRED WHENEVER THE VEHICLE WAS IN OPERATION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE TECHNICIAN STATED THAT THE ACCELERATOR ASSEMBLY NEEDED TO BE CLEANED. THE VEHICLE WAS NOT REPAIRED FOR THE MALFUNCTION. THE FAILURE MILEAGE WAS 30,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063297  
**Date of Incident:** 20040316  
**Vehicle:** 2000 LEXUS LS400  
**Location of Incident:** CAPE CORAL, FL  
**NHTSA Summary:**  
WHILE CONSUMER WAS PARKING IN A PARKING SPACE VEHICLE SUDDENLY ACCELERATED.\*AK \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10065362  
**Date of Incident:** 20040316  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** MT VERNON, IN  
**NHTSA Summary:**  
WHEN COMING OUT OF A PARKING LOT ACCELERATOR STUCK, CAUSING THE VEHICLE TO ACCELERATE OUT OF CONTROL. VEHICLE GRAZED ANOTHER VEHICLE, WENT ACROSS A STREET, GRAZED A BUILDING, AND DROVE STRAIGHT INTO ANOTHER BUILDING. DRIVER WAS CONSCIOUS WHEN PARAMEDIC ARRIVED. THEY FOUND THE DRIVER WITH BOTH FEET STILL ON THE BRAKE PEDAL. DRIVER WAS TRANSPORTED TO THE HOSPITAL, AND LATER DIED DUE TO FATAL INJURIES FROM THE CRASH. THE INSURANCE COMPANY PRESERVED THE VEHICLE AS EVIDENCE. THE POLICE REPORT STATED THE CRASH WAS DUE TO A MECHANICAL DEFECT.\*AK \*NM  
**Additional Summary:**  
Excerpt from USA Today News Article "The died in Toyotas, leaving many questions":  
"When emergency rescue workers reached Grossman, whose car shot out of a drive-through pharmacy lane, grazed a building and then crashed into the offices of Statewide Realty, she was still conscious.  
She told family members her car shot across the road and that she had no idea why. Both feet were jammed on the brake.  
"I fully believed her," says her son, Bill Grossman. "She was a very bright individual, and she was very particular. Especially about driving."  
She died a few days later from her injuries, about 10 minutes after the family decided to take her off life support, says Courtney Cox, her sister.

C-261

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

The family filed a complaint with NHTSA less than a month after the accident."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10064613  
**Date of Incident:** 20040317  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SOMERSET, NJ  
**NHTSA Summary:**  
WHILE MAKING A RIGHT TURN AT 5 MPH, THE VEHICLE HESITATED, THEN IT ACCELERATED ON ITS OWN. THIS CAUSED THE VEHICLE TO HIT THE CURB. \*AK THE PROBLEM WAS WITH THE ANTILOCK BRAKES. \*SC \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10064706  
**Date of Incident:** 20040318  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** SHERMAN OAKS, CA  
**NHTSA Summary:**  
WHEN PULLING INTO A PARKING SPOT DRIVER DEPRESSED THE BRAKE PEDAL AND VEHICLE SUDDENLY ACCELERATED. VEHICLE WENT OVER THE CURB, AND HIT A LIGHT POLE. FRONT LEFT SIDE OF THE VEHICLE WAS DAMAGED. UPON IMPACT, FRONT AIR BAGS DID NOT DEPLOY. DRIVER SUSTAINED MINOR BRUISES. \*AK \*LA  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063456  
**Date of Incident:** 20040318  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BRIDGTON, ME  
**NHTSA Summary:**  
WHILE DRIVING 55 MPH, THE VEHICLE SUDDENLY ACCELERATED. THE CONSUMER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE BY APPLYING THE BRAKES TO SLOW THE VEHICLE DOWN. THIS HAPPENED MORE THAN ONCE. THE DRIVER WILL CONTACT THE DEALER IN THE NEAR FUTURE. \*AK THE VEHICLE WOULD CONTINUE IN MOTION WHEN THE CONSUMERS FOOT WAS NOT ON THE ACCELERATOR. WHEN SLOWING FROM SPEEDS ABOVE 30 MPH, THE VEHICLE WOULD NOT SLOW BELOW 20-22 MPH WITHOUT APPLYING THE BRAKES. AS THE TACHOMETER DROPPED DOWN TO 1000 RPM'S, IT WOULD AUTOMATICALLY MAKE A SLIGHT SURGE TO 1100-1200 RPM'S THEN SETTLE TO 1000 RPM'S AND WOULD CONTINUE UNTIL THE BRAKES WERE APPLIED. \*SC \*JB  
**Additional Summary:**

**Toyota ID Number:** 200403190697  
**NHTSA ODI Number:**  
**Date of Incident:** 20040319  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** LAS VEGAS, NV  
**NHTSA Summary:**  
\*\*\* PHONE LOG 03/19/2004 11:37:45 AM CMC MORRIS

C-262

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

STS WAS MAKING A RIGHT HAND TURN & VEH SURGED. STS VEH TO DLR THIS MORNING & DLR ADV COULD NOT FIND ANYTHING WRONG. STS DLR COULD NOT DUPLICATE COND. STS SPOKE TO SERVICE ADVISOR, BOBBIE CLEVELAND. STS WIFE WILL NOT DRIVE VEH NOW. STS HEARD IN THE PAPER WAS COMMON COND.

\*\*\* CASE CLOSE 03/19/2004 11:39:02 AM CMC MORRIS  
NCR APOL & ADV DLR WILL HAVE TO BE ABLE TO DUPLICATE COND TO MAKE A RPR ATTEMPT. STS WIFE WILL NOT DRIVE VEH. NCR ADV NHTSA LOOKING INTO SURGING CONCERN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10062625  
**Date of Incident:** 20040319  
**Vehicle:** 2003 TOYOTA 4RUNNER  
**Location of Incident:** TALLAHASSEE, FL  
**NHTSA Summary:**  
REGARDING MY 2003 TOYOTA 4-RUNNER, LIMITED, 4-WHEEL DRIVE WITH A V-8 ENGINE AND 5 SPEED AUTOMATIC TRANSMISSION. SINCE I'VE OWNED THE VEHICLE (SEPTEMBER 28, 2003) THE ENGINE HAS PERIODICALLY ACCELERATED SUDDENLY BY ITSELF, WHILE AT A STOP, SUCH AS AT A STOP LIGHT, WITH THE AC ON AND THE TRANSMISSION IN DRIVE. SOMETIMES THIS RESULTS IN AN ABRUPT ACCELERATION SIMILAR TO BEING HIT BY ANOTHER CAR IN THE REAR. IF I DIDN'T HAVE MY FOOT FIRMLY ON THE BRAKE IN THESE INSTANCES, I WOULD HAVE SHOT INTO THE INTERSECTION. THIS PROBLEM IS NOT ONLY A SERIOUS SAFETY PROBLEM, BUT HAS TO BE DOING DAMAGE TO THE TRANSMISSION. I TOOK IT IN FOR REPAIR AND AS PREDICTABLE THE DEALER SAID THEY FOUND NO PROBLEM. ALL THEY DID WAS CONFIRM ITS IDLE, THEY DID NOT DRIVE IT IN TRAFFIC. THIS IS A SERIOUS PROBLEM AND COULD RESULT IN A SERIOUS INCIDENT. I'VE NOTED OTHER COMPLAINTS HAVE BEEN MADE TO NHTSA ON THE SAME PROBLEM. I BELIEVE THIS PROBLEM SHOULD BE INVESTIGATED BEFORE SERIOUS INJURIES ARE INCURRED BY SOMEONE.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063734  
**Date of Incident:** 20040319  
**Vehicle:** 2000 LEXUS RX300  
**Location of Incident:** ARLINGTON, VA  
**NHTSA Summary:**  
WHILE PULLING INTO A PARKING SLOT IN A PARKING GARAGE, MY CAR ACCELERATED SUDDENLY, CRASHING INTO THE CONCRETE WALL. BOTH AIR BAGS WERE DEPLOYED, FILLING CAR WITH SMOKE AND LEAVING DRIVER'S ARM WITH SOME KIND OF BURN AND SCABBING. DRIVER'S KNEES HIT DASHBOARD FORCEFULLY.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063541  
**Date of Incident:** 20040319  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** PARIS, KY  
**NHTSA Summary:**

C-263

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHILE DRIVING AT LOW SPEEDS OR PARKING IN A PARKING SPACE THE VEHICLE SUDDENLY ACCELERATED. THE DEALER INSPECTED THE VEHICLE SIX DIFFERENT TIMES BUT COULD NOT DUPLICATE OR CORRECT THE PROBLEM. \*AK SEE VQO 10062883. \*DSY ON ONE OCCASION WHILE PARKING THE VEHICLE SURGED FORWARD AND HIT A POST (NO DAMAGE REPORTED). THE CONSUMER HAD TO REPLACE THE TIRES AT 21000 MILES BECAUSE THEY WOULD NOT MOVE WHILE ON ICE OR SNOW. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10079445  
**Date of Incident:** 20040320  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** TEHACHAPI, CA  
**NHTSA Summary:**  
WHILE STEPPING ON THE BRAKE PEDAL VEHICLE SUDDENLY ACCELERATED. THIS CAUSED THE VEHICLE TO COLLIDED WITH A HOUSE. VEHICLE WAS TOWED TO THE DEALER FOR INSPECTION NUMEROUS TIMES, BUT MECHANIC WAS NOT ABLE TO DUPLICATE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063866  
**Date of Incident:** 20040322  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SYKESVILLE, MD  
**NHTSA Summary:**  
SUDDEN ACCELERATION WHEN PULLING INTO PARKING SPACE  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10065470  
**Date of Incident:** 20040324  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** UNKNOWN, DC  
**NHTSA Summary:**  
WHILE PARALLEL PARKING ON A HILL, THE VEHICLE SUDDENLY ACCELERATED HITTING A PARKED CAR. \*PH \*MR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10067263  
**Date of Incident:** 20040324  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** GREENSBORO, NC  
**NHTSA Summary:**  
CONSUMER WAS PARKING THE VEHICLE WHEN IT SUDDENLY ACCELERATED. CONSUMER APPLIED THE BRAKES, BUT THE VEHICLE JUST KEPT GOING, CAUSING PROPERTY DAMAGE. VEHICLE WAS TOWED TO THE DEALERS. OWNER DROVE THE VEHICLE HOME AFTER THE REPAIRS WERE DONE. AGAIN, THE VEHICLE BEGAN TO ACCELERATE UNEXPECTEDLY.\*AK  
**Additional Summary:**

C-264

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10065407  
**Date of Incident:** 20040326  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** CATONSVILLE, MD  
**NHTSA Summary:**  
WHILE DRIVING 40 MPH VEHICLE ACCELERATED TO HIGHER SPEEDS. THIS CAUSED EXTENDED STOPPING DISTANCE. DEALERSHIP WAS NOTIFIED, BUT DID NOT RESOLVE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10066047  
**Date of Incident:** 20040327  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**  
UNINTENDED ACCELERATION PROBLEM, IN A BRAND NEW TOYOTA HIGHLANDER CAUSING AN ACCIDENT. (IT HAD THE SAME PROBLEM TWICE BEFORE)  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10073604  
**Date of Incident:** 20040327  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MASCOT, TN  
**NHTSA Summary:**  
VEHICLE ACCELERATED WHEN IN REVERSE. AS A RESULT, THE VEHICLE CRASHED INTO A TREE AND MAILBOX. \*AK SEE VOQ 10073601. \*DSY \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10065288  
**Date of Incident:** 20040330  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MANCHESTER, NJ  
**NHTSA Summary:**  
WHILE APPLYING THE BRAKES PEDAL WENT TO THE FLOOR AND VEHICLE SUDDENLY ACCELERATED. THIS CAUSED THE DRIVER TO LOSE CONTROL OF THE VEHICLE AND HIT ANOTHER VEHICLE. UPON IMPACT, BOTH AIR BAGS DID NOT DEPLOY. CONSUMER WAS ABLE TO DRIVE THE VEHICLE TO THE DEALER FOR INSPECTION. HOWEVER, MECHANIC WAS UNABLE TO DUPLICATE THE PROBLEM. \*AK \*NM  
**Additional Summary:**

**Toyota ID Number:** 200404121085  
**NHTSA ODI Number:**  
**Date of Incident:** 20040400  
**Vehicle:** 2003 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300

C-265

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
\*\*\* PHONE LOG 04/12/2004 12:57:44 PM PTIMBERLAKE  
CUST STS HE WAS PULLING INTO PARKING SPACE AND WHEN HE PUT HIS FOOT ON THE BRAKE THE ENGINE SURGED BY ITSELF AND FRONT END OF VEH HIT A BRICK WALL. CUST WANTS TO KNOW WHY VEH ACCELERATED BY ITSELF.

\*\*\* CASE CLOSE 04/12/2004 12:58:59 PM PTIMBERLAKE  
NCR OFFERED BUT CUST REFUSED AS HE REFUSES TO WAIT UP TO 30 DAYS FOR INSPECTION. CUST VERY UNHAPPY AND STS HE WILL CONTACT HIS LAWYER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10071826  
**Date of Incident:** 20040400  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** CHARLOTTE, NC  
**NHTSA Summary:**  
UPON APPLYING THE BRAKES CONSUMER SOMETIMES DEPRESSED THE ACCELERATOR AT THE SAME TIME. THIS CAUSED THE VEHICLE TO SURGE FORWARD. BOTH THE MANUFACTURER AND THE DEALER WERE NOTIFIED \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10064261  
**Date of Incident:** 20040401  
**Vehicle:** 2001 LEXUS LS430  
**Location of Incident:** ROHNERT PARK, CA  
**NHTSA Summary:**  
THIS CAR HAS A "DRIVE-BY-WIRE" THROTTLE CONTROL SYSTEM IN WHICH THE THROTTLE IS NOT DIRECTLY CONNECTED TO THE ENGINE BUT IS DIGITIZED AND SENT TO A COMPUTER FOR ANALYSIS PRIOR TO CONTROLLING THE ENGINE SPEED. THE SPEED CONTROL COMPUTER ANALYZES THE THROTTLE INPUT OVER TIME AND "LEARNS" THE DRIVERS THROTTLE CONTROL HABITS AND ADJUSTS THE ENGINE RESPONSE TO THROTTLE INPUT BASED ON THE LONG-TERM DRIVING HISTORY OF THE DRIVER. IF THE DRIVER DRIVES AGGRESSIVELY ALL OF THE TIME THEN THE THROTTLE RESPONSE IS GOOD. HOWEVER IF THE DRIVER DRIVES CONSERVATIVELY MOST OF THE TIME THEN THE THROTTLE RESPONSE IS POOR. I NORMALLY DRIVE CONSERVATIVELY AND I HAVE FOUND ON MANY OCCASIONS THAT THIS CAR DOES NOT RESPOND IN A TIMELY MANNER IN CASE OF EMERGENCY ACCELERATION. THAT IS, WHEN I DRIVE CONSERVATIVELY AND THEN NEED TO ACCELERATE QUICKLY TO AVOID ANOTHER VEHICLE, THIS CAR HESITATES FOR SEVERAL SECONDS BEFORE DECIDING TO SPEED UP, EVEN WHEN I STOMP ON THE ACCELERATOR. I DO NOT FEEL SAFE IN THIS CAR. I BELIEVE THAT THIS IS A SERIOUS SAFETY FLAW IN THE DESIGN OF THIS CAR. I HAVE REPORTED THIS PROBLEM TO MY LEXUS DEALER ON EVERY VISIT TO THE SERVICE DEPARTMENT SINCE I PURCHASED THE CAR NEW IN 2000, YET THEY HAVE FAILED TO ADDRESS THE PROBLEM. I WAS TOLD BY THE SERVICE DEPARTMENT THAT LEXUS WAS AWARE OF THE ISSUE AS SEVERAL CUSTOMERS HAVE COMPLAINED ABOUT THE PROBLEM. ON ONE OCCASION I WAS TOLD THAT THE ENGINEERS HAD AN EXPERIMENTAL FIRMWARE UPGRADE THAT THEY WERE TESTING WITH SOME CUSTOMERS. I HAVE CONTACTED LEXUS CUSTOMER SERVICE, BUT THEY JUST REFERRED ME BACK TO THE DEALERSHIP.\*AK  
**Additional Summary:**

C-266

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317138  
**Date of Incident:** 20040401  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WILKES BARRE, PA  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2002 TOYOTA CAMRY. ON APRIL 1, 2004 THE CONTACT WAS INVOLVED IN AN ACCIDENT. WHILE PULLING OUT OF A PARKING SPACE, THE VEHICLE SURGED FORWARD, THEN BACKWARDS LANDING ON TOP OF ANOTHER VEHICLE. THE CONTACT WAS INJURED. A POLICE REPORT WAS FILED. THE CONTACT SPOKE WITH THE MANUFACTURER AND FILED A COMPLAINT. THE MANUFACTURER STATED THE CONTACT STEPPED ON THE INCORRECT PEDAL. THE CONTACT STATED THE VEHICLE WAS DESTROYED. THE FAILURE AND CURRENT MILEAGES WERE NOT AVAILABLE. THE VIN WAS NOT AVAILABLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10079469  
**Date of Incident:** 20040402  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** KENNER, LA  
**NHTSA Summary:**  
WHILE DRIVING AT 25 MPH VEHICLE SUDDENLY ACCELERATED. THE BRAKES WERE APPLIED, BUT FAILED TO STOP THE VEHICLE. CONSUMER TURNED THE STEERING WHEEL TO THE LEFT TO AVOID REAR ENDING ANOTHER VEHICLE. HOWEVER, CONSUMER'S VEHICLE JUMPED A CURB ONTO A GRASS SURFACE. VEHICLE RETAINED THE SAME SPEED, DIDN'T SLOW DOWN, AND DROVE 700 FEET BEFORE HITTING A SIGN AND TWO TREES. WHEN VEHICLE IMPACTED THE SECOND TREE, THE IMPACT CATAPULTED THE VEHICLE BACK ONTO THE STREET, AND THE VEHICLE FINALLY STOPPED. VEHICLE WAS TOTALED BY THE INSURANCE COMPANY. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10066794  
**Date of Incident:** 20040403  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** WASHINGTON, DC  
**NHTSA Summary:**  
WHILE IDLING AT A STOP LIGHT, THE VEHICLE SURGED FORWARD WITHOUT WARNING. \*AK THE CONSUMER'S FOOT WAS COMPLETELY ON THE BRAKE PEDAL. \*SC \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10083475  
**Date of Incident:** 20040404  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** TEHACHAPI, CA  
**NHTSA Summary:**  
WHILE DRIVING 5 MPH, THE DRIVER APPLIED THE BRAKE PEDAL AND WITHOUT WARNING THE VEHICLE ACCELERATED UNCONTROLLABLY. THE DRIVER WAS NOT ABLE

C-267

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TO MAINTAIN CONTROL OF THE VEHICLE AND COLLIDED INTO A FENCE. BOTH FRONTAL AIR BAGS FAILED TO DEPLOY. THE VEHICLE WAS TOWED TO THE DEALER FOR INSPECTION. THE MECHANIC WAS UNABLE TO DUPLICATE THE PROBLEM. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10118914  
**Date of Incident:** 20040405  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** VERO BEACH, FL  
**NHTSA Summary:**  
VEHICLE EXPERIENCED SUDDEN ACCELERATION 11 TIMES. VEHICLE WAS TAKEN TO THE DEALER AFTER EACH INCIDENT, BUT THE CAUSE WAS STILL UNDETERMINED.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10067065  
**Date of Incident:** 20040406  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LEESBURG, FL  
**NHTSA Summary:**  
WHEN THE BRAKE PEDAL WAS DEPRESSED VEHICLE SUDDENLY ACCELERATED. CONSUMER HEARD THE ENGINE MOTOR RACING. THIS OCCURRED WHILE PULLING INTO A DRIVEWAY. VEHICLE HIT A PARKED VEHICLE'S BUMPER, A POST, AND A FENCE BEFORE STOPPING. \*AK INSURANCE CLAIMS DEPARTMENT SAID THAT A NUMBER OF COMPLAINTS REGARDING ON THE VEHICLE ON THE ELECTRONIC SYSTEM WHICH GIVES INFORMATION TO THE THROTTLE CONTROL SYSTEM. \*LA  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10066664  
**Date of Incident:** 20040406  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** RIO RANCHO, NM  
**NHTSA Summary:**  
THE VEHICLE SUDDENLY ACCELERATES WHILE DRIVING. THE STEERING WHEEL ALSO FELT LOOSE WHILE DRIVING. THE DEALER INSPECTED THE VEHICLE SEVERAL TIMES BUT FOUND NO PROBLEMS. \*MR AT A STOP LIGHT, THE BRAKE PEDAL GOES DOWN TOWARDS THE FLOOR. THE VEHICLE REMAINS STATIONARY AND THE BRAKES ALWAYS STOP THE CAR. DSY THE CONSUMER'S VEHICLE IS STILL EXPERIENCING SUDDEN ACCELERATION. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10066838  
**Date of Incident:** 20040408  
**Vehicle:** 1998 TOYOTA AVALON  
**Location of Incident:** POMPANO BEACH, FL  
**NHTSA Summary:**  
WHILE DRIVING AT LOW SPEED VEHICLE SUDDENLY ACCELERATED. ALSO, A LOUD NOISE WAS COMING FROM UNDER THE HOOD WHEN VEHICLE WAS STARTED EARLY IN

C-268

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE MORNING. DEALERSHIP INSPECTED VEHICLE EIGHT TIMES, BUT COULD NOT DUPLICATE OR CORRECT THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID Number:** 200404120992  
**NHTSA ODI Number:**  
**Date of Incident:** 20040409  
**Vehicle:** 2002 TOYOTA, LEXUS CAMRY, CAMRY SOLARA, ES300  
**Location of Incident:** COLUMBIA, IL

**NHTSA Summary:**  
\*\*\* PHONE LOG 04/12/2004 12:31:20 PM BBRIEDE  
—FCRP—

CUSTS HUSBAND GARY DOUCHANT CALLING ON BEHALF OF HIS WIFE: CUST STS HIS WIFE WAS INVOLVED IN A VEH ACCIDENT ON FRIDAY. STS WAS PULLING INTO PARKING LOT WHEN VEH SUDDENLY ACCELERATED. STS HIT CAR PARKED IN OPPOSITE PARKING SPACE. STS NO INJURIES AND MINIMAL DAMAGE TO BUMPER. CUST REQUESTED FCRP INSPECTION TO DETERMINE IF SOMETHING WRONG WITH VEH. NCR APOL & ADV CUST OF FCRP PARAMATERS. CUST UNDERSTANDS 60-DAY PROCESS.

\*\*\* NOTES 04/12/2004 12:31:32 PM BBRIEDE

LEGAL REQUESTS FIELD REPORT WITH MANY INTERIOR AND EXTERIOR PHOTOS

\*\*\* NOTES 04/12/04 12:55:10 PM KC1

KD: NOTIFIED DSPM, MARK YANCEY, OF NEW OPEN FILE IN DISTRICT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10067011  
**Date of Incident:** 20040409  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
WHILE APPLYING THE BRAKES VEHICLE SUDDENLY ACCELERATED. DRIVER WAS NOT ABLE TO CONTROL THE VEHICLE, CAUSING THE VEHICLE TO COLLIDE WITH A WALL. DRIVER SUSTAINED MINOR INJURIES. VEHICLE WAS TOWED TO THE DEALER. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10065948  
**Date of Incident:** 20040410  
**Vehicle:** 2000 LEXUS GS400  
**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**  
I WAS TRAVELING WITH MY FATHER, MING SUEN ON I-95 SOUTH BOUND NEAR I-15 INTERCHANGE IN MY 2000 LEXUS GS400(30900 MILES). THE ACCELERATOR GOT STUCKED(NOT BY CARPET OR FLOOR MAT) MECHANICALLY, AND MY CAR DOWNSHIFTED ITSELF AND WENT INTO FULL POWER ACCELERATION AT THE ENGINE SPEED OF OVER 5000 RPM. I TRIED TO BRAKE WITH FULL FORCE, BUT FAILED TO STOP THE VEHICLE, AND THE CAR WAS GOING AT 85MPH AND GAINING SPEED! THE WHOLE INCIDENT LAST FOR ABOUT 3-5 MINUTES, AND I DIALED "911" AND TRIED TO ASK FOR HELP. BEFORE THE CALL WAS CONNECTED, I MAGICALLY REGAIN CONTROL OF MY LEXUS. THE ACCELERATOR DIS-ENGAGED AND THE ENGINE SPEED RETURNED TO NORMAL. I FELT THE BRAKE WAS LOSING POWER AND BECAME VERY WEAK. I GOT OUT AT THE NEAREST EXIT AND PULLED INTO A GAS STATION. AS I GOT OUT MY CAR, I COULD SMELL THE BRAKES WERE

C-269

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BURNING, AND THE FRONT RIGHT BRAKE WAS FRIED. MY FATHER AND I WAS VERY LUCKY, BECAUSE IT WAS LATE AT NIGHT AND TRAFFIC WAS LIGHT ON THE FREEWAY. OTHER WISE, TRAVELING AT 85 MPH WITH FULL BRAKE AND NO CONTROL OF MY VEHICLE, WOULD DEFINATELY CAUSE SOME SERIOUS INJURY OR EVEN DEATH! MY LEXUS IS CURRENTLY LOCATED AT THE LOCAL FLECHER JONES LEXUS, AND I AWAIT THE DEALERSHIP TO INPECT AND FOUND OUT THE PROBLEM. I WOULD HOPE THERE IS SOMETHING THIS ORGANIZATION COULD DO TO PREVENT SIMILAR INCIDENT TO HAPPEN IN THE FUTURE ON ANY OTHER LEXUS OWNERS.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326033  
**Date of Incident:** 20040412  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** EIGHTY FOUR, PA

**NHTSA Summary:**  
MY WIFE DROVE HER 2003 TOYOTA CAMRY INTO A PARKING SPACE DIRECTLY IN FRONT OF A BEAUTY SHOP IN CANONSBURG, PA. AS SHE MOVED HER FOOT FROM THE ACCELERATOR TO THE GAS PEDAL, THE CAR ACCELERATED INTO THE FRONT OF THE SHOP. AT THE TIME EVERYONE, INCLUDING ME, ASSUMED SHE WAS WRONG AND THAT SHE HAD STEP ON THE ACCELERATOR BY MISTAKE. IN LIGHT OF THE RECENT REPORTS ABOUT TOYOTAS, I NOW BELIEVE HER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10068210  
**Date of Incident:** 20040414  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** DANBURY, CT

**NHTSA Summary:**  
I PROCEEDED TO BACK OUT OF A PARKING SPACE AT COMCAST CABLE. AS I WAS BACKING UP I BUMPED INTO A UTILITY POLE IN THE MIDDLE OF THE LOT. I APPLIED THE BRAKES AND PUT TO CAR INTO DRIVE. WHEN I LIFTED MY FOOT OFF THE BRAKE THE CAR LUNGED FORWARD STRIKING A PARKED VEHICLE AND THE BUILDING. THE DISTANCE COULD NOT HAVE BEEN MORE THAN 10 TO 15 FEET. MY WIFE AND I HEARD A STRANGE SOUND COMING FROM UNDER THE BODY OF THE CAR. I ONFORMED MY INSURANCE COMPANY OF THE FACT THAT SOME TOYOTA MODELS WERE BEING INVESTIGATED FOR SUDDEN ACCELERATION PROBLEMS. HE SAID HE WOULD CHECK IT OUT. HE INFORMED ME THAT MY MODEL(2002 AVALON)WAS NOT AFFECTED. NOTHING FURTHER WAS DONE OTHER THAN TO FIX THE DAMAGE TO MY CAR.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10073724  
**Date of Incident:** 20040414  
**Vehicle:** 2003 TOYOTA SEQUOIA  
**Location of Incident:** CAPE CORAL, FL

**NHTSA Summary:**  
ON APRIL 14, 2004 CONSUMER WAS DRIVING. UPON TAPPING THE ACCELERATOR PEDAL THE VEHICLE SURGED FORWARD WITH GREAT FORCE. DRIVER LOST CONTROL, AND HIT A SCHOOL. \*AK

**Additional Summary:**

C-270

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10082889  
**Date of Incident:** 20040414  
**Vehicle:** 1998 TOYOTA 4RUNNER  
**Location of Incident:** HOOKSETT, NH

**NHTSA Summary:**  
MY 1998 TOYOTA SURGES AT STOP LIGHTS. IT DOES NOT DO IT ALL THE TIME. I WILL START TO KEEP A RECORD OF WEATHER CONDITIONS. AND IF I HAVE THE A/C ON. I TRY TO KEEP MY FOOT ON THE BRAKE PEDAL, BUT SOMETIMES IT HAPPENS WHEN I TAKE MY FOOT OFF THE PEDAL. I HAVE BEEN VERY LUCKY SO FAR. TOYOTA DOES NOT SEE IT AS A PROBLEM. THE DATE IS A GUESS. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10072208, 10073396, 10067327, 10073435  
**Date of Incident:** 20040415  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** FREDERICK, MD

**NHTSA Summary:**  
LTR FWD FM EUGENE J. KAROL, JR. (MD) RE SUDDEN ACCELERATION DEFECT FOR HIS 2003 TOYOTA CAMRY. REQUESTS THE STATUS OF ANY NHTSA INVESTIGATION INTO SUDDEN ACCELERATION AND TOYOTA VEHICLES. REPLY IN DUPLICATE ATTN. DENISE NOOE @ANNAPOLIS, MD OFC. \*PH \*SC SEE VOQS 10067327, 10073396 AND 10073435. \*DSY: LTR FM EUGENE KAROL (MD) WRITER OWNER OF A 2003 TOYOTA CAMRY SEEKING INFORMATION ON PREVIOUS INVESTIGATION CONDUCTED BY NHTSA RE: SUDDEN ACCELERATION OF TOYOTA VEHICLES REPLY TO THE BALTIMORE DISTRICT OFC DOT #2004-4208 (REF ES04-03508 DUE 5/20/04). \*MR \*SC \*JB SEE VOQS 10067327, 10072208 AND 10073435. \*DSY \*JB: WHEN DRIVING AT LOW SPEEDS VEHICLE SURGED FORWARD. CONSUMER TOOK THE VEHICLE TO THE DEALER FOR INSPECTION, AND MECHANIC WAS UNABLE TO DUPLICATE THE PROBLEM. \*AK SEE VOQS 10072208, 10073396 AND 10073435.

\*DSY \*LA WHEN THE GEAR SHIFTER WAS MOVED FROM DRIVE TO PARK THE ENGINE RACED AND REVVED. THE CONSUMER IMMEDIATELY TURNED OFF THE IGNITION. THE CONSUMER FEELS THAT IF THE SHIFTER WAS MOVED FROM PARK TO DRIVE THAT SUDDEN ACCELERATION WOULD HAVE OCCURRED. \*NM: LTR FM EUGENE KAROL (MD) WRITER OWNER OF A 2003 TOYOTA CAMRY SEEKING INFORMATION ON PREVIOUS INVESTIGATION CONDUCTED BY NHTSA RE: SUDDEN ACCELERATION OF TOYOTA VEHICLES. \*MR \*LA SEE VOQ 10067327, 10072208 AND 10073396 ALSO. \*DSY THERE WERE AT LEAST 11 MORE TOYOTA'S THAT HAVE EXPERIENCED A SIMILAR PROBLEM. TOYOTA ADVISED THE CONSUMER THAT THEY WERE HOLDING OFF ON ACTIONS UNTIL DOT COMPILES THE INVESTIGATION. \*SC \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10067319  
**Date of Incident:** 20040416  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** HIGHLAND HEIGHTS, KY

**NHTSA Summary:**  
WHILE APPLYING THE BRAKES VEHICLE SUDDENLY ACCELERATED. DRIVER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE AND DROVE IT TO THE DEALER FOR

C-271

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INSPECTION, AND MECHANIC COULD NOT DUPLICATE THE PROBLEM. THE DRIVER INFORMED THE MECHANIC THAT THIS PROBLEM OCCURRED MORE THAN ONCE. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316259  
**Date of Incident:** 20040416  
**Vehicle:** 2004 TOYOTA MATRIX  
**Location of Incident:** HUNTINGTON BEACH, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA MATRIX XR. WHEN THE CONTACT ATTEMPTED TO PARK THE VEHICLE AT 3 MPH, IT ACCELERATED ON ITS OWN. THE DRIVER SAID THAT SHE APPLIED PRESSURE TO THE BRAKE PEDAL AND THE VEHICLE CONTINUED TO ACCELERATE. SHE SHIFTED INTO NEUTRAL GEAR IN ORDER TO STOP THE VEHICLE. THE FAILURE MILEAGE WAS 1,873. THE CURRENT MILEAGE IS 15,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307131  
**Date of Incident:** 20040417  
**Vehicle:** 1990 TOYOTA TERCEL  
**Location of Incident:** NORTH HILLS, CA

**NHTSA Summary:**  
IN APRIL 2004, MY TOYOTA TERCEL ACCELERATED FROM 05 TO APPROXIMATELY 90MPH IN A PARKING LOT, CRASHED INTO ANOTHER VEHICLE AND TOTALED MY CAR. ANOTHER PROBLEM WAS THE BRAKE PEDAL. EVEN AFTER CHANGING TO NEW BRAKE PADS, SHOES, BRAKE DRUMS AND ROTORS, THE BRAKE PEDAL STILL DROPPED LOW TO THE FLOOR THAT IT FELT THAT I WAS PUSHING THE FLOOR WHEN I BRAKE. I HAD SEVERAL ACCELERATION INCIDENTS. EVEN WHEN I PUSHED THE BRAKE PEDAL FIRMLY AND CONTINUOUSLY, THE CAR KEPT GOING. THE ACCELERATION PROBLEM AND STICKY BRAKE PEDAL PROBLEMS WERE NEVER SOLVED. I WROTE THE TRIPLE A/AUTOMOBILE CLUB OF SO. CA INSURANCE ABOUT THESE ISSUES REGARDING MY ACCIDENT BUT WAS IGNORED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10106297  
**Date of Incident:** 20040418  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** TEHACHAPI, CA  
**NHTSA Summary:**  
STEPPED ON BRAKE AND CAR ACCELERATES INTO VERY HIGH SPEED. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10099310  
**Date of Incident:** 20040420  
**Vehicle:** 2004 TOYOTA AVALON  
**Location of Incident:** FOREST HILL, MD  
**NHTSA Summary:**

C-272

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHILE DRIVING AT LOW SPEEDS VEHICLE ACCELERATED UNCONTROLLABLY. CONSUMER APPLIED THE BRAKE PEDAL AND THE VEHICLE CONTINUED TO ACCELERATE. CONSUMER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND DROVE IT TO THE DEALER FOR INSPECTION. HOWEVER, MECHANIC COULD NOT DUPLICATE THE PROBLEM. \*AK \*TT \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10067780  
**Date of Incident:** 20040424  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** FALL RIVER, MA  
**NHTSA Summary:**  
I BEGAN TO BACK OUT OF MY PARKING SPOT WHEN THE CAR SUDDENLY ACCELERATED. I WAS UNABLE TO REGAIN CONTROL OF THE VEHICLE UNTIL IT HAD STRUCK ANOTHER CAR, CAUSING DAMAGE TO MY REAR FENDER. FORTUNATELY, THERE WAS NO DAMAGE TO THE OTHER CAR. THIS HAS HAPPENED ONE OTHER TIME ABOUT 6 MONTHS AGO WHEN I WAS BACKING OUT OF MY GARAGE. NO DAMAGE WAS SUSTAINED AT THAT TIME. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314527  
**Date of Incident:** 20040424  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BONITA SPRINGS, FL  
**NHTSA Summary:**  
FOLLOWING ARE THE DESCRIPTIONS OF TWO SIMILAR COMPLAINTS INVOLVING THE SAME VEHICLE: 1. VEHICLE, 2004 TOYOTA CAMRY V-6, ACCELERATED UNEXPECTEDLY WHILE BEING DRIVEN INTO A HEAD-IN PARKING SPACE. VEHICLE DID NOT RESPOND TO BRAKING, OVERSHOT PARKING SPACE, HIT AND PUNCHED HOLE IN BUILDING WALL APPROXIMATELY 6 FEET AHEAD OF PARKING SPACE. OVER \$1,000 DOLLARS DAMAGE TO CAR AND UNKNOWN AMOUNT TO BUILDING. 2. ABOUT TWO YEARS LATER, VEHICLE ACCELERATED WHILE COASTING SLOWLY TO STOP AT A STOP LIGHT. DID NOT RESPOND TO BRAKING, REAR-ENDED STOPPED VEHICLE IN FRONT. SIMILAR FRONT END DAMAGE TO THE TOYOTA AND SOME DAMAGE TO FORWARD VEHICLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10072264  
**Date of Incident:** 20040425  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BROOKLYN, NY  
**NHTSA Summary:**  
WHILE ACCELERATING FROM LOW SPEEDS, THE VEHICLE ACCELERATED AND CAUSED A COLLISION. \*AK \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10181827  
**Date of Incident:** 20040425

C-273

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2003 TOYOTA TACOMA  
**Location of Incident:** SAN JOSE, CA  
**NHTSA Summary:**  
FIRST INSTANCE 4/25/04 SLOWLY PULLING INTO A PARKING PLACE WITH A LIGHT TOUCH ON THE ACCELERATOR, THE ENGINE REVVED SO FAST THE TRUCK CLEARED THE PARKING STRIP AND CRASHED INTO A PILLAR ON THE SIDEWALK (PICTURE AVAILABLE) \$5000.00 DAMAGE TO TRUCK & \$6000.00 DAMAGE TO THE PILLAR. SECOND INSTANCE 10/09/06 STOPPED AT A RED LIGHT. ENGINE REVVED UP, PUT IT IN NEUTRAL & ENGINE REVVED FASTER. SHIFTED BACK INTO DRIVE AND ENGINE RETURNED TO NORMAL IN A COUPLE SECONDS. THIRD INSTANCE 02/05/07 JUST STOPPED AT A RED LIGHT. ENGINE REVVED UP AND WENT BACK TO NORMAL BEFORE I COULD TURN OFF THE KEY. IF THERE HAD BEEN A CAR IN FRONT OF ME I WOULD HAVE CRASHED. FIRST TWO TIMES I TOOK THE TRUCK TO THE DEALER. EACH TIME THEY COULD NOT FIND ANYTHING AND GENTLY MENTIONED THAT MAYBE THE ACCELERATOR & BRAKE WERE BOTH ENGAGED AT THE SAME TIME. FIRST TIME MY FOOT WAS ON THE ACCELERATOR & THE OTHER TIMES IT WAS ONLY ON THE BRAKE. THAT WAS THE FIRST THING I CHECKED. THE SERVICE MGR. ADVISED ME NOT TO DRIVE IT SO I RENTED A CAR FOR A COUPLE DAYS. THEY HAD SOMEONE FROM TOYOTA COME TO CHECK IT OUT. COULD NOT FIND ANYTHING WRONG. LAST TIME WAS JUST THE OTHER DAY. HAVE NOT CALLED THEM YET. 2003 TOYOTA TACOMA FOUR DOOR DBL CAB. PURCHASED 07/29/03 CAPITOL TOYOTA. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10071577  
**Date of Incident:** 20040426  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** REDDING, CA  
**NHTSA Summary:**  
WHEN THE CONSUMER TOOK HIS FOOT OFF THE BRAKE, WHILE SITTING AT AN INTERSECTION, THE VEHICLE ACCELERATED AND CRASHED INTO 3 VEHICLES AT A USED CAR DEALERSHIP. THE CONSUMER'S VEHICLE WAS TOTALED ALONG WITH ONE OF THE USED VEHICLES. NO INJURIES OR FATALITIES WERE REPORTED. \*AK \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10068089  
**Date of Incident:** 20040427  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** DALLAS, TX  
**NHTSA Summary:**  
SUDDEN ACCELERATION OF 2002 LEXUS ES300 WITH FOOT ON THE BRAKE. CAR WAS JUST AT A STOP WHEN IT ACCELERATED WITH FOOT STILL ON THE BRAKE. CAR RAN INTO SIDE OF A BUILDING BEFORE STOPPING--FRONT END OF CAR WAS DEMOLISHED AND BUILDING BRICKS AND INSIDE WALL DEMOLISHED. CAR IS AT DEALERSHIP FOR REPAIRS NOW. ACCIDENT HAPPENED ONLY 2 DAYS AGO. \*LA  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10071690  
**Date of Incident:** 20040427  
**Vehicle:** 2001 TOYOTA SEQUOIA

C-274

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** BEND, OR  
**NHTSA Summary:**  
WHILE APPLYING THE ACCELERATOR PEDAL VEHICLE CUT THE THROTTLE BACK FROM IDLING. THIS CAUSED THE WHEELS TO SPIN, THEN VEHICLE MOVED FORWARD ON ITS OWN, AND STALLED. CONSUMER RESTARTED VEHICLE, AND DROVE IT TO THE DEALER FOR INSPECTION. DEALER INFORMED THE DRIVER THAT VEHICLE WAS OPERATING AS DESIGNED, BUT IT WAS UNSAFE TO OPERATE IT. \*AK  
**Additional Summary:**

**Toyota ID Number:** 200405051376  
**NHTSA ODI Number:**  
**Date of Incident:** 20040500  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 05/05/2004 05:34:43 PM JHalsey  
Calling on behalf of Marie who was driving veh when incident happened. Cust sts driving veh on fwy, passed other veh & throttle got stuck open. Cust sts tried to hit brakes but they didn't slow veh down. Cust sts she wasn't using cruise control & cust does not know how to use cruise control. NCR verified veh does NOT have radar cruise control (not on CE Sienna). Cust sts dlr Svc Mgr(Gary Benson) & FTS inspected veh & found nothing wrong. Cust sts has not spoken w/ CRM.  
\*\*\* NOTES 05/06/2004 01:35:32 PM JHahn  
Cust called sts that was not in an accident sts that brakes were smelling, cust took veh to dlr was adv that there was nothing wrong w/ veh. Cust sts no longer wants veh, feels it is not safe. Cust sts for ARB.

\*\*\* CASE CLOSE 05/06/04 09:36:53 AM DLR04222  
CR SPOKE TO WIFE (redact). EXPLAINED THAT THE FTS INSPECTED THE VEHICLE ON 4/29/04. VEHICLE HAS BEEN TEST DRIVEN FOR APPROX 13 MILES W/NO RE-OCCURANCE OF STATED COMPLAINT. NO MIL LIGHT ON, NO CODES HISTORY, PENDING OR PRESENT. ALL ACCEL VALVE NORMAL AND NO EVIDENCE OF STICKING THROTTLE. ALSO EXPLAINED WE CAN ARRANGE AN APPT WITH A SALES MANAGER TO DISCUSS TRADING IN VEHICLE FOR A NEW, BUT COULD NOT GUARANTEE ANYTHING. ALSO EXPLAINED ARBITRATION PROCESS. CUSTOMER IS CONSIDERING ARBITRATION.  
\*\*\* NOTES 05/07/2004 06:03:16 PM CReyes  
cust c/b s/s to escalate to the next level. cust sts wants to resolve the issue he is having. cust prefers not persue the arb process, but will if forced to. cust is cnrmd with the safety of the veh and sts toy seems like they don't care. cust is not satis and s/s legal dept. ncr apol and adv legal dept address, cust wants to speak to someone. ncr adv to transfer cust to corporate operator.  
\*\*\* NOTES 05/10/2004 09:04:18 AM RBeard  
cust c/b sts still having cnrms. sts wife does not trust car & tired of dlr unable to dup. cust sts has to have another dlr towed/looked @ veh for 2nd opinion. cust sts veh has 3400 mi. ncr apol advd towing only covered for warr cnrms. advd dlr must dup cnrms to rpr. cust sts unwilling to persue arb. cust frust b/c fls CEC does not care, req CEC address to mail letter. ncr provided CEC address.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10081606  
**Date of Incident:** 20040501  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** WOODCLIFF LAKE, NJ  
**NHTSA Summary:**  
WHEN ACCELERATING FROM AN IDLE POSITION VEHICLE HESITATES. \*AK  
**Additional Summary:**

C-275

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10080815  
**Date of Incident:** 20040501  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** BEAVERCREEK, OH  
**NHTSA Summary:**  
MY 2004 LEXUS ES330 HAS A PROBLEM WITH SHIFTING. WHEN ATTEMPTING TO ACCELERATE THE CAR HESITATES SIGNIFICANTLY BEFORE DECIDING TO DOWNSHIFT. THIS IS A NOTABLE PROBLEM WHEN TRYING TO AVOID TRAFFIC OR CHANGE LANES FLUIDLY UNDER CROWDED TRAFFIC CONDITIONS. LEXUS SAYS THIS IS NORMAL FOR THE CAR. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311765  
**Date of Incident:** 20040501  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** LAS VEGAS, NV  
**NHTSA Summary:**  
ONGOING INTERMITTENT SUDDEN SURGES WHEN I PRESS LIGHTLY ON THE ACCELERATOR. THE CAR WILL SUDDENLY SPEED UP MUCH FASTER THAN THE PRESS ON THE ACCELERATOR PEDAL WOULD WARRANT. DOES NOT HAPPEN ALL THE TIME. HAVE COMPLAINED TO THE DEALER EACH TIME SINCE THE VEHICLE WAS BROUGHT IN FOR SERVICE, AT LEAST 5 TIMES IN THE 1ST 3-4 YEARS. EACH TIME, I WAS TOLD THEY COULD FIND NOTHING, AND THAT I JUST PROBABLY WAS NOT USED TO THE CAR. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10068438  
**Date of Incident:** 20040504  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** POCATELLO, ID  
**NHTSA Summary:**  
I RAN INTO A BIG PROBLEM WITH MY 4 MONTH OLD 2004 TOYOTA SIENNA XLE. I WAS TURNING ONTO A HILL AND WANTED TO SEE HOW IT WOULD ACCELERATE UP THE HILL SO I FLOORED IT. THE CAR ACCELERATED WELL AND I TOOK MY FOOT OFF THE GAS PEDAL AT ABOUT 35 MPH. THE PROBLEM WAS THAT THE CAR KEPT GOING AT FULL ACCELERATION. THERE WAS NO ONE IN FRONT OF ME SO I STARTED TRYING TO FIGURE OUT HOW TO STOP IT INSTEAD OF JUST TURNING OFF THE CAR (I NEEDED TO GET TO THE TOP OF THE HILL AND I COULD COAST TO WHERE I WAS GOING). I PUT IT INTO NEUTRAL BUT ALL IT DID WAS REV TO 6000 RPM, I CHECKED TO MAKE SURE I SOMEHOW HADN'T GOTTEN THE CRUISE CONTROL ON AND I HADN'T, I DOWNSHIFTED INTO 3RD AND KEPT PRESSING ON AND LETTING OFF THE BRAKE PEDAL SINCE I DIDN'T WANT RUIN MY BREAKS (I WAS ABLE TO KEEP THE SPEED BETWEEN 40 AND 50). AS I NEARED THE TOP OF THE HILL (IT IS ABOUT 1/3 OF A MILE LONG) I FIGURED I WOULD TURN THE CAR OFF AT THE TOP. JUST AS I WAS ABOUT TO CREST THE HILL, THE VAN STOPPED ACCELERATING AS THE CAR LEVELED OUT AND THEN RAN NORMAL. THERE IS AN INITIAL LEVEL PORTION GOING TO THE TOP OF THE HILL AND THE VAN DID NOT STOP ACCELERATING AT THE LEVEL SPOT. IT WASN'T UNTIL THE SECOND LEVEL SPOT THAT IT STOPPED ACCELERATING. \*AK  
**Additional Summary:**

C-276

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10082123  
**Date of Incident:** 20040504  
**Vehicle:** 2003 TOYOTA MATRIX  
**Location of Incident:** MECHANICSBURG, PA  
**NHTSA Summary:**  
CONSUMER WAS PULLING INTO A PARKING SPACE AND THE VEHICLE ACCELERATED WHILE CONSUMER'S FOOT WAS ON THE BRAKES, STRIKING A TREE ON THE FRONT PASSENGER'S SIDE. UPON IMPACT, FRONTAL AIRBAGS DID NOT DEPLOY. CONSUMER CONTACTED TOYOTA, AND IT WAS INSPECTED BY A REPRESENTATIVE AND NO DEFECTS WERE FOUND. VEHICLE WAS SOLD FOR PARTS. \*AK \*TS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10093312  
**Date of Incident:** 20040509  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** PEARLAND, TX  
**NHTSA Summary:**  
2004 TOYOTA SIENNA EXHIBITS POOR LOW SPEED DRIVABILITY WHEN ACCELERATING FROM SLOW SPEED. THROTTLE DOES NOT RESPOND TO PEDAL ACTION WHICH RESULTS IN UNPREDICTABLE ACCELERATION TIME AND AMOUNT. POOR, OR NO, ENGINE RESPONSE IS FOLLOWED BY LURCH FORWARD AS THROTTLE (OVER) REACTS AND TRANSMISSION SEARCHES FOR THE PROPER GEAR. MANY "NEAR MISSES" IN TRAFFIC MERGING SITUATIONS. THE PRIMARY DRIVER, MY WIFE, WILL NO LONGER USE THIS VEHICLE. SEVERAL DEALERS HAVE REVIEWED THIS ISSUE AND STATE THAT TOYOTA CLASSIFIES THIS PERFORMANCE AS A 'CHARACTERISTIC' OF THE 3.3L PLATFORM. THIS PERFORMANCE IS NOT ACCEPTABLE TO ME AND VEHICLE WILL BE REPLACED IF NOT REPAIRED SOON \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10093211  
**Date of Incident:** 20040511  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** VALRICO, FL  
**NHTSA Summary:**  
2002 LEXUS ES300 WITH ABOUT 18,000 MILES HAS A PROBLEM WITH HESITATION WHEN ACCELERATING AFTER SLOWING DOWN, ESPECIALLY AFTER COMPLETING A TURN. IT IS LIKE THE TRANSMISSION DOESN'T ADJUST WITH THE PRESSING OF THE GAS PEDAL. ALMOST HAD AN ACCIDENT BECAUSE OF THE HESITATION. ALSO I HAVE HAD PROBLEMS WITH THE CAR DOWN SHIFTING AS I COME DOWN A HILL. ALSO A PROBLEM WITH THE CAR TRYING TO DECIDE WHAT GEAR TO BE IN WHEN GOING AROUND 20 TO 25 MILES PER HOUR. YOU CAN FEEL THE CAR CHANGE GEAR. PASSENGERS EVEN HAVE ASKED WHAT WAS THAT? COMPLAINED TO DEALERSHIP, AND WAS TOLD IT WAS THE WAY I DROVE. I HAD THE SB-TC004-03 PERFORMED AFTER RECEIVING THE LETTER FROM LEXUS, BUT IT DIDN'T HELP. MAY HAVE MADE IT WORSE. \*AK  
**Additional Summary:**

**Toyota ID Number:**

C-277

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10074917  
**Date of Incident:** 20040512  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** EAST BRUNSWICK, NJ  
**NHTSA Summary:**  
ON MAY 12, 2004 AT TIME 15:33 .MY WIFE WAS DRIVING OUR 2003 TOYOTA CAMRY. ND WAS TWO BLOCKS FROM OUR HOUSE, MAKING A RIGHT TURN FROM FARMS RD CIRCLE ONTO RANGER ROAD. AS SHE MADE THE RIGHT TURN, THE CAR SUDDENLY ACCELERATED, CAUSING HER TO LOSE CONTROL OF THE CAR, CAUSING HER TO JUMP THE CURB ON THE LEFT SIDE OF THE STREET, AND STRIKE A PORTABLE BASKETBALL NET/POLE ON THE CURB IN FRONT OF THE CORNER HOUSE. THE POLE SMASHED IN THE FRONT ROOF OF THE CAR AND SMASHED THE WINDSHIELD. THE CAR CONTINUED DOWN THE GRASS CURB AND ITS UNDERCARRIAGE STRUCK THE CURB WHILE GOING BACK ONTO RANGER ROAD. THE AIRBAGS DID NOT DEPLOY. FORTUNATELY, NO ONE WAS INJURED. THE CAR WAS DAMAGED. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10083277  
**Date of Incident:** 20040514  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** TAMARAC, FL  
**NHTSA Summary:**  
THE CONSUMER HAD AN ACCIDENT, WHEN THE VEHICLE ACCELERATED ON ITS OWN, STRUCK 5 VEHICLES HEAD ON, AND THE AIR BAGS DID NOT DEPLOY. THE VEHICLE WAS TOWED TO THE DEALER AND THEY TOLD HIM THAT THERE WERE NO DEFECTS WITH THE AIR BAGS OR VEHICLE ACCELERATOR. TOYOTA HAS ACCEPTED A CLAIM IN WILL REIMBURSE THE CONSUMER FOR ALL DAMAGES; HOWEVER, THE CONSUMER SHOWS CONCERN THAT THERE IS NO RECALL. \*LA SEE VOQ 10065132. \*DSY  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10088532  
**Date of Incident:** 20040515  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** SILVER SPRING, MD  
**NHTSA Summary:**  
WHEN DRIVING A SPEED AND THE ACCELERATOR IS PRESSED HARD TO PASS OR TO ENTER A HIGHWAY, THE ENGINE RAVS BUT THE CAR DOES NOT ACCELERATE. THE DEALER TELLS ME THAT IS HOW THE CAR IS DESIGNED. I HAVE A 2002 LEXUS ES300 BUT HAVE DRIVEN THE 2004'S AND THEY ACT THE SAME WAY. WHEN YOU STUMP ON THE GAS AND THE CAR DOES NOT GO, IT LEAVES YOU IN A VERY PROCARIES SITUATION.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321617  
**Date of Incident:** 20040515  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** MOUNT ORAB, OH  
**NHTSA Summary:**  
TL-THE CONTACT OWNED A 2003 TOYOTA CAMRY. THE CONTACT STATED WHILE STOPPED AT A RED LIGHT THE VEHICLE ACCELERATED THROUGH THE LIGHT. THE

C-278

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CONTACT SPOKE WITH THE DEALER AND WAS ADVISED THERE WAS NOTHING WRONG WITH THE VEHICLE. THE CONTACT STATED AFTER THE INITIAL REVIEW FROM THE DEALER, THE VEHICLE EXPERIENCED THE ACCELERATOR PEDAL FAILURE MORE THAN 5 TIMES. THE CONTACT STATED THAT THE DEALER REPLACED THE VEHICLE WITH ANOTHER TRUCK. THE VIN WAS NOT AVAILABLE. THE CURRENT AND FAILURE MILES WERE NOT AVAILABLE. AA  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322081  
**Date of Incident:** 20040515  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** ELLENWOOD, GA  
**NHTSA Summary:**  
ON MAY 15, 2004 I WAS INVOLVED IN A 1 PERSON AUTO ACCIDENT IN MY 2003 TOYOTA CAMRY LE. I HAD JUST PURCHASED THE VEHICLE LESS THAN 30 DAYS FROM THE TIME OF THE ACCIDENT FROM A CERTIFIED USED TOYOTA DEALERSHIP (STONE MOUNTAIN TOYOTA). MY CAR SPUN OUT OF CONTROL AS I PRESSED THE ACCELERATOR TO PULL OUT OF A STORE PARKING LOT. I WAS UNABLE TO STOP THE CAR BY BRAKING AND ENDED UP ROLLING OVER AN EMBANKMENT AND ON TO RAILROAD TRACKS. I WAS WEARING MY SAFETY BELT AT THE TIME. I WAS ABLE TO GET OUT OF THE CAR AND AWAY FROM IT AS I FEARED IT WAS GOING TO BLOW UP. I HAD NO IDEA OF WHAT WENT UP AS IT ACCELERATED SO FAST. OBVIOUSLY, I WAS TERRIFIED AND REMAIN EMOTIONALLY AND PHYSICALLY DAMAGED FROM THIS EVENT. I WAS TRANSPORTED TO THE ER VIA AMBULANCE AND WAS EVALUATED FOR INJURIES. MY MAIN INJURIES WERE GENERAL BODY, HEAD, NECK, AND BACK PAIN. SUBSEQUENTLY, A LUMBAR FRACTURE WAS FOUND YEARS LATER ON A SCAN FOR ANOTHER MEDICAL ISSUE. I STILL SUFFER FROM LOW BACK PAIN AND THE EVENT HAUNTS ME. ESPECIALLY SINCE I TOLD THE POLICE, AMBULANCE WORKERS, INSURANCE COMPANY, AND THE MANAGERS AT THE DEALERSHIP ABOUT WHAT HAPPENED. NO ONE INVESTIGATED THE ACCIDENT FURTHER AS IF I WAS NOT MAKING ANY SENSE. I ALSO MISSED A FEW DAYS OF WORK AND WAGES BECAUSE I AM AN RN AND COULDN'T PERFORM MY JOB DUE TO THE PAIN. I AM REALLY UPSET ABOUT THE RECALLS BECAUSE IT DOESN'T INCLUDE EARLIER TOYOTA MODELS AND I REPORTED THIS INCIDENT 6 YEARS AGO WHEN I HAD MY ACCIDENT AND NOTHING WAS DONE. THANKS FOR YOUR TIME. JENNIFER OWENS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293482  
**Date of Incident:** 20040518  
**Vehicle:** 2001 TOYOTA CELICA  
**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**  
I WAS DRIVING WEST BOUND ON I-10 NEAR DOWNTOWN HOUSTON, TX WHEN I WENT TO PASS A TRUCK AND PRESSED THE GAS PEDAL. WHEN I RELEASED THE GAS PEDAL, THE CAR KEPT ACCELERATING AND THE ENGINE WENT TO THE REDLINE. I TRIED THE BRAKES WHICH WORKED A LITTLE BIT BUT THE ENGINE WAS STILL SCREAMING AT THE REDLINE. FORTUNATELY THE FREEWAY WAS QUITE CLEAR AS I JUST KEPT GOING FASTER AND FASTER. I'M A "CAR-GUY" AND I'M ALSO A MECHANIC AND SINCE THIS WAS MY FIRST NEW CAR I EVER BOUGHT, I WAS WORRIED ABOUT THE ENGINE BLOWING UP MORE THAN I WAS ABOUT HITTING SOMEONE SINCE THE FREEWAY WAS PRACTICALLY EMPTY. I DID GET UP PAST 110 MPH THOUGH BEFORE I DECIDED TO PUT THE AUTOMATIC TRANSMISSION INTO NEUTRAL AND TURN THE KEY TO SHUT THE ENGINE OFF. I

C-279

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

COASTED FOR A LITTLE WHILE TO REDUCE SPEED AND THEN STARTED THE ENGINE WHILE STILL COASTING. EVERYTHING WAS BACK TO NORMAL AND I PUT THE TRANSMISSION BACK INTO "DRIVE" AND WENT ABOUT MY WAY. I HAD JUST HAD MY FLOORMATS THOROUGHLY WASHED SO THEY WERE NOT IN THE VEHICLE AT THE TIME SINCE THEY WERE DRYING. THERE WERE NO FLOORMATS IN THE VEHICLE. I HAVE NEVER REPORTED THIS PROBLEM BECAUSE I JUST THOUGHT IT WAS A FREAK INCIDENT BUT NOW AS I'M HEARING MORE REPORTS ON SIMILAR ISSUES I THOUGHT IT WOULD BE HELPFUL FOR OTHER PEOPLE TO KNOW OF THIS INCIDENT AS WELL. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10073842  
**Date of Incident:** 20040518  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LAS VEGAS, NV  
**NHTSA Summary:**  
WHILE IDLING IN TRAFFIC, AND THE BRAKE PEDAL APPLIED, THE VEHICLE SUDDENLY ACCELERATED. THIS CAUSED THE DRIVER TO SLAM THE GEAR SHIFT IN PARK IN ORDER TO STOP THE VEHICLE. THE MECHANIC INFORMED THE DRIVER THAT THE PROBLEM COULD NOT BE DUPLICATED. PLEASE FILL IN ADDITIONAL INFORMATION. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10073900  
**Date of Incident:** 20040518  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** FREDERICK, MD  
**NHTSA Summary:**  
WHEN VEHICLE IS ENGAGED IN REVERSE IT ACCELERATES. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293679  
**Date of Incident:** 20040520  
**Vehicle:** 1999 TOYOTA RAV4  
**Location of Incident:** SUFFERN, NY  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 1999 TOYOTA RAV4. WHILE ENTERING A PARKING SPACE, THE VEHICLE ACCELERATED WITHOUT INTENTION INTO SOME BUSHES. AFTER THE MINOR CRASH SHE WAS ABLE TO RESUME NORMAL VEHICLE OPERATION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE VEHICLE WAS NOT REPAIRED BECAUSE THE TECHNICIAN WAS UNABLE TO DUPLICATE THE FAILURE. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALFUNCTION. THE FAILURE MILEAGE WAS UNKNOWN. THE CURRENT MILEAGE WAS 109,000. THE VIN WAS UNAVAILABLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10101710  
**Date of Incident:** 20040520  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** PRAIRIEVILLE, LA

C-280

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

WHILE DRIVING 20 MPH VEHICLE ACCELERATED UNCONTROLLABLY. CONSUMER APPLIED THE BRAKE PEDAL AND VEHICLE CONTINUED TO ACCELERATE. CONSUMER WAS UNABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND IT HIT A LADY, WHO SUSTAINED MAJOR INJURIES, AND WAS TRANSPORTED TO THE HOSPITAL BY AMBULANCE. VEHICLE WAS TOWED TO THE DEALER FOR INSPECTION, AND MECHANIC COULD NOT DUPLICATE THE PROBLEM. CONSUMER WAS INVOLVED IN FIVE DIFFERENT ACCIDENTS DUE TO SUDDEN ACCELERATION. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10074925  
**Date of Incident:** 20040522  
**Vehicle:** 2000 LEXUS LS400  
**Location of Incident:** MINNETONKA, MN

**NHTSA Summary:**

THREE EVENTS OCCURRED WHERE MY 2000 LEXUS 400 ACCELERATED ON ITS OWN IN BEGINNING TO START MOVING BY RELEASING MY FOOT FROM THE BRAKE. THE FIRST INCIDENT OCCURRED IN CANNON FALLS MN. WE HAD COME TO A STOP AT A STOP LIGHT AND WHEN THE TRAFFIC STARTED MOVING I LIFTED MY TOE FROM THE BRAKE AND THE CAR LEAPED FORWARD -- I IMMEDIATELY SLAMMED ON THE BRAKE AGAIN SINCE MY TOE WAS STILL ON THE BRAKE. IT LURCHED SEVERAL TIMES AND THEN QUITE. I BARELY STOPPED IT BEFORE HITTING THE CAR IN FRONT OF ME. IT HAPPENED AGAIN THE SAME WAY SEVERAL WEEKS LATER BUT NOT AS VIOLENT. THE THIRD TIME HAPPENED AS I WAS BRINGING MY CAR INTO LEXUS TO DIAGNOSIS THE PROBLEM. THIS TIME IT VIOLENTLY LEAPT FORWARD CAUSING ME TO BRACE MYSELF ON THE STEERING WHEEL TO GET MORE LEVERAGE ON THE BRAKE. IT LURCHED FORWARD WHAT SEEMED TO BE IN JUMPS OF SIX INCHES TO A FOOT WITH ME PUSHING AS HARD AS I COULD ON THE BRAKE. FINALLY I HAD THE PRESENCE OF MIND TO SHIFT INTO NEUTRAL. AGAIN I BARELY WAS ABLE TO STOP IT BEFORE HITTING THE CAR IN FRONT OF ME. THIS IS A HIGHLY DANGEROUS CONDITION AND I HAVE TOLD LEXUS I WILL NOT DRIVE THE CAR AGAIN UNTIL IT IS FIXED. LEXUS IS LOOKING AT IT AND SO FAR CLAIMS THAT NOTHING IS WRONG. IE NOTHING CAN BE FOUND WITH THE DIAGNOSTICS. I AM WILLING TO LET NHTSA HAVE THE CAR FOR TESTING IF I CAN GET REPLACEMENT TRANSPORTATION DURING THE TESTING. NORM TALSOE. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10073066  
**Date of Incident:** 20040523  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** NORWOOD, MA

**NHTSA Summary:**

VEHICLE IS A NEW 2004 TOYOTA CAMRY LE WITH 190 MILES ON IT WHEN THE INCIDENT OCCURRED. I STARTED THE VEHICLE AND SHIFTED FROM PARK TO REVERSE WITHOUT TAKING MY FOOT OFF THE BRAKE. THE VEHICLE RAPIDLY ACCELERATED AND TRAVELLED ABOUT TWO CAR LENGTHS BEFORE I WAS ABLE TO STOP IT.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10074152  
**Date of Incident:** 20040524

C-281

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2003 TOYOTA TUNDRA  
**Location of Incident:** SARASOTA, FL

**NHTSA Summary:**

CONSUMER APPLIED THE BRAKES AND VEHICLE WOULD SUDDENLY ACCELERATED ON ITS ON. CONSUMER PLACED BOTH FEET ON THE BRAKE PEDAL AND VEHICLE WOULD NOT STOP. CONSUMER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND DROVE IT TO THE DEALER FOR INSPECTION. HOWEVER, MECHANIC COULD NOT DUPLICATE THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10075911  
**Date of Incident:** 20040528  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** DURHAM, NC

**NHTSA Summary:**

WHILE DRIVING VEHICLE EXPERIENCED SUDDEN ACCELERATION. CONSUMER WAS APPROACHING A STOP SIGN WHEN THE VEHICLE SUDDENLY LUNGED FORWARD INTO AN INTERSECTION. HOWEVER, CONSUMER APPLIED THE BRAKES AND VEHICLE CAME TO A STOP. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310970  
**Date of Incident:** 20040528  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**

WHILE ENTERING MY GARAGE TOYOTA CAMRY 2002 SURGED AND CRASHED THROUGH NEIGHBOR'S GARAGE HITTING HER CAR. INCIDENT WAS TOSSED ASIDE AS AN ISOLATED INCIDENT BY TOYOTA WHEN I CONTACTED THE MAIN COMPANY. I ALSO FILED A COMPLAINT THROUGH NHTSA. NOTHING WAS DONE TO CORRECT PROBLEM. CAR WAS SOLD IN 2007 AFTER SURGING CONTINUED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10074511  
**Date of Incident:** 20040529  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ATLANTIC BEACH, FL

**NHTSA Summary:**

AS WE WERE PULLING OUT OF OUR PARKING SPACE ON THIS DAY. OUR 2003 TOYOTA CAMRY SEEMED TO ACCELERATE WHILE THE BRAKE WAS PRESSED. IN TURN WE SLAMMED INTO A PARKED CAR WHICH THEN HIT ANOTHER CAR, THAT HIT ANOTHER CAR. LUCKILY NONE WAS CRITICALLY INJURED THOUGH SOME MINOR INJURIES OCCURRED TO MY WIFE UPON IMPACT. ALSO, EVER SINCE WE HAVE BOUGHT THE CAR IT HAS DONE THIS FROM TIME TO TIME OR WE HAVE HAD TROUBLE WITH THE BRAKES. UPON TAKING TO THE DEALERSHIP NUMEROUS TIMES, THEY ASSURED ME THAT NOTHING WAS WRONG WITH THE BRAKES OR ANYTHING ELSE. I FEEL THAT THIS NEEDS TO BE THOROUGHLY INVESTIGATED BEFORE SOMEONE IS KILLED OR CRITICALLY INJURED. IN MY EYES THIS IS A MAJOR SAFETY CONCERN. NOT TO MENTION THE

C-282

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DAMAGE THAT WAS DONE TO OUR CAR AND THE OTHER INNOCENT VICTIMS VEHICLES.  
\*LA

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10074636  
**Date of Incident:** 20040531  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** POTTSTOWN, PA

**NHTSA Summary:**

VEHICLE HESITATES/FAILS TO MOVE FORWARD IN THE FOLLOWING MODE: AFTER BRAKING, WHEN THE VEHICLE IS STILL MOVING BETWEEN 5 TO 15 MPH, THE VAN DOES NOT RESPOND TO ACCELERATOR PEDAL INPUT; VEHICLE HESITATES WITH NO MOVEMENT FORWARD, THEN SHIFTS HARD INTO FIRST GEAR AND LURCHES FORWARD. WE HAVE HAD 2 CLOSE CALLS, WAITING FOR THE VEHICLE TO RESPOND TO ACCELERATOR PEDAL INPUT. ALSO, ACCELERATOR PEDAL HAS A DEAD SPOT, THE FIRST HALF INCH OF PEDAL CAUSES NO RESPONSE FROM VEHICLE. THIS "DEAD SPOT" ALONG WITH THE HESITATION NOTED ABOVE CAN RESULT IN A 2 SECOND RESPONSE FAILURE FROM THE VEHICLE. THIS SITUATION HAS PUT MY FAMILY IN HARMS WAY ON NUMEROUS OCCASIONS.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10075107  
**Date of Incident:** 20040601  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** COLUMBUS, OH

**NHTSA Summary:**

1). SOON AFTER PURCHASE OF CAR, PROBABLY IN MAY OR JUNE OF 2002, I BEGAN TO PARK IN SPACE AT TARGET ON SAWMILL ROAD IN COLUMBUS, OHIO, WITH FOOT ON BRAKE PEDAL. CAR SUDDENLY SURGED FOWARD AND STRUCK THE REAR BUMPER OF PICKUP TRUCK. NO PERSONAL INJURIES OR DAMAGE TO CAR OR TRUCK. 2.) ON 5-9-04 SURGE OCCURRED WHILE DRIVING SLOWLY, LOOKING AT CONDOMINIUMS, WITH FOOT ON BRAKE PEDAL. NO CRASH, NO INJURIES, NO DAMAGES TO CAR. 3.) ON 6-1-04, I ENTERED PARKING SPACE ON SIDE OF CVS PHARMACY, 1885 W HENDERSON RD., UPPER ARLINGTON, OH 43220, WITH FOOT ON BRAKE PEDAL. CAR SUDDENLY SURGED FORWARD EVEN WITH BRAKE APPLIED AND STRUCK CONCRETE COLUMN. NO INJURIES OR MECHANICAL DAMAGE, BUT FRONT BUMPER WAS DENTED AND SCRATCHED. TOOK CAR TO TANSKY SAWMILL TOYOTA, BUT THEY COULD NOT FIND OR DUPLICATE THE SURGE. THEY CHECKED THE BRAKES, AND THERE WERE NO PROBLEMS. SEE VOQ 10074942 (DUPLICATE) \*DSY. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10097391  
**Date of Incident:** 20040601  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**

RE: SUPPLEMENT TO CONSUMER COMPLAINT #10091268 LEXUS RX 330 TRANSMISSION/THROTTLE PROBLEMS. \*BF AUTOMATIC TRANSMISSION HESITATES, HUNTS, SHIFTS INCONSISTENTLY, HANGS IN BETWEEN GEARS, DELAYES, ETC. THE

C-283

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THROTTLE DELAYS AT THE FIRST APPLICATION OF GAS AND THE RATE OF ACCELERATION SURGES UP AND DOWN UNEVENLY. DEALER COULD NOT FIND A PROBLEM. \*TT

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10075632  
**Date of Incident:** 20040603  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** COLUMBIA, IL

**NHTSA Summary:**

VEHICLE ACCELERATED UPON PARKING NEAR A STOP WITH FOOT OFF ACCELERATOR AND ON BRAKE PEDAL. PLEASE PROVIDE ANY ADDITIONAL INFORMATION. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316414  
**Date of Incident:** 20040604  
**Vehicle:** 1998 TOYOTA TACOMA  
**Location of Incident:** MARICOPA, AZ

**NHTSA Summary:**

MY 1998 TOYOTA TACOMA EXPERIENCE UNEXPECTED ACCELERATION IN 2004. THE VEHICLE WAS TOTALLED (WORTH ABOUT \$12K AT THE TIME) DUE TO THE BENT FRAME CAUSED BY HITTING A CONCRETE WALL, THEN ANOTHER CAR IN A PARKING LOT. MY WIFE, A TOYOTA EMPLOYEE, WHO WAS DRIVING THE TRUCK, SUFFERED BUMPS AND BRUISES DUE TO THE FACT THE TRUCK ONLY WENT ABOUT 30 FEET BEFORE IMPACT. THE INSURANCE INVESTIGATOR FOUND NO PROBLEMS WITH THE VEHICLE, AND POSTULATED MY WIFE HAD HER FOOT ON THE ACCELERATOR. SHE GUARANTEED HER FOOT HAD BEEN ON THE BRAKE. THE VEHICLE WAS SHRINK WRAPPED UNTIL A TOYOTA REP COULD READ THE ELECTRONICS. HIS RESPONSE WAS THE SAME. SO WAS HERS. GUESS WHAT MODEL YEAR TOYOTA BEGAN USING THEIR ELECTRONIC THROTTLE CONTROL SYSTEM (ETCS)? 1998 - WHAT A SURPRISE. MY WIFE HAS BEEN VINDICATED. TOYOTA'S PROBLEM IS NOT WITH FLOOR MATS OR GAS PEDALS THAT STICK. IT IS WITH THE ETCS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10080317  
**Date of Incident:** 20040608  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** WEST MIFFLIN, PA

**NHTSA Summary:**

WHILE BRAKING UPHILL. RPMS ACCELERATED AT A HIGH RATE. DEALERSHIP WAS NOTIFIED, BUT DID NOT RESOLVE THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10105241  
**Date of Incident:** 20040608  
**Vehicle:** 2003 TOYOTA 4RUNNER  
**Location of Incident:** BURLINGAME, CA

C-284

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
THE CONSUMER EXPERIENCED SUDDEN ACCELERATION ON 3 SEPARATE OCCASIONS.  
\*JB.....\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313631  
**Date of Incident:** 20040610  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** FRIENDSWOOD, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 LEXUS ES300 PURCHASED APRIL 2004. SHE IMMEDIATELY BEGAN EXPERIENCING FAILURES WHEN THE VEHICLE SURGED AND VIOLENTLY LUNGED FORWARD WHILE IT WAS IDLE. THE DEALER STATED THAT THE VEHICLE WAS A "SMART CAR" AND WAS AWARE WHEN THERE WAS A DRIVER, OTHER THAN HERSELF BEHIND THE WHEEL, WHICH WOULD "CONFUSE" THE VEHICLE. NO DIAGNOSTIC TEST WERE PERFORMED. THE FAILURE PROGRESSED AND THE VEHICLE WAS TAKEN BACK TO DEALER A SECOND TIME. ALTHOUGH THE DEALER BECAME FAMILIAR WITH THE FAILURE; THEY STATED THAT SHE NEEDED TO WAIT A YEAR UNTIL THE "NEW PROGRAMMING" WAS AVAILABLE. ONE YEAR LATER, THE VEHICLE WAS TAKEN BACK TO THE DEALER FOR THE SOFTWARE REPROGRAMMING AND THE FAILURE BECAME PROGRESSIVELY WORSE. THE VEHICLE CONTINUED TO LUNGE VIOLENTLY WHILE SITTING IDLE, DRIVING AT SPEEDS OF UNDER 35 MPH OR WHILE COASTING. WHEN THE VEHICLE LUNGED IT FELT AS IF SHE WAS BEING STRUCK FROM THE REAR BY ANOTHER VEHICLE. THERE WERE NO ADDITIONAL REPAIRS MADE TO THE VEHICLE. THE VIN WAS NOT AVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 78,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10076212  
**Date of Incident:** 20040614  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** HOLLYWOOD, FL

**NHTSA Summary:**  
WHILE PULLING INSIDE OF A PARKING SPACE VEHICLE SUDDENLY ACCELERATED. CONSUMER WAS UNABLE TO MAINTAIN CONTROL OF THE VEHICLE. CONSUMER PLACED BOTH FEET ON THE BRAKES, BUT VEHICLE CONTINUED TO ACCELERATE. IT JUMPED A CURB, AND COLLIDED WITH A GLASS WINDOW INSIDE A STORE. UPON IMPACT, BOTH FRONTAL AIR BAGS DID NOT DEPLOY. HOWEVER, THERE WERE NO INJURIES. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10079287  
**Date of Incident:** 20040615  
**Vehicle:** 2000 TOYOTA CAMRY SOLARA  
**Location of Incident:** SPRINGFIELD, VA

**NHTSA Summary:**  
WHILE PULLING INSIDE OF A PARKING LOT, THE VEHICLE SUDDENLY ACCELERATED UNCONTROLLABLY WITHOUT WARNING. THE DRIVER WAS NOT ABLE TO MAINTAIN CONTROL OF THE VEHICLE. THE DRIVER PLACED BOTH FEET ON THE BRAKE PEDAL, BUT THE VEHICLE CONTINUED TO ACCELERATED INTO ANOTHER VEHICLE. BOTH FRONTAL AIR BAGS FAILED TO DEPLOY. THE DRIVER SUSTAINED HEAD AND NECK INJURIES AND

C-285

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WAS TRANSPORTED BY AMBULANCE TO THE HOSPITAL. THE VEHICLE WAS TOWED TO THE DEALER. PLEASE FILL IN ADDITIONAL INFORMATION. \*LA  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313678  
**Date of Incident:** 20040615  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** WEST HARTFORD, CT

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 1999 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 45 MPH ON NORMAL ROAD CONDITIONS. THERE WAS AN UNINTENDED INCREASE IN ACCELERATION OF 110 MPH. SUDDENLY, THE VEHICLE REDUCED SPEED. THE DRIVER WAS ABLE TO SLOW DOWN. THE FAILURE OCCURRENCES WERE INTERMITTENT DURING HIGHWAY DRIVING. THE IDENTICAL FAILURE OCCURRED AND THE GEAR SHIFTER WAS PLACED INTO THE "PARK" POSITION. THE VEHICLE WAS ABLE TO SLOW DOWN. THERE WAS SMOKE AND FLAMES COMING FROM THE HOOD AREA. THE DRIVER PULLED OVER TO THE SIDE OF THE ROAD AND EXITED THE VEHICLE. THE VEHICLE IGNITED INTO MASSIVE FLAMES. THE POLICE AND FIRE DEPARTMENT WERE CALLED TO THE SCENE. THERE WERE NO PERSONAL INJURIES. THE VEHICLE WAS TOWED TO A COLLISION FACILITY. THE VEHICLE WAS COMPLETELY DESTROYED. THE FAILURE MILEAGE WAS 65,000. THE VIN WAS UNKNOWN. UPDATED 03/19/10. \*LJ  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10082261  
**Date of Incident:** 20040616  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** NORTON, MA

**NHTSA Summary:**  
WHEN BACKING OUT OF A PARKING SPACE THE CAR WENT INTO A HIGH ACCELERATION. I REAR ENDED TWO CARS THAT WERE DIRECTLY BEHIND ME. IF THERE WAS ANYONE WALKING BEHIND I WOULD HAVE KILLED THEM. I BELIEVE THERE IS A THROTTLE CONTROL PROBLEM. \*LA  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10193437  
**Date of Incident:** 20040616  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** WILTON, CA

**NHTSA Summary:**  
1 MONTH AFTER PURCHASING THE TOYOTA THE HESSITATION ON ACCELERATION BEGAN. I HAD THE COMPUTER PROGRAM FLASHED NUMEROUS TIMES. THE DEALERSHIP CLAIMED THEY HAVE DONE ALL THEY COULD. ENTERING HIGHWAYS OR TURNING CORNERS THE CAR STALLE D UNTILL THE THROTTLE GRABBED, AND THEN TOOK OFF. IT JOLTED THE BODY AND MADE DRIVING THE TOYOTA HIGHLANDER VERY DIFFICULT. \*AK  
**Additional Summary:**

**Toyota ID Number:**

C-286

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10101543  
**Date of Incident:** 20040620  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** ALVIN, TX

**NHTSA Summary:**  
WHILE APPLYING THE ACCELERATOR PEDAL, THE VEHICLE HESITATED TO ACCELERATE. AFTER APPLYING THE ACCELERATOR PEDAL NUMEROUS TIMES THE VEHICLE ACCELERATED UNCONTROLLABLY. THE CONSUMER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE AND DROVE IT TO THE DEALER FOR INSPECTION. THE MECHANIC WAS NOT ABLE TO DUPLICATE THE PROBLEM. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10063502  
**Date of Incident:** 20040623  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** VAN NUYS, CA

**NHTSA Summary:**  
INTERMITTENTLY AT A STOP VEHICLE SURGED. CONSUMER HAD TO PRESS HARD ON THE BRAKE PEDAL AND PUT VEHICLE INTO PARK TO STOP. \*AK THE CONSUMER STATED THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10082295  
**Date of Incident:** 20040625  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** GREELEY, CO

**NHTSA Summary:**  
THIS OCCURS ON A 2004 TOYOTA CAMRY WITH A 3.0L V6 AND A 5 SPEED AUTOMATIC TRANSMISSION. ON OCCASION WHEN SLOWING FROM A SPEED OF 20 MPH OR MORE, THE DRIVER PRESSES THE ACCELERATOR AND CAR HESITATES AND STUMBLES. BECAUSE OF NO RESPONSE, THE DRIVER WILL FLOOR THE ACCELERATOR, THERE WILL BE A 1-2 SECOND DELAY AND THEN THE ENGINE WILL RACE TO 5000 RPM AND THE CAR WILL TAKE OFF. DEALER HAS LOOKED AT THE CAR TWICE AND SAYS THERE IS NOTHING WRONG. TOYOTA AND THE DEALER STATE THAT THE CAR IS OPERATING AS DESIGNED AND THIS DELAY IS NORMAL FOR THIS CAR. IF IT IS NORMAL, WHY DOESN'T IT DO IT ALL THE TIME? \*LA  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10080299  
**Date of Incident:** 20040628  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LANHAM, MD

**NHTSA Summary:**  
THE CONSUMER STATED THE VEHICLE SURGED FORWARD EVEN WHEN THE HER FOOT WAS ON THE BREAK. THE BREAK PEDAL WENT ALL THE WAY TO THE FLOOR, WHEN APPLIED. PROVIDE FURTHER DETAILS. \*JB  
**Additional Summary:**

C-287

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10080267  
**Date of Incident:** 20040629  
**Vehicle:** 2003 TOYOTA MATRIX  
**Location of Incident:** CASTLETON, VT

**NHTSA Summary:**  
WHILE DRIVING THE VEHICLE ACCELERATED WITHOUT WARNING. AS A RESULT THE CONSUMER HAD TO DODGE A VEHICLE AND DROVE INTO A CORN FIELD. THE CAUSE HAS NOT BEEN DETERMINED. PLEASE PROVIDE ADDITIONAL INFORMATION. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10083730  
**Date of Incident:** 20040701  
**Vehicle:** 2000 LEXUS RX300  
**Location of Incident:** PITTSBURGH, PA

**NHTSA Summary:**  
PROBLEMS WITH UNINTENDED ACCELERATION IN 2000 LEXUS 300.\*MR. WITHIN THREE MONTH OF THE CONSUMER TAKING DELIVERY OF THE VEHICLE THE CONSUMER EXPERIENCED THREE INCIDENTS OF SUDDEN ACCELERATION. THE VEHICLE WAS TAKEN TO THE DEALER BUT THEY WERE UNABLE TO DUPLICATE THE PROBLEM. THE CONSUMER TRADED THE VEHICLE IN FOR A 2002 RX 300 AND HASN'T HAD ANY PROBLEMS. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10082834  
**Date of Incident:** 20040702  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** THE WOODLANDS, TX

**NHTSA Summary:**  
TWO (2) INCIDENTS OF SUDDEN ACCELERATION BY THE VEHICLE - THE DEALER WAS NOT AWARE OF ANY SIMILAR ISSUES. I WAS NOT AWARE THAT NHTSA WAS CONDUCTING AN INVESTIGATION INTO SIMILAR OCCURRENCES WITH OTHER TOYOTA/LEXUS VEHICLES.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10094051  
**Date of Incident:** 20040702  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** MCMURRAY, PA

**NHTSA Summary:**  
WHEN APPLYING THE ACCELERATOR PEDAL VEHICLE HESITATED THEN SURGED FORWARD. CONSUMER WAS CONCERNED THAT HE WILL BE REAR ENDED.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10093071  
**Date of Incident:** 20040707  
**Vehicle:** 2002 TOYOTA CAMRY

C-288

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** BOWIE, MD

**NHTSA Summary:**  
ON SATURDAY, JULY 7, 2004, I DROVE THE 2002 TOYOTA CAMRY IN BOWIE, MARYLAND HEADING SOUTH ON ROUTE 197, LAUREL-BOWIE ROAD. WHILE GOING UP A HILL, AT APPROXIMATELY 65 MPH, I PRESSED ON THE ACCELERATOR PEDAL. IMMEDIATELY, I LOST CONTROL OF THE CAR, AS IT SWERVED FIRST TO THE LEFT. HOWEVER, A CAR WAS TO MY LEFT, AND TO AVOID HITTING IT, I STEERED THE CAR RIGHT, TOWARDS THE CURB. FORTUNATELY I DID NOT HIT THE CAR. AS I STEERED TOWARDS THE RIGHT, THE CAR SPED AHEAD OF ME, AND I TRIED STEERING BACK TOWARDS THE LEFT TO AVOID THE CURB. TO CREATE FRICTION TO STOP THE CAR, I MADE A BIG ARC AND CROSSED FOUR LANES TO THE LEFT, WITH THE CAR FINALLY FACING NORTHBOUND. AFTER MAKING SURE NO CARS WERE COMING IN EITHER DIRECTION OF THE ROAD, I MADE A U-TURN AND HEADED STRAIGHT TO MY HOUSE (-2 MILES AWAY). \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296598  
**Date of Incident:** 20040707  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** ROSEVILLE, CA

**NHTSA Summary:**  
UNINTENTIONAL ACCELERATION OF 2002 TOYOTA CAMRY LE MODEL WITH STABILITY CONTROL. (THIS CAR WAS MANUFACTURED IN THE US AND PURCHASED IN FOLSOM, CA IN MARCH 2002. WITHIN THE FIRST TWO YEARS THE CAR EXPERIENCED TWO CASES OF UNINTENTIONAL ACCELERATION. FORTUNATELY, SPEEDS WERE LOW AS THE CAR WAS IN THE PROCESS OF STOPPING. BOTH TIMES THE ENGINE SUDDENLY RACED AND THE VEHICLE WOULD NOT STOP. THE DEALER SAID IT WAS NOT AWARE OF ANY PROBLEMS AND IT MUST BE THE WAY THE CAR WAS DRIVEN. THE SECOND TIME THE DEALER CHECKED THE SYSTEMS AND COULD FIND NOTHING. THE PROBLEMS HAS NOT RECCURRED. THERE IS THE POSSIBILITY OF A PROBLEM IN THE SOFTWARE THAT MAY HAVE BEEN CORRECTED WITHOUT OUR KNOWLEDGE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10081741  
**Date of Incident:** 20040710  
**Vehicle:** 2001 TOYOTA HIGHLANDER  
**Location of Incident:** DRUMRIGHT, OK

**NHTSA Summary:**  
WHILE DRIVING AT 10 MPH AND MOVING INTO A PARKING SPACE VEHICLE ACCELERATED AND SURGED AHEAD. THERE WERE NO INJURIES OR A COLLISION. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10081756  
**Date of Incident:** 20040712  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** TEHACHAPI, CA

**NHTSA Summary:**  
WHILE PULLING INSIDE OF A PARKING SPACE VEHICLE SUDDENLY ACCELERATED UNCONTROLLABLY. CONSUMER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE BY PLACING BOTH FEET ON THE BRAKE PEDAL. BUT VEHICLE CONTINUED TO

C-289

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATED. CONSUMER TURNED OFF THE VEHICLE IN ORDER TO STOP. CONSUMER HAD THE VEHICLE TOWED TO THE DEALER FOR INSPECTION, AND MECHANIC COULD NOT DUPLICATE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313107  
**Date of Incident:** 20040712  
**Vehicle:** 2004 LEXUS LS430  
**Location of Incident:** SAN RAMON, CA

**NHTSA Summary:**  
I HAVE A 2004 LEXUS LS 430 THAT HAS A RANDOM PROBLEM THAT THE DEALERS TELL ME IS NORMAL. ON OCCASION WHEN I ROLL TO A STOP THE CAR LUNGES FORWARD ON ITS OWN FORCING ME TO APPLY EXTREME PRESSURE ON THE BRAKE TO STOP THE VEHICLE. IT ACCELERATES JUST FOR A SPLIT 2ND THEN STOPS. I HAVE LEARNED TO STOP APPROX. 20' BEHIND A VEHICLE JUST IN CASE THE CAR DECIDES IT WANTS TO LUNGE FORWARD. THIS HAS HAPPENED NO LESS THAN 6 TIMES SINCE WE PURCHASED THE VEHICLE NEW IN 10/2003. I HAVE EXPLAINED THE PROBLEM TO THE DEALER AT LEAST 4 TIMES AND THEY TELL ME THEY CAN NOT FIND A PROBLEM AND ITS NORMAL. WITH THE LATEST TOYOTA PROBLEMS I SUSPECT THERE IS AN ELETRICAL PROBLEM AND I WANTED TO REPORT THE PROBLEM TO YOU.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10081085  
**Date of Incident:** 20040714  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** BRONX, NY

**NHTSA Summary:**  
THE ACCELERATOR PEDAL STICKS AND MUST BE "PUNCHED" AFTER STOPPING. THIS OCCURS EVERY TIME THAT I DRIVE THE CAR NO MATTER WHAT THE CONDITIONS. CAN RESULT IN ACCIDENT. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10083121  
**Date of Incident:** 20040715  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** COLUMBIA, MD

**NHTSA Summary:**  
I NOTICED AN ARTICLE RECENTLY ABOUT A PROBE INTO TOYOTA'S (CAMRY AND LEXUS) THAT SURGE. MY 2004 TOYOTA SIENNA SURGES FORWARD WHEN BRAKING AND THOUGH IT DOES NOT DO THIS CONSISTENTLY, IT HAPPENS EVERY SO OFTEN AND COULD POTENTIALLY CAUSE AN ACCIDENT. I HAVE REPORTED THIS TO THE DEALER AND THEY HAVE EXAMINED THE VEHICLE AND SAID THAT THERE IS NOTHING WRONG. MY PERSONAL EXPERIENCE WITH THE ELECTRONIC THROTTLE CONTROL IS THAT NOT ONLY DOES IT SURGE WHEN BRAKING, THERE IS ALSO A DELAY IN THE SIGNAL WHEN ACCELERATING THAT EITHER CAUSES AN UNSAFE DELAY IN ENTERING INTO TRAFFIC AND CAN ALSO CAUSE THE VEHICLE TO "PEEL OUT" FROM A STOPPED POSITION. I BASICALLY FEEL UNSAFE IN THIS VEHICLE, YET MY CONCERNS VOICED TO THE DEALER HAVE BEEN DISMISSED. THIS DEFECT NEEDS TO BE SERIOUSLY MONITORED IN SIENNAS AS WELL AS OTHER TOYOTAS WITH THE ELECTRONIC THROTTLE CONTROL. \*AK

C-290

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10083578  
**Date of Incident:** 20040720  
**Vehicle:** 1999 LEXUS LS400  
**Location of Incident:** DOWNEY, CA

**NHTSA Summary:**  
WHILE DRIVING 2 MPH, THE VEHICLE ACCELERATED UNCONTROLLABLY. THE CONSUMER WAS UNABLE TO MAINTAIN CONTROL OF THE VEHICLE AND CRASHED INTO A BUILDING. UPON IMPACT, BOTH FRONTAL AIR BAGS FAILED TO DEPLOY. THE VEHICLE WAS TOWED TO THE DEALER FOR INSPECTION. \*AK THE CONSUMER WAS PULLING INTO A PARKING SPACE, SLOWLY, WITH HIS FOOT ON THE BRAKE WHEN THE VEHICLE SUDDENLY ACCELERATED, WENT OVER THE CURB AND INTO THE SIDE OF THE BUILDING. \*SC \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10089355  
**Date of Incident:** 20040722  
**Vehicle:** 2002 TOYOTA CAMRY SOLARA  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
WHILE PULLING INTO A PARKING SPACE THE VEHICLE ACCELERATED SUDDENLY ALTHOUGH THE CONSUMER'S FOOT WAS STILL ON THE BRAKE PEDAL. THE VEHICLE JUMPED THE CURB AND CAME WITHIN 6 INCHES OF A STOREFRONT. THE VEHICLE WAS TOWED TO THE DEALER AND INSPECTED BY A REGIONAL REPRESENTATIVE. THE REPRESENTATIVE INDICATED THAT NOTHING WAS WRONG WITH THE VEHICLE. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10128540; 10171210  
**Date of Incident:** 20040722  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SAN JUAN CAPISTRANO, CA

**NHTSA Summary:**  
OUR CAR IS A 2002 TOYOTA CAMRY LE WITH THE 4-CYLINDER ENGINE, AUTOMATIC TRANSMISSION, AND CRUISE CONTROL BUT IT DOES NOT HAVE ABS. I PURCHASED THE CAR FROM THE ORIGINAL OWNER IN OCTOBER 2003 AND, AT THE TIME OF THE ACCIDENT, HAD ABOUT 35,000 MILES ON IT. BASED ON THE ORIGINAL OWNER'S [REDACTED] RECORDS AND MY OWN, NO ELECTRICAL WORK HAD EVER BEEN DONE ON THE CAR AND THE BATTERY WAS THE ORIGINAL. THE ACCIDENT OCCURRED ON JULY 22, 2004 IN MISSION VIEJO, CALIFORNIA IN BROAD DAYLIGHT AND IN CLEAR WEATHER. COLLEEN WAS ALONE IN THE CAR AND WAS NOT HURT. THE AIR BAG DID NOT DEPLOY. THERE WAS ABOUT \$3,500 IN DAMAGE. THE ACCIDENT OCCURRED AS MY WIFE WAS PARKING THE CAR WHEN SHE ARRIVED AT HER DOCTOR'S [REDACTED] OFFICE FOR AN APPOINTMENT. AS SHE MADE A LEFT TURN INTO A PARKING STALL, SHE SLOWED TO ALMOST A STOP HALF WAY INTO THE PARKING SPACE. THE GEAR LEVER WAS IN THE NORMAL DRIVE POSITION AND HER FOOT WAS ON THE BRAKE. SUDDENLY, THE CAR LURCHED FORWARD JUMPING OVER THE CEMENT PARKING SPACE BUMPER, OVER THE CURB AT THE END OF THE PARKING SPACE, AND SQUARELY INTO A BLOCK WALL JUST A FOOT BEYOND THE CURB.

C-291

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10346282  
**Date of Incident:** 20040724  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** CARY, NC

**NHTSA Summary:**  
WHILE DRIVING AT APPROXIMATELY 45 MILES PER HOUR OUR 2004 TOYOTA CAMRY SUDDENLY DECELERATED, AND WAS ONLY ABLE TO MOVE FORWARD VERY SLOWLY. AFTER PULLING THE CAR OFF OF THE TRAVEL LANE AND INTO A SAFE LOCATION, IT WAS NOTED THAT THE CHECK ENGINE LIGHT WAS ON. THE CAR COULD BE DRIVEN VERY SLOWLY (APPROXIMATELY 2-4 MILES PER HOUR) WITH THE ACCELERATOR DEPRESSED COMPLETELY. AFTER ABOUT 45 SECONDS THE CAR WOULD ACCELERATE TO 35-40 MILES PER HOUR AND STAY AT THAT SPEED WITH THE ACCELERATOR COMPLETELY DEPRESSED. THE CAR WAS UNSAFE TO OPERATE WITH THESE ACCELERATOR PROBLEMS. WE HAD THE CAR TOWED TO A TOYOTA DEALER WHO INFORMED US THAT THE ELECTRONIC THROTTLE CONTROL COMPUTER HAD FAILED, AND THAT THE ENTIRE ELECTRONIC THROTTLE CONTROL COMPUTER MUST BE REPLACED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10082667  
**Date of Incident:** 20040725  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** BUFFALO GROVE, IL

**NHTSA Summary:**  
ONGOING AND WORSENING LACK OF ACCELERATION PREDICTABILITY. CAR WILL HESITATE ESPECIALLY WHEN POWER IS REQUIRED (SUCH AS MERGING TRAFFIC, LEFT TURNS, ETC.) AUTOMATIC TRANSMISSION SOUNDS LIKE IT DELAYS ENGAGING WHEN NECESSARY. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10083181

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-292

**Date of Incident:** 20040801  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** DOWNERS GROVE, IL  
**NHTSA Summary:**  
WHILE PARKING, ACCELERATING NO MORE THAN 5 MPH VEHICLE SURGED FORWARD. ALTHOUGH I WAS APPLYING THE BRAKE, THE CAR WOULD NOT STOP UNTIL IT RAN INTO A TREE TRUNK. I WILL BE MAKING AN APPOINTMENT WITH OAKBROOK TOYOTA IN WESTMONT, IL TO REPLACE THE BROKEN FOGLIGHT THAT OCCURRED DURING THE COLLISION AS WELL AS RESEARCH THE PROBLEM AND HOPEFULLY APPLY A FIX.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10086830  
**Date of Incident:** 20040801  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** CHESTER, NJ  
**NHTSA Summary:**  
THROTTLE STUCK WIDE OPEN FOLLOWING ROUTINE ACCELERATION GOING UP HILL. ENGINE CONTINUED AT HIGH REVS. CONTROL AND BRAKING WERE DIFFICULT AS ENGINE RACED UNCONTROLLABLY. VEHICLE STOPPED BY EXITING INTO PARKING LOT AND BEING PUT IN PARK.\*AK AFTER 1 HOUR WHEN VEHICLE RESTARTED ENGINE IMMEDIATELY RED LINED. IT DID THE SAME THE FOLLOWING DAY AND AT DEALER AFTER BEING TOWED IN. DIAGNOSIS FROM DEALER- THROTTLE CONTROL BODY STUCK. FORTUNATELY DRIVER DEALT WITH POTENTIALLY FATAL SITUATION WITHOUT INJURY OR DAMAGE. MANUFACTURER UNWILLING TO DISCLOSE SIMILAR EPISODES.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10088407  
**Date of Incident:** 20040801  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** LONG VALLEY, NJ  
**NHTSA Summary:**  
AT MOST SPEDS, ESPECIALLY WHEN STOPPED OR AT SPEEDS BELOW 40 MPH, MY LEXUS ES330 HAS A SEVERE HESITATION/ACCELERATION DELAY THAT WHEN DEPRESSING THE ACCELERATOR PEDAL, ACCELERATION IS DELAYED AT LEAST 1.5 SECONDS, IS UNPREDICTABLE AND COMPROMISES SAFETY AND PLACES THE DRIVER AT RISK IN MOST DAY TO DAY DRIVING SCENARIOS. IT IS ALSO IMPOSSIBLE TO MATCH THE SPEED OF A VEHICLE IN FRONT WHEN IN BUMPER TO BUMPER TRAFFIC. WHEN THE ACCELERATOR PEDAL IS PRESSED, THE ES330 WILL CONTINUE TO ROLL FORWARD FOR A FEW SECONDS THEN ACCELERATE. IT WILL NOT "CREEP" AT THE SPEED OF TRAFFIC. I AM TOLD BY LEXUS THAT THIS IS NORMAL AND IS INHERENT IN THE VEHICLE DESIGN. IF THIS IS TRUE, ONE WOULD THINK THIS DESIGN FLAW WILL SOON ECLIPSE THE FIRESTONE/FORD EXPLORER INJURIES OF THE PAST.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10098451  
**Date of Incident:** 20040801  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** NASHVILLE, TN  
**NHTSA Summary:**

C-293

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THIS COMPLAINT IS REGARDING A PROBLEM WITH ACCELERATION THAT I HAVE BEEN EXPERIENCING WITH MY 2004 TOYOTA CAMRY V6. AFTER APPLYING THE ACCELERATOR PEDAL, THE ENGINE HESITATES FOR A COUPLE OF SECONDS BEFORE RESPONDING ABRUPTLY. I PURCHASED THE CAR NEW ABOUT SIX MONTHS AGO, BUT THE ACCELERATION TROUBLE DID NOT BEGIN UNTIL AFTER I HAD BEEN DRIVING IT FOR ABOUT THREE MONTHS. WHEN I BROUGHT THE CAR IN FOR INSPECTION BY THE DEALERSHIP AFTER THE PROBLEM BEGAN, I WAS SIMPLY TOLD THAT THE COMPUTER HAD NOT FOUND ANYTHING. SINCE THEN, THE PROBLEM HAS GOTTEN WORSE AND I HAVE BECOME INCREASINGLY RELUCTANT TO DRIVE THE CAR.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10112463  
**Date of Incident:** 20040801  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** PALATINE, IL  
**NHTSA Summary:**  
I OWN A LEXUS 2004 ES 330, PURCHASED NEW. FROM DAY ONE THERE HAS BEEN A HESITATION IN ACCELERATION. THIS HAS PUT ME IN POSSIBLE DANGER MANY MANY TIMES. IN TALKING WITH THE DEALER, THEY WERE/ARE AWARE OF THIS PROBLEM AND SAID IT IS A SOFTWARE PROBLEM THAT THEY HOPE WILL BE FIXED. NOTHING TO DATE. I HAVE COMPLAINED ABOUT THIS NUMEROUS TIMES AND THEY AGREE THAT THIS COULD BE A VERY DANGEROUS SITUATION, AND THAT ALL THE ES 330S HAVE THIS PROBLEM. UNFORTUNATELY, LEXUS HAS NOT TAKEN THE TIME OR WANTED TO SPEND THE MONEY TO FIX THIS. THE DANGER IS REAL. CAN YOU HELP? THANKS. JANE ROBINS.\*B  
**Additional Summary:**

**Toyota ID Number:** 200410250262  
**NHTSA ODI Number:**  
**Date of Incident:** 20040803  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** HESPERIA, CA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 10/25/2004 08:36:03 AM MCervantes1  
====FCR====  
(redact) sis husband, driver- (redact) was in accident & hit the vending machine b/c veh accelerated forward while in parking lot of Elsinore Lake Camp Ground. Cust fls veh is defective & unsafe to drive. Cust sts was going less than 5mph with another passenger-does not know name. Cust sks for toy to inspect veh. & sks to be compensated for damages. LEGAL REQUEST FCRP WITH MANY INTERIOR & EXTERIOR PHOTOS.  
\*\*\* NOTES 10/25/04 09:20:31 AM la5  
RCR Ketchum contacted cust to adv has received cust case and dispatching to FTS for review. Adv cust veh will be inspected within 30 days from 10/25/04. Adv cust will receive Toyota's final position within 30 days from the date of veh inspection.  
\*\*\* NOTES 10/25/2004 02:19:36 PM SEstrada  
+INTERNAL TO TMS+  
cust cb with insurance info:  
AAA Insurance  
adjuster - Gabriel  
claim# - G6196136101604  
ph # 951-637-8539  
\*\*\* NOTES 10/26/2004 01:37:52 PM SEstrada

C-294

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

+OUTGOING CUST CALL+  
nec revd another v/m msg from cust with insurance info. nec elld cust & adv this info has already been rcvd & added to case notes.  
\*\*\* NOTES 11/02/2004 02:37:54 PM PTimberlake  
++OUTGOING CUST CALL++ nec returning cust's v/m. nec left message at daytime ph# for cust to call back.  
\*\*\* NOTES 11/03/2004 08:32:43 AM PTimberlake  
++OUTGOING CUST CALL++ nec returning cust's v/m. l/m for cust to call us back  
  
\*\*\* CASE CLOSE 11/04/04 08:58:04 AM la5  
Case closed 11-4-04 - Inspection complete. Customer waiting for reply from TMS Legal.  
\*\*\* NOTES 11/05/2004 11:56:13 AM MCervantes1  
+OUTGOING CUST CALL+ Nec returning cust v/m. Cust sks to know status. Nec advd pr prev notes veh was inspected & cust should allow 30 days from inspection date to be provided w/ outcome in writing.  
Cust sts not happy with having to wait this long. cust sks to know what cust should do has been w/out veh. Cust sks compensation. cust sts is unclear sts will have sister call for clarification b/c cust not clear why cust has to wait 30 days to be provided with outcome  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303717  
**Date of Incident:** 20040803  
**Vehicle:** 2003 TOYOTA TUNDRA  
**Location of Incident:** GREENVILLE, NC  
**NHTSA Summary:**  
AT LEAST SINCE 2003 TOYOTA HAS HAD MANY OF THEIR VEHICLES WITH STICKING ACCELERATORS. I HAVE A 2003 TOYOTA TUNDRA THAT I HAVE TAKEN TO AUTO DEALER TO HAVE WORK DONE TO RESOLVE ISSUE. THEY HAVE ALSO HAD TROUBLE WITH THEIR 4 WHEEL DRIVE VEHICLES WITH THEIR CLUNKING UNIVERSALS ON THE SECOND DRIVE SHAFT. TOYOTA FIGHTS OFF THE CONSUMER COMPLAINTS REPEATEDLY AND WILL NOT ADMIT TO THEIR MANY FAULTS.\*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316888  
**Date of Incident:** 20040804  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CANTON, MI  
**NHTSA Summary:**  
8/4/2000 MY TOYOTA CAMERY LE HAS SUDDEN ACCELERATION AT OAKLAND MALL PARKING LOT IN TROY MICHIGAN AND I WAS INVOLVE IN ACCIDENT, TRIED EXTREMELY HARD ON BRAKE BUT COULDN'T CONTROL THE VEHICLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318026  
**Date of Incident:** 20040804  
**Vehicle:** 2004 TOYOTA MATRIX  
**Location of Incident:** CINCINNATI, OH  
**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2004 TOYOTA MATRIX. HE STATED THAT WHILE THE VEHICLE IS AT A STOP AND WHILE HAVING HIS FOOT ON THE BRAKE WHEN THE VEHICLE SURGES

C-295

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FORWARD HE WOULD HAVE TO PRESSURE ON THE BRAKES TO HAVE IT TO STOP. THE VEHICLE WAS TAKEN IN TO THE DEALER WHERE THEY STATED THAT THEY COULD NOT DUPLICATE THE PROBLEM AND NOT TO WORRY ABOUT IT. THERE HAVE BEEN NO REPAIRS DONE TO THE VEHICLE. THE SURGES HAVE BEEN OCCURRING EVER SINCE THE VEHICLE WAS PURCHASED BRAND NEW. THE FAILURE MILEAGE WAS 200 AND CURRENT MILEAGE WAS 100000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10086362  
**Date of Incident:** 20040805  
**Vehicle:** 2001 TOYOTA CELICA  
**Location of Incident:** WATERBURY, CT  
**NHTSA Summary:**  
AFTER ONLY 32000 MILES, I HAD A SUDDEN AND SEVERE LOSS OF POWER IN ENGINE ALMOST LEADING TO STALLING. THE ENGINE WENT TO HIGH REVVING ABOUT 8K RPM'S AND A BURNING OIL SMELL. WITH THIS, CLIMBING HILLS, EVASIVE MANUEVERS, AND OTHER ACCELERATION ISSUES ALMOST CAUSED CRASHES BECAUSE THEY WERE SO SUYDDEN AND SEVERE. THE DEALER SIAD THE CLUTCH WAS BURNT, BUT IT WAS SO SUDDEN AND WITHOUT ANY WARNING.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10091195  
**Date of Incident:** 20040808  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** WHITESTONE, NY  
**NHTSA Summary:**  
IN AUGUST I WENT TO PARK MY CAR (2002 ES300) IN MY DRIVEWAY WHEN ALL OF A SUDDEN IT PICKED UP SPEED, CRASHING THROUGH MY BRAND NEW FENCE AND SIDE PORCH. IT MUST BE NOTED THAT I HAD MY FOOT ON THE BRAKE. THE CAR WAS STOPPED AND ALL OF A SUDDEN IT TOOK OFF ON ME. MY FOOT NEVER MOVED OFF THE BRAKE THE WHOLE TIME. THE CAR CAME TO A STOP WHEN IT HIT THE PORCH. THE DAY BEFORE I WAS DRIVING WITH MY MOM AND AS I STARTED TO SLOW THE CAR DOWN B/C I WAS COMING TO A STOP SIGN THE CAR ALL OF A SUDDEN PICKED UP SPEED, BUT THANKFULLY AT THAT TIME I HAD TIME TO PRESS THE BRAKES DOWN HARDER AND STOP THE CAR. WHEN I PARK MY CAR IN THE DRIVEWAY IT IS ONLY A COUPLE OF INCHES FROM THE GATE AND FROM THE GATE IT IS ABOUT 2-3 FEET TO THE PORCH SO THERE WAS NO WAY TO AVOID THIS ACCIDENT. WHEN LEXUS INSPECTED THE CAR THEY FOUND NOTHING WRONG WITH THE DBW (ELECTRONIC THROTTLE CONTROL). I FIND THIS TO BE A COVERUP OF SOME SORTS B/C I'VE BEEN DRIVING FOR YEARS AND NEVER HAD THIS HAPPEN TO ME BEFORE. I KNOW FIRST HAND THAT IS IS NOT A DRIVER ERROR IT IS A MANUFACTOR'S DEFECT. I KNOW IT WENT INTO INVESTIGATIONS AND THEY ARE NOT RECALLING THE CARS B/C THERE WAS NOT ENOUGH EVIDENCE THAT THIS REALLY HAPPENS. SINCE I'VE BEEN BRINGING THIS ISSUE TO LIGHT I RECENTLY FOUND OUT THAT THE SAME THING HAPPENED TO MY HUSBANDS FRIENDS WIFE LAST YEAR. HER CAR TOOK OFF ON HER AND WENT THROUGH HER GARAGE. THIS IS VERY DANGEROUS AND I DO NOT FEEL SAFE DRIVING MY CAR. I FEEL THAT LEXUS IS REALLY IN A POSITION WHERE THEY DON'T HAVE TO DO ANYTHING BECAUSE THE NHTSA DEEMED THERE WAS NOTHING WRONG WITH THE CAR CAUSING THE UNINTENDED ACCELERATION. BOTH THE DEALERSHIP AND MANUFACTURER DID NOT WANT TO TAKE ANY RESPONSIBILITY WHAT SO EVER FOR THIS INCIDENT. THEY WERE VERY HELPFUL

C-296

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHEN I PURCHASED THE CAR BUT WIPED THERE HANDS OF ANY PROBLEMS WITH THE VEHICLE. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10087644  
**Date of Incident:** 20040809  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SAVAGE, MD

**NHTSA Summary:**  
DRIVERS DOOR HANDLE STUCK WHILE DRIVER TRIED TO OPEN THE DOOR. VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION, AND MECHANIC COULD NOT DUPLICATE THE PROBLEM. ALSO, WHILE APPLYING THE ACCELERATOR PEDAL VEHICLE HESITATED AND STALLED. CONSUMER RESTARTED THE VEHICLE, AND DROVE IT TO THE DEALER FOR INSPECTION, BUT MECHANIC COULD NOT DUPLICATE THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10089673  
**Date of Incident:** 20040809  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** WHEATON, MD

**NHTSA Summary:**  
WHILE APPLYING THE ACCELERATOR PEDAL VEHICLE ACCELERATED UNCONTROLLABLY. CONSUMER WAS NOT ABLE TO MAINTAIN CONTROL OF THE VEHICLE AND COLLIDED WITH THE VEHICLE IN FRONT. UPON IMPACT, BOTH FRONTAL AIR BAGS FAILED TO DEPLOY. DRIVER SUSTAINED MINOR INJURIES, AND WAS TRANSPORTED TO THE HOSPITAL BY AN AMBULANCE. THE VEHICLE WAS TOWED TO THE DEALER FOR INSPECTION. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10087404  
**Date of Incident:** 20040809  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** PARIS, KY

**NHTSA Summary:**  
WHILE PARKING THE VEHICLE SUDDENLY ACCELERATED. WHEN THE VEHICLE WAS FINALLY PARKED AND THE CONSUMER'S FOOT WAS OFF THE ACCELERATOR AND ON THE BRAKE THE VEHICLE JUMPED OVER PARKING BUMP AND HIT A POST. THE DRIVER HAD NO CONTROL ON THE VEHICLE. DEALERSHIP WAS NOTIFIED. \*AK THE VEHICLE SUSTAINED FRONT END DAMAGE. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10107209  
**Date of Incident:** 20040809  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** JACKSON, MI

**NHTSA Summary:**

C-297

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHILE BACKING OUT OF A PARKING SPACE ACCELERATOR STUCK, CAUSING CONSUMER'S VEHICLE TO STRIKE ANOTHER VEHICLE. THE MANUFACTURER FOUND NO DEFECTS.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313515  
**Date of Incident:** 20040809  
**Vehicle:** 1997 TOYOTA 4RUNNER  
**Location of Incident:** PORT JERVIS, NY

**NHTSA Summary:**  
IN AUGUST OF 2004 I OWNED A 1997 TOYOTA 4 RUNNER.IT ACCELERATED ON ITS OWN TO 95 MILES PER HOUR. I HAD IT TOWED TO A TOYOTA DEALERSHIP AFTER 2MONTHS THERE THEY TOLD ME IT WAS CAUSED BY AMLFUNCTION IB THE CRUISE CONTROL. EVEN THOUGH THE CRUISE CONTROL WAS NOT ON THE REPAIR COST ME OVER 1500 DOLLARS THE SAME THING HAPPENED AGAIN 6 MONTHS LATTER I THEN BRROUGHT IT TO A LOCAL SERVICE STATION WHERE THE MECHANIC STATED THAT IT WAS AGAIN CAUSED BY A MALFUNCTION OF THE CRUISE CONTROL. IT SAID THE SIMPLE ANSWER WAS TO DISENGAGE THE CRUISE CONTROL. WHICH COST ME 40 DOLLARS AND I NEVER HAD THIS PROBLEM AGAIN. I WROTE TO TOYTOA BUT THERE NEVER ANSWERED ME

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10104409  
**Date of Incident:** 20040810  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** BRANDON, FL

**NHTSA Summary:**  
MY 2004 TOYOTA HIGHLANDER MAKES A TERRIBLE HUMMING / MOANING SOUND ON ACCELERATION THAT RESONATES WITHIN THE VEHICLES AND DISTURBS THE DRIVER. THE PROBLEM TYPICALLY OCCURS DURING SPEEDING UP FROM 0 MPH. IT IS TERRIBLY FRUSTRATING THAT A BRAND NEW CAR MAKES SUCH A ANNOYING SOUND. IT IS ALSO HESITATES A LOT DURING 20-40 MPH SPEED RANGE. THE VEHICLE DOES NOT RESPOND AS IT SUPPOSED TO ON ACCELERATION AND THAT TOO SPECIALLY WHILE DRIVING WITHIN THE CITY. ON CANTACTING THE DEALER AND TOYOTA'S NATIONAL CUSTOMER SERVICE THAY SAID IT IS DESIGNED TO BE LIKE THAT AND THE HESITATION IS A BY-PRODUCT OF COMPUTER CONTROLLED AUTOMATIC TRANSMISSION. CURRENTLY THERE IS NO FIX FOR THIS. AM TERRIBLY FRUSTRATED NOW AND PROMISE TO NEVER BUY ANY VEHICLE FROM TOYOTA IN FUTURE. I WOULD ALSO MAKE SURE THAT MY FRIENDS AND RELATIVES DOES NOT GO NEAR A TOYOTA DEALER. I AM DESPERATE IN GETTING RID OF THIS VEHICLE. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10132559  
**Date of Incident:** 20040811  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** GOLDEN, CO

**NHTSA Summary:**  
RADIATOR RUPTURED AND THE ENGINE OVERHEATED; HOSE REPLACED IN STEERING COLUMN RECALL; RUST PROTECTIVE TAPE RECALL; DVD SCREEN REPLACED AND THE ENTIRE DVD PLAYER REPLACED(SCREEN STILL NOT EASILY VISIBLE IN MIDDLE ROW);

C-298

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PASSENGER SEAT BELT REPLACED; MIDDLE PASSENGER SEAT BELT FAILING; GASOLINE SMELL INSIDE OF CAR WITH AC ON RECIRCULATION; DRIVERS WINDOW FELL INSIDE DOOR IN SNOW STORM AND WAS NOT CONSIDERED A SAFETY ISSUE TO GET A LOANER VEHICLE EVEN THOUGH THE VEHICLE COULD NOT BE LOCKED; TIRES COMPLETELY BALD AND LEAKING UNDER 30,000 MILES, DVD PLAYER MUST BE AT A HIGH DB VOLUME AND WHEN RETURNED TO RADIO/CD WILL ALMOST DEAFEN YOU; INTERIOR LIGHTS HAVE TO BE MANUALLY OVER RIDDEN OR WILL DRAIN BATTERY; CAR HESITATES 1-2 SECONDS WHEN TRYING TO QUICKLY ACCELERATE AND THEN LURCHES FORWARD ALARMINGLY; CRUISE CONTROL IS NOT FUNCTIONING; WAITING TO HAVE FUEL MIXTURE SENSOR REPLACED. I WAS NOT INFORMED OF FIRST 2 RECALLS UNTIL I MY ENGINE OVERHEATED. I DID GET THE RUST RECALL AND A STICKER ON MY SLIDING DOOR INFORMING USER OF DANGER OF HAVING MIDDLE WINDOWS OPEN WHILE OPENING THE MIDDLE DOOR COULD CATCH A HEAD OR OTHER EXTREMITY. TOYOTA DEALER SERVICE MANAGER SAYS MINE IS THE ONLY 04 SIENNA EXPERIENCING ANY PROBLEMS EXCEPT FOR THE RECALLS ON THE RADIATOR, THE STEERING HOSE, THE RUST TAPE, AND THE MIDDLE SEAT BELT. NOT SO ACCORDING TO ALL I HAVE READ HERE. MOST OF THE PROBLEMS HAVE OCCURRED BETWEEN 22,000 AND 34,000 MILES. THE DVD SCREEN ALWAYS FAILED TO LOCK INTO A GOOD POSITION FOR THE MIDDLE ROW VIEWERS. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10086762  
**Date of Incident:** 20040812  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** SHREWSBURY, MA

**NHTSA Summary:**  
ACCELERATOR FAILS TO RESPOND FOR 1-2 SECONDS IN AN EMERGENCY ACCELERATION SITUATION. WHEN ENTERING A ROAD FROM A STOP SIGN, I HESITATED THINKING THERE WAS NO ROOM. A VEHICLE LET ME IN. WHEN I HIT THE ACCELERATOR TO MAKE IT SAFELY, THE VEHICLE FAILED TO RESPOND FOR 1-2 SECONDS. THE CAR LETTING ME SLOWED DOWN TO LET ME IN, BUT NOT ENOUGH TO ALLOW FOR THIS DELAY AND HE NEARLY REAR-ENDED ME. IT WAS SCARY TO NOT HAVE THE CAR RESPOND. I HAVE SEEN MANY OTHER COMPLAINTS FILED ABOUT THIS AND THE DEALER RESPONSE ALWAYS SEEMS TO BE THAT THIS IS HOW THE ELECTRONIC THROTTLE CONTROL PERFORMS. I BELIEVE THIS NEEDS TO BE RECALLED SO THAT TOYOTA CAN MAKE THIS ELECTRONIC DEVICE RESPOND IMMEDIATELY AS OPPOSED TO TAKING 1-2 SECONDS.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10088430  
**Date of Incident:** 20040812  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** COOS BAY, OR

**NHTSA Summary:**  
CAR HAS AN UNACCEPTABLE LAG WHEN ACCELERATING. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10086821  
**Date of Incident:** 20040813  
**Vehicle:** 2002 TOYOTA CAMRY

C-299

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** WHITING, NJ

**NHTSA Summary:**  
ONGOING PROBLEM WITH APPLICATION OF BRAKES AND CAR ACCELERATING FORWARD. INCIDENTS ON 7/9/04 & 8/13/04 INCIDENTS HAVE BEEN REPORTED BEFORE TO NHTSA ON 4/23/04 REFERENCE#10071432. TOOK CAR TO DEALER TOYOTA REP AND SERVICEMAN COUND NOT FIND PROBLEM. HAS OFFERED O TAKE CAR IN FOR 1 WEEK AND HAVE TECHS DRIVE THIS IS 5 INCIDENT ASKED TOYOTA TO SWAP CAR FOR OR TRADE FOR OTHER CAR WAS INFORMED MY CAR HAD PROBLEM AND WAS NOT POSSIBLE AT THIS TIME. THIS CAR HAS PROBLEM WITH ETS AND IT IS TIME FOR TOYOTA TO DO SOMETHING.IAM NOT IN THIS FOR GAIN JUST WANT THE PROBLEM SOLVED OR CAR SWAPPED FOR EQUIVALENT.I HAVE EXHAUSTED ALL MEANS FOR A RESOLUTION AND FEEL I NEED ARBITRATION FROM TOYOTA.HEARING THAT THIS CAR HAS NO PROBLEM IS OLD AND WOULD APPRECIATE ANY ASSISTANCE IN THIS MATTER. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10089082  
**Date of Incident:** 20040817  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** CHESTER, NJ

**NHTSA Summary:**  
CONSUMER'S SON WAS DRIVING VEHICLE ON AUGUST 3, 2004 AT 25 MPH UPHILL WHEN SUDDENLY THE ACCELERATOR STUCK. VEHICLE RED LINED UP THE HILL, AND WHEN IT REACHED THE TOP OF THE HILL, THE MOTOR WAS STILL RACING. CONSUMER'S SON MANAGED TO GET THE VEHICLE ON THE SIDE OF THE ROAD, AND CUT THE VEHICLE OFF. IT WAS WITNESSED BY POLICE OFFICER,WHO WAS AT THE TOP OF THE HILL. THEN POLICE OFFICER ASKED CONSUMER'S SON TO RESTART THE VEHICLE, AND THE MOTOR IMMEDIATELY BEGUN TO RACE, RED LINING AGAIN. HE WAS THEN ASKED TO TURN THE VEHICLE OFF, ALLOWING IT TO COOL DOWN. THEN, THE TOW TRUCK WAS CALLED BY THE POLICE OFFICER. WHEN THE TOW TRUCK ARRIVED ON THE SCENE CONSUMER'S SON WAS AGAIN ASKED TO RESTART THE VEHICLE, AND VEHICLE REPEATED THE SAME THING, IT RED LINED. THE VEHICLE WAS TURNED OFF, AND TOWED TO A LEXUS DEALER. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10281114  
**Date of Incident:** 20040817  
**Vehicle:** 2004 TOYOTA CAMRY SOLARA  
**Location of Incident:** ORANGE, CA

**NHTSA Summary:**  
TIME & PLACE OF ACCIDENT 9:30A.M. 8-17-09 TOLL BROTHERS IRONWOOD MODEL/SALES OFFICE PARKING LOT 18120 WATSON WAY YORBA LINDA CA 92886. PLACE OF EMPLOYMENT. AFTER ENTERING SALES MODELS PARKING LOT FROM WATSON WAY, I WAS BRAKING AT APPROXIMATELY 5MPH SLOWING TO PARK NEXT TO HANDICAPPED PARKING SPACE. SUDDENLY I NOTED ENGINE RPM'S ACCELERATING RAPIDLY I TRIED TO SHIFT AUTO IN TO PARK POSITION AS THE AUTO JUMPED CEMENT ABUTMENTS STOPS, VEERED RIGHT (NORTH) DOWN SIDEWALK KNOCKING DOWN SMALL TREE IN LANDSCAPED AREA, VEERED TOWARDS DRIVERS SIDE OF RED JEEP WAGON, CORRECTED TOWARDS WALKWAY (WEST) AND SWIPED DRIVERS SIDE FRONT BUMPER OF RED JEEP. TOYOTA CAME TO STOP AFTER HITTING AND BECOMING IMPALED ON TOP OF STAIRWELL WALLS IN FRONT OF JEEP. I WAS TRANSPORTED TO CHAPMAN MEDICAL CENTER IN ORANGE CA BY SETH RING SENIOR PROJECT MANAGER FOR TOLL BROTHERS

C-300

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND WAS CHECKED FOR MUSCLE STRAIN LEFT FOREARM OVER ALL O.K. AIR BAG DID NOT DEPLOY. SKID MARKS NOTED DOWN SIDEWALK FROM PARKING SPACE TO STOPPING POINT AT STAIRWELL. AWAITING CLAIMS ADJUSTMENT. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10089199  
**Date of Incident:** 20040818  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** UKIAH, CA

**NHTSA Summary:**  
THE DRIVER WAS PULLING INSIDE OF THE DRIVEWAY AND VEHICLE SUDDENLY ACCELERATED. CONSUMER APPLIED BOTH FEET ON THE BRAKE PEDAL IN ORDER TO STOP. AND VEHICLE CONTINUED TO ACCELERATE INTO THE GARAGE WALL. CONSUMER WAS NOT INJURED. CONSUMER HAD THE VEHICLE TOWED TO THE DEALER FOR INSPECTION. AND MECHANIC STATED THAT THE PROBLEM COULD NOT BE DUPLICATED. CONSUMER INFORMED THE MECHANIC THIS PROBLEM OCCURRED MORE THAN ONCE, AND HAD NOT BEEN RESOLVED. MECHANIC INFORMED CONSUMER THAT A REPRESENTATIVE WOULD COME DOWN TO INSPECT THIS VEHICLE. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10092304  
**Date of Incident:** 20040819  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** CORAL SPRINGS, FL

**NHTSA Summary:**  
WHILE PULLING INTO A PARKING LOT THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. AS A RESULT THE VEHICLE COLLIDED INTO A PARK VEHICLE. THE CONSUMER STATED IN ORDER TO STOP THE VEHICLE SHE HAD TO APPLY THE EMERGENCY BRAKE. A RECALL WAS ISSUED, HOWEVER THE VIN WAS OUTSIDE OF THE REMEDY SCOPE. PLEASE PROVIDE ADDITIONAL. \*JB INFORMATION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10113040  
**Date of Incident:** 20040819  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WESTBURY, NY

**NHTSA Summary:**  
VEHICLE IS EXPERIENCING A PROBLEM WITH SUDDEN ACCELERATION. OWNER WAS DRIVING DOWN THE ROAD AT APPROXIMATELY 45 MPH WHEN THE OWNER APPLIED THE BRAKES, THE VEHICLE BEGAN TO ACCELERATE WITHOUT WARNING. THE OWNER HAD TO TURN OFF THE ENGINE, IN ORDER TO STOP THE VEHICLE. PROVIDE FURTHER DETAILS. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10089996  
**Date of Incident:** 20040820  
**Vehicle:** 2004 TOYOTA SIENNA

C-301

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** VIRGINIA BEACH, VA

**NHTSA Summary:**  
ON TWO SEPARATE OCCASIONS VEHICLE HESITATED WHEN APPLYING THE ACCELERATOR PEDAL FROM A STOP POSITION. VEHICLE TAKEN TO THE DEALER ON TWO SEPARATE OCCASIONS, AND THEY WERE UNABLE TO DUPLICATE THE PROBLEM. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10088657  
**Date of Incident:** 20040826  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** MILL VALLEY, CA

**NHTSA Summary:**  
MY 2003 TOYOTA HIGHLANDER ACCELERATED AT A HIGH RATE OF SPEED WHILE THE BRAKE WAS FULLY APPLIED AS I TURNED INTO A PARKING SPOT. LUCKILY, IT HAPPENED WHEN I WAS 60% OR SO INTO THE SPACE, AS I ONLY ACCELERATED INTO A BRICK WALL, NOT ANOTHER CAR OR PERSON. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10092195  
**Date of Incident:** 20040901  
**Vehicle:** 2001 TOYOTA COROLLA  
**Location of Incident:** BRONX, NY

**NHTSA Summary:**  
WHILE DRIVING DOWN AN INCLINE, THE VEHICLE SUDDENLY ACCELERATED. \*JB THE VEHICLE WAS TAKEN TO THE DEALER BUT THEY WERE UNABLE DETERMINE THE CAUSE. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10095447  
**Date of Incident:** 20040902  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** STUDIO CITY, CA

**NHTSA Summary:**  
WHILE DRIVING AT 30 MPH VEHICLE STALLED. WHILE APPLYING THE ACCELERATOR PEDAL VEHICLE ACCELERATED UNCONTROLLABLY. CONSUMER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND DROVE IT HOME. THE CAUSE HAD NOT BEEN DETERMINED. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10106940  
**Date of Incident:** 20040902  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** PALM BEACH GARDENS, FL

**NHTSA Summary:**  
VEHICLE SURGED WHEN CRUISE CONTROL WAS ENGAGED AT 60 MPH. IT SURGED UP TO 80 MPH. IT FELT LIKE IT WAS GOING DOWN HILL. DEALER COULD NOT DUPLICATE THE PROBLEM. ALSO, TRANSMISSION HESITATED AT 0-20 MPH, IT ALSO JERKED.

C-302

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*AK.....LEXUS HAS ADMITTED THE PROBLEM, BUT MAINTAINED THAT VEHICLE DROVE AS DESIGNED. HESITATION PROBLEM EXPERIENCED BY MANY LEXUS ES330 CAR VEHICLE HESITATION, THEN WILL LURCH FORWARD WHEN ACCELERATING AT FLOW SPEEDS. LEXUS HAS ADMITTED THE PROBLEM, BUT INSISTED VEHICLE DROVE AS DESIGNED. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10092244  
**Date of Incident:** 20040909  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CHARLOTTESVILLE, VA

**NHTSA Summary:**  
THE ACCELERATOR ON THE VEHICLE BECAME STUCK. THE PEDAL LEFT THE FOOT AND THE BRAKE WAS NOT RESPONDING. THE CONSUMER THEN TRIED TO JUMP ON THE ACCELERATOR HOPING TO LOOSEN IT, INSTEAD, THE VEHICLE BEGAN TO ACCELERATE AND THE CONSUMER HAD TO TURN THE KEY OFF BEFORE THE VEHICLE WOULD STOP. THE CONSUMER CRASHED INTO AN EARTH BANK. PROVIDE FURTHER DETAILS. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10094284  
**Date of Incident:** 20040909  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LOMITA, CA

**NHTSA Summary:**  
WHILE PARKING VEHICLE ACCELERATED AND CRASHED INTO A WALL. UPON IMPACT, AIR BAGS DID NOT DEPLOY. NO INJURIES REPORTED. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10096389  
**Date of Incident:** 20040909  
**Vehicle:** 2005 LEXUS LX470  
**Location of Incident:** DENNIS, MA

**NHTSA Summary:**  
(1) CAR WAS NEARLY NEW, ONLY 100 MILES, NO ABNORMAL BEHAVIOR UP TO THAT POINT. (2) WHILE SHIFTING INTO PARK AS PART OF THE PROCESS OF PARKING, AND WITH NO PRESSURE ON ACCELERATOR, CAR SUDDENLY LURCHED FORWARD, STRIKING CONCRETE STANCHION OF PARKING LOT LIGHT POLE. THIS RESULTED IN DAMAGE TO THE FRONT BUMPER, FRAME, RIGHT QUARTER-PANEL, RIGHT HEADLIGHT ASSEMBLY, CAUSING OVER \$4,000 IN REPAIR COSTS. (3) ABOVE PROBLEMS WERE REPAIRED BY A DEALER-APPROVED AUTO BODY SHOP. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10091231  
**Date of Incident:** 20040910  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** WHITTIER, CA

**NHTSA Summary:**  
HESITATION ON ACCELERATION. \*AK

C-303

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303166  
**Date of Incident:** 20040910  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** CLEVELAND, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE EXITING A PARKING GARAGE AT SPEEDS OF 5 MPH, THE VEHICLE ACCELERATOR PEDAL BECAME STUCK IN POSITION. SHE CONTACTED HER LOCAL TOYOTA DEALER AND THEY ADVISED HER THAT IT WOULD BE SAFE FOR HER TO DRIVE THE VEHICLE HOME. THE CONTACT WAS ABLE TO DRIVE HOME WITHIN THREE HOURS, A DRIVE THAT USUALLY WOULD HAVE TAKEN HER 25 MINUTES, AS ADVISED BY HER DEALER. THE VEHICLE WAS LATER TOWED TO THE DEALER WHERE THEY MADE REPAIRS UNKNOWN TO HER. THE FAILURE AND CURRENT MILEAGES WERE 30,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10093792  
**Date of Incident:** 20040911  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** ATLANTA, GA

**NHTSA Summary:**  
THERE IS A DISTINCT DELAY IN THE ACCELERATION OF MY 2004 TOYOTA SIENNA VAN WHEN THE ACCELERATOR PEDAL IS DEPRESSED QUICKLY. THIS DELAY IS NOT NOTICEABLE UNLESS THE DRIVER IS ALREADY MOVING AND THE ACCELERATOR IS DEPRESSED IN SITUATIONS SUCH AS PASSING OR SOME OTHER ACTIVITY THAT REQUIRES QUICK ACCELERATION. I WAS TRYING TO SPEED UP WHILE DRIVING IN THE RIGHT HAND LANE OF A HIGHWAY BECAUSE THE LEFT LANE WAS ALREADY OCCUPIED AND A VEHICLE WAS ATTEMPTING TO MERGE ONTO THE ROADWAY. MY VAN DID NOT SPEED UP UNTIL IT WAS TOO LATE AND THE VEHICLE ATTEMPTING TO MERGE ONTO THE HIGHWAY DROVE OFF OF THE ROAD TO AVOID AN ACCIDENT. DURING ANOTHER OCCASION REQUIRING QUICK ACCELERATION A TRUCK LOCKED UP ITS BRAKES TO AVOID HITTING ME FROM BEHIND WHEN I MERGED INTO HIS LANE AS I DEPRESSED THE ACCELERATOR ONLY TO HAVE THE VAN FAIL TO SPEED UP FOR TWO SECONDS. TOYOTA PERSONNEL FROM THE DEALERSHIP WHERE I PURCHASED THE VAN (WORLD TOYOTA OF CHAMBLEE, GA) INFORMED ME THAT THEY HAVE RECEIVED SIMILAR COMPLAINTS BUT THEY ARE UNABLE TO CORRECT THE PROBLEM BECAUSE IT IS THE RESULT OF A DESIGN FLAW IN THE VEHICLE IN THAT TOYOTA INSTALLED A LASER CONTROL ON THE ACCELERATOR IN LIEU OF AN ACCELERATOR CABLE THAT COULD BE ADJUSTED. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312715  
**Date of Incident:** 20040913  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** MENTOR, OH

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT STATED WHILE SHIFTING FROM PARK TO REVERSE THE VEHICLE SURGED BACKWARDS. THE CONTACT

C-304

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SLAMMED ON THE BRAKES TO STOP THE VEHICLE. THE CONTACT HAS NOT TAKEN THE VEHICLE TO A DEALER. THE CONTACT FEELS THE VEHICLE SURGED DUE TO THE ACCELERATOR PEDAL STICKING. THE FAILURE MILEAGE WAS UNKNOWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10115832  
**Date of Incident:** 20040915  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** ATLANTA, GA

**NHTSA Summary:**  
CONSUMER COMPLAINED ABOUT AN ACCELERATION PROBLEM. WHILE DRIVING AT APPROXIMATELY 35 MPH DRIVER WOULD STEP ON THE ACCELERATOR AND THE VEHICLE WOULD BEGAN TO HESITATE. THEN, THE SPEED WOULD CONTINUE TO DECREASE EVEN WHEN THE ACCELERATOR PEDAL WAS PUSHED DOWN TO THE FLOOR. THIS HAPPENED WITHOUT WARNING. OWNER CONTACTED THE MANUFACTURER AND THE DEALER. THE DEALER HAS HAD THE VEHICLE FOR A MONTH. HOWEVER, THEY WERE UNABLE TO DUPLICATE THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10129692  
**Date of Incident:** 20040915  
**Vehicle:** 2005 TOYOTA CAMRY SOLARA  
**Location of Incident:** FORT MEYERS, FL

**NHTSA Summary:**  
DF: THE SHIFTING MECHANISM IN THE VEHICLE DELAYS WHEN GOING AROUND THE CORNER. WHEN PUSHING ON THE ACCELERATOR TRANSMISSION HESITATED. THE VEHICLE HAS BEEN TO THE SERVICE DEPARTMENT 3 OR 4 TIMES. DEALERSHIP STATED IT WAS THE WAY THE VEHICLE WAS SUPPOSE TO WORK. COMPUTER WAS REPROGRAMMED ONCE. IT MADE IT A LITTLE BETTER, BUT DID NOT SOLVE THE PROBLEM. THE SERVICE DEPARTMENT STATED THERE WAS NO OTHER SOLUTION FOR THIS. THIS STARTED RIGHT AFTER THE VEHICLE WAS PURCHASED. IT HAPPENED MAINLY WHEN THE VEHICLE COASTED AND THE ACCELERATOR WAS PUSHED AFTERWARDS. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319259  
**Date of Incident:** 20040915  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** SALT LAKE CITY, UT

**NHTSA Summary:**  
MY 2004 PRIUS ALMOST KILLED US IN 2004.IT ACCELERATED SO FAST, THAT I HAD TO GO IN THE MEDIAN WE COULD NOT SOW IT DOWN OR STOP IT, THERE WAS A BRIDGE AHEAD, SO I MANAGED TO GET BACK ON THE HIGHWAY SHOULDER AND TAKE IT OUT OF GEAR AND SLOW IT DOWN. SINCE THEN HAS BLAMED EVERYTHING ON ME, I FELL ASLEEP.ETC. I DID NOT KNOW UNTIL NOW THAT IT WAS THE CAR THAT CAUSED IT. WE COULD HAVE BEEN KILLED! SHE INSISTED WE GET RID OF THE CAR, I SOLD IT TO CARMAX IN LAS VEGAS,WHERE WE LIVED. SINCERELY, RICHARD HANSON

**Additional Summary:**

C-305

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10097679  
**Date of Incident:** 20040916  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BETHESDA, MD

**NHTSA Summary:**  
UNEXPECTEDLY, WITHOUT PRESSING ON THE GAS PEDAL, CAR RAPIDLY ACCELERATED. \*BF THE CONSUMER STATED HE HIT A BUILDING AND THE AIR BAG DID NOT DEPLOY. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304997  
**Date of Incident:** 20040917  
**Vehicle:** 2002 TOYOTA SEQUOIA  
**Location of Incident:** ANNANDALE -REQUIRED-, NJ

**NHTSA Summary:**  
02/TOYOTA/SEQUOIA/SEQUOIA LMT V8 ID# 5TDB48A22S120628 VEHICLE ACCELLERATION/ TOYOTA REP. INPECTED , YES A PROBLEM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10170539  
**Date of Incident:** 20040919  
**Vehicle:** 2004 TOYOTA CAMRY SOLARA  
**Location of Incident:** LARGO, FL

**NHTSA Summary:**  
THROTTLE LAG AT LOW SPEED AND FROM STOP IS INCONSISTANT AND HAS BEEN THE CAUSE FOR SEVERAL CLOSE CALLS WHEN PULLING INTO TRAFFIC. MANUFACTURER WAS INFORMED. DEALER INVESTIGATED, STATES THIS IS NORMAL AND NOTHING CAN BE DONE, THAT LAG IS "ACCEPTABLE". SOME INSTANCES HAVE BEEN SEVERAL SECONDS BEFORE ACTUAL THROTTLE RESPONSE. DRIVER HAS TO USE HARDER ACCELERATION TO COMPENSATE WHEN THIS HAPPENS. THIS IS A SAFTEY ISSUE THAT TOYOTA IS AWARE OF BUT DECLINES TO ADMIT IT IS A PROBLEM. DRIVER IS VERY CONCERNED THAT THIS ISSUE WILL BE CAUSE OF AN ACCIDENT. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10094159  
**Date of Incident:** 20040920  
**Vehicle:** 2004 TOYOTA RAV4  
**Location of Incident:** HARTSELLE, AL

**NHTSA Summary:**  
THE ACCELERATOR BECAME STUCK WHILE THE CONSUMER WAS DRIVING. THE CONSUMER WENT OVER A CURB AND FLATTENED HER TIRE. THIS IS THE SECOND INCIDENT. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10099539

C-306

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20040920  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CAMPBELL, CA

**NHTSA Summary:**  
WHEN DRIVING 30 MPH RPMS ACCELERATED TO 80 MPH. THIS CAUSED THE CONSUMER TO GO OFF THE SIDE OF THE ROAD, CAUSING DAMAGE TO THE VEHICLE. DEALERSHIP WAS NOTIFIED, BUT DID NOT RESOLVE THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10093495  
**Date of Incident:** 20040921  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ESCONDIDO, CA

**NHTSA Summary:**  
WHILE BACKING OUT OF DRIVEWAY. WITH FOOT ON BRAKE PEDAL, I SHIFTED THE 2003 CAMRY FROM PARK INTO REVERSE. THE CAR IMMEDIATELY ACCELERATED BACKWARD AT HIGH SPEED OUT OF DRIVEWAY, CROSSED THE ROAD, AND CRASHED INTO A TREE. 3 PEOPLE IN CAR, NO INJURIES. SO FAR, ESTIMATED BODY DAMAGE IS ABOUT \$8000, BUT UNDERCARRIAGE HAS YET TO BE INSPECTED. REASON FOR SUDDEN ACCELERATION IS UNKNOWN. AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310318  
**Date of Incident:** 20040922  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**  
TL: THE CONTACT OWNS A 2005 TOYOTA COROLLA. THE CONTACT STARTED THE IGNITION. THE GEAR SHIFTER WAS PLACED IN THE "DRIVE" POSITION. SUDDENLY, THERE WAS AN AGGRESSIVE ACCELERATION. THE DRIVER APPLIED EXCESSIVE FORCE TO THE BRAKE PEDAL. THE VEHICLE BEGAN TO SLOW DOWN. IN ADDITION, WHENEVER IN THE "REVERSE" POSITION THE FAILURE WAS MORE PRONOUNCED. THE FAILURE OCCURRENCES WERE WHENEVER THE VEHICLE WAS IN OPERATION. THE CONTACT EXPERIENCED FAILURE WHILE IN THE REVERSE AND REAR ENDED A TREE. THERE WAS NO PERSONAL INJURIES. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER. THE TECHNICIAN WAS UNABLE TO REPAIR DUE TO A MANUFACTURER DESIGN. THE FAILURE MILEAGE WAS 10. THE VIN WAS REJECTED FROM SYSTEM WHICH WILL BE UPDATED UPON RECEIPT OF THE SAFETY COMPLAINT FORM. JS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318730  
**Date of Incident:** 20040922  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** BOISE, ID

**NHTSA Summary:**  
MY MOTHER OWNED A 2000 TOYOTA CAMRY AND SHE HAD TWO ACCIDENTS IN HER CAR WHILE IN PARKING LOTS DUE TO SUDDEN ACCELERATION. SHE DID NOT TELL THE FAMILY AT THE TIME BECAUSE SHE WAS 84 AND THOUGHT SHE MIGHT LOSE HER LICENSE. ONE ACCIDENT CAUSED \$3,500 IN DAMAGE. SHE HAS SINCE PASSED AWAY AND

C-307

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I JUST FOUND OUT ABOUT IT. IT HAS CRUISE CONTROL. THE VIN NO. IS 4TBE22K2YU105561. OUR FAMILY STILL OWNS THE CAR. I CALLED A LOCAL DEALER AND GOT THE NATIONAL NUMBER FOR TOYOTA AND THEY SAID THAT THE CAR HAD A MECHANICAL ACCELERATOR SYSTEM. WE HAD A MECHANIC CHECK IT OUT AND HE SAID IT WAS A HYBRID SYSTEM, PARTLY ELECTRONIC CONTROL SYSTEM. TOYOTA MISLEAD US.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10094573  
**Date of Incident:** 20040928  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** PERTH AMBOY, NJ

**NHTSA Summary:**  
WHEN APPLYING THE ACCELERATOR PEDAL VEHICLE HESITATED THEN SURGED FORWARD. CONSUMER WAS CONCERNED THAT THE VEHICLE WILL BE REAR ENDED.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10094597  
**Date of Incident:** 20040928  
**Vehicle:** 2004 TOYOTA CAMRY SOLARA  
**Location of Incident:** REDDING, CA

**NHTSA Summary:**  
WHEN APPLYING THE ACCELERATOR PEDAL VEHICLE HESITATED. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10091416  
**Date of Incident:** 20040928  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LA FOLLETTE, TN

**NHTSA Summary:**  
WHEN THE GEAR WAS PLACED IN REVERSE, THE VEHICLE SUDDENLY ACCELERATED AND HIT A CONCRETE WALL. PLEASE PROVIDE FURTHER INFORMATION. \*JB GAS PEDDLE STUCK AND BRAKES WOULD NOT HOLD THE CAR FROM MOVING. CONSUMER WAS INJURED AS A RESULT OF ACCIDENT. THE CONSUMER SPRAINED HER LEG AS A RESULT OF PUTTING SO MUCH FORCE ON THE BRAKE TRYING TO STOP THE VEHICLE. \*TC

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10109324  
**Date of Incident:** 20040928  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** PERTH AMBOY, NJ

**NHTSA Summary:**  
VEHICLE SUDDENLY EXPERIENCED A SURGE IN ACCELERATION. \*BF THE CONSUMER STATED THE PROBLEM HAPPENED WHEN THE GAS PEDAL WAS APPLIED HARD. \*JB

**Additional Summary:**

C-308

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10159364  
**Date of Incident:** 20040928  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SUGAR GROVE, IL

**NHTSA Summary:**  
WHILE STOPPED AT AN INTERSECTION, THE ENGINE SUDDENLY AND UNEXPECTEDLY BEGAN TO REV UNCONTROLLABLY WITHOUT ANY INPUT FROM ME. DUE TO THE HIGH REVOLUTIONS OF THE ENGINE THE BRAKES WERE INCAPABLE OF PREVENTING THE CAR FROM MOVING FORWARD EVEN THOUGH THE BRAKE PEDAL WAS FULLY DEPRESSED. THE ONLY WAY TO PREVENT MY CAR FROM HITTING THE CAR IN FRONT OF ME WAS TO SHUT OFF THE ENGINE. TWO SUBSEQUENT ATTEMPTS TO RE-START THE ENGINE RESULTED IN A REPEAT OF THE OVER-REVING SITUATION. ONLY AFTER THE THIRD ATTEMPT DID THE ENGINE RESUME NORMAL OPERATION. A PASSENGER IN THE CAR AT THE TIME VERIFIED THAT THE ACCELERATOR WAS NOT ENGAGED AT ANY TIME DURING THE INCIDENT. THE CAR WAS IMMEDIATELY DRIVEN TO THE DEALER WHO INSPECTED IT AND FOUND NO FAULT WITH THE ETC SYSTEM AND NO STORED CODES THAT WOULD VERIFY MY COMPLAINT. THE CAR WAS SUBSEQUENTLY RETURNED TO US AND WAS DRIVEN WITHOUT INCIDENT FOR THE NEXT NINETEEN MONTHS BEFORE THE PROBLEM ONCE AGAIN PRESENTED ITSELF. AS WE WERE PULLING INTO A PARKING SPACE WHILE MY FOOT WAS ON THE BRAKE PEDAL THE ENGINE ONCE AGAIN BEGAN TO OVER-REV WITHOUT ANY INPUT FROM ME. AGAIN, THE PASSENGER IN THE CAR WHO HAD WITNESSED THE FIRST INCIDENT IMMEDIATELY LOOKED TO SEE IF THE ACCELERATOR WAS ACCIDENTALLY BEING DEPRESSED. IT WAS NOT. AGAIN, THE ONLY MEANS OF PREVENTING MY CAR FROM STRIKING THE VEHICLE IN FRONT OF ME WAS TO SHUT OFF THE ENGINE. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10138104  
**Date of Incident:** 20040929  
**Vehicle:** 2000 LEXUS LS400  
**Location of Incident:** NORTH WOODMERE, NY

**NHTSA Summary:**  
DT: THE CALLER SAID WHILE DRIVING 50 MPH THE VEHICLE ACCELERATED TO A FASTER SPEED VERY QUICKLY. THERE WAS AN ACCIDENT. THE CALLER SUSTAINED INJURIES. A POLICE REPORT WAS TAKEN. THE CALLER SAID THE VEHICLE WAS ACCELERATING WITHOUT WARNING FOR ABOUT A YEAR. THE CALLER CALLED THE MANUFACTURER THE DAY OF THE ACCIDENT AND TOLD THEM ABOUT THE PROBLEM. DEALER SAID THEY WOULD GET BACK TO HIM. HE WAS TOLD NOTHING WAS WRONG WITH THE CAR A FEW WEEKS BEFORE THE ACCIDENT. DEALER WAS CONTACTED AFTER THE ACCIDENT, AND THEY SAID THEY WILL SET UP AN APPOINTMENT TO FIND THE CAUSE OF THE PROBLEM. ON SEPTEMBER 26, 2005 AT 8:00 AM, MANUFACTURER SAID THEY WOULD CALL IN TWO DAYS. THIS WAS BEFORE THE ACCIDENT. AFTER THE ACCIDENT THEY SAID THEY WOULD COME AND LOOK AT THE VEHICLE. THE CALLER SAID SHE CALLED MANUFACTURER AGAIN ON SEPTEMBER 27, 2005 AT 9:00 AM TO TELL THEM OF THE ACCIDENT, THEY SAID SOMEONE WOULD CALL BACK. ON SEPTEMBER 28, 2005 MANUFACTURER SAID IT WOULD TAKE SIX TO EIGHT WEEKS TO LOOK AT THE VEHICLE. THE CALLER TOLD THEM THEY WERE GOING TO SUE, AND THE MANUFACTURER SAID THEY WILL NOT COME TO LOOK AT THE VEHICLE. \*AK  
**Additional Summary:**

C-309

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10093384  
**Date of Incident:** 20040930  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** MCKINNEY, TX

**NHTSA Summary:**  
I PURCHASED A NEW 2004 TOYOTA HIGHLANDER ON 3/26/2004 AND AFTER ABOUT 2 MONTHS STARTED NOTICING A PROBLEM WITH HESITATION WHEN ACCELERATING FROM A STOP OR WHEN PASSING. THE CAR FEELS LIKE IT DIES FOR 1 TO 2 SECONDS AND THEN LURCHES FORWARD. THIS IS VERY DANGEROUS WHEN MAKING A LEFT HAND TURN AT A LIGHT WITH ONCOMING CARS FROM THE OPPOSITE DIRECTION. THIS ALSO CAUSES PROBLEMS WHEN TRYING TO MERGE WITH HIGHWAY TRAFFIC OR WHEN PASSING. THIS OCCURS EVERY DAY AND WHEN IT WAS REPORTED TO TOYOTA SERVICE THEY STATED IT WAS A KNOWN ISSUE WITH NO FIX OR TECHNICAL BULLETIN. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10093706  
**Date of Incident:** 20041001  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** LAKE MARY, FL

**NHTSA Summary:**  
I HAVE NOW SENT MY CAR IN FOR SERVICE TWICE TO LEXUS OF ORLANDO ABOUT UNEXPECTED SURGING OF THE VEHICLE AND VEHICLE HESITATION WHEN THE ACCELERATOR IS PRESSED. THIS IS AN INTERMITTENT AND DANGEROUS PROBLEM, AS I DO NOT KNOW WHEN IT WILL OCCUR. WHEN IT DOES OCCUR THE UPSHIFT IS HARSH, THE DOWNSHIFT DELAYED AS IF THE TRANSMISSION IS CONFUSED ABOUT THE DRIVER'S INTENTION, AND THERE IS PRONOUNCED HESITATION WHEN THE ACCELERATOR IS PRESSED. THIS LACK OF RESPONSIVENESS LEAVES BOTH THE VEHICLE AND PASSENGERS EXPOSED TO ACCIDENT AND INJURY. ON MY FIRST VISIT, I WAS TOLD THE VEHICLE COMPUTER WOULD BE RESET, AS THE VEHICLE LEARNS YOUR DRIVING STYLE IN THE FIRST 30 OR SO MILES, AND I MUST HAVE DRIVEN THE VEHICLE HARSHLY. THIS SO CALLED RESET DID NOTHING TO FIX THE PROBLEM; LESS THAN A WEEK LATER, I NARROWLY ESCAPED A CRASH AFTER MY CAR HESITATED WHILE CROSSING AN INTERSECTION. I PROMPTLY RETURNED THE VEHICLE TO THE DEALER FOR SERVICE. UPON COMPLETION OF THE SECOND SERVICE, WHICH INCLUDED A DRIVE WITH THE TECHNICIAN, LEXUS SERVICE NOW SAYS THESE PROBLEMS ARE INHERENT TO THE MODEL AND THEY CAN'T FIX THEM. IN ADDITION, I AM AWARE THAT NUMEROUS OWNERS FREQUENTLY COMPLAIN OF HESITATION AND SURGING IN 2002, 2003, AND 2004 MODELS AND MANY COMPLAINTS (OVER 100) OF THE SAME NATURE HAVE BEEN FILED WITH THE NHTSA. THIS STATEMENT IS TO ISSUE NOTICE THAT I AM NOT SATISFIED, AND THE PROBLEM HAS NOT BEEN FIXED.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10135075  
**Date of Incident:** 20041001  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** DULUTH, GA

**NHTSA Summary:**  
I PURCHASED A 2005 LEXUS ES330 AND HAVE HAD CONSISTENT PROBLEMS WITH THE VEHICLE'S ACCELERATION AND DECELERATION. THE VEHICLE HESITATES DURING ACCELERATION AND SUDDENLY LURCHES FORWARD. ALSO, DURING DECELERATION

C-310

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE VEHICLE SUDDENLY SLOWS DOWN UPON RELEASING THE GAS PEDAL. THIS HAS BECOME A SERIOUS ISSUE IN HEAVY TRAFFIC AND I-T-<sup>3</sup>(tm)M CONCERNED IT MAY LEAD TO AN ACCIDENT. I HAVE REPORTED THE ISSUE TO THE DEALER ON TWO OCCASIONS BUT HAVE RECEIVED A STANDARD RESPONSE THAT THERE IS NOTHING WRONG WITH THE CAR. I-T-<sup>3</sup>(tm)M HOPING THE DOT WILL INITIATE A RECALL AND HAVE THE MANUFACTURER FIX THE PROBLEM. I'M DEEPLY CONCERNED AND SHOCKED AT THE NUMBER OF SIMILAR REPORTS FILED WITH THE DOT. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304763  
**Date of Incident:** 20041001  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** KENNESAW, GA

**NHTSA Summary:**  
2004 TOYOTA SIENNA XLE LIMITED- UNCONTROLLED CRUISE CONTROL ACCELERATION/DECELERATION. THE PROBLEM HAS CONTINUOUSLY OCCURRED SINCE PURCHASE IN SEPTEMBER 2004. DEALERSHIP DENIES PROBLEMS. DYNAMIC CRUISE CONTROL SYSTEM CAUSES MY CAR TO DANGEROUSLY ACCELERATE AND DECELERATE. WHEN LASER DETECTS NEARBY VEHICLE, THE CAR WILL BRAKE ABRUPTLY. LIKEWISE, ONCE THE NEARBY CAR IS NO LONGER IN LASER RANGE, THE CAR WILL ACCELERATE ABRUPTLY TO RETURN TO THE SET CRUISE CONTROL SPEED. I HAVE ALMOST BEEN HIT FROM BEHIND MULTIPLE TIMES ON FREEWAYS BECAUSE OF THE ABRUPT DECELERATION. I HAVE BEEN CAUGHT OFF GUARD SEVERAL TIMES BY THE ACCELERATION AND NEARLY LOST CONTROL OF THE VEHICLE. THE ONLY WAY TO STOP THE RAPID ACCELERATION AND DECELERATION IS TO PRESS THE BRAKE IN ORDER TO DISENGAGE THE CRUISE CONTROL SYSTEM. I HAVE NEVER DRIVEN A CAR WITH SUCH A DANGEROUS CRUISE CONTROL SYSTEM. I NO LONGER USE MY CRUISE CONTROL SYSTEM BECAUSE I FEAR THAT I'LL BE UNABLE TO DISENGAGE THE SYSTEM AND LOSE CONTROL OF THE VEHICLE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10096890  
**Date of Incident:** 20041004  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** JEANNETTE, PA

**NHTSA Summary:**  
WHEN APPLYING THE ACCELERATOR PEDAL THE VEHICLE HESITATED THEN SURGED FORWARD. PLEASE PROVIDE ADDITIONAL INFORMATION. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10097242  
**Date of Incident:** 20041004  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** TALLMADGE, OH

**NHTSA Summary:**  
THE CONSUMER STATED AT ANY TIME THE VEHICLE ACCELERATED WITHOUT WARNING. NO IMPACT REPORTED. PLEASE PROVIDE ADDITIONAL INFORMATION. \*JB  
**Additional Summary:**

C-311

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317113  
**Date of Incident:** 20041005  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BOWDOIN, ME

**NHTSA Summary:**  
MY WIFE WAS INVOLVED IN A TRAFFIC ACCIDENT IN HER 2003 TOYOTA CAMRY ON 10/05/04. WHILE PASSING ANOTHER VEHICLE SHE STATED THAT THE CAR ACCELERATED AND THAT SHE COULD NOT GET IT TO STOP. THE TRAFFIC ACCIDENT REPORT QUOTES HER AS SAYING "SHE HAD NO CONTROL OF THE VEHICLE, AND SAID THERE WAS SOMETHING WRONG WITH THE VEHICLE MECHANICALLY. THE DEALERSHIP REPAIRED THE DAMAGE TO THE VEHICLE BUT I DO NOT FIND ANY INDICATION THAT THE PROBLEM OF THE ACCELERATOR WAS ADDRESSED. WE WOULD LIKE TO KNOW WHAT COURSE OF ACTION WE SHOULD TAKE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10108812  
**Date of Incident:** 20041006  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
VEHICLE SUDDENLY EXPERIENCED A SURGE IN ACCELERATION. CAR CRASHED INTO A TREE AT THE FRONT PARKING SPACE \*BF ON TWO SEPARATE OCCASIONS THE CONSUMER WAS ENTERING A PARKING SPACE AND THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A TREE AT THE FRONT OF THE SPACE. THE SECOND INCIDENT OCCURED AFTER THE -CA HREF="HTTP://WWW.SERVERLOGIC3.COM/ML/RTL3.ASP?SI=0&K=FUEL%20TANK" ONMOUSEOVER="WINDOW.STATUS="FUEL\_TANK"; RETURN TRUE;" ONMOUSEOUT="WINDOW.STATUS="; RETURN TRUE;">FUEL TANK</A> WAS FILLED. THE ENGINE ACCELERATED TO HIGH RPM'S WHILE THE CONSUMERS FOOT WAS ON THE BRAKE. \*TC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312689  
**Date of Incident:** 20041009  
**Vehicle:** 1983 TOYOTA CAMRY  
**Location of Incident:** PRESCOTT, WI

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 1983 TOYOTA CAMRY. THE CONTACT STATED AS SHE WAS DRIVING 55MPH WITH THE VEHICLE SPEED CONTROL ACTIVATED, THE VEHICLE ACCELERATED AND WAS MOVING SIDE TO SIDE. SHE LOST CONTROL OF THE STEERING WHEEL AND THE VEHICLE WENT INTO A DITCH CAUSING IT TO ROLL OVER AND CRASH INTO THE WALL. THE VEHICLE WAS TOTALLED. THE CONTACT WAS THE ONLY PERSON INJURED. SHE HAD TO BE CUT OUT OF THE VEHICLE AND A HELICOPTER TOOK HER TO THE HOSPITAL. THERE IS A POLICE REPORT IF NEEDED. THE VEHICLE WAS TOWED AWAY FROM THE SCENE. NO MAINTENANCE WAS PERFORMED ON THE VEHICLE PRIOR TO THE FAILURE. THE CONTACT DID NOT CALL THE MANUFACTURER UNTIL RECENTLY. THE VIN NUMBER IS UNKNOWN. THE THE FAILURE MILEAGE WAS 199,833.  
**Additional Summary:**

C-312

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313409  
**Date of Incident:** 20041009  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** NEW PORT NEWS, VA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. OCCASIONALLY WHEN THE CONTACT ATTEMPTED TO BRAKE AT ANY SPEED, HE NOTICED THAT THE VEHICLE SUDDENLY SURGED FORWARD WITHOUT WARNING. THE VEHICLE WAS TAKEN TO THE DEALER WHO STATED THAT THE COMPUTER NEEDED TO BE REPLACED. THE CURRENT AND FAILURE MILEAGES WERE 23,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310065  
**Date of Incident:** 20041013  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** BAY SAINT LOUIS, MS

**NHTSA Summary:**  
I PURCHASED A NEW TOYOTA CAMRY IN NOVEMBER 1999. IN 2004 (THE CAR HAS FEWER THAN 45,000 MILES ON IT), WHILE TRAVELING ON A LOCAL HIGHWAY, THE ACCELERATOR BECAME "STUCK". LUCKILY, WE WERE TRAVELING AT A LOW RATE OF SPEED, BECAUSE WE HAD JUST ACCELERATED AFTER LEAVING A RED LIGHT. THE DRIVER (A FRIEND) KEPT HER WITS AND PUT THE CAR IN NEUTRAL, THEN STEERED INTO AN EMPTY LOT WHERE SHE SHUT OFF THE ENGINE. AT THIS POINT THE CAR'S RPM'S WERE "REDLINING" WHEN I CALLED TOYOTA TO REPORT THE INCIDENT I WAS TOLD THAT I WAS AT FAULT - THAT I SHOULD HAVE HAD THE ACCELERATOR SERVICED. I ASKED IF THERE WERE INSTRUCTIONS IN THE OWNERS MANUAL THAT WARNED OWNERS TO HAVE THE ACCELERATOR SERVICED DID THE OWNERS MANUAL DISCLOSE THAT THE ACCELERATOR WOULD STICK? THE ANSWER WAS NO. I THEN CONTACTED TOYOTA BY EMAIL AND FULLY DESCRIBED WHAT HAD HAPPENED. THEY ASSIGNED ME A CASE NUMBER AND SENT ME A COUPON FOR \$500 OFF MY NEXT TOYOTA. NEEDLESS TO SAY I GOT RID OF THE CAR. UNTIL 2005 I KEPT ALL THE INFORMATION, BUT MY HOME WAS FLOODED IN KATRINA AND I NO LONGER HAVE THE DOCUMENTS. WHEN I HEARD ABOUT THE RECALLS I FELT THAT SOMEONE SHOULD KNOW THAT THIS ACCELERATOR PROBLEM HAS EXISTED FOR A VERY LONG TIME AND TOYOTA WAS VERY AWARE OF IT. THE TOYOTA DEALERSHIP DID REPAIR WORK FOR THE PROBLEM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313051  
**Date of Incident:** 20041013  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** ARLINGTON, TX

**NHTSA Summary:**  
MY ACCIDENT/INJURIES BECAUSE THE DEFECTS/FLAWS OF MY CAR: BRAKE SYSTEMS, ACCELERATOR PEDAL, UNINTENDED ACCELERATION, SPEED OUT OF CONTROL, CRUISE CONTROL SYSTEMS, ELECTRONIC THROTTLE SYSTEMS...I HAVE THE CAR FIXED, REPAIRS SOMETIMES (RECORDS AT DEALERSHIP). THEY REPLACED COMPUTER BOARD...BUT STILL HAVE A PROBLEMS... MY ISSUES ARE ABOUT MY TOYOTA CAMRY/MODEL 2000 GOT ACCIDENT/INJURIES ON OCT. 2004 BECAUSE THE CAR HAD MANY PROBLEMS ARE:

C-313

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ROUGH OF CRUISE CONTROL SYSTEMS, ROUGH SPEED/RPM, GAS PEDAL, BRAKE, ROUGH IDLE, SUDDENLY ACCELERATED - WITHOUT PRESSING A GAS PEDAL. I HIT THE CAR AND MY FRONT BUMPER IS ALMOST FELT OFF. IT COSTS OVER A THOUSAND DOLLARS TO REPLACE BUT MY INJURIES IS NO MONEY TO REPLACE ITS BACK TO NORMAL, MY AUTO INSURANCE NOT PAYING MY MEDICAL BILLS ANY MORE...

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10100023  
**Date of Incident:** 20041014  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
ELECTRONIC GAS PEDAL - WHEN AT LOW SPEED OR IMMEDIATELY AFTER COMING TO A STOP THE GAS PEDAL IS DEPRESSED THE CAR HESITATES FOR 1.5 SECONDS OR MORE BEFORE RESPONDING AND THEN ACCELERATES VERY FAST. THIS PRESENTS A SERIOUS SAFETY HAZARD WHEN TRYING TO ENTER OR CROSS BUSY HIGHWAYS. THE DEALER SAYS ALL THE 2004 7 2005 MODELS DO IT. IT IS A CONSTANT COMPLAINT. LEXUS CUSTOMER SERVICE SAYS THEY ARE AWARE OF IT BUT HAVE NO CURE. A SAFETY WARNING AND RECALL SHOPULD BE ISSUED.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10103145  
**Date of Incident:** 20041014  
**Vehicle:** 2002 TOYOTA ECHO  
**Location of Incident:** OCEAN VIEW, DE

**NHTSA Summary:**  
VEHICLE WOULD INTERMITTENTLY JUMP OUT OF DRIVE INTO NEUTRAL WHEN APPLYING THE ACCELERATOR PEDAL FROM A STOP/SLOW MOTION OR FROM INCREASING THE SPEED TO HIGH LEVELS. VEHICLE HAD BEEN TO THE DEALER ON THREE OCCASIONS, AND THEY WERE UNABLE TO DUPLICATE THE PROBLEM.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10095986  
**Date of Incident:** 20041016  
**Vehicle:** 1998 LEXUS GS300  
**Location of Incident:** SPRAGUE, AL

**NHTSA Summary:**  
AFTER STOPPING AT AN INTERSECTION, THE CAR WOULD TRAVEL FORWARD VERY SLOWLY WHILE DEPRESSING THE ACCELERATOR PEDAL NORMALLY. IT WOULD SUDDENLY "CATCH" AND LURCH FORWARD IF THE ACCELERATOR PEDAL WAS DEPRESSED. CAR WOULD THEN HANDLE NORMALLY FOR A FEW MOMENTS BUT UPON STOPPING WOULD REPEAT THE PROBLEM. VEHICLE WAS SHUT OFF AND RESTARTED SEVERAL TIMES IN AN EFFORT TO "REBOOT" THE CAR'S ELECTRONIC ACCELERATION SYSTEM BUT THE PROBLEM PERSISTED. CAR WAS TOWED TO THE LOCAL LEXUS DEALER. AFTER SITTING ON THE LOT FOR 1 DAY, VEHICLE STARTED AND OPERATED NORMALLY IN THE DEALER'S SERVICE LOT. DEALER HAS REPORTED THAT THE PROBLEM CALLS FOR THE REPLACEMENT OF THE VEHICLE'S THROTTLE BODY AND GASKET. \*AK  
**Additional Summary:**

C-314

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10096006  
**Date of Incident:** 20041018  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** JONESBOROUGH, TN

**NHTSA Summary:**  
MY 2004 TOYOTA HIGHLANDER EXHIBITS A SIGNIFICANT HESITATION AT THE START OF RAPID ACCELERATION THAT I BELIEVE IS A POTENTIAL SAFETY HAZARD. WHEN THE VEHICLE IS MOVING AT A SLOW SPEED AND THE ACCELERATOR IS DEPRESSED TO BEGIN A RAPID ACCELERATION (PASSING A SLOWER VEHICLE OR MERGING INTO TRAFFIC), A SIGNIFICANT HESITATION IS PRESENT BEFORE THE VEHICLE BEGINS TO ACCELERATE. THIS DELAYED RESPONSE TO THE ACCELERATOR INPUT CAN PLACE THE VEHICLE IN DANGEROUS SITUATIONS WHERE THE VEHICLE CANNOT GET OUT OF THE WAY OF OTHER TRAFFIC. I BELIEVE THIS BEHAVIOR COULD RESULT IN A TRAFFIC ACCIDENT AND POTENTIAL INJURY TO PEOPLE. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10096335  
**Date of Incident:** 20041024  
**Vehicle:** 2005 SCION SCION  
**Location of Incident:** BURSON, CA

**NHTSA Summary:**  
TOOK FOOT OFF GAS TO SLOW DOWN WHEN APPROACHING CURVE. RAKED TO SLOW DOWN WHEN ENTERING CURVE AND VEHICLE FAILED TO SLOW...FULLY ENGAGED BRAKE AND VEHICLE FAILED TO STOP AND KEPT ACCELERATING. THIS RESULTED IN THE VEHICLE CRASHING INTO AN EMBANKMENT WHICH CAUSED MAJOR DAMAGE TO THE VEHICLE. THIS IS IS BRAND NEW SCION TC PURCHASED 09/01/04.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10097788  
**Date of Incident:** 20041026  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CINCINATI, OH

**NHTSA Summary:**  
CONSUMER STATED WHILE PULLING INTO A PARKING SPACE SHE SUDDENLY FOUND HERSELF AND CHILD IN THE STORE. SHE PULLED INTO A PARKING SPACE, APPLIED BRAKES, AND THEN SUDDENLY THE VEHICLE ACCELERATED AND CRASHED INTO THE STORE FRONT. CONSUMER WAS SURE THAT SHE DID NOT PUT FOOT ON THE ACCELERATOR INSTEAD OF THE BRAKE PEDAL. CONSUMER WENT ON LINE AND FOUND THAT DOT WAS INVESTIGATING THE SAME TYPE OF PROBLEM.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319810  
**Date of Incident:** 20041026  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** GRANADA HILLS, CA

**NHTSA Summary:**

C-315

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

2004 TOYOTA CAMRY. CONSUMER STATES RAPID ACCELERATION. \*TGW THE CONSUMER STATED AS SHE SLOWLY TURNED INTO A PARKING SPACE AND BEGAN TO APPLY THE BRAKE, THE VEHICLE SUDDENLY LURCHED FORWARD, SENDING THE VEHICLE OVER A YELLOW CONCRETE BARRIER AND INTO A SMALL RETAINING WALL. THE VEHICLE CAME TO A STOP WHEN IT HIT THE RETAINING WALL. A FEW MONTHS LATER, THE SAME THING HAPPENED. AS THE CONSUMER WAS BACKING OUT OF A PARKING SPACE, THE VEHICLE SUDDENLY LURCHED BACKWARDS AND STARTED TO GO IN A SMALL SPIN. SHE APPLIED THE BRAKE AND THE VEHICLE STOPPED. THE THIRD INCIDENT HAPPENED WHEN THE CONSUMER WAS PROCEEDING UP A DRIVEWAY TO A HOSPITAL. AS SHE WAS SITTING WAITING TO PROCEED WITH HER FOOT ON THE BRAKE, THE VEHICLE ALL OF A SUDDEN LURCHED FORWARD. SHE IMMEDIATELY BRAKED HARDER AND THE VEHICLE STOPPED AFTER GOING ABOUT 3 OR 4 FEET FORWARD. \*JB  
**Additional Summary:**

**Toyota ID Number:** 200411030416  
**NHTSA ODI Number:**  
**Date of Incident:** 20041100  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/03/2004 09:35:45 AM JFewel  
RNW#041102-000147  
Email states: "2005 Tacoma RPM  
I just bought a 2005 Tacoma with a 4cyl, 5 speed. When I am at freeway speeds, and shifting up or down from 4th gear to 5th gear, the engine RPMs hang around 2,500 to 3,000. It seems like my foot is still on the accelerator. I find it very bothersome that when I up shift, I have to leave the clutch pushed in much longer than I normally would to allow the RPMs to fall..."  
\*\*\* NOTES 11/03/2004 09:36:17 AM JFewel  
... otherwise when I let the clutch out as I normally would, I get a clunk because the engine speed is too high.  
I took the truck to my dealer, was told this was probably normal, and in fact drove another truck. It had the same condition as mine. I would hope you can work this out of my truck. Maybe a little more mileage will help?  
Thanks,  
Randy Lyle"

\*\*\* SUBCASE 200411030416-1 CREATED 11/03/2004 09:38:12 AM JFewel  
<as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
We apologize for your concern regarding the RPMs of your 2005 Tacoma.<p>  
In order to properly assess your concerns, we have contacted the Customer Relations Manager at Toyota Of El Cajon to further evaluate your Tacoma.<p>  
Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.<p>  
The Customer Relations Manager will contact you by the end of the business day, Monday, November 8, 2004. In the event you do not receive any contact from the dealership by this date, please <a href = 'http://toyota.custhelp.com/cgi-bin/toyota.cfm/php/enduser/std\_adp.php?p\_faqid=164'TARGET=\_BLANK >contact us</a> with file #Sincidents.csclearifcasenumber.<p>  
Toyota Customer Experience  
</as-html>

\*\*\* SUBCASE 200411030416-1 CLOSED 11/03/2004 09:38:18 AM JFewel

C-316

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

sent

\*\*\* CASE CLOSE 11/03/04 11:17:29 AM DLR04456 ADVISED CUSTOMER THAT I HAD SPOKE WITH THE SERVICE DIR. ABOUT HIS CASE AND HE SUGG. THAT THE CUSTOMER BRING THE VEHICLE IN AND WE WOULD TAKE A LOOK AT IT.

**Additional Summary:**

**Toyota ID Number:** 20041120346  
**NHTSA ODI Number:**  
**Date of Incident:** 20041100  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/12/2004 09:16:33 AM TCadle  
Cust sts when she starts the veh the engine revs very high & sts would like to know if this is normal. Cust sts veh did not start one day & sts the veh's engine did not turn over. Cust sts spoke to dlr & sts dlr advd her that the concern may be due to the veh's alarm sys not being deactivated. Cust sts will try to see if alarm is cause of concern before taking veh to dlr.  
\*\*\* NOTES 11/12/2004 09:16:34 AM TCadle  
CRM/DLR: This case was sent to you as an FYI. The customer plans on taking the veh in to your dlr for diagnosis.

\*\*\* CASE CLOSE 11/17/04 08:38:25 AM DLR04088 FRANK CELAYA (CRM) CONTACTED CUSTOMER ON MONDAY, NOVEMBER 15TH AT 9:55AM. CUST STATES THAT VEHICLE IS IN SHOP BEING REPAIRED. CUST STS HAS ALREADY CONTACTED IGOR GIDERMAN (SERVICE MANAGER), KEVIN PANG (SALES CONSULTANT), AND MIKE KANDOLA (SHOP FOREMAN). CUST IS HAPPY. THIS CASE WAS CLOSED ON 11/15/2004 UNDER DEALER CODE 04088. SENDING IT UNDER ITS ORIGINAL DEALER CODE 04236 SO IT DOES NOT SHOW UP AGAIN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10101175  
**Date of Incident:** 20041101  
**Vehicle:** 9999 TOYOTA TOYOTA  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**  
COMPLAINT CONCERNING THE ALLEGED SURGING PROBLEM OF TOYOTA VEHICLES. \*BF THE CONSUMER STATED THAT IT FELT LIKE THE PROBLEM WAS IN THE MASS OF LINKAGE SYSTEM FOR THE GAS PEDAL. \*SC

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10103250  
**Date of Incident:** 20041101  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** GLENCOE, IL  
**NHTSA Summary:**

C-317

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LEXUS 300 HESITATION. STEPPED ON ACCELERATOR, CAR HESITATED AND HAD TO PUMP ACCELERATOR TO GO FORWARD. \*BF THIS PROBLEM OCCURRED MANY TIMES. THE CONSUMER ALMOST HAD AN ACCIDENT WHILE ATTEMPTING TO MAKE A LEFT TURN. THE CONSUMER APPLIED THE ACCELERATOR PEDAL, THE VEHICLE HESITATED AND THE CONSUMER PUMPED THE ACCELERATOR TO GO FORWARD. THE DEALER COULD NOT FIND A PROBLEM. \*SC

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10101616  
**Date of Incident:** 20041101  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CLARENDON HILLS, IL

**NHTSA Summary:**  
OWER OF 2003 TOYOTA CAMRY EXPERIENCED SUDDEN ACCELERATION SUGGEST NHTSA INITIATE INVESTIGATION. \*BF THE VEHICLE SUDDENLY SURGED FORWARD AND HAD RUN INTO A CONCRETE WALL AND OCCURRED ON TWO MORE OCCASIONS. \*SC SEE ODI 10063095. \*DSY DUPLICATE OF 10101790. \*DSY

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10151872  
**Date of Incident:** 20041101  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** PERTH AMBOY, NJ

**NHTSA Summary:**  
CONSUMER PRESSED GAS PEDAL AND VEHICLE DID NOT ACCELERATE. THREE SECONDS LATER VEHICLE LUNGED FORWARD. \*TX THE VEHICLE WAS TAKEN TO THE DEALER THE DEALER WAS ABLE TO DUPLICATE THE PROBLEM BUT WAS UNABLE TO DETERMINE THE CAUSE. ABOUT 17 MONTHS LATER THE VEHICLES WAS REPAIRED. \*NM UPDATED \*JB

**Additional Summary:**

**Toyota ID Number:** 200411300373  
**NHTSA ODI Number:**  
**Date of Incident:** 20041103  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/30/2004 08:45:10 AM CConvis  
RNWF 041124-000143 Custs email sts "I have a 2005 Toyota Tacoma 5 speed (4 cyl). When it starts cold the engine revs up to 2,000 rpm or even a little higher for a minute until it comes down. This seems excessively high. None of my other cars would ever rev that high when cold. Is this normal for this car or does it need an adjustment?" End custs email

\*\*\* SUBCASE 200411300373-1 CREATED 11/30/2004 08:54:29 AM CConvis

Email reply sts "<as-html> Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p> We are sorry to hear of the concern you are experiencing with your 2005 Tacoma and appreciate the opportunity to address your inquiry.<p> We apologize, because we are not a technical center and we are unable to inspect your vehicle, we are not in a position to provide an accurate diagnosis for your concerns.<p>

C-318

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Please note however that it is normal, by design, for the engine to rev at higher rpm's during cold starts to enable the engine to quickly reach a good operating temperature. <p> In order to properly assess your concerns, we recommend you contact the Customer Relations Manager, our corporate contact, at your <a href="http://www.toyota.com/dealers?TARGET=BLANK">local Toyota dealership</a> to further evaluate your 2005 Tacoma.<p> Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.<p> We wish to express our appreciation for your interest in our products and would like to thank you for taking the time to email us.<p> Your email has been documented at our National Headquarters under file #Sincidents.eSclarifycasenumber. If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std\_adp.php?p\_faqid=164">TARGET=BLANK</a> to contact us.</a><p> Toyota Customer Experience </as-html>" End Email reply

\*\*\* SUBCASE 200411300373-1 CLOSED 11/30/2004 08:54:30 AM CConvis

\*\*\* CASE CLOSE 11/30/2004 08:54:54 AM CConvis see subcase

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10098321  
**Date of Incident:** 20041104  
**Vehicle:** 1998 LEXUS LS400  
**Location of Incident:** SOUTHAVEN, MS

**NHTSA Summary:**  
STOPPED AT A RED LIGHT AND THE CAR ACCELERATED TO THE POINT IT WAS SPINNING TIRES. CAR WAS PUT INTO PARK AND THE CAR WAS BROUGHT UNDER CONTROL. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10100255  
**Date of Incident:** 20041107  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** CAMBRIDGE, MA

**NHTSA Summary:**  
VEHICLE SPEED CONTROL: OPENED GARAGE DOOR WITH REMOTE. STEPPED LIGHTLY ON GAS PEDAL TO ENTER GARAGE. CAR UNEXPECTEDLY ACCELERATED RAPIDLY. STEPPED ON BRAKES BUT CAR DID NOT STOP. CAR CRASHED THROUGH INTERIOR GARAGE WALL AND THROUGH CLOSET IN ADJOINING BEDROOM. COUSE OF PROBLEM IS BEING INVESTIGATED. REPAIR NOT COMPLETED.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302143  
**Date of Incident:** 20041111  
**Vehicle:** 1995 TOYOTA CAMRY  
**Location of Incident:** CHESAPEAKE, VA

C-319

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
IL THE CONTACT OWNS A 1995 TOYOTA CAMRY. HE STATED THAT WHEN HE APPLIED THE BRAKE PEDAL AT AN INTERSECTION HE HEARD A LOUD WINDING NOISE. THE VEHICLE WOULD NOT COME STOP UNTIL HE WAS FORCED TO SHIFT GEARS INTO THE PARK POSITION. THE FAILURE OCCURRED INTERMITTENTLY APPROXIMATELY EVERY FOUR TO SIX WEEKS. HE STATED THAT THE ENGINE ACTED AS IF IT WAS TRYING TO OVERRIDE THE BRAKING SYSTEM. THE DEALER STATED THAT IT WAS AN IDLING PROBLEM AND THEY COULD NOT DUPLICATE THE FAILURE. HE ALSO STATED THAT IN 2004 HE EXPERIENCED SUDDEN ACCELERATION WHILE DRIVING IN REVERSE AND THE VEHICLE SUDDENLY CRASHED INTO THE RESTAURANT. HE DIDN'T SUFFER ANY INJURIES. THE PORTSMOUTH POLICE DEPARTMENT REPORT NUMBER IS 04-020448. THE FAILURE MILEAGE IN 2004 WAS 20,000 AND THE CURRENT MILEAGE WAS 161,800.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10105573  
**Date of Incident:** 20041112  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** PALM CITY, FL

**NHTSA Summary:**  
THE VEHICLE INCREASES IN RPM'S WITHOUT TOUCHING THE ACCELERATOR PEDAL. WHEN APPROACHING A TRAFFIC LIGHT THE RPM'S WILL INCREASE FROM 750 TO 900 RPM'S. THE CONSUMER TOOK THE VEHICLE BACK TO THE DEALER. ALSO CONTACTED THE MANUFACTURER. IT WAS EXPLAINED TO THE CONSUMER THAT THIS WAS THE CURRENT DESIGN OF THE VEHICLE. \*AK THERE WAS POTENTIAL FOR AN ACCIDENT TO OCCUR IN STOP AND GO TRAFFIC. THE CONSUMER WAS AWARE OF TWO OTHER OWNERS OF THIS SAME MAKE AND MODEL WHO HAVE EXPERIENCED THE SAME PROBLEM. \*SC

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10100010  
**Date of Incident:** 20041113  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** BOCA RATON, FL

**NHTSA Summary:**  
WHEN ATTEMPTING TO ACCELERATE AFTER BRAKING/SLOWING DOWN THERE IS A PERIOD OF SEVERAL SECONDS WITH NO RESPONSE FROM THE THROTTLE AND THEN SUDDENLY THE VEHICLE JERKS HARD AND ACCELERATES. WHEN MERGING INTO TRAFFIC THIS CAN POSE A SERIOUS SAFETY ISSUE. THE TOYOTA DEALER ADVISES THIS IS A NORMAL CONDITION AS THE VEHICLE "DRIVES BY WIRE" AND HAS NO MECHANICAL THROTTLE LINKAGE. THIS VEHICLE DIDN'T HAVE THIS ISSUE WHEN WE PURCHASED IT. THIS PROBLEM DEVELOPED AFTER WE HAD DRIVEN IT FOR A WHILE AND HAS PROGRESSIVELY GOTTEN WORSE. OTHER MANUFACTURERS ALSO USE THE DRIVE BY WIRE COMPONENTS AND DO NOT HAVE THIS PROBLEM I FIND IT HARD TO BELIEVE THAT TOYOTA CONSIDERS THIS A NORMAL CONDITION.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10101511  
**Date of Incident:** 20041115  
**Vehicle:** 2000 LEXUS LS400  
**Location of Incident:** BERKELEY, CA

C-320

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

AFTER STARTING THE VEHICLE, IT SUDDENLY ACCELERATED AT A HIGH SPEED. THE CONDITION CAUSED THE VEHICLE TO HIT THREE PARKED VEHICLES AND ONE VEHICLE IN MOTION. THE CONSUMER RECEIVED MINOR INJURIES TO HER FACE DUE TO AIR BAG DEPLOYMENT. THE OTHER DRIVER AND PASSENGER OF THE OTHER VEHICLES APPEARED TO SHOW NO INJURY. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10311915  
**Date of Incident:** 20041118  
**Vehicle:** 2004 TOYOTA RAV4  
**Location of Incident:** CHADRON, NE

**NHTSA Summary:**

TOYOTA 2004 RAV 4 SUV WILL SURGE WHEN LETTING UP ON THE GAS PEDAL TO TURN A CORNER. RESPONSE OF THE PEDAL IS ERRATIC AT TIMES WHEN BACKING UP OR WHEN PULLING AWAY FROM A STOP. WE HAVE A SERVICE TECH. REPROGRAM THE COMMUTER THAT LEARNS ARE DRIVING HABITS AND IT HAS NOT CORRECTED THE PROBLEM. HENCE, THE 36 MO. WARRANTY EXPIRED AND SO WE JUST LIVE WITH THE SITUATION, BUT THE CURRENT RECALLS GOT US TO THINKING THAT THEY INCLUDE ALOT OF THE PROBLEMS THAT WE HAVE BEEN EXPERIENCING. STOPPED COMPLAINING AFTER THE WARRANTY. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10321387  
**Date of Incident:** 20041118  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** NORRISTOWN, PA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE DRIVER HAD FOOT ON BRAKE, BUT THE VEHICLE CONTINUED ACCELERATING. THE FAILURE OCCURRED 3 TIMES. THE VEHICLE WAS TAKEN TO AUTHORIZED DEALERS, BUT NO REPAIRS HAVE BEEN MADE. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 8856. THE CURRENT MILEAGE WAS APPROXIMATELY 35000.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10102070  
**Date of Incident:** 20041119  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LIVINGSTON, NJ

**NHTSA Summary:**

CONSUMER WAS DRIVING ABOUT 65 MPH AND THE ACCELERATOR PEDAL BECAME STUCK. DRIVER HAD TO TURN OFF THE IGNITION IN ORDER TO GET THE VEHICLE TO STOP. \*AK

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10101640  
**Date of Incident:** 20041119

C-321

**Safety Research & Strategies**

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**Vehicle:** 2002 TOYOTA CAMRY

**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**

THE CONSUMER EXPERIENCED SUDDEN ACCELERATION. THE BRAKES FAILED TO WORK CAUSING AN ACCIDENT. \*NM THE CONSUMER'S VEHICLE COLLIDED WITH ANOTHER VEHICLE AT A STOP SIGN. \*SC THE AIR BAGS DID NOT DEPLOY. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10105483  
**Date of Incident:** 20041119  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** NEW LONDON, CT

**NHTSA Summary:**

WHILE MAKING A LEFT TURN INTO A PARKING SPACE, THE VEHICLE ACCELERATED WITHOUT WARNING. AS A RESULT THE VEHICLE COLLIDED INTO A PARKED VEHICLE. THE CAUSE HAS YET TO BE DETERMINED. PLEASE PROVIDE ADDITIONAL INFORMATION. \*JB...WHILE EXITING A HIGHWAY AT 60 MPH, REMOVED FOOT FROM ACCELERATOR TO COAST INTO EXIT, VEHICLE SUDDENLY ACCELERATED 70-75 MPH. WAS ABLE TO CONTROL VEHICLE BY APPLYING BRAKES. ALSO, DEALER REPAIRED FRONT BUMPER. \*AK

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 20041100  
**Date of Incident:** 20041120  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** ,

**NHTSA Summary:**

\*\*\* PHONE LOG 12/08/2005 04:46:29 PM JHahn  
 Cust sts that gas pedal got stuck and sts only way to get veh to stop was to brake hard. Cust sts pulled over and lifted the pedal and got it unstuck. Cust sts took veh to dlr was adv that there was nothing they could find. Cust sts that dlr adv her they did some diagnostic, cust sts that dlr did not give her an RO.

\*\*\* NOTES 12/13/2005 10:54:18 AM MAguilera  
 Cust c/b sts was expecting a c/b from someone at dlr, because still experiencing same concerns w/ veh. Sts CRM called her yesterday and she adv him not having concerns anymore, however sts her son adv her veh still doing same thing. NCR adv cust to contact CRM directly and schedule an appt and her concerns be resolved. Cust understood.

\*\*\* CASE CLOSE 12/13/05 14:30:39 rulemrg  
 TALKED TO CUSTOMER 12/12/2005. EXPLAINED TO CUSTOMER VEHICLE WAS INSPECTED HOWEVER NO PROBLEMS WERE FOUND WITH ACCELERATOR. ADVISED CUSTOMER WE WOULD INSPECT VEHICLE AGAIN AT NEXT SERVICE. MAILED CUSTOMER COPY OF INSPECTION RO.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10100310  
**Date of Incident:** 20041121  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** APALACHIN, NY

**NHTSA Summary:**

C-322

**Safety Research & Strategies**

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

WHILE BACKING OUT OF A DRIVEWAY AND SHIFTING FROM REVERSE INTO DRIVE VEHICLE SUDDENLY ACCELERATED OUT-OF-CONTROL INTO ADJACENT NEIGHBOR'S YARD. IMMEDIATE AND CONTINUAL APPLICATION OF BRAKES DID NOTHING -- ENGINE CONTINUED TO REV AND I NARROWLY AVOIDED STRIKING A HOUSE. INSTEAD, I WAS FORCED TO STRIKE A ROW OF TREES TO STOP RUN-AWAY VEHICLE. FRONTAL AIR BAGS FAILED TO DEPLOY ON EITHER SIDES. HAD IT NOT BEEN FOR THE TREES, I WOULDVE STRUCK A 500 GALLON PROPANE TANK, 2 PARKED PICKUP TRUCKS, AND THE ORIGINAL HOUSE FROM WHICH I WAS DEPARTING FROM. MY LONE PASSENGER AND I WILL BE EMOTIONALLY SCARRED FOREVER BY THIS INCIDENT. PLEASE FORCE TOYOTA TO ISSUE A RECALL HERE! PLEASE DON'T WAIT FOR A DEATH... PLEASE!!!!\*AK

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10100445  
**Date of Incident:** 20041122  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** MCLEAN, VA

**NHTSA Summary:**

I PURCHASED A NEW LEXUS ES330, AND IT HAS 3 PROBLEMS: (I) BUMPY RIDE AT LOW AND HIGH SPEEDS, (II) ACCELERATION LAG AFTER COASTING, (III) HIGH IDLE WHEN COLD (15,000RPMs). \*AK

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 20040000  
**Date of Incident:** 20041123  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** ,

**NHTSA Summary:**

\*\*\* PHONE LOG 04/07/2005 08:15:42 AM KWilson  
 Cust sts while using cc & going up an incline, speed drops by approx 5. Sts then races & increases to above original speed. Sts dlr adv computer controlled. Sts dlr adv can not be adjusted. Ncr adv (per RMacPhail) normal & adv don't use cc on inclines. Sts loves veh but ce does not feel normal.

\*\*\* CASE CLOSE 04/07/2005 08:15:49 AM KWilson  
 Ncr apol & adv case #. Ncr adv (per RMacPhail) normal & adv don't use cc on inclines.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10110398  
**Date of Incident:** 20041129  
**Vehicle:** 2005 TOYOTA CAMRY SOLARA  
**Location of Incident:** INDIANAPOLIS, IN

**NHTSA Summary:**

WHEN MAKING TURNS (AND SOMETIMES JUST WHEN ACCELERATING), THIS CAR AND ALL LIKE IT HESITATE WHEN THE THROTTLE IS DEPRESSED AND THEN LUNGES FORWARD SUDDENLY NEARLY CAUSING THE DRIVER TO LOSE CONTROL.\*JB

**Additional Summary:****Toyota ID Number:**

200412080922

C-323

**Safety Research & Strategies**

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**NHTSA ODI Number:**

**Date of Incident:** 20041200  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** ,

**NHTSA Summary:**

\*\*\* PHONE LOG 12/08/2004 01:23:43 PM PTimberlake  
 caller - Nate (son, 760-672-4702) sts veh accelerating by itself while driving. caller sts he was NOT in an accident. caller sts dlr is currently fixing the problem. caller wants to make sure dlr gets veh fixed correctly.

\*\*\* DEALER NOTES: 12/09/04 07:19:04  
 CUSTOMERS VEHICLE WAS BROUGHT INTO DEALERSHIP ON 12/08/04. DEALERS SHOP FOREMAN IS INVOLVED AND FTS HAS BEEN CONTACTED.

\*\*\* DEALER NOTES: 12/09/04 07:56:50  
 FTS IS INVOLVED AND HAS DUPLICATED CONCERN. FTS WILL SEND A TEAM OF TOYOTA ENGINEERS DOWN THE WEEK OF DECEMBER 13TH, TO INSPECT VEHICLE.

\*\*\* DEALER NOTES: 12/09/04 07:58:20  
 ASM HAS SPOKEN TO CUSTOMER, AND UPDATED CUSTOMER WITH SITUATION.

\*\*\* DEALER NOTES: 12/14/04 08:41:49  
 FPE CAME DOWN TO DEALERSHIP WITH A STUDY TEAM ON 12/09/04. CONDITION WAS DUPLICATED. FPE TO SUBMIT INFORMATION TO TOYOTA TECH. FOR A FIX. PER DSPM DEALER IS NOT GOING TO RELEASE VEHICLE TO CUSTOMER UNTIL THE VEHICLE IS FIXED BECAUSE IT IS A SAFETY CONCERN.

\*\*\* NOTES 12/14/2004 10:07:39 AM MCervantes1  
 Cust c/b sbs to advd toy that concerns with veh have not been addressed. cust sts is concerned b/c needs truck for work. Cust sts was given a loaner for work, another truck but cust was to have lumbar jacks installed in cust veh for work purposes & can do that since dlr is attempting to repair veh. Cust sts to be provided with another veh & will speak to dlr in regards to request b/c needs truck for work.

\*\*\* CASE CLOSE 12/16/04 10:44:31 AM DLR04222  
 TOYOTA IS AWARE OF ISSUE. FPE AND FTS HAVE BEEN INVOLVED. FPE WAS ABLE TO DUPLICATE CONCERN. THERE IS NO FIX FOR VEHICLE AT THIS TIME. DSM ALSO INVOLVED. TOYOTA HAS AGREED TO BUY BACK VEHICLE. DEALERS CR HAS LEFT A MESSAGE WITH CUSTOMER. CUSTOMER IS WAITING FOR A CALL BACK FROM TOYOTA WITH PROCEDURES FOR BUY BACK.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10112818  
**Date of Incident:** 20041201  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** FAYETTEVILLE, GA

**NHTSA Summary:**

CONSUMER'S VEHICLE EXPERIENCED THE VERY SAME PROBLEM AS MENTIONED IN RECALL 01V012000 CONCERNING SPEED CONTROL CABLE/ACCELERATOR STICKING. \*AK

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10112822  
**Date of Incident:** 20041201  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** RED BANK, NJ

**NHTSA Summary:**

C-324

**Safety Research & Strategies**

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

WHEN BRAKING INTERMITTENTLY THE VEHICLE ACCELERATED. THIS CONDITION HAS OCCURRED 8 TIMES WITHIN TWO MONTHS. VEHICLE HAD BEEN TO THE DEALER ON SEVERAL OCCASIONS. DEALER WAS UNABLE TO LOCATE THE CAUSE OR DUPLICATE THE PROBLEM. \*AK THIS PROBLEM ALSO OCCURRED WHILE THE VEHICLE WAS IN REVERSE. \*BF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10113287  
**Date of Incident:** 20041202  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** CAPE CORAL, FL

**NHTSA Summary:**  
WHEN SLOWING TO A NEAR STOP (LESS THAN 10 MPH) AND THEN ACCELERATING, THE VEHICLE LAGS AND THEN LURCHES TO OVERCOMPENSATE. IT DOES THIS VIRTUALLY EVERYTIME, MAKING IT UNSAFE IN HEAVY TRAFFIC. \*DSY

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10105160  
**Date of Incident:** 20041203  
**Vehicle:** 2002 LEXUS GS300  
**Location of Incident:** MESA, AZ

**NHTSA Summary:**  
VEHICLE EXPERIENCED HESITATION WHILE DRIVING TO THE INTERSECTION, AND VEHICLE WILL NOT GO FORWARD WITH ANY POWER. CONSUMER PRESSED THE ACCELERATOR, BUT THE VEHICLE WILL NOT MOVE WITH ANY FORCE. CONSUMER TOOK THE VEHICLE TO THE DEALER, BUT RECEIVED NO ASSISTANCE. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10102319  
**Date of Incident:** 20041204  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** AUSTIN, TX

**NHTSA Summary:**  
I WAS STOPPED IN TRAFFIC ON IH-35 IN AUSTIN DUE TO AN ACCIDENT AHEAD. I HAD AN OPPORTUNITY TO MOVE TO AN EXIT LANE AND AFTER MOVING TO THAT LANE, NOTICED A VEHICLE COMING TOWARD ME AT HIGH SPEED. MY WAY WAS CLEAR TO ACCELERATE AND I DID SO, PRESSING THE ACCELERATOR ABOUT 1/2 THE WAY DOWN. NOTHING HAPPENED AND I PRESSED THE ACCELERATOR THE REMAINDER TO THE FLOOR. AFTER A SHORT TIME, THE ENGINE FINALLY ACCELERATED. THREE DAYS LATER, ON DEC. 7, I TOOK THE CAR TO THE DEALER AND EXPLAINED WHAT HAD HAPPENED. AFTER EXAMINING THE CAR, THE DEALER CALLED TO EXPLAIN THAT THEY HAD CHECKED THE CAR OVER AND EVERYTHING WAS FINE. HE FURTHER EXPLAINED THAT THE 2004 CAMRY WAS EQUIPPED WITH A "DRIVE-BY-WIRE" ACCELERATOR. NO ONE WAS INJURED, NO DAMAGE WAS DONE, BUT I AM CONCERNED THAT THIS CAR WILL NOT RESPOND QUICKLY IN A DANGEROUS SITUATION. NOR DO I BELIEVE THAT THIS IS AN ISOLATED SITUATION. WE HAD DRIVEN A DEMONSTRATOR, A 4 CYLINDER CAMRY, ABOUT SIX MONTHS BEFORE WE PURCHASED OURS. MY WIFE WAS DRIVING AND PRESSED HARD ON THE ACCELERATOR TO GET IT TO MOVE UP AN ENTRANCE RAMP AND IT ALSO DID NOT RESPOND. AT THAT TIME, I DIDN'T PLACE ANY SIGNIFICANCE TO THE CAR NOT

C-325

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

RESPONDING, THINKING MY WIFE WASN'T ATTEMPTING TO ACCELERATE A QUICKLY AS SHE INSISTED. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10105486  
**Date of Incident:** 20041207  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** FAIRVIEW PARK, OH

**NHTSA Summary:**  
WHILE PULLING INTO A PARKING SPACE THE CONSUMER HEARD A LOUD NOISE COMING FROM HER VEHICLE. THE VEHICLE ACCELERATED AND THE CONSUMER CRASHED INTO A BRICK WALL. NO INJURIES WAS REPORTED. THE VEHICLE WAS TAKEN TO THE DEALER AND THE PROBLEM IS STILL UNDETERMINED. JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307647  
**Date of Incident:** 20041208  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
I'M CONCERNED THE TOYOTA BRAKING ISSUES GO DEEPER THAN LATE MODEL PRIUS. MY 2005 CAMRY LE V6 EXHIBITS SIMILAR CHARACTERISTICS AS BEING DESCRIBED TODAY - BRAKE FAILURE WHEN DRIVING OVER UNEVEN, IRREGULAR OR ROUGH PAVEMENT. WHEN THIS OCCURS, THE BRAKE PEDAL STIFFENS AND BRAKING ACTION CEASES. I'VE LEARNED TO PRESS DOWN V-E-R-Y HARD ON THE PEDAL DURING THIS INTERMITTENT BEHAVIOR. HAD TAKEN TO THE DEALER MORE THAN ONCE. THE COMPLAINT ALONG WITH HARSH SHIFTING OF THE TRANSMISSION WHICH MANIFESTS IN THE ENGINE OVER-REVING WHILE NOT ACTUALLY ENGAGING INTO ANY GEAR, THEN THE TRANSMISSION FINALLY ENGAGES MAKING THE VEHICLE GO FURTHER/FASTER THAN DESIRED/ANTICIPATED. TOYOTA INDICATED THE ISSUES WERE "AN OPERATIONAL CHARACTERISTIC OF THE VEHICLE", BEING DISMISSIVE IN THEIR RESPONSE DEMONSTRATING A CORPORATE CULTURE OF ARROGANCE. HAVE SPOKEN WITH TOYOTA SERVICE MANAGERS IN HENDERSON, NV, SANTA MONICA AND THOUSAND OAKS, CA RE: THE TRANSMISSION AND THEY ALL HAVE SIMILAR RESPONSES... ROLLING THEIR EYES TOWARD THE SKY AND LAMENTING, "OHHH, THAT V6 CAMRY TRANSMISSION" AS IF SOME SORT OF FACTORY "INSIDE JOKE". THESE ARE CLEARLY KNOWN ISSUES THE FACTORY HAS CHOSEN TO DO NOTHING ABOUT, THUS THE SERVICE MANAGER'S HANDS ARE TIED. (HAD BEEN EXTREMELY PLEASED WITH MY FORMER '95 CAMRY TO THE TUNE OF 300,000 MILES.) IT'S DISAPPOINTING TOYOTA HAS CEASED TO BE THE HONORABLE COMPANY THEY ONCE WERE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10107685  
**Date of Incident:** 20041209  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** FLORENCE, KY

**NHTSA Summary:**

C-326

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE THROTTLE STUCK WIDE OPEN ON THE CAR WHEN PUT IN REVERSE, FROM A PARKED POSITION. THIS CAUSED THE CAR TO GO COMPLETELY OUT OF CONTROL, STRIKING SEVERAL OBJECTS COMING TO REST IN THE MIDDLE OF A ROAD. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10103917  
**Date of Incident:** 20041210  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** SILVER SPRING, MD

**NHTSA Summary:**  
VEHICLE WAS EXPERIENCING A SUDDEN ACCELERATION PROBLEM. CONSUMER WAS PARKING THE VEHICLE WHEN THE ACCELERATION BEGAN. VEHICLE HIT A BRICK PILLAR. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315842  
**Date of Incident:** 20041210  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** RIVERSIDE, CA

**NHTSA Summary:**  
I WAS USING THE CRUISE CONTROL, SET AT 70 MPH, ON AN APROX 4 HOUR TRIP. AT ONE POINT THE CAR ACCELERATED TO A LITTLE OVER 90 MPH THEN DECREASED IT'S SPEED BACK DOWN TO WHERE IT WAS. I TURNED THE CRUISE CONTROL OFF AND DROVE MANUALLY THE REST OF THE WAY HOME. THE NEXT TIME I HAD IT AT THE DEALER FOR SERVICE I MENTIONED THIS AND THEY SHRUGGED IT OFF SAYING THEY HADN'T HEARD OF ANYTHING LIKE THIS HAPPENING. I HAVE NOT HAD THE PROBLEM AGAIN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10113278  
**Date of Incident:** 20041212  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**  
WHILE APPLYING THE ACCELERATOR PEDAL VEHICLE HESITATED TO ACCELERATE. DRIVER APPLIED THE ACCELERATOR PEDAL NUMEROUS TIMES AND THE VEHICLE ACCELERATED UNCONTROLLABLY. DRIVER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND DROVE IT TO THE DEALER FOR INSPECTION. MECHANIC DETERMINED THAT IT WAS NORMAL FOR THE VEHICLE TO HESITATE WHEN APPLYING THE ACCELERATOR PEDAL. \*AK \*BF \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10111310  
**Date of Incident:** 20041213  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** NORTH OLMSTED, OH

**NHTSA Summary:**

C-327

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHILE DRIVING THE THROTTLE STUCK. THIS CAUSED THE CONSUMER TO REAR END ANOTHER VEHICLE ONE TIME. VEHICLE WAS TOWED. DEALERSHIP WAS NOTIFIED, BUT DID NOT RESOLVE THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10105974  
**Date of Incident:** 20041214  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** MT. PLEASANT, SC

**NHTSA Summary:**  
ON NUMEROUS OCCASIONS THIS CAR HAD ACCELERATED UNEXPECTEDLY WHEN PUTTING IT IN GEAR BOTH FORWARD AND REVERSE. THE LAST OCCURRENCE THE CAR SHOT FORWARD, JUMPING A LOW CURB AND HITTING A TREE. \*AK I HAD NO CONTROL OVER WHAT HAPPENED AND I AM AFRAID TO DRIVE THIS CAR ANY MORE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10113423  
**Date of Incident:** 20041215  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** JACKSON, NJ

**NHTSA Summary:**  
VEHICLE HESITATED THEN LAUNCHED FORWARD BEFORE ACCELERATING. VEHICLE WAS SERVICED BY THE DEALERSHIP 3 TIMES. DEALERSHIP INDICATED TECHNICALLY THE VEHICLE WAS PERFORMING AS IT SHOULD, BUT THERE WAS A PROBLEM WITH THE NEW DRIVE BY WIRE TECHNOLOGY FOR WHICH MANUFACTURER HAD TO PROVIDE A REMEDY. \*AK

**Additional Summary:**

**Toyota ID Number:** 20040000  
**NHTSA ODI Number:** 20041217  
**Date of Incident:** 2005 TOYOTA TACOMA  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** ,  
**NHTSA Summary:**

\*\*\* PHONE LOG 12/01/2007 01:31:38 PM JFewel  
RNT#07123-000110  
Email states: "engine idle on a V6 2005 tacoma  
When starting truck engine idle rev,s up to 1500 rpm. This seems a bit excessive to me. Is this normal for this truck my dealer says its normal we think not. backing out or going forward is hard have to touch brakes to keep from going too fast."

\*\*\* SUBCASE 200712010344-1 CREATED 12/01/2007 01:36:19 PM JFewel  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
We apologize for your concern regarding your Toyota's idle speed.

While we cannot diagnose your Toyota based on your email, and as you have not mentioned any warning lights coming on, your concern may be related to the way the engine alters its idle speed when cold, to allow the emissions system to warm up faster, which becomes more pronounced as the weather turns colder. By way of background, each year the government slightly tightens emissions standards so that vehicles emit less pollution.

C-328

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Modern vehicles have a very sophisticated emissions system that only works when hot or warm. If the vehicle is cold, more emissions are produced. The only way to heat the emissions components quickly up so they work properly is to run the engine faster when it is cold. The government wants engines and emissions systems to warm up as soon as possible so the emissions control systems work efficiently as soon as possible after a cold start. You will notice that the engine will run fast when cold, (engine RPM higher) until the emissions components are properly warmed. By forcing the idle speed to stay higher, the engine turns faster and warms up more quickly than if it is allowed to idle normally as it does when it is warmed up. To accommodate the higher RPMs when the engine is cold, Toyota specifies the following engine oil, which aids cold start-up and high RPM in the cold engine:

Oil grade:  
API grade SL "Energy/Conserving" or ILSAC multigrade engine oil Recommended viscosity:  
SAE 5W/30  
SAE 5W/30 is the best choice for good fuel economy and good starting in cold weather.  
In order to assess if the cold idle speed of your Tacoma is normal, your vehicle will need to be inspected by your local Toyota dealership <http://www.toyota.com/dealers>, as their technicians are specifically trained in the diagnosis and repair of Toyota vehicles.  
If your Toyota dealership has already inspected your vehicle and found it to be operating normally, we would concur with their findings.  
In addition, we apologize for the concerns you experienced with your recent service at McGee Toyota. You can be sure that Toyota is committed to providing the best possible service at Toyota dealerships and to making the service experience a favorable one. We encourage each dealership to maintain a professional level of performance at all times, and we were sorry to learn that you felt the service you received was less than satisfactory.  
In the interest of customer satisfaction, we have contacted the Customer Relations Manager at McGee Toyota to assist you with your concerns. The Customer Relations Manager will contact you by the end of the business day Wednesday, December 5, 2007.  
In the event you do not receive contact from the dealership by this date, please contact us <http://toyota.custhelp.com/cgi-bin/toyota.cfm?php/enduser/std\_adp.php?p\_faqid=4164> with file #Sincidents.c\$clarifycasenumber.  
It is through correspondence such as yours that we are able to continue to improve Toyota dealership services, and we sincerely appreciate the time you have taken to bring this matter to our attention.  
Toyota Customer Experience

\*\*\* SUBCASE 200712010344-1 CLOSED 12/01/2007 01:36:23 PM JFewel sent

\*\*\* CASE CLOSE 12/05/2007 08:51:10 AM DLR20063 LEFT MSG FOR CUST TO CALL BRIAN DAVIDSON AT TOYOTA.

**Additional Summary:**

**Toyota ID Number:** 200412200605  
**NHTSA ODI Number:**  
**Date of Incident:** 20041220  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** ,

**NHTSA Summary:**  
\*\*\* PHONE LOG 12/20/2004 09:58:23 AM RMorales  
cust sts has cnerns w/ veh as veh revs up to 22rpm when start veh in morning. cust fls cnerns are not normal. cust sts spk svc rep, Andrew, who adv veh has no cnern. cust fls cnern is not normal & cnern may cause further cnerns in future. Cust sts also spk to Lisa Ryan, CRM.  
\*\*\* NOTES 12/20/2004 09:58:23 AM RMorales

C-329

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Ncr apol & adv cust Toy rely on dlr for proper diag & rpr. Ncr adv cust to continue working w/ dlr to inspect veh cnerns. adv cust will not be able to determine if cust is involved in any SSC w/o VIN. cust understood & thanked.

\*\*\* CASE CLOSE 12/22/04 11:25:28 AM DLR04108  
VEHICLE WAS INSPECTED, NO PROBLEM FOUND. CONCERN IS NORMAL CHARACTERISTIC OF VEHICLE ON COLD MORNINGS. IF CUSTOMER FEELS CONDITION CONTINUES AT A GREATER ACCOURANCE, BRING IN AGAIN FOR INSPECTION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10104216  
**Date of Incident:** 20041220  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** PEWAUKEE, WI

**NHTSA Summary:**  
I HAVE HAD TWO PROBLEMS. ONE BEING YESTERDAY I CAME OUT TO MY CAR IN THE PARKING LOT STARTED UP MY CAR AND THERE WERE NO BRAKES. HAD TO PUT CAR IN PARK TO STOP CAR. THE BRAKES WERE ROCK HARD. THEY SAID IT WAS THE BOOSTER THAT HAD TO BE REPAIRED. THE SECOND PROBLEM IS I HAD ALMOST 2 ACCIDENTS WHEN TRYING TO ACCELERATE FROM A STOP SIGN. I HIT THE GAS AND THE CAR DOESN'T GO IT LAGS AND THEN GOES. THIS HESITATION IS VERY VERY SERIOUS AND HAS ME VERY WORRIED ABOUT DRIVING WITH KIDS. I BOUGHT THIS CAR FOR THE SAFETY FEATURES AND NOW IM SCARED TO DRIVE IT. WHAT IF MY BRAKES FAILED ON THE HIGHWAY I WAS ON? WHAT IF MY CAR LAGS IN FRONT OF A TRUCK? \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10109571  
**Date of Incident:** 20041227  
**Vehicle:** 2004 TOYOTA AVALON  
**Location of Incident:** FOREST HILL, MD

**NHTSA Summary:**  
WHILE DRIVING IN STOP AND GO TRAFFIC THE VEHICLE'S ENGINE REVVED UP AND THE VEHICLE ACCELERATED FORWARD INTO ANOTHER VEHICLE. \*NM RPM REACHED 7000. THE CONSUMER STATED THAT THIS MARKS THE FOURTH TIME THIS VEHICLE HAS HAD THIS ISSUE. THE CONSUMER REFERENCED 10099310. HEAVY SMOKE CAME FROM THE FRONT OF THE VEHICLE AFTER THE CRASH. THE CONSUMER HAD TO TURN THE KEY TO THE OFF POSITION TO STOP THE ENGINE FROM RACING. \*TC \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10104793  
**Date of Incident:** 20041230  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ORLANDO, FL

**NHTSA Summary:**  
WENT TO DRIVE 2003 TOYOTA CAMRY XLE OUT OF THE GARAGE. STARTED THE CAR TRIED TO PUT IN REVERSE AND GEAR SHIFT WOULD NOT MOVE OUT OF PARK, THE MOTOR STARTED RACING DURING THIS TIME. TURNED OFF CAR GOT OUT OF CAR TO WAIT TILL LATER TO RUN ERRAND AND DECIDED TO TRY ONE MORE TIME. START CAR

C-330

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AGAIN TRIED TO PUT IN REVERSE. IT SUCCEEDED THIS TIME BUT THE CAR ACCELERATED OUT OF THE GARAGE RAPIDLY W/OUT MY ASSISTANCE. DAMAGING SEVERAL ITEMS ON ITS WAY OUT OF THE GARAGE. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10105622  
**Date of Incident:** 20041230  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** LAKEWOOD, NJ

**NHTSA Summary:**  
PULLING INTO A PARKING SPACE THE CAR SUDDENLY ACCELERATED AND DID NOT STOP UNTIL IT CRASHED INTO TWO PORCHES. THERE IS NO QUESTION THAT THE CAR WAS ALREADY SLOWING DOWN BECAUSE THE CAR WAS PULLING INTO A PARKING SLOT. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10113721  
**Date of Incident:** 20041230  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SILVER SPRING, MD

**NHTSA Summary:**  
WHILE PARKING HIS 2004 TOYOTA CAMRY THE VEHICLE ACCELERATED SUDDENLY AND HIT A PARKED CAR. \*NM WHEN TURNING SHARPLY TO THE RIGHT THE VEHICLE FELT AS IF IT WERE GOING TO FLIP, SHIFTING GEARS WERE NOT SMOOTH, THE BRAKE PEDAL FELT SOFT AND WOULD GO TO THE FLOOR AND THERE WAS AN ERRATIC EFFECT WHEN CHANGING THE RADIO STATIONS. \*SC \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308651  
**Date of Incident:** 20041231  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** NORTH CLARENDON, VT

**NHTSA Summary:**  
WITH CAR IN CRUISE CONTROL AND COMING TO AN UPHILL GRADE, THE ACCELERATOR SPEEDS UP EXCESSIVELY. I AM CONCERNED THAT THIS MIGHT BE SYMTOMATIC OF A POTENTIAL ACCELERATION WHEN I AM NOT IN CRUISE CONTROL. INCIDENT DATE BELOW IS NOT APPROPRIATE BECAUSE IT OCCURS EVERY TIME I AM IN CRUISE CONTROL.

**Additional Summary:**

**Toyota ID Number:** 200510280282  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** ,

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/28/2005 10:59:24 AM HFimney  
Cust sts cruise control will not operate with out down shifting. Cust sts he fls this is a concern within the design. Cust sts concern occurs while driving up hill. Cust sts dlr informed cust that concern is a normal

C-331

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

characteristic. No CRM involvement. Cust sks rpr or he will ask to replace veh. NCR apol advd cust information has been documented and will be forwarded to CRM for review and f/u within 3 bus days.

\*\*\* CASE CLOSE 11/07/05 14:30:41 nuleng7  
CHECKED FOR TSB. NONE. CONTACTED TECHNICAL ASSISTANCE AND THEY ADVISED ME THAT THERE WAS NOTHING THAT COULD BE DONE ABOUT THIS CONDITION AND THAT THE COMPUTER CONTROLS THE WAY THE CRUISE WORKS. ADVISED CUSTOMER THAT THERE WAS NOTHING I COULD DO AT THIS TIME TO CHANGE THE WAY THE CRUISE OPERATES.

**Additional Summary:**

**Toyota ID Number:** 200508030085  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** ,

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/03/2005 06:42:33 AM JChang  
Cust sts has a 6 spd manual veh. Cust sts when cust depressed clutch & puts veh in neutral to come to a stop veh revs b/w 1500-2000 RPMs. Cust sts when cust went to dlr & dlr adv normal condition b/c veh is blowing out catalytic converter(?). Cust sts would like further inspection & further explanation of veh behavior. NOTE TO DLR: pls contact Toy tech line @ 800-233-3718 if more assistance is needed.  
\*\*\* DEALER MESSAGE: 08/08/05 14:16:26  
LM DAY 8/8 5:17PM

\*\*\* CASE CLOSE 08/15/05 06:27:42 AM DLR19057  
CALLED CUST TO SEE IF HE COULD BRING CAR IN SO SHOP FOREMAN COULD TEST DRIVE AND LOOK AT. CUST SAID HE CAN DEAL WITH THE IDLE AT THIS TIME BUT IF HE STARTS TO NOTICE THE PROBLEM START GETTING WORSE HE WILL CALL US TO SET THE APPT UP. BUT AT THIS TIME HE IS OK.

**Additional Summary:**

**Toyota ID Number:** 200508091305  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** ,

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/09/2005 01:52:27 PM CMarshall  
cust sts purch 05 tacoma. sts noticed high rpm up to 2400. sts dlr adv condition is normal, adv cust that dlr checked w/ other tacoma. sts happens every morning.

\*\*\* CASE CLOSE 08/09/2005 01:52:36 PM CMarshall  
apol and adv(per ccc tech) revs high b/c emission standards  
\*\*\* NOTES 08/16/2005 10:53:41 AM Cteveno  
Cust c/b sts took after call survey and was informed a sup would c/b. Sts one week later, still has not recvd a c/b. Ncr apol adv there is no documented request for a sup so a sup may not have gotten a notice. Ncr adv higher revs are due to engine warming up and is safe as long as the tach does not reach the redline. Cust still demands a sup c/b, not satisfied w/answer or survey, wants another opinion.  
\*\*\* NOTES 08/16/2005 03:15:03 PM MSakima  
==== SUPV ==== TS MSakima called cust, apologized he was not called sooner. cust indicates dlr kept veh overnight, found at start-up next day that veh did rev/idle fast but dropped down and dlr advsd was

C-332

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

characteristic of the veh and was emissions related. cust sts there are times veh will fluctuate between 2,400 - 1,800 rpms at start-up. Cust sts when passerbys are near veh they sometimes appear concerned b/c of the revving. cust sts veh not near redline but he is >>>>

\*\*\* NOTES 08/16/2005 03:17:17 PM MSakima  
>>> concerned. cust sts to know from tms what the published info on veh indicates, is it as the dlr states? ncr plsd cust on hold and researched with tce tech who indicated #s cust seeking not available in published source. ncr apologized to cust that info not immediately available but will research further and get back to him on 8/17/05.

\*\*\* NOTES 08/17/2005 10:32:38 AM MSakima  
ts msakima called dlr, spk to joe. svc advsr and mike/svcmgr regarding cust issue. ncr advsd will be opening case to dlr for diagnosis as cust is bothered by cond and we would like to have it looked at again and dlr findings doc'd in case. dlr would like to have veh overnight, joe indicated if left overnight would provide loaner. ncr to call cust back to advise.

\*\*\* NOTES 08/17/2005 10:33:46 AM MSakima  
ncr clld cust and advsd will open file to dlr for more diagnosis. cust sts this morning at start up veh idle fluctuated from 2400 rpm to 1500 rpm and back up to 2400. cust is very concerned with fluctuation and cond.

\*\*\* CASE CLOSE 08/17/2005 10:34:23 AM MSakima  
tms open in error, new case created for issue  
\*\*\* NOTES 08/23/2005 11:55:31 AM CVargas  
Cust sts would like to spk to Marion, NCR adv she is unavailable and will call cust back.  
\*\*\* NOTES 08/23/2005 02:23:07 PM JMarvrdin  
cust c/b & asked to speak w/MSakima. ncr checked case notes & warm transferred to MSakima.  
\*\*\* NOTES 08/29/2005 10:40:39 AM EValdez  
cust sts would like to spk w/MSakima, MSakima sts will c/b as earliest availability, ncr advd cust will rev a c/b from Marion, cust understood.

**Additional Summary:**

**Toyota ID Number:** 200508110585  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NTHSA Summary:**

\*\*\* PHONE LOG 08/11/2005 10:06:10 AM EHellmer  
RNW#050810-000081  
cust sts "I have a '05 4 cyl. Tacoma (2.7L) with auto trans. Purchase date: 6/11/05. Initial cold idle is aprox. 2200-2300 rpm and it takes aprox. 3 min. to drop down to 1500 rpm. There is a noticeable lurch when I shift the auto trans into drive. I have gone back to the dealer twice (Huntington Beach Toyota) about this and have been told this is normal & nothing can be done. It seems to me this cold idle is too high & transmission damage could occur  
\*\*\* NOTES 08/11/2005 10:06:10 AM EHellmer  
Any comment?"  
end of cust verbatim

\*\*\* SUBCASE 200508110585-1 CREATED 08/11/2005 10:11:43 AM EHellmer  
NCR Response  
<as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
We apologize for the concern you are experiencing with the transmission in your 2005 Toyota Tacoma.<p>  
In order to properly assess your concerns, we have contacted the Customer Relations Manager at Toyota Of Huntington Beh to further evaluate your 2005 Toyota Tacoma.<p>

C-333

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.<p>  
The Customer Relations Manager will contact you by the end of the business day, Tuesday, August 16, 2005. In the event you do not receive any contact from the dealership by this date, please <a href = 'http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=164'TARGET=\_BLANK '>contact us</a> with file #Sincidents.cSclarifycasenumber.<p>  
Toyota Customer Experience  
</as-html>

\*\*\* SUBCASE 200508110585-1 CLOSED 08/11/2005 10:11:50 AM EHellmer  
end of ncr response

\*\*\* CASE CLOSE 08/15/2005 03:14:31 PM DLR04087  
LEFT MESS 4 CUST ON 8/12/05 CUST CALLED BACK ON 8/15/05...SERV MGR COMPARED SAME VEH IN STOCK OPARATED SAME WAY. CUST UNDERSTANDS THIS IS NORMAL BUT WISH TOYOTA WILL COME OUT WITH A CHANGE TO LOWER THE IDLE SPEED....FILE CLOSED...  
\*\*\* NOTES 08/18/2005 08:40:26 AM DDavidson  
RNW#(050817-000049)  
ATF-Email Dated 08/17/2005 11:21 AM  
cust sts "A follow up to my query to Toyota.com dated 8/10/05 and your reply (Erin) dated 8/11/05. Spoke with service mgr. Lars Andersson @ Toyota of Huntington Beach on 8/16/05. There is nothing that the service dept. can do about the very high cold idle on my '05 Tacoma - it is a vehicle computer function. Question: What is the factory specification for cold idle on the '05 Tacoma with the 2.7 I.4 cyl.>>>  
\*\*\* NOTES 08/18/2005 08:41:04 AM DDavidson  
<<<  
engine + auto transmission? Please do not put me back in touch with Toyota of Huntington Beach - I want information from Toyota Technical."

\*\*\* SUBCASE 200508110585-2 CREATED 08/18/2005 09:04:30 AM DDavidson  
EMAIL RESPONSE

<as-html>

Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
We apologize for the cold idle concerns that you are experiencing with your 2005 Tacoma.<p>  
Please be advised that we are not a technical center here and we are not in a position to determine whether or not a concern exists with your vehicle. <p>  
Toyota relies on it's dealership technicians to perform the diagnosis and repair of our vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.<p>  
In the interest of customer satisfaction, we have contacted our Regional Office in your area to further review your concerns. A representative from the Regional Office will contact you by the end of the business day, August 23, 2005.<p>  
In the event you do not receive contact from the Regional Office by this date, please <a href = 'http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=164'TARGET=\_BLANK '>contact us</a>. Your email has been documented at our National Headquarters under file #200508110585. <p>  
Toyota Customer Experience  
</as-html>

\*\*\* SUBCASE 200508110585-2 CLOSED 08/18/2005 09:04:31 AM DDavidson  
\*\*\* NOTES 08/18/2005 09:06:39 AM DDavidson

C-334

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NOTE TO REG: per A.Graheda and TIS, idle speed for 05 Tacoma 2TR-FE engine is between 600-700 RPM.  
\*\*\* NOTES 08/18/2005 09:08:03 AM DDavidson  
EMAIL RESPONSE SUMMARY  
ncr advd cust that CEC is not in position to determine if veh is operating as normal. ncr advd CEC relies on diag from dlr to determine if concerns exists. ncr advd case has been forwarded to reg for DSPM/FTIS assist.  
ncr advd cust to allow until eob August 23, 2005 for c/b  
\*\*\* NOTES 08/18/2005 10:43:19 AM JSchurger110  
+++OUTGOING CALL+++  
RCR attempted to contact cust at 10:43am on 8/18/2005. RCR to try again later today.  
\*\*\* NOTES 08/18/2005 02:41:57 PM JSchurger110  
+++OUTGOING CALL+++  
RCR JSchurger attempted to contact cust at 2:41pm, but got v/m. RCR to attempt c/b again on 8/19/2005.  
\*\*\* NOTES 08/19/2005 09:07:23 AM JSchurger110  
+++OUTGOING CALL+++  
RCR JSchurger contacted cust to adv dispatching case to DSPM for review. RCR advd cust will receive contact from dlr or DSPM within 7 business days regarding potential inspection date. Cust sts would like to know the factory spec for the cold idle is. Cust sts doesn't want to return to dlr unless factory idle is set less than 2200 rpm. RCR sent email to DSPM and provided a case printout.  
\*\*\* RETURN 08/22/2005 10:41:23 AM JSchurger110  
Please discuss case with technical assistance at CEC and call customer back. Thank you.  
\*\*\* FORWARD 08/25/2005 11:03:12 AM dbrody  
This case should have been sent to the CAC queue  
\*\*\* CASE CLOSE 01/17/2006 08:00:26 AM MGiderman110  
Please discuss case with technical assistance at CEC and call customer back

**Additional Summary:**

**Toyota ID Number:** 200508191021  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NTHSA Summary:**

\*\*\* PHONE LOG 08/19/2005 01:45:24 PM MShapiro  
Cust sts when shifts from 4th to 5th, rpms don't drop, causing truck to lurch forward. Cust would like a loaner car, dlr advd loaner to going to be provided.  
\*\*\* CASE CLOSE 08/19/2005 01:45:31 PM MShapiro  
NCR apol, advd dlr's choice to offer loaner, unless rpr to take longer than 8 hours, advd case #.

**Additional Summary:**

**Toyota ID Number:** 200508220339  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NTHSA Summary:**

\*\*\* PHONE LOG 08/22/2005 08:01:20 AM AWhite

C-335

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Cust sts when he turns the veh on in the morning, the engine races and revs high. Cust sts he has a svc appointment @ the dlr for periodic maint for Wed, but in the meanwhile, he contacted the dlr & the svc advisor advd this condition of high engine rev upon startup is a normal condition on the veh and is not adjustable. Cust sts svc rep advd this over the phone but he sks accurate determination of the veh.  
\*\*\* CASE CLOSE 08/23/05 05:40:54 AM DLR28012  
SPOKE WITH MR. GROSSMAN - HAS AN APPOINTMENT ON 8/24 FOR MAIT. WE ARE GOING TO CHECK OVER THE VEHICLE TO VERIFY THAT IT IS OPERATING TO FACTORY STANDARDS.

**Additional Summary:**

**Toyota ID Number:** 200508220399  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NTHSA Summary:**

\*\*\* PHONE LOG 08/22/2005 08:25:41 AM VMarin  
Cust sts when veh goes up a hill with Cruise Control with drop 2 gears sending the RPMs into the red zone. Cust sts he took veh to a dlr in KS and dlr contacted the toyota tech line. Cust sts the dlr never told the cust what the tech line sts  
\*\*\* CASE CLOSE 09/12/05 22:30:19 rulermg  
CLOSE  
\*\*\* NOTES 10/27/2005 04:32:31 PM KMSpillane  
cust sts spk to dlr & dlr indicated veh was performing as designed. sts did bring veh to another dlr & did indicate a concern, but dlr was out of town. sts not satis with performance & feel, from many years of experience w/Toy veh's, this can't be normal characteristic. sts left 3 msg's with Larry Clominger & never have returned call & will not go back to dlr. NCR apol & advd can sk another opinion at alternate dlr & provided Toy West contact # & CRM name. cust thanked.

**Additional Summary:**

**Toyota ID Number:** 200508250924  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NTHSA Summary:**

\*\*\* PHONE LOG 08/25/2005 12:29:01 PM AMouton  
cust sts when start veh. sts veh idles so fast. sts wants to know if that is normal. sts idles high for a couple minutes. sts revs high until cust puts veh into gear. sts wants to know if we have a brochure.  
\*\*\* CASE CLOSE 08/25/2005 12:29:27 PM AMouton  
ncr apol advd quick start for veh is used to control emission. ncr referred cust @toy. ncr offered case# cust declined.

**Additional Summary:**

**Toyota ID Number:** 200509060869  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA

**NTHSA Summary:**

\*\*\* PHONE LOG 08/22/2005 08:01:20 AM AWhite

C-336

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 09/06/2005 10:24:36 AM JFewel  
RNW#050903-000051  
Email states: "2005 Tacoma Cruise control Hello,  
I have a 2005 Tacoma Double cab TRD sport 4x4 Auto trans that I purchased new from Toyota of Greenwich Ct in May of 2005. I have a concern about the cruise control. When you are operating at 60-70 MPH with the cruise on, and the vehicle accelerates, the transmission shifts down 2 gears every time more acceleration is required.  
..."

\*\*\* SUBCASE 200509060869-1 CREATED 09/06/2005 10:27:54 AM JFewel

<as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
We apologize for the concerns you experienced with your recent service at Toyota Of Greenwich.<p>  
Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.<p>  
You can be sure that Toyota is committed to providing the best possible service at Toyota dealerships and to making the service experience a favorable one. We encourage each dealership to maintain a professional level of performance at all times, and we were sorry to learn that you felt the service you received was less than satisfactory.<p>  
In the interest of customer satisfaction, we have contacted the Customer Relations Manager at Toyota Of Greenwich to assist you with your concerns. The Customer Relations Manager will contact you by the end of the business day Friday, September 9, 2005.<p>  
In the event you do not receive contact from the dealership by this date, please <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfm?php/enduser/std\_adp.php?p\_faqid=164TARGET=\_BLANK">contact us</a> with file #Sclarifycasenumber.<p>  
It is through correspondence such as yours that we are able to continue to improve Toyota dealership services, and we sincerely appreciate the time you have taken to bring this matter to our attention.<p>  
Toyota Customer Experience  
</as-html>

\*\*\* SUBCASE 200509060869-1 CLOSED 09/06/2005 10:27:58 AM JFewel sent  
\*\*\* CASE CLOSE 09/06/2005 12:10:50 PM DLR06029  
CR MANAGER CONTACTED CUSTOMER. CUSTOMER WILL COME IN ON THE WEEK OF 9/12 TO TAKE A TEST DRIVE WITH OUR MASTER TECH AND TO TEST ON COMPUTER. CR MANAGER EXPLAINED TO CUSTOMER THAT THE COMPUTER WILL CAUSE TRANS TO DOWNSHIFT WHEN USING CRUISE CONTROL...BUT WE WILL DOUBLE CHECK ON BEHALF OF CUSTOMER

\*\*\* SUBCASE 200509060869-1 CLOSED 09/06/2005 10:27:58 AM JFewel sent

\*\*\* CASE CLOSE 09/06/2005 12:10:50 PM DLR06029  
CR MANAGER CONTACTED CUSTOMER. CUSTOMER WILL COME IN ON THE WEEK OF 9/12 TO TAKE A TEST DRIVE WITH OUR MASTER TECH AND TO TEST ON COMPUTER. CR MANAGER EXPLAINED TO CUSTOMER THAT THE COMPUTER WILL CAUSE TRANS TO DOWNSHIFT WHEN USING CRUISE CONTROL...BUT WE WILL DOUBLE CHECK ON BEHALF OF CUSTOMER

**Additional Summary:**

**Toyota ID Number:** 200510050714  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 10/05/2005 11:14:26 AM CVargas

C-337

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

05 Tacoma, Cust sts cruise control does not work properly. Cust sts on rolling hills cruise control up shifts and down shifts. If driving 75 when dropping down to 70 takes awhile to pick back up. Cust sts dlr sts this is normal. Cust sts dlr svc has been great but would like to have appt with factory rep.

\*\*\* CASE CLOSE 10/11/2005 11:53:53 AM DLR41063  
I HAVE TRIED TO GET IN TOUCH WITH MR. ALLEN TO SET APPOINTMENT WITH DSM, BUT HAVE NOT HAD ANY CALLS RETURNED. WILL SCHEDULE APPOINTMENT WHEN MR. ALLEN CALLS BACK.

\*\*\* NOTES 10/18/2005 02:21:32 PM JR0bb1  
AMloore c/b DSM, sts wants to add notes to ease that DSM and svr mgr met w/cust. adv cruise control is operating as design. Adv page 187 in owners manual that describes cruise control where it adv should not use cruise control while going up and down hills. DSM sts cust is still not satisfied w/decision and would like for toy to look further into suggestion. Cust also sts would like for Tacoma to be lowered b/c experience turbulence at current height. Overall  
\*\*\* NOTES 10/18/2005 02:22:04 PM JR0bb1  
<> Satisfied w/veh except for suggestions in regards to cruise control and veh height.

**Additional Summary:**

**Toyota ID Number:** 200510100348  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 10/10/2005 08:33:31 AM esmart  
RNW# 051006-000061

\*\*\* SUBCASE 200510100348-1 CREATED 10/10/2005 08:38:07 AM esmart  
cust sts"  
I have a 2005 Tacoma PreRunner double cab V6. I have some issues with the behavior of the automatic transmission while braking and while stationary when the AC cycles. I think a TSB is warranted. While braking the transmission continues to push to the point that it feels like you have a trailer. It is also a little erratic due to the downshifting of the transmission while braking and the push surges when the rpms rise on these downshifts. The problem while stationary causes the vehicle to actually surge forward several inches and sometimes push hard enough to continue rolling forward. These problems should be able to be dealt with through software changes. Please let me know if you have additional questions."  
END VERBATIM

ncr adv"

<as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
We apologize for your concerns with the transmission on your 2005 Pre-Runner.<p>  
In order to properly assess your concerns, we recommend you contact the Customer Relations Manager at your <a href="http://www.toyota.com/dealersTARGET=\_BLANK">local Toyota dealership</a> to further evaluate your Tacoma.<p>  
Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.<p>  
Your email has been documented at our National Headquarters under file #200510100348. If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfm?php/enduser/std\_adp.php?p\_faqid=4164TARGET=\_BLANK">contact us</a>.<p>  
Toyota Customer Experience

C-338

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

</as-html>

\*\*\* SUBCASE 200510100348-1 CLOSED 10/10/2005 08:38:11 AM esmart

\*\*\* CASE CLOSE 10/10/2005 08:38:23 AM esmart  
see close notes.

**Additional Summary:**

**Toyota ID Number:** 200510110526  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/11/2005 09:58:27 AM GTravis  
05 Tacoma w/ kmiles cust sts just purch veh, w/ 4 cyl eng. cust sts when eng cold veh revs to 2200 RPM's. sts has inquired w/ two dlrs and they adv due to electronics and computer in eng and normal condition.  
\*\*\* NOTES 10/11/2005 09:58:28 AM GTravis  
NCR apol and adv cust per tech Peter that condition is normal and nothing to be concerned about.

\*\*\* CASE CLOSE 10/11/2005 09:59:07 AM GTravis  
NCR apol and adv cust PER CAC tech Peter condition normal, gave ref #

**Additional Summary:**

**Toyota ID Number:** 200512280398  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 12/28/2005 09:24:43 AM NTorres  
Cust sts eng revs to 24000 RPM during start up & in cold. Cust sts is embarrassed by noise b/c others look @ cust like he is crazy. Cust fls high RPM will cause eng damage.

\*\*\* CASE CLOSE 12/28/2005 09:25:11 AM NTorres  
NCR apol and adv cust veh has higher RPM during start up in the cold.

**Additional Summary:**

**Toyota ID Number:** 200510171023  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/17/2005 12:04:24 PM EValdez  
2005 tacoma, cust sts owner's manual when the head lights are turned on the interior dash will turn on as well, cust took to dlr and they say that is a design issue. he would like for them to do at the same time, but the windshield is cracked by any little rock on his veh and he fels it is paper thin. on a cold start the rpm

C-339

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

reved to 1500, down to 1100, then up 1400, it goes down after less then 1 minute. he feels it is too high

look to dlr & it was diag as improper>>>  
\*\*\* NOTES 10/17/2005 12:04:24 PM EValdez  
cust was told he was outside of warranty and they charged him for diagnosis. cust was told that he would be charged for component and that their recommendation was to continue driving the veh. cust sts he would like the address or phone number to people in washington so he may complain about veh. ncr apol &adv cust of NHTSA online cust thanked.

\*\*\* CASE CLOSE 10/17/2005 12:05:05 PM EValdez  
ncr apol &adv cust doc concern, gave case#

**Additional Summary:**

**Toyota ID Number:** 200507271841  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 07/27/2005 05:16:13 PM KChapman  
Glenna wife of owner sts purch veh from toy drove home 15 miles away went out next morning to start veh and engine raced and tacked beyond 3000RPM. cust turned off veh and attempted to start veh again and the symptoms re-occured.Has veh towed to dlr and dlr sts nothing wrong w/veh. sts had sts would like documentation from City toy stating nothing wring w/veh.  
OUTGOING CALL-- NCR spoke to CRM Allan Mercado and he sts will further research and f/u w/cust.

\*\*\* CASE CLOSE 08/01/05 07:10:12 PM DLR04143  
DLR HAS DIAGNOSED TO THE FULLEST CUST VEH AND KEPT VEH IN THE DLR FOR 48 HRS AND STILL CAN'T DUPLICATE WAS CUST HAS STATED OF VEH REVING AT 3000RPM. CUST PICKED UP VEH AND BROUGHT TO ANOTHER ATTENTION OF A LOCAL DLR. MELODY TOYOTA. THAT WAS THE LAST SEEN OF CUST. DLR APOLOGIZED WITH CUST IF ANYTHING ARISES TO BRING VEH BECAUSE DLR WOULD LIKE NOTHING MORE BUT RETAIN CUST SATISFACTION. THIS ARRE ALL DOCUMENTED.

\*\*\* NOTES 08/03/2005 03:52:19 PM NOrtega  
cust sts feels this veh needs to be repaired. cust sts would like to have Toyota repair veh or to purch veh back from customer. cust sts would like to have a call from Melody Toyota

\*\*\* CASE CLOSE 12/16/2005 09:29:32 AM SGarner  
case was already opened to dlr for rpr, see close above.

**Additional Summary:**

**Toyota ID Number:** 200511040077  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/04/2005 06:44:55 AM AMouton  
Cust sts took veh to dlr2(Greenville) 2x's for whining noise when veh is cold. sts had to go to FL. sts veh was up to 70MPH. sts took veh to dlr. sts dlr adv noise was counter balance weights to the crank shaft. sts when goes from 4th to 5th gear the rpms do not go down when shifting above 45mph. sts does not agree w/dlr. sts dlr adv called field rep. sts vibration on heavy throttle. sts thinks it is eng vibration. >>

C-340

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 11/04/2005 06:44:56 AM AMouton

>>sts called valentine Toy (David) adv to take veh back to selling dlrst c/b dlr had appt on Sts whining stops when it is warm. Sts when shifting veh even when lets off accelerator the rpms do not go down. Sts asked srvc mgr for service bulletin if concern is normal. Sts wants to talk to field rep. sts does not agree that condition is normal. sts fls dlr2 was not properly assessing veh concern. sts has an appt w/dlr1(ballentine). \*\*\* CASE CLOSE 11/09/05 14:30:38 rulemgr TEST DROVE TRUCK/VIBRATION ON HARD ACCELERATION IS NORMAL IN ALL 4 CYL TRUCKS.LET TRUCK COOL DOWN FROM 9:00 AM UNTIL 4:30 PM.COULD NOT DUPLICATE CONDITION AT THIS TIME.

**Additional Summary:**

**Toyota ID Number:** 200511040819  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/04/2005 01:45:51 PM jmahoney  
05 tacow/4K cust sts is getting 23 mpg. cust sts cruise control set at 70 mph and will shift to 5K rpm. cust sts toy dlr adv is inherent characteristic of veh and no adjustment can be made, sent snapshot of ecu reading to toyota techs who adv no abnormal cond. cust sts svc mgr adv sound was unusual but no action can be made. cust sts dlr svc is excellent and very helpful, sks if region could be involved to assist in diag or factory rep to test drive

\*\*\* DEALER NOTES: 11/16/05 16:36:41  
SPOKE TO BROOKE/CRM AND WAS ADVISED SVC MGR MR. PUGH SPOKE TO THE CUSTOMER AND AND ADVISED HER THIS WAS A NORMAL FUNCTION FOR THE VEHICLE. THE CUSTOMER UNDERSTOOD AFTER EXPLANATION.  
\*\*\* CASE CLOSE 11/17/05 14:30:14 rulemgr  
WILL HAVE REGIONAL MANAGER CONTACT CUSTOMER THIS WEEK. WILL CALL CUSTOMER AND RELAY THIS.

**Additional Summary:**

**Toyota ID Number:** 200511040945  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/04/2005 02:47:13 PM CTrevino  
Cust sts upon 1st crank veh idles at 2500rpm & cust sts is bad for engine  
Cust sts took to dlr who adv no adj avail & veh fine  
Cust sts when warmed up it usually idles around 700rpm  
Cust sts also sts cruise control does not work properly  
Cust sts when going 65 veh downshift from 2 to 3 to 2 on hill & will not give 3 a chance & veh will jump to nearly 5k rpm  
Cust sts should kick cruise control off  
Cust sts when veh is already in 3rd it will make it up hill fine  
\*\*\* NOTES 11/04/2005 02:47:13 PM CTrevino  
NOTE TO CRM:  
Cust sts has 2 concerns, cust sts veh idles high at cold start & cruise does not operate properly & revs engine high

C-341

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Cust sts is not normal & sks to have issues resolved

\*\*\* NOTES 11/28/2005 02:44:37 PM JGetz  
Cust sts did not rec a call.Ncr apol.Ncr adv cust called CRM. CRM adv did not get case but will further research and call cust today.Ncr adv cust CRM adv will call him today.  
\*\*\* NOTES 11/29/2005 02:14:25 PM DGear  
Cust c/b sts has not been contacted by CRM.Ncr contacted CRM,CRM avail.Ncr tranfs cust to CRM.  
\*\*\* CASE CLOSE 12/01/05 14:30:09 rulemgr  
DLR SVC MGR CONTACTED CUST AND INVITED HIM TO BRING IN VEH FOR INSPECTION. IF ISSUES DUPLICATED AND DETERMINED TO BE A PROBLEM, DLR WILL REPAIR UNDER WARRANTY.

**Additional Summary:**

**Toyota ID Number:** 200511160030  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/16/2005 05:51:43 AM QHolmes  
RNW#051114-000048

\*\*\* SUBCASE 200511160030-1 CREATED 11/16/2005 05:53:54 AM QHolmes  
cust sts "I bought a 2005 Tacoma regular cab 4 x 2 back in late July, and I love the truck. The performance of the 2.7 is outstanding. My only concern is that during a cold start, the engine will rev to 2000, sometimes as high as 2200 rpm, and remain there for a considerable time. It takes at least 30 seconds for it to idle down to about 1500 rpm, particularly in cooler weather, at which point I feel comfortable shifting it into gear (it is an automatic). The owner's manual says nothing about the fast idle, only that you can start driving gently once the engine is running smoothly. I have just been using common sense since I don't feel it is good for an automatic to be shifted above 1500 rpm. Truthfully, I would rather have the engine running at 1000 rpm before shifting, but don't have all day to wait. As it is, it is bad enough if I am going out to lunch or to a meeting at work and following someone whose engine idles down right away, because there I sit waiting. Everyone knows that neutral-drops are bad for an automatic, and that is essentially what one is doing if they put it in gear at 2000 rpm.  
I spoke to the dealer about this, and he said it is normal - even the big Tundras do it - and that it cannot be adjusted even if they wanted to because the computer is pre-set and cannot be adjusted. The only thing your FAQ page mentions is that a fast idle is used to warm up the catalytic converter and engine quickly. This makes sense, but I am concerned that 2000+ rpm is a bit extreme on a cold engine with aluminum head and iron block, especially if it is sub-zero temperatures.  
Bottom line question: are the RPM numbers I'm giving you what you would "normally" see for this engine? And, what are your recommendations for the RPM that it should be running at before it is shifted into gear? I assume I just have to live with it, but want to make sure I'm not doing any damage.

Thanks,  
Ron Vaughan"

=====  
ner verbatim:  
<as-html>

Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
We apologize for your engine concern.<p>  
In order to properly assess your concerns, we recommend you contact the Customer Relations Manager at your <a href="http://www.toyota.com/dealers/TARGET=BLANK>local Toyota dealership</a> to further evaluate your <a href="http://www.toyota.com/tacoma/index.html?target=blank>Tacoma</a>.<p>  
Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate

C-342

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.<p>  
Your email has been documented at our National Headquarters under file #5incidents.c&clarifycasenummer.  
If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=4164?TARGET=\_BLANK">contact us</a>.<p>  
Toyota Customer Experience  
</as-html>

\*\*\* SUBCASE 200511160030-1 CLOSED 11/16/2005 05:53:57 AM QHolmes

\*\*\* CASE CLOSE 11/16/2005 05:54:06 AM QHolmes  
see subcase notes.

**Additional Summary:**

**Toyota ID Number:** 200511170967  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/17/2005 12:23:31 PM JMavrodin  
==PA=no prev case  
cust sts has brought veh to dlr 2x for over revving of engine when veh is in 4th-5th gear. cust sts when pushes clutch pedal in, engine revs up to 3000-4000 rpms & when cust takes foot off the gas between 4-5th gear, veh lurches forward and revs at 3000-4000 rpms. cust sts dlr has not completed any rpr attempts. cust sts spoke w/ Dan Daniels, crm, who spoke w/ tech personnel at toy who adv that veh is supposed to sound like that.

\*\*\* NOTES 11/17/2005 12:23:31 PM JMavrodin  
cust sts toy rep adv that noise was from cat conv. cust sts does not feel noise is normal & does not think noise is from cat converter.  
\*\*\* NOTES 11/18/2005 01:37:58 PM LCastillo  
OUTGOING DEALER CALL:  
Dan Daniel SM spoke with Bob Tech Assistance was advised that when shifting from 4th to 5th the rpms will stay where it is at, it is first time dlr worked on vehicle. SM sts according to tech assistance veh is operating as designed.  
FTS INVOLVED: SM sts did not contact Toy rep, however, contacted Tech Assistance

Date: 10-27-05  
RO: 64861  
Mileage: 2218  
Condition (problem): throttle sticks idles to 2800 rpms veh was doing on its own  
>  
\*\*\* NOTES 11/18/2005 01:38:13 PM LCastillo  
>>Condition (problem): throttle sticks idles to 2800 rpms veh was doing on its own  
Remedy: replaced throttle body  
Duplicate: yes  
Under warranty or customer pay: repairs covered under warranty  
\*\*\* NOTES 11/18/2005 01:38:21 PM LCastillo  
Date: 11-14-05  
RO: 65310  
Mileage: 2811  
Condition: cust sts will not idle down when shifting from 4th -5th gear  
Remedy: no repair, opened case with tech assist Bob Steddlr adv that is the way 05 is programmed  
Duplicate: yes but no repairs due to adv provided by Tech Assist

C-343

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Under warranty or customer pay: no charge to customer or warranty.

\*\*\* NOTES 11/18/2005 01:38:56 PM LCastillo  
OUTGOING CUSTOMER CALL:  
Nc l/m for customer to please c/b at 800#

\*\*\* SUBCASE 200511170967-1 CREATED 11/18/2005 01:40:02 PM LCastillo  
\*\*\* NOTES 11/18/2005 01:57:07 PM SABoolian  
Cust wants to speak w/ LCastillo. Ncr adv not avail, but will add notes and notify her.  
\*\*\* NOTES 11/21/2005 08:05:36 AM SGreen  
cust called req to spk with Laura ncr warm transfer call.  
\*\*\* NOTES 11/21/2005 08:14:59 AM LCastillo  
INCOMING CUSTOMER CALL:  
Cust sts vehicle is experiencing high rpms during 4th-5th gears, noticed concern occurring since the time of purchase, concerns occurs, continuously, veh has only been inspected by Boyle Toy. Cust sts has been at dlr approx 2 or 3 times. Cust sts veh was last inspected by dlr on 11/14/05. Cust seeks veh to be repaired, other than high rpms veh is not >>>

\*\*\* NOTES 11/21/2005 08:15:11 AM LCastillo  
experiencing any other concern. Cust sts would like to receive an email address, however, does not have an email address or an alternate #. Ncr apol and cust will need to research further and f/u by eob 10/28/05, explained because of short week due to holiday. Cust understood.

\*\*\* NOTES 11/28/2005 10:25:31 AM LCastillo  
correction  
Cust sts would like to receive a survey, however, does not have an email address or an alternate #. Ncr apol and cust will need to research further w/region and f/u by eob 10/28/05, explained because of short week due to holiday. Cust understood.

\*\*\* NOTES 11/28/2005 10:50:08 AM LCastillo  
OUTGOING REGION CALL:  
Crc will c/b regarding case.

\*\*\* NOTES 11/28/2005 01:35:45 PM LCastillo  
OUTGOING CUSTOMER CALL:  
Cust sts took veh back to dlr on Friday because engine light came on, veh is at dealer, no loaner was given. Cust sts dlr is waiting on an oxygen sensor part. Cust sts went to another dlrshop on Friday and test drove vehicle and 05 Tacoma and veh did not have concern. Ncr thanked customer for update and will f/u tomorrow, after speaking with dlr. Cust understood.

\*\*\* NOTES 11/28/2005 01:38:30 PM LCastillo  
INCOMING REGION CALL: (these notes should have been entered before OUTGOING CUSTOMER)  
CRC adv customer will need to take veh to dlr or may take veh to a different dlr for 2nd opinion. Cust understands but test drove 05 Tacoma on Friday and veh did not have this concern. Ncr apol and adv cust will f/u with dlr tomorrow and call him tomorrow. Cust understood.

\*\*\* NOTES 11/29/2005 01:53:57 PM LCastillo  
OUTGOING DEALER CALL:  
Dan Daniel SM sts check engine light concern has nothing to do with the idle concern, check engine light came on because oxygen sensor replaced, repairs covered under warranty. SM sts idle concern called Tech and there is nothing that can be done it is the way computer is designed. SM sts customer will p/u veh today. Ncr thanked SM for info.

\*\*\* NOTES 11/30/2005 01:48:26 PM LCastillo  
OUTGOING REGION CALL:  
Ncr l/m for crc to please c/b at direct line regarding concern.

\*\*\* NOTES 11/30/2005 01:52:29 PM LCastillo  
OUTGOING CUSTOMER CALL:  
Cust sts will be picking up vehicle today, understands the oxygen sensor was replaced, however was not given feedback regarding the over-revving between 4th-5th gear. Cust sts only occurs in normal shifting, however, if you shift the veh early from 4th-5th gear the over-revving will not occur. Cust seeks to know at what rpm will veh not do it at, if driving on 4th gear and explain theory regarding catalytic converter on vehicle. >>>

C-344

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 11/30/2005 01:52:39 PM LCastillo  
 Ner apol and adv cust will need to research with regional office and f/u by eob tomorrow. Cust understood  
 \*\*\* NOTES 12/01/2005 09:33:19 AM LCastillo  
 OUTGOING DEALER CALL:  
 Dan Daniel SM sts customer picked up vehicle yesterday, he test drove other 05 models and over-revving is heard between 4th-5th gear, however, the 06 models do not have that over-revving. Cust sts spoke with tech assistance and normal condition and it is the way the 05 is programmed. Ncr thanked SM for information.  
 \*\*\* NOTES 12/01/2005 09:39:43 AM LCastillo  
 Summary: Cust sts vehicle is experiencing high rpms during 4th-5th gears, noticed concern occurring since the time of purchase, concerns occurs, continuously, veh has only been inspected by Boyle Toy Action Taken: Internal  
 >>>  
 \*\*\* NOTES 12/01/2005 09:39:55 AM LCastillo  
 Resolution/Position: SM sts customer picked up vehicle yesterday, he test drove other 05 models and over-revving is heard between 4th-5th gear, however, the 06 models do not have that over-revving. Cust sts spoke with tech assistance and normal condition and it is the way the 05 is programmed.  
 Customer Satisfied (Y/N): Yes  
 Root Cause (drill down to component/product): over-revving is heard between 4th-5th gear

\*\*\* SUBCASE 200511170967-1 CLOSED 12/01/2005 09:40:10 AM LCastillo close case  
 \*\*\* CASE CLOSE 12/01/2005 09:40:25 AM LCastillo close case  
 \*\*\* NOTES 12/01/2005 09:56:03 AM BStrickland  
 cust c/b requesting case manager Laura. ncr adv cust Laura n/a after trying to reach. rep adv cust would receive c/b by end of buss day tomorrow (12/2).  
**Additional Summary:**

**Toyota ID Number:** 200511220787  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 11/22/2005 11:33:20 AM Mallen1  
 cust sts he has a 05 and the veh is going up to 3000 rpm when he has a cold start and cust is afraid veh will surge without warning.  
 \*\*\* CASE CLOSE 11/22/2005 11:33:29 AM Mallen1  
 ncr apol adv cust per tech PeterH veh is within specs. ncr adv cust he could have dlr inspect, provided case #.

**Additional Summary:**  
**Toyota ID Number:** 200512130754  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 12/13/2005 10:45:55 AM MAguilera

C-345

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Tacoma pickup accelerates too high, sts this is most noticeable when he first cranks up the veh, sts the veh will go back to normal after it warms up, however when it cools down it will do the same thing again. Cust sts dlr maintenance ppl say its normal.  
 \*\*\* CASE CLOSE 12/16/05 14:30:41 rulemrg  
 CUSTOMERS VEHICLE OPERATING AS DESIGNED EXPLAINED DIRECT ING CUSTOMER STILL THINKS IT "REVS" TO HIGH BUT UNDERSTAND DESIGN

**Additional Summary:**

**Toyota ID Number:** 200512140421  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 12/14/2005 09:14:16 AM TBearsley  
 ATF written letter, dated 12/11/05, received 12/12/05, Cust wrote letter & fls cruise control comes out of overdrive on slight grade. on greater grade comes out to 4th,3rd.& fls lunges going from 4th to 3rd. same when increases speed 55 to 70 mph on level hwy. cc does not maintain constant speed on level roads. If decrease speed from 70 to 55 mph needs to set on 58 to have it settle in 55 RPM goes to 1800 after start when temp is not cold.  
 18 mpg, 95% driven on hwy  
 \*\*\* NOTES 12/14/2005 09:15:03 AM TBearsley  
 excessive wind noise both sides, access cab door proximity juncture.  
 \*\*\* NOTES 12/14/2005 09:32:42 AM TBearsley  
 outgoing call to cust. cust sts has taken veh to dlr & last visit took veh 7/22/05 for other concerns. cust sts has courtesy lub & filter change scheduled next week & then will spk w dlr. cust sts was advd that toy is working in cruise control concern.  
 ncr apol & adv per tech that when veh climb hill downshift is normal.

\*\*\* CASE CLOSE 12/14/2005 09:35:10 AM TBearsley  
 ncr outgoing call to cust & adv mi set by epa not toy & driving factors weight. ncr apol & adv open dlr, crm contact cust w/i 3 bd. ncr gave case #  
 \*\*\* NOTES 02/07/2006 10:59:25 AM Jtto  
 -ATF-  
 LETTER: Dated: 1/19/06, Received: 1/25/06. Cust reiterates same concerns & sts the diagnosis from dlr is unacceptable that the 'concern could not be duplicated' & veh 'drives normal'. Cust requests written authorization to have Bartley's Paint & Body Shop in Evansville correct the wind noise @ Toy expense & requests a written response planned for correction of the other complaints. <END LETTER>  
 \*\*\* NOTES 02/07/2006 11:10:42 AM Jtto  
 OUTGOING CALL: Cust sts the cruise control is the sorriest system he has ever experienced & will never purch another Toy if this continues. Cust sts the veh lunges when coming out of cruise control & feels this is completely unacceptable. Cust sts dlr inspected veh in the past & adv a Toy factory rep would inspect veh, but cust sts months have passed & nothing has occurred. Cust sts has been in contact w/SM who adv Toy is aware of CC concern & is working to resolve it. >  
 \*\*\* NOTES 02/07/2006 11:14:29 AM Jtto  
 >>Cust sts would like to have CRM involved in concern & have a factory rep drive veh & determine if any there are any repairs avail. Cust sts will pursue arb if necessary to have veh bought back. NCR adv case escalated to CRM for c/b within 3 bus days to further assist & arrange appt for full inspection & diagnosis. Cust also sts the body shop should be able to resolve the wind noise concern in a timely manner. NCR adv ref #.

\*\*\* CASE CLOSE 02/17/2006 08:55:46 AM NVcuria210

C-346

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DSPM spoke to customer and told customer customer normal characteristic. Customer satisfied, but wife not happy with operation. Kalon Stoakley, DSPM said cust. accepted but wife not accepting.  
**Additional Summary:**

**Toyota ID Number:** 200512161018  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 12/16/2005 03:47:41 PM EStaples1  
 cust sts having encrms w/driveability. cust sts when shifting out of 4th gear, rpm stays at 3,000 for about 10 seconds. cust sts either coasts for 10 seconds or let out clutch (roads very slick in his area). cust sts veh taken to dlr 3x. cust sts adv by service advisor (todd smith) veh operating as designed. cust has not spoken to crm re encrm. cust sks perm repair.  
 \*\*\* NOTES 12/19/2005 10:18:15 AM PTImberlake  
 ++OUTGOING DLR CALL++ spoke to Dave (SM), dlr sts cust came in on 12/8, but didn't mention anything about the high rpm revving.  
 RO#173822-11/28/05-685-cust sts when clutch is engaged between 4th and 5th gear the rpm stays at 3000 for ten seconds, dlr couldnt test drive due to weather  
 RO#174104-12/3/05-903-dlr was able to duplicate condition. dlr reset base memory for adaptive learn.  
 \*\*\* NOTES 12/19/2005 10:26:49 AM PTImberlake  
 ++OUTGOING CUST CALL++ adv cust to contact dlr to make an appt for inspection. adv cust to call me back with date/time he is taking veh to dlr.  
 \*\*\* NOTES 12/19/2005 10:36:45 AM PTImberlake  
 ++OUTGOING REGION EMAIL++ncr sent email to Mario to let me know how he wants to proceed.

\*\*\* SUBCASE 200512161018-1 CREATED 12/19/2005 10:39:01 AM PTImberlake  
 \*\*\* NOTES 12/19/2005 03:17:42 PM MChaves130  
 The DSPM spoke to Dave (SM) at Bend. He has been in contact with the customer. They are planning to work on the vehicle when the weather clears up. SM will call tech assist and then consult with the FTS. - Jim Ely.  
 \*\*\* NOTES 12/22/2005 04:21:01 PM KSpillane  
 cust sks to spk to Paul. NCR apol and adv Paul is not available at this time and will doc call and rep will f/u within 1 bus day. cust sks c/b @ day #, cust satis and thanked.  
 \*\*\* NOTES 12/27/2005 12:51:22 PM PTImberlake  
 ++OUTGOING CUST CALL++ cust sts he took veh to dlr on 12/22, dlr says rpm condition is normal, cust disagrees and might pursue arb. cust sts veh RPM's still at approx 3000-3400 RPM's for 2-15 seconds when shifting been 4th & 5th gear. sts there is front end vibration beginning at 50mph and gets worse at higher. sts dlr balanced tires, no resolve. dlr is going to replace tires this week.  
 \*\*\* NOTES 12/27/2005 01:00:37 PM PTImberlake  
 ++OUTGOING DLR CALL++spoke to Dave (SM), dlr spoke to Jody Donker and Roger Lepin (FTS), region sts RPM is normal. dlr spoke to Toyota tech by phone, they adv this is normal but RPMs should go down when pressing on the brakes. dlr sts RPM dont go down when touching the brakes, sts he will call tech again then call me back. dlr sts DSPM (Jeremiah) has auth replacing all four Dunlap tires (NOT WHEELS) with Bridgestone on 12/29 due to vibration  
 \*\*\* NOTES 12/27/2005 01:04:29 PM PTImberlake  
 ++OUTGOING CUST CALL++adv cust i will follow up with him by or before next week to let him know if anything further can be done about RPM issue. adv dlr sts tires will be replaced on 12/29 to resolve vibration issue.  
 \*\*\* NOTES 12/27/2005 01:10:24 PM PTImberlake

C-347

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

++INCOMING DLR CALL++ call from Dave (SM), dlr sts toyota tech told him RPM's wont drop when touching the brake unless veh is moving less than 19 mph. dlr sts he will call me to let me know if vibration was resolved with changing tires  
 \*\*\* NOTES 12/29/2005 12:51:39 PM PTImberlake  
 ++OUTGOING DLR CALL++spoke to Dave (SM), dlr sts tires have come in yet. ncr adv i will call dlr by 1/3 to see if Bridgestone tires resolved the vibration issue.  
 \*\*\* NOTES 01/03/2006 11:21:14 AM PTImberlake  
 ++OUTGOING DLR CALL++ left v/m for Dave to call me back  
 \*\*\* NOTES 01/03/2006 01:18:02 PM PTImberlake  
 ++INCOMING DLR CALL++spoke to Dave (SM), sts he put Bridgestone tires on veh on 12/30/05, dlr sts cust sts vibration is much better. dlr sts cust is still unhappy about RPM problem.  
 \*\*\* NOTES 01/03/2006 01:26:37 PM PTImberlake  
 ++OUTGOING REGION EMAIL++ sent email to Mario to how he wants to handle RPM issue.  
 \*\*\* NOTES 01/04/2006 03:17:57 PM MChaves130  
 RCR called DSPM today and request he follow up with SM at dealership to determine if the RPM issue has been addressed. RCR requested call back from DSPM.  
 \*\*\* NOTES 01/05/2006 10:08:01 AM MChaves130  
 RCR received call from DSPM and he states issue with vibration has been addressed and corrected. The DSPM reviewed the issue with the RPM with the service manager and the vehicle has been inspected thoroughly. At this time the condition is considered normal. The DSPM advises no further action required at this time frame.  
 \*\*\* NOTES 01/05/2006 10:26:22 AM PTImberlake  
 ++OUTGOING CUST CALL++ i/m for cust to call me back (ncr will adv cust RPM issue is normal)  
 \*\*\* NOTES 01/06/2006 02:30:55 PM PTImberlake  
 survey sent per cust request

\*\*\* CASE CLOSE 01/06/2006 02:35:33 PM PTImberlake  
 1)Summary - veh vibrates and cust feels RPM too high when leaving clutch in between 4th-5th gear.  
 2)Action Taken - dlr switch tire to Bridgestone to resolve vibration. region/dlr adv RPM issue is normal  
 3)Resolution - dlr switch tire to Bridgestone to resolve vibration. region/dlr adv RPM issue is normal  
 4)Cust Satisfied - no  
 5)Root Cause - tires causing vibration issue. nothing wrong with RPM issue  
 \*\*\* SUBCASE 200512161018-1 CLOSED 01/06/2006 02:36:17 PM PTImberlake  
 dlr fixed vibration issue by changing to Bridgestone tires. RPM issue normal  
 \*\*\* NOTES 01/09/2006 03:17:15 PM EHellermer  
 ncr emailed survey to customer. RNT#060109-000280

**Additional Summary:**  
**Toyota ID Number:** 200512270452  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 12/27/2005 09:33:02 AM DHenkenius  
 cust(Charles friend of the owner) sts owns 05 Tacoma  
 cust sts brought veh to dlr twice, sts when cust first starts on cold morning, veh jumps up to 2400 RPM.  
 cust sts veh makes loud sound, sts high RPM is equivalent to running at 55 mph in 3rd gear.  
 cust sts dlrship told cust veh is operating correctly, sts even went out to start a Tacoma on the lot, sts veh did same thing. cust concern about veh throwing a rod. would like concern looked into.  
 \*\*\* CASE CLOSE 12/30/05 14:30:56 rulemrg  
 WANTED TO DOCUMENT CONCERN AND IS AWARE OTHER VEHICLES DEMONSTRATE SAME CHARACTERISTIC. HE UNDERSTANDS.

C-348

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:** 200510110854  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/11/2005 12:11:23 PM DSorenson  
Cust sts has 2006 Tacoma-4 cyl. sts veh runs at 2500 rpms when starting veh in the morning-does not believe there is no adj-is there an adjustment? what is idle speed? sts is at 2500 rpms for approx 15 seconds and then goes down.

\*\*\* CASE CLOSE 10/11/2005 12:11:33 PM DSorenson  
ncr apol and adv would research and f/u by Friday, 10/14. ncr adv case #.  
\*\*\* NOTES 10/14/2005 08:22:18 AM DSorenson  
OUTBOUND CUST CALL:

ncr called cust day#, ncr let ring several times-there was no answer and no answering machine.  
\*\*\* NOTES 10/14/2005 08:26:00 AM DSorenson  
\*\*NEXT REP\*-if cust calls back, please adv normal idle speed-while sitting in Park should be 600-700. 2500 RPMs starting off is normal-veh is idled up for emissions and will vary if A/C is off or on. PIs also adv cust to make sure not to hit accelerator when starting veh. (Info from tech-AGrajeda)

\*\*\* NOTES 10/14/2005 03:57:00 PM DSorenson  
OUTBOUND CUST CALL:  
ncr called cust day#-line was busy.  
\*\*\* NOTES 10/17/2005 03:49:02 PM DSorenson  
OUTBOUND CUST CALL:  
ncr called cust day#, ncr adv of explanation on idle speed. Cust sts accepts explanation. sts has never seen another veh that idles so high. sts was able to find out how to lock steering. sts owner's manual does not describe proper method-does not say you have to turn 100 degrees to the left. sts is happy with veh. sts dlr was great during the sales transaction. cust thanked for f/u.

**Additional Summary:**

**Toyota ID Number:** 200505050094  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 05/05/2005 07:37:19 AM RWright  
PA  
NO PREV CASE#  
05 Tacoma 4900k mi. cust-Michael-husband sts that he has taken veh to dlr 3x re veh overheating & currently the veh is in dlr while they are replacing the thermostat. cust sts that veh rattle he parked veh & saw oil bubbling around filter indicating that the oil inside is cooked. cust sts in his prev visit to dlr he req to trade in veh w/Tim-svc & he spk to Sls who adv that they would nd more money from him. cust sts further cnmcs->  
\*\*\* NOTES 05/05/2005 07:37:19 AM RWright  
<NOTES CONT: when using cruise control he can get up to speeds of 65 mph & periodically fall into the passing gear & shoot RPM's to 4400. cust sts he adv dlr of cnrm already & they adv nothing of cnrm. cust sts that he is cnrm'd about the condition of the engine overheating & the shift feel of the transmission.  
\*\*\* NOTES 05/05/05 12:02:52 PM cinl

C-349

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Spoke w/ Garris SM who adv cust was at dlr in early April for trans shifting concern. Dlr road tested and could not duplicate. Sts thermostat arrived today and veh should be repaired tomorrow. Sts cust did not mention anything about cruise control. Region to follow-up with cust tomorrow after veh repaired.

\*\*\* NOTES 05/09/05 06:41:39 AM cinl  
Region LVMM with cust requesting c/b to discuss case.  
\*\*\* NOTES 05/09/2005 09:20:52 AM jmahoney  
cust sts region l/m but message was inaduable. ncr l/m with brad b. in cinci region for assist to track down who called cust and return call as requested.  
\*\*\* NOTES 05/09/05 10:03:42 AM cinl  
Region left customer another voice mail msg, requesting c/b to Brad @ 513-745-7500.  
\*\*\* NOTES 05/17/05 06:25:22 AM cinl  
Region left another msg w/ cust requesting c/b to Brad @ 513-745-7500.

\*\*\* CASE CLOSE 05/18/05 06:35:05 AM cinl  
Region closing case, cust never returned calls.

**Additional Summary:**

**Toyota ID Number:** 200509300255  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 09/30/2005 08:44:01 AM JRobb1  
Cust sts has concern w/cruise control. Took to dlr who adv nothing can do about concern. Dlr sts similar veh is having same concern. Cust sts cruise maintains same speed you set it on, but when you brake and then hit resume, veh shifts down then shifts back up to excessive RPM to gain speed of only 5-6 MPH.

\*\*\* CASE CLOSE 09/30/2005 08:44:11 AM JRobb1  
NCR apol adv case #. Adv would doc concerns.

**Additional Summary:**

**Toyota ID Number:** 200509290968  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 09/29/2005 01:18:24 PM MMendoza  
Language Line Call  
Cust sts has had 3 months w/veh.Sts the veh accelerates by it self.Sts dlrshp adv they don't have time to have veh looked at.Sts fls scared to drive veh.Sts just wants to have veh diagnosed about whether or not she can get veh fixed.  
NOTE TO DLR: Cust sts works late and would like to have a message left on her phone at home.  
\*\*\* NOTES 10/05/2005 10:56:44 AM Jashby  
cust c/b, std went back to the dlrshp for assist & std dlr does not want to help cust w/ their concerns, std the contract that she signed for an additional insurance which paid for \$2k. that provided rental provisions while veh is being. std the dlr is not honoring their request. std would like for someone to give them a explanation to why the dlr is not covering the warr for rental coverage for veh when it is being repaired @ the dlrshp. >>>>  
\*\*\* NOTES 10/05/2005 10:56:51 AM Jashby

C-350

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ncr apol & advd will issue a no response to the dlrshp to advd dlr to call cust back \*\*\* CREATE NO RESPONSE NOTE 10/05/2005 10:57:01 AM by JAshby  
This is no response message #1. Please call your customer immediately.  
\*\*\* CASE CLOSE 10/05/05 22:30:17 nleugnr  
CONTACTED CUSTOMER AND SCHEDULED A SERVICE APPT TO HAVE THEM BRING VEHICLE IN TO BE LOOKED AT REGARDING THEIR CONCERN.

**Additional Summary:**

**Toyota ID Number:** 200509290006  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 09/29/2005 05:21:06 AM JFonseca  
(cust has hearing problems)idle is to high when turning on about 2300 rpms:cust sts it is suppose to sound that way when it is cold not at 80 temp dlr alderman's toy adv is normal.cust feels it is burning out the problem.cust sts called dlr over the phone.Garrands toy is closest to home cust sts since cust purch veh concern present.Occurs in the morning or if it sits for a few hours it will race again. No crm or dlr inspection.Cust sts has owned many toys.  
\*\*\* NOTES 09/29/2005 05:24:06 AM JFonseca  
cust sts will not be avail after 3pm.  
\*\*\* NOTES 10/03/2005 08:35:07 AM JHahn  
Cust called back sts that just wanted to know if the idle can be adjusted and was adv by dlr that it has been set by the mfr. Cust sks to know if dlr can adjust the idle, cust sts that is going to be out of town as of tomorrow and will be back next Monday. Cust sts will be contacting dlr to make an appt.

\*\*\* CASE CLOSE 10/04/2005 05:36:22 AM DLR31085  
CALL CUST 10/04/2005,INFORMED IF NO CHECK ENGINE LIGHT ON ALL NORMAL,CUST UNDERSTOOD AND WAS SATISFIED.

**Additional Summary:**

**Toyota ID Number:** 200509131237  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 09/13/2005 12:58:49 PM AMouton  
RNW#050910-000018  
CUST VERBATIM "I recently took my first road trip in my new truck. The first thing I noticed is the transmission shifting on every little hill with the cruise control on. This got quite annoying after a couple of hundred miles. I was running in Overdrive and on the slightest incline the trans would shift into fourth and sometimes not even giving fourth a chance in would downshift into third, thats quite a jump at 75-80 m.p.h.. This all happened while">  
\*\*\* NOTES 09/13/2005 12:58:49 PM AMouton  
>>the cruise was on. With the cruise off it acted normally, downshifting only when given quite a bit of throttle. Is the normal for this transmission?"  
END CUST VERBATIM

\*\*\* SUBCASE 200509131237-1 CREATED 09/13/2005 01:25:39 PM AMouton

C-351

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Ncr adv "<as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
We are sorry hear of your dissatisfaction with the cruise control system on your 2005 Tacoma. <p>  
There will be a change of speed when traveling up or downhill. When traveling on steep hills, a greater speed change will occur. When driving on steep hill, we recommend driving without the cruise control. Please refer to section 1-7 of your 2005 Tacoma Owner's Manual. <p>  
To obtain the greatest level of technical service from Toyota, we recommend you contact the Customer Relations Manager at your <a href = "http://www.toyota.com/html/shop/dealers/index.html" <p>  
TARGET= BLANK> local Toyota dealer</a>. <p>  
Your email has been documented at our National Headquarters under file #200509131237. If we can be of further assistance, please feel free to <a href = "http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=164"TARGET= BLANK >contact us</a>. <p>  
Toyota Customer Experience  
</as-html">

\*\*\* SUBCASE 200509131237-1 CLOSED 09/13/2005 01:25:40 PM AMouton

\*\*\* CASE CLOSE 09/13/2005 01:25:53 PM AMouton  
See subcase

**Additional Summary:**

**Toyota ID Number:** 200507071594  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** MULINO, OR

**NHTSA Summary:**  
\*\*\* PHONE LOG 07/07/2005 05:32:10 PM DHenkenius  
ARB  
cust sts has Sienna at dlr w/accelerator concerns from the beginning. veh would accelerate on its own. has been kept at dlr for 8 dys to find a solution to accelerator concern. sts most recently the computer in veh crashed  
cust sts DSPM from region drove veh who sts to cust to file for arbitration.  
NCR adv cust paperwork will be sent.

\*\*\* CASE CLOSE 08/23/2005 04:50:33 PM JNortz130  
Region closing this case since nothing has been rec'd. from either the customer or NCDS.  
\*\*\* NOTES 10/25/2005 10:49:09 AM Jgetz  
Cust sts never rec Arb paper work.Cust sts fax # is 503-632-6075.Ncr apol.Ncr adv cust will fax paper work.  
\*\*\* NOTES 10/25/2005 12:00:08 PM JMavrodin  
cust c/b sts has never recd arb ppwk. ncr verified fax # as (503)632-6705 & faxed copies of arb ppwk to cust.  
\*\*\* NOTES 11/03/2005 10:57:18 AM CWilliams1  
cust sts van is at dlr for 15x and has been there for a week. cust sts has never received arb ppwk. cust sts dlr replaced many items and veh is never fixed. ncr apol and adv cut fax was attempted twice to same fax number. ncr adv cust will fax doc again. cust thanked.  
\*\*\* NOTES 11/03/2005 11:04:22 AM CWilliams1  
ncr faxed ppwk to cust.  
\*\*\* NOTES 11/11/2005 02:33:14 PM MShapiro  
Cust c/b, would like physical address to send in ARB ppwk. NCR apol, advd only use PO box on ARB ppwk. NCR advd NCDS is independent 3rd party.

**Additional Summary:**

C-352

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200502030715  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 02/03/2005 12:52:47 PM KWoods  
RNW #050203-000052

cust sts "Hello, Toyota!  
I purchased a 2005 Toyota Tacoma a couple weeks ago and wanted to provide some comments:  
Vehicle: Toyota Tacoma Access Cab 4x4 V6 (TRD Off-Road Package #2)  
Year/Model: 2005/7554A  
Color: Silver Streak Mica  
VIN: STEUU42N85Z034801  
PORT/PLANT: Fremont, CA/NUMMI  
Positive Comments:

1.  
Very impressive engine  
2.  
Beautiful design, outside and inside  
3.  
Full-size spare  
4.  
Outstanding headlights/fog lights  
5. >>>

\*\*\* NOTES 02/03/2005 12:52:48 PM KWoods  
<<<Unbelievable radio reception...can hear stations further away than any other vehicle I own. (I own 4)  
6.  
Good MPG for such a large vehicle (I'm getting about 21 mpg even with some 4WD)  
Areas for Improvement:  
1. Cruise control a little to quick to downshift 2 gears for hills that's aren't even severe (wastes gas)  
2. Nowhere to put my garage door opener (visor is too thick to clip it to)  
3. No locking gas cap  
4. No noise when I lock the doors with the remote. (I >>>  
\*\*\* NOTES 02/03/2005 12:53:00 PM KWoods  
<<<-have to watch for the lights to blink...kinda annoying)  
5. Owners Manual: Not written for those of us who like to do our own minor maintenance (i.e.: Oil changes)  
6. Vehicle tends to "lurch" while idling at stop signs or stop lights, while in drive...we have to keep firm pressure on brake peddle  
7. No light on dial to switch from 2wd to 4wd...impossible to see at night.  
8. Push button to turn on fog lights right next to button to activate rear differential...bad>>>  
\*\*\* NOTES 02/03/2005 12:53:34 PM KWoods  
<<<-bad choice off location  
9. Outside mirror controls. I can't find it unless I actually look to find it...bad location  
10. No auto-dimming rear view mirror...why does it cost over \$200 to buy one?  
11. No available lockable gas cap. (That I've found.) "

\*\*\* SUBCASE 200502030715-1 CREATED 02/03/2005 01:13:03 PM KWoods  
Email Response

<as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
Congratulations on the purchase of your 2005 Tacoma.<p>

C-353

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

We have documented your comments about the Tacoma at our National Headquarters where they will remain available for review by the appropriate departments.<p>  
We apologize; we do not market a locking gas cap for the Tacoma. So if you find one, it will not be a Toyota product.<p>  
We also understand your concern about the price of the auto-dimming mirror. We make every effort to use quality vendors for our accessories which does result in a higher cost of items like the auto-dimming mirror.<p>  
In regards to the <i>Owner's Manual</i>, for liability purposes we are unable to include items such as oil changes or maintenance to the transmission fluid. Our maintenance information is now only available in the <i>Technical Repair Manual</i> which is available at our Material Distribution Center (1-800-622-2033).<p>  
Thank you again for taking the time to email Toyota.<p>  
Your feedback is appreciated. It is through comments such as yours that we are able to review and improve our products.<p>  
Your email has been documented at our National Headquarters under file # 200502030715. If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfm?enduser/std\_adp.php?p\_faaid=164TARGET=\_BLANK">contact us</a>.<p>  
Toyota Customer Experience  
</as-html>"

\*\*\* SUBCASE 200502030715-1 CLOSED 02/03/2005 01:13:07 PM KWoods  
End of response

\*\*\* CASE CLOSE 02/03/2005 01:13:57 PM KWoods  
see subcase

**Additional Summary:**

**Toyota ID Number:** 200502281134  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 02/28/2005 01:05:31 PM MPeterson

cust sts after veh comes to a complete stop and a/c is on cust fs veh lunges forward. cust sts fls concern is in regards to a/c system. cust sts does not have concern w/ a/c is off.

\*\*\* CASE CLOSE 03/03/05 04:47:57 PM DLR04078  
SW CUSTOMER AND ADVISED ON CONDITION BEING NORMAL MOST LIKELY. CUSTOMER WILL RETURN ON HIS SK SERVICE FOR INSPECTION

**Additional Summary:**

**Toyota ID Number:** 200503220504  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/22/2005 10:10:21 AM RMorales  
Benchmark Survey Alert

C-354

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

cust sts after engine cool dwn, next day veh revs up to 2200rpm. sts switch that control dome light will not turn off & stays on constantly. cust fls dlr should explain features.

\*\*\* NOTES 03/22/2005 10:10:21 AM RMorales  
++-OUTGOING CALL++

Ncr clud cust & adv cust to contact dlr for proper inspection. cust sts cnern still occur. sts dome light will not turn off when switch on door & all doors closed. Ncr adv has doc veh exper & offer dlr open. cust sts will contact dlr directly.

\*\*\* CASE CLOSE 03/22/2005 10:10:35 AM RMorales

Ncr apol & adv has doc cnerns. adv cust to contact dlr for inspection. Ncr provided 800# & case#.

**Additional Summary:**

**Toyota ID Number:** 200503290805  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/29/2005 10:57:03 AM EOrozco  
RNW # 050328-000106

Cust Email Sts" Just over a month ago I my 2005 Tacoma Double Cab TRD Sport 4x4 which I am very happy with except for a few problems. I did take it to the dealer I purchased it from to check into the problems with no real result. The first is the vehicles cruise control when engaged works great until it dips slightly from the speed it was set on. >>>  
\*\*\* NOTES 03/29/2005 10:57:32 AM EOrozco

>>>Ex. if set at 65mph @2300rpm and road conditions cause it to drop to 63mph. The automatic transmission drops into fourth gear and the rpms increase drastically to 3500rpm or higher. I feel this is overkill to increase the speed only a couple mph. Is there a fix in progress for this? My vehicle also has two sets of rust spots on the frame near the front of the driver and passengers doors.>>>  
\*\*\* NOTES 03/29/2005 10:57:32 AM EOrozco

>>>The trucks exhaust is also rusty. The car was only built a month ago. This seems like premature rusting to me. I would like to be contacted by a representative to fix these issues.  
Thank you,

Michael Megaro" End of Cust Email  
\*\*\* NOTES 03/30/2005 03:02:50 PM EOrozco

Email Reply Sts" <as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>

We apologize for the concerns you are having with the cruise control and rust spots on your 2005 Tacoma.<p>  
We have contacted the Customer Relations Manager at Glen Motors, Inc. to assist you with your concerns with the cruise control and the rust spots on the frame. The Customer Relations Manager will contact you by the end of the business Friday, April 4, 2005.<p>>>>

\*\*\* NOTES 03/30/2005 03:04:07 PM EOrozco  
>>>We are committed to providing quality service at our dealerships to meet our customers various needs. Our dealership technicians receive extensive training, and use state-of-the-art equipment in order to obtain timely and accurate diagnoses. Our goal is to serve our customers in the most professional and efficient manner. <p>

In the event you do not receive contact from the dealership by this date, >>>  
\*\*\* NOTES 03/30/2005 03:05:01 PM EOrozco

>>>, please <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfm?enduser/std\_adp.php?p\_faaid=164TARGET=\_BLANK">contact us</a> with file #Sincidents.c&clarifycasenumber.<p>  
Toyota Customer Experience

C-355

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

</as-html>" End of Email Reply

\*\*\* CASE CLOSE 04/01/05 09:01:22 AM DLR29037  
CRM LEFT MESSAGE. STATED TO CALL SERVICE AND MAKE APPOINTMENT TO ADDRESS ISSUES REQUESTED CALL BACK FROM CUSTOMER

\*\*\* NOTES 04/11/2005 12:39:31 PM EOrozco  
cust c/b sts has a concern with the MPG cust sts the vhe is at the dlr and they are looking into the issue with the cruise control cust sts the vhe provided 18 MPG in the highway ncr apol adv to continue working with the crm or svc mgr to address the issue with the MPG cust understood sts will speak with the svc mgr

**Additional Summary:**

**Toyota ID Number:** 200504010089  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 04/01/2005 07:14:42 AM ECompos  
==PA==prey case200503180055

cust sts when cold outside veh revs at about 2000-2200 RPMs then cuts out and veh almost shuts off then veh kicks back in. sts if veh does not go over 2000 RPMs then veh does not cut out. sts brought veh to dlr 2x's for concern and dlr adv able to duplicate but unable to rpr. sts dlr adv contacted tech support but has not been able to get a rpr for concern for 3 weeks. sts would like perm rpr

\*\*\* NOTES 04/05/05 11:13:03 AM set5  
L/M for Dale Wickell at dlr.

\*\*\* NOTES 04/06/05 06:26:31 AM set5  
Dale c/b adv that cust's concern is sim to other like vehicles. Toy is aware but currently no rpr. Dale not sure if cust sts to doc concerns or if he sks ar.

\*\*\* NOTES 04/06/05 06:38:25 AM set5  
Region l/m for cust to pls c/b.

\*\*\* NOTES 04/07/2005 03:36:26 PM JSpencer  
cust c/b asking to speak to previous rep b/c none has contacted him yet. ncr apol & advc ust per csase notes that SET5 had left message for cust & requested c/b. cust sts had rcdn't recv any message. ncr adv cust would call region & ask for c/b & verified #'s in case.

OUTGOING CALL-ncr called SET5 & l/m adv them of cust's requests for a c/b,  
\*\*\* NOTES 04/08/05 06:05:29 AM set5  
Region called cust again and l/m to pls c/b. Reg l/m on 712-9666 #.

\*\*\* NOTES 04/08/05 07:30:38 AM set5  
Cust c/b reg. Reg adv cust that Toy is aware of cond and is currently investigating and working on rpr. Reg adv consulted w/ Toy engineer and dlr may call cust to request he bring veh in for product engineer report.

Cust adv he would be willing to do this; cust adv he likes veh just wants rpr. Reg apol and adv as soon as more info is avial we will fu reg thanked cust. Cust understood and thanked region.

\*\*\* NOTES 05/06/05 12:02:52 PM set5  
Toyota offered cust gw offer of SPP main plan 3/42 miles. Gw gesture in appreciation for cust brining his vehicle into the dealership and allowing Toy use his veh for eng report purposes.

\*\*\* CASE CLOSE 05/09/05 04:51:46 AM set5  
Region closing case.

\*\*\* NOTES 05/11/2005 09:37:17 AM WSamuels  
VSA ordered. VSA should be active within one week.

\*\*\* CASE CLOSE 05/12/2005 10:00:30 AM WSamuels  
VSA is active, agreement # is 7195895. Customer should receive VSA in the mail within 2-3 weeks.

C-356

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:** 200504010768  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 04/01/2005 01:40:31 PM NWebb

The customer stated that when the engine is cold, the transmission is in park, and the key is turned to start the engine instantly revs up to over 2200 RPM. Sts when the engine is warm this does not occur & everything is fine. Sts first time he went to the dlr, the dlr adv there was no problem & it is a normal characteristic. Sts feel this is not normal. Sts his other Toys did not do this.

\*\*\* NOTES 04/01/2005 01:41:44 PM NWebb

OUTGOING CALL: Ncr called the customer at phone# 714-544-5952 at 1:37pm PST and spoke w/ the customer & he adv the dlr adv it was a normal condition & the dlr adv vels on the lot did the same thing. Sts feels this can't be normal. Ncr adv will open a case to the CRM.

\*\*\* CASE CLOSE 04/03/05 01:51:28 PM DLR04543

CUST HAS ALREADY BEEN TO THE DEALERSHIP TO VHE INSPECTED. OUR QUALITY CNTRL MGR SHOWED CUST SAME TRUCKS ON THE LOT DID THE SAME THING. CUST WROTE LETTER REGARDING CONCERN TO TOYOTA. I WILL FAX LETTER TO DSPM.

\*\*\* NOTES 05/06/2005 08:46:33 AM JWolfe

ATF: ncr received ltr from cust dated 4/25/05. no action taken. PLS SEE EXECUTIVE OFFICE CASE # 200504040463.

**Additional Summary:**

**Toyota ID Number:** 200508021787  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 08/02/2005 03:59:01 PM QHolmes

RNW#050731-000091

cust sts "Please Sir, Madam ; have problem with my new truck and the dealer will not help or needs help find out how to fix the problem. I will be persistent with this and the dealer is of no help. Engine races to 2,500 RPM upon start up. I will ask for a refund if the problem can not be fixed."

\*\*\* SUBCASE 200508021787-1 CREATED 08/02/2005 04:01:41 PM QHolmes

ner verbatim:

<a>html>

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

We apologize for your engine concern.<p>

Because we are unable to directly inspect your vehicle, we are not in a position to provide a technical diagnosis of the vehicle. In order to properly assess your concerns, we have contacted the Customer Relations Manager at Don Ringley Chevy-Toyota to further evaluate your <a href="http://www.toyota.com/tacoma/index.html?target=\_blank">Tacoma</a><p>

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

C-357

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

The Customer Relations Manager will contact you by the end of the business day, Friday, August 5, 2005.

In the event you do not receive any contact from the dealership by this date, please <a href = 'http://toyota.custhelp.com/cgi-bin/toyota.cfp/pph/enduser/std\_adp.php?p\_faaid=164TARGET=\_BLANK'>contact us</a> with file #Sincidents.c&clarifycasenumber.<p>

Toyota Customer Experience

</as>html>

\*\*\* SUBCASE 200508021787-1 CLOSED 08/02/2005 04:01:42 PM QHolmes

\*\*\* CASE CLOSE 08/04/05 13:20:45 rulmgr

CUSTOMER TO BRING IN ON 8/09/05 FOR INSPECTION

**Additional Summary:**

**Toyota ID Number:** 200505021238

**NHTSA ODI Number:**

**Date of Incident:** 20050000

**Vehicle:** 2005 TOYOTA TACOMA

**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 05/02/2005 02:19:46 PM KSpillane

cust sts have had veh into dlr 3x for concern w/high rev cold start. rpms are at around 2k. sts dlr has found veh is performing as designed. NCR adv veh is performing as designed and CEC relies on Toy dlr to verify.

\*\*\* CASE CLOSE 05/02/2005 02:19:57 PM KSpillane

NCR apol and adv will doc concern and adv veh is performing as designed. ref # provided.

**Additional Summary:**

**Toyota ID Number:** 200507280325

**NHTSA ODI Number:**

**Date of Incident:** 20050000

**Vehicle:** 2005 TOYOTA TACOMA

**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 07/28/2005 08:46:52 AM DSorenson

Cust sts concerns with 05 Tacoma-4cyl. sts concern with veh idling. goes to 2300 rpms. sts book says do not race cold engine. sts was working with Lynch Toy who adv to contact Toy. sts when warm out, engine still races. sts dlr adv 2000 plus is normal. ncr. sts 3rd Toy veh owned. sts took to another dlr in Middleton. sts RPM's go back to normal after 1 minute. ncr spoke with tech RMcPhail who adv veh is ok if RPM's go back to normal after approx 2 min.

\*\*\* NOTES 07/28/2005 02:17:54 PM DSorenson

CRM called back. sts spoke with customer this morning. sts checked other trucks and veh is operating as designed. sts cust is not satisfied with explanation. sts inspected veh and nothing is wrong with veh.

\*\*\* DEALER NOTES: 07/29/05 07:04:31

CALLED CUST. AGAIN. EXPLAINED IN DETAIL. WE WILL RE-CHECK THE TACOMA, JUST TO PLEASE HIM AND TO FIND OUT ONE MORE TIME AS TO WHAT IS THE PROBLEM.

APPOINTMENT MADE FOR AUGUST 2, 2005. HE WILL LEAVE THE VEHICLE FOR THE WHOLE DAY. CUSTOMER IS HAPPY.

\*\*\* CASE CLOSE 08/06/05 12:29:23 PM DLR06025

APOLOGIZED TO THE CUSTOMER, REQUESTED HIM TO DROP THE TACOMA OVERNIGHT. CHECKED IT BY STARTING COLD. RPM JUMPS TO APP 2200 AND THEN WITHIN ONE MINUTE COMES TO NORMAL IDLING. NORMAL FOR ALL NEW TRUCKS, CHECKED OTHER

C-358

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BRAND NEW TRUCKS IN STOCK, ALL OF THEM BEHAVED THE SAME WAY, FIXED OTHER PROBLEMS WHICH THE CUST. REQUESTED. IT IS NORMAL FOR ALL THE TOYOTA VEHICLES TO JUMP TO 2000 RPM WHEN STARTED COLD. VEHICLE WORKS PERFECT AS PER TECHS.

**Additional Summary:**

**Toyota ID Number:** 200505110723  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 05/11/2005 12:44:21 PM EBaisley

Cust sts fls veh revving too high (2100 rpm). NCR apol & adv cust, after speaking w/tech advisor(Peter),veh revving @ 2100 rpm for approx 1-2 minutes is normal. Tech sts the revving allows the emissions system time to warm up. Cust also sts air conditioner does not appear to be cooling correctly. Cust sts left air conditioner running on high & sts the cabin area fail to cool down. Cust sts going to the dlr to have the dlr's tech investigate further.

\*\*\* CASE CLOSE 05/11/2005 12:44:29 PM EBaisley

NCR apol & adv cust, after speaking w/tech advisor(Peter),veh revving @ 2100 rpm for approx 1-2 minutes is normal.

**Additional Summary:**

**Toyota ID Number:** 200505231520  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 05/23/2005 02:16:04 PM VWong

PA

NO PREV FILES

05 tacoma. employee-Greg Foote calling. cust sts veh overrevs when going between 4th & 5th gear. sts dlr checked w/ Techline & adv is normal. sts does not agree w/ dlr diagnosis. sts fls is not normal.

\*\*\* RETURN 05/24/05 10:48:46 AM Ia5

Please document who was involved at dlr and submit case through TMS Resolution queue.

\*\*\* NOTES 05/24/2005 10:56:53 AM VWong

cust did not remember name of dlr personnel cust worked w/ at dlr. NCR dispatched case to Toyota Resolution Queue.

\*\*\* NOTES 05/24/2005 03:19:27 PM RAbola

OUTGOING DLR CALL

ner called svc mgr non ryan @ 2:58pm pst. sts on 5-12-05 (r/o 61363 @ 5.499mi), veh @ dlr b/c cust claims it over revs in 3rd, 4th, & 5th gears. sts their tech documented that the 'rev' is @ the shift point. svc mgr (also the crm) placed ner on hold to speak w/ his dlr tech rep. svc mgr placed ner back on the line & adv that their dlr found that when shifting the m/t, the rpms do not drop down & stays @ a constant rpm. sts they also called>

\*\*\* NOTES 05/24/2005 03:19:30 PM RAbola

C-359

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

<TAS who adv that this concern is normal. also, sts TAS adv that this is the logic of the powertrain control module. sts that his dlr tech also test-drove a similar model @ their dlr & found the same concern. sts he has not been involved.

\*\*\* NOTES 05/24/2005 03:19:37 PM RAbola

OUTGOING REGION CALL

ner called the cr analyst (Tohira) & left a voicemail, direct#, & case#.

\*\*\* NOTES 05/24/2005 03:23:13 PM RAbola

OUTGOING CUST CALL

Ner called the cust @ the day # listed (3:20pm pst) & spoke w/ terry. terry adv that cust unavailable. ner then left a name & toll-free#, also, ner adv will c/b cust tomorrow.

\*\*\* SUBCASE 200505231520-1 CREATED 05/24/2005 03:25:04 PM RAbola

\*\*\* NOTES 05/24/2005 04:26:17 PM RAbola

INCOMING REGION CALL

ner rcvd a c/b from the cr analyst (Tohira). ner adv that the dlr & tas feel the concern is normal. ner adv that no fls/svc mgr/crm involvement. cr analyst adv to open case to the dlr. ner understood.

\*\*\* NOTES 05/25/2005 03:34:30 PM RAbola

OUTGOING CUST CALL

ner called the cust @ the day # listed & spoke w/ cust's administrative assistant, terry. terry adv that cust not available. ner then adv that case will be opened to the dlr for a c/b to cust in 3 bus days. ner adv that cust (Walt Pachucki-owner of Veh & Team Engineering Management Inc.) can c/b ner at the toll-free# if he has any questions. ner provided terry w/ the svc mgr's name.

\*\*\* NOTES 05/27/2005 01:25:36 PM RAbola

INCOMING DLR CALL

ner rcvd a c/b from joan (10:07am pst) @ perry motors. joan sts ner can c/b at 760-872-4141. joan sts will be at dlr until 6:00pm pst.

\*\*\* NOTES 05/27/2005 01:27:59 PM RAbola

OUTGOING CUST CALL

ner called the crm joan lewis @ 1:27pm pst. ner left a message, direct#, & case# w/ the receptionist (Wendy).

\*\*\* NOTES 05/27/2005 02:29:21 PM RAbola

INCOMING DLR CALL

ner rcvd a c/b from joan lewis. ner adv that case should go to the dlr first since the svc mgr/crm has not been involved. joan understood & adv that she will have the crm/svc mgr/c/b cust.

\*\*\* DEALER NOTES: 05/27/05 14:31:27

TRYING TO CONTACT CUSTOMER. WILL NOT BE IN OFFICE UNTIL AFTER MEMORIAL WEEKEND

\*\*\* CASE CLOSE 05/31/05 11:52:39 AM DLR04260

VEH REVS BETWEEN 4TH + 5TH GEAR. OWNER WALT PATHUCKI NOT HAPPY, SAYS THIS IS A SAFETY ISSUE BECAUSE RPMS REV UP DURING SHIFTING. HE STATES THAT PERRY MOTORS + TOYOTA SHOULD FIX THIS PROBLEM

\*\*\* NOTES 06/02/2005 01:00:36 PM RAbola

OUTGOING REGION E-MAIL

ner instant messaged the cr analyst (Tohira). ner adv the cr analyst of the cust's concerns & dissatisfaction w/ the dlr's position (normal concern). ner was adv by the cr analyst that the case can be opened to the region. ner will contact cust & will forward case to the region.

\*\*\* NOTES 06/02/2005 01:02:06 PM RAbola

OUTGOING CUST CALL

ner called the cust @ the day # listed & spoke w/ the owner, walt pathucki. cust adv that he was not satisfied w/ the dlr's position. ner adv cust that case will be opened to the region for response in 3 bus days. cust satisfied. ner adv cust to call ner directly if he has any further questions/concerns.

\*\*\* NOTES 06/02/2005 01:06:10 PM RAbola

NOTE TO REGION:

C-360

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Cust sts concerns w/ veh over revving between 4th & 5th gears. Cust fls concerns are manu/factory caused. Ncr spoke w/ Svc Mngr Ron Ryan who adv that that revving is @ the shift point & is normal for veh. Svc Mngr sts that TAS also fls this is normal. Please contact ncr at (310)468-6188 should you have any questions.

\*\*\* NOTES 06/06/05 09:50:20 AM la5  
RCR TOhira c/b cust and spoke to receptionist. RCR adv dispatching case to DSPM for review for possible inspection. RCR adv cust will receive contact from dlr or DSPM within 7 business days regarding potential inspection date. Receptionist sts she will pass message to original employee that called Greg. RCR sent email to DSPM and provided a case printout.

\*\*\* NOTES 06/13/2005 10:40:22 AM RABola  
OUTGOING REGION E-MAIL  
nrc sent an e-mail to the cr analyst (TOhira) requesting an update.

\*\*\* NOTES 06/14/2005 09:03:10 AM RABola  
OUTGOING CUST CALL  
nrc called the cust @ the day # & spoke w/ cust's receptionist, cyndi. cyndi adv that cust not available. ncr then left a message, toll-free#, & case#.

\*\*\* NOTES 06/17/2005 02:49:01 PM RABola  
OUTGOING REGION E-MAIL  
nrc sent an e-mail to the region requesting to know the status of the case.

\*\*\* NOTES 06/17/2005 02:51:21 PM RABola  
OUTGOING CUST CALL  
nrc called the cust @ the day # listed (2:50pm pst) & left a voicemail, toll-free#, & case#.

\*\*\* NOTES 06/20/2005 02:00:43 PM JHahn  
Cust called Greg Foote sks to speak to rep RABola ncr apol and adv that rep not avail adv will c/b.

\*\*\* NOTES 06/22/2005 08:23:52 AM RABola  
OUTGOING CUST CALL  
nrc called greg foote @ the day # listed & left a message, toll-free#, & case# w/ office mnggr cyndi.

\*\*\* NOTES 06/22/2005 01:30:24 PM RRkeys  
cust Greg Foote c/b sks to spk w/ RABola. ncr adv cust rep unavail & will notify rep to c/b cust. cust thanked, sts will expect phone call.

\*\*\* NOTES 06/22/2005 01:49:30 PM RABola  
OUTGOING CUST CALL  
nrc called greg foote @ 1:44pm pst & adv no updates. ncr adv cust to continue awaiting a c/b. greg understood. ncr adv will c/b next wednesday. cust understood.

\*\*\* NOTES 06/29/2005 02:56:32 PM RABola  
OUTGOING REGION E-MAIL  
nrc sent an e-mail to the analyst (JSchurger) requesting the status of the case.

\*\*\* NOTES 07/05/05 11:20:10 AM la5  
+++OUTGOING CALL+++  
RCR clid DSPM and l/m requesting update to case. RCR advd RABola of NCR update to follow.

\*\*\* NOTES 07/05/05 03:17:16 PM la5  
+++INCOMING CALL+++  
RCR received call from DSPM CForeman, who advd that he spoke to Serv Mgr Ron Ryan at dlr who advd veh was inspected by dlr and dlr found no concerns with veh as veh was operating as designed. FTS Mike Houghtling has been involved and advd that concern is characteristic of veh and there is no fix at this time. Cust was notified by Serv. Mgr. DSPM requested case close.

\*\*\* NOTES 07/05/05 03:17:56 PM la5  
+++OUTGOING EMAIL+++  
RCR e-mailed status to RABola and advd case closed as veh is operating as designed.

\*\*\* CASE CLOSE 07/05/05 03:19:53 PM la5  
DSPM sts veh operating as designed and FTS concurs. Cust has been notified, and DSPM requested case close.

\*\*\* NOTES 07/06/2005 03:07:48 PM RABola  
OUTGOING CUST CALL

C-361

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

nrc revd a c/b from the cust requesting to know, in writing, why, btwn 4th & 5th gear, the eng revs high. sts on r/o TOCS61363 and 5-12-05. ncr adv cust will research & will c/b to determine if there are any r/os stating further details as to the cause of the characteristic.

\*\*\* NOTES 07/29/2005 03:53:52 PM RABola  
OUTGOING DLR CALL  
nrc called the dlr crm and was transferred to svc mnggr ron ryan. svc mnggr ron sts that veh was @ dlr on 5-12-05 (r/o 61363). sts the only notes stating tms' position is that the concern is normal. sts no further details (explanation of concern) noted in r/o. sts cust can obtain a copy of the r/o. ncr understood.

\*\*\* NOTES 07/29/2005 03:55:00 PM RABola  
RESEARCH  
nrc will research w/ reg on 8-1-05.

\*\*\* NOTES 08/01/2005 02:00:02 PM RABola  
OUTGOING REGION E-MAIL  
nrc sent an e-mail to the cr analyst (JSchurger) requesting to know if a letter, explaining why tms/dlr feels the concern is normal, can be written and sent to cust.

\*\*\* NOTES 08/02/05 08:18:07 AM la5  
+++OUTGOING CALL+++  
RCR JSchurger clid NCR RABola and l/m adv writing a letter isn't the best idea for legal reasons. RCR recommended to NCR that cust drive another Tacoma to compare, but final position is documented at NCR and cust was told verbally. RCR provided c/b number.

\*\*\* NOTES 08/08/2005 03:58:31 PM RABola  
OUTGOING CUST CALL  
nrc called cust @ the day # listed (3:57pm pst) & was adv by greg foote that cust, walt pathucki, will not be available until tomorrow. ncr asked what time to call. greg adv ncr to call between 10am & 12pm tomorrow. ncr understood.

\*\*\* NOTES 08/09/2005 11:26:11 AM RABola  
OUTGOING CUST CALL  
nrc called cust @ the day # listed (11:25am pst) & left a message, toll-free#, & case# w/ cust's office manager-terry.

\*\*\* NOTES 08/09/2005 04:34:55 PM RABola  
INCOMING CUST CALL  
nrc adv cust that tms will not be sending letter to cust as dlr and r/o explained to cust that the concern was a normal characteristic. cust dissatisfied and requested a name and address to write letter. ncr provided the president's name and tms' address. cust thanked.

**Additional Summary:**

---

**Toyota ID Number:** 200505231867  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 05/23/2005 04:39:32 PM esmart  
RNW# 050518-000298. cust sts "The factory installed cruise control does not function properly. It will "drift" from 5 - 8 miles before it attempts to correct the speed. At this time it will down shift into a passing gear. This occurs at speeds of 50 - 60 miles per hour. It occurred last week at while traveling at approximately 70 miles per hour. Why can't this be fixed at the dealer? When I asked John Harvey told me it has to be fixed by Toyota. This is not only inconvi

\*\*\* SUBCASE 200505231867-1 CREATED 05/23/2005 04:43:22 PM esmart  
<as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
We apologize for your concern with the cruise control on your 2005 Tacoma.<p>

C-363

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

nrc called cust @ the day # listed & left a message & toll-free# w/ receptionist naomi.

\*\*\* NOTES 07/11/2005 01:24:56 PM RABola  
OUTGOING CUST CALL  
nrc called the cust (Greg Foote) @ 1:24pm pst. ncr spoke w/ receptionist terry who adv that greg foote was not available. ncr left a toll-free# for c/b.

\*\*\* NOTES 07/11/2005 02:21:57 PM BGarduno  
cust c/b wanting to spk w/RABola. NCR called RABola and did not answer. NCR left message and adv cust that RABola will contact @phonet# in case. NCR adv cust that will be contacted by end of bus day tomorrow.

\*\*\* NOTES 07/13/2005 09:49:37 AM RABola  
OUTGOING CUST CALL  
nrc called greg foote @ 9:28am pst. sts one of his employees took veh to dlr last week (tues or wed) for a mudflap issue. sts is not sure if dlr wanted to discuss the trans concern. ncr placed cust on hold & contacted svc mnggr ron ryan & left a voicemail, direct#, & case#.

\*\*\* NOTES 07/13/2005 09:56:35 AM RABola  
INCOMING DLR CALL  
nrc revd a c/b from svc mnggr ron ryan. svc mnggr sts cust's concern was that the eng was revving too high when shifting trans. sts dlr test drove veh and found that the rpm needle remains stationary when shifting gears. sts dlr spoke w/ TAS who adv that this was a normal characteristic of veh. sts he also spoke w/ fts (MHoughtling) who confirmed this answer. sts there was no fls inspection @ the time. sts when case was opened, he assumed that there-

\*\*\* NOTES 07/13/2005 09:56:41 AM RABola  
<would be an fls inspection. however, sts spoke w/ the dspm (CForeman) who adv that there is no need to further involve fts/asregion as concern is a normal characteristic of veh.

\*\*\* NOTES 07/13/2005 03:50:30 PM RABola  
OUTGOING CUST CALL  
nrc called greg foote @ 3:47pm pst. ncr adv that based on the region, dlr, and tech rep, the concern is a normal characteristic of veh & that there was nothing more than could be done. greg understood & adv will have the owner (walt pathucki) c/b. ncr understood.

\*\*\* NOTES 07/15/2005 01:02:23 PM RABola  
RESEARCH  
nrc has not revd a c/b. ncr will close case pending c/b from owner walter pathucki.

\*\*\* NOTES 07/15/2005 01:04:57 PM RABola  
1)SUMMARY: Over-revving when shifting between 4th & 5th gear  
2)REGION OPEN: Yes, DSPM & FTS involved  
3)RESOLUTION: No, as DSPM & FTS finds that the veh is operating as designed  
4)CUSTOMER SATISFIED: No  
5)DAYS TO CLOSE: 42 Days

\*\*\* SUBCASE 200505231520-1 CLOSED 07/15/2005 01:05:13 PM RABola  
nrc closing subcase.  
\*\*\* NOTES 07/21/2005 02:47:45 PM ABaker1  
Walt Pachucki called for prev rep, sts has a question for him about the case. Ncr apol & adv RABola not avail, will l/m requesting him to call cust back. Ncr sent screenshot to RABola.

\*\*\* NOTES 07/25/2005 04:02:12 PM RABola  
OUTGOING CUST CALL  
nrc called the cust @ the day # listed (3:55pm pst) & spoke w/ owner, walter pathucki. sts would like a letter stating that this concern is normal. ncr adv that the r/o stating tms' position is sufficient. ncr asked if he had the ppwrk w/ him. sts will have greg foote search for the info & will c/b. ncr understood.

\*\*\* NOTES 07/25/2005 04:08:32 PM TSmith  
cust c/b. transfer cust to RABola

\*\*\* NOTES 07/25/2005 04:14:06 PM RABola  
INCOMING CUST CALL

C-362

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

In order to properly assess your concerns, we have contacted the Customer Relations Manager at John Harvey Toyota to further evaluate your Tacoma.<p>  
Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.<p>  
The Customer Relations Manager will contact you by the end of the business day, Thursday, May 26th, 2005. In the event you do not receive any contact from the dealership by this date, please <a href = 'http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=164'TARGET=\_BLANK >contact us</a> with file #200505231867.<p>  
Toyota Customer Experience  
</as-html>

\*\*\* SUBCASE 200505231867-1 CLOSED 05/23/2005 04:43:23 PM esmart

\*\*\* CASE CLOSE 05/23/2005 04:43:38 PM esmart  
see close notes.

\*\*\* SUBCASE 200505231867-2 CREATED 06/06/2005 01:39:56 PM esmart  
<as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
We apologize for the lack of contact from the dealership.<p>  
Due to a technical error, your file was not sent to John Harvey Toyota until today. You will receive a response by the end of business on Thursday, June 9th, 2005.<p>  
Your email has been documented at our National Headquarters under file #200505231867. If we can be of further assistance, please feel free to <a href = 'http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=164'TARGET=\_BLANK >contact us</a>.<p>  
Toyota Customer Experience  
</as-html>

\*\*\* SUBCASE 200505231867-2 CLOSED 06/06/2005 01:39:58 PM esmart  
\*\*\* CASE CLOSE 06/13/05 22:31:03 nulemgr  
INFORMED CUST THAT TMS IS AWARE OF THE SITUATION BUT FOR NOW THERE IS NO FIX FOR THE CONCERN. WILL CONTACT CUST WHEN TMS SENDS A BULLETIAN

\*\*\* SUBCASE 200505231867-3 CREATED 10/01/2005 10:07:37 AM DHoffman1  
CUST EMAIL: My Tacoma has a defective cruise control. It will not hold the speed selected. It drifts downward and then corrects by placing the vehicle into a passing mode. This happens at speeds varying from 45 mph to 70 mph.  
This is causing me to distrust the cruise control device and has greatly reduced my satisfaction with the vehicle. I can not recommend your products to others without disclosing what I consider to be a major safety flaw.  
Rodger Swan  
\*\*\* NOTES 10/01/2005 10:13:18 AM DHoffman1  
nrc checked quick list in TIS, no current info cruise control issues.  
\*\*\* NOTES 10/01/2005 10:24:17 AM DHoffman1  
nrc spoke to tech roger m who checked all models in TIS, did not find any bulletins, adv the GST region may be aware of some type of counter measure for cust condition.

\*\*\* SUBCASE 200505231867-3 CLOSED 10/01/2005 10:46:23 AM DHoffman1

\*\*\* SUBCASE 200505231867-4 CREATED 10/01/2005 01:48:23 PM DHoffman1  
EMAIL RESPONSE: <as-html>  
Dear Mr. Swan: <p>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>

C-364

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

We apologize for the cruise control issues you are experiencing with your 2005 Toyota Tacoma. We are not aware of any technical information that indicates the symptom you have explained for the 2005 Toyota Tacoma. GST (Gulf States Toyota) is a private distributor and may have updated information regarding this issue or is currently developing a counter measure. We recommend contacting the Customer Relations Manager at John Harvey Toyota for clarification about the most updated information in your area. Your email has been documented at our National Headquarters under file #Sincidents.cclarifycasenumber. If we can be of further assistance, please feel free to contact us at the following URL: [http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std\\_adp.php?p\\_faqid=4164](http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std_adp.php?p_faqid=4164) TARGET=BLANK >contact us</a>. Toyota Customer Experience

\*\*\* SUBCASE 200505231867-4 CLOSED 10/01/2005 01:48:26 PM DHoffman1

\*\*\* CASE CLOSE 10/01/2005 01:48:42 PM DHoffman1

\*\*\* SUBCASE 200505231867-5 CREATED 10/05/2005 06:18:09 AM QHolmes RNW#050928-000053 10/03/2005 10:47 AM

cust sts "Cruise Control Contacting the dealership is not an option. I have already tried that approach. They pointedly stated that the problem lies with the product manufacturer. That is you. I only know that I purchased your product in good faith. I left FORD (more precisely FORD RANGER) which I owned for the past 15 years. This is a decision that I am coming to regret deeply."

ner verbatim:

<as-html>

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

We apologize for your cruise control concern.

Because we are unable to directly inspect your vehicle, we are not in a position to provide a technical diagnosis of the concern you are experiencing. In order to properly assess your concerns, we have contacted the Customer Relations Manager at John Harvey Toyota to further evaluate your Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns. The Customer Relations Manager will contact you by the end of the business day, Monday, October 10, 2005. In the event you do not receive any contact from the dealership by this date, please contact us at [http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std\\_adp.php?p\\_faqid=4164](http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std_adp.php?p_faqid=4164) TARGET=BLANK >contact us</a> with file #Sincidents.cclarifycasenumber. Toyota Customer Experience

\*\*\* SUBCASE 200505231867-5 CLOSED 10/05/2005 06:18:11 AM QHolmes

\*\*\* CASE CLOSE 10/12/05 22:30:33 rulemgr INFORMED CUST THAT TMS IS AWARE OF THE SITUATION BUT FOR NOW THERE IS NO FIX FOR THE CONCERN. WILL CONTACT CUST IF TMS REDESIGNS AND ISSUES A TSB.

Additional Summary:

C-365

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Toyota ID Number: 200505250191  
NHTSA ODI Number:  
Date of Incident: 20050000  
Vehicle: 2005 TOYOTA TACOMA  
Location of Incident:

NHTSA Summary:

\*\*\* PHONE LOG 05/25/2005 07:51:44 AM JSpencer

cust has '05 tacoma & is having issues w/ the cruise control. cust sts he has cruise set at 73 mph & when he is going down a hill it will down grade unexpectedly & sharply. cust sts he spoke to dlr & they adv control is electronic & different speeds will be affected differently. cust sts at 60 mph the down shifting is smooth & not noticeable. cust feels the downshift should be smoother or this will cause accidents.

\*\*\* CASE CLOSE 06/01/05 08:54:15 AM DLR37138

EXPLAINED THAT THE VEHICLE CRUISE CONTROL WILL CHANGE GEERS IN ORDER TO MAINTAIN SPEED ON AN INCLINE. SUGGESTED THAT CUST TAKE VEHICLE OUT OF OVERDRIVE WHEN CLIMBING LARGE HILLS AND MOUNTAINS. TOLD CUST WE WOULD BE HAPPY TO LOOK AT VEHICLE IF HE WANTED US TO CHECK IT AGAIN. CUST WILL BE GOING ON A LONG TRIP AND WILL TRY THE REMEDY WE DISCUSSED.

Additional Summary:

Toyota ID Number: 200506011384  
NHTSA ODI Number:  
Date of Incident: 20050000  
Vehicle: 2005 TOYOTA TACOMA  
Location of Incident:

NHTSA Summary:

\*\*\* PHONE LOG 06/01/2005 05:02:24 PM EKovacs

==EXECUTIVE OFFICE - TMC MANAGEMENT-Okuda - 0029273-03==

prev case 200505271041

Cust letter addresses the same issues as the previous case. No new developments. Working from case number 200505271041. Will provide close to both cases, duplicate contact.

\*\*\* CASE CLOSE 06/01/2005 05:08:34 PM EKovacs

Customer states: When the engine is cold, the transmission is in park, and the key is turned to start the engine instantly revs up to over 2200 RPM.

Customer seeks: To have the concern with the high idle repaired.

Executive office: Contacted the DSPM and a FTS come out to inspect the vehicle. The region did not find a concern with the vehicle. ER spoke to tech & was advised the high idle after a cold start is normal for this vehicle. The customer's repair orders all indicate the vehicle is operating as designed.

Customer satisfied: No

Root cause: Engine design - High idle after cold start

\*\*\* NOTES 06/09/2005 01:04:18 PM EKovacs

ATF-Letter- date on letter 05/21/05. duplicate letter.

Additional Summary:

Toyota ID Number: 200506080480  
NHTSA ODI Number:  
Date of Incident: 20050000  
Vehicle: 2005 TOYOTA TACOMA  
Location of Incident: OGLETHORPE, GA  
NHTSA Summary:

C-366

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

\*\*\* PHONE LOG 06/08/2005 10:51:31 AM EBaisley  
Cust sts exp concern w/ the veh's cruise control. Cust sts after going up a hill, flattening out then going down a hill, the veh appears to shift (or surges) aggressively up or down. Cust sts veh speed drops to approx 55 mph before the veh's ecu recognizing NCR apol & adv cust to press test drive another veh (same make/model) to determine if the concern w/ the veh is a common characteristic or if the veh has a unique concern.

\*\*\* NOTES 06/08/2005 10:51:31 AM EBaisley  
NEXT REP: If cust c/b pls forward to ext 62829, regarding the cruise control concern.

\*\*\* CASE CLOSE 06/08/2005 10:51:45 AM EBaisley

NCR provided the cust w/ a case#

\*\*\* NOTES 07/05/2005 08:52:09 AM ASuperits  
cust sts prev rep adv to test drive same model/yr, sts does not have time to go to dlr. cust sts has discussed concerns w/ friend who owns same yr/model & not exp concerns w/ cruise control. cust sts (tim campbell) at dlr adv attempted to disconnect batt & reconnect batt but sts did not get receipt of what srvs were performed. cust sts dlr adv receipt would be sent via mail, sts has been 4-6wks. cust sts is unaware of what srvs were performed other than batt disconnect.

\*\*\* NOTES 07/07/2005 11:33:48 AM JSpencer  
cust c/b sts he did rcv call from dlr & they asked him to bring veh in for diag. cust declined b/c he has already had veh looked at 2x & sks to know what toy is going to do. cust sts today while driving 20 miles to town, the cruise down shifted down to 2nd gear while he was going 60 mph & the engine was just screaming w/ high rpms. cust sts this is not correct & sks assist. cust sts was supposed to speak w/ crm today but only got call from tech & sks to speak to.

\*\*\* NOTES 07/07/2005 11:36:34 AM JSpencer  
crm regarding his case. cust sts dlr has had shot to diag & sks toy to assist. ncr apol & adv cust would contact crm & ask for her to c/b to discuss case.

\*\*\* NOTES 07/07/2005 11:44:58 AM JSpencer  
ner called dlr & spoke for Carrie Goolsby adv her of cust's concerns w/ contact he rcvd & asking for her to contact cust directly regarding his concerns. crm sts she did contact cust this morning & he didn't bring up anything about the cruise downshifting incorrectly. crm sts she offered for cust to bring veh back in & test drive w/ tech to try & diag & he declined. cust wanted rep to get involved. ncr apol & thanked crm for info & adv would contact cust & adv him.

\*\*\* NOTES 07/07/2005 11:50:40 AM JSpencer

>>>of conversation.

OUTGOING CALL-ner called cust back & adv only way for toy to assist is for him to bring veh to dlr for diag. ner adv cust that if needed dlr can get rep involved if they are unable to diag but any diag would have to be at a dlr. cust appreciates c/b but sts he will have to think about making 3rd trip to dlr for same result. ner adv cust to call either cec or dlr if he decides to attempt 3rd diag.

\*\*\* CASE CLOSE 07/11/05 22:30:38 rulemgr

CRM SPOKE WITH CUSTOMER, CUSTOMER DECLINED TO HAVE VEHICLE TEST DRIVEN WITH HIM AND A TECHNICIAN AND DECLINED FOR US TO LOOK AT THE VEHICLE AGAIN TO DETERMINE IF THERE IS A PROBLEM WITH THE COMPUTER THAT THE TECHNICIAN DID NOT SEE BEFORE.

\*\*\* NOTES 07/19/2005 10:44:56 AM EOrozco

RNW # 050719-000023  
Cust Email Sts "I have a 2005 Tacoma that has what I think is a faulty cruise control that I have brought the problem to the attention of three dealerships as well as the 800-331-4331 Hotline at Toyota. I've driven the truck to two dealerships for analytical and mechanical maintenance to hopefully rectify the problem. I have received lots of opinions but no factious information.

\*\*\* NOTES 07/19/2005 10:45:22 AM EOrozco

>>>I am now requesting to talk to someone employed by Toyota that has expertise in cruise control technology that can solve my dilemma. My Case # 200506080480.

Thank you,  
Frank H. Gasset  
156 Kelley Bottom Rd

C-367

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Oglethorpe, Ga. 31068  
Ph. 478-472-8894  
P.S. My wife and I have owned eight new Toyotas and never had a moments trouble. We have lead many people to buy Toyota. So it's not like we are habitual complainers." End of Cust Email

\*\*\* NOTES 07/21/2005 06:26:09 AM EOrozco

Email reply sts

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

We apologize for the concerns that you are experiencing with your vehicle.

According to our records, you contacted us by telephone on June 8, 2005 regarding your concern with the cruise control. At that time we contacted the Customer Relations Manager in your behalf.

\*\*\* NOTES 07/21/2005 06:26:42 AM EOrozco

>>>In order to properly assess your concerns, we recommend you contact the Customer Relations Manager at your local Toyota dealership to further evaluate your 2005 Tacoma.

Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles.

\*\*\* NOTES 07/21/2005 06:27:20 AM EOrozco

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

Your email has been documented at our National Headquarters under file #Sincidents.cclarifycasenumber. If we can be of further assistance, please feel free to contact us at the following URL: [http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std\\_adp.php?p\\_faqid=164](http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std_adp.php?p_faqid=164) TARGET=BLANK >contact us</a>.

\*\*\* NOTES 07/21/2005 06:27:36 AM EOrozco

>>><a href="http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std\_adp.php?p\_faqid=164">http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std\_adp.php?p\_faqid=164 TARGET=BLANK >contact us</a>.

Toyota Customer Experience

</as-html> End of Email reply

Additional Summary:

Toyota ID Number: 200506160260  
NHTSA ODI Number:  
Date of Incident: 20050000  
Vehicle: 2005 TOYOTA TACOMA  
Location of Incident:

NHTSA Summary:

\*\*\* PHONE LOG 06/16/2005 08:38:13 AM CChaner

cust sts recently bought toy tacoma, sts just moved to NC has a issues with veh. sts cannot get veh 4wheel low. sts had bad experience mark jamison, sts to the throttle switch from 4th gear to 5th gear that the rpm stay high around 3500rpm. sts when cust let clutch out veh lurches. Would like a permanent fix for veh or just return veh.

\*\*\* CASE CLOSE 06/22/05 22:31:01 rulemgr  
CUSTOMER IS TRAVELING OVER THE NEXT WEEK OR TWO. CRM ADVISED TO CALL WHEN WE CAN MAKE ARRANGEMENTS FOR US TO TOW HIS VEHICLE TO DEALERSHIP FOR INSPECTION AND REPAIRS.

\*\*\* NOTES 07/18/2005 12:46:01 PM NReed

cust sts calling back to adv dlr put a transfer case in vehicle. cust req to know why transfer case went bad. cust sts dlr service adv the way veh was designed. cust req to know why veh loaner was not offered to customer. cust sts dlr has had veh a couple of weeks.

\*\*\* NOTES 07/18/2005 12:48:27 PM NReed

ner apol & adv cust wld document additional questions & referred cust to contact dlr crm directly. ner adv dlr service needs to adv cust why component failed. ner adv cust alternative transportation guidelines per pg 44 from 2004 Warranty Pocket Handbook

Additional Summary:

C-368

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**Toyota ID Number:** 200507050406  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 07/05/2005 08:02:55 AM VMarin  
Cust feels the veh is idling to fast. Cust sts when his veh starts the veh idle will jump to 2500 rpm.  
\*\*\* CASE CLOSE 07/05/2005 08:03:05 AM VMarin  
Adv cust complaint will be filed

**Additional Summary:**

**Toyota ID Number:** 200507200243  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 07/20/2005 07:55:49 AM ASuperits  
Cust sts while traveling on highway & uses cruise control veh shifts gears. Cust sts veh down shifts on flat land. Cust sts dlr who inspected veh & adv cond normal. Cust sts gas mileage 19.3 w/out cruise & 17 w/cruise control. Cust sts is unsure if dlr was able duplicate cond. Cust sts dlr may have been unable to truly use cruise control due to traffic in area.  
\*\*\* CASE CLOSE 07/28/05 22:31:02 rulemgr  
SPOKE WITH CUST. EXPLAINED THAT SITUATION IS PROBABLY NORMAL. OFFERED TO REINSPECT VEHICLE. CUSTOMER WILL CALL AND SCHEDULE AT EARLIEST POSSIBLE TIME

**Additional Summary:**

**Toyota ID Number:** 200507270268  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 07/27/2005 07:56:07 AM GTravis  
05 Tacoma w/ 6 kmiles cust sts in AM when starts veh sts RPM shoot up to about 2500 Rpm's and takes about 10 seconds to go back to below 2000 RPM's. cust sts this only happens on first start of day and sts all subsequent starts this does not occur, sts to dlr once and sales dept adv normal, NCR discussed w/ CAC tech ART and ART sts "seem a bit high RPM even for cold start" sugg dlr open.  
\*\*\* NOTES 07/27/2005 07:56:07 AM GTravis  
cust sts will need to leave veh overnight so dlr can duplicate condition and request loaner vehicle  
\*\*\* NOTES 07/29/2005 01:51:00 PM LLewis  
cust c/b sts would like to know why he is getting conflicting info from tech here & tech @ dlr. sts wants to know if it is normal for veh to rev @ 2500 rpm's from cold start. NCR apol & adv veh computer is programmed to raise RPM per cold start, unless check engine light is on per Roger(tech). NCR adv could take veh to dlr for diag, but would have to pay b/c check engine light isn't on.  
\*\*\* DEALER NOTES: 07/29/05 16:37:30  
LEFT VOICE MAIL  
\*\*\* CASE CLOSE 07/29/05 22:31:01 rulemgr

C-369

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I SPOKE TO THE SERVICE MANAGER AND THE SHOP FOREMAN WHO BOTH TOLD ME THAT THIS IS A NORMAL BEHAVIOR FOR THE VEHICLE. I EXPLAINED THIS TO THE CUSTOMER WHO IS STILL VERY UPSET.

**Additional Summary:**

**Toyota ID Number:** 200507191649  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 07/19/2005 04:15:17 PM MDuong  
==ARB==NO PREV CASE  
05 tacoma w/ 8k miles. Cust sts is unhappy w/ dlr. Cust sts veh has been svcd numerous times @ dlr for problems. Cust sts has svcd veh 2 times for paint problem (clearcoat spots), exhaust bracket (made noise & needed replacement) & seal leak in transmission (caused veh to rev excessively). Cust sts has spoken to Nick B, CRM, & adv dlr will rpr veh. Cust sts is also unhappy w/ not receiving a rental truck & denied dlr open.  
\*\*\* CASE CLOSE 08/01/05 12:30:28 PM sf3  
Cust may pursue arb.  
\*\*\* NOTES 04/28/2006 09:47:07 AM AHenderson  
Chr, Barbara Rose (Mother), cb sts that her son never recvd ARB paperwork & would like for it to be re sent. Ner adv will doc & the arb paperwork will be re sent to him to rev within 10-14 bus days.  
**Additional Summary:**

**Toyota ID Number:** 200504040463; 200505271041  
**NHTSA ODI Number:**  
**Date of Incident:** 20050000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 04/04/2005 09:40:09 AM Elda  
==EXECUTIVE OFFIEC-TMC Management - Okuda-0029273==  
prev case 200504010768The customer stated that when the engine is cold, the transmission is in park, and the key is turned to start the engine instantly revs up to over 2200 RPM. Sts when the engine is warm this does not occur & everything is fine. Sts first time he went to the dlr, the dlr adv there was no concern & it is a normal characteristic. Cust sts he does not feel this is normal. Sts his other >>  
\*\*\* NOTES 04/04/2005 09:42:53 AM Elda  
>>Toyota veh's did not have this same concern. Per the prev case notes the dlr states:CUST HAS ALREADY BEEN TO THE DEALERSHIP TO HAVE VEH INSPECTED. OUR QUALITY CNTRL MGR SHOWED CUST SAME TRUCKS ON THE LOT DID THE SAME THING. CUST WROTE LETTER REGARDING CONCERN TO TOYOTA. I WILL FAX LETTER TO DSPM.  
\*\*\* PHONE LOG 04/04/2005 03:54:32 PM Elda Action Type: Outgoing call  
I called the DSPM and faxed him all the paperwork. Sts he will review and call me back.  
\*\*\* PHONE LOG 04/04/2005 03:55:58 PM Elda Action Type: Outgoing call  
I called the customer and left him a message to pls call me.  
\*\*\* PHONE LOG 04/05/2005 11:59:07 AM Elda Action Type: Incoming call  
Cust called and left a message.

C-370

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 04/05/2005 11:59:45 AM Elda Action Type: Incoming call  
DSPM called and sts he received the letter. Sts he will forward it to his FTS to see when they can inspect the veh. Sts he will call me back. I thanked.  
\*\*\* PHONE LOG 04/05/2005 12:10:36 PM Elda Action Type: Outgoing call  
I called Mr. Nestor and left him a message to pls call me to discuss an inspection.  
\*\*\* PHONE LOG 04/05/2005 02:41:51 PM Elda Action Type: Incoming call  
Mr. Nestor called and I adv him I was trying to make arrangements for a FTS to inspect his veh. I adv him that I would follow up w/him when I received more info on a time and date. Cust thanked.  
\*\*\* PHONE LOG 04/07/2005 01:41:49 PM Elda Action Type: Outgoing call  
I called the DSPM to adv to pls contact me when he has a date for inspection.  
\*\*\* PHONE LOG 04/08/2005 04:27:42 PM Elda Action Type: Incoming call  
Mr. Nestor called to find out when the veh would be inspected. Cust left a message.  
\*\*\* PHONE LOG 04/08/2005 04:30:03 PM Elda Action Type: Outgoing call  
I called Mr. Nestor and adv that I was working w/the DSPM to find out a time when the FTS would be at the dlrshp. Cust thanked. I adv I will follow up w/him.  
\*\*\* PHONE LOG 04/12/2005 09:56:03 AM Elda Action Type: Incoming call  
The DSPM called and stated that he will be at the dlrshp on Friday w/the FTS. Sts he would like for me to call the cust to adv. DSPM sts that he will make arrangements for the cust to use a loaner veh for the day. I thanked and adv I will contact the customer.  
\*\*\* PHONE LOG 04/12/2005 09:58:06 AM Elda Action Type: Outgoing call  
I called the customer and left a message to adv.  
\*\*\* PHONE LOG 04/12/2005 04:50:04 PM Elda Action Type: Incoming call  
Cust called sts that he will be at the dlrshp around 9 am. I thanked and adv I will let the DSPM know the time.  
\*\*\* PHONE LOG 04/13/2005 11:06:35 AM EKovacs Action Type: Outgoing call  
I called the DSPM and left him a message on the time that the customer will be at the dlrshp.  
\*\*\* PHONE LOG 04/13/2005 02:48:41 PM EKovacs Action Type: Incoming call  
DSPM called and asked if I could contact the customer to bring the veh into the dlrshp on Thursday night instead of Friday morning. DSPM sts they would like to have the veh cold to see if cust can duplicate the issue. I adv DSPM I would call the customer.  
\*\*\* PHONE LOG 04/13/2005 02:49:05 PM EKovacs Action Type: Outgoing call  
I called Mr. Nestor and left him a message to pls bring the veh to the dlrshp on Thursday night.  
\*\*\* PHONE LOG 04/25/2005 12:44:00 PM EKovacs Action Type: Outgoing call  
I called the DSPM, Jason to find out what the outcome was from the veh inspection. I left a message for him to pls call me back.  
\*\*\* PHONE LOG 04/26/2005 09:50:59 AM EKovacs Action Type: Incoming call  
DSPM called sts that he took a FTS out to inspect the veh and did not find a concern. Sts they compared the veh w/other veh's on the lot and the cust veh was operating as designed. DSPM sts they timed the rev's and it was normal. I thanked him for the information. DSPM sts the SM adv the cust the veh is operating as designed and provided him w/the r/o.

C-371

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 04/26/2005 10:01:17 AM EKovacs Action Type: Outgoing call  
I called the dlrshp and asked them to pls fax me a copy of the r/o. Bob sts that he will fax a copy to me. I thanked.  
\*\*\* PHONE LOG 04/26/2005 02:46:42 PM EKovacs Action Type: Incoming call  
Earl from the dlrshp sts that he is looking for the hard copy of the r/o. Sts as soon as he finds it he will fax it to me. I thanked.  
\*\*\* PHONE LOG 04/28/2005 04:30:48 PM EKovacs Action Type: Outgoing call  
I called Earl at the dlrshp, and he sts that he has not been able to find the r/o w/the tech notes. I asked if he can send me the r/o from his system. Earl sts that he will fax it to me now. I thanked.  
\*\*\* NOTES 04/28/2005 04:32:13 PM EKovacs  
ATF-Fax- date received 04/28/05. date dlr sent fax 04/28/05. r/o received  
\*\*\* PHONE LOG 04/29/2005 01:59:19 PM EKovacs Action Type: Outgoing call  
I called Mr. Nestor and left him a message. I adv Mr. Nestor I received the r/o regarding his veh and the DSPM did not find a concern. I stated if there was anything else I could assist him with, to pls call me.  
\*\*\* PHONE LOG 05/02/2005 11:10:40 AM EKovacs Action Type: Incoming call  
Mr. Nestor called and left a message. Sts he has written another letter and would like to speak to me.  
\*\*\* PHONE LOG 05/02/2005 11:11:02 AM EKovacs Action Type: Outgoing call  
I called Mr. Nestor and left him a message to pls call me.  
\*\*\* PHONE LOG 05/02/2005 04:48:33 PM EKovacs Action Type: Incoming call  
Cust called and sts that he still does not feel the idle is normal. Cust sts he understands they compared the veh to another, but does not feel this is a normal concern. I apol and adv the cust would research w/our tech dept to see if they have a position on this issue.  
\*\*\* NOTES 05/03/2005 02:29:33 PM EKovacs  
Researching w/tech dept  
\*\*\* PHONE LOG 05/03/2005 04:57:48 PM EKovacs Action Type: Incoming call  
Roger in tech called. Tech sts that when starting the veh in cold weather it can idle as high as 2,000 RPM's. Tech sts this is normal and the customer should allow the engine to warm up for about 2 minutes. Tech sts this will allow the idle to drop down. Tech sts it is non-adjustable and is pre-programmed for emissions by law. I thanked him for the info and adv I would follow up w/the customer.  
\*\*\* PHONE LOG 05/04/2005 10:02:35 AM EKovacs Action Type: Outgoing call  
I called Mr. Nestor and left him a message to pls call me.  
\*\*\* PHONE LOG 05/05/2005 03:31:02 PM EKovacs Action Type: Incoming call  
Mr. Nestor returned my call. I apol and advised the cust what the tech adv me. Cust sts that he understands, but does not feel this is a normal condition of the veh. I apol and adv that I would doc his dissatisfaction w/the design of the veh.  
\*\*\* CASE CLOSE 05/05/2005 03:35:24 PM EKovacs  
==SUMMARY OF TMC Management - Okuda-0029273==  
Customer states: When the engine is cold, the transmission is in park, and the key is turned to start the engine instantly revs up to over 2200 RPM.  
Customer seeks: To have the concern with the high idle repaired.  
Executive office: Contacted the DSPM and a FTS come out to inspect the vehicle. The region did not find a concern with the vehicle. ER spoke to tech & was advise the high idle after a cold start is normal for this vehicle.  
Customer satisfied: No  
Root cause: Engine - High idle after cold start

C-372

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 05/27/2005 02:51:55 PM EKovacs  
==EXECUTIVE OFFICE-TMC MANAGEMENT - Okuda - 0029273-02==  
prev case 2005040463

The customer writes: When the engine is cold, trans is in park, and the key is turned to start, the engine instantly revs up to 2200 rpm. Cust sts he has to shift the vch into reverse in order to reduce the rpm to prevent possible damage to the engine. Cust sts when the engine is warm there is no concerns. Cust sts on 04/15/05 the LA region FTS inspected his vch and sts, at cold >>

\*\*\* NOTES 05/27/2005 03:04:54 PM EKovacs

>>start vch idle pattern is consistent w/like vch. Vch is operating as designed. Cust sts there must be something wrong w/the cold start-up logic in the vch. Cust seeks assistance w/repairs.

\*\*\* NOTES 06/01/2005 04:13:10 PM EKovacs

I reviewed the repair orders w/our tech and we could not find any information there is a concern w/the customer's vch. Per all the r/o's the customers vch is operating as designed.

\*\*\* PHONE LOG 06/01/2005 05:05:35 PM EKovacs Action Type: Outgoing call

I called Mr. Nestor and adv him that I have received all three of his letters. I apol and adv him that the vch is operating as design. Cust was not happy w/our response. I apol and adv the cust his concern will be documented. I adv Toyota is always looking improve it's product. Cust thanked for the call.

\*\*\* CASE CLOSE 06/01/2005 05:08:14 PM EKovacs

Customer states: When the engine is cold, the transmission is in park, and the key is turned to start the engine instantly revs up to over 2200 RPM.

Customer seeks: To have the concern with the high idle repaired.

Executive office: Contacted the DSPM and a FTS come out to inspect the vehicle. The region did not find a concern with the vehicle. ER spoke to tech & was advise the high idle after a cold start is normal for this vehicle. The customer's repair orders all indicate the vehicle is operating as designed.

Customer satisfied: No

Root cause: Engine design - High idle after cold start

\*\*\* NOTES 06/02/2005 01:51:21 PM EKovacs

Mr. John Nestor

11832 Gladstone Dr

Santa Ana, Ca 92705-2938

RE: Letters to Toyota Motor Corp. Japan

Dear Mr. Nestor:

Thank you for contacting us regarding your 2005 Tacoma.

In Toyota's continuing commitment to provide quality service, we provide our dealerships with the necessary training, technical information, and additional support personnel to aid them in unusual situations. We regret to hear of your dissatisfaction with the operation of your Tacoma and

\*\*\* NOTES 06/02/2005 01:51:50 PM EKovacs

have reviewed your situation. We note that your vehicle was thoroughly inspected and tested for the condition you described and that it was determined that it has been set to all proper specifications and that all components are functioning properly. As your Tacoma meets Toyota's manufacturer's specifications, there is no further repair or action to be taken at this time.

\*\*\* NOTES 06/02/2005 01:52:14 PM EKovacs

Toyota values you as a customer and we appreciate this opportunity to further review your situation.

Sincerely,

Elizabeth Kovacs

Toyota Executive Office

Copy of letter sent to customer

Additional Summary:

Toyota ID Number:

C-373

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

NHTSA ODI Number:  
Date of Incident: 20050000  
Vehicle: 2003 TOYOTA COROLLA  
Location of Incident: BEAUFORD, GA

NHTSA Summary:

Additional Summary:

Vehicle accelerated on its own.

Driving tried to slow the car and it wouldn't slow. Was in Chicago early in the morning. The vehicle began to accelerate on its own. Never happened before or after. Got up to approximately 60 mph. Depressing the brake and no response. Vehicle kept going - lasted about 2 blocks. Vehicle returned to normal. Thought the mat may have gotten stuck but wasn't sure.

Toyota ID Number: 200501181443

NHTSA ODI Number:

Date of Incident: 20050100

Vehicle: 2005 TOYOTA TACOMA

Location of Incident:

NHTSA Summary:

\*\*\* PHONE LOG 01/18/2005 02:00:29 PM JVoisin

cust sts vch throttle stuck open, and he slammed into another veh. sts occurred 3 times since he bought veh. sts vch now back at dlr, waiting for diagnosis.

\*\*\* CASE CLOSE 01/18/2005 02:00:43 PM JVoisin

ncr apol adv concerns doc, provided case #.

\*\*\* NOTES 02/01/2005 10:24:01 AM AMouton

++OUTGOING CUST CALL++

ncr l/m w/cust wife Bobbi. ncr cld alternate ph#, cust sts had an accident. sts someone from region called to adv cust to submit. sts Paul from region looked at veh. Sts Paul adv to call CEC to file accident claim. sts dlr adv can find nothing wrong with veh. ncr apol adv cust will forward to reg. ncr adv c/b w/in 3 bus days.

\*\*\* NOTES 02/01/2005 12:06:26 PM AMouton

===FCRP===

cust sts was adv by Paul from Reg to have accident case opened. LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY INTERIOR AND EXTERIOR PHOTOS.

\*\*\* CASE CLOSE 02/04/05 12:40:32 PM s/r

FCR sent 2/2/05 to Legal for review and follow-up w/cust.

Additional Summary:

Toyota ID Number: 200501040611

NHTSA ODI Number:

Date of Incident: 20050100

Vehicle: 2005 TOYOTA TACOMA

Location of Incident:

NHTSA Summary:

\*\*\* PHONE LOG 01/04/2005 10:26:01 AM GCurac

Cust sts has 5spd manual trans. Sts when presses clutch to shift from 4th to 5th around 2500 rpm, rpms start climbing instead of decreasing. Sts has to wait 5-6 secs w/ foot on clutch to shift into 5th. Sts dlr said in '05 Tacoma, accel pedal is electronic, but cust fls this answer in unsatisfactory. Sts has not spoken to CRM/svc mgr. Cust fls dlr does not understand concern.

NOTE TO SVC MGR: Please contact tech line for possible counter measure.

\*\*\* NOTES 01/04/2005 10:26:03 AM GCurac

NCR adv cust test drive another '05 Tacoma to compare. Cust sts will go to another dlr to request test drive.

C-374

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

\*\*\* CASE CLOSE 01/05/05 07:45:16 AM DLR20123  
CRM CALLED TECH SUPPORT VERIFIED THAT CONDITION IS A DESIGN FEATURE OF TRUCK TO SAVE CAT CONVERTER FROM EXCESS HYDROCARBONS CUSTOMER IS SATISFIED WITH EXPLANATION

Additional Summary:

Toyota ID Number:

NHTSA ODI Number: 10213579

Date of Incident: 20050101

Vehicle: 1999 TOYOTA CAMRY

Location of Incident: PORT ORANGE, FL

NHTSA Summary:

TL\*THE CONTACT OWNS A 1999 TOYOTA CAMRY. WHILE DRIVING (MPH UNKNOWN) THE ACCELERATOR PEDAL WOULD STICK. THE DEALER REPAIRED THE SPEED CONTROL ACTUATOR; HOWEVER, THE FAILURE CONTINUED TO OCCUR. THERE IS A RECALL FOR THE VEHICLE SPEED CONTROL (NHTSA CAMPAIGN ID #01V012000). THE DEALER STATED THAT HER VIN WAS NOT INCLUDED. THE CURRENT MILEAGE WAS 30,000 AND THE FAILURE MILEAGE WAS UNKNOWN.

Additional Summary:

Toyota ID Number:

NHTSA ODI Number: 10305211

Date of Incident: 20050101

Vehicle: 2002 TOYOTA 4RUNNER

Location of Incident: DENVER, CO

NHTSA Summary:

READING ABOUT THE PROBLEM WITH THE BRAKING SYSTEMS OF THE TOYOTA PRIUS, I LEARNED THAT THE BRAKING SYSTEM MIGHT NOT WORK WHEN THE VEHICLE HITS A POTHOLE, UNEVEN PAVEMENT, OR BUMP. I'VE HAD THE SAME PROBLEM IN MY '02 4RUNNER. IF THE BRAKES ARE APPLIED AND THE VEHICLE HITS A BUMP, THE BRAKES FEEL AS IF THEY ARE NOT WORKING. (BRAKE PEDAL GOES STRIGHT TO THE FLOOR W/NO PRESSURE). THIS ISSUE GOES AWAY IF YOU RELEASE THE BRAKE PEDAL AND REAPPLY PRESSURE TO THE BRAKE. (PUMP). I ALWAYS THOUGHT THIS WAS "NORMAL" UNTIL I READ ABOUT THE PRIUS ISSUES WITH IT'S BRAKING SYSTEM. THE ISSUES WITH THE PRIUS SOUND TOO SIMILAR TO DISMISS THE ISSUE AS JUST A PROBLEM WITH THE CAR'S ELECTRIC ENGINE.

Additional Summary:

Toyota ID Number:

NHTSA ODI Number: 10310900

Date of Incident: 20050101

Vehicle: 2004 TOYOTA HIGHLANDER

Location of Incident: LAKEWOOD, WA

NHTSA Summary:

EVER SINCE I PURCHASED MY HIGHLANDER, NEW, I INFREQUENTLY EXPERIENCE AN UNEXPECTED SURGE IN ACCELERATION WHILE BEGINNING TO ACCELERATE FROM A STOP, OR AFTER SLOWING TO TURN A CORNER. THIS HAS HAPPENED SEVERAL TIMES WHILE TURNING A CORNER. I HAVE BROUGHT THIS UP TO TWO DIFFERENT TOYOTA DEALERSHIPS, IN THE PAST, AND WAS TOLD THAT THEIR ELECTRONIC TRANSMISSION WAS THEIR BIGGEST COMPLAINT, BUT THERE WAS NOTHING THEY COULD DO ABOUT IT.

C-375

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Toyota ID Number:  
NHTSA ODI Number: 10316348  
Date of Incident: 20050101  
Vehicle: 2005 TOYOTA TUNDRA  
Location of Incident: PLEASANTON, CA

NHTSA Summary:

LONG DELAY BETWEEN DEPRESSING "DRIVE-BY-WIRE" GAS PEDAL AND ENGINE RESPONDING. MY 2005 TOYOTA TUNDRA HAS AN ELECTRONIC GAS PEDAL. ITS UNACCEPTABLE BEHAVIOR MAY EXPLAIN SOME OF THE CURRENT "SURGING" PEOPLE ARE SEEING IN OTHER TOYOTAS. THIS IS A 100% SOFTWARE PROBLEM (I AM AN ELECTRONIC ENGINEER). DESCRIPTION: WHEN THE ENGINE IS AT IDLE, OR EVEN WORSE, WHEN YOU ARE DECELERATING AT IDLE POWER, AND YOU INCREASE THE THROTTLE POSITION OF THE GAS PEDAL, THERE IS A NEARLY 1-SECOND DELAY BEFORE THE ENGINE RESPONDS TO THE THROTTLE INPUT. IF THE DRIVER, NOT SENSING ANY RESPONSE TO THROTTLE, APPLIES MORE AND MORE THROTTLE DURING THAT ONE SECOND DELAY, WHEN THE ENGINE ELECTRONIC THROTTLE FINALLY DOES RESPOND IT WILL IMMEDIATELY GO TO THE HIGHEST THROTTLE SETTING THE DRIVER WAS SELECTING, CAUSING A HUGE LURCHING FORWARD ACTION OF THE VEHICLE. FOR EXAMPLE, IF THE DRIVER APPLIED THROTTLE IN THIS FASHION: 0SEC=5% THROTTLE; 0.25SEC=10% THROTTLE; 0.5 SEC=20% THROTTLE; 0.75SEC=35% THROTTLE; 1.0SEC=50% THROTTLE. THE ENGINE'S ELECTRONIC THROTTLE WILL RESPOND LIKE THIS: 0SEC=0% THROTTLE; 0.25SEC=0% THROTTLE; 0.5 SEC=0% THROTTLE; 0.75SEC=0% THROTTLE; 1.0SEC=50% THROTTLE. CAUSING THE HUGE LURCH AT 1.0 SECOND. THIS HAS BEEN ESPECIALLY DANGEROUS WHILE CHANGING LANES DURING STOP-AND-GO TRAFFIC IN THE SAN FRANCISCO BAY AREA. PLEASE NOTE THAT IF I AM RUNNING AT PARTIAL POWER/THROTTLE, THIS BEHAVIOR DOES NOT HAPPEN, AND THE GAS PEDAL RESPONSE IS PROPER. ONLY FROM IDLE OR DECELERATING. I HAVE COMPLAINED NUMEROUS TIMES TO MY TOYOTA DEALER, TO WHICH THE SERVICE MANAGER FINALLY REPLIED TO ME "YOU THINK THE TUNDRA IS BAD.. YOU SHOULD TRY DRIVING THE SIENNA! IT'S WORSE!" SO APPARENTLY THE FOLKS AT TOYOTA KNOW ABOUT THIS AND THINK IT'S FUNNY. I CAN DEMONSTRATE THIS DEFECT AT ANY TIME. I HAVE CHANGED MY DRIVING STYLE TO PROTECT ME FROM THE VEHICLE'S DEFECT.

Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10306407  
Date of Incident: 20050102  
Vehicle: 1998 TOYOTA COROLLA  
Location of Incident: BALTIMORE, MD

NHTSA Summary:

I OWN A 1998 TOYOTA COROLLA. 3 OR 4 YEARS AGO I THREW AWAY MY DRIVER SIDE FLOOR MAT BECAUSE I HAD PROBLEMS WITH IT SLIDING UNDER GAS PEDAL AND THE PEDAL WOULD THEN STICK. AS OF NOW I HAVE NO FLOOR MAT AND THAT HAS RESOLVED THE PROBLEM

Additional Summary:

C-376

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**Toyota ID Number:**  
**NHTSA ODI Number:** 10147059  
**Date of Incident:** 20050104  
**Vehicle:** 2005 SCION XB  
**Location of Incident:** EL PASO, TX  
**NHTSA Summary:**  
ON 4 JAN 2006, MY DAUGHTER WAS DRIVING A TOYOTA SCION XB, 2005. SHE ATTEMPTED TO STOP BEHIND A VEHICLE THAT HAD STOPPED AT A YIELD SIGN. SHE COULD NOT STOP BECAUSE THE THROTTLE HAD STUCK. SHE RAN INTO ANOTHER VEHICLE, DAMAGING HER FRONT END. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10109283  
**Date of Incident:** 20050105  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BRONX, NY  
**NHTSA Summary:**  
WHILE DRIVING AT 35 MPH VEHICLE ACCELERATED WITHOUT WARNING. WHEN APPLYING THE BRAKES VEHICLE ACCELERATED EVEN MORE. AS A RESULT, THE VEHICLE COLLIDED INTO TWO PARKED CARS AND A BRICK WALL. DRIVER SUSTAINED HEAD INJURIES. \*AK THE CONSUMER RECEIVED A CHECK 18,636.18 IN FULL PAYMENT FOR AUTO LOSS. WHEN THE CONSUMER PRESSED THE GAS PEDAL THE RPM'S WERE HIGH. ONE AIRBAG DEPLOYED. \*TC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314249  
**Date of Incident:** 20050105  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** GETZELLE, NY  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA PRIUS. SEVERAL MONTHS AGO SHE RECEIVED A LETTER FROM THE MANUFACTURER TO TAKE THE FLOOR MATS OUT OF HER VEHICLE AND WHAT TO DO IF THE VEHICLE ACCELERATES. THE CONTACT HAS EXPERIENCED THE VEHICLE ACCELERATING MULTIPLE TIMES. THE CONTACT THEN TOOK THE VEHICLE TO THE DEALER WHO INFORMED HER THAT THE VEHICLE HAD TO BE REPAIRED AT HER OWN EXPENSE. SHE THEN CONTACTED THE MANUFACTURER AND THEY STATED THAT SINCE THEY DID NOT RECALL HER VEHICLE THERE WAS NOTHING THEY COULD DO. THE CONTACT RECEIVED A RECALL NOTICE FROM THE MANUFACTURER AND THEY REFUSE TO MAKE THE FREE RECALL REPAIR. HER STATE ATTORNEY GENERAL WAS NOTIFIED AND THEY INFORMED HER THAT THEY WERE GOING TO MAIL HER A COMPLAINT FORM. THE FAILURE MILEAGE WAS 5. THE CURRENT MILEAGE WAS 31000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314053  
**Date of Incident:** 20050105  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SAN GABRIEL, CA  
**NHTSA Summary:**

C-377

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I BOUGHT A 2006 TOYOTA CAMRY LE SEDEN IN NOVEMBER OF 2004. AFTER I START TO DRIVE THE CAR I NOTICED ALMOST EVERY TIME I SAW THE RED LIGHT AND TOOK MY FOOT FROM GAS PEDAL BUT DID NOT PUSH ANY BREAK, THE CAR WILL SLOW DOWN. BUT WHEN THE SPEED AT ABOUT 28 MILES/ HOUR THE CAR WILL SUDDENLY SPEED UP TO 29-30 MILES WITHOUT EVEN TOUCH THE GAS PEDAL. I BROUGHT THE CAR TO THE TOYOTA DEALER IN EL MONTE CA, LONGO TOYOTA IN JAN. 2005. AFTER THE MACHNIC DRIVED WITH ME HE ALSO NOTICED THE PROBLEM. HE TOLD ME THAT THERE MAY BE A PROBLEM WITH THE SOFT WEAR THAT CONTROL THE GAS. BUT WHEN WE GOT BACK HE TOLD ME THAT THE PROBLEM IS NOT THE SAME AS THE LEXUS WHICH HAD A SIMILAR PROBLEM. I BROUGHT THE CAR BACK AGAIN AFTER I ALMOST INVOLVE AN ACCIDENT DUE TO SUDDEN ACESARY. BUT WAS TOLD THAT THERE WAS NO ISSUE AND NO RECALL REGARDING THIS MODEL. THOUGH I STILL KEEP THE CAR AND I HAVE TO BE VERY CAREFUL DUE TO THIS SUDDEN ACESARY ISSUE. I DEFINITLY THINK THIS IS THE SAME PROBLEM ALL THE CARS WERE RECALLED. MY CAR VIN # 4T1BE32K35U394521.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10107442  
**Date of Incident:** 20050113  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** NEW BERLIN, WI  
**NHTSA Summary:**  
WHEN DISENGAGING THE VEHICLE FROM PARK THE VEHICLE ACCELERATES WITHOUT WARNING. NO IMPACT REPORTED. THE CAUSE HAS YET TO BE DETERMINED. PLEASE PROVIDE ADDITIONAL INFORMATION. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10106511  
**Date of Incident:** 20050117  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LITTLE ELM, TX  
**NHTSA Summary:**  
WHILE PULLING INTO A PET STORE PARKING LOT, THE VEHICLE SUDDENLY ACCELERATED UNCONTROLLABLY CAUSING ME TO CRASH INTO A RETAINING WALL IN FRONT OF THE STORE. THERE WERE PREVIOUS INCIDENTS INVOLVING THE ACCELERATION OF THE VEHICLE IN THE HOUR IMMEDIATELY BEFORE THE CRASH OCCURRED. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10108516  
**Date of Incident:** 20050117  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** LARGO, FL  
**NHTSA Summary:**  
WHEN ATTEMPTING TO ACCELERATE THE VEHICLE HESITATED, THEN SURGED FORWARD WITHOUT WARNING. NO IMPACT REPORTED. PLEASE PROVIDE ADDITIONAL INFORMATION. \*JB VEHICLE SURGES EVEN WHEN VEHICLE IS AT A COMPLETE STOP. NO COLLISION SO FAR. \*TT  
**Additional Summary:**

C-378

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10113456  
**Date of Incident:** 20050124  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** FLUSHING, NY  
**NHTSA Summary:**  
COMPLAINT VIA E-MAIL. HAD LEARNED THAT NHTSA INVESTIGATED SUDDEN ACCELERATION IN THE 2002 AND 2003 TOYOTA CAMRY. I EXPERIENCED THIS EFFECT RECENTLY WITH MY 1999 CAMRY. THE INCIDENT TOOK PLACE INSIDE THE GARAGE OF MY APARTMENT BUILDING. ALTHOUGH NO INJURIES OCCURRED, MY CAR AND ANOTHER CAR SUFFERED SOME BODY DAMAGE. I TOOK THE CAR TO A TOYOTA SERVICE CENTER, BUT THE TECHNICIANS WERE UNABLE TO FIND ANYTHING THAT WOULD EXPLAIN THE SUDDEN ACCELERATION. \*AK THE CONSUMER WAS BACKING INTO HIS PARKING SPACE WHEN THE VEHICLE SUDDENLY LURCHED FORWARD. THE BRAKES DID NOT SLOW THE VEHICLE. THE CONSUMER HIT A POST, BOUNCED OFF IT AND HIT A PARKED VEHICLE. THE AIR BAG DID NOT DEPLOY. \*SC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10108992  
**Date of Incident:** 20050125  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SMYRNA, GA  
**NHTSA Summary:**  
WHILE THE DRIVER'S FOOT WAS ON THE BRAKE PEDAL VEHICLE SUDDENLY ACCELERATED UNCONTROLLABLY APPLIED THE BRAKE PEDAL NUMEROUS TIMES AND THE VEHICLE CONTINUED TO ACCELERATE. DRIVER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND PULLED OVER. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION. THE CAUSE HAS NOT BEEN DETERMINED. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10119317  
**Date of Incident:** 20050128  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** DAYTON, TN  
**NHTSA Summary:**  
CONSUMER COMPLAINED ABOUT A SUDDEN ACCELERATION PROBLEM. WHILE DRIVING AT APPROXIMATELY 10 MPH AND APPROACHING A TRAFFIC LIGHT THE ACCELERATOR PEDAL STUCK, CAUSING THE VEHICLE TO ACCELERATE WITHOUT WARNING, AND HITTING A GUARD RAIL. UPON IMPACT, AIR BAGS FAILED TO DEPLOY. THE VEHICLE WAS TOTALED. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 200502140729  
**Date of Incident:** 20050200  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 02/14/2005 10:59:47 AM SDom

C-379

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

RNW #050214-000024  
Cust sts "the dealer told me that they can not adjust the cold start engine speed on my 05 tacoma, this thing cranks up at 2500 rpm's when cold, the engine bearings are starved for oil and rattle and squeal for a minute or more every morning. this CAN NOT be good. I am very concerned about the longevity of this engine

\*\*\* SUBCASE 200502140729-1 CREATED 02/14/2005 11:01:54 AM SDom  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
We apologize for your concerns with the cold start rpm speed.  
In order to properly assess your concerns, we have contacted the Customer Relations Manager at Don McGill Toyota to further evaluate your Tacoma.  
Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.  
The Customer Relations Manager will contact you by the end of the business day, Thursday, February 17th. In the event you do not receive any contact from the dealership by this date, please contact us < [http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\\_adp.php?p\\_faqid=164](http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std_adp.php?p_faqid=164) with file #Sincidents.c&clarifycasenumber.

\*\*\* SUBCASE 200502140729-1 CLOSED 02/14/2005 11:01:56 AM SDom  
\*\*\* DEALER NOTES: 02/16/05 17:13:27  
CALLED 10 52 FEB 16TH. LEFT MESSAGE FOR HIM TO CALL ME.  
\*\*\* DEALER NOTES: 02/17/05 16:38:13  
TALKED TO THE STEPDAUGHTER. TOLD HER TO BRING THE CAR INTO SCOTT MAY BTWN 7-11 AM SO HE CAN LOOK AT IT TO SEE IF THE HI REVS ARE A NORMAL CONDITION OF THE VEHICLE. OR HE CAN GO TO THE KATY DEALERSHIP BTWN 1-6 PM.  
\*\*\* DEALER NOTES: 02/22/05 16:38:08  
WAITING FOR A DECISION FROM THE CUSTOMER AS TO WHETHER THEY WILL OR WILL NOT BRING THE VEHICLE IN TO HAVE MASTER TECH. SCOTT MAY EXAMINE THE VEHICLE.  
\*\*\* CASE CLOSE 03/01/05 22:31:36 nulemg  
STILL HAVE NOT HEARD FROM MR WINTER I'M OUT OF TIME AND WOULD LIKE TO CLOSE PLEASEEEEEEE!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10110350  
**Date of Incident:** 20050201  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** AUBURN, GA  
**NHTSA Summary:**  
ACCELERATOR PEDAL FREQUENTLY STICKS CAUSING CAR TO SURGE WHEN DRIVER DEPRESSES PEDAL. REAR SEAT BELTS DO NOT RETRACK. TOYOTA ADVISED THAT THEY DO NOT WARRANT THEIR SEAT BELTS AFTER 36.00 MILES. I BELIEVE THE PROBLEM WAS CONTRIBUTED BY FREQUENTLY USING CHILD SEATS. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10138785  
**Date of Incident:** 20050201  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** ATLANTA, GA  
**NHTSA Summary:**

C-380

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DT: THE CONTACT OWNS A 2005 LEXUS ES330. THE CONTACT STATED THAT UPON ACCELERATION AFTER SLOWING DOWN THE VEHICLE WILL SURGE FORWARD. THE DEALERSHIP REPLACED A TRANSMISSION CHIP THAT WAS RECOGNIZED IN A TECHNICAL SERVICE BULLETIN. THE PROBLEM DIMINISHED FOR A WHILE, BUT THE CORRECTION DID NOT REMEDY THE PROBLEM. THE CONTACT STATED THAT THIS DID NOT HAPPEN EVERY TIME WHILE DRIVING THE VEHICLE, BUT ENOUGH TIMES TO CAUSE THE CONTACT TO BE CONCERNED ABOUT THE VEHICLE. THE MANUFACTURER STATED THAT THEY WERE DECLINING TO OFFER ADDITIONAL ASSISTANCE BECAUSE THE VEHICLE WAS PERFORMING UNDER NORMAL OPERATING CHARACTERISTICS FOR A VEHICLE WITH ECTI.

\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312703  
**Date of Incident:** 20050201  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** CLINTON, SC  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2005 TOYOTA TACOMA. WHEN HE SETS THE CRUISE CONTROL AT 65MPH THE RPM'S WILL INCREASE FROM 2,000 TO 5,000. HE TOOK THE VEHICLE TO THE DEALER FOR THE FAILURE SEVERAL TIMES. THE DEALER STATED THEY DID NOT LOCATE A FAILURE AND NOTHING WAS WRONG WITH THE VEHICLE. THE MANUFACTURER TOOK A REPORT AND SENT AN INSPECTOR TO THE DEALER AND THE INVESTIGATOR CONCLUDED THE VEHICLE WAS BUILT THAT WAY AND THE VEHICLE WAS NORMAL. THE FAILURE MILEAGE WAS 1,000 AND THE CURRENT MILEAGE WAS 52,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10111771  
**Date of Incident:** 20050202  
**Vehicle:** 2000 TOYOTA SIENNA  
**Location of Incident:** EDISON, NJ  
**NHTSA Summary:**

WHILE TRAVELING 50 MPH SUDDENLY THE VEHICLE ACCELERATED TO 80 MPH, RESULTING IN A CRASH AND A ROLL OVER. THE CONSUMER WAS NOT INJURED IN THE COLLISION. \*AK \*SC \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314110  
**Date of Incident:** 20050202  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** ARLINGTON, TX  
**NHTSA Summary:**

MY 2005 TOYOTA TACOMA USED TO LUNGE FORWARD AND ACCELERATE WHILE STOPPED. IT HAPPENED OVER THE SEVERAL YEARS I OWNED IT. I REPORTED THIS TO THE DEALER AND THEY IGNORED ME. I WOULD ALWAYS MAKE SURE I HAD THE BRAKE DEPRESSED HARD WHILE STOPPED.

**Additional Summary:**

**Toyota ID Number:**

C-381

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10117285  
**Date of Incident:** 20050207  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** BOSTON, MA  
**NHTSA Summary:**

THE ACCELERATOR STUCK, AND CONSUMER WAS NOT ABLE TO STOP THE VEHICLE. CONSUMER LEFT THE VEHICLE, AND CONTACTED THE MANUFACTURER. THEY HAD THE VEHICLE TOWED, SUPPOSEDLY REPAIRED, BUT CONSUMER WAS NOT SATISFIED.\*AK BECAUSE CONSUMER HAD NO BRAKEBRAKES HE HAD TO USE THE EMERGENCY BRAKE WHICH SLOWED THE CAR DOWN ENOUGH TO PUT IT IN PARK WHILE MOVING. THEN HE SHUT OFF THE IGNITION. THIS VEHICLE CAME WITH NO CLIPS ON THE KICK PANEL. \*BF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310912  
**Date of Incident:** 20050210  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** HARRISVILLE, NY  
**NHTSA Summary:**

TL\* THE CONTACT HAD A 2005 TOYOTA AVALON. THE CONTACT STATED THAT AT THE END OF A LONG ROAD, WHICH HE TAKES EVERYDAY, THERE IS A TIGHT SPOT WERE PEOPLE SLOW DOWN TO MAKE WHAT IS A VERY TIGHT CURVE THAT THEN GOES UP HILL. THE CONTACT TRIED SLOW DOWN BUT THE VEHICLE DID NOT RESPOND. THE VEHICLE STARTED TO SPEED UP AS THE CONTACT TRIED TO SLOW THE VEHICLE. THE VEHICLE WAS DESTROYED WHEN THE CONTACT CRASHED INTO THE LARGE ROCKS ON THE SIDE OF THE ROAD. THE CONTACT WAS TRAVELING AT 55 MPH. THE FAILURE MILEAGE WAS 46000 MILES AT THE FAILURE AND CURRENTLY HAD 46000 MILES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10118155  
**Date of Incident:** 20050212  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** DARNESTOWN, MD  
**NHTSA Summary:**

WHILE MY WIFE AND I WERE AT A COMPLETE STOP IN A LINE OF TRAFFIC, OUR ELEVEN MONTH-OLD CAMRY LE SUDDENLY ACCELERATED UNEXPECTEDLY AND WITHOUT WARNING WHILE MY FOOT WAS SQUARELY AND FIRMLY ON THE BRAKE PEDAL. WITHIN A FEW SECONDS: A) THE CAR VIOLENTLY LURCHED FORWARD, AND I INSTINCTIVELY PRESSED HARDER ON THE BRAKE TO KEEP FROM PLOWING INTO THE LINE OF VEHICLES IN FRONT OF ME; B) WE HEARD THE ENGINE ACCELERATING; AND, C) I CHECKED THE TACHOMETER AND OBSERVED IT STEADILY INCREASING FROM A NORMAL IDLE SPEED TO ALMOST THE MAXIMUM. I MAINTAINED CONTROL OF THE VEHICLE AND PREVENTED THE ENGINE SPEED FROM CONTINUING TO ITS PEAK BY QUICKLY SHIFTING THE CAR INTO PARK AND TURNING IT OFF. AFTER APPROXIMATELY 20-30 SECONDS I RESTARTED THE CAR, AND THE IDLE WAS ONCE AGAIN NORMAL. I DROVE THE CAR TO THE NEAREST DEALERSHIP, APPROXIMATELY 3 BLOCKS AWAY. THE CAR HAS NOW BEEN IN THE POSSESSION OF THE TOYOTA DEALER FOR OVER TWO MONTHS, AND THEIR MECHANICS HAVE BEEN UNABLE TO REPLICATE THE EVENT OR FIND ANY RECORD OF THE INCIDENT IN THE ON-BOARD COMPUTER.\*AK

**Additional Summary:**

C-382

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10110456  
**Date of Incident:** 20050213  
**Vehicle:** 1999 TOYOTA CAMRY SOLARA  
**Location of Incident:** LINDEN, NJ  
**NHTSA Summary:**

1999 TOYOTA CAMRY SOLARA SE, NOT V6, ACCELERATED WITHOUT STEPPING ON ACCELERATION AND HIT A WALL. ACCELERATOR PEDAL DID NOT STICK, BUT ACCELERATION CONTINUED. NO OTHER VEHICLE WAS HIT, I CRASHED INTO A WALL.

\*JB  
**Additional Summary:**

**Toyota ID Number:** 200512270217; 200512270701  
**NHTSA ODI Number:**  
**Date of Incident:** 20050214  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 12/27/2005 08:11:54 AM ABaker2  
cust sts has some concerns with his accellorator sticking. cust sts he was only able to pull the veh into neutral and it redlined. cust sts his brakes went down and he had to restart the veh to get power. cust sts he is having the veh towed on 12/28/2005 and seeks to have his veh fixed to diag. cust sts he has contacted his insurance company and he doesn't want to expose his self to any liability  
\*\*\* NOTES 12/27/2005 11:06:35 AM RToussaint  
Cust c/b, sts sks to pursue ARB. Ncr created ARB case #200512270701.

\*\*\* CASE CLOSE 12/27/2005 11:06:58 AM RToussaint  
Ncr closing case, pls see above case notes;

\*\*\* PHONE LOG 12/27/2005 11:28:06 AM RToussaint  
ARB

PREV CASE #200512270217

Cust sts no longer feels safe in veh due to accelerator sticking. Sts had experienced loss of brake and steering control. Sts engine redlined and feels may have internal damage. Sts dlr advd can not provid any guarantees that engine concerns will not surface later in veh's life. Sts feels mechanical concerns is of a safety issue. Sts very hesitant on taking veh to dlr for repairs based on previous concerns w/service personnel. Sts may contact

\*\*\* NOTES 12/27/2005 11:28:06 AM RToussaint  
NHTSA regarding concerns. Sts sks to pursue Arbitration for a replacement veh.  
\*\*\* NOTES 12/28/2005 09:45:57 AM RWright

Revd a c/b at 8:30 am this morning from Jim Balfé-CRM re to veh. cust sts that he adv JBalfé that he woke him up & that he was still dealing w/the resent passing of his father. Cust sts he did not appreciate JBalfé rude comment & demeanor. Ncr apol then adv cust that TOY has doe his comment. Ncr adv cust of ARB parameters that a decision may take up to 40 days of rcving ppwk. Cust understood.

\*\*\* NOTES 12/28/2005 02:33:55 PM MSherrif  
Cust request to spk to case mgr. Sandy. NCR attempted to locate rep & cust disconnected while on hold.

\*\*\* NOTES 12/28/2005 02:43:07 PM WBergin

NCR apol & adv trans to SEstrada

\*\*\* NOTES 12/28/2005 02:46:19 PM SEstrada

+OUTGOING CUST CALL+

ncr l/m for cust to c/b ncr. ncr c/b left case # & 800#.

\*\*\* NOTES 12/28/2005 03:00:13 PM SEstrada

+INCOMING CUST CALL+

C-383

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ncr spoke to cust who adv has been having svc issues with dlr for several yrs. sts this is 3rd toyota & frustrated with treatment from dlr. sts has concerns with plastic lumbar support in extra cab rear portion of veh. sts now having concerns with accelerator sticking. sts was shifting gears when this happened. sts was almost involved in accident due to accelerator sticking. sts fls not safe to drive veh. sts contacted friend in svc dept who adv no->>  
\*\*\* NOTES 12/28/2005 03:04:56 PM SEstrada  
>>way to tell if engine has been damaged or not. cust sts no longer wants veh. ncr apol & adv cust that arb ppwk will be mailed to cust.

\*\*\* SUBCASE 200512270701-1 CREATED 12/28/2005 03:12:07 PM SEstrada  
\*\*\* NOTES 12/29/2005 01:22:28 PM SEstrada

+OUTGOING DLR CALL+

ncr spoke to crm Jim Balfé who adv dlr has not attempted any rprs for cust for accelerator concern. sts spoke to cust & adv cust can bring veh into dlrship & they will be happy to insp veh. sts cust declined to bring veh into dlr. ncr thanked crm for assist.

\*\*\* SUBCASE 200512270701-1 CLOSED 12/29/2005 01:25:34 PM SEstrada  
ncr dispatched arb case to region & closed sub-case.

\*\*\* NOTES 12/29/2005 01:40:36 PM JPrimrose  
Cust c/b & sks to speak w/ SEstrada, who was unavailable. Ncr apol & adv will notify case mgr of a request for a c/b.  
Cust sks to add notes: Sts will tow veh Toy of LongVeiv, TX (dlr 42220) at cust expense & request that dlr contact an FTS to diag veh.

\*\*\* CASE CLOSE 12/30/2005 08:09:55 AM CMcWilliams600  
GST CLOSING FILE FEELS ARBITRATION IS APPROPRIATE.

\*\*\* NOTES 01/03/2006 07:05:53 AM RVrachan

cust sts would like to speak to his case mgr. cust sts is having veh towed to LongVeiv, TX (dlr 42220) and would like someone from Toy to inspect veh. cust wanted case mgr to have that information. ncr adv will send her screen shot.

\*\*\* NOTES 01/03/2006 11:25:28 AM NMorse

Cust c/b to spk w/Sandy. Ncr adv not avail, adv will have Sandy ell back cust when avail, cust adv has tried to reach rep 4 times and wants to be ell'd back on cell which is alt #

\*\*\* NOTES 01/03/2006 01:07:52 PM NMorse

Cust c/b to spk w/Sandy. Ncr ell'd Sandy who adv ok to transfer, ncr transferred call

\*\*\* NOTES 01/03/2006 01:22:29 PM SEstrada

+OUTGOING CUST CALL+

ncr l/m for cust to c/b 800#.

+INCOMING CUST CALL+

ncr spoke to cust who adv now wants to work with dlr/region to try to have veh perm rprd. ncr created PA case# 200512270701 for cust.

\*\*\* NOTES 01/06/2006 12:24:46 PM CCussimiano

Cust c/b. Cust sts is looking for Aric. NCR tried to contact AWhite and SEstrada. NCR advd both reps were unavail. Cust asked if he could spk w/another case mgr. NCR std could not adv cust on other case mgr. NCR advd will add notes to case for AWhite to c/b cust.

\*\*\* NOTES 01/06/2006 12:25:03 PM CCussimiano

Cust std sks to be called back today.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10113075  
**Date of Incident:** 20050215  
**Vehicle:** 2003 TOYOTA SIENNA

C-384

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** EDISON, NJ

**NHTSA Summary:**  
THE VEHICLE ACCELERATED TO 85 MPH, WHILE ON THE HIGHWAY. THE CONSUMER PASSED SEVERAL VEHICLES, CHANGING LANES, TO AVOID A COLLISION. THE CONSUMER PROCEEDED TO STRIKE A CONCRETE BARRIER. NO INJURIES WERE SUSTAINED. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10120992  
**Date of Incident:** 20050215  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** HARRISBURG, PA

**NHTSA Summary:**  
DT: 2004 TOYOTA HIGHLANDER WITH HESITATION PROBLEM. FOR EXAMPLE, WHEN ENTERING INTERSTATE AND NEED TO ACCELERATE, IT HESITATES THEN QUICKLY JOLTS. TAKEN TO DEALER WHO SAID THERE IS NOTHING THEY CAN DO. EXPLAINED VEHICLE HAS AN ELECTRIC THROTTLE CONTROL AND IS NOT CONTROLLED BY A THROTTLE CABLE AS PART OF FEDERAL EMISSIONS REGULATION, THIS MAKES CHANGING GEARS A LITTLE LONGER TO DO SINCE THE THROTTLE DOES NOT OPEN ALL THE WAY OUT. \*TT  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306157  
**Date of Incident:** 20050215  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** NEW ALBANY, IN

**NHTSA Summary:**  
THE TOYOTA PROBLEM OF UNEXPECTED ACCELERATION IS A PROBLEM WITH MY 2005 LEXUS ES330, I HAVE COMPLAINED TO TOYOTA/LEXUS AND THEY CLAIMED TO HAVE FIXED IT WITH A SOFTWARE PROGRAMMING UPDATE (WHICH DID NOT HELP) I HAVE EXPLAINED TO THEM THAT IT IS DANGEROUS AND HAS ALMOST CAUSED AN ACCIDENT IN TRAFFIC ON NUMEROUS OCCASIONS. THEY CLAIM IT IS NOT A FAULT AND HAVE REFUSED TO FIX THE SOFTWARE PROGRAMMING PROBLEM.\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10113504  
**Date of Incident:** 20050216  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** WATERTOWN, NY

**NHTSA Summary:**  
WHILE DRIVING 31 MPH THE STEERING VEERED TO THE RIGHT AND THE VEHICLE ACCELERATED WITHOUT WARNING, AS A RESULT THE CONSUMER LOST CONTROL OF THE VEHICLE AND COLLIDED INTO A TREE. NO INJURIES REPORTED. THE CAUSE HAD NOT BEEN DETERMINED. PLEASE PROVIDE ADDITIONAL INFORMATION. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10111852  
**Date of Incident:** 20050217

C-385

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2001 TOYOTA COROLLA

**Location of Incident:** FLORENCE, SC

**NHTSA Summary:**  
WE WERE TRAVELING FROM TX TO SC USING CRUISE CONTROL (CC) ON MY 2001 TOYOTA COROLLA LE. HEAT WAS NOTED ON THE CC SWITCH ON 2/16/05. ON 2/17/2005 THE CRUISE CONTROL WAS ENGAGED AT 75 MPH. THE CC FAILED TO DISENGAGE WHEN BRAKES WERE APPLIED; CC FAILED TO DISENGAGE AT THE SWITCH. THE ACCELERATION WOULD NOT STOP DESPITE BRAKE APPLICATION. THE TRANSMISSION SELECTOR WAS PUT INTO NEUTRAL AND THE CAR WAS STOPPED WITH FOOT AND EMERGENCY BRAKES THE ENGINE CONTINUED TO RACE AT HIGH RPMs UNTIL THE ENGINE WAS TURNED OFF. AN I-10 ALABAMA LAW ENFORCEMENT AGENT DISABLED THE CC BY REMOVING THE CC FUSE DISCONNECTING SOMETHING AT THE THROTTLE BODY. THIS INCIDENT NEARLY CAUSED A HIGH SPEED COLLISION. THE COROLLA INXBR12E5Z534307 WILL BE SERVICED AT THE TOYOTA DEALERSHIP IN FLORENCE, SC.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10112859  
**Date of Incident:** 20050219  
**Vehicle:** 2000 TOYOTA SIENNA  
**Location of Incident:** NASHVILLE, TN

**NHTSA Summary:**  
THE VEHICLE ACCELERATED WHILE DRIVING IN THE NEIGHBORHOOD. THE BRAKE WAS ON, AND THE VEHICLE WENT TO 40 MPH. CONSUMER WAS ABLE TO STOP BY SHIFTING INTO PARK, APPLYING THE EMERGENCY BRAKE, AND TURNING THE KEY OFF.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313286  
**Date of Incident:** 20050222  
**Vehicle:** 2005 LEXUS GX470  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 LEXUS GX470. THE CONTACT ATTEMPTED TO STOP THE VEHICLE WHILE DRIVING APPROXIMATELY 25 MPH WITH HER FOOT ON THE BRAKE PEDAL, AND IT ACCELERATED. THE VEHICLE WAS TAKEN TO THE DEALER. THEY TEST DROVE IT AND STATED THAT THEY WERE UNABLE TO DIAGNOSE OR DUPLICATE THE FAILURE. THE LEXUS MANUFACTURER WAS NOTIFIED. A REPRESENTATIVE FROM THE MANUFACTURER TEST DROVE THE VEHICLE AND THEY WERE ALSO UNABLE TO DUPLICATE THE FAILURE OR DETERMINE THE CAUSE OF IT. THE FAILURE MILEAGE WAS 5,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10112616  
**Date of Incident:** 20050223  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** SYLMAR, CA

**NHTSA Summary:**  
TWO EPISODES OF SPONTANEOUS ACCELERATION. EPISODE ONE ON OR ABOUT AUGUST 17,2004, WHILE PULLING PAST A VEHICLE ON A FREEWAY, THE CAR DID NOT SLOW WHEN

C-386

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATOR PRESSURE WAS RELEASED AND REQUIRED MULTIPLE PEDAL DEPRESSIONS TO OBTAIN CONTROL. THE SECOND EPISODE IS DESCRIBED BELOW.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10113380  
**Date of Incident:** 20050224  
**Vehicle:** 2002 TOYOTA SIENNA  
**Location of Incident:** VINELAND, NJ

**NHTSA Summary:**  
WHILE PULLING INTO A PARKING SPACE VEHICLE ACCELERATED. AS A RESULT, VEHICLE JUMPED THE CURB AND CRASHED INTO A STORE WINDOW. NO INJURIES REPORTED. \*AK \*BF \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310039, 10316499  
**Date of Incident:** 20050224  
**Vehicle:** 2004 TOYOTA TACOMA  
**Location of Incident:** RINGGOLD, VA

**NHTSA Summary:**  
WHEN I WAS 16 YEARS OLD MY PARENTS GOT MY A NEW 2004 TOYOTA TAC, 2004 TOYOTA TACOMA PICKUP TRUCK. CONSUMER STATES UNINTENDED EXCESSIVE SPEED CAUSED CRASH. \*TGW THE CONSUMERS MINOR DAUGHTER LOST CONTROL OF THE TRUCK, OVER CORRECTED AND RAN OFF THE ROAD AND CRASHED INTO A TREE. THE CONSUMER BELIEVED THE MALFUNCTION WAS CAUSED BY A DEFECTIVE ACCELERATOR PEDAL. THE VEHICLE WAS TOTALED. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302462  
**Date of Incident:** 20050225  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** COLLINS, MS

**NHTSA Summary:**  
WE PURCHASED OUR LEXUS 2005 ES330 BRAND NEW. WE NOTICED THE HESITATION AND JERKING WHEN ACCELERATING IMMEDIATELY AFTER BUYING THE CAR. IT WAS TAKEN BACK TO THE LEXUS DEALERSHIP FOR THE COMPLAINT TWO OR MORE TIMES. WHEN WE RECEIVED NORMAL SERVICES, I WOULD ASK ABOUT THE ACCELERATION AND I WAS TOLD THAT THERE WERE NOT ANY BULLETINS ISSUED FOR THE ISSUE IN WHICH I SPOKE OF. WE WERE TOLD THAT THE CAR WOULD ADJUST TO THE DRIVER OVER A PERIOD OF TIME. PRESENTLY THE CAR SHIFTS IMPROPERLY WHEN DRIVEN AT 20-35 MPH, UNEXPECTED UP SHIFTS THAT OCCUR TO EARLY AND DOWN SHIFTS WHILE SLOWING DOWN CAUSING THE DRIVER TO HAVE TO MODULATE THE BRAKING TO AVOID EITHER COMING UP TO CARS IN TRAFFIC AHEAD TO QUICKLY OR TRAFFIC COMING FROM BEHIND SO AS TO AVOID AN ACCIDENT FROM BEHIND AS YOU SLOW TO QUICKLY. CONSTANTLY SCARES ME WHEN I DRIVE IT BECAUSE OF THE NON RESPONSIVE AND QUICK ACCELERATION.\*CW  
**Additional Summary:**

**Toyota ID Number:**

C-387

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10113281  
**Date of Incident:** 20050226  
**Vehicle:** 1999 TOYOTA CAMRY SOLARA  
**Location of Incident:** PAHRUMP, NV

**NHTSA Summary:**  
RECALL CAMPAIGN 01V012000 CONCERNING ACCELERATOR CABLE. AFTER ENGAGING THE CRUISE CONTROL ACCELERATOR CABLE STUCK. VEHICLE WILL NOT ACCELERATE WITHOUT CONSIDERABLE PRESSURE ON THE ACCELERATOR, WHICH CAUSED THE VEHICLE TO LUNGE OR SURGE FORWARD. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10124898  
**Date of Incident:** 20050228  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BURBANK, CA

**NHTSA Summary:**  
DT: WHEN CONSUMER'S WIFE WAS BACKING THE VEHICLE INTO THE DRIVEWAY IT ACCELERATED ON ITS OWN. CONSUMER TOOK VEHICLE TO THE DEALER WHO DETERMINED THAT NOTHING WAS WRONG WITH THE VEHICLE.\*AK \*NM  
**Additional Summary:**

**Toyota ID Number:** 200503300210  
**NHTSA ODI Number:** 20050300  
**Date of Incident:** 20050300  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/30/2005 08:16:31 AM MZimmerman  
===TMS PRESIDENT LINE===  
PREVIOUS CASE # 200503280174

+OUTGOING CUST CALL+  
Exec Offices called cust. Cust sts his wife was driving the veh and it accelerated from 30-90mph. Cust sts his wife tried to brake, but the brake would not stop the veh. Cust sts he finally turned the veh off, was able to put it in neutral, and coasted to the side of the road. Cust sts his wife was driving in the country and did not hit anything. Cust sts he does not feel safe driving >>>  
\*\*\* NOTES 03/30/2005 08:16:32 AM MZimmerman

>>> the veh and would like a replacement. Cust sts dlr has not been able to duplicate concern and has adv him to p/u veh. Cust sts veh is still @ dlr b/c he does not want to drive it. Cust sts he spoke with Maritza @ SET about Arbitration. Cust sts he doesn't feel Arb is a good idea b/c he has negative equity on the veh off, will end up paying to get out of it. Cust sts Maritza offered to have region rep inspect the veh to give a 2nd opinion. >>>  
\*\*\* NOTES 03/30/2005 08:16:32 AM MZimmerman

>>> Exec Offices apol and offered to speak w/ Maritza and CEC tech about concern. Exec Offices offered to call cust back once research is completed. Cust thanked.  
\*\*\* NOTES 03/31/2005 01:23:14 PM MZimmerman

+OUTGOING REGION CALL+  
Exec Offices called CR Analyst Maritza Delahoz. Maritza adv FTS John inspected cust's veh yesterday and found no concerns or error codes. Maritza adv John drove the veh for about 28 miles and concern did not recur. Maritza adv she contacted cust and adv him FTS has inspected veh and found no concerns. Maritza adv the customer appeared to feel better after hearing about inspection. Maritza adv the cust is just waiting for f/u from Exec Offices.  
\*\*\* NOTES 03/31/2005 02:03:48 PM MZimmerman

C-388

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

-OUTGOING CUST CALL-

Exec Offices called cust and adv concurrence with FTS's decision. Exec Offices adv Toyota would not be able to perform repairs or replace the veh if concern cannot be duplicated. Exec Offices adv FTS used a scan tool and drove veh 28 miles and no error codes came up. Cust sts he doesn't feel veh is safe and doesn't wish his wife to drive veh. Cust sts he would like to know if Toyota can assist him in getting out of veh. Exec Offices apol and >>>
\*\*\* NOTES 03/31/2005 02:03:51 PM MZimmerman
>>> adv cust that if cust wants to trade veh he would have to work with the dealer. Exec Offices adv cust also has the option of Arb. Cust sts he doesn't want to pursue Arb b/c he has negative equity on veh. Exec Offices offered to document concern, but adv Toyota will not be able to assist further at this time since concerns have not been duplicated. Exec Offices adv cust to c/b or take veh to dlr if concern occurs again. Cust sts he will take concern >>>
\*\*\* NOTES 03/31/2005 02:03:51 PM MZimmerman
>>> to the new stations.

\*\*\* CASE CLOSE 03/31/2005 02:08:07 PM MZimmerman

==SUMMARY OF TMS PRESIDENT LINE==

- 1) States his wife was driving the veh when it accelerated forward. Cust sts the brakes would not stop the veh and his wife had to turn the veh off, put veh in neutral, and coast to the side of the road. Cust sts he fls the veh is unsafe and would like a replacement. Cust sts veh has been @ the dlr, but they cannot duplicate issue. Cust sts he has communicated w/ Maritza @ SET who offered region inspection.
2) Seeks a replacement veh
3) Exec Offices spoke w/ Maritza who adv FTS inspected the veh and found not concerns or error codes. EO contacted cust and adv no repairs can be performed on veh is concern cannot be duplicated and Toyota cannot replace veh. EO adv cust to c/b or contact dlr if concern occurs again.
4) Customer satisfied: No
5) Root cause: Product--veh accelerated forward.

Additional Summary:

Toyota ID Number: 200508091134
NHTSA ODI Number:
Date of Incident: 20050300
Vehicle: 2005 TOYOTA TACOMA
Location of Incident:

NHTSA Summary:

\*\*\* PHONE LOG 08/09/2005 01:02:04 PM MMendoza
Cust sts purch veh in march. Cust sts brought ven in to dlr and dlr did a fine job but couldn't fix problem. Cust sts when veh in cruise control speed fluctuates. Cust sts he is a mech and has a background in electronics. Cust sts veh has new throttle by wire and goes haywire while in Cruise Control. Cust sts veh down shifts hard and redlines. Cust sts dlr adv turn off overdrive and did not turn off overdrive. Cust sts feels it isn't right to have to turn have turn it off.

\*\*\* CASE CLOSE 08/09/2005 01:02:31 PM MMendoza

NCR apol and adv no known concerns w/shift feel but if dlr still gives run around we can open case to CRM. NCR adv case #.

Additional Summary:

Toyota ID Number: 200503290879; 200504040688
NHTSA ODI Number:
Date of Incident: 20050300
Vehicle: 2005 TOYOTA TACOMA

C-389

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Location of Incident:

NHTSA Summary:

\*\*\* PHONE LOG 03/29/2005 11:30:37 AM TMorita
'05 double cab Tacoma, 225 mi. sts has concerns with engine. Sts 2x the veh would not slow down, sts was not shifting down on gears. sts veh surged at one point when stopping. Today, when braking, veh's RPM's increased. Sts veh surged and he depressed brake pedal all the way to floor. Sts veh was towed to dlr today. sts awaiting diagnoses from dlr. sts is concerned that he will have to pay for tow.
\*\*\* NOTES 03/29/2005 11:33:36 AM TMorita
cust sts is satisfied with toyota dlr, but is concerned for his safety while driving veh and just wants veh fixed.

\*\*\* NOTES 03/29/2005 12:59:40 PM JVoisin

cust c/b sts dlr adv him that nothing wrong w/veh, symptoms are normal. sts angry and scared. ncr apol adv toy relies on dlr's to determine veh concerns.
\*\*\* NOTES 03/30/2005 08:43:04 AM RWright
cust c/b to adv that the dlr has c/b to adv that his veh is ready. cust sts he is cnern to drive veh w/no rpr done on his veh. cust sts that he has not spk to Nikki Bryan-CRM yet & will attempt to reach her today. ncr recomb cust to spk to CRM re to his cnern. cust understood.

\*\*\* NOTES 04/04/2005 11:12:12 AM MAILL1

cust sts he spoke with the svc mgr and crm at dlr and was advd to drive veh and it had no malfunctions but cust sts he has located information on the internet that shows numerous surge concerns. cust sts he continues to be leary of driving the veh and has been advd that his last resort would be ARB.

\*\*\* CASE CLOSE 04/04/05 22:31:28 rulemrg

TOWED VEHICAL IN AND DROVE AT CUSTOMERS REQUEST OVER 110 MILES COULD NOT DUPLICATE CUSTOMERS CONCERNS. HAVE REQUESTED THAT CUSTOMER RIDE WITH SERVICE MANAGER IN LIKE VEHICAL. CUSTOMER STATED WILL NEXT WEEK

\*\*\* NOTES 04/19/05 12:10:06 PM set4

Mike Golden SM at dlr called reg to say FTS Kevin Pilotte inspected veh yesterday, 4/18/05. No problem found. Dlr states cust happy now that veh inspected by Toy tech. Req Kevin to send me copy of report. Maureen Kinnear;

\*\*\* PHONE LOG 04/04/2005 11:17:52 AM MAILL1

ARB REQUEST

Prev Case # 200503290879

'05 double cab Tacoma, 225 mi. sts has concerns with engine. Sts 2x the veh would not slow down, sts was not shifting down on gears. sts veh surged at one point when stopping. Today, when braking, veh's RPM's increased. Sts veh surged and he depressed brake pedal all the way to floor. cust has test drove veh with svc mgr and crm has been involved with no malfunction but is not comfortable with veh.

\*\*\* CASE CLOSE 04/05/05 09:48:58 AM set8

SET will await arb paperwork and respond per arb guidelines. Reg closing case.

\*\*\* NOTES 04/05/2005 10:38:55 AM CWIlliams

Arb paperwork sent to customer on 4/5/05

Additional Summary:

Toyota ID Number: 10113240
NHTSA ODI Number: 20050301
Date of Incident: 20050301
Vehicle: 2004 LEXUS ES330
Location of Incident: SYLMAR, CA

NHTSA Summary:

THE VEHICLE SUDDENLY ACCELERATED UNCONTROLLABLY. DRIVER WAS ABLE TO MAINTAIN CONTROL OF VEHICLE, AND PULLED OVER. THEN, TURNED VEHICLE OFF. TOOK VEHICLE TO THE DEALER, BUT MECHANIC COULD NOT DUPLICATE THE PROBLEM.\*AK

C-390

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Additional Summary:

Toyota ID Number: 10119774
NHTSA ODI Number: 20050301
Date of Incident: 20050301
Vehicle: 2001 LEXUS IS300
Location of Incident: HUNTINGTON STATION, NY

NHTSA Summary:

SINCE I HAVE OWNED THE VEHICLE, I HAVE HAD TWO INCIDENTS, WHICH BOTH OCCURED RANDOMLY WITH NO PRIOR ENGINE PROBLEMS OR INDICATIONS OF ISSUES WITH THE CAR, IN WHICH AS I WAS ACCELERATING, THE GAS PEDAL WOULD CONTINUE TO PRESS DOWN AND PIN ITSELF TO THE FLOOR. BOTH TIMES, THE GAS PEDAL WAS LITERALLY STUCK TO THE FLOOR AND NOT ABLE TO BE LOOSENED. THE FIRST TIME IT OCCURED, I PULLED THE EMERGENCY BRAKE AND JAMMED ON MY BRAKE PEDAL UNTIL THE GAS PEDAL POPPED BACK UP AFTER ABOUT A MINUTE PINNED TO THE GROUND. THE SECOND TIME, I LUCKILY HAD SOMEONE WITH ME WHO INSTRUCTED ME TO PUT THE CAR IN NEUTRAL AND QUICKLY TURN OFF THE ENGINE ONE CLICK SO THAT I COULD BRAKE AND STEER MYSELF TO SAFETY. THANK GOD NO ONE WAS INJURED IN THESE INCIDENTS, BUT BOTH OCCURENCES COULD HAVE BEEN HORRIBLE ACCIDENTS. THE CAR IS A 2001 LEXUS IS 300. MILEAGE AT TIME OF INCIDENTS: 1ST INCIDENT-ABOUT 65-70,000 MILES 2ND INCIDENT-ABOUT 80-85,000 MILES. BOTH INCIDENTS OCCURED WITHIN ABOUT 2-4 MONTHS OF EACH OTHER AND THE LAST INCIDENT FROM TODAY WOULD HAVE OCCURED ABOUT 1 1/2-3 MONTHS AGO. I HAVE ONLY OWNED THE CAR SINCE OCTOBER 2003. I DO NOT KNOW THE PREVIOUS OWNER OR IF THERE WERE ANY OF THESE INCIDENTS REPORTED BEFORE MY OWNERSHIP OF THE VEHICLE, AND THE VEHICLE WAS NOT PURCHASED FROM A LEXUS CERTIFIED PRE-OWNED VEHICLE LOT. I DO HAVE A SCHEDULED APPOINTMENT WITH MY LOCAL LEXUS DEALER COMING UP THIS MONTH.

Additional Summary:

Toyota ID Number: 10145345
NHTSA ODI Number: 20050301
Date of Incident: 20050301
Vehicle: 2003 TOYOTA CAMRY
Location of Incident: SPOKANE, WA

NHTSA Summary:

2003 CAMRY WAS INVOLVED IN 2 ACCIDENTS IN WHICH THE VEHICLE SURGED FORWARD. \*TS THE ELECTRONIC PART FOR THE ACCELERATOR WAS REPLACED AT THE DEALER AFTER EACH ACCIDENT. \*NM

Additional Summary:

Toyota ID Number: 10306299
NHTSA ODI Number: 20050301
Date of Incident: 20050301
Vehicle: 2005 TOYOTA COROLLA
Location of Incident: POMONA, NY

NHTSA Summary:

TL\*THE CONTACT OWNS A 2005 TOYOTA COROLLA. SHE EXPERIENCED BRAKE FAILURE SEVERAL TIMES WHEN SHE DROVES OVER A POTHOLE OR A BUMP IN THE ROAD. SHE WAS FORCED TO APPLY EXTREME PRESSURE TO THE BRAKE PEDAL SINCE THE VEHICLE RESPONDED AS IF IT WERE NOT GOING TO STOP. THE DEALER TEST DROVE THE VEHICLE AND STATED THAT THE ANTILOCK BRAKE SYSTEM WAS ACTIVATED AND THAT THERE

C-391

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

WAS NO REMEDY. THE FAILURE MILEAGE WAS 6,000 AND THE CURRENT MILEAGE WAS 67,000.

Additional Summary:

Toyota ID Number: 200503020313
NHTSA ODI Number: 20050302
Date of Incident: 20050302
Vehicle: 2005 TOYOTA TACOMA
Location of Incident:

NHTSA Summary:

\*\*\* PHONE LOG 03/02/2005 08:53:12 AM RBuer

Cust sts when using cruise control veh floors when hitting 'resume' button. Cust sts the veh is surging faster than normal. Cust did not have full vin.

\*\*\* CASE CLOSE 03/02/2005 08:53:22 AM RBuer

Ner apol & adv cust this is normal on the veh. Per conversation w/AGrajeda, this is normal cruise control.

Cust hung up before ncr could adv case #.

\*\*\* NOTES 03/03/2005 02:16:19 PM LQuinonez

ner found VIN STELU42N352025726

\*\*\* NOTES 03/03/2005 02:19:09 PM LQuinonez

SUPERVISOR CALL

CALL OUT

Next rep if cust calls please transfer to 65209

Ner l/m for customer, adv CEC is returning his call, if needs to speak with supervisor may call us at 800#.

\*\*\* NOTES 03/04/2005 06:08:20 AM NBird

cust c/b req to spk to Laura, NCR attempted to contact her but not available. NCR adv cust will send email for Laura to c/b.

\*\*\* NOTES 03/04/2005 12:25:34 PM LQuinonez

SUPERVISOR CALL

Cust sts when setting cruise control even if only going 10 miles away the vehicle accelerates at high speed & is aware that he is not the only one that is experiencing this concern. Cust sts feels that cruise control is inoperable it provides too much acceleration. Cust sts has not taken vehicle to dlrship for inspection doesn't think it necessary just wants to adv Toy of this concern & imagines that all trucks may have this concern. >>>

\*\*\* NOTES 03/04/2005 12:26:44 PM LQuinonez

Ner apol and adv cust concern has been documented, we appreciate his feedback and if customer feels that cruise control on veh is inoperable we recommend for customer to take veh to Toy dealership. Cust thanked for call back.

Additional Summary:

Toyota ID Number: 10310243
NHTSA ODI Number: 20050305
Date of Incident: 20050305
Vehicle: 2005 TOYOTA CAMRY
Location of Incident: MALDEN, MA

NHTSA Summary:

MY 5 MONTH OLD TOYOTA CAMRY SE V6 2005 WITH 5,200 MILES ON ODOMETER SUDDENLY ACCELERATED WHEN APPROACHING SLOWLY INTO DRIVEWAY AS USUAL FOR NEARLY 20 YEARS OF MY RESIDENCE THE CAMRY WAS ONLY STOPPED ON ITSELF AFTER IT HIT THE WALL OF ROCKY LEDGE STANDING AT DRIVEWAY'S END I FELT VERY LUCKY AND GOD BLESSED BECAUSE IF THIS ACCIDENT HAPPENED ON THE ROAD ITS CONSEQUENCES IS VERY HORRIBLE BEYOND ANY IMAGINATION OF FATALITIES AFTER THIS ACCIDENT, I NOTIFIED THE TOYOTA CORPORATION AND THEY ANSWERED ME THAT

C-392

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

THEY FOUND NOTHING DEFECTIVE WITH THIS CAMRY AFTER AN INVESTIGATION. I WAS REALLY DISAPPOINTED AT TOYOTA CORP ACTION. REPAIR OF DAMAGE COST MORE THAN 7,000 DOLLARS AND I MUST PAY SURCHARGE SINCE 2005 UNTIL NOW ON MY INSURANCE POLICY. AT THAT TIME, I WAS COMPLETELY GIVEN UP BECAUSE TOYOTA IS A VERY POWERFUL CORPORATION AND MY VOICE UNHEARD AND UNNOTICED BY ANYONE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10113690  
**Date of Incident:** 20050306  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** FARMERSBURG, IN

**NHTSA Summary:**  
THE CRUISE CONTROL WAS SET JUST OVER 70 MPH AND THE VEHICLE ACCELERATED ON ITS OWN. THE VEHICLE REACHED 90 MPH. WHEN THE BRAKES WERE APPLIED, THE CRUISE CONTROL DID NOT DISENGAGE. THE IGNITION WAS TURNED OFF AND THE ENGINE FINALLY QUIT. 20 MINUTES LATER THE VEHICLE WAS STARTED AND REDLINED. THE CRUISE CONTROL MODULE WAS REPLACED. (DENSO CRUISE CONTROL ACTUATOR, TOYOTA 88002-06020, SERIAL#MX100300-6040 12V, MADE IN MEXICO) \*AK THE CONSUMER HAD THE BRAKES REPLACED MONTHS BEFORE THE INCIDENT, HOWEVER THE HEAT PRODUCED CAUSED THE ROTORS TO WARPED. \*SC \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310670  
**Date of Incident:** 20050309  
**Vehicle:** 2000 TOYOTA COROLLA  
**Location of Incident:** PLAINFIELD, IL  
**NHTSA Summary:**  
FLOOR MAT MOVED AND HINDER THE GAS PEDAL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307388  
**Date of Incident:** 20050310  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** AUSTIN, TX  
**NHTSA Summary:**  
2005 CAMRY AT LOW THROTTLE POSITIONS 35-40 MPH RPMS JUMP 200 AND THEN RETURNS. THIS HAPPENS CONSISTANTLY. I HAVE WRITTEN TOYOTA THREE LETTERS AND THEY HAVE BLOWN ME OFF EACH TIME. I STILL HAVE COPIES OF THE LETTERS. NOW THAT TOYOTA IS FESSING UP, PERHAPS THEY WILL FIX THIS CONDITION AS IT UNNERVING IF NOT DANGEROUS. I AM PUTTING IN A DATE AS YOUR FORM WILL NOT LET ME CONTINUE ALTHOUGH THIS HAPPENS ALL THE TIME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10115824  
**Date of Incident:** 20050311  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** POMPANO BEACH, FL

C-393

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
CONSUMER COMPLAINED ABOUT SUDDEN ACCELERATION ABOUT 5 TIMES. CONSUMER HAS TO STEP ON THE BRAKE SEVERAL TIMES IN ORDER TO SLOW THE VEHICLE DOWN. \*AK \*BF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318581  
**Date of Incident:** 20050311  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** CUPERTINO, CA

**NHTSA Summary:**  
TOYOTA CAMRY 2004. I PURCHASE TOYOTA CAMRY 2004 NEW AND I HAVE EXPERIENCE ACCELERATION OF CAR FOR TWO OCCASIONS. WHILE I WAS DRIVING THE CAR AROUND MARCH 2005 IN THE MORNING AND GAS PADDLE WENT DOWN BY ITSELF FOR A 30 SEC OR SO. I DID NOT HAD THE CONTROL OF THE GAS PADDLE. THIS HAPPENED TWICE AROUND 2005. THIS HAPPENED FOR FEW SECONDS ONLY (30-45 SEC). I EXPERIENCE LITTLE INCREASE IN THE SPEED FOR THAT BRIEF PERIOD. I HAVENT SHOWN THE PROBLEM TO DEALER. THIS HAPPENED FOR A BRIEF PERIOD SO I THOUGHT SOMETHING IS MY FAULT BUT NOW IT SEEMS LIKE SOME OTHER ISSUE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319007  
**Date of Incident:** 20050311  
**Vehicle:** 2004 TOYOTA TUNDRA  
**Location of Incident:** EAGLE PAS, TX

**NHTSA Summary:**  
TL - THE CONTACT OWNS A 2004 TOYOTA TUNDRA. WHILE STOP AT STOP SIGN THE VEHICLE ACCELERATED. HE ENGAGED THE BRAKES AND THE VEHICLE DID NOT STOP. THE CONTACTED TOOK THE KEY OUT OF THE IGNITION TO STOP THE VEHICLE. THE VEHICLE CRASHED INTO A CALL TWO PASSENGERS WERE INJURED. HE STATED THE AIRBAGS DID NOT DEPLOY. THE FAILURE MILEAGE AAND CURRENT MILEAGE WERE 34,000. VIN NOT AVAILABLE. VWB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10115243  
**Date of Incident:** 20050313  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** WHITE PLAINS, NY

**NHTSA Summary:**  
WHILE DRIVING ABOUT 30 MPH DRIVER PRESSED ON THE ACCELERATOR IN ORDER TO PASS A VEHICLE ON THE RIGHT HAND SIDE. THE VEHICLE REFUSED TO ACCELERATE WHEN PEDAL WAS APPLIED, AND FINALLY ACCELERATED AFTER A FEW SECONDS. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10117289  
**Date of Incident:** 20050316  
**Vehicle:** 2003 TOYOTA CAMRY

C-394

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** EL CERRITO, CA

**NHTSA Summary:**  
WHILE DRIVING THE CONSUMER'S VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. THE CONSUMER HIT THE BRAKE PEDAL BUT IT WENT DOWN TOW THE FLOOR AND THE VEHICLE DID NOT STOP. JUST AS QUICKLY AS THE VEHICLE STARTED ACCELERATING IT STOPPED. THE VEHICLE WAS TOWED TO EH DEALER BUT HEY WERE UNABLE TO FIND ANYTHING WRONG. \*AK \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10134576  
**Date of Incident:** 20050318  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** EAST HAMPTON, NY

**NHTSA Summary:**  
DT: THE CAR IS 2005 LEXUS ES 330. WHEN ENTERING THE EXPRESSWAY AT LOW SPEEDS UNDER 10 MPH AND ATTEMPTING TO ACCELERATE TO MERGE WITH ONCOMING TRAFFIC THERE WAS A HESITATION OF ONE SECOND OR MORE WHERE NOTHING HAPPENS. THEN SUDDENLY THE CAR SURGED OUT OF CONTROL. TOOK VEHICLE TO THE DEALERE AND DEALER SAID THIS WAS NORMAL, AND WAS FUNCTIONING THE WAY IT SHOULD FUNCTION. THE DEALER MADE AN ADJUSTMENT, BUT CONSUMER DID NOT KNOW ON WHAT THE ADJUSTMENT WAS PERFORMED ON. NO REPLACEMENTS, BUT AFTERWARDS, THE ADJUSTMENT DID NOT CORRECT THE PROBLEM. CONSUMER HAS NOT CONTACTED LEXUS AT THIS TIME. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10116560  
**Date of Incident:** 20050321  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BREA, CA

**NHTSA Summary:**  
WHEN ATTEMPTING TO LEAVE PARKING SPACE MY 2004 CAMERY V6 WITH BRAKE DEPRESSED CAR CAR ACCELERATED WITH VERY HIGH RPM. COULD NOT STOP THE CAR HITTING A GMC TRUCK. WHEN CAR COULD NOT MOVE THE TRUCK IT STOPPED. DROVE HOME WITH NO PROBLEM. CALLED DEALER THEY STATED IF THE CAR WAS NOT HAVING THE PROBLEM NOW THEY COULDN'T FIX IT. AFTER DRIVING IT MY HUSBAND HAD THE SAME PROBLEM, WE TOOK IT TO THE DEALER AND DIDN'T WANT THE CAR BACK UNTIL THE PROBLEM WAS CORRECTED. DEALER COULD NOT DUPLICATE PROBLEM. RETURNED CAR AFTER STATING THEY WOULD START FILE. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10117123  
**Date of Incident:** 20050325  
**Vehicle:** 1999 LEXUS RX300  
**Location of Incident:** SAPPHIRE, NC

**NHTSA Summary:**  
VEHICLE EXPERIENCED SUDDEN ACCELERATION WHILE BACKING INTO THE CAR PORT, THE ACCELERATOR PEDAL STUCK, CAUSING THE VEHICLE TO CRASH THROUGH A WALL. \*AK

**Additional Summary:**

C-395

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10117275  
**Date of Incident:** 20050325  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** NEWBURGH, IN

**NHTSA Summary:**  
WHILE PULLING INTO THE GARAGE VEHICLE SUDDENLY AND UNEXPECTEDLY ACCELERATED AND LURCHED FORWARD THROUGH THE GARAGE WALL INTO THE DINING ROOM OF CONSUMER'S HOME. VEHICLE WAS TOWED TO THE DEALER. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10116409  
**Date of Incident:** 20050326  
**Vehicle:** 2004 TOYOTA MATRIX  
**Location of Incident:** HERNDON, VA

**NHTSA Summary:**  
MY 2004 TOYOTA MATRIX HAS EXPERIENCED SUDDEN ACCELERATION WHILE MY FOOT WAS ON THE BRAKE SEVERAL TIMES SINCE I HAVE PURCHASED IT. I HAVE ALWAYS BEEN ABLE TO STOP THE CAR FROM MOVING FORWARD BY FURTHER DEPRESSING THE BRAKE. BUT ON SATURDAY MARCH 26 WHILE AT A STOP SIGN, THE SUDDEN ACCELERATION HAPPENED AGAIN AND I WAS UNABLE TO IMMEDIATELY STOP MY CAR FROM LURCHING FORWARD. I MOVED SEVERAL INCES INTO ONCOMING (PERPENDICULAR) TRAFFIC BEFORE I FINALLY THREW IT INTO PARK AND PULLED THE EMERGENCY BRAKE TO STOP IT. NO ACCIDENT OCCURRED BUT IT CAME CLOSE, AND I HAD MY TODDLER IN THE BACK SEAT. SO I CONSIDER THIS A SERIOUS MATTER. I TOOK IT TO MY DEALERSHIP (OURISMAN TOYOTA IN CHANTILLY, VA) THAT MONDAY, AND THEY KEPT IT FOR TWO DAYS. THEY RAN ALL DIAGNOSTIC TESTS POSSIBLE AND FOUND NO PROBLEM. NOTHING WAS FIXED BECAUSE NO TEST SHOWED A PROBLEM BUT I AM SCARED TO DRIVE MY CAR -- THE SUDDEN ACCELERATION HAPPENS ONLY RANDOMLY AND CANNOT BE PREDICTED. I DRIVE WITH ONLY ONE FOOT SO THIS IS NOT A CASE OF TWO-FOOTED DRIVING AND ACCIDENTALLY STEPPING ON THE ACCELERATOR. IN EACH CASE MY FOOT WAS OFF THE ACCELERATOR AND ON THE BRAKE. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313329  
**Date of Incident:** 20050328  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** OKLAHOMA CITY, OK

**NHTSA Summary:**  
PARKING VEHICLE IN GARAGE, NEARING A COMPLETE STOP, TAPPING BRAKE TO HIT PARKING STOP SIGN IN GARAGE, CAR SURGED OUT OF CONTROL CRASHING INTO HOUSE TEARING OUT SHEETROCK.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10117084  
**Date of Incident:** 20050329  
**Vehicle:** 2002 TOYOTA CAMRY

C-396

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** TEMPE, AZ

**NHTSA Summary:**

VEHICLE WAS RUNNING WHILE THE DRIVER WAS SITTING INSIDE OF THE PARKING LOT. VEHICLE SUDDENLY ACCELERATED UNCONTROLLABLY. DRIVER APPLIED THE BRAKES AND THE PEDAL WENT TO THE FLOOR. DRIVER WAS UNABLE TO MAINTAIN CONTROL OF THE VEHICLE AND IT CRASHED INTO A BRICK WALL. UPON IMPACT, BOTH AIR BAGS DID NOT DEPLOY. NO INJURIES REPORTED. \*AK

**Additional Summary:**

**Toyota ID Number:** 200504190121

**NHTSA ODI Number:**

**Date of Incident:** 20050400

**Vehicle:** 2004 TOYOTA SIENNA

**Location of Incident:** PROVIDENCE, RI

**NHTSA Summary:**

\*\*\* PHONE LOG 04/19/2005 08:07:50 AM MCervantes1

==FCRP==

Cust sts was backing out of driveway & veh suddenly accelerated backwards. Cust sts hit neighbors wall across the street from cust home. Cust sts over \$7k worth of damage on veh. Cust sts Toyota of Newport subcontracted veh for body work. Cust sts not happy with paint & body work. Cust sts would like veh inspected to determine why veh accelerated. Cust sts assistance w/ damages as cust sts result of product malfunction. Cust sts veh to be inspected. Cust sts

\*\*\* NOTES 04/19/2005 08:07:51 AM MCervantes1

<<<willing to take veh to Colonial Toyota (dlr code 38014) for inspection as cust does not want to go back to toy of newport. Cust sts would like to be advd when cust should take veh to Colonial for inspection. LEGAL REQUEST FCRP WITH MANY INTERIOR & EXTERIOR PHOTOS.

\*\*\* NOTES 04/19/05 08:48:40 AM bos2

RCR has advised FTS, AD requesting to know when he can be at Colonial Toyota.

\*\*\* NOTES 04/19/05 10:27:49 AM bos2

RCR rec'd c/b from FTS, AD and he provided two dates for inspection: Mon, 05/02 AM or Fri, 05/06 anytime. RCR l/m for cus with these dates and requested return cll.

\*\*\* NOTES 04/19/05 12:05:08 PM bos2

RCR rec'd c/b from cus, Cust will be able to drop his veh off on Mon, 05/02 at 9AM-Colonial Toyota. RCR explained the process of an FCRP, pictures, photos and report which will be sent to National Legal. Cust should expect response from writing within 60 days. RCR will notify FTS as well as Colonial Toyota.

\*\*\* NOTES 04/19/05 12:27:24 PM bos2

RCR contacted Mike Arel at Colonial and advised him of the inspection date of Mon, 05/02.

\*\*\* CASE CLOSE 05/04/05 06:31:55 AM bos2

RCR has received findings from FTS and has sent them to TMS Legal Dept.

\*\*\* NOTES 05/05/2005 11:15:17 AM SEstrada

LETTER - dtd 2/31/05, revd 5/5/05 - cust sent ltr stating same cnerns as in prev phone call to product specialist.

\*\*\* NOTES 05/05/2005 11:16:13 AM SEstrada

-OUTGOING CUST CALL+

ncr c/b cust & l/m that ltr has been revd. ncr adv veh has been insp & cust will rev toyota written response within 60 days of 4/19.

**Additional Summary:**

**Toyota ID Number:** 200604040783

**NHTSA ODI Number:**

**Date of Incident:** 20050401

**Vehicle:** 2004 TOYOTA SIENNA

C-397

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** BEALETON, VA

**NHTSA Summary:**

\*\*\* PHONE LOG 04/04/2006 12:06:55 PM CWang

Caller stated: braking pedal sometimes gets stuck all the way on the floor board. Veh will accelerate or brake occasionally when caller pushes brake pedal. Upon entering parking the spot, caller pressed the brakes but veh fls accelerated in clear weather at 5 mph. Caller put her foot on the brakes but was too late & veh hit a parked car on 4/1/2005. Caller fls >>>

\*\*\* NOTES 04/04/2006 12:07:15 PM CWang

CONT>>>veh brakes did not respond on time to stop veh. Veh stilled moving forward even after veh hit the other veh while caller was pressing the brake. Caller fls veh would keep continue to move the other veh forward. Caller, husband, & son were not injured. Veh towed to dlr2 & Marc Canard-Sales mgr kept veh at dlr2. Case mgr adv call caller at 540-439-6080. Caller had taken veh to dlrshp1 for diag & discussed cnern w/ svc advisor >>>

\*\*\* NOTES 04/04/2006 12:07:31 PM CWang

CONT>>>who calibrated trans & did TSB on veh in several situations. Dlr1 adv b/c of computerized trans, it causes veh cnern. Caller has not spoken w/ CRM-April at dlr1. On 6/9/2005, dlr adv caller needs to learn to drive veh b/c of the computerized trans but brake cnern did not resolve. Caller spoke w/ James Irvin-Svc Mgr who adv veh was calibrated. Caller stated brake cnern intermittent & only occurs every 1/5 times.

\*\*\* NOTES 04/05/2006 07:35:57 AM FCartagena

OUTGOING CALL TO CUST

Ner left message with Raymond for cust to c/b.

\*\*\* SUBCASE 200604040783-1 CREATED 04/05/2006 07:43:04 AM FCartagena

\*\*\* NOTES 04/05/2006 12:33:18 PM EAlamon

Caller called back @ 12:30 p.m. & was returning Fabiola's call. Caller sts best phone number to be contacted at is (540) 439-6080 in the afternoon (after 11:00 a.m.) preferably. Adv caller case mgr will call back in 1 business day.

\*\*\* NOTES 04/05/2006 02:33:34 PM FCartagena

OUTGOING CALL TO CUST

Clr sts on 4/01/06 she was pulling into a parking spake and stopped for pedestrians. She tried to pull in to park, but when she pressed the brakes the veh did not stop and it when over the small garden/division between her veh, and the one in front of her. Clr sts she lift her leg and tried to put additional force on the brake, and she hit her knee; sts her husband put the veh in park and that made the veh stop; sts her husband Raymond Rummel >>

\*\*\* NOTES 04/05/2006 03:00:07 PM FCartagena

>>was in the passenger seat and her child Anthony Rummel was sitting behind the driver's seat; sts they were wearing their seatbelts, there was no warning lights prior to the accident and the airbags did not deploy; sts the bumper is slightly damaged, grill fell out and the hood is bent; sts her veh's licence plate scratched the other veh; sts she has done some research on the internet and found other customers having the same problem with brakes; sts is not seeking >>

\*\*\* NOTES 04/05/2006 03:01:28 PM FCartagena

>>any compensation, but she would like her veh repaired b/c she is afraid of driving the veh.

\*\*\* NOTES 04/06/2006 06:30:38 AM FCartagena

OUTGOING CALL TO DLR

Ner spoke with SM Antwan and adv Toy would like to inspect cust veh. SM Antwan sts it is not a problem, but he would like Toy to keep him informed.

\*\*\* NOTES 04/06/2006 06:32:25 AM FCartagena

=FCRP=

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

\*\*\* SUBCASE 200604040783-1 CLOSED 04/06/2006 06:33:42 AM FCartagena

\*\*\* NOTES 04/06/2006 10:55:35 AM LKarns800

Region spoke to cust, she verified vehicle location and advised would like to have on going brake concern resolved/previously had veh inspected for acceleration issues and trans issues @Miller Toyota). Cust advised Ins. Co. may move veh, but she will call Region with info.

C-398

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 04/06/2006 10:56:12 AM LKarns800

Region left msg for DSPM, await call back.

\*\*\* NOTES 04/18/2006 07:26:56 AM LKarns800

Region verified vehicle is still at dlr, SM has keys. Region forwarded case info to FTS for scheduling.

Region will follow up with cust via letter after inspection is completed.

\*\*\* NOTES 04/26/2006 07:49:51 AM LKarns800

Technical reviewed report and photos. Advised to have file forwarded to TMS Legal for further review and contact with customer.

\*\*\* CASE CLOSE 04/26/2006 07:54:45 AM LKarns800

FTS inspected vehicle, report and photos sent to Technical for review, FTS Manager advised to have case info. sent to TMS Legal for additional review and follow up with customer. Letter sent to customer advising of status and contact info. for TMS Legal. Copy of case sent to Carol Hargrave for review.

\*\*\* NOTES 04/28/2006 12:02:56 PM FCartagena

INCOMING CALL FROM CUST

Clr she received a letter from Toy saying that the pprwrk has been sent to TMS HQ for review; sts she would like to know when will she receive a letter from Toy Hq; sts she would like to know if the letter details the components that were inspected.

\*\*\* NOTES 04/28/2006 12:10:19 PM FCartagena

INTERNAL E-MAIL TO LEGAL

Ner e-mailed CHargrave to inquire about case status.

\*\*\* NOTES 05/01/2006 01:24:05 PM FCartagena

OUTGOING CALL TO CUST

Ner adv cust per Legal that an outline of the inspection and the results is mailed out to cust; adv as of today claims department is currently working on her case and there is no date as to when a reply will be sent out to her; adv it takes 30 days for results to go out from the date of the inspection. Cust understood.

\*\*\* NOTES 05/17/2006 12:59:51 PM JCabrera1

would like a call back asap. 540-439-6080

\*\*\* NOTES 05/17/2006 01:22:17 PM FCartagena

OUTGOING CALL TO CUST

Clr sts she would like to know if Legal has sent a letter to her b/c she has had mail service and she has not received anything. Ner apol and adv cust will research further and c/b in one business day. Ner e-mailed the Claims Department.

\*\*\* NOTES 05/17/2006 01:32:48 PM FCartagena

INCOMING E-MAIL FROM CLAIMS DEPARTMENT

CHargrave adv they are still researching case and a letter has not been mailed out to cust; adv a letter will be going out by the end of 5/26/06.

\*\*\* NOTES 05/17/2006 01:33:16 PM FCartagena

OUTGOING CALL TO CUST

Ner adv cust a letter will be mailed out to her by 5/26/06.

**Additional Summary:**

**Toyota ID Number:** 10285997

**NHTSA ODI Number:**

**Date of Incident:** 20050401

**Vehicle:** 2005 TOYOTA HIGHLANDER

**Location of Incident:** MANASSAS, VA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA HIGHLANDER. WHILE DRIVING 53 MPH SHE EXPERIENCED UNINTENDED VEHICLE ACCELERATION. SHE WAS ABLE TO DECELERATE. THE VEHICLE WAS TOWED TO THE DEALER, AND A TECHNICIAN CONCLUDED THAT THE PLASTIC PANEL BEHIND THE AIR CONDITIONING SYSTEM FELL OFF AND SUBSEQUENTLY FELL BETWEEN THE ACCELERATOR PEDAL, WHICH CAUSED THE PEDAL TO STICK. THE FAILURE AND CURRENT MILEAGES WERE 23,000.

C-399

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10312890

**Date of Incident:** 20050401

**Vehicle:** 2005 SCION XA

**Location of Incident:** JEFFERSON, CO

**NHTSA Summary:**

GAS PEDAL PROBLEM. MY GAS PEDAL HAS STUCK MULTIPLE TIMES. I DO NOT HAVE THE FREE MOVING FLOOR MATS. I HAVE HAD THE CAR SINCE EARLY 2005. THE FIRST TIME IT HAPPENED WAS SHORTLY THEREAFTER. IT STICKS ONLY WHEN DRIVING AT HIGH SPEED (UP TO 65 MPH) ON HIGHWAY. NEVER AT LOWER SPEED IN TOWN. IT HAS PROBABLY STUCK UP TO TEN DIFFERENT TIMES. OCCURS FREQUENTLY WHEN PASSING ANOTHER CAR. NO CRASHES, YET. I HAVE MANAGED TO GET IT UNSTUCK EACH TIME, HOWEVER IT IS EXTREMELY SCARY. NOTHING DONE TO FIX IT. SCION SAYS NOTHING IS WRONG WITHOUT EVEN LOOKING AT IT.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10116280

**Date of Incident:** 20050402

**Vehicle:** 2002 TOYOTA CAMRY

**Location of Incident:** ROSEVILLE, CA

**NHTSA Summary:**

I WAS TURNING INTO THE PARKING AREA AT MY COMPLEX I ATTEMPTED TO SLOW DOWN AND APPLIED THE BRAKES AS I NORMALL WOULD TO TURN INTO MY PARKING SPACE. AS I STARTED TO BRAKE, THE CAR STARTED TO ACCELERATE. I MADE A CONSCIOUS EFFORT TO LIFT MY FOOT OFF BOTH PEDALS TO BE SURE I WAS NOT PRESSING THE ACCELERATOR INSTEAD OF THE BRAKE. THE VEHICLE KEPT ACCELERATING. I IMMEDIATELY STARTED TO APPLY THE BRAKE, WHICH DID NOT SLOW THE VEHICLE. WHEN I REALIZED THAT I WAS NOT SLOWING DOWN, I ABORTED THE TURN INTO THE PARKING SPACE AND STRAIGHTENED OUT THE VEHICLE TO AVOID HITTING OTHER PARK CARS AND TO GIVE MORE TIME AND DISTANCE TO SAFELY BRAKE. THE VEHICLE WOULD NOT SLOW, AND KEPT ACCELERATING, CAUSING IT TO GO UP AND OVER THE CONCRETE CURB/SIDEWALK, AND RIGHT INTO A SET OF STAIRS AT THE COMPLEX. NO ONE WAS INJURED, MYSELF INCLUDED, BUT THE STAIRCASE, NEEDLESS TO SAY, IS DEMOLISHED, AS IS THE ENTIRE FRONT END OF MY CAMRY. VEHICLE IS AT BODY SHOP AS OF NOW, NO ASSESSMENT HAS BEEN DONE. I DID, HOWEVER, EARLIER THIS EVENING SIMPLY LOG ONTO GOOGLE WHERE I TYPED IN "TOYOTA CAMRY ACCELERATOR STICKING" AND CAME UP WITH THE FOLLOWING LINK: HTTP://SUBSCRIPT.BNA.COM/SAMPLES/PLD.NSF/0/33A2947408D24D5185256E5300035CAC?OP=ENDOCUMENT. \*AK

**Additional Summary:**

**Toyota ID Number:** 10305146

**NHTSA ODI Number:** 20050402

**Date of Incident:** 2004

**Vehicle:** 2004 TOYOTA CAMRY

**Location of Incident:** STATEN ISLAND, NY

**NHTSA Summary:**

I PURCHASED A NEW TOYOTA CAMRY IN 2004. ON THE MORNING OF 4/2/2005, I TOOK MY DAUGHTER TO HER ORTHODONTIST APPOINTMENT. ON MY WAY BACK, I FIRST MADE A

C-400

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

STOP AT A TRAFFIC LIGHT BEFORE MAKING A LEFT TURN TO GET ON A PARKWAY. I DID NOT NOTICE ANYTHING UNUSUAL. A FEW MINUTES LATER, WHEN I ATTEMPTED TO SLOW DOWN IN ANTICIPATION OF THE END OF THE PARKWAY AND THE TRAFFIC LIGHT AT THE INTERSECTION, I NOTICED THAT THE BRAKE WAS NOT WORKING. I TRIED SQUEEZING (TO THE FLOOR) AND TAPPING. I HAD NO EFFECT. THERE WAS NO ACCELERATION (KEPT THE SAME SPEED), BY THE TIME I REACHED THE INTERSECTION, THE LIGHT WAS RED AND ALL THREE LANES HAD VEHICLES IN FRONT OF ME. I STEERED MY CAR BETWEEN TWO LANES TO GET THROUGH THE TRAFFIC (WITH ONLY THE MIRRORS SCRAPED OFF). ONCE THE TRAFFIC WAS BEHIND ME, I TOOK THE VEHICLE TO THE RIGHT TO GRIND AGAINST THE CURB WHICH BROUGHT IT TO A HALT. THE VEHICLE WAS PRONOUNCED TOTAL. THREE OTHER VEHICLES WERE AFFECTED WITH VARYING DEGREES OF DAMAGE (DUE TO DIRECT IMPACT ON THE SIDE OR REACTION TO THE SUDDEN TRAFFIC MOVEMENT). I INFORMED TOYOTA AND REQUESTED THEIR INSPECTION. TOYOTA LATER RESPONDED STATING THAT THEY FOUND NO "DESIGN OR MANUFACTURING DEFECT". I AM NOT SURE IF THEY TOOK MY REPORT SERIOUSLY. THEY MAY HAVE LOST THE OPPORTUNITY TO INVESTIGATE A POTENTIAL PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10117472  
**Date of Incident:** 20050403  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CHARLOTTE, NC

**NHTSA Summary:**  
 AFTER THE VEHICLE WAS PULLED THROUGH THE CAR WASH WHILE IDLING THE ATTENDANT MOTIONED THE CONSUMER TO DRIVE THE VEHICLE OUT OF THE CAR WASH. CONSUMER SHIFTED VEHICLE INTO DRIVE AND IT SUDDENLY AND UNEXPECTEDLY ACCELERATED AND LURCHED FORWARD AT HIGH SPEED AND HIT A TREE BEFORE STOPPING. CONSUMER AND PASSENGER SUSTAINED MINOR INJURIES TO THE BODY, BUT THEY DECLINED TRANSPORTATION TO THE LOCAL HOSPITAL. MANUFACTURER AND THE DEALER WERE NOTIFIED.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304199  
**Date of Incident:** 20050403  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BRIARCLIFF MANOR, NY

**NHTSA Summary:**  
 I BOUGHT MY NEW 2005 TOYOTA CAMRY XLE V6 FROM GEIS TOYOTA, YORKTOWN HEIGHT, NY. I HAVE NOTICED THAT THE RPM METER ON THE DASHBOARD DISPLAY KEEPS GOING UP WHILE RUNNING THE CAR. ALTHOUGH THE ACCELERATOR PEDAL IS NOT DEPRESSED. I HAVE COMPLAINED THIS TO THE DEALERSHIP. THEY TOLD ME THAT THE VEHICLE NEED BREAK IN PERIOD, AND THE PROBLEM WILL GO AWAY. BUT THE PROBLEM PERSISTED. I DO VEHICLE MAINTENANCE REGULARLY AS PER FACTORY RECOMMENDATION. LAST YEAR I TOOK THE CAR TO FORDHAM TOYOTA SERVICE, MANHATTAN, NY FOR SAME PROBLEM. THE DEALERSHIP TOLD ME THAT THE VEHICLE NEED A COMPLETE TUNE-UP WHICH THEY DID FOR A CHARGE. BUT THE PROBLEM REMAINED AND I GOT USED TO PRESS BRAKE PEDAL TO SLOW DOWN THE CAR TO TAKE CARE OF THIS PROBLEM.

**Additional Summary:**

C-401

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291512  
**Date of Incident:** 20050405  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** WELCHES, OR

**NHTSA Summary:**  
 TL\* THE CONTACT OWNS A 2004 TOYOTA PRIUS. WHILE ENTERING AN INTERSTATE HIGHWAY DURING TRAFFIC, THE VEHICLE ACCELERATED WITHOUT INTENTION. SHE SHIFTED THE VEHICLE INTO NEUTRAL AND COASTED TO THE SIDE OF THE ROAD. THE VEHICLE WAS THEN TAKEN TO THE DEALER FOR INSPECTION. A TECHNICIAN CONCLUDED THAT THE FLOOR-MAT WAS THE CAUSE OF THE FAILURE. HOWEVER WHEN THE FAILURE OCCURRED SHE NOTICED THAT THE FLOOR-MAT DID NOT INTERFERE WITH THE ACCELERATOR PEDAL. THE FAILURE MILEAGE WAS UNKNOWN. THE CURRENT MILEAGE WAS 80,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320211  
**Date of Incident:** 20050405  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** NEWPORT COAST, CA

**NHTSA Summary:**  
 TL--THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE DRIVING 5MPH INTO THE DRIVEWAY THE VEHICLE ACCELERATED AND CRASHED INTO PELLETS OF STONE AND CRUSHED THEM ALL. NO ONE WAS INJURED ONLY SHAKEN UP THE VEHICLE WAS DAMAGED ON THE RIGHT FRONT FENDER. THE VEHICLE WAS DRIVEN TO THE DEALER AND WAS REPAIRED SHE WAS ALSO TOLD IT WAS DRIVER ERROR PRESSING ON THE ACCELERATOR PEDAL. THE VEHICLE ALARM GOES OFF RANDOMLY AND CAUSES THE DOORS NOT TO LOCK FOR SAFETY. THE DEALER CANNOT REPAIR THE FAILURE ON THE ALARM. THE TOYOTA MANUFACTURE WAS CALL AND STATED A REPRESENTATIVE WILL CONTACT HER BUT THAT HAVE NOT HAPPEN AS YET. THE VIN IS UNKNOWN. THE FAILURE MILEAGE WAS 2,000 AND THE CURRENT MILEAGE WAS 20,000..MW

**Additional Summary:**

**Toyota ID Number:** 200512160173  
**NHTSA ODI Number:** 20050408  
**Date of Incident:** 20050408  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** ,

**NHTSA Summary:**  
 \*\*\* PHONE LOG 12/16/2005 08:05:57 AM CCussimiano  
 Cust sts has been to dlr 4 times for veh. Cust sts when starting engine in morning, and engine revs up to 2200 RPM for 1 minute. Cust sts RPM slowly lowers. Cust sts veh sits at 2200RPM, then drops to 1500 after 20 seconds, then goes back up to 2200RPM. NCR adv cust condition is normal. NCR adv issue has been brought up at CEC b/f, and condition was adv to be for emissions purposes. NCR adv will not damage veh.

**Additional Summary:**  
 \*\*\* CASE CLOSE 12/16/2005 08:06:03 AM CCussimiano  
 NCR adv cust veh condition is perfectly normal on veh, and ECM programming could not be changed. NCR adv cust case will be reviewed, prov case #.

**Additional Summary:**

C-402

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10144638  
**Date of Incident:** 20050409  
**Vehicle:** 2002 TOYOTA TUNDRA  
**Location of Incident:** LANCASTER, KY

**NHTSA Summary:**  
 DT: THE CONTACT STATES THE ENGINE SURGED WHEN PULLING OUT FROM A STOP POSITION. AS SOON AS IR ACCELERATED IT SURGED FORWARD. THE ACCELERATION WAS MORE THAN EXPECTED BASED ON THE PRESSURE BEING APPLIED TO THE GAS PEDAL. THE DEALERSHIP SERVICED THE VEHICLE FIVE TIMES, INCLUDING LUBRICATING THE ENTIRE ACCELERATION SYSTEM, AND COULD NOT DIAGNOSE OR DUPLICATE THE PROBLEM. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10117998  
**Date of Incident:** 20050412  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** GRANDVILLE, MI

**NHTSA Summary:**  
 I PULLED INTO A BUSINESS PARKING LOT AND CAME TO A COMPLETE STOP, SHIFTED INTO REVERSE, TOOK MY FOOT OFF THE BRAKE, SLIGHTLY TOUCHED THE ACCELERATOR, REMOVED MY FOOT FROM THE ACCELERATOR AND THE CAR SUDDENLY ACCELERATED RAPIDLY ON ITS OWN. I FIRMLY APPLIED THE BRAKE TO STOP BUT THE CAR CONTINUED TO ACCELERATE. THE ACTION OF THE BRAKES LEFT A LONG PATCH OF RUBBER, BUT DID NOT SLOW THE CAR. AFTER STRIKING AN SUV, MOVING IT OUT OF THE WAY AND INTO ANOTHER CAR, THE CAR CONTINUED TO ACCELERATE UNTIL IT WAS STOPPED BY A METAL LIGHT POLE. THE CAR HAS YET TO BE EXAMINED BY A TOYOTA DEALERSHIP.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10145363  
**Date of Incident:** 20050413  
**Vehicle:** 2005 LEXUS LS430  
**Location of Incident:** CHERRY HILL, NJ

**NHTSA Summary:**  
 THE CONSUMER EXPERIENCED SUDDEN ACCELERATION IN HER 2005 LEXUS LS 430 WHILE PULLING INTO A PARKING LOT. \*NM THE CONSUMER DOESN'T THINK THE AIR BAG INFLATED ALL THE WAY BECAUSE HER NOISE HIT THE STEERING WHEEL. HER RIGHT SHIN SMASHED INTO THE DASHBOARD WHICH RESULTED IN A VERY LARGE HEMATOMA ON HER RIGHT SHIN. SMOKE STARTED COMING OUT OF THE STEERING COLUMN AND SOON AFTER FLAME COULD BE SEEN THROUGH THE HEAVY SMOKE. THE FIRE WAS EXTINGUISHED BY THE FIRE DEPT. IT TOOK 6 1/2 FOR THE VEHICLE TO BE REPAIRED. THE CONSUMER REQUEST THAT THE MANUFACTURER REIMBURSE HER FOR HER MEDICAL BILLS, RENTAL PAYMENTS, LEASE PAYMENTS AND AMOUNT PAID TO LAWYER. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10132724  
**Date of Incident:** 20050419

C-403

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** BARTLESVILLE, OK

**NHTSA Summary:**  
 2003 TOYOTA AVALON, BACKING UP, SUDDEN ACCELERATION, POLE STOPPED CAR, BRAKES DIDN'T STOP RACING ENGINE, PUT CAR IN DRIVE, SHOT FORWARD INTO GOLF COURSE, BRAKES WOULDNT WORK, PUT CAR IN PARK, DIDNT STOP CAR, HIT TREES, UTILITY POLE, TRIED TO STEER, LITTLE OR NO RESPONSE, TURNED KEY OFF, CAR FINALLY STOPPED, CAR TOTALED, AIRBAGS DID NOT DEPLOY, SEAT BELT ON, BUT IMPACT MADE HEAD HIT LEFT SIDE OF WINDSHIELD, RECEIVED CONCUSSION, OVERNIGHT HOSPITAL STAY. REPORTED TO TOYOTA, THEY WANTED CAR, WE REFUSED TO LET THEM HAVE IT. TOYOTA SENT INSPECTOR HE REFUSED TO OPEN HOOD, OR PUT AUTO ON HOIST TO EXAMINE, REFUSED TO EXAMINE, JUST TOOK PICTURES. THEN TOYOTA ATTORNEY SENT LETTER SAYING THEY COULDN'T SEE FROM THEIR EXAMINATION THAT THE CAR FAILED. HAD 3 WITNESS THAT TOYOTA INSPECTOR REFUSED TO INSPECT CAR. MY AUTOMOBILE INSURANCE TOTALED AUTO AND SETTLED, THEY TOOK AUTO. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10124459  
**Date of Incident:** 20050420  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** GRESHAM, OR

**NHTSA Summary:**  
 DT: CONSUMER STATES THAT THE VEHICLE TAKES OFF BY ITSELF. THIS CAN HAPPEN WHILE AT A TRAFFIC LIGHT WITH FOOT ON BRAKE. AT ONE TIME CONSUMER WAS PUTTING THE CAR ON PLANKS TO CHANGE OIL AND THE VEHICLE ACCELERATED, AND HIT CONSUMER'S SPOUSE, WHO SUSTAINED INJURIES.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20050421  
**Date of Incident:** 20050421  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** TORONTO, ONTARIO, CANADA

**NHTSA Summary:**  
**Additional Summary:**  
 ON APRIL 21, 2005, KAREN STEKEL WAS DRIVING THE LEXUS ON WILLIAMS ISLAND IN AVENTURA, FLORIDA WHEN WITHOUT WARNING THE VEHICLE SUDDENLY HESITATED AND LURCHED FORWARD CAUSING KAREN STEKEL TO LOSE CONTROL AND STRUCK A TREE.

KAREN'S HUSBAND, MAURICE, HAD EXPERIENCED INCIDENTS OF LURCHING, SUDDEN ACCELERATION ON NUMEROUS OCCASIONS. ALL OF WHICH WERE REPORTED AND DOCUMENTED.

TOYOTA DEFENSE - "Toyota Canada has filed a statement of defence, which rejects the Stekels' claims and instead blames Karen Stekel for either driver error, or being drunk or on drugs while behind the wheel."

**Toyota ID Number:** 200705010812  
**NHTSA ODI Number:**

C-404

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20050423  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 05/01/2007 12:02:14 PM AWilson  
Cust sts dlr#2 replaced d/s front seat in 8/05 due to abnormal wear. Cust sts seat has same wear concerns and squeaks during winter conditions. S/s bumper is rusting near step. Adv past Toy truck rusted in same area and was replaced. S/s to have both cnrms reprd. NCR apol; Adv CM will be able to adv on steps to repr veh. Adv will fwd cnrms to CM for c/b by EOB 5/2/07.

\*\*\* SUBCASE 200705010812-1 CREATED 05/01/2007 12:10:32 PM NRedd  
\*\*\* NOTES 05/02/2007 02:14:07 PM NRedd  
OUTGOING CALL TO CUSTOMER  
nrc left message w/custs wife Joyce for customer to c/b  
\*\*\* NOTES 05/03/2007 07:52:29 AM KKhan  
cllr sts would like to talk to NRedd. Ncr apol & adv that NRedd is not available. cllr sts can be contacted at 888-335-6838-250 (9AM-5PM EST).  
\*\*\* NOTES 05/03/2007 08:52:45 AM NRedd  
OUTGOING CALL TO DEALER  
Dir SM Bob Killmeyer unavail, nrc left message w/Dir Beverly to call back

\*\*\* PHONE LOG 05/03/2007 02:09:46 PM NRedd Action Type: Incoming call  
INBOUND CALL FROM DEALER  
Dir SM Bob Killmeyer adv dlr last seen veh 4/30/07. Dlr adv inspected veh, no problem found w/seat squeal or abnormal wear at this time. 2. visor no problem found. 3. seat material coming apart & writer adv to spk to Toyota of Greensberg. 4. radio static when veh is started, dlr found no concerns. 5. noise in rear suspension & bottom out, dlr road tested could not duplicate noise nor could dlr bottom out veh. 6. inspect for rust on rear bumper, dlr found no rust on rear bumper. 7. drivetrain binding noise, dlr could not hear any sound on road test. Dlr sts did not road test with customer.

\*\*\* NOTES 05/03/2007 02:12:46 PM NRedd  
OUTGOING CALL TO CUSTOMER  
nrc left message req cust to c/b  
\*\*\* NOTES 05/04/2007 10:21:22 AM DLipscomb  
Caller c/b @ 888-335-6838x250 to know status of case. NCR apol & adv prev rep NRedd is not currently available but would have prev rep fu w/cust within 1 bus day. Cllr thanked  
\*\*\* NOTES 05/04/2007 02:13:53 PM NRedd  
OUTGOING CALL TO CUSTOMER  
nrc left message req cust to c/b

\*\*\* PHONE LOG 05/08/2007 08:49:57 AM NRedd Action Type: Outgoing call  
OUTGOING CALL TO CUSTOMER  
nrc called cust @ 888-335-6838x250. Caller sts thinks maybe a bolt was left kinda loose & not torqued properly which causes it to squeak in cold weather 2nd sts vehicle will bottom out over rail road tracks - sts has upgraded shocks and feels should not bottom out. 3rd cnrm- cruise control does not want to shift gears when set & vehicle is going up a grade at approx 70 mph, sts would like documented incase their is a bulletin or dlr to inspect concern but not sure if there is an incline to test. 4th cnrm is abnormal seat wear & stitching coming apart. Caller sts very pleased w/Dir Service Josh and dealership overall. Caller sts Dir Josh told cust to stop by anytime and will take a test ride for concerns. 5th caller sts found rust on rear bumper, sts size of finger nail and coming out of plastic cover, nrc adv dlr found no rust on rear bumper so cust should show dlr where the rust is located. Caller sts will contact Dlr for appointment for next week, nrc adv will fu by eob 5/21/07  
\*\*\* NOTES 05/21/2007 01:46:54 PM NRedd  
OUTGOING CALL TO CUSTOMER  
nrc called Day#, was placed on hold and after 5-7 minutes disconnect, left message req cust to c/b on Alt#  
\*\*\* NOTES 05/22/2007 01:26:44 PM NRedd

C-405

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OUTGOING CALL TO CUSTOMER  
nrc left message req cust to c/b on Alt #, nrc called Day#, placed on hold and no one came back to phone  
\*\*\* NOTES 05/23/2007 01:27:15 PM NRedd  
OUTGOING CALL TO CUSTOMER  
nrc called cust @ 888-335-6838x250, cllr answered and adv pls wait, placed on hold, nrc waited approx 5-7 minutes before disconnecting call.  
\*\*\* NOTES 05/25/2007 08:06:04 AM NRedd  
OUTGOING CALL TO DEALER  
Dir SM Bob Killmeyer unavail, nrc spk to Dir Service Dina who adv cust has not called and scheduled appointment  
\*\*\* NOTES 05/25/2007 08:12:38 AM NRedd  
OUTGOING CALL TO CUSTOMER  
nrc left detailed message on Alt # req customer to call back  
\*\*\* NOTES 05/30/2007 06:39:51 AM NRedd  
OUTGOING CALL TO CUSTOMER  
nrc left detailed message on Alt # req customer to call back  
\*\*\* NOTES 05/30/2007 06:40:30 AM NRedd  
OUTGOING CALL TO DEALER  
Dir SM Bob adv no appointment has been scheduled for cust to bring veh back to dlr  
\*\*\* NOTES 05/30/2007 06:42:04 AM NRedd  
nrc mailed IN20 & closed case w/no response

\*\*\* SUBCASE 200705010812-1 CLOSED 05/30/2007 06:46:45 AM NRedd  
see notes

\*\*\* CASE CLOSE 05/30/2007 07:13:41 AM NRedd  
1. Summary: cllr sts recurring cnrms w/seat wear & squeak sound when cold, shocks-suspension from bottoming out, rust spot on rear bumper & cruise control not shifting correctly when veh driven uphill  
2. Action Taken: Dlr, DSPM  
3. Resolution/Position: dlr could not duplicate the following cnrms - no suspension bottoming out, no seat making sound, no radio static, no rust spot found on bumper. Cust was to return to dlr for test drive & point out rust spot to dlr  
4. Customer Satisfied: Unknown, mailed IN20 Letter  
5. ROOT CAUSE: Multi-cnrm. Seat wear, suspension, rust spot on bumper, cruise control  
\*\*\* NOTES 05/31/2007 01:28:17 PM CDelecastillo  
Caller c/b sts would like to know status of case. He is a little frustrated that he has not received a call back. He can be reached at home tomorrow until 10am est (all phone). NCR apol & adv prev rep Nicole Redd is not currently available but would have prev rep fu w/cust within 1 bus day. Cllr thanked  
\*\*\* NOTES 08/20/2007 10:22:27 AM THpp  
Cllr seeks to speak w/NRedd. Ncr apol & adv that NRedd was not avail but, would leave message to give him a c/b. Cllr understood & thanked & adv that he would be avail until 5pm eastern @ 888-335-6838x250 ..  
\*\*\* NOTES 08/21/2007 11:27:57 AM MLove  
Cust c/b sts he would like to speak to CM NRedd. Ncr w/permission placed cust on hold to contact CM, not avail. Ncr apol adv would relay request for c/b. Cust thanked adv can be reached at same # indicated in case.

\*\*\* PHONE LOG 08/21/2007 12:01:16 PM NRedd Action Type: Outgoing call  
OUTGOING CALL TO CUSTOMER  
Cllr sts check engine light came on, sts spk to dlr Service Josh who advised check engine light would reset itself if cause is from leaving gas cap off, cust sts waited couple of times of starting & stopping before having indep reset light. Cllr sts has not returned to dlr since last time for the following cnrms  
1. Caller sts thinks maybe a bolt was left kinda loose & not torqued properly which causes it to squeak in cold weather but will wait until temp gets colder  
2. Vehicle has a thump feel when coming to a stop or like going over rail road tracks feels upgraded shocks should not bottom out.

C-406

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

3. Cruise control does not want to shift gears when cruise is set, sts especially when going up a grade at approx 70 mph.  
4. Abnormal seat wear & stitching coming apart  
5. Rust on rear bumper, approx size of finger nail, rust is coming out of plastic cover, nrc adv dlr prev inspected & could not find so cust needs to demonstrate location.  
nrc adv caller to first contact Dlr and schedule appointment & c/b with date and time. nrc will fu w/1 business day after dlr inspects

\*\*\* SUBCASE 200705010812-2 CREATED 08/21/2007 12:01:59 PM NRedd  
\*\*\* NOTES 08/21/2007 12:09:18 PM NRedd  
OUTGOING CALL TO DEALER  
nrc adv Dir SM Bob Killmeyer of veh cnrms, dlr adv will fu once dlr inspects veh and completes diagnostics.  
\*\*\* NOTES 08/22/2007 08:34:04 AM NRedd  
INBOUND CALL FROM DEALER  
Dir SM Bob advised cust has not scheduled or contacted dlr service for appointment.  
\*\*\* NOTES 08/22/2007 10:39:48 AM MBates  
Cllr Mr. Quinter c/b & s/s to spk w/ CM (N Redd), NCR apol & adv CM not avail & would fwd request for c/b. Cllr sts did call Dlr & set for 08/27/07. NCR adv would docd case.  
\*\*\* NOTES 08/27/2007 09:10:15 AM NRedd  
OUTGOING CALL TO DEALER  
Dir SM Bob Killmeyer unavail, dlr service george confirmed cust brought veh to dlr today

\*\*\* PHONE LOG 08/27/2007 09:15:23 AM NRedd Action Type: Outgoing call  
....NOTES CONTINUEATION  
Dir Service George advised for 1. cnrm w/vehicle thump feel when coming to a stop dlr will perform TSB for spring silence kit, 2. dlr verified seat stitching & ordered new seat cover, 3. verified rust on rear bumper and will rpr, 4. squeak cannot be verified as not cold enough weather per customer at this time, 5. cust sts rubber seal on rear sliding window is sticking a little bit, dlr added some silicone and seems to be opening fine, sts is a normal condition for slight pull. Dlr adv vehicle should be ready today.  
\*\*\* NOTES 08/28/2007 01:40:41 PM NRedd  
OUTGOING CALL TO CUSTOMER  
cllr sts all cnrms have been addressed by dlr, sts the dlr needed to order parts so veh not repaired, nrc adv will fu once parts have arrived and custs veh has been rprd

\*\*\* PHONE LOG 09/05/2007 12:57:40 PM NRedd Action Type: Outgoing call  
OUTGOING CALL TO CUSTOMER  
nrc l/m req dlr SM Bob Killmeyer to call back for update on rpr of veh

\*\*\* PHONE LOG 09/07/2007 09:12:16 AM NRedd Action Type: Outgoing call  
OUTGOING CALL TO DEALER  
Dir SM Bob Killmeyer advised dlr scheduled appt to complete rprs on Monday 9/10/07 & will provide loaner vehicle. nrc adv will fu on final outcome by eob 9/11/07

\*\*\* PHONE LOG 09/11/2007 06:58:23 AM NRedd Action Type: Outgoing call  
OUTGOING CALL TO CUSTOMER  
Cllr sts rescheduled appt for 9/12/07, nrc adv will fu on final outcome by eob 9/13/07

\*\*\* PHONE LOG 09/13/2007 10:25:56 AM NRedd Action Type: Outgoing call  
OUTGOING CALL TO CUSTOMER  
Cllr confirmed veh rprd, pleased w/dlr service, sts has not driven veh much for sound cnrm w/going over bumps, sts will call back if additional assistance is needed. nrc adv case closed

\*\*\* SUBCASE 200705010812-2 CLOSED 09/13/2007 10:26:11 AM NRedd  
see notes

C-407

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* CASE CLOSE 09/13/2007 10:28:58 AM NRedd  
1. Summary: cllr sts recurring cnrms w/seat wear & squeak sound when cold, shocks-suspension from bottoming out, rust spot on rear bumper rear window seal needs rprd  
2. Action Taken: Dlr, DSPM  
3. Resolution/Position: dlr performed TSB for spring silence kit, replaced driver seat cover, replaced rear sliding window, replaced bumper  
4. Customer Satisfied: Yes  
5. ROOT CAUSE: Multi-cnrm. Seat wear, suspension, rust spot on bumper, sliding window

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10124522  
**Date of Incident:** 20050425  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** WEST HOLLYWOOD, CA

**NHTSA Summary:**  
2005 TOYOTA PRIUS - FLOORMAT BECOMES LODGED BETWEEN PEDALS. -- WHILE DRIVING AT HIGH SPEEDS (60-70 MPH) ON THE FREEWAY, I NOTICED A LOSS OF SENSITIVITY ON BOTH THE BRAKE AND GAS PEDALS. I HAD TO PRESS VERY HARD TO GET A REACTION FROM EITHER PEDAL. AS A RESULT I WAS UNABLE TO KEEP DRIVING AT THE SAME SPEED AS THE SURROUNDING CARS. EVERYTHING ELSE SEEMED TO BE OPERATING NORMALLY. THE SENSATION CONTINUED FOR A FEW MINUTES UNTIL I COULD SAFELY PULL OFF OF THE FREEWAY. UPON INVESTIGATION, I REALIZED THAT THE FLOORMAT HAD COME UNHOOKED FROM ITS RESTRAINTS AND STUCK BETWEEN THE PEDALS AND THE FLOOR. I SECURED THE FLOORMAT TO ITS HOOKS ONCE AGAIN AND CONTINUED DRIVING WITHOUT TROUBLE. THIS HAS HAPPENED A COUPLE TIMES SINCE, BUT I RECOGNIZE THE SYMPTOMS AND FIX IT PROMPTLY. HOWEVER, I FEAR THAT ANOTHER OWNER MIGHT EXPERIENCE THIS WHEN THEY NEED TO BRAKE OR ACCELERATE SUDDENLY TO AVOID AN ACCIDENT. (I NOTICED ANOTHER POSTING THAT DESCRIBED THE SAME PROBLEM). PERHAPS TOYOTA SHOULD INSTALL LOCKING HOOKS RATHER THAN THE CURRENT ONES THAT EASILY TWIST AND UNHOOK FROM THE MATS.  
**Additional Summary:**

**Toyota ID Number:** 200505170209  
**NHTSA ODI Number:**  
**Date of Incident:** 20050500  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 05/17/2005 10:53:51 AM SEstrada  
===FCR===  
cust mother Christine clling, sts son Eugene was involved in accident, sts veh is registered to husband (who is also named Eugene), sts lives in MA, but son is primary driver & he lives in FL, sts was driving into intersection & gas pedal stuck, sts veh kept accelerating, sts he couldn't get veh to stop, sts doesn't have all details of accident.

\*\*\* CASE CLOSE 05/17/2005 10:54:30 AM SEstrada  
nrc closed case pending cust son Eugene c/b with legal bat info.  
\*\*\* NOTES 05/18/2005 12:52:49 PM SEstrada  
+OUTGOING CUST CALL+

C-408

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ncr recvd v/m msg from cust. ncr c/b cust & l/m stating product specialist just needs to get rest of accident info to forward case to region.  
 \*\*\* NOTES 05/24/2005 09:24:03 AM SEstrada  
 +OUTGOING CUST CALL+  
 ncr spoke to cust son Eugene, who was involved in accident. sts was driving down road at approx 15 mph. sts stepped on gas pedal & veh started accelerating very quickly. sts pushed on brake, but veh kept accelerating. sts not sure if something got stuck under gas pedal & caused veh to accelerate. sts turned wheel to avoid hitting oncoming traffic. sts veh went through fence & then crashed into cement baseball dugout. sts was wearing seatbelt.>>>  
 \*\*\* NOTES 05/24/2005 09:24:42 AM SEstrada  
 >>>sts no other passengers. sts no injuries. LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY INTERIOR & EXTERIOR PHOTOS  
 \*\*\* NOTES 05/26/05 07:36:55 AM set7  
 crc l/m on day phone.  
 \*\*\* NOTES 05/31/05 11:47:27 AM set7  
 Crc l/m for cust on day phone.  
 \*\*\* NOTES 05/31/05 01:51:18 PM set7  
 Crc s/w dlr. dlr sts veh is still there. dlr will do research to see how far along repairs are, if started.  
 \*\*\* NOTES 06/01/05 10:22:54 AM set7  
 Crc s/w cust. cust sts veh is still unrepaired and is at Central FL Collision center. advsd cust will send out rep for inspection within 30 days. cust understood.  
 \*\*\* NOTES 06/09/2005 09:21:17 AM PTimberlake  
 +OUTGOING CUST CALL++ ncr returning v/m from Christine Howard (mother), ncr left v/m (781-596-9922) for caller to call us back  
 \*\*\* NOTES 06/09/2005 12:57:48 PM MCervantes1  
 +OUTGOING CUST CALL+ Ncr returning cust v/m. Cust skts to know status. Ncr advd per notes no inspection date has been set. Cust sts can not wait any longer cust sts insurance will not do anything & will not even tell cust if veh is totaled or not until toy rep inspects veh. Cust sts would like to know if veh can be repaired or not. Cust sts if veh is totalled then cust son will need a new veh & cust can start looking if veh is totalled. Ncr advd may want to speak to  
 \*\*\* NOTES 06/09/2005 12:58:41 PM MCervantes1  
 insurance. Ncr advd inspection can still take place if insurance determines that veh is totalled. Ncr advd as advd per region inspection w/in 30 days.  
 \*\*\* NOTES 06/13/05 05:42:53 AM set7  
 Reg inspected veh on 6/10 at Central FL Toyota Collision Center.  
 \*\*\* NOTES 06/13/05 08:00:38 AM set7  
 reg received pics and report. Reg responded via certified mail to cust of inspection findings. Report and pics were forwarded to TMS legal.  
 \*\*\* CASE CLOSE 06/13/05 08:01:20 AM set7  
 Reg responded to case per veh inspection. inspection found no defects in throttle pedal, brakes, or any related component.

**Additional Summary:**

**Toyota ID Number:** 200505311140  
**NHTSA ODI Number:**  
**Date of Incident:** 20050500  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 05/31/2005 12:51:28 PM CConvis  
 RNW#050524-000093 Custs email sts "I recently purchased a 2005 Tacoma Double Cab 4X4 V6 manual transmission trd off road package. I am very disappointed with the throttle respose. When I am push the

C-409

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

clutch in when shifting the rpm's dont drop they hang for a while which makes a real annoying sound as if the engine was accelerating when the clutch is pushed in. In 1996 I purchased a tacoma manual tranny and it did not do this. I have about 400 miles on truck and i would>>>  
 \*\*\* NOTES 05/31/2005 12:51:45 PM CConvis  
 i would like to have this fixed or I would like to get the automatic tranny. Please respond 503-830-1586"  
 End custs email  
 \*\*\* SUBCASE 200505311140-1 CREATED 05/31/2005 12:55:07 PM CConvis  
 Email reply sts "<as-html>  
 Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
 Mr. Knepper, we are sorry to hear of the concern you are experiencing with your 2005 <a href="http://www.toyota.com/tacoma/index.html?target=blank">Tacoma</a>.<p>  
 We apologize; because we are not a technical center and we are unable to inspect your vehicle, we are not in a position to provide an accurate diagnosis for your concerns.<p>  
 In order to properly assess your concerns, we recommend you contact the Customer Relations Manager at your <a href="http://www.toyota.com/dealers/TARGET=BLANK">local Toyota dealership</a> to further evaluate your Tacoma.<p>  
 Your dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.<p>  
 So you are aware, each Toyota dealership has, on site, a Customer Relations Manager, our corporate contact, to oversee the various operations and address any inquiries or concerns a customer may have, including sales/product concerns.<p>  
 We recommend contacting the Customer Relations Manager at your <a href="http://www.toyota.com/dealers/TARGET=BLANK">local Toyota dealership</a> for further assistance as necessary.<p>  
 We wish to express our appreciation for your interest in our products and would like to thank you for taking the time to email us.<p>  
 We apologize again for any inconvenience this may have caused.<p>  
 Your email has been documented at our National Headquarters under file #Sincidents.c\$clarifycase\$number. If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfg?php/enduser/std\_adp.php?p\_faaid=164">TARGET=BLANK >contact us</a>.<p>  
 Toyota Customer Experience  
 </as-html> " End Email reply  
 \*\*\* SUBCASE 200505311140-1 CLOSED 05/31/2005 12:55:08 PM CConvis  
 \*\*\* CASE CLOSE 05/31/2005 12:55:26 PM CConvis  
 see subcase

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307357  
**Date of Incident:** 20050501  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** YONKERS, NY  
**NHTSA Summary:**  
 2000 TOYOTA CANRY XLE, PURCHASED FROM NEW ROCHELLE TOYOTA, NEW ROCHELLE, NY AS CERTIFIED PRE-OWNED WITH 40K MILES. ON 4 SEPARATE OCCASIONS OVER THE COURSE OF 5 YEARS BEGINNING IN 2005 - I HAVE EXPERIENCED ACCELERATOR REVVING OR STICKING, AND SOMETIMES BOTH TOGETHER. SOMETIMES JUST KICKING IT STOPPED IT, ANOTHER TIME I HAD TO THROW THE CAR INTO NEUTRAL AND PULL UP THE

C-410

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PEDAL WITH MY FOOT UNDER IT, ANOTHER TIME I THREW IT INTO NEUTRAL AND IT EASED UP. EACH TIME I RULLED OVER, SHUT OFF THE CAR AND RESTATED AND IT DIDN'T HAPPEN AGAIN FOR QUITE SOME TIME. MENTIONED IT TO TOYOTA AND THEY MORE OR LESS BLAMED ME. TOLD MY INDEPENDENT MECHANIC WHO AT LEAST CHECKED THE BRAKES AND SNESORS, BUT HE DIDN'T KNOW WHAT TO TELL ME BECAUSE THERE WAS NO SERVICE WARNING. NO REPAIR WAS EVER DONE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325388  
**Date of Incident:** 20050501  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** WATKINSVILLE, GA  
**NHTSA Summary:**  
 2005 TOYOTA PRIUS--EXPERIENCES BRAKING AND HANDLING FAILURES WHEN BRAKING ON UNEVEN OR WET SURFACES. WHEN WE ARE BRAKING AND HIT A POTHOLE, GRAVEL, RAILROAD TRACKS OR WET SURFACES, THE CAR FEELS AS IF WE ARE LOSING CONTROL OF IT, AND BRAKING SEEMS TO TEMPORARILY STOP. THE "SKID DANGER" LIGHT COMES ON, EVEN AT VERY LOW SPEEDS. THIS HAPPENS NEARLY EVERY TIME WE BRAKE UNDER THESE CONDITIONS. ALSO, AT IDLE (IE. STOPLIGHTS), THE CAR WILL FREQUENTLY LURCH FORWARD SLIGHTLY, EVEN WITH THE BRAKE PEDAL FULLY DEPRESSED, ESPECIALLY WHEN ENGINE TRANSFERS FROM ELECTRIC TO GAS. WE WERE TOLD EARLY IN OUR OWNERSHIP THAT THIS IS NORMAL "DIESELING". THESE HAVE BEEN ON-GOING PROBLEMS, SINCE WE PURCHASED THE CAR IN 2005 (NEW), THAT WE THOUGHT WE WERE "IMAGINING" UNTIL HEARING ALL OF THE REPORTS OF SIMILAR PROBLEMS.TOYOTA CLAIMS THAT THE PRIUS BRAKING ISSUES ONLY AFFECT THE 2010 PRIUS, BUT WE SEE IT FIRSTHAND ON AN ON-GOING BASIS.  
**Additional Summary:**

C-411

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320548  
**Date of Incident:** 20050505  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BRIDGEPORT, WV  
**NHTSA Summary:**  
 NEW VEHICLE DRIVEN 108 MILES. THE ONLY PROBLEMS NOTICES WAS THE RADIO WOULD TURN ITSELF ON WHEN HITTING A SLIGHT BUMP IN THE ROAD. CRUISE CONTROL LIGHT DID NOT GO OFF WHEN BRAKES WERE ENGAGED, BUT WOULD DISCONNECT CRUISE CONTROL. WAS PARKING IN A MALL PARKING LOT PARRALL TO ACCESS ROAD. SPEED NO MORE THAN 1 OR 2 MPH. FRONT WHEEL DROPPED INTO HOLE. THE ACCELERATOR CAUSED THE CAR TO LURCH FORWARD. APPLIED BRAKES BUT WAS UNABLE TO KEEP CAR FROM MOVING FORWARD AT A SLOW SPEED OF 5 MPH. TURNED RIGHT, TO AVOID STRIKING HANDICAP PARKING SIGN, INTO THE PATH OF A PICKUP TRUCK TRAVELING ON MALL ACCESS ROAD. STRUCK TRUCK AND CONTINUED FORWARD TOWARD PEDESTRIANS ON SIDEWALK. MANAGED TO AVOID THEM AND THE ENGINE STOPPED AT THAT POINT. I APPLIED THE BRAKE SO HARD I INJURED MY RIGHT HAMSTRING MUSCLE AND WAS UNABLE TO WALK. TOYOTA SEIZED VEHICLE FOR INSPECTION AND HAS NOT RELEASED OR INSPECTED IT AS OF THIS DATE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320548  
**Date of Incident:** 20050506  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** VIRGINIA BEACH, VA  
**NHTSA Summary:**  
 MY TOYOTA 2000 CAMREY HAD AN ACCIDENT WHICH RESULTED IN PROPERTY DAMAGE, SIMILAR TO THE RECALL, YET IT WASN'T RECALLED AND TOYOTA EXECUTIVE COMPLAINTS AND THE DEALER WHERE I BOUGHT THE CAR REFUSE TO ASSIST ME. MY INSURANCE IS WITH GEICO, 800- 424-3426, CLAIM NUMBER 0115001950101329. THERE WAS PROPERTY DAMAGE IN AMOUNT OF 447.00 AND THERE WAS AN INJURY. I WAS A GAS PUMP. BACKING UP, TO LEAVE THE HESS/WILCO STATION IN KEMPSVILLE, VIRGINIA, WHEN MY CAR ACCELERATED FOR NO APPARENT REASON, OUT OF CONTROL. HIT A POLL, AND LUNGED FORWARD AND DID THE SAME THING.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10120280  
**Date of Incident:** 20050508

C-412

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** PANAMA CITY, FL  
**NHTSA Summary:**  
AS I PUT CAR ON DRIVE,IT JUST ACCELARATED OUT OF CONTROL..BRAKES DID NOT WORK,EMERGENCY BRAKE NEITHER,THANKS TO CURB I DID NOT RUN THRU A FENCE THAT SEPARATES SUPERMARKET'S PARKING LOT AND HOUSING'S PLAYGROUND FULL OF KIDS AND PARENTS ENJOYING MOTHER'S DAY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10120314  
**Date of Incident:** 20050508  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** WENDELL, NC  
**NHTSA Summary:**  
DT: 5/8/05 10:15 AM AT A STOPLIGHT VEHICLE WAS STOPPED. THEN THE CAR ACCELERATED ON ITS OWN AND HIT CAR IN FRONT. CAR VEERED TO LEFT. KEY HAD TO BE REMOVED IN ORDER TO STOP THE CAR. ALL BRAKES FAILED. REGULARLY SERVICED AND RECORDS AVAILABLE.\*AK NO PREVIOUS PROBLEMS WITH VEHICLE EVER.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314656  
**Date of Incident:** 20050511  
**Vehicle:** 2000 TOYOTA CAMRY SOLARA  
**Location of Incident:** WILMINGTON, DE  
**NHTSA Summary:**  
OWNER OF 2000 TOYOTA CAMRY-SOLORA WAS ENTERING A MARVIN'S MARKET WHILE ATTEMPTING TO ENTER THE PARKING LOT HER VEHICLE SUDDENLY ACCELERATED FOR APPROX. 55-60' AND CRASHED INTO THE MARVIN MARKET STOREFRONT PLATE GLASS WINDOWS. THE VEHICLE CONTINUED INTO THE MARVIN MARKET STRIKING A PERSON INSIDE THE STORE. THE VEHICLE CONTINUED THROUGH THE STORE AND STRUCK A SECOND PERSON INSIDE THE STORE. THE VEHICLE CAME TO A REST INSIDE THE STORE AND ON TOP OF THE SECOND PERSON THAT WAS STRUCK. THE DRIVER OF THE VEHICLE STATED TO THE RESPONDING POLICE OFFICER THAT THE CAR SUDDENLY ACCELERATED AND SHE IMMEDIATELY JAMMED HER FOOT ON THE BRAKES WITH NO SUCCESS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305568  
**Date of Incident:** 20050514  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** RIVERHEAD, NY  
**NHTSA Summary:**  
I BELIEVE THAT THE CLEARANCE BETWEEN BRAKE PEDAL AND ACCELAORA ON THE TOYOTA RAV 4 2001 AND PERHAPS OTHER YEARS IS INADEQUATE. A WHILE BACK MY FOOT BECAME TRAPPED BETWEEN THE TWO PEDALS AND I WAS UNABLE TO APPLY THE BRAKE. A SMALL ACCIDENT OCCURRED. I SUSPECT THAT THE PROBLEM IS AGGRAVATED BY THE HEIGHT DIFFERENCE OF THE TWO PEDALS..  
**Additional Summary:**

C-413

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10136278  
**Date of Incident:** 20050515  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** ST. LOUIS, MO  
**NHTSA Summary:**  
REFERRING TO OUR 2004 TOYOTA SIENNA PURCHASED IN AUG, 2004, THREE TIMES, WHEN USING THE CRUISE CONTROL AND ENGAGING THE "RESUME" FUNCTION, THE VEHICLE ACCELERATED AT FULL THROTTLE AND CONTINUED DOING SO PAST THE SET SPEED UNTIL STEPPING ON THE BRAKE TO DISENGAGE THE CRUISE CONTROL. THIS RESULTED IN THE SPEED INCREASING TO 5 TO 10 MILES OVER THE SET SPEED. THIS IS VERY DANGEROUS AND COULD RESULT IN A CRASH IF ANOTHER VEHICLE SUDDENLY PULLED OUT IN FRONT OF MY VEHICLE. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10127613  
**Date of Incident:** 20050516  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** PLAINFIELD, IL  
**NHTSA Summary:**  
OWNER OF 2005 TOYOTA SIENNA LE MINIVAN PURCHASED IN DECEMBER 2004. 1. NOTICED THAT THIS PROBLEM STARTED TO OCCUR OVER THE LAST TWO MONTHS AND THE OCCURENCE HAS INCREASED IN FREQUENCY. 2. DESCRIPTION OF PROBLEM: WHEN DEPRESSING THE ACCELERATOR PEDAL TO ACCELERATE FROM A STOP, THE THROTTLE WILL OCCASIONALLY FAIL TO RESPOND TO THE INITIAL PRESSURE BEING APPLIED TO THE PEDAL, CONTINUING TO DEPRESS, OR APPLYING ADDITIONAL PRESSURE TO, THE ACCELERATOR PEDAL WILL EVENTUALLY CAUSE THE THROTTLE ON THE ENGINE TO ENGAGE AND THIS RESULTS IN AN UNANTICIPATED SURGE IN ENGINE OUTPUT AND ACCELERATION. MY CONCERN IS THAT THIS UNANTICIPATED ENGINE SURGE AND ACCELERATION COULD LEAD TO AND/OR CAUSE A TRAFFIC ACCIDENT. 3. BROUGHT THIS PROBLEM/ISSUE TO THE ATTENTION OF THE SERVICE DEPARTMENT AT LOMBARD TOYOTA (LOMBARD, ILLINOIS). SPOKE WITH TWO DIFFERENT SERVICE WRITERS AT LOMBARD TOYOTA AND THEY BOTH MENTIONED THAT THIS WAS A KNOWN ISSUE BY BOTH TOYOTA AND THE DEALERSHIP. LOMBARD TOYOTA MENTIONED THAT THEY ARE CURRENTLY UNABLE TO DO ANYTHING TO CORRECT THIS PROBLEM/ISSUE AT THIS TIME.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10121647  
**Date of Incident:** 20050518  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** RICHMOND, VA  
**NHTSA Summary:**  
2005 CAMRY XLE V6. CAR HESITATES OR LAGS UPON ACCELERATION. FROM DEAD STOP ACCELERATOR PEDAL HAS A LAG BEFORE CAR WILL ACCELERATE. WHILE MERGING ONTO HIGHWAY, CAR WILL HESITATE WHEN DEPRESSING THE ACCELERATOR BEFORE THE CAR WILL ACCELERATE. DROVE ANOTHER 2005 CAMRY V6 AND EXPERIENCED THE SAME THING.  
**Additional Summary:**

C-414

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10191207  
**Date of Incident:** 20050518  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** ORCHARD PARK, NY  
**NHTSA Summary:**  
VEHICLE HESTITATES UPON ACCELERATION. \*AK  
**Additional Summary:**

**Toyota ID Number:** 200705010706  
**NHTSA ODI Number:**  
**Date of Incident:** 20050519  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 05/01/2007 11:08:34 AM MFrancis  
---FCR---  
Caller states: husband and co-worker driving on freeway around 60 mph wearing seatbelts and truck began jerking, cllr thought veh was going to breakdown, cllr sts when trying to control truck veh pulled to the left. Cllr tried to miss center median and pulled veh to right, truck made a complete uturn on the freeway and veh slid across 4 lanes and hit the right wall from drivers side front and then veh hit driver back tail end of truck.  
\*\*\* NOTES 05/04/2007 05:44:32 PM EDotson120  
Spk w/cust advsg FTS will do the inspection. Verified location of veh; provd ph. no. to c/b if needed.  
\*\*\* CASE CLOSE 05/10/2007 05:29:49 PM EDotson120  
Cust LVM stating that veh has been totaled; therefore, no need to do inspection. Advd FTS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329635  
**Date of Incident:** 20050520  
**Vehicle:** 9999 TOYOTA AVALON  
**Location of Incident:** MOHEGAN LAKE, NY  
**NHTSA Summary:**  
TOYOTA AVALON. CONSUMER STATES VEHICLE WAS IN A SERIOUS HIT AND RUN COLLISION IN WHICH THE BRAKES FAILED TO RESPOND PROPERLY CAUSING MORE OF IMPACT AND INJURIES \*TGW THE VEHICLE WAS BEING DRIVEN BY THE CONSUMERS DAUGHTER. UPON BEING HIT, THE VEHICLE SPUN OUT ON A RIGHT ANGLE AND THE BRAKES FAILED TO PROPERLY RESPOND WHICH RESULTED IN HIS DAUGHTER CRASHING INTO THE WOODS OFF THE PARKWAY, TRAVELING AT A VERY FAST ACCELERATED SPEED, SHE THEN CRASHED INTO A TREE AND OVERTURNED. \*JB UPDATED 06/01/10 \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10122416  
**Date of Incident:** 20050525  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** MURFREESBORO, TN  
**NHTSA Summary:**

C-415

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I WAS BACKING OUT OF A PARKING SPACE IN A PARKING LOT. I PUT THE CAR IN REVERSE, PLACE MY FOOT ON THE BRAKE, PUT THE CAR INTO DRIVE, LIFTED MY FOOT OFF OF THE BRAKE AND THE CAR IMMEDIATELY BEGAN TO ACCELERATE WITHOUT MY FOOT EVEN TOUCHING THE ACCELERATOR. WHEN I PUT MY FOOT ON THE BRAKE, THE BRAKE PEDAL WENT ALL THE WAY DOWN TO THE FLOOR WITHOUT STOPPING THE VEHICLE. THE VAN STRUCK ANOTHER VEHICLE THAT WAS PARKED IN THE PARKING LOT, WENT OVER THE CURB OF THE PARKING LOT, DOWN AN EMBANKMENT INTO A Ravine AND HEADED TOWARDS A TREE. THE PASSENGER THAT WAS IN THE FRONT SEAT THEN REACHED OVER AND PUT THE CAR INTO PARK, WHICH BROUGHT THE CAR TO A STOP. THE WHOLE TIME THE CAR WAS MOVING I WAS TRYING TO STOP THE CAR BY PUMPING THE BRAKES, BUT THEY DID NOT WORK. THE CAR WAS ACCELERATING THE ENTIRE TIME UNTIL THE PASSENGER STOPPED IT BY SHIFTING INTO PARK. THE AIRBAGS DID NOT DEPLOY. DAMAGE WAS DONE TO THE FRONT PASSENGER BUMPER AND SIDE OF THE CAR, THE DRIVER'S SIDE FRONT TIRE EXPLODED. AFTER THE ACCIDENT, THE BRAKES DID FUNCTION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318098  
**Date of Incident:** 20050528  
**Vehicle:** 1987 TOYOTA CAMRY  
**Location of Incident:** STANTON, CA  
**NHTSA Summary:**  
TL- THE CONTACT OWNS A 1987 TOYOTA CAMRY. SHE STATED THAT WHILE BEING AT A STOP AND STARTING THE VEHICLE WHEN HE VEHICLE ACCELERATED ON ITS OWN AND HIT A BUILDING. SHE SUSTAINED MAJOR INJURIES WHERE SHE BROKE RIGHT LEG, RIGHT SHOULDER AND STERNUM. POLICE REPORT IS AVAILABLE AND THE VEHICLE WAS DESTROYED. THE DEALER WAS CONTACTED AND THEY DID NOT ACKNOWLEDGE IT DUE TO THE FACT THAT IT WAS A OLDER VEHICLE. THE VEHICLES IDENTIFICATION NUMBER IS UNAVAILABLE. THE FAILURE AND CURRENT MILEAGE WAS UNKNOWN.CV  
**Additional Summary:**

**Toyota ID Number:** 200506011178  
**NHTSA ODI Number:**  
**Date of Incident:** 20050600  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** SANDY, UT  
**NHTSA Summary:**  
\*\*\* PHONE LOG 06/01/2005 02:49:10 PM AHeller  
cust sts her accelerator pedal stuck & brake actuator failed while driving on the hwy. sts the experience was very scary and her children were scared. sts does not have confidence in the product anymore and is looking to have veh bought back. sts she ended up in shock after incident and had to go to hospital. sts is not happy after 5 sec completed on her veh. sts spk w/Finance Dept on Monday and was adv it would cost \$12,000 to replace veh.  
\*\*\* NOTES 06/03/2005 10:11:27 AM CWilliams  
Arb paperwork sent to customer on 6/02/05  
**Additional Summary:**

\*\*\* CASE CLOSE 07/12/05 12:41:08 PM dvr4  
7/12/05: DSPM has left numerous messages for customer with no reply.  
**Additional Summary:**

C-416

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200506160631

**NHTSA ODI Number:**

**Date of Incident:** 20050600

**Vehicle:** 2004 TOYOTA SIENNA

**Location of Incident:** SCOTTSDALE, AZ

**NHTSA Summary:**

\*\*\* PHONE LOG 06/16/2005 11:36:27 AM MCervantes1

Cust sts cousins husband (redact) was driving veh & sts had his hand on the steering wheel & gear shifter was in drive & had just finished backing out of driveway. Cust sts veh suddenly accelerated forward into house. Cust sts airbags deployed caused injury to (redact) right shoulder Cust sts spoke to John from handicap vehicle @602-275-3325 yesterday who advd will check veh once it has been repaired but equipment has never caused acceleration.

\*\*\* NOTES 06/16/2005 11:36:27 AM MCervantes1

cust sts veh is at Scottsdale Toyota Collision & sts was advd veh will not be repaired until veh is inspected. Cust sts needs veh to move around & would like inspection on veh done asap so that repairs can begin.

\*\*\* CASE CLOSE 06/16/2005 11:36:45 AM MCervantes1

Ncr apol & advd cust concerns have been doc at hq. Ncr advd will need to do some research. Ncr advd of ref #.

\*\*\* NOTES 06/16/2005 01:35:39 PM MCervantes1

+OUTGOING DLR CALL+ Ncr spoke to Patrick who advd repairs have not begun but will involve removing & install the engine & the throttle cable may be affected. Patrick advd once cust give dlr instruction to proceed then repairs will begin.

\*\*\* NOTES 06/16/2005 01:39:34 PM MCervantes1

+OUTGOING CUST CALL+ Ncr cld handicap vehicle @602-275-3325 & spoke to Stella who advd John will cb.

\*\*\* CASE CLOSE 06/16/2005 01:45:33 PM MCervantes1

\*\*\* NOTES 06/16/2005 01:47:02 PM MCervantes1

+OUTGOING CUST CALL+ Ncr spoke to cust to advd that repairs can begin on veh. Ncr advd will fu with cust tomorrow if situation changes.

\*\*\* NOTES 06/17/2005 07:49:58 AM MCervantes1

-INTERNAL TO TMS+ Ncr spoke to Chagrave who advd since veh has hand controls TMS would prefer facility that modified veh to inspect it not the manufacturer.

\*\*\* NOTES 06/17/2005 09:01:05 AM MCervantes1

-INCOMING CALL+ Ncr spoke to John from handicap who advd ncr of situation. John fls that concern may be related to driver error as driver did not transfer a set & any forward movement can cause hand controls to accelerate forward. Ncr advd John TMS will not be inspecting veh but would like to know if handicap veh will be sending rep. John sts is willing to inspect veh for cust prior to repairs for a fee or after repairs at no cost.

\*\*\* NOTES 06/17/2005 09:05:01 AM MCervantes1

+OUTGOING CUST CALL+ Ncr l/m for cust advd of conversation with John from handicap veh. Ncr advd cust toyota will not be inspecting veh as concern may be due to installation of aftermarket equipment. Ncr advd cust to work with John.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10314622

**Date of Incident:** 20050601

**Vehicle:** 2000 TOYOTA CAMRY

**Location of Incident:** MORENO VALLEY, CA

**NHTSA Summary:**

I OWN A 2000 TOYOTA CAMRY. I'VE HAD A PROBLEM WITH STICKING ACCELERATOR FOR ABOUT 5YRS NOW. WE'VE TRIED WD40, OILS, AND OTHER LUBRICANTS BUT HAVEN'T

C-417

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20050604

**Vehicle:** 2005 TOYOTA CAMRY

**Location of Incident:** ROXBURY, MA

**NHTSA Summary:**

DT: THE CONSUMER OWNS A 2005 TOYOTA CAMRY; SHE TOOK THE VEHICLE TO THE CAR WASH. THE VEHICLE WAS PUT INTO NEUTRAL, ONCE IT CAME OFF OF THE CONVEYER BELT SHE ENTERED IN THE VEHICLE, PUT HER FOOT ON THE GAS AND THE VEHICLE DID NOT MOVE, THE VEHICLE WAS PUT INTO DRIVE WITH HER FOOT ON THE BRAKE. THE VEHICLE ACCELERATED INTO TRAFFIC, THE VEHICLE HIT A MEDIAN STRIP. THE AIRBAGS DEPLOYED, AND THE CONSUMER WAS KNOCKED UNCONSCIOUS. SHE THEN HIT A SCHOOL BUILDING. SHE HAS A FRACTURED LEG, NECK AND A TORN ROTOR CUFF. THE VEHICLE WAS INSPECTED BUT NOTHING WAS FOUND. THIS HAPPENED JUNE 4, 2005. THE CONSUMER IS NOT SURE WHETHER THERE WAS A POLICE REPORT TAKEN. SHE WAS TAKEN TO THE EMERGENCY ROOM IMMEDIATELY AND HAS NOT LEFT THE HOSPITAL SINCE. THE VIN WAS NOT AVAILABLE, SHE IS STILL IN HOSPITAL. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10135915

**Date of Incident:** 20050605

**Vehicle:** 2005 TOYOTA HIGHLANDER

**Location of Incident:** WALDOBORO, ME

**NHTSA Summary:**

DT: 2005 TOYOTA HIGHLANDER V6- THE CONSUMER DROVE OFF THE LOT ON JUNE 3, 2005; THE CRUISE CONTROL BEHAVED ERRATICALLY AND IT OFTEN FELT AS IF IT WAS ACCELERATING A COUPLE OF MILES BEHIND THE DESIRED SPEED. THE CONSUMER REQUESTED TO PASS THIS TURKEY WHICH YIELDED DIFFERENT RESULTS. THERE IS SOMETIMES AWKWARD DOWN SHIFTING AND RAPID ACCELERATION WHICH IS PRECEDED BY HESITATION. THE CONSUMER APPROACHED A VILLAGE INTERSECTION, DOWNHILL WITH HIS FOOT ON THE BRAKE. THE CONSUMER TOOK HIS FOOT OFF OF THE BRAKE AND BEGAN TO MAKE A LEFT TURN ONTO DESIRED STREET. THE CONSUMER TRIED TO APPLY A BIT OF GAS AND NOTHING HAPPENED. THE CONSUMER TRIED TO APPLY A BIT MORE GAS AND AGAIN NOTHING HAPPENED. THE THIRD TIME THE CONSUMER ADDED A BIT MORE GAS AND THE VEHICLE ACCELERATED TOO FAST CAUSING THE DRIVER'S AND PASSENGER'S HEADS TO TIP BACK. THIS WAS A NARROW MAIN STREET IN A MAIN VILLAGE. THERE WERE LOTS OF POSSIBLE TARGETS, CARS/ KIDS BIKES, AND OTHERS. THEN THERE WAS THE UNANTICIPATED DOWN SHIFTING FOR BRAKING EFFECT THAT TIPPED HEADS FORWARD, BUT THAT WAS ANOTHER STORY FOR ANOTHER DAY, AND NOT QUITE AS ANNOYING OR NEARLY OF THE SAME CONCERN. THE DEALER'S SERVICE MANAGER FIRST ASSERTED THAT THERE WERE NO ADJUSTMENTS ACCESSIBLE FOR THE MECHANICS. INABILITY TO DO SOMETHING. AFTER APPLYING MORE GAS AND VEHICLE HESITATION CONSUMER SEARCHED FOR A TECHNICAL SERVICE BULLETIN (TSB) AND FOUND NONE. BUT FOUND ONE FROM JUNE 3, 2005 THAT RELATED TO RECALIBRATING OF THE TRANSMISSION. ABSOLUTELY NO MENTION OF EXPRESSIONS OF CONCERN OR EARLIER TSBS. \*AK \*MR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10144371

**Date of Incident:** 20050606

**Vehicle:** 2005 TOYOTA AVALON

**Location of Incident:** BALLWIN, MO

**NHTSA Summary:**

C-419

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BEEN ABLE TO FIX. ACCELERATOR STICKS AT A STAND STILL POSITION, OR IT STICKS WHEN DRIVING AT THE SAME CONSTANT SPEED FOR LONGER AMOUNTS OF TIME. TO HELP THE PROBLEM FIX, I TAP FIRMLY ON THE ACCELERATOR A FEW TIMES TO UNSTICK IT. I HAVE CHECKED ON THE TOYOTA WEBSITE RECALL LIST SEVERAL TIMES BUT MY 2000 TOYOTA IS STILL NOT ON THE LIST. I STILL HAVE THE PROBLEM AND AM WORRIED. WHAT IS MY NEXT STEP OF ACTION? I THOUGHT THAT SINCE MY CAR WAS ONE YEAR OLD WHEN I BOUGHT IT THAT IT WOULDN'T BE COVERED, BUT I KNOW MY CAR WAS IN A PREVIOUS ACCIDENT BEFORE I PURCHASED IT BECAUSE THERE WAS DAMAGE TO THE DRIVER'S SIDE DOOR & THE REAR WINDOW. COULD IT HAVE BEEN BECAUSE OF THE STICKING ACCELERATOR. I'D HAVE TO CHECK CARFAX AND MAYBE SOME RESEARCH FROM THERE ON. BUT I DID BUY THE CAR BEFORE IT WAS ONE YEAR OLD. PLEASE HELP ME OUT HERE. I DRIVE MY GRANDCHILD IN MY TOYOTA CAMRY & AM WORRIED.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10324690

**Date of Incident:** 20050601

**Vehicle:** 2004 TOYOTA CAMRY

**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT STATED THAT SHE HAD EXPERIENCED VEHICLE SPEED CONTROL PROBLEMS THREE TIMES. THE FIRST OCCURRENCE WAS ON A DRY SUNNY DAY TRAVELLING ABOUT 25 MPH. THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. SHE WAS ABLE TO STOP THE UNINTENDED ACCELERATION WITHOIT INCIDENT. THE SECOND INCIDENT ALSO INVOLVED UNINTENDED ACCELERATION. THE BRAKES WERE APPLIED AND SHE WAS ABLE TO BRING THE VEHICLE TO A STOP. ON THE THIRD OCCASION, WHILE ENTERING A PARKING LOT, THE VEHICLE BEGAN ACCELERATING AND THE BRAKES WERE IMMEDIATELY APPLIED. THE VEHICLE BEGAN JERKING AND ACCELERATED BACKWARD INTO THE ROADWAY. THE VEHICLE THEN LUNGED AND ACCELERATED FORWARD, BACK INTO THE PARKING LOT, AND PROCEEDED TO CRASH INTO A CONCRETE BARRIER. THE VEHICLE SUSTAINED FRONT END DAMAGE. THE MANUFACTURER WAS CONTACTED AND ADVISED THERE WERE NO RECALLS ON HER VEHICLE. THE FAILURE MILEAGE WAS APPROXIMATELY 14,000 AND THE CURRENT MILEAGE WAS APPROXIMATELY 15,000. UPDATED 05/18/10. \*JL

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10129705

**Date of Incident:** 20050604

**Vehicle:** 2005 TOYOTA HIGHLANDER

**Location of Incident:** LARGO, FL

**NHTSA Summary:**

DT: CALLER SAID THAT TWICE HIS VEHICLE WOULD NOT ACCELERATE WHEN HITTING THE GAS PEDAL. WHEN PRESSING THE GAS PEDAL TO PASS A CAR NOTHING HAPPENED FOR A FEW SECONDS. DEALER SAID THERE WAS NOTHING THEY COULD DO ABOUT IT, AND THAT WAS THE WAY THE VEHICLE WAS DESIGNED. DEALER SAID THEY COULD NOT DUPLICATE THE PROBLEM. MANUFACTURER HAS NOT BEEN CONTACTED YET. \*AK

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10129972

C-418

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SINCE PURCHASING THE AVALON IN EARLY JUNE, I HAVE BEEN FRUSTRATED WITH HOW THE CAR OPERATES BETWEEN 30 AND 40 MILES PER HOUR. THE CAR DOES NOT ALWAYS KNOW WHAT GEAR IT NEEDS TO SHIFT INTO. IT WILL FREQUENTLY RACE 1000 RPM AHEAD WITHOUT ANY CHANGE IN SPEED. THEN SUDDENLY IT WILL ACCELERATE AND THE RPM'S WILL DROP BACK TO NORMAL RPM. IT SEEMS TO HAPPEN MOST OFTEN IN RUSH TRAFFIC WHEN TRYING TO CHANGE LANES. THE HESITATION IN ACCELERATION WILL CAUSE ME TO LOSE MOST OF MY MARGIN OF SAFETY IN THE PROCESS OF CHANGING LANES. IN THIS REGARD, THE CAR IS NOT SAFE. THERE IS NO WAY TO PREDICT WHEN THE PROBLEM WILL OCCUR, AND THEREIN, LIES THE SAFETY HAZARD. IT WOULD SEEM THAT THE LAST EFFORT BY THE SERVICE DEPARTMENT TO UPDATE MY COMPUTER PROGRAMMING FAILED TO ACHIEVE ANY LEVEL OF IMPROVEMENT TO MY SATISFACTION WITH ONE EXCEPTION. SINCE THE FIRST COMPUTER UPGRADE, I HAVE NOT EXPERIENCED THE COMPLETE LOSS OF GEAR AT HIGH SPEEDS. IS THIS A PROBLEM IN ALL 2005 AVALONS? IS TOYOTA AWARE OF THE PROBLEM AND DO THEY HAVE PLANS TO RESOLVE IT? SERVICED ON FRIDAY, OCTOBER 21, TOYOTA RESET THE COMPUTER LEARNING BACK TO FACTORY DEFAULT. TECHNICAL SUPPORT IN CA EXPLAINED THAT THERE ARE NO CURRENT PLANS TO ADDRESS THE ISSUE. ONCE THE LEARNING PROCESS DEVELOPS A BAD PATTERN, IT MUST BE RESET BACK TO FACTORY DEFAULT AND THE RELEARNING STARTED OVER. THE PROBLEM STARTED ALL OVER AGAIN AND THERE IS NO "UNLEARNING" THE PROBLEM. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10173082

**Date of Incident:** 20050607

**Vehicle:** 2005 TOYOTA COROLLA

**Location of Incident:** LAGUNA HILLS, CA

**NHTSA Summary:**

DT\*: THE CONTACT STATED WHILE DRIVING 25 MPH ON NORMAL ROAD CONDITIONS THE VEHICLE MAINTAINED THE SAME SPEED WITHOUT DEPRESSING THE ACCELERATOR PEDAL. THE PROBLEM PERISTED AT ANY SPEED THERE AFTER. THERE WERE NO WARNING LIGHTS ILLUMINATED PRIOR THE INCIDENT. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHO OBSERVED NO ABNORMALITIES AFTER A DIAGNOSTIC CHECKUP AND ROAD TEST. THE DEALER ALSO STATED THERE WAS NOT A MECHANISM TO SLOW DOWN THE SPEED AS THERE USED TO BE IN OLDER MODELS. THE VEHICLE WAS TAKEN TO A DIFFERENT DEALERSHIP FOR A SECOND OPINION WHO DETERMINED THERE WAS A VALVE STUCK OPEN IN THE FUEL SYSTEM AND REPAIR IT. BUT THE PROBLEM WAS PERSISTED. THE MANUFACTURER WAS CONTACTED WHO REFERRED THE CONTACT TO A DEALERSHIP. THE CONTACT EXPRESSED CONCERN BECAUSE THE ONLY WAY TO REDUCE THE SPEED WAS BY DEPRESSING HARD ON THE BRAKE PEDAL TO PREVENT A COLLISION. UPDATED 12/5/2006 - \*NM

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10304074

**Date of Incident:** 20050610

**Vehicle:** 2004 TOYOTA HIGHLANDER

**Location of Incident:** FARMINGTON, MN

**NHTSA Summary:**

2004 TOYOTA HIGHLANDER, AWD AND A V6. THE VEHICLE HESITATES WHEN ACCELERATING AFTER BRAKING. CAN BE UP TO 3 SECONDS BEFORE POWER IS RESTORED. I BROUGHT THE VEHICLE BACK TO THE DEALER AND WAS TOLD THAT IS NORMAL. \*TR

**Additional Summary:**

C-420

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320076  
**Date of Incident:** 20050610  
**Vehicle:** 1992 TOYOTA COROLLA  
**Location of Incident:** TAMPA, FL

**NHTSA Summary:**  
I WANT TO LET SOMEONE KNOW ABOUT WHAT HAPPENED IN 2005 TO MY 1992 COROLLA. I WAS WAITING BEHIND ANOTHER CAR TO PULL OUT INTO TRAFFIC. MY FOOT WAS ON THE BRAKE. ALL OF A SUDDEN MY CAR BEGAN TO ACCELERATE FORWARD. I IMMEDIATELY PUT MY OTHER FOOT ON THE BRAKE AND PUSHED AS HARD AS I COULD. LUCKILY I WAS ABLE TO STOP IT BEFORE I HIT THE CAR IN FRONT OF ME. BUT IT TOOK EVERY BIT OF STRENGTH I HAD TO DO IT. I NEVER REPORTED IT BECAUSE I WAS IN THE PROCESS OF GETTING A NEW CAR WHICH I HAVE NOW. A 2005 COROLLA. I REPORTED IT TO TOYOTA WHEN I HEARD ABOUT ALL THE OTHER PROBLEMS BECAUSE I THOUGHT THEY SHOULD KNOW. THIS WAS A 1992 CAR. MY FOOT WAS NOT EVEN ON THE GAS PEDAL WHEN IT HAPPENED. I NEVER HEARD A RESPONSE FROM TOYOTA.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311417  
**Date of Incident:** 20050612  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** EL DORADO HILLS, CA

**NHTSA Summary:**  
TL\*THE CONTACT PREVIOUSLY OWNED A 2005 TOYOTA 4RUNNER. THE CONTACT WAS DRIVING APPROXIMATELY 3 MPH ON NORMAL ROAD CONDITIONS WHEN THE BRAKES WERE APPLIED AND THE VEHICLE BEGAN TO LUNGE FORWARD, INTO THE PROCEEDING VEHICLE. THE POLICE WAS NOT NOTIFIED. THERE WERE NO INJURIES. THE OPPOSING VEHICLE SUSTAINED SEVERE DAMAGES. THE FAILURE WAS INTERMITTENT DURING SUDDEN BRAKING OCCURRENCES. THE CONTACT WAS INVOLVED IN THREE COLLISIONS AS A RESULT OF THE VEHICLE ACCELERATING TO INCLUDE DAMAGES TO THE VEHICLE. THE VEHICLE WAS DAMAGED AND REPAIRED EACH TIME THE CRASH OCCURRED. THE FAILURE MILEAGE WAS 5,000. THE VIN WAS UNKNOWN. THE CONTACT NO LONGER OWNS THE VEHICLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10193593  
**Date of Incident:** 20050615  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** BEACHWOOD, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA AVALON. WHEN THE CONTACT DEPRESSES THE BRAKE PEDAL, THE VEHICLE SURGES AHEAD OR SHIFTS TO ANOTHER GEAR. THE DEALER WAS UNABLE TO DIAGNOSE THE CAUSE OF FAILURE. HE HAS SPOKEN WITH THE AVALON DIVISION OF TOYOTA AND THEY STATED THAT SOMEONE WILL CONTACT HIM IN REFERENCE TO THE FAILURE. THE VIN AND ENGINE SIZE WERE UNKNOWN. THE CURRENT MILEAGE IS 22,500 AND FAILURE MILEAGE WAS 20,000.  
**Additional Summary:**

C-421

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319149  
**Date of Incident:** 20050616  
**Vehicle:** 2003 LEXUS ES  
**Location of Incident:** TARRYTOWN, NY

**NHTSA Summary:**  
TL- THE CONTACT OWNED A 2003 LEXUS ES. THE CONTACT WAS DRIVING 45MPH IN LIGHT RAIN. THE VEHICLE THEN BEGAN TO ACCELERATE AND THE CONTACT LOST CONTROL OF THE WHEEL. THE VEHICLE FIRST HIT A MEDIAN AND THEN SURGED FORWARD AND CRASHED INTO ANOTHER VEHICLE HEAD ON INTO THE DRIVER DOOR. THE CONTACT DID SUSTAIN SERIOUS INJURIES. THE VEHICLE WAS DESTROYED. THE POLICE DID REPORT TO THE SCENE AND A POLICE REPORT WAS TAKEN. THE CONTACT INSURANCE COMPANY COVERED ALL EXPENSES. THE MANUFACTURER WAS NOT CONTACTED. THE APPROXIMATE FAILURE MILEAGE WAS 32000 AND THE CURRENT MILEAGE WAS 32000. DF  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312967  
**Date of Incident:** 20050619  
**Vehicle:** 1999 TOYOTA LAND CRUISER  
**Location of Incident:** FT MITCHELL, KY

**NHTSA Summary:**  
1999 TOYOTA LANDCRUISER HAD UNINTENDED ACCELERATION. TOOK IT TO DEALER 5 YEARS AGO. THEY DID NOT BELIEVE IT. BUT EVENTUALLY FIXED IT AT MY COST. SHOULD THAT MODEL ALSO BE RECALLED? MY WIFE WAS DRIVING IT AND COULD NOT STOP. WE STILL HAVE THE CAR AND HAVE NOT HAD PROBLEMS ONCE IT WAS REPAIRED AT BEECHMONT TOYOTA, CIN., OHIO.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10127269  
**Date of Incident:** 20050620  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** WILLINGTON, DE

**NHTSA Summary:**  
DT- CALLER'S MOTHER-IN-LAW JUST GOT HER CAR WASHED AND WHEN SHE PULLED OUT OF THE CAR WASH, THE VEHICLE ACCELERATED WITHOUT WARNING. SHE PUMPED THE BRAKES AND TRIED TO STOP THE CAR, AND IT WOULD NOT STOP. THE CAR WENT INTO AN 8 LANE HIGHWAY AND WAS HIT BY AN 18 WHEELER AND A PICKUP TRUCK. DRIVER SUSTAINED INJURIES, AND SO DID THE DRIVER OF THE PICKUP TRUCK. TRACTOR TRAILER DRIVER REFUSED TREATMENT. VEHICLE WAS TOTALED. MANUFACTURER WAS CONTACTED, AND WILL BE GETTING BACK TO CALLER. CALLER STATED SHE JUST FOUND OUT THAT IN THE SPRING HER MOTHER-IN-LAW STARTED THE VEHICLE AND THE ENGINE RACED WHILE IT WAS IN PARK. THE ONLY WAY TO STOP IT WAS TO TURN IT OFF. AFTER THE ACCIDENT THE TACHOMETER SHOWED 7000 RPM'S, AND THE SPEEDOMETER INDICATED 100 MPH. POLICE REPORT WAS FILED. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314220  
**Date of Incident:** 20050620  
**Vehicle:** 2005 TOYOTA CAMRY

C-422

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** DIAMOND BAR, CA

**NHTSA Summary:**  
I WAS STOPPED AT A SIGNAL LIGHT THE TOYOTA CAMRY I WAS DRIVING OFF OF HOLT AVE. POMONA, CA. I ACCELERATED BY TAPPING THE ACCELERATOR AND THE CAR ABRUPTLY STARTED ACCELERATING AGGRESSIVELY ON ITS OWN AND LEAD ME DIRECTLY HEAD ON INTO A TREE. IT WAS ALMOST LIKE THE CAR WAS "TAKEN OVER" BY SOMETHING. I SUFFERED SOME MINOR INJURIES OF THE BACK, HEAD, AND SHOULDER. I ALMOST DIED. THE AIRBAG CAME OUT SO I SURVIVED. I WAS TAKEN TO THE HOSPITAL FOR CHECK UP AND RELEASED THE SAME DAY. CAR PLATE LICENSE NUMBER FROM NEVADA, USA 111-TVA I WAS HOLDING A NEVADA LICENSE. I CALLED THE POMONA POLICE TODAY FOR A ACCIDENT REPORT NUMBER HOWEVER THE POLICE DEPARTMENT DENIED THERE WAS REPORT TAKEN. THE CAR WAS TOTALED. THE CAR WAS INSURED IN CALIFORNIA. THIS ACCIDENT OCCURRED AFTER A OTHER CAR IN OUR FAMILY OF 2, MYSTERIOUSLY ROLLED OVER ON ROAD OF THE 15 INTERSTATE HIGHWAY WERE MY MOTHER ALMOST DIED. THE CAUSE OF THE ACCIDENT IS ALSO STILL UNKNOWN. THE ACCELERATION SPEED IS UNKNOWN I HAVE GUESSED THE SPEED IN THE FURTHER DOCUMENTATION. I AM NOT SURE OF THE EQUIPMENT TYPE IN THE CAR. GET VIN NUMBER 7149562222 4T1BF32K65U097627  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315309  
**Date of Incident:** 20050620  
**Vehicle:** 1993 TOYOTA CAMRY  
**Location of Incident:** MONTCLAIR, NJ

**NHTSA Summary:**  
THE CAR STOPPED AT A STOP SIGN. THERE WAS A SUDDEN ACCELERATION AND THE CAR CRASHED (T-BONED) A CAR GOING THROUGH THE INTERSECTION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316642  
**Date of Incident:** 20050620  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SUNRISE, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHEN HE WAS STOPPED AT A TRAFFIC LIGHT WITH HIS FOOT ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED AND LUNGED FORWARD SUDDENLY. THE FAILURE OCCURRED TWICE. HE TOOK THE VEHICLE TO THE DEALERSHIP AND WAS TOLD THAT THERE WAS NOTHING WRONG WITH IT. THE FAILURE ALSO OCCURRED IN 2006. HE TOOK THE VEHICLE BACK TO THE DEALERSHIP AND AGAIN, THEY WERE UNABLE TO DIAGNOSE OR DUPLICATE THE FAILURE. THE FAILURE RECURRED AGAIN IN A PARKING LOT WHICH CAUSED HIM TO GRAZE A LIGHT POLE. THERE WERE NO INJURIES. HE WAS ABLE TO STOP THE VEHICLE BY SHIFTING INTO NEUTRAL GEAR WHEN THE FAILURE OCCURRED. HE HAD NOT CALLED THE MANUFACTURER TO-DATE. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS APPROXIMATELY 49,000. THE FAILURE MILEAGE WAS APPROXIMATELY 10,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10126111, 10313848

C-423

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20050621  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** DOTHAN, AL, AK  
**NHTSA Summary:**  
AS I WAS PULLING INTO A PARKING SPACE, MY 2003 LEXUS ES SUDDEN, ODI 10126111 FILED 6-21-2005 SUDDEN ACCELERATION 2003 LEXUS ES300  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310841  
**Date of Incident:** 20050622  
**Vehicle:** 2001 TOYOTA COROLLA  
**Location of Incident:** HUDSONVILLE, MI

**NHTSA Summary:**  
ENTERED FREEWAY DRIVING 2001 TOYOTA COROLLA. ACCELERATED TO 70 MPH AND WHILE MOVING INTO THE LEFT-HAND LANE, GAS PEDAL WOULD NOT RELEASE AND TRIED BRAKING BUT THEY WOULD NOT ENGAGE AND STEERING WOULDNT RELEASE. WENT INTO THE MEDIAN AND ROLLED OVER THREE TIMES. COMPLETELY TOTALED THE CAR AND I WAS TAKEN BY AMBULANCE TO NEARBY HOSPITAL. WHEN I WAS EVALUATED AND RELEASED, HAVE HAD 10 SURGERIES SINCE ACCIDENT INCLUDING A TOTAL HIP REPLACEMENT AND NOW A 3RD TOTAL KNEE REPLACEMENT. I ALSO SUFFERED A CONCUSSION. POLICE DOCUMENTATION ON TRAFFIC CRASH REPORT VERIFIES THAT GAS PEDAL/BRAKE NOT ENGAGING WAS CAUSE OF ACCIDENT. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10127859  
**Date of Incident:** 20050630  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** REDDING, CA

**NHTSA Summary:**  
I WAS BRAKING FOR A STOPLIGHT. AFTER COMING TO A COMPLETE STOP THE ENGINE BEGAN TO RACE WITH THE RPM'S RISING ABOVE 4000 BEFORE I TURNED OFF THE IGNITION. I HAD TO PRESS DOWN ON THE BRAKE PEDAL AS HARD AS I COULD AND WAS BARELY ABLE TO HOLD THE CAR AT THE INTERSECTION. THIS WAS THE SECOND TIME THIS HAD HAPPENED. THE FIRST TIME OCCURRED APPROXIMATELY 2 MONTHS EARLIER. DURING THAT INCIDENT, THE ENGINE RACED TO OVER 6,000 RPM'S BEFORE I SHUT OFF THE IGNITION. AFTER BOTH INCIDENTS, I TOOK THE CAR TO LITHIA TOYOTA IN REDDING, CA. BOTH TIMES THEY SAID THAT NO ERROR CODES WERE SET AND SINCE THE CAR ENGINE DID NOT RACE DURING THE TEST DRIVES, THERE WAS NOTHING WRONG WITH IT. THEY STATED THA THEY HAD NEVER HEARD OF ANY OTHER TOYOTA VEHICLES BEHAVING IN THIS MANNER, YET I FOUND 25 SIMILAR COMPLAINTS REGARDING THE 2004 CAMRY ON THIS WEBSITE, AND 21 SUCH COMPLAINTS FOR 2002 THROUGH 2005 MODEL YEAR COROLLAS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10138711  
**Date of Incident:** 20050630  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** HAMPTON, TN  
**NHTSA Summary:**

C-424

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DT: CONTACT OWNS A 2005 TOYOTA SIENNA. THE VEHICLE HAS SEVERE HESITATION, ALMOST IMPOSSIBLE TO DRIVE THE VEHICLE ON A WET ROAD OR ON A SNOWY ROAD. GAS PEDAL AND TRANSMISSION DO NOT SEEM TO CONNECT. NO CRASHES. NO POLICE REPORTS. NO FIRES. THE VEHICLE HAS BEEN TO TOYOTA DEALER 5 TIMES; THE MECHANIC CAME BACK AND SAID THEY FOUND NOTHING WRONG WITH VEHICLE. \*AK (11/08/05) THE TRANSMISSION WOULD DOWN SHIFT VERY HARSH ON TURNS AND ON HILLS. THE SERVICE DEALER PLACED AN UPGRADED COMPUTER IN THE VEHICLE BUT THE PROBLEM WORSENERD. \*SC

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10127389  
**Date of Incident:** 20050701  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** LINN CREEK, MO

**NHTSA Summary:**  
NOTICING HESITATION AT LOW SPEED GEAR SHIFTING. RESULTS IN NO ACCELERATION INSPIE OF PRESSING THE ACCELERATOR AND AFTER A LAG CAR SUDDENLY RESPONDS. HAD TROUBLE WHILE MERGING FROM THE RAMP ON TO THE HIGHWAY NOW FOR A TOTAL OF THREE TIMES. CONCERNED THAT THIS MAY RESULT IN AN ACCIDENT SPECIALLY WHILE MERGING OR DRIVING AT LOW SPEEDS IN HEAVY TRAFFIC.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10127521, 10315433  
**Date of Incident:** 20050701  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** PHOENIX, AZ

**NHTSA Summary:**  
DT: CONSUMER STATED VEHICLE ACCELERATED WHILE IN REVERSE FOR THE SECOND TIME. THE VEHICLE MADE J LIKE TURN AND HIT AN ELECTRICAL BOX WHICH CAUSED THE POWER TO GO OUT IN APPROXIMATELY THREE HOMES AND DAMAGED THE VEHICLE. WHEN THE VEHICLE WAS FIRST DELIVERED IN APRIL 2002 THIS HAPPENED. BUT CONSUMER THOUGHT IT WAS BECAUSE IT WAS A NEW VEHICLE. ON JULY 5, 2005 A POLICE REPORT WAS FILED, AND THE VEHICLE WAS TOWED AND WAS TAKEN TO BELL TOYOTA. WHILE THE VEHICLE WAS IN REVERSE IT CONTINUED TO ACCELERATE. \*AK, LETTER REQUEST STATUS OF HIS TWO PETITIONS RE SUDDEN UNINTENDED ACCELERATIONS IN HIS 2002 CAMRY XLE; REF ES05-006490 WAS DUE 11/28/05 AND ES05-007354 WAS DUE 12/27/05 BOTH ASSIGNED TO NVS-200. \*TGW THE CONSUMER HAD AN ACCIDENT AS RESULT OF SUDDEN ACCELERATION. WHEN THE CONSUMER PUT THE GEAR INTO REVERSE, WHILE ON A RESIDENTIAL DRIVEWAY WITH HIS FOOT ON THE BRAKE, THE VEHICLE THEN ACCELERATED AT AN EXTRAORDINARY AND INCREASED RATE, TURNED AROUND AND ENDED UP ON AN ADJACENT DRIVEWAY CRASHING INTO A UTILITY BOX. THE SEAT BELT PREVENTED THE CONSUMER FROM BEING INJURED. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302619  
**Date of Incident:** 20050701  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** CERRITOS, CA

**NHTSA Summary:**

C-425

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I HAD PURCHASED A BRAND NEW 2005 LEXUS ES330 IN 2005. THE CAR STARTED EXHIBITING TRANSMISSION HESITATION PROBLEMS ALMOST IMMEDIATELY. I BROUGHT IT TO THE LEXUS DEALER IN CERRITOS, CA MANY TIMES, AND ASKED THEM ABOUT THIS BEHAVIOR AS SOMETHING THEY SHOULD LOOK AT AND FIX. I WAS TOLD IT IS HOW THE COMPUTERS ARE IN THE CAR AND THEY REFUSE TO ACKNOWLEDGE THIS PROBLEM. THE CAR HESITATES TO PICK UP SPEED WHILE YOU AR ON STOP SIGN OR MORE IMPORTANTLY WHEN CHANGING LANES ON FREEWAY OR AT TIMES YOU NEED TO ACCELERATE THE CAR SUDDENLY. YOU WILL GET A JOLT AND LACK OF POWER FOR A SECOND AND THEN QUICK SPEED. NOW WITH ALL OF THE PROBLEMS COMING OUT OF THIS COMPANY, I THINK IT IS IMPORTANT FOR ME TO BRING THIS ISSUE AND I AM SURE THERE ARE MANY PEOPLE WHO HAVE COMPLAINED ABOUT IT. I USE THIS CAR BUT TRY TO USE SPARINGLY AS MUCH AS POSSIBLE. \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304379  
**Date of Incident:** 20050701  
**Vehicle:** 1998 TOYOTA COROLLA  
**Location of Incident:** KNOX, PA

**NHTSA Summary:**  
MY 1998 TOYOTA CORROLA WILL NOT ALWAYS SHUT DOWN THE THROTTLE ON CRUISE CONTROL BY HITTING THE BRAKE OR THE CRUISE CONTROL OFF BUTTON. IT WILL PUSH YOU STRAIGHT THROUGH A STOP SIGN. I ENDED UP TAKING THE FUSE OUT OF THE CRUISE CONTROL. FIXED THE PROBLEM BUT I NO LONGER HAVE CRUISE. I TRIED TO TELL TOYOTA THIS BUT THEY MAKE IT NEXT TO IMPOSSIBLE TO EMAIL THEM TO REPORT THIS SYMPTOM. I THINK THEY DO NOT WANT TO KNOW.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310834  
**Date of Incident:** 20050701  
**Vehicle:** 2005 TOYOTA SEQUOIA  
**Location of Incident:** LOMITA, CA

**NHTSA Summary:**  
THE BRAKE LIGHT CONSTANTLY GOES ON AND OFF. I NOTICE THE LIGHT PERMANENTLY STAYS ON AFTER LEAVING THE FREEWAY WHEN THE ENGINE SLOWS DOWN (NOT EVEN STEPPING ON THE BRAKES YET). THEN, THE LIGHT DOESN'T DISAPPEAR UNTIL AFTER THE ENGINE IS POWERED OFF. WE BROUGHT THE VEHICLE IN WHEN IN WARRANTY AND STATED THE PROBLEM. THE FIRST 3 YEARS, ALL THEY DID WAS INSPECT THE BRAKE SYSTEM BUT NOTHING WAS DONE. WE WERE VERBALLY GIVEN AN EXAMPLE WHAT THEY DID FOR A PREVIOUS CUSTOMER (CHANGED ALL THE SENSORS AND THE SYSTEM BOARD) BUT STILL NO FIX. AT THE LAST SERVICE CHECK, ANOTHER SERVICE REP SAID, DON'T WORRY ABOUT IT BECAUSE WE CHECKED THE BRAKES AND THEY'RE OKAY AND THIS IS A COMMON PROBLEM. THESE LAST TWO WEEKS (OFF AND ON) AT THE INTERSECTION WAITING FOR THE RED LIGHT TO TURN GREEN, I NOTICE THE BRAKE LIGHTS ARE ON AND SUDDENLY THE ENGINE IS TRYING TO ACCELERATE AND THEN IT STOPS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313378  
**Date of Incident:** 20050701

C-426

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** PORTLAND, ME

**NHTSA Summary:**  
MY 2004 COROLLA LE IS THE FIRST VEHICLE I HAVE OWNED THAT HAS CRUISE CONTROL. WHEN I AM DRIVING AT HIGHWAY SPEEDS AND ENGAGE THE CRUISE CONTROL, IT HOLDS A STEADY SPEED. WHEN THE VEHICLE ENCOUNTERS AN INCLINE, SUCH AS A BRIDGE OR A HILL, IT WILL DOWNSHIFT AND CONTINUE TO ACCELERATE WELL BEYOND THE SPEED SET. EVEYR INSTANCE THAT THIS HAS HAPPENED I HAVE BEEN ABLE TO SIMPLY DISENGAGE THE CRUISE CONTROL WITHIN 5 TO 10 MPH ABOVE THE SET SPEED, BUT IT SEEMS AS THOUGH THE VEHICLE WOULD CONTINUE TO ACCELERATE AS LONG AS IT WAS ON THE INCLINE. THINKING THIS IS HOW CRUISE CONTROL WORKED, NOT HAVING USED IT BEFORE, I NEVER TOOK IT TO A DEALER AND SIMPLY TURN IT OFF WHEN ENCOUNTERING AN INCLINE. IN LIGHT OF THE RECENT TOYOTA ACCELERATION ISSUES, I THOUGHT THIS INFORMATION WOULD BE USEFUL TO NHTSA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10127662  
**Date of Incident:** 20050703  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** KELSO, WA

**NHTSA Summary:**  
DT: 2005 TOYOTA CAMRY XLE, CRUISE CONTROL DOES NOT HOLD VEHICLE BACK. THIS IS NOT A PROBLEM ON LEVEL GROUND OR UP HILL. IF THE VEHICLE IS GOING DOWN HILL, THE CRUISE CONTROL WILL NOT STAY, CAUSING THE VEHICLE TO ACCELERATE AT A FASTER SPEED THAN IS SAFE UNDER THE CIRCUMSTANCES. AFTER THE CONSUMER PURCHASED THE VEHICLE, THE DEALER AND THE MANUFACTURER TOLD CONSUMER THAT WAS THE WAY THE VEHICLE PERFORMED. CONSUMER CONSIDERS THIS IS A SAFETY ISSUE, AND IT IS NOT ACCEPTABLE. CONSUMER FILED A COMPLAINT # 20050706 ON JULY 6, 2005 WITH TOYOTA. THERE ARE NO OTHER KNOWN PROBLEMS WITH THIS VEHICLE AND IT IS STILL UNDER WARRANTY. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293547  
**Date of Incident:** 20050708  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** SAN JOSE, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2000 TOYOTA CAMRY. THE ACCELERATOR PEDAL BECOMES STUCK WHILE IN FIRST AND SECOND GEAR. TO RELEASE THE ACCELERATOR PEDAL HE HAS TO STOMP ON THE PEDAL. ALSO HE EXPERIENCES DIFFICULT STEERING WHILE DRIVING. THE MANUFACTURER WAS NOTIFIED BUT NO ASSISTANCE WAS PROVIDED. THE CURRENT MILEAGE WAS 65,000. THE FAILURE MILEAGE WAS 35,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315862  
**Date of Incident:** 20050709  
**Vehicle:** 2000 TOYOTA TUNDRA  
**Location of Incident:** SAN JOSE, CA

**NHTSA Summary:**

C-427

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WERE WERE DRIVING ON I-10 IN TEXAS IN OUR 2000 TOYOTA TUNDRA TRUCK ON 7/9/2005. THE RAIN WAS ON AND OFF. I WAS DRIVING UNDER THE SPEED LIMIT DUE TO THE VISIBILITY. THE TRUCK SUDDENLY ACCELERATED AND WENT OFF THE ROAD, OVERTURNED. MY WIFE WAS SITTING IN THE BACK. SHE WAS EJECTED AND KILLED. IT WAS SO SUDDEN AND I DID NOT KNOW WHAT TO THINK. I THOUGHT IT COULD BE THE SLIPPERY CONDITION OF THE ROAD CAUSING THE TRUCK TO GO FASTER. IS THERE ANY SIMILAR REPORT REGARDING THE 2000 TUNDRA? I JUST WANT TO GET RID OF THE DOUBT THAT'S BEEN CARRIED WITH ME FOR THE LAST ALMOST 5 YRS. THE TRUCK HAD AROUND 28,000 MILES WHEN HAPPENED. THE TIRES ARE STILL NEW. THANK YOU FOR READING THIS. UPDATED 03/14/10 \*BF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10128303  
**Date of Incident:** 20050711  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** AUGUSTA, GA

**NHTSA Summary:**  
CONSUMER STATES: HIS CAR HESITATES WHEN HE ACCELERATES. HE JUST BOUGHT THE CAR 2 WEEKS AGO AND IT HAS BEEN DOING IT SINCE HE BOUGHT THE CAR. IT MAINLY HAPPENS WHEN HE IS SLOWING DOWN, WHEN HE PRESSES THE GAS PEDAL, IT TAKES ABOUT 1 OR 2 SECONDS TO ENGAGE. HE IS CONCERNED THIS WILL HAPPEN IN CONGESTED TRAFFIC. HE HAS NOT YET TALKED TO THE DEALER. HE HAS NOT YET TALKED TO THE MANUFACTURER BUT HE PLANS ON DOING THAT TODAY. CONSUMER WAS ONLY ABLE TO PROVIDE THE CITY, STATE AND PHONE NUMBER OF THE DEALER. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331465  
**Date of Incident:** 20050715  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** ALBUQUERQUE, NM

**NHTSA Summary:**  
WITHIN THE FIRST YEAR OF OWNING MY 2004 PRIUS I EXPERIENCED UNINTENDED ACCELERATION. IN THE OLD DAYS (IM 71) IF YOU EXPERIENCED UNINTENDED ACCELERATION YOU WOULD RIGHT OFF CHECK YOUR GAS PEDAL AND FLOOR MATS. THAT KIND OF PROBLEM WASN'T ALL THAT UNCOMMON WHEN YOU OWNED OLD CARS. IF YOU DIDN'T FIND A PROBLEM IN THE AREA OF THE GAS PEDAL YOU WOULD PULL OFF THE SIDE OF THE ROAD AND USUALLY FIND THE THROTTLE SPRING ON THE CARBURETOR MESSED UP IN SOME WAY OR SOMETHING ALONG THOSE LINES. WELL, WHEN IT HAPPENED ON MY PRIUS GOING ABOUT 40 MPH ON A STRETCH OF ROAD NOT SO FAR FROM MY HOME I INSTINCTIVELY CHECKED MY FLOOR MATS AND THROTTLE SHAFIT FOR INTERFERENCE OR STICKING. NO PROBLEMS FOUND. I GOT THE CAR STOPPED - DON'T REMEMBER HOW (WITH YEARS OF DRIVING EXPERIENCE YOU INSTINCTIVELY TRY THINGS UNTIL YOU FIND SOMETHING THAT WORKS). ANYHOW, AFTER THAT I WENT DIRECTLY TO MY TOYOTA DEALER WHERE THEY CHECKED IT OUT BUT FOUND NOTHING. THE PROBLEM NEVER OCCURRED AGAIN. NOW I SEE THIS CLAIM THAT IT'S NOT AN ELECTRONIC PROBLEM ON THIS DRIVE-BY-WIRE CAR. I DON'T BELIEVE IT. IF YOU THINK ABOUT IT, IF IT HAPPENS JUST ONE TIME ON MY ONE PRIUS IN THOUSANDS OF MILES OF DRIVING, THAT MAKES AN INCIDENT OF THIS SORT PRETTY RARE, RARE ENOUGH TO WHERE IT'S UNLIKELY TO OCCUR UNDER CONTROLLED TESTS (IT WOULD BE INFINITELY EASIER TO FIND THE PROVERBIAL NEEDLE IN A HAYSTACK). VIRTUALLY EVERY

C-428

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MICROPROCESSOR CONTROLLED PRODUCT I'VE EVER USED HAS REQUIRED A RESET NOW AND THEN. USUALLY THERE'S NO INDICATION OF WHY THE PRODUCT LOCKED UP (OR WHATEVER). IF YOU USE SATELLITE TV, A DSS MODEM, OR OWN A PC I'M SURE YOU'VE EXPERIENCED IT. WHY IT SHOULD BE ANY DIFFERENT WITH CAR MICROPROCESSORS IS BEYOND ME. THE ANSWER IS FOR THE GOVERNMENT TO REQUIRE SOME KIND OF FAIL-SAFE APPARATUS ON EVERY DRIVE-BY-WIRE CAR IN THE FUTURE (I SEE TOYOTA IS ALREADY IMPLEMENTING THIS CONCEPT INTO THEIR 2011 CARS). HECK, MY LIFE OR THE LIFE OF MY CHILDREN OR GRANDCHILDREN MIGHT VERY WELL DEPEND ON IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10129267  
**Date of Incident:** 20050717  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** ANTIOCH, CA

**NHTSA Summary:**  
2004 LEXUS ES 330 HAS SEVERE HESITATION AND SURGING PROBLEMS WHEN TRYING TO ACCELERATE UNDER TRAFFIC CONDITIONS SUCH AS MERGING ONTO FREEWAY WHERE YOU MIGHT NEED TO SLOW AND THEN ACCELERATE. WE EXPERIENCED DANGEROUS SITUATIONS DUE TO HESITATION AND THEN SUDDEN SURGE. SECOND TRIP TO DEALER AND THEY SAY IT'S A KNOWN PROBLEM AND THERE IS NOTHING THEY CAN DO. I BELIEVE IT IS A SAFETY ISSUE AND A RECALL SHOULD BE ENFORCED. LEXUS SEEMS TO THINK IT IS ONLY AN INCONVENIENCE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315893  
**Date of Incident:** 20050718  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MORENO VALLEY, CA

**NHTSA Summary:**  
WE PURCHASED A 2005 TOYOTA CAMRY IN 2005. THE FIRST DAY I DROVE IT THE CAR HESITATED ON ACCELERATION TO CHANGE LANES IT WAS LUCKY THAT IT DIDN'T CAUSE A WRECK. I TOOK THE CAR BACK TO THE DEALERSHIP (I DON'T REMEMBER WHY) BUT I ASKED THEM TO CHECK IT AND THE GUY I TALKED TO JUST SAID IT WAS BECAUSE OF THE FUEL INJECTION. THE GUY DIDN'T OFFER TO CHECK IT, HE JUST MADE THAT STATEMENT. THE HESITATION HAPPENS ANY TIME AND IT ALWAYS FEELS LIKE SOMEONE IS GOING TO REAR END US WHILE THE CAR IS DECIDING WHAT IT WANTS TO DO. ON THE FREEWAYS IN CALIFORNIA PEOPLE GO 70 MILES AN HOUR THAT MAKES IT A HAZARD TO DRIVE A TOYOTA ON THE FREEWAY. THE TOYOTA ALSO HAS A MIND OF ITS OWN. SOMETIMES WHEN I HAVE MY FOOT ON THE BREAK PREPARING TO STOP THE ENGINE SEEMS TO BE TRYING TO OVERRIDE THE BREAK TO KEEP GOING. IT FEELS LIKE THE CAR IS TRYING TO INCREASE THE SPEED WHEN I AM TRYING TO SLOW DOWN. I HAVE BEEN CONCERNED ABOUT IT BUT I JUST FIGURED TOYOTA WAS NOT GOING TO DO ANYTHING ABOUT IT. NOW MY HUSBAND DOES NOT WANT ME TO DRIVE THE TOYOTA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327922  
**Date of Incident:** 20050718  
**Vehicle:** 2005 LEXUS GX470  
**Location of Incident:** HILLSBOROUGH, NJ

C-429

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
WHEN USING THE CRUISE CONTROL ON MY VEHICLE, IT ACCELERATES AGGRESSIVELY TO MAINTAIN SPEED WHEN GOING UP HILLS OR WHEN THE ELEVATION GRADE INCREASES. IT CONTINUES TO THIS DAY. I KNOW SOMETHING IS WRONG BUT THE LEXUS DEALER HAS CHECKED IT AND STATED "IT WORKS AS DESIGNED".

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305973  
**Date of Incident:** 20050719  
**Vehicle:** 2004 TOYOTA MATRIX  
**Location of Incident:** SEATTLE, WA

**NHTSA Summary:**

I HAVE A 2004 TOYOTA MATRIX. WHEN IN DRIVE, FOOT ON THE BREAKS, THE CAR ON OCCASIONS WILL LURCH FORWARD. THIS HAPPENS EVERY DAY. I HAVE TAKEN IT TO TOYOTA NUMEROUS TIMES AND THEY KEEP TELLING ME THERE IS NOTHING WRONG. I HAVE THIS DOCUMENTED BACK TO 2005.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10129899  
**Date of Incident:** 20050724  
**Vehicle:** 1999 LEXUS LS400  
**Location of Incident:** CHATTANOOGA, TN

**NHTSA Summary:**

LEXUS LS 400 1999 MODEL. DANGEROUS HESITATION UPON ACCELERATION, FURTHER AFTER DRIVING THIS CAR FOR TWO YEARS, I HAVE NECK PAINS FROM THE DAILY WHIPLASH. TOYOTA IS IGNORING THIS SYSTEM WIDE. IT IS AN OUTRAGE. ITS DAMAGING PEOPLES NECKS ALL OVER THE COUNTRY. THEY WILL NOT FIX IT - THEY CLAIM ITS NORMAL. OTHER DEALERS ARE TELLING CUSTOMERS ABOUT IT -- MY WIFE REFUSES TO DRIVE MY CAR - IT'S DANGEROUS!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10130854  
**Date of Incident:** 20050727  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** SAN FRANCISCO, CA

**NHTSA Summary:**

DI: CONSUMER OWNED A 2002 ES 300. CONSUMER WAS GETTING INTO A PARKING PLACE WHEN HE WENT OVER A SPEED BUMP, HE STOPPED WITH VEHICLE IN REVERSE, THEN, PLACED THE CAR IN DRIVE AND THE VEHICLE SURGED FORWARD, CONSUMER TRIED TO APPLY BRAKE AND BRAKES FAILED. THE VEHICLE WOULD NOT STOP. ENDED UP STRIKING A CONCRETE PILLAR. THERE WERE NO INJURIES. NO POLICE REPORT, BUT IT WAS REPORTED TO INSURANCE COMPANY. THE VEHICLE WAS MOVING FORWARD WITH GREAT FORCE AND BRAKES COULD NOT STOP VEHICLE. CONSUMER WAS AWARE OF AN INVESTIGATION THAT WAS IN PROGRESS ON THIS MATTER. ALTHOUGH INVESTIGATION WAS OFFICIALLY CLOSED, NHTSA SAID THAT THEY WOULD MONITOR THESE TYPE OF VEHICLES. CONSUMER SAID THAT INVESTIGATION WAS ON THE ELECTRONIC THROTTLE CONTROL.\*AK

**Additional Summary:**

C-430

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10131375  
**Date of Incident:** 20050729  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SILVERSPRING, MD

**NHTSA Summary:**  
DT: ON JULY 29, 2005 WHEN THE CONSUMER PRESSED THE BRAKE PEDAL THE VEHICLE ACCELERATED. THIS HAD OCCURRED 3 TIMES. THE VEHICLE HAS A LITTLE OVER 1000 MILES ON IT. THE MANUFACTURER GAVE THE CONSUMER A REFERENCE NUMBER TO GIVE TO THE DEALER WHEN HE TAKES THE VEHICLE TO THEM. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10196029  
**Date of Incident:** 20050729  
**Vehicle:** 2007 TOYOTA CAMRY SOLARA  
**Location of Incident:** KENNESAW, GA

**NHTSA Summary:**  
THERE IS A MAJOR DELAY AT TIMES WHEN THE CAR IS ASKED TO ACCELERATE- IF GOING APPROX 20 MPH AND WANT TO ACCELERATE INTO FAST LANE YOU NEVER KNOW HOW LONG IT WILL TAKE THE CAR TO RESPOND TO THE DEPRESSED GAS PEDDLE. THE CAR ALSO APPEARS TO DROP A GEAR OCC WHEN SLOWING DOWN. TOYOTA STATES THIS IS BECAUSE THE CAR HAS LEARNED THE WAY YOU LIKE TO DRIVE AND RESPONDS THAT WAY. WON'T ALLOW ANYONE ELSE TO DRIVE THE CAR DUE TO THIS DANGER AND UNPREDICTABILITY HAS ALWAYS ACTED THIS WAY. \*TR

**Additional Summary:**

**Toyota ID Number:** 200608151669  
**NHTSA ODI Number:**  
**Date of Incident:** 20050731  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/15/2006 03:51:28 PM BGarduno  
Caller states: trans motor is revving higher and it is shifting differently. he wants to know if this is covered under warr. veh hasn't been inspected by a toy dlr.  
\*\*\* NOTES 08/15/2006 03:53:01 PM BGarduno  
NCR adv trans is covered under powertrain warr 5yr/60k mi. adv that toy dlr has to determine whether it is a warr rpr. cust understood and thanked.

\*\*\* CASE CLOSE 08/15/2006 03:53:18 PM BGarduno  
NCR apol and adv case#. adv doc of concerns at hq. adv dlr open but cust declined.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10130861  
**Date of Incident:** 20050731  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** WILLOW SPRINGS, NC

**NHTSA Summary:**

C-431

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DT: CONSUMER OWNED A 1999 TOYOTA CAMRY. SHE WAS DRIVING TO WORK AND CAME UPON A RED TRAFFIC LIGHT. CONSUMER SLOWED DOWN TO STOP WHEN LIGHT TURNED GREEN CONSUMER WAS NOT FULLY STOPPED, SHE TOOK FOOT OFF OF BRAKE AND APPLY THROTTLE. WHEN CONSUMER PRESSED ACCELERATOR, PEDAL STUCK AND WOULD NOT MOVE, VEHICLE COASTED OFF THE ROAD AND STOPPED. CONSUMER SAID THAT PEDAL STUCK BEFORE, BUT NOT TO THIS EXTENT. SHE WAITED UNTIL A FRIEND ARRIVED, THEN FRIEND PRESSED PEDAL VERY HARD AND IT BROKE LOOSE, THEN PEDAL SEEMED TO WORK. CONSUMER STATED THAT IT DID NOT SEEM TO HAPPEN AS MUCH WHEN AIR CONDITIONER WAS USED. ALSO, ON A PREVIOUS OCCASION VEHICLE QUITE AT A RED LIGHT WHEN SHE TRIED TO ACCELERATE. CONSUMER SAID WHEN SHE BOUGHT VEHICLE IT REVVED AND ROCK BACKED BACK AND FORTH WHILE IDLING.\*AK

**Additional Summary:**

**Toyota ID Number:** 200508310302  
**NHTSA ODI Number:**  
**Date of Incident:** 20050800  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/31/2005 08:37:26 AM esmart  
RNW# 050830-00038

\*\*\* SUBCASE 200508310302-1 CREATED 08/31/2005 08:44:30 AM esmart  
cust sts"

I have recently purchased a 05 Tacoma 4x4 with a 4 cylinder engine. I have noticed that when I am driving at or above 50 mph and I shift up from 4th gear to 5th gear the throttle is "sticking". The engine will rev 500 rpm's then drop down. This happens every time and has me concerned that something is wrong with the engine. I took the truck into the dealership I purchased it from and they have told me that this is a normal function for the 4 cylinder engine. I have a hard time believing this to be true and want to know if this is a normal function for this vehicle."

END VERBATIM

-----  
ner ady"

<as-html>

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

We apologize for your concerns with your 2005 Tacoma.<p>

Because we are not in a position to physically inspect your vehicle, we are not able to advise you whether or not the condition with your particular vehicle is normal or abnormal. If your rpm needle does not go into the red area of the tachometer, then no damage is occurring to your vehicle as a result of the transmission shifting gears.<p>

Your email has been documented at our National Headquarters under file #200508310302. If we can be of further assistance, please feel free to <a href = "http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=164"TARGET= "\_BLANK ">contact us</a>.<p>

Toyota Customer Experience

</as-html>

\*\*\* SUBCASE 200508310302-1 CLOSED 08/31/2005 08:44:31 AM esmart

\*\*\* CASE CLOSE 08/31/2005 08:44:44 AM esmart  
see close notes.

**Additional Summary:**

C-432

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10132899  
**Date of Incident:** 20050801  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** LAKE ZURICH, IL  
**NHTSA Summary:**  
 I PULLED INTO A PARKING LOT AND MADE A RIGHT TURN TO PULL INTO A PARKING SPACE. I WAS HALFWAY INTO THE SPACE, MY FOOT WAS ON THE BRAKE PEDAL, WHEN I FELT THE VAN JERK-IT THEN SUDDENLY ACCELERATED, WENT OVER THE RAISED CURB IN FRONT ONTO THE EXIT LANE OF THE SHOPPING CENTER, TURNED AROUND BACK INTO THE PARKING LOT (THE WHEEL WAS TURNED TO THE RIGHT STILL), HIT THE BUILDING BREAKING A COUPLE OF WINDOWS, AND THEN CAME TO A STOP AFTER HITTING A BARRICADED DUMPSTER ALONG THE WAY. ALL THE WHILE I WAS HITTING THE BRAKES, BUT THEY DIDN'T SEEM TO WORK. THE AIRBAG DEPLOYED IN THE PROCESS, THE FRONT OF THE VAN WAS BADLY DAMAGED. THANKFULLY THERE WERE NO PEDESTRIANS IN THE LOT AND I DIDN'T HIT ANY OTHER VEHICLE AND MY SON AND I WALKED AWAY WITH MINOR INJURIES. I HAVE CONTACTED TOYOTA. THEY INSPECTED THE VAN LAST WEEK AND I AM WAITING TO HEAR THEIR REPORT. THE VAN HASN'T BEEN FIXED YET- I AM WAITING TO HEAR FROM TOYOTA AS TO THE NEXT COURSE OF ACTION. ABOUT AN HOUR BEFORE THIS INCIDENT OCCURRED, I WAS PULLING OUT OF ANOTHER PARKING SPACE IN REVERSE, WHEN THE VAN JUST STOPPED AND DIDN'T MOVE. I RESTARTED IT, PUT IT ON REVERSE AND THEN IT MOVED ALRIGHT, WAS BUMPY- I THOUGHT A TIRE WAS FLAT- STOPPED AND CHECKED TO SEE ALL OF THEM- THEY WERE FINE, AND AFTER THAT ALL WAS SMOOTH AND WELL UNTIL THE CRASH. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10133608  
**Date of Incident:** 20050801  
**Vehicle:** 2003 TOYOTA TACOMA  
**Location of Incident:** EL PASO, TX  
**NHTSA Summary:**  
 FAULTY APPS (ACCELERATOR PEDAL POSITION SENSOR). VEHICLE IS DESIGNED WITH A COMBINATION OF MECHANICAL AND DRIVE BY WIRE THROTTLE BODY. WHEN ACCELERATING FROM A STOPPED POSITION ACCELERATOR PEDAL IS DEPRESSED WITH NO RESPONSE TO ENGINE OR VEHICLE MOVEMENT. THIS POSES A SAFETY THREAT IF DRIVER IS IN A LIFE OR DEATH SITUATION AND CANNOT MOVE VEHICLE OUT OF HARMS WAY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310631  
**Date of Incident:** 20050801  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** ELDRIDGE, IA  
**NHTSA Summary:**  
 WE HAVE A 2004 TOYOTA HIGHLANDER, AND WE HAVE HAD SURGES ON THE GAS SINCE WE BOUGHT IT IN 2004. IT USUALLY IS SOMETHING THAT WE CAN CONTROL, AS YOU WILL BE DRIVING ALONG, AND IT WILL SURGE FORWARD A BIT, BUT WE HAVE ALWAYS BEEN ABLE TO APPLY BRAKE AND CONTROL IT. THERE HAS ONLY BEEN ONE INSTANCE WHERE IT SURGED STRONGLY, AND I HAD TO SLAM ON THE BRAKES TO AVOID HITTING THE CAR IN FRONT OF ME. WE TRIED TO SELL THE CAR A COUPLE OF YEARS AGO, BUT THE BUYER TEST DROVE IT, AND NOTICED THE SURGING, ASKED ABOUT IT, AND THEN

C-433

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DECIDED NOT TO BUY IT - SO WE KEPT IT AFTER THAT. WE WERE THINKING IT IS A SOFTWARE PROBLEM, OR SOMETHING... WE HAVE NEVER TAKEN IT INTO A SHOP TO HAVE IT DIAGNOSED, BUT THOUGHT MAYBE IT WAS IMPORTANT TO MENTION IT, IN CASE OTHER HIGHLANDERS HAVE HAD THE SAME ISSUE. I DIDN'T THINK IT WAS THE GAS PEDAL STICKING, BUT JUST THE GAS SURGING SOMEHOW, BUT MAYBE IT IS RELATED. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310559  
**Date of Incident:** 20050801  
**Vehicle:** 2001 TOYOTA HIGHLANDER  
**Location of Incident:** COVINGTON, GA  
**NHTSA Summary:**  
 I OWN A 2001 TOYOTA HIGHLANDER AND HAVE HAD THE SAME EXACT PROBLEM HAPPEN TO ME SEVERAL TIMES IN THE PAST SEVEN YEARS. THE FIRST TIME I EXPERIENCED A SERIOUS PROBLEM WAS ABOUT FOUR YEARS AGO AND MY SON AND I COULD HAVE BEEN KILLED HAD IT NOT BEEN FOR SOME FAST THINKING ON MY PART. I WAS TRYING TO STOP AT A RED LIGHT AND MY CAR ACCELERATED FOR NO REASON. AT FIRST, I THOUGHT MY BRAKES HAD FAILED SINCE WHEN I STOMPED ON THE BRAKE, MY CAR WOULD NOT STOP, EVEN THOUGH I HAD BOTH FEET PRESSING DOWN ON IT. AT THIS POINT, WITH CARS IN FRONT OF ME THAT I WAS GOING TO HIT, I SWERVED INTO THE TURN LANE AND THEN ALL I COULD SEE WAS AN 18 WHEELER COMING AT ME. I WAS SO LUCKY THERE WERE NO CARS ON THE SIDE ROAD THAT I TURNED ONTO AND ALL THE WHILE I WAS STEADILY TRYING TO GET MY VEHICLE UNDER CONTROL. I ENDED UP THROWING IT INTO PARK AS I MADE THE TURN. IT TOOK TURNING MY CAR OFF TO BRING IT TO A COMPLETE STOP. AT THAT TIME, I THOUGHT MY FLOOR MAT HAD SOMEHOW GOTTEN STUCK ON THE ACCELERATOR, SO I TOOK ALL MY FRONT FLOOR MATS OUT. UNFORTUNATELY, I HAVE HAD THE SAME PROBLEM OF THE CAR "REVING" FOR NO REASON WHILE DRIVING IT SEVERAL TIMES AND/OR UPON STARTING IT. IT WOULD JUST IDLE HIGH IN THE 68 RPM RANGE. WE JUST THOUGHT IT WAS COLD. HOWEVER, ONE DAY I WAS DRIVING THE CAR AND IT KEPT SHOOTING FORWARD AT EVERY STOP. I'D HAVE TO STOMP ON THE BRAKES WITH BOTH FEET. I'D PULL OFF, STOP MY CAR, TURN IT OFF, RESTART IT, AND THE RPM'S WOULD SHOOT BACK UP TO 8. I KEPT PRAYING THAT I WOULDN'T HAVE TO STOP. IT WAS THE MOST FRIGHTENING 15 MILE RIDE BACK HOME THAT I EVER TOOK AND SERIOUSLY, I WANTED TO JUST LEAVE THE VEHICLE ON THE SIDE OF THE ROAD. I REFUSED TO DRIVE IT AND I TOOK IT TO MY MECHANIC WHO CHANGED AN RPM SENSOR. THIS HAS NOT STOPPED THE PROBLEM EITHER. PERIODICALLY, MY CAR'S RPM'S WILL SHOOT UP TO 4 OR 6 WHILE I AM DRIVING IT OR UPON STARTING THE CAR. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10132344  
**Date of Incident:** 20050803  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** FLOWERY BRANCH, GA  
**NHTSA Summary:**  
 2005 TOYOTA CAMRY SE DEVELOPED A PROBLEM WITH BUILDING UP ACCELERATION AFTER SLOWING DOWN. \*MR WHEN ACCELERATING FROM A LOW SPEED THE CONSUMER NOTICED HESITATION WHILE TRYING TO REGAIN SPEED. \*NM  
**Additional Summary:**

C-434

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319808  
**Date of Incident:** 20050803  
**Vehicle:** 1999 TOYOTA AVALON  
**Location of Incident:** WASHINGTON, DC  
**NHTSA Summary:**  
 1999 TOYOTA AVALON. UNINTENDED ACCELERATION CAUSING AN ACCIDENT. \*TGW THE CONSUMER STATED SHE WAS AT A CAR WASH WHICH WAS NEARING THE END OF THE WAS ON THE CONVEYOR BELT WITH THE VEHICLE IN NEUTRAL GEAR AS REQUIRED. AT THE END OF THE WASH CYCLE, THE GREEN LIGHT CAME ON WHICH WAS HER SIGNAL TO PUT THE VEHICLE IN DRIVE AND EASE OFF THE BELT ONTO THE LOT. AT THE GREEN LIGHT, THE CONSUMER PUT HER FOOT ON THE BRAKE TO CHANGE THE GEAR FROM NEUTRAL TO DRIVE. ONCE IN DRIVE GEAR, THE VEHICLE SUDDENLY AND INSTANTLY ACCELERATED AT A TREMENDOUSLY HIGH SPEED. THE CONSUMER STOMPED ON THE BRAKES CONTINUOUSLY WITH NO RESULT. THE VEHICLE CROSSED THE EAST SIDEWALK AND THREE EMPTY SOUTHBOUND LANES. IT THEN COLLIDED INTO THE THREE NORTHBOUND-LANE CARS, CROSSED THE WEST SIDEWALK AND CRASHED THROUGH A SIX FOOT COMMERCIAL CHAIN LINK FENCE; HIT A PARKED PICK UP TRUCK AND CRASHED INTO A WALL. THE WALL WAS THE FINAL OBJECT THAT STOPPED THE VEHICLE WHICH HAD MAINTAINED EXCESSIVE SPEED. PRIOR TO THE ACCIDENT, THE CONSUMER COMPLAINED TO THE DEALER ABOUT A STRONG SMELL OF GAS. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10131955  
**Date of Incident:** 20050806  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** CRESTWOOD, KY  
**NHTSA Summary:**  
 DT: CONSUMER OWNED 2004 TOYOTA CAMRY WITH V6 ENGINE. CONSUMER WAS PULLING INTO A PARKING SPOT WHEN THE VEHICLE SUDDENLY ACCELERATED AND SHOT THROUGH THE PARKING SPOT, STRIKING A METAL POST, AND DAMAGING THE PASSENGER'S FRONT OF VEHICLE, THE BUMPER, FRONT FENDER, AND BOTH PASSENGER DOORS. WHEN THE VEHICLE ACCELERATED CONSUMER FELT THAT ACCELERATOR PEDAL LEFT THE BOTTOM OF FOOT AND CONTINUED TO THE FLOORBOARD WITH NO ASSISTANCE. THIS HAPPENED ON AUGUST 6, 2005 AT ABOUT 7:30 PM IN LOUISVILLE, AT TOWN FAIR CENTER ON HURSTBOURN LANE. CONSUMER WENT TO DEALER, AND DEALER REFUSED TO LOOK AT VEHICLE, THEY SAID THAT THEY WERE NOT FAMILIAR WITH ANY PROBLEM LIKE THIS, AND TOLD CONSUMER THAT THE FLOOR MAT STUCK TO THE PEDAL, CAUSING THE ACCELERATION. THERE WAS NO POLICE REPORT. MANUFACTURER WAS CONTACTED AND SAID THEY OPENED A CASE AND DEALER WAS SUPPOSE TO CONTACT CONSUMER IN ABOUT 3 DAYS. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10133778  
**Date of Incident:** 20050812  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** PAINESVILLE, OH  
**NHTSA Summary:**  
 DT: THE CRUISE CONTROL TOOK OFF AND ACCELERATED ON ITS OWN. WENT TWO YARDS AND HIT A TELEPHONE POLE. UPON IMPACT, THE AIR BAGS DID DEPLOY.

C-435

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CONTACTED TOYOTA, THERE WERE SUPPOSED TO CALL BACK, COME AND LOOK AT VEHICLE. THIS HAPPENED ON AUGUST 12, 2005. THE CONSUMER DID NOT WANT TO GIVE PHONE NUMBER. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10135085  
**Date of Incident:** 20050812  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** DEWEY, AZ  
**NHTSA Summary:**  
 DT: VEHICLE STALLED IN THE MIDDLE OF THE ROAD ON AUGUST 12, 2005. TOOK THE VEHICLE TO THE DEALER AND THEY COULD NOT FIND ANYTHING WRONG AND SENT THE CONSUMER HOME WITH THE INVOICE. THERE WAS NO FOR WARNING. ABOUT 6 WEEKS BEFORE WHEN PUSHING ON THE ACCELERATOR PEDAL IT SEEMED LIKE IT TOOK A FEW SECONDS FOR THE VEHICLE TO ACCELERATE. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10168580  
**Date of Incident:** 20050815  
**Vehicle:** 2006 TOYOTA CAMRY SOLARA  
**Location of Incident:** CICERO, NY  
**NHTSA Summary:**  
 THROTTLE LAG AT LOW SPEED AND FROM STOP IS INCONSISTENT AND HAS BEEN THE CAUSE FOR SEVERAL CLOSE CALLS WHEN PULLING INTO TRAFFIC. MANUFACTURER WAS INFORMED; DEALER INVESTIGATED; STATES THIS IS NORMAL AND NOTHING CAN BE DONE, THAT LAG IS "ACCEPTABLE". SOME INSTANCES HAVE BEEN SEVERAL SECONDS BEFORE ACTUAL THROTTLE RESPONSE. DRIVER HAS TO USE HARDER ACCELERATION TO COMPENSATE WHEN THIS HAPPENS. THIS IS A SAFETY ISSUE THAT TOYOTA IS AWARE OF BUT DECLINES TO ADMIT IT IS A PROBLEM. DRIVER IS VERY CONCERNED THAT THIS ISSUE WILL BE CAUSE OF AN ACCIDENT. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10139791  
**Date of Incident:** 20050816  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** DEBARY, FL  
**NHTSA Summary:**  
 WITH CRUISE CONTROL (CC) ON, BETWEEN ABOUT 30 & 70 MPH, ON INCLINES THAT CAUSE A SPEED DECREASE OF 3+ MPH, CAR DOWNSHIFTS MORE THAN THE NORMAL 1 GEAR, & SURGES AHEAD QUITE VIOLENTLY, WITH LARGE RPM INCREASES, TO 3+ MPH ABOVE THAT SET, THEN SLOWLY SETTLES TO THE SET SPEED. WITH THE CRUISE CONTROL SET AT 70 MPH ON A LEVEL INTERSTATE, I SLOWED TO 60 MPH & SET THE "RESUME" FUNCTION; IT DOWNSHIFTED ONCE, ACCELERATING NORMALLY, UNTIL @ 64 MPH, DOWNSHIFTED AGAIN, MORE THAN ONE MORE GEAR & SURGED VIOLENTLY AHEAD, UP ABOUT 3000 RPM & TO 72-73 MPH BEFORE RETURNING TO 5TH GEAR, & SLOWING TO 70 MPH. THE RAPID INCREASES ARE STARTLING TO ALL OCCUPANTS, AND COULD CAUSE A LOSS OF CONTROL, AND THE OFTEN RAPID BRAKING TO MAINTAIN CONTROL, A REAL CHALLENGE FOR THE TAILGATER BEHIND ON A CELL PHONE! DOWNHILL, WITH CRUISE CONTROL ON, IT USUALLY, BUT NOT ALWAYS, SPEEDS UP EXCESSIVELY; MORE THAN

C-436

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WITH CRUISE CONTROL OFF. IT USUALLY ACTS NORMAL ON FLAT ROADS, AND, EXCEPT AS STATED, ON HIGH SPEED HIGHWAYS WITH GRADUAL INCLINES. WITH CRUISE CONTROL OFF, NONE OF THESE ABNORMAL THINGS HAPPEN. WHEN THE DEALERS SHOP FOREMAN HAD ME TEST DRIVE A 2006 WITH HIM AS PASSENGER. AND BOTH CARS DID IT HE DECIDED IT WAS "NORMAL". BUT EVEN IF ALL 05/06 AVALONS DO, IT'S NOT "NORMAL". WHILE I DO KNOW THAT DOWNSHIFTING GENTLY IN THE RIGHT CIRCUMSTANCES IS NORMAL, AS A HIGHLY EXPERIENCED COMMERCIAL DRIVER & AIRCRAFT PILOT/MECHANIC, & AVID CC USER, I HAVE NEVER HAD A VEHICLE ACT LIKE THIS. WHEN I PHONED CORPORATE TOYOTA, THEY OPENED CASE #2005 0921 1138; HAD THE "AREA REP" INVESTIGATE (HE SHE NEVER CONTACTED ME, OR DROVE MY CAR). TOLD ME THAT SINCE THE "AREA REP" CONSIDERS IT "NORMAL," MY ONLY RECOURSE WITH THEM IS TO ENTER "ARBITRATION", WE LIKE THIS CAR VERY MUCH, & WOULD LIKE TO KEEP IT IF THIS CAN BE RECTIFIED. SURELY IT'S A SOFTWARE GLITCH OR SOMETHING ALONG THAT LINE. PLEASE HELP SOLVE THIS OBVIOUS DESIGN FLAW, BEFORE A TRAGEDY FORCES IT. THANK YOU. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10133333  
**Date of Incident:** 20050817  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** MAYFIELD HEIGHTS, OH

**NHTSA Summary:**

DT: THE GAS PEDAL AND THE BRAKE PEDAL ARE TOO CLOSE TOGETHER. THIS HAS CAUSED THE CONSUMER AT LEAST FOUR ACCIDENTS. BECAUSE WHEN THE CONSUMER GOES TO PRESS ON THE BRAKE IT WILL ACCIDENTALLY HIT THE GAS PEDAL. THE CONSUMER WAS SO SURPRISED EVERY TIME THIS OCCURRED THAT SHE WAS UNABLE TO STOP THE VEHICLE UNTIL SHE HIT SOMETHING. THREE TIMES THIS OCCURRED. THE CONSUMER WAS TRYING TO STOP IT WHILE BETWEEN OTHER VEHICLES. THE CONSUMER WAS TAKEN TO THE HOSPITAL IN MAY 2005. SHE OBTAINED INJURIES BECAUSE OF THIS ACCIDENT. A POLICE REPORTS WERE TAKEN. ON 8-17-05 THE CONSUMER HIT A LIGHT POLE. PREVIOUSLY, THE CONSUMER HAD CONTACTED THE MANUFACTURER, AND RECEIVED NO ASSISTANCE FROM THEM. ALSO, THE CONSUMER ALSO STATED THAT THERE WAS NOT ENOUGH LEG ROOM IN THE DRIVER SIDE. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10141745  
**Date of Incident:** 20050821  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**

DT: THE CONSUMER COMPLAINED ABOUT AN AUTOMATIC TRANSMISSION PROBLEM. WHEN APPLYING PRESSURE TO THE ACCELERATOR PEDAL THE GEAR WOULD NOT ENGAGE. THE VEHICLE DID NOT SHIFT GEARS SMOOTHLY. THE CONSUMER SUSPECTED THAT THERE WAS A PROBLEM WITH THE VEHICLE SPEED CONTROL. THE CONSUMER LOST CONTROL OF THE VEHICLE WHEN ANOTHER VEHICLE PASSED. THE DEALERSHIP INFORMED THE CONSUMER THAT THEY COULD NOT DO ANYTHING BECAUSE THE VEHICLE WAS COMPUTER CONTROLLED. \*AK (12/01/05) \*SC

**Additional Summary:**

**Toyota ID Number:**

C-437

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10286123  
**Date of Incident:** 20050822  
**Vehicle:** 2000 TOYOTA TUNDRA  
**Location of Incident:** BOZEMAN, MT

**NHTSA Summary:**

I HAD THE ACCELERATOR STICK WHILE PARALLEL PARKING MY 2000 TOYOTA TRUCK ABOUT 4 YEARS AGO. I TRIED TO BRAKE, THEN PUT THE VEHICLE IN REVERSE, ENDED UP DAMAGING BOTH THE VEHICLE IN FRONT AND BEHIND MY VEHICLE. AT THE TIME, I DIDN'T UNDERSTAND WHAT HAD OCCURRED. NOW I SEE OTHERS HAVE EXPERIENCED THE SAME PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20050822  
**Date of Incident:** 20050822  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:**

**NHTSA Summary:**

**Additional Summary:**

I bought a new 2005 Toyota Sienna in Dec. '04. On Aug. 1st, it was involved in a crash. I was pulling into a parking space, foot on the brake, expecting the van to come to a halt, when I felt a jerk and it suddenly accelerated, went over the raised curb in front, onto the exit lane of the shopping center, back into the parking lot, hit the side of the building breaking windows there, hit a barricaded dumpster and then came to a stop. All the while my foot was on the brakes and they didn't seem to work. All this happened within a few seconds. The airbag deployed. Thankfully my son and I walked away with minor injuries and there were no pedestrians in the lot at the time and I did not hit any other vehicle. Earlier that day, the van stalled when I was pulling out of a parking space; I restarted it and put it on reverse and it was fine, though it seemed to be a bit bumpy-I checked all the tires and they were fine. After that it was smooth until the incident of the crash. I informed Toyota-they did an inspection and said all was well-'the vehicle performed as designed'. Currently it is being fixed.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10133972  
**Date of Incident:** 20050823  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

DT: 2005 LEXUS ES 330. THE CAR WAS NOT SHIFTING PROPERLY OR ACCELERATE UPON PRESSING THE GAS PEDAL AND WHEN IT DID ACCELERATE IT LURCHED FORWARD WHEN SLOWING DOWN AND THEN TRYING TO SPEED UP WAS TOLD BY THE DEALERSHIP THAT THE COMPUTER COULD NOT READ FAST ENOUGH TO KNOW WHAT TO DO. THIS DIDN'T HAPPEN EVERY TIME. IN AN HOUR OF DRIVING I HAPPENED AT LEAST 8 TIMES. THIS WAS A SAFETY ISSUE. IN STOP AND GO TRAFFIC AND CHANGING LANES, NOTHING HAPPENED. IT TOOK 3 SECONDS FOR THE VEHICLE TO REACT TO THE ACCELERATION. THIS HAS HAPPENED MULTIPLE TIMES. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10135486  
**Date of Incident:** 20050827  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** MANLIUS, NY

C-438

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
ON SEVERAL INSTANCES WHEN YOU LET OFF THE GAS TO GO AROUND A CORNER THEN WHEN YOU ACCELERATE NOTHING HAPPENS THEN THE ENGINE TRIES TO COMPENSATE BY OVER REVVING. ON ANOTHER OCCASION PULLED INTO TRAFFIC, STEPPED ON THE GAS NOTHING HAPPENED FOR SEVERAL SECONDS, ALMOST BROADSIDED. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303045  
**Date of Incident:** 20050827  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** NAPERVILLE, IL

**NHTSA Summary:**

I HAD MY NEW 2005 CAMRY INTO THE DEALERSHIP (LONGO TOYOTA, EL MONTE, CA) THREE TIMES IN THE FIRST MONTH AFTER I PURCHASED IT. I EXPLAINED THAT THERE WAS A MAJOR SURGE IN ACCELERATION WHILE BREAKING. I ALSO HAD PROBLEMS WITH MY CAR "JUMPING" FORWARD WHILE AT A COMPLETE STOP, AND ANOTHER ISSUE WITH A LAG IN ACCELERATION. ALL THREE OF THESE ISSUES HAVE HAPPENED MORE TIMES THAN I CAN COUNT. THERE HAVE BEEN MANY TIMES THAT I HAVEN'T BEEN ABLE TO ACCELERATE AT FIRST, ONLY TO FIND MYSELF TRYING TO BRAKE (AND NOT SUCCEEDING) AS SOON AS THE ACCELERATOR KICKS IN SECONDS LATER, SENDING THE CAR SURGING FORWARD. I'VE TAKEN THE CAR IN TO THE DEALERSHIP, AND EACH TIME I WAS TOLD THAT THERE WAS NO PROBLEM - THAT WHATEVER MY ISSUE MIGHT BE, IT COULD NOT BE REPLICATED, AND THAT ANY "TIMING" CONCERN WAS ONLY THE ELECTRONIC THROTTLE ? AND THAT THIS WAS COMPLETELY NORMAL. THE ISSUES WITH THE CAMRY'S ACCELERATION & ELECTRONIC THROTTLE ARE INCREDIBLY DANGEROUS, AND WERE ALMOST THE CAUSE OF A MAJOR ACCIDENT (MY 3 YEAR OLD SON WAS IN THE CAR AT THE TIME), AND COUNTLESS OTHER MINOR NEAR-ACCIDENTS. I AM A SAFE, 33 YEAR OLD FEMALE DRIVER WITH 17 YEARS OF DRIVING-EXPERIENCE, AND ONLY ONE ACCIDENT ON MY RECORD (A MAN REAR-ENDED ME ON THE FREEWAY IN 2003). TOYOTA IS SUCH A POPULAR BRAND, AND IF THERE ARE OTHER CAMRY OWNERS, THEN NONE OF US ARE SAFE. HOW MANY PEOPLE HAVE TO BE INJURED OR DIE BEFORE TOYOTA OWNS UP TO THEIR MISTAKE? I CONTINUE TO SEE RECALLS FOR OTHER TOYOTA CARS, AND HOPE BEYOND HOPE THAT ONE DAY MY 2005 CAMRY SE WILL ALSO BE RECALLED.\*CW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303680  
**Date of Incident:** 20050901  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** HOPKINSVILLE, KY

**NHTSA Summary:**

GAS PEDAL STICKS AND CAUSES VEHICLE TO "LURCH" WHEN PROCEEDING FROM A STOP. THIS IS DANGEROUS BECAUSE IT COULD CAUSE THE VEHICLE TO HIT THE ONE IN FRONT IF MOVING FORWARD FROM A STOP LIGHT. TOOK VEHICLE TO DEALER WHEN UNDER WARRANTY. SHORT TEST DRIVE SAID "NOTHING WRONG", NOW OBVIOUS SOMETHING IS WRONG. THE PURPOSE IS NOT TO "PILE ON" TOYOTA, BUT TO BRING ATTENTION TO A SAFETY ISSUE. THANKS \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10135492

C-439

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20050904  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** FISHERS, IN

**NHTSA Summary:**

AFTER BEING INVOLVED IN A REAR END COLLISION (WITH MY CAMRY XLE V6) WHEN REVERSING OUT OF A PARKING SPOT AT A BUSY RESTAURANT, I ATTEMPTED TO PULL FORWARD A FOOT OR TWO AND PARK BY PUTTING THE CAR INTO DRIVE (NOT PRESSING THE ACCELERATOR). UPON PRESSING THE BRAKE TO PARK THE CAR ACCELERATED FORWARD UNCONTROLLABLY (WITHOUT APPLICATION OF THE GAS PEDAL) CRASHING INTO THE CAR PARKED IN FRONT OF ME AND PUSHING THAT CAR INTO THE CAR DIRECTLY ACROSS THE PARKING LOT FROM IT. THE CAR DIRECTLY ACROSS THE PARKING LOT WAS PUSHED OVER THE CONCRETE PARKING BLOCK AND INTO A TREE. AFTER PUSHING THE CAR IN FRONT OF ME, I WAS ABLE TO STEER AWAY FROM OTHER CARS AND WAS FINALLY ABLE TO STOP THE CAR ONLY BY USING THE EMERGENCY BRAKE. FROM THE TIME THE CAR ACCELERATED FORWARD WITHOUT PRESSING THE GAS PEDAL THE BRAKES DID NOT WORK. AFTER CLEARING THE CARS I LOOKED DOWN TO MAKE SURE I WAS USING THE BRAKE PEDAL, WHICH I WAS, AND IT WAS NOT WORKING AT ALL. DURING THIS ENTIRE INCIDENT THERE WAS A VERY LOUD AND CONSISTENT NOISE COMING FROM MY CAR. THE CAR IS CURRENTLY BEING INSPECTED. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322731  
**Date of Incident:** 20050904  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** ELIZABETH, NJ

**NHTSA Summary:**

2005 TOYOTA COROLLA S. BOUGHT ON 08/28/2005. REFUSAL OF CARMAX REPORT, WHY PREVIOUS OWNER RETURNED CAR, HAD TO BRING CAR BACK AFTER A WEEK HAVING HARD START UP. DEALERSHIP STATED NEEDED NEW "UPDATE" FOR COMPUTER. A MONTH LATER BROUGHT CAR BACK SAME PROBLEM, ANOTHER "UPDATE" NEEDED THEY SAID. THREE MONTHS LATER CAR ACCELERATED ON INTERSTATE 4, BROUGHT CAR BACK AND TOLD ME NOTHING WAS WRONG WITH IT. THEN IN 2007 PARKING CAR AT 2 MILES PER HR CAR SUDDENLY ACCELERATED UPHILL, NO BRAKES, SWERVED CAR TO AVOID GLASS DOORS TO A TENNANTS APT. LANDED ON TOP OF BUSH, TRIED TO REVERSE AND BUMPER WAS PULLED OFF. AFTER CAR WAS REPAIRED, CAR THEN ACCELERATED WHILE REVERSING AND HIT ANOTHER VEHICLE, NO DAMAGE TO OTHER VEHICLE, MY REAR BUMPER HAS DENT IN RIGHT CORNER. IN 2009, EXITING OFF OF ROUTE 9 US HIGHWAY, CAR ACCELERATED WENT UP EMBANKMENT, REVERSED OFF OF EMBANKMENT AND CAME DOWN HARD OFF OF CURB DAMAGED LEFT TIRE ROD AXEL, BRAKES LOCKED, CAR IS SUPPOSE TO HAVE ANTI-LOCK BRAKES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311413  
**Date of Incident:** 20050908  
**Vehicle:** 1999 LEXUS GS300  
**Location of Incident:** TARZANA, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 1999 LEXUS GS300. THE CONTACT STATED THAT DURING ACCELERATION THERE WAS A SUDDEN LOSS OF VEHICLE CONTROL. THE FAILURE OCCURRED ON FIVE OCCASIONS IN WHICH THE DRIVER SUSTAINED PERSONAL INJURIES.

C-440

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE INSURANCE COMPANY WAS NOTIFIED ON FOUR DIFFERENT OCCASIONS WITH THE SUBMISSION OF A CLAIM. THE INSURANCE COMPANY STATED THAT THE DRIVER WAS AT FAULT. THE FAILURE WAS NOT REPORTED TO THE MANUFACTURER DUE TO THE CONTINUOUS SERVICE REPAIRS PERFORMED ON THE VEHICLE. THE VEHICLE WAS NOT DRIVEN AS A RESULT OF THE SAFETY ISSUE. THE CONTACT NO LONGER OWNS THE VEHICLE. THE FAILURE MILEAGE WAS UNKNOWN.

**Additional Summary:**

**Toyota ID Number:** 200509130167  
**NHTSA ODI Number:**  
**Date of Incident:** 20050910  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 09/13/2005 07:22:55 AM Dariago  
Cust sts on 9/10 while veh was stopped at a stop sign the engine revved up and the back tire started spinning. Cust sts had foot on the brake, but veh would not stop. Cust sts veh took off and had to pull wheel to the next lane to stop the veh and avoid an accident. Cust sts there were no warning lights on. Cust sks vehicle inspection.

\*\*\* CASE CLOSE 09/14/2005 11:14:19 AM DLR45045  
SPOKE WITH CUST TODAY. SET UP APPT. FOR 8:30 AM THURSDAY SEPT 15.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10136882, 10145141  
**Date of Incident:** 20050911  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** TEANECK, NJ  
**NHTSA Summary:**

I WAS MAKING A LEFT TURN INTO THE GARRISON PARKING LOT, TEANECK, DRIVING MY 2005 CAMRY. I PRESSED VERY LIGHTLY ON THE ACCELERATOR. THE CAR SUDDENLY HAD A SURGE OF ACCELERATION DISPROPORTIONATE TO MY GENTLE TAPPING OF THE GAS PEDAL. PRESSING THE BRAKE PEDAL AND ALSO TURNING THE IGNITION KEY OFF DID NOT SLOW THE CAR DOWN SUFFICIENTLY TO PREVENT A CRASH INTO TWO PARKED CARS. THERE WERE NO OCCUPANTS IN THE PARKED CAR. MY HUSBAND, IRVING J. BOROWITZ, WAS WITH ME. WE HAD NO APPARENT INJURIES AT THAT TIME EXCEPT FOR LEFT SHOULDER ACHE (GRACE). WE WERE BOTH TRAUMATIZED. THE CAMRY IS AT A TOYOTA BODY SHOP. AWAITING INSPECTION BY TOYOTA REPRESENTATIVE TOM MORIN ON SEPT. 23. OUR ALLSTATE INSURANCE ADJUSTER ESTIMATED PARTIAL COST OF REPAIRS AT \$5025. NO REPAIRS HAVE BEEN DONE YET. THE CAMRY HAS 2391 MILES. REFERRED TO YOU BY LEONRAD BURCHMAN (VOICE OF THE ELDERLY). CAR PURCHASED FEB 26, 2005 AT PARKWAY TOYOTA, ENGLWD CLIFFS, NJ. \*NM SEE ODI 10145141. \*DSY

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10335805  
**Date of Incident:** 20050912  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** ROCKVILLE, MD  
**NHTSA Summary:**

C-441

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE WITH ONLY 7,509 MILES SUDDENLY ACCELERATED, HITTING OTHER PARKED CARS AND A LIGHT POLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10137007  
**Date of Incident:** 20050913  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SOUTH JORDAN, UT  
**NHTSA Summary:**

I WAS DRIVING WITH MY FAMILY SOUTH BOUND ON I-5 WHEN WE EXITED THE FREEWAY AND PULLED INTO THE TILLCUM CHEVRON STATION. THE CRUISE CONTROL WAS ON BUT DISENGAGED. I TURNED RIGHT INTO A PARKING SPOT AT A LOW RATE OF SPEED (3 TO 5 MPH). I WAS ALMOST AT A COMPLETE STOP AND HAD JUST ENOUGH TIME TO REALIZE THAT I COULD NOT STOP!!! I COULD HEAR THE CAR'S ENGINE ROAR AND A MOMENT LATER FOUND THAT I HAD DRIVEN OVER A CONCRETE CURB, UP A TWO FOOT CONCRETE RETAINING WALL, AND THROUGH A CHAIN-LINK FENCE. I DON'T KNOW HOW A CAR COULD DO THIS!! THE TOTAL SPACE FOR THIS TO HAPPEN WAS ONLY ABOUT 3 LINEAR FEET!! I WAS NOT PUSHING THE ACCELERATOR!! THERE WAS INDEED AN ACCELERATION SURGE IN MY 2002 CAMRY V6. THE CAR STOPPED, STRADDLING THE CONCRETE WALL, THE FRONT DRIVE WHEELS WERE OFF THE GROUND. I GOT OUT OF THE CAR AND ASKED THE MECHANIC ON-SITE IF THERE WERE ANY RECALLS ON THE 2002 CAMRY. I SWEAR THIS IS THE VERY FIRST THING I SAID BECAUSE I KNEW THAT I DID NOT CAUSE THE ACCIDENT. THE ACCIDENT WAS CAUSED BY A DEFECT IN THE TOYOTA CAMRY. A TOW TRUCK REMOVED MY VEHICLE FROM THE RETAINING WALL. I THEN DROVE THE CAR DIRECTLY TO THE TITUS WILL TOYOTA DEALERSHIP. THEY COULD NOT DUPLICATE THE PROBLEM WITH THE VEHICLE AND INDICATED IT WAS SAFE TO DRIVE. DAMAGE TO THE CAR INCLUDED THE FRONT BUMPER, SEVERAL MAJOR SCRATCHES, AND SEVERAL SMALL DENTS. I EXPLAINED THAT WE WERE VERY CONCERNED ABOUT SAFETY AND ASKED ABOUT RECALLS. THEY INDICATED THAT THERE WERE NONE FOR MY VEHICLE. THEY DID ADMIT AFTER SOME QUESTIONING THAT THEY WOULD NOT KNOW HOW MANY TIMES THIS HAS HAPPENED IN THE PAST DUE TO THE FACT THAT THE DEALERSHIPS DO NOT SHARE INFORMATION AND TOYOTA CORPORATE DOES NOT SHARE THIS INFORMATION WITH THE DEALERSHIPS. THE YOUNG LADY (EMPLOYEE) AT THE PAYMENT DESK VOLUNTEERED THAT SHE HAD ALSO HAD UNEXPECTED ACCELERATION WITH HER TOYOTA CAMRY. I REQUEST THAT A FORMAL INVESTIGATION BE LAUNCHED AND A RECALL PLACED FOR 2002 TOYOTA CAMRYS. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310910  
**Date of Incident:** 20050914  
**Vehicle:** 2003 TOYOTA TUNDRA  
**Location of Incident:** KAAAWA, HI  
**NHTSA Summary:**

MY WIFE WAS DRIVING HER 2003 TOYOTA TUNDRA ON THE H3 FREEWAY, CHANGING FROM THE RIGHT LANE TO THE LEFT LANE, WHEN THE CAR SUDDENLY ACCELERATED, CRASHED INTO THE CENTER CONCRETE HIGHWAY DIVIDER, AND CONTINUED TO CRASH INTO THE DIVIDER UNTIL IT STOPPED RUNNING. SHE STEPPED ON THE BRAKE THE WHOLE TIME BUT THE TRUCK WOULD NOT SLOW DOWN OR STOP UNTIL THE ENGINE DIED. WHEN OUR INSURANCE COMPANY INSPECTED THE TRUCK IT FOUND THAT THE REPEATED IMPACT INTO THE CONCRETE BARRIER HAD BENT THE FRAME OF THE TRUCK AND THEN DECLARED THE TRUCK A TOTAL LOSS. AFTER THEY INSPECTED THE TRUCK

C-442

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OUR LOCAL TOYOTA DEALER SAID THERE WAS NOTHING WRONG WITH THE TRUCK TO CAUSE IT TO SUDDENLY SPEED UP AND GO OUT OF CONTROL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302402  
**Date of Incident:** 20050915  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** OLATHE, KS  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA COROLLA. THE CONTACT STATED THAT THE ACCELERATOR PEDAL WOULD GET STUCK WHILE DRIVING 5 MPH OR GREATER; HOWEVER, THE PEDAL WOULD RELEASE IT SELF AUTOMATICALLY. THE CONTACT STATED THAT THE FAILURE HAS OCCURRED SINCE HE PURCHASED THE VEHICLE. THE VEHICLE HAS BEEN TAKEN TO THE DEALER BUT THEY COULD NOT FIND ANY PROBLEMS. THE FAILURE MILEAGE WAS 39000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302179  
**Date of Incident:** 20050917  
**Vehicle:** 1994 TOYOTA PICKUP  
**Location of Incident:** PARIS, KY  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 1994 TOYOTA PICKUP. THE CONTACT STATED THAT THE ACCELERATOR PEDAL STICKS, THE RPM'S INCREASED, AND THE VEHICLE LUNGED FORWARD. WHILE DRIVING 55 MPH THE VEHICLE ACCELERATED AND SHE ENGAGED THE BRAKE PEDAL TWICE TO SLOW DOWN. THE VEHICLE WAS REPAIRED BY A LOCAL MECHANIC. THE TOYOTA MANUFACTURER WAS NOT NOTIFIED. THE FAILURE MILEAGE WAS 159,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320738  
**Date of Incident:** 20050917  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** PELHAM, MA  
**NHTSA Summary:**

SINCE I BOUGHT A 2005 TOYOTA CAMRY SE IN AUGUST OF 2005, I HAVE EXPERIENCED ABOUT 30 INCIDENTS OF RAPID ACCELERATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10137655/10137603  
**Date of Incident:** 20050918  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** WINONA, MN  
**NHTSA Summary:**

DT: THE CONTACT OWNS A 2005 TOYOTA AVALON. ACCELERATOR STUCK TO THE FLOOR. WENT FOR A PRETTY FAST RIDE, KICKED IT A COUPLE OF TIMES, AND THEN IT DID A NOSE DIVE. AFTER THE CONTACT GOT VEHICLE STARTED IT STOPPED, IT WAS THE

C-443

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATOR PEDAL. THE VEHICLE'S MILEAGE WAS 7,800. NO CRASHES WERE REPORTED. NO POLICE DEPARTMENTS WERE CALLED. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316950  
**Date of Incident:** 20050919  
**Vehicle:** 1998 TOYOTA AVALON  
**Location of Incident:** FULLERTON, CA  
**NHTSA Summary:**

ON OR ABOUT SEPTEMBER 19, 2005. I PULLED INTO A PARKING SPOT ASIDE OF A SHOE SHOP AND APPLIED MY BRAKE TO STOP. THE 1998 TOYOTA AVALON WHICH I WAS DRIVING REFUSED TO STOP AND CONTINUED ON INTO THE SIDE OF THE BUILDING AT MAYBE 30 MPH. I WAS SURE THAT I HAD APPLIED EXTREME PRESSURE TO THE BRAKE BUT COULD NOT STOP THE CAR. I WAS SO DISTRAGHT THAT I ASSUMED THAT MY FOOT SLID OFF THE BRAKE ONTO THE ACCELERATOR. AS I THINK BACK I AM SURE THAT I WAS ON THE BRAKE AND NOT ON THE ACCELERATOR. IF I WAS ON THE ACCELERATOR I WOULD HAVE HAD A JOLT FORWARD WITH EXTREME ACCELERATION. IT WAS LIKE I WAS IN A SLOW MOTION DREAM WORLD AND THE AVALON WAS UNDER ITS OWN CONTROL. I REPORTED IT TO MY INSURANCE COMPANY AS BEING MY FAULT SINCE I HAD NO OTHER REASONABLE EXPLANATION. I AM NOW SURE THAT THE AVALON WAS UNDER ITS OWN CONTROL AND NOT MINE. UPDATED 03/24/10

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10137651  
**Date of Incident:** 20050920  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** ELKRIDGE, MD  
**NHTSA Summary:**

I HAVE A 2005 TOYOTA HIGHLANDER LIMITED W/V6 ENGINE. WHEN I ACCELERATE AT LOW SPEEDS, THEN TAKE MY FOOT OFF THE GAS AND THEN TRY TO ACCELERATE AGAIN, THERE IS A PROLONGED HESITATION BEFORE THE VEHICLE STARTS TO ACCELERATE. THE SAME PROBLEM EXISTS WHEN YOU MAKE A TURN AND THEN TRY TO ACCELERATE AGAIN. THE OTHER DAY I WAS TRYING TO PULL OUT ONTO A WELL TRAVELED ROAD. I MOVED OUT INTO THE FIRST LANE AND THEN TOOK MY FOOT OFF THE GAS TO CHECK TO MAKE SURE THE NEXT LANE WAS CLEAR. I SAW THERE WERE CARS COMING AROUND THE CURVE TOWARDS ME IN BOTH LANES. I HIT THE GAS AND THE CAR HESITATED. THEN FINALLY IT STARTED TO MOVE. I BARELY MISSED BEING BROADSIDED. I'VE BEEN DRIVING FOR OVER THIRTY YEARS AND HAVE DRIVEN A NUMBER OF DIFFERENT VEHICLES. I HAVE NEVER EXPERIENCED THIS PROBLEM AND AM VERY CONCERNED FOR MY FAMILY'S SAFETY. I HAVE CONTACTED THE DEALER AND TOYOTA AND THEY SAY THIS IS NORMAL OPERATION. AS FAR AS I'M CONCERNED THIS IS ANYTHING BUT NORMAL AND NEEDS TO BE ADDRESSED. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10138243  
**Date of Incident:** 20050924  
**Vehicle:** 2002 TOYOTA PRIUS  
**Location of Incident:** SACRAMENTO, CA  
**NHTSA Summary:**

C-444

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I HAD JUST LEFT ONE AREA OF A PARKING LOT AND WAS TRAVELING TO ANOTHER AT A LOW RATE OF SPEED (5 TO 15 MPH) SO MY 2002 TOYOTA PRIUS WAS RUNNING UNDER ELECTRICAL POWER. I TURNED RIGHT TO PULL INTO A PARKING SPACE BETWEEN TWO SUVs, COASTING IN WITH MY FOOT OVER THE BRAKE PEDAL. WHEN I WAS MORE THAN HALFWAY INTO THE PARKING SPACE, THE CAR SUDDENLY SHOT FORWARD JUMPING THE CURB AND STOPPING ONLY WHEN IT HIT A STONE PILLAR. WHEN I LOOKED DOWN (AFTER CHECKING TO SEE IF MY 13 YEAR OLD SON WAS ALRIGHT, I SAW THAT MY FOOT WAS ON THE BRAKE PEDAL. FORTUNATELY NO PEDESTRIAN WAS IN THE WALKWAY, AND I DID NOT HIT THE SUV TO MY RIGHT OR LEFT. HOWEVER, THE UNEXPECTED ACCELERATION WAS NOT A RESULT OF PRESSING ON THE GAS PEDAL. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10138406  
**Date of Incident:** 20050924  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** LAFAYETTE, CA

**NHTSA Summary:**  
DT: CONTACT OWNS A 1999 TOYOTA CAMRY. VEHICLE WAS PULLING INTO A LITTLE STORE. THE CONTACT WENT TO PULL INTO PARKING SPACE WHEN ALL OF A SUDDEN CAR ACCELERATED AND HIT THE BUILDING. POLICE WAS CALLED BUT BECAUSE IT WAS ON PRIVATE PROPERTY THEY DIDN'T HAVE TO TAKE A REPORT. PASSENGER HAD TO GO TO HOSPITAL AFTER SEAT BELT LOCKED SO TIGHT THAT THEY CHECKED HER FOR INTERNAL INJURIES. BODY WAS BRUISED BADLY. UPON IMPACT, AIR BAGS DID NOT DEPLOY NO FIRE REPORTED. VEHICLE WAS TOTALED. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10139471  
**Date of Incident:** 20050924  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** EAST ALTON, IL

**NHTSA Summary:**  
DT: THE CONTACT STATES THAT 2004 TOYOTA CAMRY XLE SUDDENLY ACCELERATED. THE CONTACT SLOWLY PULLED INTO GARAGE AND THE VEHICLE ACCELERATED AND HIT AN OBJECT IN THE GARAGE. THERE WAS NO DAMAGE TO THE CAR. THE CONTACT CALLED TOYOTA DEALERSHIP AND LET THEM KNOW, AND THEY SAID THEY HAD NOT HEARD OF A CAR DOING THAT. THE SPEED WAS 1 MPH.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10289945  
**Date of Incident:** 20050924  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** TAPPAHANNOCK, VA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 TOYOTA AVALON. WHEN ATTEMPTING TO APPLY THE BRAKES, THE VEHICLE ACCELERATED WITHOUT TOUCHING THE ACCELERATOR PEDAL. THE VEHICLE WAS SHIFTED INTO NEUTRAL TO DECELERATE. THE VEHICLE WAS TOWED TO TWO DIFFERENT DEALERS, BUT THE TECHNICIANS COULD NOT REMEDY THE FAILURE. A COMPLAINT WAS FILED WITH THE MANUFACTURER, BUT NO ASSISTANCE WAS PROVIDED. THE CURRENT MILEAGE WAS 45,000. THE FAILURE MILEAGE WAS 11,000.  
**Additional Summary:**

C-445

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10138278  
**Date of Incident:** 20050925  
**Vehicle:** 2001 LEXUS ES300  
**Location of Incident:** RIVERSIDE, CA

**NHTSA Summary:**  
WHILE DRIVING THE CAR WOULD SPEED UP ON OWN WITHOUT PUSHING ON THE ACCELERATOR. I FOUND MY CAR GOING FROM 40 TO 60. IN PARK POSITION THE CAR WILL REV TO HIGH RPM BUT IF I AM IN DRIVE MODE IT WILL JUST ACCELERATE. I TOOK IT TO LEXUS AND THE TECHNICIAN SAYS THE IDLE SPEED CONTROL VALVE WAS NOT WORKING AND THE REPAIR WORK WOULD BE \$500. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10139632  
**Date of Incident:** 20050925  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** VERONA, NJ

**NHTSA Summary:**  
BRAKES WERE UNABLE TO BRING CAR TO A STOP, INSTEAD THE CAR ACCELERATED. CAR FINALLY CAME TO A STOP AFTER CRASHING INTO THE HOUSE. CAR WAS DAMAGED AND THE BODY AND FENDERS OF THE CAR WERE REPAIRED BUT NOTHING WAS REPAIRED WHICH LED TO THIS OCCURRENCE IN REGARDS TO THE MECHANICS OF THE CAR. IN ADDITION AIRBAGS DID NOT DEPLOY ON IMPACT.\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10138533  
**Date of Incident:** 20050926  
**Vehicle:** 2005 TOYOTA TUNDRA  
**Location of Incident:** ORANGE CITY, FL

**NHTSA Summary:**  
WE OWN "TWO" 2005 TOYOTA TUNDRA DOUBLE CABS THAT ARE EQUIPPED THE SAME. BOTH OF THESE VEHICLES EXHIBIT THE SAME SAFETY ISSUE. THE ISSUE: WHEN DRIVING WITH CRUISE CONTROL "ON" AT SPEEDS OF 70 MPH, ON SLIGHTLY UPHILL TRACK, THE CRUISE CONTROL WILL COMMAND THE VEHICLE TO MAXIMUM THROTTLE, SHIFTING THE TRANSMISSION INTO PASSING GEAR. THIS ACTION ON THE 287 HORSEPOWER VEHICLE, CAUSES THE REAR TIRES TO BREAK LOOSE ON WET ROADS AND CAN CAUSE LOSS OF CONTROL OF THE VEHICLE, SENDING IT OFF THE ROAD OR INTO A SPIN. BOTH VEHICLES WE OWN EXHIBIT THIS BEHAVIOR AND IT HAS BEEN REPORTED TO TOYOTA CASE # 200510040775. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10142940  
**Date of Incident:** 20050926  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** SACRAMENTO, CA  
**NHTSA Summary:**

C-446

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

UNEXPECTEDLY THE VEHICLE ACCELERATED WHEN BACKING OUT OF DRIVEWAY WITH FOOT ON BRAKE. WENT TO NEUTRAL AND ENGINE SLOWED DOWN. PUT IN DRIVE AND IT TRIED TO RUN AWAY AGAIN. TOOK TO DEALER AND COULD NOT FIND ANYTHING WRONG AND NO CODES IN COMPUTER LOG. TWICE PREVIOUSLY HAD SIMILAR UNCONTROLLED ACCELERATION WHEN DRIVING ON FREEWAY. BRAKED LIGHTLY TO CHANGE LANES AND CAR UNCONTROLLABLY ACCELERATED. SHIFTED TO NEUTRAL WITH HEAVY BRAKING AND ENGINE RESPONSE CAME BACK UNDER CONTROL. CAR ONLY HAS 3200 MILES ON IT AT THIS DATE. 9/26/05 INCIDENT WAS AT 1975 MILES ON VEHICLE, PRIOR INCIDENTS WERE PROBABLY A MONTH TO 6 WEEKS EARLIER. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322102  
**Date of Incident:** 20050927  
**Vehicle:** 1998 LEXUS LS400  
**Location of Incident:** MOBILE, AL

**NHTSA Summary:**  
ON SEPTEMBER 27, 2005, MY 1998 LEXUS LS 400 RAMMED INTO THE CAR IN FRONT OF ME. I WAS STOPPED IN TRAFFIC WITH MY FOOT ON THE BRAKE. MY CAR ACCELERATED NOT ONCE, BUT TWICE INTO THE CAR IN FRONT OF ME. WHEN THE POLICE AND FIREMEN CAME, THE POLICEMAN STOOD NEXT TO MY WINDOW AND ASKED ME TO PUT THE CAR IN NEUTRAL SO THAT THE FIREMEN COULD PUSH THE CAR OUT OF THE ROAD. THE CAR ACCELERATED IN REVERSE AND ALMOST RAN OVER THE FIREMEN. THE POLICEMAN NOTED THIS IN HIS REPORT. I WAS ON AIRPORT BLVD. WITHIN 1 MILE OF THE MOBILE AIRPORT. MY CAR WAS TAKEN TO LEXUS OF MOBILE WHERE THEY COULD NOT REPRODUCE THE PROBLEM. I NEVER DROVE THE CAR AGAIN BECAUSE I HAD NO CONFIDENCE IN IT. I FELT THAT THIS INFORMATION MIGHT BE OF HELP TO SOMEONE LOOKING INTO THE TOYOTA PROBLEMS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323605  
**Date of Incident:** 20050928  
**Vehicle:** 2005 SCION XB  
**Location of Incident:** NEWPORT, KY

**NHTSA Summary:**  
MY ACCELERATOR STUCK WHILE I WAS IN TRAFFIC. I WAS GOING 55MPH AND SLOWED TO 30 DUE TO TRAFFIC. WHEN I SLOWED THE ENGINE REVVED. I TURNED OFF THE ENGINE AFTER PUTTING THE CAR IN NEUTRAL. I TURNED THE CAR BACK ON AND IT KEPT REVVING. I TURNED OFF THE ENGINE AGAIN AND IT RESET. I HAD THE CRUISE CONTROL ON BUT NOT ENGAGED. I TOOK THE CAR INTO THE LOCAL TOYOTA SERVICE CENTER AND THEY CHECKED OUT THE CAR AND TOLD ME THEY COULD FIND NOTHING. THAT WAS 9/28/2005.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310315  
**Date of Incident:** 20050930  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** KNOXVILLE, TN

**NHTSA Summary:**  
2005 TOYOTA TACOMA PICK UP TRUCK. WHEN OPERATING IN THE CRUISE CONTROL MODE, AND WHEN COMING UP ON A STRETCH OF ROAD WHICH IS UPHILL, THE

C-447

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATOR WILL KICK IN IN A FULL OPEN AND UNCONTROLLED ACCELERATION MODE CAUSING THE NEED TO DISENGAGE THE CRUISE CONTROL TO PREVENT FROM RUNNING IN TO SOMETHING IN FRONT OF ME. THIS HAPPENS OFTEN AND ROUTINELY WHEN USING THE CRUISE CONTROL AND HITTING AN UPHILL STRETCH OF ROAD. I HAVE REQUESTED SERVICE FROM THE TOYOTA DEALER IN KNOXVILLE, TN SEVERAL YEARS AGO (APPROX. 2006-2007 TIME FRAME. HOWEVER, THEY DISMISSED THE CLAIM AS THE "PASSING GEAR" OF THE TRANSMISSION KICKING IN WITHOUT EVEN DRIVING THE VEHICLE AND TESTING IT. HOWEVER, THE CHARACTERISTIC OF THE EVENT WHEN IT HAPPENS IS THAT THERE IS IMMEDIATE UNCONTROLLED ACCELERATION THAT IS EQUIVARIANT TO THE ACCELERATOR BEING FULLY DEPRESSED WHICH REQUIRES INTERVENTION TO INTERRUPT. THE INCIDENTS HAVE BEEN GOING ON SINCE 2005 AND CONTINUE UNDER USE OF THE CRUISE CONTROL IN THIS MODEL.  
**Additional Summary:**

**Toyota ID Number:** 200510240106; 200510250647  
**NHTSA ODI Number:**  
**Date of Incident:** 20051000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/24/2005 06:45:25 AM MCrcvantes1

PA  
no prev  
Cheryl wife calling sts on 10/20 husband was backing up into a parking space & veh surged backwards no accident, no damage. Cust later that day husband driving going approx 40 mph & veh decelerated to 5 mph & then veh surged out of control forward. Cust sts no accident. Cust sts veh inspected by dlr, & shop foreman Chuck Sweeney advd no concern found. Cust sts does not feel safe in veh. Cust sts would like toyota to further inspect veh. Cust sts does not  
\*\*\* NOTES 10/24/2005 06:45:25 AM MCrcvantes1  
<<<w/ant veh back unless further inspection is done. Cust sts would like veh replaced if concern can not be corrected. Cust sts is a loyal toyota owner & sks satisfaction. Cust sts veh still at dlr.  
\*\*\* NOTES 10/24/2005 11:03:37 AM EHellmer

OUTGOING DEALER CALL -  
nrc spoke to shop foreman, Chuck Sweeney who advd cust brought veh to dlr for concerns with unintended acceleration. Chuck sts checked all codes & checked throttle. Chuck sts road tested veh on Thursday 10/20 or Friday 10/21 for about 22 miles. Chuck sts road tested veh for about 30 miles again today. Chuck sts found no concerns with veh. Chuck sts also spoke to FTS, John Ellis who advd Chuck to inspect veh again & if no concerns are found, to >>>  
\*\*\* NOTES 10/24/2005 11:03:38 AM EHellmer  
>>> return veh to cust. Chuck sts not necessary for FTS inspection b/c no concerns have been found & veh is ready for cust to pick up. nrc understood and thanked.

\*\*\* SUBCASE 200510240106-1 CREATED 10/24/2005 11:04:14 AM EHellmer  
\*\*\* NOTES 10/25/2005 10:40:27 AM RVraehan  
Cheryl wife c/b & is requesting a c/b as soon as possible. cust didn't realize that we are on the West coast and has been waiting all day for a c/b. nrc adv will send email to rep handling and request if possible for her to c/b cust w/in the next hour, no promises  
\*\*\* NOTES 10/25/2005 11:17:07 AM EHellmer  
OUTGOING CUST CALL -  
nrc contacted wife, Cheryl Lancaster who sts veh surged 2x. cust sts the first time the veh surged while husband was backing up into a parking space. cust sts the second time, was driving 45mph and sts veh dropped to 5mph and then revved forward. cust sts does not feel safe in veh. cust sts dlr road tested veh 24 miles, checked carpet, codes and throttle and found no concerns. cust sts dlr road tested again for 30 miles & was not able to find >>>

C-448

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 10/25/2005 11:17:10 AM EHellmer  
 >>> cause of concern, cust sts does not want to pick veh up until is repaired b/c does not feel safe in veh. cust sks to have veh repaired & if not able to be repaired, then would like replacement veh. ncr apol and adv cust dlr found no concerns. ncr adv dlr unable to repair without duplicating issue. ncr adv not able to get region involved until dlr is able to duplicate concerns. ncr adv cust may take veh to another toy dlr for 2nd opinion. ncr adv if cust sks>>>  
 \*\*\* NOTES 10/25/2005 11:17:11 AM EHellmer  
 >>> replacement veh, then next step within toy is to pursue arb. cust requests arb paperwork to have for reference. cust sts may decide to take veh to another dlr for 2nd opinion before pursuing arb. ncr adv would close pa case & open arb case to send arb paperwork. cust understood.

\*\*\* SUBCASE 200510240106-1 CLOSED 10/25/2005 11:20:17 AM EHellmer  
 1. SUMMARY: Customer states having concerns with vehicle surging while in reverse gear and drive gear.  
 2. REGION OPEN: No  
 3. RESOLUTION: Dealership checked all codes, carpet and throttle and found no concerns. Dealership also road tested vehicle and unable to find concerns. Dealership contacted FTS who advised may return veh to cust if no concerns found. Customer requested arb paperwork.  
 4. CUSTOMER SATISFIED: No  
 5. DAYS TO CLOSE: 2

\*\*\* CASE CLOSE 10/25/2005 11:20:27 AM EHellmer  
 see notes  
 \*\*\* NOTES 10/25/2005 11:26:53 AM EHellmer  
 arb case #200510250647  
 \*\*\* NOTES 10/27/2005 03:42:12 PM EHellmer  
 ncr emailed survey to customer. RNW#051027-000084 ;

\*\*\* PHONE LOG 10/25/2005 11:26:28 AM EHellmer  
 ARB REQUEST  
 previous case #200510240106  
 wife, Cheryl Lancaster who sts veh surged 2x. cust sts the first time the veh surged while husband was backing up into a parking space. cust sts the second time, was driving 45mph and sts veh dropped to 5mph and then revved forward. cust sts does not feel safe in veh. cust sts dlr road tested veh 24 miles, checked carpet, codes and throttle and found no concerns. cust sts dlr road tested again for 30 miles & was not able to >>  
 \*\*\* NOTES 10/25/2005 11:26:31 AM EHellmer  
 >>> find cause of concern, cust sts does not want to pick veh up until is repaired b/c does not feel safe in veh. cust sks to have veh repaired & if not able to be repaired, then would like replacement veh. ncr apol and adv cust dlr found no concerns. ncr adv dlr unable to repair without duplicating issue. ncr adv not able to get region involved until dlr is able to duplicate concerns. ncr adv cust may take veh to another toy dlr for 2nd opinion. ncr adv if cust sks>>>  
 \*\*\* NOTES 10/25/2005 11:26:35 AM EHellmer  
 >>> replacement veh, then next step within toy is to pursue arb. cust requests arb paperwork to have for reference. cust sts may decide to take veh to another dlr for 2nd opinion before pursuing arb.

\*\*\* CASE CLOSE 10/26/2005 05:07:52 AM DSImonsBaker800  
 Customer wishes to pursue arb, has requested paperwork. DSM advised.  
 \*\*\* NOTES 10/26/2005 08:27:01 AM JWatson  
 Customer was sent ARB paperwork on 10/26/05.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**

C-449

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20051000  
**Vehicle:** 9999 TOYOTA PRIUS  
**Location of Incident:** BATTLE CREEK, MI  
**NHTSA Summary:**  
**Additional Summary:**  
 In October, 2005, Herbert Kuehn's Prius sped out of control on a highway before he "labored" the car to a stop on the gravel shoulder of the road. He was so scared of his Prius that he stopped driving it, but "under good conscience did not feel that I could sell it."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10140820  
**Date of Incident:** 20051001  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** DELAND, FL

**NHTSA Summary:**  
 2006 TUNDRA 4 DOOR OVERSPEED WHEN DRIVING IN CRUISE CONTROL. WHEN DRIVING AT HIGHWAY SPEED WITH CRUISE CONTROL ON AND APPROACHING A SLIGHT INCLINE, THE VEHICLE WILL DROP INTO PASSING GEAR AND THE THROTTLE WILL GO TO FULL THROTTLE. THIS WILL CAUSE THE OPERATOR TO LOSE CONTROL OF THE VEHICLE, ESPECIALLY ON A RAIN SLICK ROAD. THIS HAS HAPPENED MANY TIMES, AND ALTHOUGH I AM AWARE THAT IT COULD HAPPEN, IT STILL STARTLES ME WHEN IT OCCURS. IF CLOSE BEHIND ANOTHER VEHICLE, THIS COULD LEAD TO AN REAR END ACCIDENT. THE NORMAL PROGRESSION SHOULD BE DRIVING OUT OF OVERDRIVE, WITH A GRADUAL ACCELERATION TO MAINTAIN SET SPEED, AND THEN BACK TO OVERDRIVE WHEN SET SPEED IS OBTAINED. DEALER CALLED TOYOTA AND THEY CLAIMED THIS IS NORMAL OPERATION. DOCUMENTED WITH TOYOTA DEALER, AND NOW WITH NHTSA. WHEN ACCIDENT OCCURS AS A RESULT OF THIS OVERSPEED, HOPEFULLY TOYOTA WILL RESET THE COMPUTER CONTROL MODULE TO FIX PROBLEM. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319852  
**Date of Incident:** 20051001  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** NEWTOWN, PA

**NHTSA Summary:**  
 TL- CONTACT OWNED A 2004 LEXUS RX330. THE CONTACT STATES HE WAS IN AN ACCIDENT IN 2005. THE CONTACT STATES THE DRIVER WENT TO RENT A MOVIE AND WHEN GETTING IN THE VEHICLE TO BACK OUT UNDER 5MPH SHE HEARD A THUD NOISE WHILE IN REVERSE. THE CONTACT STATES THE DRIVER THEN PUT THE VEHICLE IN DRIVE WHEN THE VEHICLE THEN TOOK OFF ON ITS OWN. THE CONTACT STATES THE DRIVER KEPT SLAMMING ON THE BRAKES TO THE POINT WHERE HER ANKLE WAS HURT. THE CONTACT STATES THE DRIVER HAD TO CRASH INTO A WALL TO STOP THE VEHICLE. THE VEHICLE WAS REPAIRED BUT THEY DID NOT FEEL SAFE KEEPING IT. THE CONTACT STATES THE DRIVER SUFFERED MINOR INJURIES. THE FAILURE MILEAGE WAS 15,000. AR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302174  
**Date of Incident:** 20051003  
**Vehicle:** 1997 TOYOTA CAMRY  
**Location of Incident:** MIAMI, FL

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-450

**NHTSA Summary:**  
 TL- THE CONTACT OWNS A 1997 TOYOTA CAMRY. WHILE DRIVING 40 MPH THE CONTACT TRIED TO SLOW THE VEHICLE DOWN BY APPLYING THE BRAKES. THE VEHICLE WOULD NOT SLOW DOWN, WHICH CAUSED A CRASH INTO ANOTHER VEHICLE. THE VEHICLE WAS TOTALED AND THE CONTACT WAS INJURED BY THE AIR BAG. THE CONTACT FEELS THE ACCELERATOR PEDAL WAS STICKING AND THAT CAUSED THE CRASH. THE CONTACT DID NOT CALL THE MANUFACTURER REGARDING THIS ISSUE. THE FAILURE MILEAGE WAS 93,000. THE VIN 3 WAS UNAVAILABLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10144988  
**Date of Incident:** 20051005  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CASSELBERRY, FL

**NHTSA Summary:**  
 PROBLEMS WITH 2002 TOYOTA CAMRY. AUGUST 2003 - DRIVING ALONG, HUSBAND BEGAN TO STOP SLOWLY TO PULL UP TO A LIGHT AND IT FELT LIKE IT WAS NOT BREAKING BUT CAR CONTINUED TO ACCELERATE SO HUSBAND LET OFF BRAKE AND REAPPLIED THE BRAKE AND IT FINALLY STOPPED THE SURGING. 2. WHILE GETTING GAS WE WERE DRIVING AROUND IT TO FIND AN PUMP, WE WERE PRESSING THE BRAKE AND CAR WAS TRYING TO ACCELERATE AGAINST THE BRAKE AS IT WAS APPLIED. LET OFF BRAKE AND REAPPLIED QUICKLY AND CAR STOPPED NORMALLY. JANUARY 2004 HUSBAND BEGAN TO PULL INTO A PARKING SPACE AND AS HE STARTED TO BRAKE AGAIN THE CAR WAS TRYING TO ACCELERATE AND SO HE LET OFF THE BRAKE, REAPPLIED IT (ALL VERY QUICKLY) AND WAS ABLE TO PARK BARELY MISSING HITTING VEHICLE BESIDE HIM. MARCH 27, 2004, WE TOOK OUR VEHICLE ONCE AGAIN TO DEALERSHIP STATING THE VEHICLE WAS SURGING WHILE DRIVING. OCTOBER 2004 ON A TRIP TO GATLINBURG, TENNESSEE- HUSBAND APPLIED THE BRAKES, CAR CONTINUED TO ACCELERATE-REAPPLIED THE BRAKES- SURGING/ACCELERATION STOPPED. OCTOBER 3, 2005 TRIP TO NORTH CAROLINA ON 7 SEPARATE OCCASIONS THE CAR ENGINE STARTED RACING AND THE CAR HAD TO BE PUT IN NEUTRAL AND THE BRAKE HELD TIGHTLY. ON ONE OCCASION AS WHILE ATTEMPTING TO STOP BEHIND A SCHOOL BUS FULL OF CHILDREN, ALMOST HIT THE BUS FROM BEHIND BECAUSE ACCELERATOR WENT TO FULL ACCELERATION AS WE APPLIED THE BRAKES. FORTUNATELY, MY HUSBAND PUT THE CAR IN NEUTRAL AND IT WAS REVVING AT FULL THROTTLE. HE HIT ACCELERATOR PEDAL AS WE WAS IN NEUTRAL, AND ACCELERATION WENT BACK TO IDLE SPEED. DECEMBER 5, 2005 WHILE IN WE WERE STOPPED IN A LINE OF TRAFFIC WAITING AT A LIGHT THE ENGINE ONCE AGAIN STARTED RACING HAD TO PUT IT IN NEUTRAL, AND AGAIN IT REVVED AT FULL THROTTLE WHILE HOLDING BRAKE PEDAL DOWN TIGHTLY-T-T-T-T- OTHERWISE WOULD HAVE REAR ENDED CARS IN FRONT OF US. PUT CAR IN NEUTRAL, RELEASED BRAKE PEDAL AND THEN PRESSED DOWN ON THE ACCELERATOR- ENGINE SPEED WENT TO IDLE SPEED. \*JB  
**Additional Summary:**

**Toyota ID Number:** 200604110641  
**NHTSA ODI Number:**  
**Date of Incident:** 20051006  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** MAUMELLE, AR  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 04/11/2006 11:12:57 AM GTravis

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-451

caller Judy wife sts: 04 Sienna 10/06/05 and 3/7/06 sts on these two occasions veh surged forward uncontrollably, sts thrt 1st time hit a parking guard and in March veh hit a tree, sts that has been to the NHTSA web site and reported to Toy dlr. sts that both times major body work totaling over 5 k each time caller only occupant both times, veh already repaired, no police report filed, parking lots, no warning lights on dash, no injuries.

\*\*\* SUBCASE 200604110641-1 CREATED 04/12/2006 08:45:39 AM NRaye  
 \*\*\* NOTES 04/12/2006 03:06:59 PM NRaye  
 ++OUTGOING CUST CALL++  
 NCR spk to cust & adv cllng to fulfill 1day obligation & will contact tomorrow to discuss case in further detail. cust understood

\*\*\* SUBCASE 200604110641-2 CREATED 04/12/2006 03:07:17 PM NRaye  
 \*\*\* NOTES 04/13/2006 12:17:15 PM NRaye  
 ++INCOMING CUST CALL++  
 Cllr sts wife involved in acctdnt veh has been in acctdng 2x's 10/6/05 & 3/7/2006. NCR apol, adv cllr if wife could e/b to provide ner w/detail info involving acctdnt. Cllr sts will have wife e/b. NCR provided cllr w/hrs ncr avail.  
 \*\*\* NOTES 04/13/2006 12:37:39 PM jmahoney  
 caller sks prev rep. ncr adv prev rep n/a, will get e/b by eob tomorrow.

\*\*\* SUBCASE 200604110641-2 CLOSED 04/13/2006 01:33:36 PM NRaye  
 \*\*\* NOTES 04/14/2006 10:45:16 AM NRaye  
 ++OUTGOING CUST CALL++  
 NCR contact cust who was unavail. NCR L/M on V/M to e/b, ncr avail mon-fri 6am-2:30 pm PST.  
 \*\*\* NOTES 04/14/2006 01:12:06 PM NRaye  
 ++INCOMING CUST CALL++

Cust sts traveling dwn Lile Dr, made lift into little rock diagnostic parking lot, not sure direction traveling, made another lift onto 2nd level & turned it into parking space @ approx. 10mph, applied brakes & when getting 1/2 way into space veh surged, unable to stop & cust struck 12" in diameter tree causing damage to rt corner frnt, rt headlight, radiator. Cust sts only occupant in veh, wearing seatbelt, no warning lights on prior to acctdnt, veh has been involcd >>>  
 \*\*\* NOTES 04/14/2006 01:20:06 PM NRaye  
 >>> in prev acctdnt, Cust sts veh surged also in prev acctdnt, Cust sts total rpr apprx \$6000. NCR apol, adv cust since veh rprd would have to submit supporting ltrs, photos & claims doc to Toy HQ. NCR provided cust w/address to Toy claims dept & adv once they recv prwrk they will fu w/cust. Cust understood <<<

\*\*\* CASE CLOSE 04/14/2006 01:23:02 PM NRaye  
 NCR apol, adv cust to submit supprting ltrs, docs & photos to Toy claims dept & thnk cust for cll

\*\*\* SUBCASE 200604110641-1 CLOSED 04/17/2006 07:17:09 AM NRaye

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10139528  
**Date of Incident:** 20051007  
**Vehicle:** 2002 LEXUS IS300  
**Location of Incident:** RICHMOND, 00

**NHTSA Summary:**  
 MY 2002, LEXUS IS300 HAD A CASE OF SUDDEN UNINTENDED ACCELERATION THAT LED TO A CRASH CAUSING OVER \$10,000 WORTH OF DAMAGES TO BOTH MY CAR AND THE OTHER PERSONS CAR. I HAVE SEEN OTHER REPORTS OF OTHER PEOPLE WONDERING IF THE ELECTRONIC THROTTLE IS SUSPECT IN THESE CASES, HOWEVER I PERSONALLY

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-452

BELIEVE THAT THE REAL PROBLEM IS ONLY PARTLY TO BLAME ON THE ELECTRONIC THROTTLE. IN MY OPINION, THE PROBLEM IS THE LIKELIHOOD OF THE PEDAL GETTING STUCK UNDER FLOOR MATS IS TOO HIGH, COMBINED WITH THE RELATIVELY "LIGHT" SPRING FORCE ON THE GAS PEDAL BECAUSE IT IS A THROTTLE-BY-WIRE SYSTEM WHICH LEADS TO THE FLOOR MAT EASILY HOLDING THE PEDAL DOWN TO FULL THROTTLE CAUSING AN ACCIDENT. I SAY THAT THIS IS "NEGLIGENT PEDAL DESIGN ON THE PART OF THE CAR MANUFACTURER". I ALSO BELIEVE THAT THEY KNEW THIS WAS AN ISSUE BECAUSE THEY MAKE REFERENCE TO THIS IN THE OWNERS MANUAL ON PG.76 WHERE THERE IS A CAUTION THAT STATES "MAKE SURE THE FLOOR MAT IS PROPERLY PLACED ON THE FLOOR CARPET. IF THE FLOOR MAT SLIPS AND INTERFERES WITH THE MOVEMENT OF THE PEDALS DURING DRIVING, IT MAY CAUSE AN ACCIDENT." NO MANUFACTURER SHOULD BE ALLOWED TO USE THAT CAUTION AS A DISCLAIMER TO GET AWAY WITH NEGLIGENT PEDAL DESIGN. THEY FULLY WELL KNOWING THAT THIS IS A SAFETY ISSUE, SHOULD HAVE RECALLED THOSE CAR MODELS WITH A PEDAL DESIGN THAT HAS A HIGH RISK OF GETTING JAMMED AND REDESIGNED THE PEDAL SO THAT IT CANNOT GET STUCK BY A FLOOR MAT. IN ALL THE CARS THAT I'VE OWNED IN THE PAST, IF A MAT SLIPS IT JUST PREVENTS YOU FROM APPLYING FULL GAS PEDAL, NOT THE OPPOSITE OF APPLYING FULL PEDAL. I STRONGLY MOVE THAT TOYOTA COMPANY RECALLS ALL THESE CARS WITH THIS POTENTIAL PROBLEM AND FIX IT PROPERLY BEFORE SOMEONE GET FATALLY INJURED OR CRIPPLED FOR LIFE. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318993  
**Date of Incident:** 20051908  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** CAMANO ISLAND, WA

**NHTSA Summary:**  
 I WAS BRAKING TO PULL INTO A HEAD-IN PARKING SPOT. EVEN THOUGH I HAD MY FOOT ON THE BRAKE, THE CAR JUMPED THE PARKING GUARD, PROCEEDED OVER THE SIDEWALK AND RAN INTO A BUILDING. THIS IS THE ONLY TIME ANYTHING LIKE THIS HAS HAPPENED, BUT WITH ALL THE TOYOTA TROUBLES, I THOUGHT I'D BETTER REPORT IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10139780  
**Date of Incident:** 20051010  
**Vehicle:** 2005 LEXUS ES  
**Location of Incident:** FALLBROOK, CA

**NHTSA Summary:**  
 DEPRESSING THE ACCELERATOR PEDAL CAUSES THE VEHICLE TO HESITATE FOR ONE-HALF TO ONE FULL SECOND AND THEN LURCH FORWARD. SUDDENLY, THIS IS A SAFETY RISK WHEN CHANGING LANES OR ACCELERATING TO AVOID A COLLISION. THE DEALER'S MECHANIC INDICATED (TWICE) THAT THEY HAVE HAD PROBLEMS WITH THIS MODEL'S "ELECTRONIC ACCELERATOR," AND THAT AN INTERNAL COMPUTER IS SUPPOSED TO "LEARN FROM THE DRIVERS' HABITS AND ADJUST THE ACCELERATION ACCORDINGLY." AN ACCIDENT CAN EASILY OCCUR WHEN EXPECTED POWER IS DENIED UPON DEPRESSING THE ACCELERATOR. \*NM

**Additional Summary:**

**Toyota ID Number:**

**C-453**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10145019  
**Date of Incident:** 20051011  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MILWALKEE, WI

**NHTSA Summary:**  
 DT: THE CONTACT STATED DUE TO THE DESIGN OF THE ACCELERATOR AND BRAKE PEDAL THEY WERE TOO CLOSE TOGETHER. AS A RESULT, THE VEHICLE CRASHED INTO A CEMENT BIRD BATH. THE POLICE WERE NOT NOTIFIED OF THIS INCIDENT. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10143938  
**Date of Incident:** 20051014  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ORLANDO, FL

**NHTSA Summary:**  
 DT: THE CONTACT STATED WHEN PLACING FOOT ON THE BRAKE PEDAL THE VEHICLE ACCELERATED. IT BECAME AIRBORNE AND DID NOT STOP UNTIL IT CRASHED INTO AN EMBANKMENT. BOTH THE DRIVER AND PASSENGER HAVE FRACTURED VERTEBRAE. A POLICE REPORT WAS TAKEN AT THE SCENE, AND THE VEHICLE WAS TOTALED. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10139786  
**Date of Incident:** 20051015  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** FALLS CHURCH, VA

**NHTSA Summary:**  
 MY 2002 LEXUS 3000 SUDDENLY ACCELERATED AS I WAS PULLING FORWARD INTO A PARKING SPACE AND CRASHED INTO A BUILDING. WHEN IT HAPPENED, MY FOOT WAS RESTING LIGHTLY ON THE BRAKE, PREPARING TO BRAKE TO A STOP, AND LETTING THE CAR IDLE INTO THE SPOT. I HAD A SIMILAR THING HAPPEN ABOUT 4 MONTHS AGO. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303734  
**Date of Incident:** 20051015  
**Vehicle:** 1998 TOYOTA COROLLA  
**Location of Incident:** DODGE CITY, KS

**NHTSA Summary:**  
 IN LIGHT OF THE RECENT TOYOTA RECALLS REGARDING STICKING GAS PEDALS, I FELT I SHOULD REPORT THAT THIS HAPPENED TO ME WITH MY 1998 TOYOTA COROLLA ABOUT FOUR YEARS AGO. THE PEDAL STUCK THREE DIFFERENT TIMES AND I DISCOVERED THAT BRAKING DID NOTHING. HOWEVER, I WAS ABLE TO GET IT TO RELEASE ALL THREE TIMES BY PUMPING THE GAS PEDAL REPEATEDLY. WHEN I TOOK MY CAR TO THE TOYOTA DEALERSHIP, THEY REFUSED TO CONSIDER MY COMPLAINT SERIOUSLY AND SAID IT MUST BE DRIVER ERROR AS IT COULD NOT POSSIBLY BE THEIR VEHICLE. AT THE TIME, I ASKED THEM TO CHECK DIRECTLY WITH THE MANUFACTURER REGARDING WHAT WAS POTENTIALLY A VERY SERIOUS PROBLEM, AND WAS SIMPLY BLOWN OFF AND TREATED LIKE I WAS NUTS. I AM REPORTING THIS TO YOU NOW, BECAUSE IN LIGHT OF MY EXPERIENCE, I FEEL THAT THIS PROBLEM HAS BEEN GOING ON A LOT LONGER THAN ANYONE REALIZES. I HAVE BEEN A TOYOTA CUSTOMER SINCE 1983 BUT I FEEL LIKE I

**C-454**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WILL NEVER BUY ANOTHER ONE. I THINK TOYOTA HAS BEEN SWEEPING THIS ONE UNDER THE RUG FOR A LONG TIME AND THEY SHOULD BE HELD ACCOUNTABLE. I AM SURE THERE ARE A LOT MORE OLDER MODELS OUT THERE LIKE MINE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310607  
**Date of Incident:** 20051015  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SODDY DAISY, TN

**NHTSA Summary:**  
 IN 2005, I WAS DRIVING EAST ON U.S. HWY 74 BETWEEN I-26 AND SHELBY, NC IN MY 2003 CAMRY. THE CRUISE CONTROL WAS SET FOR 65 MPH, THE SPEED LIMIT. A FEW MINUTES LATER, THE CAR BEGAN INCREASING SPEED TO 75 MPH. I STEPPED ON THE BRAKE AND TURNED OFF THE CRUISE CONTROL TO SLOW DOWN THE VEHICLE. THIS WAS THE ONLY TIME THIS HAPPENED. I REPORTED THIS TO A SERVICE REPRESENTATIVE AT MY TOYOTA DEALERSHIP WHEN I RETURNED TO CHATTANOOGA. HE SAID TO LET HIM KNOW IF IT EVER HAPPENED AGAIN. THIS YEAR, I SENT MY DEALERSHIP AND TOYOTA E-MAILS REMINDING THEM OF THE PROBLEM ENCOUNTERED IN 2005. NEITHER RESPONDED. THEN, I WENT TO THE DEALERSHIP AND TALKED WITH A SERVICE REPRESENTATIVE. THE GENTLEMAN SAID THAT TOYOTA HAD BEEN HAVING THIS PARTICULAR PROBLEM WITH ITS CRUISE CONTROL FOR MANY YEARS (HE MENTIONED A SPECIFIC PIECE THAT WAS CAUSING THE MALFUNCTION), BUT IT WAS NOT REGARDED AS A SAFETY ISSUE SINCE TAPPING ON THE BRAKE DISCONNECTED THE CRUISE CONTROL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10143194  
**Date of Incident:** 20051019  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** CHESTERFIELD, MO

**NHTSA Summary:**  
 CONSUMER BRAKES DID NOT WORK ON TOYOTA AVALON 2005. \*TS (11/17/05) THE VEHICLE ALSO WOULD EXPERIENCE SUDDEN ACCELERATION WHEN THE BRAKES WERE APPLIED. ON ONE OCCASION, THE VEHICLE JUMPED 6 FEET BEFORE COMING TO A HALT. \*SC

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10200404  
**Date of Incident:** 20051020  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** MAHOPAC, NY

**NHTSA Summary:**  
 CRUISE CONTROL GOES CRAZY ON HILLS. IT WAITS TOO LONG TO ACCELERATE AND THEN IT FLOORS THE GAS AND THE AUTO TRANSMISSION DOWNSHIFTS AT LEAST TWO GEARS AND RACES THE ENGINE WAY PAST THE SPEED YOU WANT AND THEN IT FINALLY LETS UP AND THE SPEED DROPS TOO LOW AND EVERYTHING REPEATS. DANGEROUS AND ABSOLUTELY WORTHLESS! HAS BEEN HAPPENING EVER SINCE I PURCHASED THE CAR NEW IN 2005. \*TR

**Additional Summary:**

**C-455**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10146927  
**Date of Incident:** 20051021  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** BATTLE CREEK, MI

**NHTSA Summary:**  
 THE CRITICAL SAFETY CONCERN IS NOTED AS FOLLOWS: ON OCTOBER 21, 2005, I WAS TRAVELING WITH THE CRUISE CONTROL ACTIVE AT 55 MILES PER HOUR. UPON APPROACHING A SLOWER VEHICLE AND CHECKING TRAFFIC, I PROCEEDED TO ACCELERATE THE VEHICLE IN AN ATTEMPT TO QUICKLY PASS THE VEHICLE DRIVING BEFORE ME. UPON SUCCESSFUL PASSAGE OF THE VEHICLE, I LET OFF THE ACCELERATOR AND PRESSED THE BRAKES SEVERAL TIMES, BUT THE VEHICLE CONTINUED TO ACCELERATE UNDER FULL POWER. UNDER THE CONDITIONS, I TRIED TO QUICKLY DISRUPT THIS SAFETY CRITICAL ISSUE. TO THE BEST OF MY RECOLLECTION I TRIED TO SLOW THE VEHICLE BY PUSHING THE POWER BUTTON, MANIPULATING THE CRUISE CONTROL LEVER, AND PUTTING THE VEHICLE IN NEUTRAL. ALL ATTEMPTS WERE UNSUCCESSFUL. UNDER CONSIDERABLE DISTRESS, TRAVELING APPROXIMATELY 20 MILES OVER THE POSTED SPEED LIMIT AT THIS POINT, AND CONTINUING TO ACCELERATE, I ELECTED TO APPLY FULL BRAKING FORCE TO THE PRIUS WHILE "LABORING" THE VEHICLE TO A STANDSTILL ON THE GRAVEL SHOULDER OF THE ROAD. REGAINING MY COMPOSURE, I PUSHED THE POWER BUTTON, AND THE VEHICLE SHUTDOWN. THE CABIN OF THE MOTOR VEHICLE EXHIBITED A STRONG ODOR REMINISCENT OF ELECTRICAL MOTOR SMELL. NO ROOT CAUSE HAS BEEN FOUND TO DATE. VEHICLE WAS DRIVEN BY DEALER AND ISSUE WAS RE-CREATED DURING INITIAL TEST-DRIVE FROM PORTER. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10144922  
**Date of Incident:** 20051022  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MIAMI LAKES, FL

**NHTSA Summary:**  
 I STARTED THE CAR, AND I RELEASED THE BRAKE AND STARTED IN REVERSE. AFTER A FEW SECONDS, THE CAR SUDDENLY SPED UP TO ABOUT 45 MPH IN REVERSE. THE CAR WOULD NOT STOP EVEN AS I PRESSED THE BRAKE, AND IT THEN HIT TWO CARS. THAT IS WHEN IT STOPPED. I TRIED TO PUT THE CAR IN DRIVE TO GO BACK INTO THE PARKING SPACE, BUT IT JOLTED FORWARD AND SKIPPED TWO PARKING BUMPERS. AT THAT TIME, I HIT ANOTHER CAR. AT THAT POINT, I LEFT THE CAR ALONE SEEING AS THERE WAS SOMETHING CLEARLY WRONG. IN THE END, MY CAR SUSTAINED DAMAGE TO THE FRONT AND TO THE BACK TOTALING \$10,111.60. THIS DOES NOT INCLUDE THE DAMAGE TO THE THREE OTHER CARS, THE TOTALS OF DAMAGE OF WHICH I AM NOT AWARE OF ALTHOUGH THEY ARE CLAIMING MY INSURANCE. I TOOK THE CAR TO A LOCAL TOYOTA DEALER HAVING CONDUCTED RESEARCH ON WHAT HAPPENED TO ME. I FOUND THAT THERE HAVE BEEN CLAIMS AGAINST TOYOTA FOR PROBLEMS WITH ELECTRONIC THROTTLE WHERE THERE IS A SUDDEN, INVOLUNTARY ACCELERATION. I SHOWED THE SERVICE DEPARTMENT ALL THE RESEARCH I HAD GATHERED FROM THE INTERNET. THE DEALER CHECKED THE CAR'S COMPUTER, AND THEY CLAIMED THEY FOUND NOTHING WRONG WITH THE ELECTRONIC THROTTLE OR WITH THE CAR'S COMPUTER. THEY CLAIMED THAT AIR POCKETS BETWEEN THE ACCELERATION AND THE BRAKE CAUSED THE PROBLEM. AS A RESULT, THEY FIXED THE STRUCTURAL DAMAGE TO MY CAR, BUT

**C-456**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THEY MAINTAINED THAT NOTHING WAS WRONG WITH THE ELECTRONIC COMPONENTS, SPECIFICALLY THE THROTTLE, OF THE CAR. \*NM  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10304572  
Date of Incident: 20051022  
Vehicle: 2003 TOYOTA CAMRY  
Location of Incident: NUTLEY, NJ

NHTSA Summary:  
TL\* THE CONTACT OWNS 2003 TOYOTA CAMRY. THE CONTACT WAS BACKING OUT OF HER DRIVEWAY. THERE WAS NOT AN APPLICATION TO THE ACCELERATOR PEDAL OR BRAKE PEDAL. SUDDENLY THERE WAS AN UNINTENDED ACCELERATION. THE DRIVER APPLIED PRESSURE TO THE BRAKE PEDAL AND WAS ABLE TO SLOW DOWN. THE IDENTICAL FAILURES OCCURRED ON FOUR SEPARATE OCCASIONS. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALFUNCTION. THE FAILURE MILEAGE WAS 60,000. THE CURRENT MILEAGE WAS 130,000.

Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10326034  
Date of Incident: 20051023  
Vehicle: 2006 LEXUS GS300  
Location of Incident: POTOMAC, MD

NHTSA Summary:  
TL\* THE CONTACT OWNED A 2006 LEXUS GS300. THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED WHILE DRIVING AT APPROXIMATELY 15 MPH. THE VEHICLE BEGAN SHAKING AND A WARNING LIGHT APPEARED ON THE INSTRUMENT PANEL. IN AN ATTEMPT TO STOP THE VEHICLE, THE CONTACT CRASHED INTO A CONSTRUCTION SITE. THERE WERE NO INJURIES AND THE VEHICLE HAD MINOR BODY DAMAGE. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THE BODY DAMAGE WAS REPAIRED, BUT THE FAILURE COULD NOT BE DUPLICATED. THE CURRENT AND FAILURE MILEAGES WERE 2,761.

Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10317971  
Date of Incident: 20051024  
Vehicle: 2006 TOYOTA SIENNA  
Location of Incident: LORANGER, LA

NHTSA Summary:  
TL\* CONTACT OWNS A 2006 TOYOTA SIENNA. THE DRIVER STATES IF HE SLOWS DOWN UNDER 10MPH AND THEN TRIES TO SPEED BACK UP THE VEHICLE WILL PULSE AND THEN IT WILL SURGE. THE DRIVER STATES THE DEALER IS TELLING HIM THAT THERE IS NOTHING THEY CAN DO FOR HIM BECAUSE IT'S ALL IN THE ELECTRONICS AND THIS IS A COMMON ISSUE. THE FAILURE MILEAGE WAS 10 MILES AND THE CURRENT IS 75,000. AR

Additional Summary:

Toyota ID Number: 200511090516  
NHTSA ODI Number:  
Date of Incident: 20051100

C-457

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Vehicle: 2004 TOYOTA SIENNA  
Location of Incident: AUBURN, CA

NHTSA Summary:

\*\*\* PHONE LOG 11/09/2005 10:00:00 AM PTtimberlake  
==FCRP==cust sts he was pulling into a parking space (veh not moving) with foot on the brake. sts veh accelerated by itself while foot was on the brake. cust sts front end of Sienna impacted a concrete wall (damage to front end of veh). cust wants to know why veh accelerated by itself. cust wants TMS to pay for damage to veh and fix acceleration problem. LEGAL REQUESTS FCRP WITH MANY INTERIOR/EXTERIOR PHOTOS  
\*\*\* NOTES 11/09/2005 02:18:50 PM EDotson120  
Spk w/cust advsg FTS, J. Thiele, will inspect. Provd ph. no. to contact CRA if needed.

\*\*\* CASE CLOSE 12/12/2005 11:14:02 AM EDotson120

Ltd did 12/8/05 advsg cust veh operated as designed; no defects found.

Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10142993  
Date of Incident: 20051101  
Vehicle: 1999 TOYOTA CAMRY  
Location of Incident: PLAINVIEW, NY

NHTSA Summary:  
DT: THE CONTACT STATED WHEN TRYING TO ACCELERATE THE PEDAL DID NOT WORK CORRECTLY. WHEN PRESSING THE PEDAL SOMETIMES IT WILL NOT MOVE. AT OTHER TIMES WHEN ACCELERATING THE VEHICLE WILL SURGE FORWARD. A LOCAL MECHANIC COULD NOT DETERMINE THE PROBLEM. THE VEHICLE HAS NOT BEEN INSPECTED BY A DEALER TO DETERMINE THE CAUSE OF THE PROBLEM. \*AK UPDATED 12/7/2005. \*NM

Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10318783  
Date of Incident: 20051101  
Vehicle: 2005 TOYOTA PRIUS  
Location of Incident: ORTONVILLE, MI

NHTSA Summary:  
I NOTICED VERY SOON AFTER I BOUGHT MY TOYOTA PIURUS THERE WAS A LITTLE SERGE WHILE IN PARK AS WELL AS WHILE IN DRIVE. THE SURGE WOULD ACTUALLY MAKE THE CAR JUMP FORWARD A LOTTE BUT I JUST WROTE IT OFF AS A STRONG LITTLE CAR AND DIDNT CONSIDER THAT IT COULD BE DANGEROUS. I STILL OWN THE CAR BUT DONT DRIVE IT ANYMORE. NOW I AM VERY WORRIED FOR THE PEOPLE WHO DO DRIVE THE CAR. I HAVE NOT BEEN NOTIFIED ABOUT ANY RECALLS. JUST A NOTICE OF TWO THAT THEY MIGHT WANT TO CHANGE TO FLOOR MAT AD THEY WOULD LET ME KNOW, BUT THAT DAY NEVER CAME. MY MATS WERE NOT HITTING MY PEDAL WHEN I FELT THE CAR LUNDGE WHILE IN PARK!

Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10142558  
Date of Incident: 20051105  
Vehicle: 2003 TOYOTA CAMRY  
Location of Incident: CHELSEA, MA

C-458

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

NHTSA Summary:  
DT: THE CONTACT WAS PUTTING THE VEHICLE INTO PARK AND THE VEHICLE SUDDENLY ACCELERATED. IT WENT FROM 2 MPH, TO BEING OUT OF CONTROL. THE VEHICLE SURGED AND CRASHED INTO A WOODEN RETAINING WALL. THE CONTACT WAS NOT INJURED IN THE CRASH. THERE WAS PROPERTY DAMAGE TO THE WALL. THE VEHICLE WAS NOT TOTALED. SHE CONTACTED THE MANUFACTURER, AND THEY SAID THEY WOULD INVESTIGATE THE INCIDENT. THERE HAS NOT BEEN ANY REPRESENTATIVE FROM THE MANUFACTURER IN TOUCH WITH THE CONTACT. A POLICE REPORT WAS TAKEN.

\*AK  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10142957  
Date of Incident: 20051107  
Vehicle: 2005 TOYOTA CAMRY  
Location of Incident: SACRAMENTO, CA

NHTSA Summary:  
DT: CONTACT STATES VEHICLE SURGED FORWARD, LOST CONTROL AND HIT ANOTHER VEHICLE. SHE DEPRESSED THE BRAKES, BUT THE VEHICLE WOULD NOT STOP. THERE WERE NO INJURIES, AND NO POLICE REPORT WAS TAKEN. THE DEALER INFORMED HER NO OTHER FAILURES OF THIS TYPE HAVE BEEN REPORTED. IT WAS THE OPINION OF THE MANUFACTURER THAT IT WAS DRIVER'S ERROR.\*AK UPDATED 12/14/2005. THE VEHICLE WAS PARKED WHEN IT SUDDENLY ACCELERATED. \*NM

Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10142465  
Date of Incident: 20051110  
Vehicle: 2004 TOYOTA CAMRY  
Location of Incident: HARVEY, LA

NHTSA Summary:  
I WAS PULLING INTO APARTMENT COMPLEX PARKING SPACE WHEN MY 2005 TOYOTA CAMRY SUDDENLY ACCELERATED AND SURGED FORWARD. I HAD MY FOOT ON THE BRAKE AND WAS HALF WAY IN THE SPOT WHEN THE CAR BEGAN TO SURGE FORWARD AND JUMPED OVER SIDEWAY PLOWING INTO APARTMENT BUILDING. I WAS PRESSING THE BRAKE ALL THE WAY TO THE FLOOR AND THE TIRES WERE SCREECHING, BUT THE CAR WOULD NOT STOP UNTIL IT HIT THE BUILDING WALL. THE CAR WILL BE TOWED TO THE DEALERSHIP TODAY FOR AN ESTIMATE. THERE WAS SEVERE DAMAGE TO THE APARTMENT BUILDING. \*JB

Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10142635  
Date of Incident: 20051111  
Vehicle: 2004 TOYOTA HIGHLANDER  
Location of Incident: BLOOMINGTON, IL

NHTSA Summary:  
DT: THE CONTACT STATED WHILE PULLING INTO A PARKING SLOT HEARD A GRINDING NOISE FOLLOWED BY THE VEHICLE LURCHING INTO ANOTHER PARKED VEHICLE. HE TOOK THE VEHICLE TO THE DEALER. THE DEALER COULD NOT DUPLICATE THE SUDDEN ACCELERATION. THE DEALER REPLACED THE MASS AIR FLOW SENSOR, OXYGEN SENSOR,

C-459

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

AND REPROGRAMMED THE ECU. THE DEALER COULD NOT DETERMINE WHAT CAUSED THIS PROBLEM. \*AK  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10319031  
Date of Incident: 20051112  
Vehicle: 1999 TOYOTA CAMRY  
Location of Incident: LAFAYETTE, CA

NHTSA Summary:  
I REPORTED THIS TO COMPLAINTS.COM ON 11/12/2005 BUT WANTED TO ALSO SUBMIT IT TO YOU DUE TO ALL OF THE NEWS LATELY. IN NOVEMBER 2005, MY PARENTS WERE DRIVING THEIR 1999 CAMRY AND PULLING SLOWING INTO A PARKING SPOT. JUST AS THEY WERE ABOUT TO COMPLETE PARKING AND ONLY GOING LESS THAN A MILE PER HOUR, THEIR CAR ACCELERATED VERY FAST, LEFT THE CURB AND CRASHED INTO A BUILDING. WE ASKED ABOUT IF SUDDEN ACCELERATION COULD BE INVESTIGATED AT THIS TIME BUT WERE TOLD IT COULDN'T. THE CAR WAS TOTALED. MY MOM WAS INJURED (BLUNT FORCE TRAUMA TO HER CHEST) BUT RECOVERED FAIRLY SOON AFTER. SHE DID GO TO THE ER. MY DAD, WHO WAS DRIVING, WAS OK BUT FOLLOWING THE ACCIDENT WAS STRESSED DUE TO WORRY ABOUT MY MOM'S INJURY AND HAVING THEIR CAR TOTALED SINCE HE WAS SURE HE HADNT DONE ANYTHING WRONG. THE AIRBAG DID NOT DEPLOY. MY DAD IS SURE HE DID NOT HIT THE GAS BY MISTAKE AND MY MOM AGREES THAT HE DIDNT HIT THE GAS EITHER.

Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10142695  
Date of Incident: 20051114  
Vehicle: 2002 TOYOTA CAMRY  
Location of Incident: BARNEGAT, NJ

NHTSA Summary:  
DT: CONTACT STATES WHILE HIS CAR WAS PARKED, HE PUT HIS FOOT ON THE BRAKE IN ORDER TO SHIFT IT INTO DRIVE AND THE CAR ACCELERATED CAUSING THE VEHICLE TO GO ACROSS TWO SIDEWALKS AND A HOSPITAL LAWN AND INTO TWO TREES. HE REPORTS HAVING NO PROBLEMS WITH THE CAR PRIOR TO THIS INCIDENT. \*JB UPDATED 12/7/2005 - \*NM

Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10310537  
Date of Incident: 20051114  
Vehicle: 2000 LEXUS RX300  
Location of Incident: ALLENTOWN, PA

NHTSA Summary:  
2000 LEXUS RX300. ON 3 OCCASIONS, IN 2006, THE CAR'S GAS PEDAL WAS STUCK IN THE DOWN POSITION - THEREFORE I WAS UNABLE TO STOP THE VEHICLE. TOOK THE VEHICLE TO LEXUS DEALER 2 TIMES (THERE ARE RECORDS OF THAT), CALLED THEM ONCE, WAS TOLD IT WAS SAFE AFTER THE 3RD TIME WITH THE PEDAL STICKING, HAD TO SELL VEHICLE. FREQUENCY OF APPEARANCE - IT ALL HAPPENED WITHIN 10 DAYS. COULD NOT DUPLICATE FOR LEXUS DEALER TO FIX THE PROBLEM. \*TR

Additional Summary:

C-460

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303792  
**Date of Incident:** 20051115  
**Vehicle:** 2005 TOYOTA TUNDRA  
**Location of Incident:** FORT BENNING, GA

**NHTSA Summary:**  
2005 TOYOTA V8 TUNDRA. BOUGHT NEW IN 2005. WHEN GOING UP HILL/INCLINE WITH CRUISE CONTROL ENGAGED, VEHICLE DANGEROUSLY ACCELERATES CAUSING THE TIRES TO LOOSE TRACTION ON WET OR LOOSE SURFACES. I NOTICED THIS PROBLEM SHORTLY AFTER I PURCHASED IT. I NO LONGER USE THE CRUISE CONTROL FEATURE ON MY TUNDRA. I PREVIOUSLY OWNED A 2000 TUNDRA AND THE SAME THING OCCURRED WITH THE CRUISE CONTROL ON THAT VEHICLE. SEEMS TO BE A MAJOR/DANGEROUS PROBLEM WITH THE TUNDRA. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318427  
**Date of Incident:** 20051119  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SYOSSET, NY

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE THE CONTACT WAS ATTEMPTING TO PULL OUT OF A PARKING SPOT THE VEHICLE HAD SUDDENLY ACCELERATED WITHOUT WARNING CAUSING THE CONTACT TO CRASH INTO 2 NEARBY VEHICLES. NO ONE WAS INJURED DURING THE CRASH AND A POLICE REPORT WAS FILED FOR THE INCIDENT. THE CURRENT AND FAILURE MILEAGES WERE 3000. BML  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291549  
**Date of Incident:** 20051120  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** TORRANCE, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 TOYOTA PRIUS. WHILE DRIVING THE DRIVER SIDE FLOOR MAT SHIFTED UNDER THE ACCELERATOR PEDAL. CONSEQUENTLY SHE COULD NOT DECELERATE. THE VEHICLE WAS TAKEN TO THE DEALERSHIP FOR INSPECTION. SHE WAS ADVISED THAT THE FLOOR MAT HOOKS NEEDED TO BE REPOSITIONED. THE CURRENT AND FAILURE MILEAGES WERE 37000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10144140  
**Date of Incident:** 20051122  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** DALLAS, TX

**NHTSA Summary:**  
DT- THE CONTACT STATED THERE WAS A PROBLEM WITH SUDDEN ACCELERATION. WHILE SHIFTING INTO REVERSE THE VEHICLE SUDDENLY ACCELERATED ON JULY 8, 2005. THE PROBLEM DID NOT REAPPEAR UNTIL NOVEMBER 22, 2005. THE VEHICLE ACCELERATED UNDER THE SAME CONDITIONS. HE WAS ABLE TO STOP THE VEHICLE

C-461

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AFTER IT HAD GONE THROUGH TWO FENCES AND CRASHED INTO THE CORNER OF THE NEIGHBOR'S GARAGE. THE VEHICLE IS CURRENTLY AT THE DEALERSHIP FOR DIAGNOSTICS.\*AK UPDATED 12/27/05.\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319569  
**Date of Incident:** 20051122  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** BELGRADE, MT

**NHTSA Summary:**  
RE: 2005 TOYOTA AVALON// 11/22/05 WE WERE ENTERING THE FREEWAY AND OUR VEHICLE BEGAN TO ACCELERATE// BOTH FEET ON BRAKE// ACCELERATED TO APPROX 85 MPH// PUT VEHICLE IN NEUTRAL//THE CAR REVED TO 8000 RPM'S// HEARD A POP AND THE VEHICLE STOPPED ACCELERATING. WE DROVE IMMEDIATELY TO NEAREST TOYOTA DEALER AND HAVE ALL OF THIS DOCUMENTED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314289  
**Date of Incident:** 20051126  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** HUDSON, NH

**NHTSA Summary:**  
2003 TOYOTA AVALON. CONSUMER HAS SEVERAL TOYOTA VEHICLES AND WOULD LIKE TO KNOW IF THEY ARE INCLUDED IN RECENT RECALLS. CONSUMER STATES IN THE OLDER TOYOTA SHE OWNED SHE WAS IN AN ACCIDENT BECAUSE THE VEHICLE WOULD NOT STOP. \*KB THE CONSUMER WENT THROUGH A BUSY INTERSECTION AND WENT THROUGH A FENCE AND LANDED IN SOMEONE'S BACKYARD. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315153  
**Date of Incident:** 20051126  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** ORLAND PARK, IL

**NHTSA Summary:**  
ON 11/26/2005 I EXPERIENCED AN ACCELERATION PROBLEM WITH MY 2001 TOYOTA AVALON WHILE BACKING MY CAR INTO OUR GARAGE. WHILE SLOWLY BACKING IN, THE CAR ACCELERATED & I BACKED INTO OUR FAMILY ROOM WALL. I PUT THE CAR IN DRIVE, THE ENGINE CONTINUED TO REV UP AND THE CAR SHOT OUT OF THE GARAGE LIKE A BULLET (ONE NEIGHBOR WITNESSED IT). I QUICKLY TURNED TO AVOID A 2ND NEIGHBOR'S BRICK HOUSE ACROSS THE STREET. BRAKING DIDN'T SEEM TO HELP. I HIT A 3RD NEIGHBOR'S CAR PARKED IN HIS DRIVE AND ENDED UP IN A 4TH NEIGHBOR'S DRIVE ON MY SIDE OF THE STREET!. AS I GOT OUT OF THE CAR, I REMEMBER SAYING TO THE 1ST NEIGHBOR THAT I COULDN'T STOP THE CAR. IT'S A MIRACLE I DIDN'T HIT NEIGHBOR #2 WHO IS ALWAYS OUT IN HIS YARD. ANY ONE OF A NUMBER OF KIDS OR PEOPLE WHO WALK THEIR DOGS IN THE NEIGHBORHOOD OR ANOTHER VEHICLE COMING DOWN THE STREET. I WAS ALSO NOT INJURED. THERE WAS DAMAGE TO OUR HOUSE, MY CAR AND MY NEIGHBOR'S CAR. I WAS TOLD BY SOMEONE AT TOYOTA ORLAND PARK, IL (WHERE MY 2008 CAMRY IS BEING SERVICED TODAY) THAT THE ACCELERATION PROBLEM IN THE 2001 AVALON IS OF A DIFFERENT NATURE THAN THE CURRENT PROBLEMS.

C-462

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10156708  
**Date of Incident:** 20051130  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** MONROEVILLE, PA

**NHTSA Summary:**  
RE: TOYOTA 2006 AVALON I RECENTLY BOUGHT A TOYOTA AVALON. IT NOW HAS 3800 MILES ON IT. IN THE SECOND WEEK AFTER THE PURCHASE, I WAS DRIVING ON A RAMP TO ENTER A LIMITED ACCESS HIGH WAY. SPEED WAS ABOUT 50 MPH AS I BLENDED IN WITH THE FLOW OF TRAFFIC. THE LANE I WAS IN STARTED TO SLOW DOWN AND THE LANE TO MY LEFT HAD AN OPEN SPACE. I PRESSED ON THE ACCELERATOR TO GAIN SPEED AND TURNED THE STEERING WHEEL TOWARD THE LEFT LANE. THE CAR, INSTEAD OF ACCELERATING, APPEARED TO GO INTO NEUTRAL, THE TACHOMETER REACHED ALMOST 7000 RPM, THEN THE TRANSMISSION SHIFTED INTO THE PASSING GEAR AND LEAPED FORWARD. I ALMOST HIT THE REAR END OF THE CAR IN FRONT OF ME, BUT SINCE MY CAR HAD SLOWED DOWN A LITTLE I WAS ABLE TO STEER AROUND AND GET INTO THE LEFT LANE. I HAVE GONE INTO THIS DETAILED EXPLANATION TO DEMONSTRATE THE DANGER, AND POTENTIAL TERRIBLE ACCIDENT AT 50MPH THAT THE +|-??BUILT IN+|-?? HESITATION OF THE 2006 TOYOTA AVALON COULD HAVE CAUSED. AFTER THIS EXPERIENCE, I WENT BACK TO THE DEALER, GOT THE EXPLANATION THAT THE HESITATION WAS NORMAL FOR 2006 TOYOTA AND NOTHING COULD BE DONE ABOUT IT. I TOLD THE DEALER I DID NOT WANT THE CAR AND WANTED MY MONEY BACK. OF COURSE THAT WAS REFUSED. SO I+|-??M STILL DRIVING A CAR I THINK IS DANGEROUS. I THINK TOYOTA SHOULD MAKE A RETRO FIT TO CORRECT THE HESITATION PROBLEM.  
\*NM  
**Additional Summary:**

**Toyota ID Number:** 200512170241  
**NHTSA ODI Number:**  
**Date of Incident:** 20051200  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 12/17/2005 11:33:04 AM GTravis  
ATF written dated 12/10 received 12/17 cust writes 06 Tacoma purch 11/19/2005 , sts dr sales exp great and staff good. sts 12/10 to dlr for what cust thought were "minor adjustments" sts when start veh it "screams" and goes to 2500 RPM's until in warms up sts dlr agreed w/ condition and sts that master tech sts this is normal and no fix. sts also speedometer and odometer sts they both read 100% high. sts dr adv due to tires are to small. sts tires are 215 70 r15 that >>  
\*\*\* NOTES 12/17/2005 11:33:05 AM GTravis  
>>came w/ veh. sts same master tech also adv nothing able to be done on this issue either. cust sts wants to confirm dlr explanation that nothing able to be done except for purchasing bigger tires. cust seeks solution from NCR.  
**Additional Summary:**

\*\*\* CASE CLOSE 12/17/2005 11:39:24 AM GTravis  
NCR sent IN 20 NEXT REP if cust c/pls probe and handle accordingly. Thanks  
\*\*\* NOTES 12/27/2005 08:20:18 AM RToussaint  
Cust c/b, sts in response to IN20 form letter. Sts upon am engine start, rpm's go to 2500 and veh screams loudly. Sts sounds like throttle/gas pedal is stuck. Sts takes off right away because cust can not stand loud noise. Sts speedometer/odometer races through at approx 25 mph through cust's residential area. Sts dlr

C-463

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

advd normal, computer controlled, and no adjustments can be made. Sts dlr advd larger wheels might resolve concerns. Sts feels high rpm's and loud scream  
\*\*\* NOTES 12/27/2005 08:37:22 AM RToussaint  
noise is unsafe for veh and unusual. Sts sxs speedometer/odometer to read according to actual speed/miles cust is travelling. Sts feels is currently inaccurate. Sts dr advd can not adjust. Ner apol, advd (per CEC tech-Peter H.), normal, no adjustments can be made, recommended cust allow veh to warm up at least 90 secs before take off. Advd case open to dlr to address noise and speedometer/odometer concerns.  
\*\*\* NOTES 01/05/2006 01:00:21 PM MAguilera  
Cust sts has not received call back from dlr. NCR apol and advd cust case was actioned to dlr and he should have received a phone call. NCR apol placed cust on hold and spoke to CRM who advd NCR would contact cust immediately. NCR relayed info to cust. cust thanked.

\*\*\* CASE CLOSE 01/05/2006 01:51:36 PM Rthar500  
CRM Bob Browe s/w the cust, & the cust is coming in next wednesday to test drive other new vehicles to check the RPM's. The cust will be dropping off the vehicle to get checked.  
\*\*\* NOTES 01/12/2006 06:17:30 AM Rthar500  
CRM Bob Browe sts that the veh is operating as designed, but the RPM's is high for the truck, but other new trucks run the same way. Cust is not happy with the product, and wants to get out of it. Reg advised CRM to get with service department & contact Tech line in Jacksonville to see if they have a remedy for the concern.  
**Additional Summary:**

**Toyota ID Number:** 200512141443; 200512160637; 200512191426; 200606061691  
**NHTSA ODI Number:** 10145889  
**Date of Incident:** 20051200  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** LEONA VALLEY, CA

**NHTSA Summary:**  
DT- THE CONTACT STATES WHEN STARTING THE VEHICLE IN THE MORNING THE IDLE WAS HIGH. IT TOOK APPROXIMATELY ONE TO ONE AND A HALF MILES OF DRIVING FOR THE IDLE TO RETURN TO NORMAL. THE ACCELERATOR PEDAL STUCK. WHEN SHIFTING FROM FOURTH GEAR TO FIFTH WITHOUT FOOT ON THE ACCELERATOR THE VEHICLE ACCELERATED ON ITS OWN. SHE STATED THAT FOURTH GEAR COULD NOT BE USED. THE VEHICLE MUST BE SHIFTED FROM THIRD GEAR TO FIFTH GEAR. THE VEHICLE HAS BEEN TO THE DEALERSHIP TWICE, AND THEY STATED THE COMPUTER WAS LEARNING. THE MANUFACTURER WAS CONTACTED, AND THEY AGREED WITH THE DEALERSHIP. THEREFORE, NO REPAIRS HAVE BEEN MADE. \*AK  
**Additional Summary:**

\*\*\* PHONE LOG 12/14/2005 05:10:44 PM WRivera  
Cust sts accelerator does not work between 4th and 5th gear. Cust sts accelerator sticks. Cust sts when veh first turns on RPM rises up very high for about 1 min. Cust sts dlr sts both issues are normal. Cust sts other people that have the same veh and model are not experiencing the same issues. Cust sts dlr told her "this is the way the veh was designed."

\*\*\* CASE CLOSE 12/15/2005 02:51:47 PM DLR04347  
DEALER HAD FACTORY REP. INSPECT VEHICLE FOR THE CONERN THAT CUSTOMER IS STATING. FACTORY REP. AS WELL AS DEALER NOTED THE CONDITION TO BE A NORMAL OPERATING CHARACTERISTIC OF THE VEHICLE. DEALER COMPARED THE CUSTOMERS CAR TO A SAME MAKE AND MODEL IN STOCK BOTH OPERATED THE SAME. CUSTOMER WAS NOT SATISFIED WITH THAT AND IS GOING TO BE REQUESTING ARBITRATION PAPERS FROM TOYOTA.  
\*\*\* PHONE LOG 12/16/2005 11:54:10 AM RKaiser1  
PA

C-464

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

cust wife (jennifer) called & sts the accelerator sticks between 4th & 5th gear. cust sts veh rpm's race to 3k. cust sts has taken veh to dir 2x's. cust sts has dlr advd concerns were normal. cust sts husband spk to a factory rep who advd that veh is operating as normal & no repairs can be made. cust sts is willing to work towards repairing veh rather then having veh bought back.

\*\*\* NOTES 12/19/2005 12:29:46 PM MCervantes1  
 +OUTGOING DLR CALL+  
 Ner spoke AJ service advisor who advd cust has been to dlr on 2 occasions. Dlr sts on 11/28 RO # 37582 cust sts when starts cold rpms go to 3200 & do not drop. Dlr inspected & determined normal operation of veh. Dlr compared veh with another cust saw & confirmed normal operation. Dlr sts last week RO # 39133. Cust sts trans dont drop during shifting. Dlr sts vehicle has been inspected by Service Director Richard Newman, Shoporman Jimmy Jones &

\*\*\* NOTES 12/19/2005 12:30:25 PM MCervantes1  
 <<-DSPM Josh Nyce has also been involved & confirmed vehicle is operating as designed, no abnormal concerns found.  
 \*\*\* NOTES 12/19/2005 12:34:28 PM MCervantes1  
 +OUTGOING REG EMAIL+  
 Email sent to MGiderman advd cust fls there is a concern with accelerator even after factory rep inspection.  
 \*\*\* NOTES 12/19/2005 01:41:07 PM MCervantes1  
 +INCOMING REG EMAIL+  
 MGiderman advd DSPM Beau Breese inspected veh & determined normal characteristic of vehicle.  
 \*\*\* NOTES 12/19/2005 01:42:28 PM MCervantes1  
 NOTE: DSPM that inspected vehicle was Beau Breese not Josh Nyce as previously stated in notes.  
 \*\*\* NOTES 12/19/2005 01:48:29 PM MCervantes1  
 +OUTGOING CUST CALL+  
 Ner spoke Mr. Fuller who advd does not feel safe in vehicle. Mr. Fuller fls concern with vehicle is not normal & fls it is dangerous & would like to start the ARB process. Ner explained arbitration & advd ppwk located in glove compartment of vehicle. Ner advd will create arb case as cust sks to pursue arb & ppwk will be mailed to cust as well.

\*\*\* CASE CLOSE 12/19/2005 02:01:28 PM MCervantes1  
 SUMMARY : Mr Fuller sts accelerator sticks between 4th & 5th gear sts veh rpm's race to 3k. cust sts has taken veh to dir 2x's & factory rep has inspected & determined normal characteristic of vehicle.  
 ACTION TAKEN: Internal  
 RESOLUTION/ POSITION Ner spoke to dlr & region who confirmed normal operation of vehicle. Mr. Fuller does not agree & does not fls safe & sks to pursue arb. Ner created arb case # 200512191426  
 CUSTOMER SATISFIED: Unknown  
 ROOT CAUSE: Engine/accelerator;

\*\*\* PHONE LOG 12/19/2005 01:55:17 PM MCervantes1  
 ARBITRATION  
 Prev Case # 200512160637  
 Mr. Fuller sts accelerator sticks between 4th & 5th gear sts veh rpm's race to 3k. cust sts has taken veh to dir 2x's. on 11/28 RO # 37582 cust sts when starts cold rpms go to 3200 & do not drop. Dlr inspected & determined normal operation of veh. Dlr compared veh with another veh, normal operation. Cust sts veh was inspected by factory rep Beau Breese RO # 39133. b/c rpms dont drop during shifting & was advd normal operation of  
 \*\*\* NOTES 12/19/2005 01:56:06 PM MCervantes1  
 <<< veh/characteristic of vehicle. Mr. Fuller sts does not agree & fls vehicle is not safe & sks to pursue arb.

\*\*\* CASE CLOSE 12/19/2005 02:04:44 PM MGiderman10  
 CLOSING CASE - CUST SHOULD FOLLOW STANDARD ARB PROCEDURES  
 \*\*\* NOTES 12/20/2005 08:29:14 AM JWatson  
 Customer was sent ARB paperwork on 12/20/05  
 \*\*\* NOTES 12/21/2005 03:09:24 PM EStaples1

C-465

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

cust c/b sks to speak to case mgr (MCervantes). cust sts spoke to attorney & adv to park veh & request alternate transportation from toy. cust sts no longer wants veh, however, fls toy should supply all trans until arb process completed. ner apol, placed cust on hold, left voicemail for case mgr. cust sks c/b to 661-947-6068 12/22/05.

\*\*\* NOTES 12/22/2005 10:43:57 AM MCervantes1  
 +OUTGOING CUST CALL+  
 Ner returning cust v/m. Ner l/m for cust advd toyota does not provide a loaner vehicle during arb process.  
 Ner advd cust may c/b if cust has additional questions.  
 \*\*\* NOTES 05/11/2006 03:31:18 PM MShapiro  
 ATF Letter sent 04/04/06, rec'd 04/11/06  
 Cust sts toy and arbitrator both decided there was nothing unsafe yet when they took veh to Sierra Toyota in Lancaster the shop foreman felt it was unsafe. He was able to fix the problem, however the solution only lasted a few days. Cust sts is certain this has shortened the life of the veh, and is writing this letter solely as a matter of record.  
 \*\*\* NOTES 05/11/2006 03:33:00 PM MShapiro  
 OUTGOING CALL: NCR left v/m for cust advd CEC phone # and case #, advd letter documented.  
 NCR sent IN20.  
 \*\*\* NOTES 06/06/2006 04:09:09 PM BRapadas1  
 Cust c/b restating same concerns & would like to file for arb. CSR adv new case opened;

\*\*\* PHONE LOG 06/06/2006 04:08:12 PM BRapadas1  
 ARBITRATION  
 PREVIOUS CASE 200512191426  
 Caller states: accelerator sticks between 4th & 5th gear sts veh rpm's race to 3k. cust sts has taken veh to dir 2x's. Cust sts when starts cold rpm goes to 3200 & does not drop. Dlr inspected & determined normal operation of veh. Dlr compared veh with another veh, normal operation. Cust sts was adv by Frontier Toyota the veh was inspected by factory rep Beau Breese but cust never met him. He does not trust Frontier Toyota. Cust sts took veh to Sierra Toy for second opinion but issues persists. Cust feels the veh is beyond rpr & would like Toy to purch veh back. He sts he is a loyal cust with several veh. Cust sts has been through ARBITRATION & was disappointed with the outcome. He would like to file for ARBITRATION again. Cust seeks to have his own ARBITRATOR and would like ARBITRATION done after 5PM so he doesn't have to get the day off from work. He sts he was working w/the shop foreman (Kevin) @ Sierra Toy.

\*\*\* SUBCASE 200606061691-1 CREATED 06/07/2006 08:00:03 AM MFRancis  
 \*\*\* NOTES 06/09/2006 10:35:40 AM ECompass  
 OUTGOING DLR CALL- ncr contacted cust & l/m requesting c/b to CEC. ncr provided case #, tel # and hrs of operation.  
 \*\*\* NOTES 06/09/2006 10:40:14 AM ECompass  
 OUTGOING DLR CALL- ncr contacted serv mngr Mitch & l/m requesting c/b to CEC.  
 \*\*\* NOTES 06/12/2006 01:52:09 PM ECompass  
 OUTGOING DLR CALL- ncr contacted serv mngr Kevin & l/m requesting c/b to CEC.  
 \*\*\* NOTES 06/12/2006 01:54:36 PM ECompass  
 INTERNAL- Since this cust has filed for arb before for the same cond & region has previously been involved and provided Toy's position, Ner is forwarding case to region as ARB request.  
 \*\*\* SUBCASE 200606061691-1 CLOSED 06/12/2006 01:55:01 PM ECompass  
 see prev notes

\*\*\* CASE CLOSE 06/12/2006 02:56:31 PM KBoyd110  
 CLOSING CASE - CUSTOMER SHOULD FOLLOW STANDARD ARBITRATION PROCEDURES  
 \*\*\* CASE CLOSE 06/13/2006 08:56:31 AM WSamuels  
 Arb ppwk was mailed to customer via 1st class mail 06/13/06. Customer will receive ppwk in 7-10 b/d.  
 Additional Summary:

C-466

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315626  
**Date of Incident:** 20051201  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** NEW HYDE PARK, NY  
**NHTSA Summary:**  
 MY 2001 TOYOTA CAMRY 'S GAS PEDAL STICKS. WHEN AT A LIGHT OR STOP SIGN WHEN IT IS TIME TO GO I PUSH DOWN AND THE PEDAL WONT MOVE . THEN IT UNSTICKS AND SHOOTS FORWARD. IT EVEN ACCELERATED ONCE. THROUGH THE YEARS I MENTIONED TO TO MECHANICS AND THEY THINK IM CRAZY. WHEN THE TOYOTA RECALLS STARTED I CALLED MY DEALER AND HE SAID THE RECALLS DONT PERTAIN TO 2001 TOYOTA CAMRYS.  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10317287  
**Date of Incident:** 20051201  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** SAN PEDRO, CA  
**NHTSA Summary:**  
 NO CRASH. WE HAVE A 2006 TOYOTA CAMRY THAT WE HAVE COMPLAINED TO THE DEALERSHIP SINCE WE BOUGHT THE CAR IN LATE 2005 ABOUT ITS SUDDEN SURGE OF ACCELERATION. THE DEALERSHIP REPAIR SHOP HAS NEVER BEEN ABLE TO FIND THE SOURCE OF THE PROBLEM.  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10150724  
**Date of Incident:** 20051202  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** SCARSDALE, NY  
**NHTSA Summary:**  
 DT\*. THE CONTACT STATED WHILE ATTEMPTING TO APPLY BRAKE PRESSURE AT 30 MPH THE VEHICLE ACCELERATED. THIS OCCURRED ON DRY ROADS DURING NORMAL BRAKING WITHOUT WARNING. THE VEHICLE WAS TAKEN TO THE DEALERSHIP FOR INSPECTION. UPON INSPECTION, THEY WERE UNABLE TO DUPLICATE THE PROBLEM AND NO REPAIRS WERE MADE. THE MANUFACTURER WAS ALERTED.  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10327536  
**Date of Incident:** 20051204  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** HUNTINGTON, WV  
**NHTSA Summary:**  
 I HAVE A TOYOTA COROLLA 2005 MODEL PURCHASED IN OCT. 2004. I WAS GOING TO WORK ONE MORNING, PULLING INTO THE PARKING GARAGE, I COASTED UP THE INCLINE TILL SLOWED, TAPPED THE ACCELERATOR TO GIVE IT A PUSH, AND THE CAR SURGED FORWARD, NOT JUST A LITTLE, A LOT I TRIED TO STOP BUT ONLY WENT FASTER, SMASHING INTO THE CONCRETE WALL AHEAD OF ME, TOO FAST TO MAKE THE TURN.  
**Additional Summary:**

C-467

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

MY CARS FRONT END SUSTAINED 5000.00 IN DAMAGES. UNDRIVABLE. WAS IN THE SHOP FOR OVER A MONTH. I WAS APPREHENSIVE ABOUT DRIVING FOR A LONG TIME, ONLY PARKED ON THE STREET WITH PLENTY OF ROOM. THE ACCELERATOR STILL SURGES, BUT I'VE ACCLIMATED TO THE HANDLING OF THE CAR TO AVOID OTHER ACCIDENTS, STILL A COUPLE OF TIMES HAVE BEEN CLOSE. ANYWAY, THIS WAS MENTIONED TO MY SERVICE DEPT AT TOYOTA AND WAS TOLD THERE WERE NO REPORTS OF PROBLEMS OF THIS NATURE, THAT WAS IN 2006.  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10328503  
**Date of Incident:** 20051205  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** BOLIVAR, MO  
**NHTSA Summary:**  
 CONSUMER INDICATES ACCELERATOR ISSUES WITH 2000 TOYOTA CAMRY. \*GR THE CONSUMER STATED THE ACCELERATOR PEDAL STUCK. THE CONSUMER MANAGED TO PULL OFF TO THE SIDE OF THE ROAD AND TURNED THE ENGINE OFF. THE CONSUMER STATED THE DEALER REPAIRED THE VEHICLE AND HE HASN'T EXPERIENCED ANY PROBLEMS SINCE. \*JB  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10146932  
**Date of Incident:** 20051206  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** RALEIGH, NC  
**NHTSA Summary:**  
 I HAD NEW CAR BATTERY INSTALLED BY LOCAL TOYOTA DEALERSHIP LATE ON 12/2/05. THE CAR SEEMED TO SHIFT AND SOUND MARKEDLY DIFFERENTLY AFTER DRIVING THE CAR OFF THE LOT WITH THE NEW BATTERY. THREE DAYS LATER MY 4 CYLINDER, AUTOMATIC 2002 4D'S TOYOTA CAMRY WAS LEFT IN "D" WITH THE OVERDRIVE BUTTON REMAINED ENGAGED. MY FOOT WAS ON THE BRAKE PEDAL. I DID NOT DRIFT. IT BEEN STOPPED FOR A WHILE AT A "T" INTERSECTION FOR A WHILE AND NOT MOVING. NOR WERE ANY OTHER VEHICLES MOVING. THIS PARTICULAR INTERSECTION IS CONTROLLED BY A LONG SIGNAL LIGHT. I WAS AIMED STRAIGHT AHEAD, BUT WAS THE THIRD CAR BACK FROM THE STOP LINE, SIGNALING TO TURN LEFT. ALL OF A SUDDEN I HEARD WHAT SOUNDED LIKE AN AIRPLANE ENGINE ROARING, GETTING EVER LOUDER. MY FOOT WAS STILL ON THE BRAKE. THE ENGINE RACED, SURGED ABRUPTLY CAUSED MY CAR TO ACCELERATE FORCEFULLY INTO THE STOPPED CAR IN FRONT OF ME. THE CAR IN FRONT OF ME WAS PUSHED INTO AN SUV IN FRONT OF IT. THE FORCE OF IMPACT CAUSED MY ENGINE TO SHUT DOWN. THE DRIVER IN FRONT OF ME APPEARED TO HAVE A WHIPLASH INJURY. ALL TOLD, THERE WAS ABOUT \$1500.00 WORTH OF DAMAGE TO MY CAR AND IT WAS ESTIMATED THE SMALLER AND OLDER CAR IN FRONT OF ME SUSTAINED ABOUT \$2500.00 WORTH OF DAMAGE. I HAD THE CAR TOWED TO THE DEALER. THE LOCAL TOYOTA DEALER INFORMED ME THEY "FOUND NOTHING WRONG WITH THE CAR." THE CAR WAS THEN TOWED TO A SHOP FOR BODY REPAIRS. UPON THE RETURN OF MY CAMRY, IT STILL HAD A BIT OF A VIBRATORY AND AUDITORY DISTORTION THAT WAS ATYPICAL FOR THE 3 PREVIOUS YEARS. I ALSO REALIZED THAT THE BRAKES WERE BARELY WORKING. AT A RETURN VISIT TO THE DEALER, I WAS TOLD MY BRAKES WERE ALMOST "COMPLETELY GONE" AND THAT I NEEDED NEW BRAKES. HOWEVER, I AM CERTAIN THAT THE MARKED AND SUDDEN DECLINE IN MY BRAKE FUNCTION WAS A

C-468

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

RESULT OF THE BRAKES ATTEMPTING TO HOLD MY CAR BACK AS THE ENGINE SURGED FORWARD. \*JB  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10145642  
Date of Incident: 20051212  
Vehicle: 2004 TOYOTA CAMRY  
Location of Incident: PHILADELPHIA, PA

**NHTSA Summary:**  
DT\*THE CONTACT STATED THE ACCELERATOR PEDAL WAS STUCK. SHE WAS PULLING OUT ONTO THE ROAD. AS SHE LIGHTLY PRESSED THE ACCELERATOR PEDAL THE VEHICLE WENT ACROSS THE ROAD AND CRASHED INTO A METAL POLE. THE FRONT END OF THE VEHICLE WAS PUSHED UNDERNEATH THE WINDSHIELD. THE CONTACT WAS WEARING THE SEAT BELT. THE AIR BAGS DEPLOYED. HOWEVER, SHE WAS TAKEN TO THE HOSPITAL WITH CHEST PAINS AND BRUISING. THE VEHICLE WAS TOWED TO A REPAIR SHOP FOR INSPECTION. A REPRESENTATIVE FROM THE MANUFACTURER WAS COMING TO THE REPAIR SHOP TO DETERMINE THE CAUSE OF THE INCIDENT. NO REPAIRS HAVE BEEN MADE. A POLICE REPORT WAS TAKEN AT THE SCENE OF THE ACCIDENT. \*AK  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10310978  
Date of Incident: 20051213  
Vehicle: 1999 LEXUS RX300  
Location of Incident: POTTSVILLE, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 1999 LEXUS RX300. WHENEVER THE CONTACT WOULD ATTEMPT TO STOP THE VEHICLE AT A LOW SPEED THE CONTACT NOTICED THAT THE VEHICLE WOULD SUDDENLY SURGE FORWARD BEFORE THE BRAKES WOULD ENGAGE. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE VEHICLE WAS WORKING PROPERLY. THE CONTACT HAS NOTICED THE FAILURE SINCE THE DAY THE VEHICLE WAS PURCHASED. THE CURRENT AND FAILURE MILEAGES WERE 91000.  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10213267  
Date of Incident: 20051215  
Vehicle: 2004 TOYOTA TACOMA  
Location of Incident: SAINT SIMONS ISLAND, GA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA TACOMA. WHILE DRIVING AT VARIOUS SPEEDS, THE VEHICLE WOULD DRAMATICALLY ACCELERATE WITHOUT WARNING. ALSO, WHEN APPLYING PRESSURE TO THE ACCELERATOR PEDAL, THE VEHICLE WOULD NOT ACCELERATE UNLESS THE PEDAL WAS COMPLETELY DEPRESSED TO THE FLOOR. THE DEALER STATED THAT THE MAFF AIR SENSOR WAS CAUSING THE FAILURE. THE DEALER CLEANED THE SENSOR. THE CONTACT RETURNED TO THE DEALER A WEEK LATER AND THEY STATED THAT THE CATALYTIC CONVERTER WAS MELTED AND WAS THE CAUSE OF THE FAILURE. AFTER CAREFUL INSPECTION, IT WAS DETERMINED THAT THE CONVERTER WAS NOT MELTED. A PROFESSIONAL MECHANIC STATED THAT THE

C-469

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

SUPERCHARGER FOR THE ACCELERATOR PEDAL POSITIONING SENSOR WAS CAUSING THE FAILURE. THE FAILURE MILEAGE WAS 9,000 AND CURRENT MILEAGE WAS 17,000.  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10305222  
Date of Incident: 20051215  
Vehicle: 2005 TOYOTA SIENNA  
Location of Incident: MIDDLETOWN, DE

**NHTSA Summary:**  
TOYOTA SIENNA 2005. INTERMITTENTLY THE CAR ACCELERATES ON ITS OWN. HAS BEEN HAPPENING SINCE I BOUGHT IT. NEVER THOUGHT MUCH ABOUT IT, BECAUSE IT WOULD SLOW DOWN WHEN I BRAKED. IN LIGHT OF THE RECENT PROBLEMS WITH OTHER MODELS, I THINK THIS IS PART OF THE PROBLEM. THE CAR FEELS AS IF IT WAS ON CRUISE CONTROL, GETTING UP TO SPEED. HOWEVER, I HAVE NEVER USED CRUISE CONTROL AS I DON'T LIKE IT. IS THERE A LINK BETWEEN THE CRUISE CONTROL AND THESE PROBLEMS?  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10316841  
Date of Incident: 20051219  
Vehicle: 2005 TOYOTA AVALON  
Location of Incident: PITTSBURGH, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS S 2005 TOYOTA AVALON. THE CONTACT WAS DRIVING APPROXIMATELY 25 MPH ON NORMAL ROAD CONDITIONS. THERE WAS A SUDDEN INCREASE OF ACCELERATION. THE DRIVER WAS ABLE TO GAIN CONTROL OF THE VEHICLE, AND CONTINUED NORMAL OPERATION. THE FAILURE OCCURRED INTERMITTENTLY AT ANY GIVEN SPEED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE TECHNICIAN WAS UNABLE TO LOCATE THE PROBLEM. THE FAILURE MILEAGE WAS UNKNOWN.  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10147498  
Date of Incident: 20051222  
Vehicle: 2004 TOYOTA COROLLA  
Location of Incident: WATERTOWN, MA

**NHTSA Summary:**  
WHEN PARKING THE CAR THE CAR ATTEMPTED TO ACCELERATE ON ITS OWN. I LOOKED DOWN TO MAKE SURE MY FOOT WAS NOT ON THE GAS - MY FOOT WAS PLANTED ON THE BRAKE. I HAD TO BRAKE AS HARD AS I COULD TO KEEP THE CAR FROM REAR ENDING THE VEHICLE IN FRONT AS THE ENGINE ALL ON ITS OWN DRAGGED THE CAR FORWARD. THE CAR WAS MOVING AT ABOUT TWO MILES AN HOUR WHEN THIS TOOK PLACE. THE ENGINE REVVED UP TO 4000 RPMS WITHOUT ANY PRESSURE ON THE GAS AND SIMPLY DRAGGED THE CAR FORWARD. \*JB  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10147312

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

C-470

Date of Incident: 20051223  
Vehicle: 2004 LEXUS ES330  
Location of Incident: SAN DIEGO, CA

**NHTSA Summary:**  
THE ACCELERATOR IN MY 2004 LEXUS ES 330 STUCK IN A CROWDED PARKING LOT AND CAUSED A COLLISION. \*NM  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10310457  
Date of Incident: 20051223  
Vehicle: 2002 TOYOTA CAMRY  
Location of Incident: NORTH KINGSTOWN, RI

**NHTSA Summary:**  
TL\*THE CONTACT PREVIOUSLY OWNED A 2002 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 5 MPH IN REVERSE OUT OF A PARKING SPACE AND SHIFTING TO DRIVE, UNEXPECTEDLY, THERE WAS A FORCEFUL ACCELERATION. THE VEHICLE FAILED TO SLOW DOWN AND CRASHED INTO TWO UNOCCUPIED PARKED VEHICLES. THE DRIVER SUSTAINED NO INJURIES. THE POLICE WAS CALLED TO THE SCENE. THE VEHICLE WAS TOWED TO AN AUTO BODY SHOP AND REPAIRED FOR THE DAMAGES. THE CONTACT NO LONGER OWNS THE VEHICLE. THERE WAS CONCERN REGARDING THE SAFETY OF THAT YEAR, MAKE AND MODEL VEHICLE. THE FAILURE MILEAGE WAS UNKNOWN. UPDATED 03/10/10. \*LJ  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10148115  
Date of Incident: 20051227  
Vehicle: 2005 TOYOTA CAMRY  
Location of Incident: GODFREY, IL

**NHTSA Summary:**  
DT\*THE CONTACT STATED WHILE ATTEMPTING TO PULL IN A PARKING SPACE AT 2 MPH, THE VEHICLE SURGED AND SUDDENLY ACCELERATED WITHOUT WARNING. THE BRAKE PEDAL WAS DEPRESSED AT THE TIME OF THE INCIDENT. THE VEHICLE WENT THROUGH AN INTERSECTION AND OVER A PUBLIC SIDEWALK BEFORE CRASHING INTO A FIRE HYDRANT. THE CONTACT AND PASSENGER WERE WEARING SAFETY RESTRAINTS. THE VEHICLE IMPACTED THE FIRE HYDRANT WITH SUCH FORCE THAT THE FIRE HYDRANT WAS EXTRACTED 3 FEET ABOVE GROUND. THE VEHICLE WAS TOWED TO THE LOCAL DEALERSHIP WHERE DIAGNOSTIC TESTING WAS PERFORMED. THE LOCAL SERVICE DEALER COULD NOT DETERMINE THE CAUSE OF THE ACCIDENT; HOWEVER THE DEALER ADDITIONAL TESTING WILL BE PERFORMED BEFORE THE VEHICLE IS REPAIRED. THE POLICE FILED A REPORT AT THE SCENE AND THE CONTACT'S INSURANCE COMPANY ALSO FILED A REPORT. THERE WAS ADDITIONAL PROPERTY DAMAGE TO THE SIDEWALK, FIRE HYDRANT AND A CHILDREN'S MUSEUM THAT WAS FLOODED BY THE WATER FROM THE FIRE HYDRANT. \*NM. UPDATED 2/27/2006 - THE AIR BAGS ALSO FAILED TO DEPLOY. \*NM  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10305142  
Date of Incident: 20051228  
Vehicle: 2006 LEXUS RX400H

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

C-471

Location of Incident: HAYMARKET, VA

**NHTSA Summary:**  
EVER SINCE I PURCHASED THE CAR IN LATE 2005, MY 2006 LEXUS RX 400H HYBRID SUV WILL LOSE BRAKING EFFORT WHEN GOING OVER A BUMP. I HAVE PRESS HARDER ON THE BRAKE PEDAL TO MAINTAIN BRAKING FORCE TO STOP THE CAR WHEN THIS HAPPENS. THIS HAPPENS EVERY TIME YOU GO OVER A CERTAIN TYPE OF BUMP WHEN THE BRAKES ARE BEING APPLIED. THERE IS NO LIGHT OR WARNING SOUND ASSOCIATED WITH THE LOSS OF BRAKING EFFORT. IF IT POSSIBLE TO SAFELY REMOVE YOUR FOOT FROM THE BRAKE PEDAL OR A SECOND, AND THEN RE-APPLY THE BRAKES, THE BRAKES ARE RESTORED TO NORMAL OPERATION. VILIGINCE IS REQUIRED IN INCREASING BRAKE PEDAL PRESSURE WHEN THIS HAPPENS TO AVOID A CRASH. I HAVE TO COMPLAINED TO SEVERAL LEXUS DEALERS AND TO LEXUS CENTRAL CUSTOMER SERVICE ABOUT THIS ISSUE. I WAS TOLD THE COMPANY NEVER RECIEVED ANY COMPLAINTS ABOUT THE PROBLEM AND/OR WAS NEVER ABLE TO REPRODUCE THE PROBLEM IN MY CAR.  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10308489  
Date of Incident: 20051228  
Vehicle: 2006 TOYOTA AVALON  
Location of Incident: OMAHA, NE

**NHTSA Summary:**  
THE FIRST WEEK I OWNED THE CAR I NOTICED A HESITATION IN THE ACCELERATOR FOLLOWED BY A LURCHING FORWARD. TOOK IT TO DEALER WHO SAID IT WAS CAUSED BY THE DRIVE BY WIRE SYSTEM AND WOULD ADJUST TO MY DRIVING IN TIME. NO ADJUSTMENT OCCURRED. I CONTINUED TO MAKE COMPLAINTS TO NO AVAIL UNTIL I THREATENTED WRITE TO NHTSA. THEY THEN SAID "WAIT, DON'T DO THAT. WE'LL TALK TO THE SERVICE MANAGER TO SEE IF HE HAS A FIX. WITHIN 30 MINUTES THEY HAD RECALIBRATED THE ENGINE CONTROL MODULE/ECM (SAE TERM. POWERTRAIN CONTROL MODULE/PCM). WARRANTY INFORMATION WAS: OP CODE EG7023; DESCRIPTION RECLIBRATE EMC (PCM); TIME 0.9; OEP 89661-####; T1 26; T2 99. THE RESULTS WERE GOOD ALTHOUGH I SOMETIMES STILL FEEL ALMOST UNDETECTABLE SMALL SURGES WHEN I AM DRIVING AS IF I AM NOT REALLY CONTROLLING THE SPEED WITH THE ACCELERATOR. BY THE WAY, I HAD REPORTED THIS TWICE BEFORE AND WHEN I READ THROUGH ALL OF THE 2006 AVALON REPORTS MINE WAS NOT THERE. ARE THE REPORTS DELETED AFTER A PERIOD OF TIME?  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10146714  
Date of Incident: 20051229  
Vehicle: 2004 TOYOTA TACOMA  
Location of Incident: SARATOGA, CA

**NHTSA Summary:**  
AFTER SHIFTING FROM SECOND GEAR TO THIRD GEAR, THE GAS PEDAL STOPPED WORKING COMPLETELY. SECONDS LATER IT FUNCTIONED NORMALLY, AND AS IF NOTHING HAD HAPPENED. THIS HAS HAPPENED BEFORE, AND I HAVE IDENTIFIED THE PROBLEM AS A FAILURE OF THE THROTTLE BODY MOTOR/SENSOR. I WILL BE ASKING THE TOYOTA DEALERSHIP TO FIX THE PART. \*JB  
Additional Summary:

Toyota ID Number:

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

C-472

**NHTSA ODI Number:** 10303212  
**Date of Incident:** 20051229  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** STOCKTON, NJ

**NHTSA Summary:**  
WHILE DRIVING TO WORK IN A TOYOTA CAMRY 2002, THE CAR IN FRONT OF ME SLOWED DOWN AND STOPPED FOR A RED LIGHT. BELIEVING THAT I HAD ENOUGH ROOM TO STOP MY TOYOTA CAMRY SAFELY I APPLIED MY BRAKES BUT THE CAR DID NOT SLOW DOWN AND HIT THE CAR IN FRONT OF ME. THERE WAS MINOR DAMAGE TO THE VEHICLE THAT WAS STRUCK BUT MY TOYOTA CAMRY WAS TOTALED. THE ROAD CONDITION WAS WET FROM RAIN BUT NOT UNSAFE TO DRIVE. I FULLY BELIEVE THAT I WAS APPLYING THE BRAKES WITH ENOUGH PRESSURE TO SAFELY STOP THE CAR BEFORE HITTING THE VEHICLE IN FRONT OF ME BUT MY TOYOTA CAMRY VEHICLE DID NOT STOP OR SLOW DOWN. PLEASE NOTE THAT TRAFFIC ACCIDENT HAPPENED ON DECEMBER 29, 2005. A POLICE REPORT WAS FILED AND ON FILE. I DID NOT RECEIVE A TICKET. ORIGINALLY I THOUGHT IT WAS JUST AN ACCIDENT UNTIL THE JANUARY 2010 RECALL OF CERTAIN MODEL YEAR TOYOTAS WITH THE ACCELERATOR STICKING. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10146664; 10146657  
**Date of Incident:** 20051230  
**Vehicle:** 2004 TOYOTA TACOMA  
**Location of Incident:** DOTHAN, AL

**NHTSA Summary:**  
2004 TOYOTA TACOMA 4X4 WITH 3.4L ENGINE AND MANUAL TRANS. HAVING THROTTLE BODY ISSUES. THE ACCELERATOR POSITION SENSOR IS FAILING CAUSING THE TRUCK TO STALL FOR A SECOND AND THEN PICK BACK UP. TRUCK DOES NOT THROW A CHECK ENGINE CODE WHEN THIS OCCURS, SO DEALER HAS INFORMED ME ON DIFFERENT OCCASIONS THAT NOTHING IS WRONG. I WAS ALMOST RAN OVER THE OTHER DAY TRYING TO PULL OUT INTO TRAFFIC WHEN THE THROTTLE BODY FAILED. THIS IS A SAFETY CONCERN AND TOYOTA NEEDS TO ADDRESS IT IMMEDIATELY!!!!!! WHAT'S IT GOING TO TAKE, SOMEONE GETTING SERIOUSLY INJURED OR A HEALTHY LOW SUIT FOR TOYOTA TO TAKE ACTION? \*JB; I HAVE A 2004 TOYOTA TACOMA 4X4 WITH A 3.4 LITER V6. I HAVE ALREADY FILED 1 COMPLAINT BUT IN FRUSTRATION WILL TRY THIS AGAIN. THE ELECTRONIC THROTTLE BODIES THAT COME ON 2003 AND 2004 TOYOTA TACOMAS ARE FLAWED AND NEED TO BE INVESTIGATED AND RECALLED DUE TO SAFETY CONCERNS. THE PROBLEMS THAT THE ACCELERATOR POSITION SENSORS ON THESE THROTTLE BODIES ARE GOING OUT, CAUSING THE ACCELERATOR TO BECOME USELESS UNLESS DEPRESSED GREATER THAN 60%. I HAVE ALL MOST BEEN IN 2 ACCIDENTS WHILE PULLING OUT INTO TRAFFIC AND HAVING THIS OCCUR. WHEN THE SENSOR FAILS THE THROTTLE VALVE CLOSES LEAVING THE PERSON DRIVING THE VEHICLE WITHOUT ENOUGH ACCELERATION TO GET OUT OF THE WAY OF ON COMING TRAFFIC. IN VEHICLES WITH MANUAL TRANSMISSION IT IS ESPECIALLY DANGEROUS WHEN ON AN INCLINE (VERY DIFFICULT NOT TO ROLE BACKWARDS AND HIT SOMETHING BEHIND YOU). ALSO, NO CHECK ENGINE LIGHT HAS CAME ON WHEN THIS HAS OCCURRED. I HAVE READ HUNDREDS OF LETTERS ON THE INTERNET FROM PEOPLE HAVING THE SAME PROBLEM. IS IT GOING TO TAKE SOMEONE GETTING KILLED OR A HEALTHY LAW SUIT TO MAKE TOYOTA TAKE ACTION? \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307329

C-473

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20051230  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** WEAVERVILLE, CA

**NHTSA Summary:**  
WITH CRUISE CONTROL ENGAGED AT LEGAL FREEWAY SPEEDS, ANY SLIGHT UPHILL (OR STRONG HEADWIND) WILL CAUSE THE VEHICLE TO LOSE 2 TO 3 MPH -- THEN THE THROTTLE WILL SUDDENLY GO WIDE OPEN, OR NEARLY SO. THE TRANSMISSION THEN DOWNSHIFTS (OFTEN FROM 5TH TO 3RD) FOLLOWED BY VERY RAPID ACCELERATION TO A SPEED SEVERAL MPH ABOVE THE PRESET SPEED, BEFORE FINALLY SLOWING TO THE CORRECT PRESET. THIS HAS OCCURRED CONSISTENTLY SINCE WE PURCHASED THE TACOMA NEW IN 2005. THE DEALER TOLD ME IT IS NORMAL, BUT NONE OF MY OTHER VEHICLES HAVE EVER DONE THIS.  
**Additional Summary:**

**Toyota ID Number:** 200607131725; 200607260483  
**NHTSA ODI Number:**

**Date of Incident:** 20060600  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 07/13/2006 06:02:15 PM KGohn  
PA

Caller states: Veh has been to dlr 9 times for same repair. Veh jerks when stopping. Has had computer repaired, transmission, and other parts. Dlr adv they will try to get in contact with factory rep to get veh repaired. If there is no fix, would like to pursue ARB. Can speak to Sherry Nicholas as well as she is also on the title of the veh.  
\*\*\* NOTES 07/14/2006 06:18:37 AM NTorres  
NCR found prev ARB case #200508081559

\*\*\* SUBCASE 200607131725-1 CREATED 07/14/2006 06:19:45 AM NTorres

\*\*\* NOTES 07/14/2006 12:58:29 PM NTorres

OUTGOING DLR CALL

NCR contacted Jennifer, svc advisor @ Hampton Toyota. Dlr adv cust has been in 3x for jerking. Dlr adv 1x on RO#280266 on 07/07/05 @ 8.536 mi cust sts check eng light on & veh starting to jerk again & dlr found code: P0705 & rplcd ECU. Dlr adv 2x on RO#303349 on 07/01/06 @ 21,147 mi cust sts jerks when first accelerating or from a stop & dlr found code P0705 & dlr rplcd trans. Dlr adv 3x currently @ dlr on RO#304057 on 07/13/06 @ 21,332 mi cust sts...

\*\*\* NOTES 07/14/2006 12:58:36 PM NTorres

...jerks when coming to a stop & dlr has not ding veh. NCR thanked dlr for time & info.

\*\*\* NOTES 07/17/2006 09:42:07 AM DHighes

Cust request to speak with case mgr regarding the status of his case. Ncr LVM for case mgr

\*\*\* NOTES 07/17/2006 12:33:51 PM NTorres

OUTGOING DLR CALL

NCR unable to contact svc @ dlr for outcome of diag. NCR cldd 6x @ various times of day to dlr & rplcd busy signal each time

\*\*\* NOTES 07/17/2006 12:53:21 PM NTorres

OUTGOING CUST CALL

Caller (Sherry Nicolas, co-owner): sts her neck is still hurting from the jerking. Sts dlr told her a technician from toy will inspect the veh. Sts veh is a lemon & no longer wants veh if rpr is not effective. NCR adv cust of ARB eligibility, timeframe, ppwk & role of NCDS. NCR adv will fax over ARB ppwk. NCR adv cust will continue to work w/ cust for perm rpr of veh & will fu on 07/19/06 for clarif on rpr. Caller understood.  
\*\*\* NOTES 07/18/2006 08:17:17 AM NTorres  
OUTGOING DLR CALL

C-474

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Robert Malhiet, svc mgr adv phone system @ dlr has been down for a few days & it has been difficult to rplcd & sent calls. Dlr adv working w/ Colin Jones, FTS to date come to dlr for inspect. Dlr adv will allow NCR to fu on 07/19/06 for date of inspect. NCR thanked dlr for time & info.  
\*\*\* NOTES 07/19/2006 12:20:00 PM NTorres  
OUTGOING REG CALL  
NCR 1/m for Cathy McWilliams, CR Analyst @ GST. NCR requesting c/b to discuss case w/ reg for FTS inspect date. NCR adv cust name, veh, case # & NCR direct line.  
\*\*\* NOTES 07/19/2006 01:29:33 PM NTorres  
INCOMING REG CALL  
Cathy McWilliams, CR Analyst @ GST adv Colin Jones is a DSPM not FTS. Reg adv if dlr wishes to involve DSPM that dlr will be able to provide date of inspect. NCR thanked dlr for time & info.  
\*\*\* NOTES 07/19/2006 01:34:25 PM NTorres  
OUTGOING DLR CALL  
NCR contacted Robert Malhiet, svc mgr @ Hampton Toyota. Dlr adv missed Colin Jones, DSPM call yesterday 07/18/06 so dlr does not have date avail for DSPM visit. Dlr allowed NCR to fu w/ dlr on 07/21/06 for DSPM visit date.  
\*\*\* NOTES 07/19/2006 01:41:58 PM NTorres  
OUTGOING CUST CALL  
NCR adv dlr has contacted DSPM for inspect & NCR is waiting for date for DSPM inspect to determine next step. NCR adv will fax over ARB ppwk today. Caller understood.  
\*\*\* NOTES 07/19/2006 01:51:37 PM NTorres  
NCR successfully faxed ARB ppwk to 337-364-8997 Attn: Sherry Nicolas.  
\*\*\* NOTES 07/21/2006 09:53:18 AM NTorres  
OUTGOING DLR CALL  
NCR 1/m for Robert Malhiet, svc mgr @ Hampton Toyota requesting c/b for date of DSPM inspect. NCR provided direct ph#, cust name & last 8 of VIN.  
\*\*\* NOTES 07/24/2006 11:45:42 AM NTorres  
OUTGOING DLR CALL  
NCR 1/m for Robert Malhiet, Svc mgr requesting c/b w/ info regarding cust veh. NCR provided direct ph#, cust name & last 8 of VIN.  
\*\*\* NOTES 07/24/2006 01:41:25 PM NMorse  
cust c/b & wants to know when veh will be inspected, ner transferred to case mgr  
\*\*\* NOTES 07/24/2006 01:47:12 PM NTorres  
INCOMING CUST CALL  
Caller (Sherry Nicolas): sts dlr called her earlier to p/u veh today. Sts wants dlr to keep veh until & have her drive loaner until DSPM can inspect veh. Sts will be @ dlr in 20 min to p/u veh. NCR adv working w/ dlr to obtain date of DSPM inspect. NCR adv if dlr is requesting cust to p/u veh then they would concur to p/u veh. NCR adv will fu w/ dlr & cust for date of DSPM inspect. Caller understood.  
\*\*\* NOTES 07/25/2006 09:53:43 AM NTorres  
OUTGOING DLR CALL  
Robert Malhiet, svc mgr @ Hampton Toyota adv removed fuse box & then dlr was unable to dup cond. Dlr adv svc tech @ dlr is working w/ TAs for resolution. Dlr adv Colin Jones, FTS was able yesterday but did not inspect veh. Dlr sts does not know next step & is unsure if reg will come to inspect veh. NCR thanked dlr for time & info.  
\*\*\* NOTES 07/25/2006 12:28:10 PM NTorres  
OUTGOING REG CALL  
NCR 1/m for Cathy McWilliams, CR Analyst @ GST to adv case summary as FYI. Reg adv on message she will be out of the office from 07/25/06-08/01/06. Reg adv if asstnc is needed Robert Howard, CR Analyst or Donna Martin, CR Analyst can also be contacted.  
\*\*\* NOTES 07/25/2006 12:29:52 PM NTorres  
OUTGOING REG CALL  
NCR spk to Robert Howard, CR Analyst @ GST. NCR adv of case summary & requested addtl info if avail or poss next step for dlr & cust. Reg adv will print out case & obtain feedback from FTS review & c/b NCR w/ response. NCR understood.  
\*\*\* NOTES 07/26/2006 08:16:28 AM NTorres

C-475

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ATF-Rightfax  
Dated 07/26/06 Rcvd 07/26/06  
Cust faxed 2 pg  
NCR attached Rightfax to case through CR Customer Correspondence/AI/Toyota.  
\*\*\* NOTES 07/26/2006 09:12:57 AM NTorres  
OUTGOING CUST CALL  
NCR spk to Sherry Nicolas & adv rplcd 2 pg fax of ARB Claim form. NCR adv if cust is seeking ARB claim form is sent to NCDS. NCR referred cust to address listed on ARB ppwk. Caller understood.  
\*\*\* NOTES 07/26/2006 09:18:50 AM NTorres  
NCR created ARB case 200508081559 for dispatch to reg due to cust submission of ARB ppwk.  
\*\*\* NOTES 07/26/2006 11:57:45 AM NTorres  
INCOMING REG CALL  
Robert Howard, CR Analyst @ GST requested c/b to discuss case.  
\*\*\* NOTES 07/26/2006 12:12:42 PM NTorres  
OUTGOING REG CALL  
Robert Howard, CR Analyst @ GST adv spk to dlr. Reg adv dlr will fu w/ cust to bring veh back to dlr. Reg adv dlr will then contact FTS for next step. NCR adv cust is pursuing ARB & adv NCR created ARB case & dispatched to reg. NCR thanked reg for time & info.  
\*\*\* NOTES 07/31/2006 09:40:42 AM NTorres  
OUTGOING DLR CALL  
NCR 1/m for Robert Malhiet, Svc mgr requesting c/b w/ info regarding cust veh. NCR provided direct ph#, cust name & last 8 of VIN.  
\*\*\* NOTES 08/01/2006 09:07:21 AM NTorres  
OUTGOING DLR CALL  
NCR 1/m for Robert Malhiet, Svc mgr requesting c/b w/ info regarding cust veh. NCR provided direct ph#, cust name & last 8 of VIN.  
\*\*\* NOTES 08/02/2006 08:00:51 AM NTorres  
OUTGOING DLR CALL  
NCR 1/m for Robert Malhiet, Svc mgr requesting c/b w/ info regarding cust veh. NCR provided direct ph#, cust name & last 8 of VIN.  
\*\*\* NOTES 08/03/2006 07:50:53 AM NTorres  
INCOMING DLR CALL  
Robert Malhiet, svc mgr @ Hampton Toyota adv cust has been cldd but has not brought veh back for inspect. Dlr adv will work w/ having veh back in for inspect.  
\*\*\* NOTES 08/07/2006 09:56:46 AM NTorres  
OUTGOING DLR CALL  
Robert Malhiet, svc mgr @ Hampton Toyota adv spk to cust but has veh has not been scheduled appt for inspect. Sts will allow NCR to fu w/ cust to inq if cust would like rpr completed. NCR thanked dlr for time & info.  
\*\*\* NOTES 08/07/2006 10:04:07 AM NTorres  
OUTGOING CUST CALL  
Caller (Sherry Nicolas, co-owner): sts mailed ARB ppwk & has rplcd ppwk back on 08/05/06 but has not reviewed info. Sts dlr cldd her to have her bring in veh for rpr but cannot talk about issue b/c she has to leave. Sts c/b about issue.  
\*\*\* CASE CLOSE 08/08/2006 06:06:41 AM NTorres  
1. SUMMARY: Jerking when stopping  
2. ACTION TAKEN: Dlr  
3. RESOLUTION/POSITION: Dlr rplcd wires in fuse box  
4. CUSTOMER SATISFIED: No  
5. ROOT CAUSE: Potential Arbitration; Recurring Condition; Auto Transmission; Driving Response  
\*\*\* SUBCASE 200607131725-1 CLOSED 08/08/2006 06:07:49 AM NTorres  
subcase closed;

C-476

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 07/26/2006 09:15:55 AM NTorres  
ARB  
PREV FILE #200607131725  
Caller (Sherry Nicolas, co-owner): sts her neck is still hurting from the jerking. Sts dlr told her a technician from toy will inspect the veh. Sts veh is a lemon & no longer wants veh if rpr is not effective. Caller will sent in ARB ppwk while rpr is being performed.  
\*\*\* NOTES 07/26/2006 09:15:55 AM NTorres  
OUTGOING DLR CALL  
NCR contacted Jennifer, svc advisor @ Hampton Toyota. Dlr adv cust has been in 3x for jerking. Dlr adv 1x on RO#280266 on 07/07/06 @ 8,536 mi cust sts check eng light on & veh starting to jerk again & dlr found code: P0705 & rplcd ECU. Dlr adv 2x on RO#303349 on 07/01/06 @ 21,147 mi cust sts jerks when first accelerating or from a stop & dlr found code P0705 & dlr rplcd trans. Dlr adv 3x currently @ dlr on RO#304057 on 07/13/06 @ 21,332 mi cust sts...  
\*\*\* NOTES 07/26/2006 09:16:09 AM NTorres  
...jerks when coming to a stop & dlr has not diag veh. NCR thanked dlr for time & info.  
\*\*\* NOTES 07/26/2006 09:16:32 AM NTorres  
OUTGOING REG CALL  
NCR spk to Robert Howard, CR Analyst @ GST. NCR adv of case summary & requested addtl info if avail or poss next step for dlr & cust. Reg adv will print out case & obtain feedback from FTS review & c/b NCR w/ response. NCR understood.  
\*\*\* NOTES 07/27/2006 02:16:06 PM EStaples1  
ner (mail analyst back-up) sent clr arb ppwk via UPS First Class Mail 7/27/06.

\*\*\* CASE CLOSE 08/02/2006 07:50:59 AM CMcWilliams600  
GST CLOSING FILE AS CUST TO PURSUE ARBITRATION.  
**Additional Summary:**

**Toyota ID Number:** 200606191500  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NTHTSA Summary:**  
\*\*\* PHONE LOG 06/19/2006 02:44:04 PM KTran  
Caller (ANdrew, husband) states: when purchased veh at 1500 mi. veh experienced vibration problem. Sts took to dlr & dlr balanced tire. Sts had to take back to dlr b/c veh still vibrated, dlr put in new tires. At 1800-2K mi., transmission made whining noise & when veh came to stop, it made a gurgling rumbling sound. Caller took to dlr & dlr replaced w/reconditioned transmission. Next morning, caller sts veh smelled like fluid leaking. >>>  
\*\*\* NOTES 06/19/2006 02:44:37 PM KTran  
<<<Caller went back to dlr - dlr fixed loose line & checked fluid. 3 days afterwards, caller went on 200 mi. vacation. Sts experiencing issue w/transmission. When veh comes to dead stop & brakes are applied, it feels like it jumps in & out of gear but it doesn't come out of gear in selector. Veh lunges forward so that wife thought veh was hit from behind. Also, intermittently as it jumps in & out of gear, it makes a crunching, clankity noise in transmission. >>>  
\*\*\* NOTES 06/19/2006 02:46:01 PM KTran  
<<<Caller sts: Came back home & brought to dlr, dlr sts weird & called Toy tech service. Toy said do a reverse flush. They did that & it was okay at first but it made some hissing noise in between gears but it was okay for a couple of weeks - now jumping & lunging out of gears again, but worse than 1st time. Veh at dlr now. Dlr sts will probably have to put in another transmission but GM & SM out of town. >>>  
\*\*\* NOTES 06/19/2006 02:47:55 PM KTran  
<<<Caller sts: Roger, service personnel rode in truck & experienced issue. Caller sts would like Toy to take truck back & get new one. Sts they are a Toy family - has owned 1993 & owns 1999 Camry & used 1997 Camry. Sts wanted to buy less expensive Chevy truck but wife knew he wanted the Toy truck &

C-477

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

English. Cllr sts if process takes longer than 40 days will contact lawyer. Cllr sts if he does not understand ppwk will contact lawyer.

\*\*\* SUBCASE 200603211057-1 CREATED 03/21/2006 01:35:36 PM EHellmer  
\*\*\* NOTES 03/21/2006 01:49:56 PM EHellmer  
OUTGOING DEALER CALL - Jim Coleman Toyota, Inc.  
ner spoke to SM-Wanda Cockrell who sts cust having concerns with veh idling too high or too fast. SM sts in February 2006 dlr did not find any codes, but dlr found throttle position sensor to be on the high side but was still w/in specs. SM sts dlr rplcd the throttle position sensor. SM sts cust back to dlr a couple weeks later & dlr road tested veh & was not able to duplicate condition. >>>  
\*\*\* NOTES 03/21/2006 01:49:59 PM EHellmer  
>>> SM sts cust back to dlr for concerns with veh idling too high or too fast, dlr road tested veh & found veh to be idling at 1500 RPM. SM sts contacted TAS who adv dlr to rplc ecu. SM sts dlr rplcd ecu on 02/24/06 at 3,700 miles. SM sts dlr did not have similar veh on lot to compare to, so dlr contacted another toy dlr who road tested similar veh & was not able to find any concerns. >>>  
\*\*\* NOTES 03/21/2006 01:50:00 PM EHellmer  
>>> SM sts if cust still having concerns, then would recommend that cust bring veh back to dlr b/c dlr not able to perform any repairs until they can verify a concern. SM sts cust is also able to take veh to another toy dlr to get a 2nd opinion. ner understood and thanked.  
\*\*\* NOTES 03/22/2006 12:57:26 PM EHellmer  
OUTGOING CUST CALL -  
SPANISH INTERPRETER  
ner l/m for cust on daytime #443-802-0091. ner provided cec 800#, operating hours & case #. ner adv would try to reach cust on 03/23/06.  
\*\*\* NOTES 03/23/2006 11:06:07 AM EHellmer  
FCartagena handling case.  
\*\*\* NOTES 03/23/2006 12:37:59 PM FCartagena  
OUTGOING SPANISH CALL TO CUST  
Cllr sts he does not want the veh, and he will not take veh to dlr for inspection b/c it is a new veh; sts he does not care if case is sent to NCDS or if veh is bought back or not b/c he is expecting Toy to give him a new veh or give him the money back; sts he will contact his attorney for legal advise. Ncr apol and adv cust Toy has arbitration in place and NCDS determines the outcome, which is legally binding for Toy.  
\*\*\* SUBCASE 200603211057-1 CLOSED 03/23/2006 03:29:17 PM FCartagena  
Case opened to Region as arbitration  
\*\*\* CASE CLOSE 03/24/2006 05:32:14 AM DSImonsBaker800  
Customer wishes to pursue arb, has requested paperwork. DSM advised.  
\*\*\* CASE CLOSE 03/24/2006 09:10:16 AM WSamuels  
Arb.ppwk sent to cust via 1st class mail 03/24/06. Cust should rec ppwk in 7-10 b/d.

**Additional Summary:**

**Toyota ID Number:** 200605251006  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NTHTSA Summary:**  
\*\*\* PHONE LOG 05/25/2006 02:13:24 PM BPitchford  
Caller states: when veh is started it revs high. He has taken veh to dlr and he has been adv that veh is running normally. He took veh to different dlr for 2nd opinion and was adv the svc dept did not know what

C-479

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

bought it as a present. Sts both he & wife have taken time off work to deal w/issue & he was sick this weekend b/c he was so upset.  
\*\*\* NOTES 06/19/2006 03:08:14 PM KTran  
ARBITRATION REQUEST  
\*\*\* NOTES 06/19/2006 03:41:50 PM KTran  
OUTBOUND CALL: NCR confirmed w/cust that he did not want another rpr attempt & that he wanted Toy to buy back car. NCR adv that case would go into arbitration & he would receive paperwork w/in 10-14 business days. Caller asked if this procedure would cost him anything. NCR adv that it would be no cost to caller. Caller asked if he should keep rental veh dlr gave him or drive his veh in present condition. NCR adv that he work that out w/dlr.

\*\*\* SUBCASE 200606191500-1 CREATED 06/20/2006 06:20:31 AM NTorres  
\*\*\* NOTES 06/20/2006 07:58:01 AM NTorres  
OUTGOING DLR CALL  
NCR contacted Jennifer, svc advisor @ dlr. Dlr adv James Ayres, svc mgr out on vacation for the week & offered to asst. Dlr adv cust has been in 3x for trans enrm & rplc trans 2x. Dlr adv 1x on RO#146985 on 05/18/06 @ 6,631 mi cust sts trans whining real bad & dlr rplcd trans w/ re-man unit. Dlr adv 2x on RO#147679 on 05/30/06 @ 7,921 mi cust sts vibrates @ highway speed, banging noise & lunges forward. Dlr sts performed trans flush per FTS. Dlr adv...  
\*\*\* NOTES 06/20/2006 07:58:41 AM NTorres  
...3x on RO#148596 on 06/20/06 @ 8,886 mi cust sts @ idle veh makes a banging noise & lunges forward & dlr rplc trans. Dlr adv has ordered trans yesterday 06/20/06 & has not ETA for part arrival or veh p/u. Dlr adv cust adv will pursue ARB & dlr adv will perform rpr & provide loaner until rpr complete. Dlr adv cust in 1x for vibration on RO#144121 on 03/10/06 @ 1,528 cust sts vibration @ 70 mph & dlr adv road force & balanced tires. NCR thanked dlr for time & info.

\*\*\* SUBCASE 200606191500-1 CLOSED 06/20/2006 08:00:31 AM NTorres  
subcase closed

\*\*\* CASE CLOSE 06/21/2006 07:00:28 AM CMcWilliams600  
GST CLOSING FILE AS CUST TO PURSUE ARBITRATION.

\*\*\* NOTES 06/21/2006 11:13:25 AM EStaples1  
ner (back-up for mail analyst) sent clr arb ppwk via UPS First Class Mail 6/21/06.

\*\*\* NOTES 07/17/2006 01:25:35 PM KClark  
cllr sts: he would like to know the status of ARB case. ner adv cust, when paperwork has been mailed to cust, ner adv cust toy is no longer involved in decision process. ner adv cust understood & thanked.  
**Additional Summary:**

**Toyota ID Number:** 200603211057  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NTHTSA Summary:**  
\*\*\* PHONE LOG 03/21/2006 01:29:14 PM SARreola  
ARB  
No Previous Case:  
Spanish Speaking: Sts cust has taken veh into dlr 5x b/c veh accelerates on it's own. Sts even in neutral. Sts he does not want to give any information. Sts he wants to pursue lemon law. Sts dlr adv veh is working properly & it's normal. Sts it happens periodically when veh accelerates on it's own. Sts it goes 2rpm. Sts he speaks spanish & has only spoken to Tony. Sts he does not want toy to help cllr w/ repairing veh.  
\*\*\* NOTES 03/21/2006 01:29:14 PM SARreola  
>>>Sts he wants a new veh or have toy return his money. Sts he may want to pursue lemon law & will contact lawyer. Sts he wants ARB ppwk sent & requested for ARB ppwk to be in spanish b/c he can't read

C-478

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

the concern was. NCR adv cust the engine is made to run at a higher rpm when first started to warm up engine more quickly and should go down to normal after veh has warmed up...  
\*\*\* NOTES 05/25/2006 02:13:24 PM BPitchford  
...NCR has adv there is no way to adjust this setting and make sure there are no warning lights showing. If there seems to be any other symptoms occurring please visit dlr for diag per RMcpchal (tech)

\*\*\* CASE CLOSE 05/25/2006 02:13:40 PM BPitchford  
NCR adv case # and adv information as shown in issues.

**Additional Summary:**

**Toyota ID Number:** 200709240121  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NTHTSA Summary:**  
\*\*\* PHONE LOG 09/24/2007 07:05:49 AM THarris  
Caller states: Having concerns with the c/c since purch. Goes over an overpass, & it downshifts. It goes up to 5000 rpm. It jumps back and fourth between 1st & 2nd gear. Dlr adv veh is operating as designed. At first oil change, the dlr sts did a test drive. The more the veh is driven, the worst it gets. Went back today for another oil change. Spoke to Svc Adv Greg Tyler & his boss. They werent willing to listen, feels there is something wrong w/ the veh.  
\*\*\* NOTES 09/24/2007 07:05:50 AM THarris  
NCR apol & adv comments docd. NCR adv will fwd to the CRM for c/b w/in 3 bus days. NCR adv can contact the CRM directly. Cllr thanked.  
\*\*\* DEALER MESSAGE: 09/24/07 11:56:49  
DISCD W/CUST-SEE NOTES  
\*\*\* DEALER NOTES: 09/24/07 12:07:51  
NOTE: EXPLD NORMAL CHARACTERISTIC OF VEHICLE TO SHIFT DOWN WHILE VEHICLE IN CRUISE CONTROL AND TRAVELING AT HIGHER SPEEDS UNHILL SUCH AS ON AN OVERPASS, HOWEVER, OFFERED SHOP FOREMAN TO RIDE WITH CUSTOMER TO DETERMINE IF NEED FOR CONCERN OR RPR. THROTTLE WILL BE HIGHER DUE TO CRUISE SET AND COMPUTER (ATTENDING TO  
\*\*\* NOTES 10/04/2007 08:55:43 AM THarris  
Mr. Stone c/b & sts spoke to the CRM. Sts the dlr called tech dept. The tech dept sts c/c should not be used in the hill country. Cust sts if the c/c is not to be operated in hill countries, that should be in the brochures. Sts the c/c should not be on veh's, it should not be in the veh. Sts the dlr adv there arent any repairs to be made. NCR apol & adv the veh is operating as designed. NCR adv did docd dissatisfactions. NCR adv if veh is involved in a c/c ssc...  
\*\*\* NOTES 10/04/2007 08:56:25 AM THarris  
...in the future, will be notified. NCR adv can take the veh to another Toy dlr for a 2nd opinion. Cllr thanked.

\*\*\* CASE CLOSE 10/03/2007 10:05:50 AM DLR41043  
SHOP FOREMAN RODE WITH CUST ? DETERMINED NORMAL ? PER TA#072760155  
CONCURRED NORMAL OPERATION

**Additional Summary:**

**Toyota ID Number:** 200608150831; 200706040354; 200706270019; 200608311374; 200711130885  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000

C-480

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** ,  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 08/15/2006 11:03:32 AM esmart  
 RNW# 060804-000310, emailer sts engine surges when in cruise control, sks to know if condition is normal

\*\*\* CASE CLOSE 08/15/2006 11:03:33 AM esmart  
 \*\*\* NOTES 08/15/2006 11:36:50 AM PMiranda  
 Caller sts that then vch drops into 2nd gear and goes up to 5100 rpm and then settles back down to the normal. Caller sts that he feels that this is an engineering defect in veh. Caller sts that veh has been take to local Toy dlr and they have diagnosed veh as running in spec. ncr apol and adv that since veh is in spec that will doc concern in case notes. ncr provided case #.  
 \*\*\* NOTES 08/17/2006 11:48:01 AM esmart  
 ATF, RNW# 060815-000193, email date 08/15/2006 11:27 AM  
 emailer adv of same concerns, ncr adv unable to assist directly with diagnosis or rpr of veh, wld concur with dlr position.  
 \*\*\* NOTES 10/18/2006 12:32:39 PM RAtar500  
 The DOM Regina Williams and FTS Kevin Pilotte have performed a courtesy inspection on this vehicle upon customer's request. There are no defects found and the vehicle is operating as designed. If the customer is seeking additional recourse, please have him contact TMS executive office of CEC at 310-468-2442. Please let the customer know NOT to e-mail the DOM or FTS any longer. They can not offer any assistance.

\*\*\* PHONE LOG 08/31/2006 04:28:47 PM JFewel  
 RNT#060830-000310  
 Email states: "On Sunday, 8/27/2006, I was driving on I385 at 70 mph and on cruise control in my 2006 Tacoma Access Cab. When I crossed the US 276 bridge with its very slight incline and curve, the engine surged to 4500+ RPM. The surge was so abrupt that the vehicle almost went out of control by swerving and headed toward the bridge railing."  
 ...  
 \*\*\* NOTES 08/31/2006 04:32:17 PM JFewel  
 ...I was able to regain control by tapping the brakes and disconnecting the cruise control. Had the road been slightly wet, it is any one's guess if I would have been able to avoid an accident. Since that incident, I do not think it is safe to use the cruise control.  
 I have been told that this condition occurs normally on the 2006 Tacoma and Matrix models with 4 cylinders engines, it is hard to believe that Toyota would build vehicles that can induce a skid and would  
 \*\*\* NOTES 08/31/2006 04:32:39 PM JFewel  
 ...go to two gears lower at 70 MPH. The potential for a catastrophic accident is very high. As a Professional Engineer who spent many years concerned with industrial safety in my many projects involving industrial operations, I would classify this as an extremely hazardous situation.  
 Additionally, the potential for severe damage to the engine and drive train is also unacceptable when an engine and gear train turning 2100 RPM suddenly accelerate to 5100 RPM. I have  
 \*\*\* NOTES 08/31/2006 04:32:56 PM JFewel  
 ...personally observed this to occur on my Tacoma. As a Physics teacher, I can only speculate the pressures the automatic transmission and torque loads the engine and drive train will see.  
 This over speed condition does not occur when I drive the truck manually on the same road and at the same speed. Since you say it occurs on all Tacoma and Matrix 4 cylinder models under cruise control, I can only conclude that the electronic programming is at fault.  
 Currently there  
 \*\*\* NOTES 08/31/2006 04:33:18 PM JFewel  
 ...are six late model Toyotas in my extended family. This includes 2 Corollas, 3 Camrys and the Tacoma. All have 4 cylinder models and none, except the Tacoma, exhibits this sudden surge phenomena. Even in the Tacoma, this sudden surge phenomenon does not occur below 60 mph.

C-481

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

At this point, I must state that I fully believe that the dealer that sold me the vehicle has made a bona fide effort to correct the problem. The fault, therefore, must be at the factory and I  
 \*\*\* NOTES 08/31/2006 04:33:44 PM JFewel  
 ...fully believe that the dealer that sold me the vehicle has made a bona fide effort to correct the problem. The fault, therefore, must be at the factory and I fully expect to discuss this situation with The Tacoma Factory Representative when she comes in the next few weeks as you and Tommy Norris promised. This is the ninth Toyota dating back to a 1972 used one, which my wife and I have owned in the past several years. It is the first one where the engineering  
 \*\*\* NOTES 08/31/2006 04:33:59 PM JFewel  
 ...quality has disappointed me. I trust that Toyota will resolve this problem."

\*\*\* SUBCASE 200608311374-1 CREATED 08/31/2006 04:35:40 PM JFewel  
 Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
 We apologize for your concern regarding the cruise control of your 2006 Tacoma.  
 In order to properly assess your concerns, we have contacted the Customer Relations Manager at Toyota Of Easley to further evaluate your Tacoma.  
 Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.  
 The Customer Relations Manager will contact you by the end of the business day, Wednesday, September 6, 2006. In the event you do not receive any contact from the dealership by this date, please contact us < http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enuser/std\_ad.php?p\_faqid=4164+ with file #Sincidents.c&clarifycasenumber.  
 Toyota Customer Experience

\*\*\* SUBCASE 200608311374-1 CLOSED 08/31/2006 04:35:44 PM JFewel  
 sent  
 \*\*\* CASE CLOSE 09/13/06 14:30:22 rulemgr  
 DIST SERVICE MGR TO INSPECT VEH THE WEEK OF 9-18-06  
 \*\*\* NOTES 10/18/2006 12:31:30 PM RAtar500  
 The DOM Regina Williams and FTS Kevin Pilotte have performed a courtesy inspection on this vehicle upon customer's request. There are no defects found and the vehicle is operating as designed. If the customer is seeking additional recourse, please have him contact TMS executive office of CEC at 310-468-2442. Please let the customer know NOT to e-mail the DOM or FTS any longer. They can not offer any assistance.  
 \*\*\* NOTES 10/18/2006 01:30:21 PM RAtar500  
 The cust also said that FTS Kevin Pilotte did not address his concern with door locks when vehicle put in park. This is not a feature offered on this truck and DOM Regina Williams already relayed this information to customer. There is no fix for concern of Cruise Control, the vehicle is operating as designed.

\*\*\* PHONE LOG 10/19/2006 11:47:58 AM DDrury Action Type: Incoming call  
 +++OUTGOING CUST CALL+++  
 Mr. Eaton contacted the Executive Office. Mr. Eaton seeks to voice his concern regarding the cruise control on his 2006 Tacoma. Mr. Eaton feels the logic integrated in the cruise control is backwards. Executive Office apologized and advised Mr. Eaton that TMS has inspected vehicle (DSPM, Regina Williams and FTS, Kevin Pilotte,) who advised vehicle was inspected and found to be a normal characteristic of the vehicle. Executive Office provided contact information to NHTSA website. Executive Office took no further action.

\*\*\* CASE CLOSE 10/19/2006 12:01:53 PM DDrury

\*\*\* NOTES 11/27/2006 02:00:31 PM AParks500  
 Customer wrote letter to Ken Czubay at SET Region. I called customer today on behalf of Mr. Czubay and the conversation was as follows:

C-482

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Here is a brief summary of the conversation that we had today. I called you this afternoon and advised that I was calling on behalf of Mr. Czubay whom you had sent a letter to here at Southeast Toyota. I advised that I had read through your letter to and saw the testing that you had done on your 2006 Tacoma. You advised that you had  
 \*\*\* NOTES 11/27/2006 02:01:10 PM AParks500  
 already spoke with the executive offices there with no results and that you would write to Mr. Czubay at his home address if something would get done. I advised you again that Mr. Czubay had forwarded the letter to me and the result would be the same. You repeatedly said that we have a "smoking gun" on our hands and that someone will get hurt if Toyota does not change the design of this vehicle. You also advised that you know the vehicle is operating as designed but  
 \*\*\* NOTES 11/27/2006 02:01:27 PM AParks500  
 believe that there is a flaw in the design that needs to be changed. I advised you that this cannot be done at the distributor level and that you need to address this with Toyota Motor Sales and their technical or legal departments. You advised you will be writing a letter to Jim Press before the end of the week and will be filing a complaint to NHTSA on January 4. You said that he cannot let this go and have someone get hurt as nothing is being done - the Code of Ethics  
 \*\*\* NOTES 11/27/2006 02:01:43 PM AParks500  
 for Professional Engineers requires you to do so. I confirmed the Toyota's corporate address with you and our conversation ended.  
 \*\*\* NOTES 12/19/2006 06:05:38 AM MZimmerman  
 ATF--letter dated 11/30/06, letter received 12/18/06  
 Mr. Eaton sts the same concerns as above. Mr. Eaton sts he is not satisfied with the cruise control in his vehicle and feels it is dangerous. Mr. Eaton sts when the cruise control engages it causes the rpm's to increase and the vehicle tends to swerve from the force. Mr. Eaton sts the DSPM and FTS have inspected his vehicle and determined there is no concern and the vehicle is operating as designed. Mr. Eaton sts he  
 \*\*\* NOTES 12/19/2006 06:05:38 AM MZimmerman  
 understands that his vehicle is operating as designed and feels the design of the vehicle is flawed. Exec Offices is not responding to Mr. Eaton at this time since his concerns have already been addressed by Exec Offices.,

\*\*\* PHONE LOG 11/13/2007 11:51:50 AM MZimmerman  
 ===TMC MANAGEMENT-KATSUAKI WATANABE-0033985-03===  
 Previous case # 200706270019. Mr. Eaton sts concern with the cruise control in his vehicle. Mr. Eaton sts he spoke with Exec Offices after vehicle was inspected by dealer and was advised the vehicle is operating as designed and no repair can be performed. Mr. Eaton sts he understands that the vehicle is operating as designed, but feels the design should be modified. Mr. Eaton sts the cruise control in his vehicle

\*\*\* PHONE LOG 11/13/2007 11:52:03 AM MZimmerman Action Type: Incoming call  
 downshifts between 60 and 78 mph. Mr. Eaton sts he feels the cruise control is unsafe, increases fuel consumption, places a heavy load on the drivetrain components, and creates a noisy and uncomfortable ride. Mr. Eaton sts he has rented several US brand vehicles and none of them have a concern with the cruise control, although their quality is not as good as his vehicle.

\*\*\* PHONE LOG 11/14/2007 03:00:51 PM MZimmerman Action Type: Outgoing call  
 Exec Offices spoke with CEC tech who advised there are no updates to the cruise control and it is operating as designed. Exec Offices recommended Mr. Eaton bring the vehicle back to the dealer if he feels the concern worsens. Mr. Eaton sts he understands that the vehicle is operating as designed and feels Toyota should change the design. Mr. Eaton seeks to know Toyota's position in regards to his concern. Exec Offices advised Mr. Eaton that Toyota's position has not changed and no repair or modification can be performed because the vehicle is operating as designed. Mr. Eaton understood, but advised he is still dissatisfied. Mr. Eaton sts he plans to contact Consumer Affairs and the BBB.

\*\*\* CASE CLOSE 11/14/2007 03:04:22 PM MZimmerman  
 ===SUMMARY OF TMC MANAGEMENT-KATSUAKI WATANABE-0033985-03===  
 1) States concern with vehicle downshifting hard when cruise control is engaged.

C-483

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

2) Seeks permanent repair of cruise control concern.  
 3) Exec Offices connected with Mr. Eaton after speaking with CEC tech. Exec Offices advised Mr. Eaton that, per CEC tech, there are no updates or modifications that can be made to his cruise control at this time. Exec Offices recommended Mr. Eaton bring his vehicle back to the dealer if he feels the concern is getting worse  
 4) Customer satisfied: No  
 5) Root cause: Product--vehicle downshifts hard when cruise control is engaged.

\*\*\* PHONE LOG 06/04/2007 08:38:30 AM MZimmerman  
 ===TMC MANAGEMENT-KATSUAKI WATANABE-0033985-01===  
 Previous case # 200608311374. Mr. Eaton sts he has owned Toyota vehicles for 30 years. Mr. Eaton sts he has been happy with all of his vehicle except for the most recent Tacoma. Mr. Eaton sts he feels the vehicle is unsafe and feels Toyota should do something to improve the design. Mr. Eaton sts the vehicle will downshift as low as 2nd gear when in cruise control. Mr. Eaton sts he has been traveling at 70 mph and the

\*\*\* PHONE LOG 06/04/2007 08:38:33 AM MZimmerman Action Type: Incoming call  
 vehicle will downshift causing it to swerve. Mr. Eaton sts she has almost lost control of his vehicle because of the shift feel. Mr. Eaton sts he is also dissatisfied that the locks do not lock on their own. Mr. Eaton sts he feels this is a safety concern and feels it makes it easier for carjackers to steal his vehicle.

\*\*\* PHONE LOG 06/04/2007 08:40:08 AM MZimmerman Action Type: Outgoing call  
 Exec Offices called Mr. Eaton and l/m with Mrs. Eaton for her husband to call back.

\*\*\* PHONE LOG 06/04/2007 02:05:13 PM MZimmerman Action Type: Outgoing call  
 Exec Offices returned call from Mr. Eaton who advised he is very dissatisfied with the way his vehicle operates when in cruise control. Mr. Eaton sts he feels the vehicle is unsafe. Mr. Eaton sts he rented 3 American made vehicles and the cruise control was very smooth. Mr. Eaton sts his son purchased an 07 Tacoma and he advised the cruise control is smooth. Mr. Eaton sts he feels the design of the cruise control in his vehicle is bad. Mr. Eaton sts he doesn't feel there is a manufacturing caused issue with the vehicle and understands the concern is design related. Mr. Eaton sts he feels the technology in the 07 should be applied to his vehicle. Mr. Eaton sts the last time the vehicle was inspected was in October 2006. Mr. Eaton sts he feels the concern has gotten worse since the last inspection. Exec Offices apologized and advised Mr. Eaton that as of 10/2006 and DSPM and FTS inspected the vehicle and determined it was operating as designed. Exec Offices recommended Mr. Eaton bring his vehicle back to the dealer if he feels the concern is getting worse. Mr. Eaton sts he plans to bring the vehicle to the dealer at the end of the week and will follow-up with Exec Offices to advise of the outcome.

\*\*\* PHONE LOG 06/06/2007 07:07:05 AM MZimmerman Action Type: Incoming call  
 Exec Offices received the following email from Mr. Eaton:  
 Thank you for your call at 4:24 today, 6/4/2007  
 Please let me reiterate my notes from the conversation.  
 The conversation started with me getting the impression that Toyota Motor Sales was not going to do much, if anything, about the design problem with the factory installed cruise control. I pointed out that the following conditions still exist:  
 1. The cruise control is abrupt, and exceedingly rough when going up slight hills at speeds above 60 mph (96.54 Km/hr).  
 2. The way the system is designed, it will allow the transmission to downshift as far as 2nd gear at speeds above 60 mph (96.54 Km/hr).  
 3. Engine RPM can surge to as high as 5,100 during this process.  
 4. In my opinion, the resultant surge can cause excess torque loads on the drive train components.  
 5. The resultant surge can, and has, caused my truck to swerve.  
 6. There is no question that the truck behaves according to design. Therefore it can be concluded that the design if faulty.  
 7. A trace of the computer control shows that the vehicle downshifts before fuel is added.

C-484

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

8. Discussions with other owners indicate that this condition has existed on Tacomas since at least 2004 and the Tundra. While I have not personally checked this out, owners of those vehicles have told me they have the same problem.

9. Two copies of all the correspondence on this has been provided to Toyota Motor Sales without action.

10. The surge also increases fuel consumption when under cruise control.

11. The problem has become worse. I used to overcome it by adding fuel before the hills but this has become more difficult.

12. The doors will still not lock automatically as in other vehicles.

I have rented 3 different US branded vehicles recently, a Ford Fiesta, a Chrysler Grand Caravan and a Chevrolet Cobalt. None can match the mechanical quality or features of my Toyota's. All had better cruise controls than my Tacoma's. I have been driving for many years and have never used a cruise control as bad as this one in the Tacoma. Come to think about it, I can not even remember riding in any vehicle with a cruise control as bad as this.

My son-in-law owns a 2007 Tacoma SR5 with the same engine and drive train. He tells me that he has not experienced the surge. Why cannot the software be loaded on the 2006 models? He also gets better fuel economy.

You asked that I take my truck to Toyota of Easley again to see if they had ant bulletins on the subject. I called Tommy Norris, the owner, to make an appointment. He requested that you tell him what to do before I make the 40 mile roundtrip. Please do so by return email to us both.

As I stated, this matter will not go away. You do have a smoking gun out there if the surge causes a Tacoma operator to lose control and a large pileup occurs.

Again thank you for calling and your prompt reply to this email.

\*\*\* PHONE LOG 06/06/2007 07:07:07 AM MZimmerman Action Type: Outgoing call  
Exec Offices called the dealer and I/m for Thomas Norris, DP, to call back.

\*\*\* PHONE LOG 06/06/2007 07:09:10 AM MZimmerman Action Type: Outgoing call  
Exec Offices sent the following email to Mr. Eaton:  
Hi Mr. Eaton,  
I have left a message for Tommy to call me back so we can discuss the concerns you are having with your vehicle. I will follow-up with you after speaking with him.

\*\*\* PHONE LOG 06/06/2007 08:58:54 AM MZimmerman Action Type: Outgoing call  
Exec Offices returned call from the DP, Tommy Norris. Tommy sts he doesn't believe there is a fix for the concern Mr. Eaton is experiencing. Tommy sts he has been able to duplicate the shift feel, but has been advised by Toyota it is a normal characteristic of the vehicle. Tommy recommended Exec Offices speak with the service manager, Mike Bishop. Mike sts he has been in contact with the DSPM and TAS and they have both advised there are no updates that can be performed on the vehicle. Mike sts the vehicle downshifts very hard when cruise control is engaged. Mike sts he has experienced a similar feel in other 06 Tacomas. Mike sts there doesn't appear to be a repair for the shift feel and according to the DSPM and FTS it is a normal characteristic of the vehicle. Mike sts if Exec Offices needs to connect with him in the future he can be reached at 864-505-1291. Exec Offices thanked Mike for the info and assistance.

\*\*\* PHONE LOG 06/06/2007 11:02:43 AM MZimmerman Action Type: Outgoing call  
Exec Offices spoke with CEC tech who advised there are no updates for a hard downshift when cruise control is engaged. CEC tech advised it is normal for the vehicle to downshift hard when going uphill because the vehicle will do what it needs to in order to maintain the speed set by cruise control.

\*\*\* PHONE LOG 06/06/2007 11:03:56 AM MZimmerman Action Type: Outgoing call  
Exec Offices called the dealer and spoke with the service manager, Mike. Mike confirmed that Mr. Eaton experiences the downshifting concern when traveling up hill. Mike recommended Mr. Eaton bring the vehicle back in for an inspection if he feels the concern has gotten worse.

\*\*\* PHONE LOG 06/06/2007 11:04:09 AM MZimmerman Action Type: Outgoing call  
Exec Offices called Mr. Eaton and I/m on v/m for call back.

C-485

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 06/06/2007 02:14:12 PM MZimmerman Action Type: Incoming call  
Exec Offices received the following email from Mr. Eaton:  
I have made an appointment with Toyota of Easley to have my 2006 Tacoma inspected again next Friday, 4/8/2007.  
In the meantime, I strongly suggest that you take this matter up with the Toyota Engineering Department and not some person in your department.  
I will advise you when I have results of any testing. I would also test drive a 2007.  
I still cannot believe your answer was from Toyota. I would expect it from Ford, Chrysler or General Motors.

\*\*\* PHONE LOG 06/06/2007 02:45:28 PM MZimmerman Action Type: Incoming call  
Exec Offices received the following email from Mr. Eaton:  
Ms Zimmerman:  
I am absolutely incredulous that Toyota will allow your statement to be the final answer.  
Nor can I believe that a company that advertises so heavily on its engineering expertise would actually design in the rough action by a factory installed accessory. I will personally test a 2007 Tacoma to see if the problem exists there. If it does not, then it either has been engineered out or my vehicle is defective. I will again call Toyota of Easley and make an appointment to get my vehicle checked.  
In my opinion your company has either sold me a defective vehicle and failed to fix it under warranty or is in breach of contract in selling a vehicle with a mis-designed component while promising a smooth, efficient operation. I would urge you to contact your Engineering Division for a fix.  
This problem will not go away.  
Again, thank you for your prompt response.

\*\*\* PHONE LOG 06/12/2007 06:03:44 AM MZimmerman Action Type: Incoming call  
Exec Offices received the following email from Mr. Eaton:  
On Friday, 6/8/2007, I took my 2006 Toyota to Toyota of Easley for a further check as you requested. Again the service personnel there did their usual, very professional job. The vehicle was driven over the same road as before with the following results:  
1. The same surge caused by the downshift into 2nd gear remains but can no longer be overridden by adding gas if the cruise control is already in the act of downshifting and the sudden surge to 5100 RPM occurs. Formally I could override to prevent the surge.  
2. A brand new 2007 Tacoma with the same engine drive train does the same thing as mine under the exact same conditions.  
3. The downshift to second gear does not occur at below 60 Mph (96 Km/Hr) or above 78 mph (125 Km/Hr) and the cruise control is much smoother then in the 60 mph (96 Km/Hr) to 78 mph (125 Km/Hr) range.  
4. A check of the computer shows that all system components were within design limits.  
I have read your emails and listened to the voice message you left on my answering machine. I am getting the impression that you are trying to tell me that since the vehicle is operating as Toyota designed it, you can do nothing. I sincerely hope that I am misunderstanding what you are trying to say. I cannot believe that a major automotive company cannot correct their own mistakes. The design is bad. If you, personally, cannot do anything then I suggest that you send the problem to someone in your organization that can. Toyota created the problem so they should be able to correct it.  
The design is defective in the following areas:  
1. The sudden surge to 5100 rpm can cause catastrophic loss of control. Does someone have to die or be seriously injured before Toyota does something about the problem?  
2. Fuel consumption is increased greatly when these surges occur.  
3. No power train components can withstand the very high torque loads generated by these surge loads for very long without some damage. It amazes me that any Automotive Design Engineer would automatically have a transmission downshift to second gear at any speed above 40 mph (64 Km/Hr) unless it was being used manually as a brake on a very steep down grade.  
4. The surges cause a very uncomfortable ride with very high noise levels to the operator.

C-486

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

As I have stated before, this series of Toyota has the worst cruise control I have ever used since they became popular in the 70's. In the last three months I have personally compared it with the ones available in the Ford Fiesta, Chrysler Grand Caravan and Chevrolet Cobalt driven over the same roads as my vehicle. I consider these vehicles inferior to any Toyota except in the cruise control. There they are all far superior. Please advise me as to what Toyota is going to do to correct their own design problem.

\*\*\* PHONE LOG 06/12/2007 06:54:12 AM MZimmerman Action Type: Outgoing call  
Exec Offices called Mr. Eaton and I/m on v/m for call back.

\*\*\* PHONE LOG 06/13/2007 01:18:51 PM MZimmerman Action Type: Outgoing call  
Exec Offices returned call from Mr. Eaton. Exec Offices advised Mr. Eaton that it appears the dealer has inspected his vehicle and determined it is operating as designed. Mr. Eaton sts he is dissatisfied with Toyota's response and plans to contact the news and newspapers. Mr. Eaton sts he will continue to pursue his case until Toyota chooses to redesign the cruise control to meet his satisfaction.

\*\*\* CASE CLOSE 06/13/2007 01:21:43 PM MZimmerman  
—SUMMARY OF TMC MANAGEMENT-KATSUAKI WATANABE-0033985-01—  
1) States concern with a hard downshift when cruise control is engaged and he is traveling up hill.  
2) Seeks permanent repair of cruise control concern.  
3) Exec Offices arranged for the dealer to inspect Mr. Eaton's vehicle again. Exec Offices connected with Mr. Eaton after the inspection and advised it appears the vehicle is operating as designed and all systems were within specs. Mr. Eaton sts he plans to continue to pursue his case outside Toyota.  
4) Customer satisfied: No  
5) Root cause: Product—rough downshift when cruise control is engaged.  
;

\*\*\* PHONE LOG 06/27/2007 05:44:18 AM MZimmerman  
—TMC CONTACT-0033985-02—  
Previous case # 200706040354. Mr. Eaton sts he is dissatisfied with Toyota's position regarding the cruise control in his vehicle. Mr. Eaton sts he understands that the system is operating as designed, but is dissatisfied with the design. Mr. Eaton sts he feels the cruise control may result in loss of control of the vehicle, reduced gas mileage, overload on drive train components, and an uncomfortable ride. Mr. Eaton sts he has driven

\*\*\* PHONE LOG 06/27/2007 05:44:21 AM MZimmerman Action Type: Incoming call  
several American made vehicles and they do not have the same cruise control concern. Mr. Eaton sts he has discovered that the Matrix, Sienna, and Tundra also exhibit a concern with the cruise control. Mr. Eaton sts he has purchased 7 vehicles from the dealer and has always been happy with the quality. Mr. Eaton sts he is very dissatisfied with the cruise control in his vehicle and is requesting that Toyota resolve the concern.

\*\*\* CASE CLOSE 06/27/2007 05:46:02 AM MZimmerman  
—SUMMARY OF TMC CONTACT-0033985-02—  
1) States concern with cruise control. Mr. Eaton sts he feels the cruise control may result in loss of control of the vehicle, reduced gas mileage, overload on drive train components, and an uncomfortable ride.  
2) Seeks permanent repair of cruise control concern.  
3) Exec Offices documented Mr. Eaton's concerns, but is not responding to him at this time as he has already been advised of Toyota's position regarding the cruise control in his vehicle.  
4) Customer satisfied: No  
5) Root cause: Product—cruise contr  
**Additional Summary:**

**Toyota ID Number:** 200605011663  
**NIHTSA ODI Number:**  
**Date of Incident:** 20060000

C-487

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2006 TOYOTA TACOMA

**Location of Incident:** ,

**NIHTSA Summary:**

\*\*\* PHONE LOG 05/01/2006 04:22:50 PM TPanilio  
Caller states: Sts veh sts revving high between 4th & 5th gear while shifting for approx 5 seconds before dropping down. Sts contacted dlr, sts dlr adv cond probably due to clr's driving style. Sts spoke w/ Wally, CRM. Sts CRM adv wants to test drive veh. Sts happy w/ svc w/ dlr. Sts at time of purch veh was difficult to put into reverse. Sts cond has improved as time went on. Sts will contact crm directly.

\*\*\* CASE CLOSE 05/01/2006 04:22:56 PM TPanilio  
Ner apol & adv case #. Ner adv recommend to have veh inspected by dlr. Adv to contact CEC if any questions or concerns after inspection.

**Additional Summary:**

**Toyota ID Number:** 200706110332

**NIHTSA ODI Number:** 20060000

**Date of Incident:** 20060000

**Vehicle:** 2006 TOYOTA TACOMA

**Location of Incident:** ,

**NIHTSA Summary:**

\*\*\* PHONE LOG 06/11/2007 07:59:18 AM TBearsley  
ATF veh ownership experience survey revd 6/6/07.  
clr sts cruise control causes downshifts engine to rev too high/ violent. clr sts engine takes too many revolutions to start, wishes starts right up & rough shifts  
clr sts veh has whistling wind noise when drives @ speeds 70+ mph, clr very dissatisfied.  
clr sts when goes over bumps center console makes squeaking sounds.  
clr sts is satisfied w veh & toy has met expectations just as expected. clr likes styling of veh  
\*\*\* NOTES 06/11/2007 08:30:37 AM TBearsley  
ner spk w tech Art that adv that if veh cruise control goes by incline, the veh will downshift to maintain speed. If rpm high at start is for emission reasons (to comply so veh will not damage environment, but after high rpm will change.  
There is a tsb NV009-06 for cabin noise.  
\*\*\* NOTES 06/11/2007 08:44:37 AM TBearsley  
clr sts windnoise went away.  
clr sts maintains w dlr regularly but has not told dlr concern w transmission at all. clr sts drives in cruise control regularly & most of the time.  
clr fls cruise control is extremely sensitive to hills, underpass & veh will downshift 2 gears, downshift violently from 2000 to 6000 rpm.  
clr sts had mercedes prior to toy & fls cruise control in non toy did not violently changed. clr fls transmission defective as read on line

\*\*\* NOTES 06/11/2007 08:48:42 AM TBearsley  
owners w similar veh feel same concern  
clr sts had dlr installed seat leather package & fls since cows in US are fenced by barbwire the seat has a scratch from cow hitting fence, thus aware if were to ask for aid to dlr dlr might put bonding solution. clr fls toy should use cows from Europe that are not barbwired fenced, thus leather is not subject to scratches.  
clr wnts ner to adv warr. ner apol & adv only administers mfg warr not dlr installed package.  
\*\*\* NOTES 06/11/2007 08:52:27 AM TBearsley  
ner apol & adv clr explanation given by tech Art.

\*\*\* CASE CLOSE 06/11/2007 08:55:03 AM TBearsley  
ner apol & adv to mention to dlr that has concern w transmission & req testdrive ner advd role of crm. ner offered open dlr, clr declined. ner adv documented

C-488

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:** 200609220162  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 09/22/2006 07:51:18 AM LGarlitos  
ARB  
PREV CASE 200608171355

Clr sts veh shifts hard in cruise control when going up & down hill; sts spk to dlr who adv Toy Rep adv veh oper normal & nothing they can do; sts would like cruise control repaired; sts this is not normal for cruise control; sts no rprs done

\*\*\* SUBCASE 200609220162-1 CREATED 09/22/2006 07:56:56 AM JFonseca

\*\*\* NOTES 09/26/2006 09:11:20 AM JFonseca

====OUTGOING CALL TO DLR,Lowe Toyota/Warner Robins====

CM spk to Cindy

Date: 8/17/2006

RO: 129875

Mileage: 5044

Condition: cruise control drops and gets stuck in transition

Remedy: dlr could not duplicate.

Repairs covered under warranty: n/a

No other R/O's. CM thanked.

\*\*\* SUBCASE 200609220162-1 CLOSED 09/26/2006 09:11:34 AM JFonseca

\*\*\* CASE CLOSE 09/27/2006 05:51:43 AM MDeLaHoz500

Region closing case, will respond to arb.

\*\*\* NOTES 09/27/2006 08:34:29 AM EStaples1

Ncr (back-up for mail analyst) mailed arb ppwk 9/27/06.

\*\*\* NOTES 09/28/2006 09:31:29 AM SARreola

Clr Frank Jackson c/b sts wants to check status. Clr did not know he was pursuing ARB, sts he was expecting a c/b w/ in 2 days. Ncr adv since DSPM was involved & made a decision veh was operation normal. Adv that's why previous rep created a ARB case. Adv ARB ppwk will arrive in approx 10-14 bus days. Adv ARB process is approx 40days. Sts does not want to get out of veh, wants veh fixed. Ncr adv DSPM was involved & made a decision veh was working normal. Adv he will.

\*\*\* NOTES 09/28/2006 09:31:35 AM SARreola

?will not receive a cll from anyone form CEC, clr understood & thanked. Sts he will go to media. Sts veh's rpms goes up, sts gears goes down in 3 shifts. Sts dlr & dspm were involved & adv veh was working normal. Clr sts will look over ARB ppwk. Clr thanked.

**Additional Summary:**

**Toyota ID Number:** 200605091494  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 05/09/2006 04:04:29 PM JWolfe

C-489

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Caller states: purch veh from Stewart Toyota, currently driving veh back to CA, has had various concerns w/ veh while on the road, windshield was leaking, but has since been fixed, veh surging on & off upon acceleration. Veh to Alamo Toyota who replcd air fuel sensor and did an overall inspection of veh, was told veh was fine, is 150 miles away from dlr and is having same surging problem, but much worse.

\*\*\* NOTES 05/09/2006 04:04:30 PM JWolfe

<At 2000 rpm, eng shuts on & off & surges, veh is supposed to be gold certified. Is 200 miles from nearest dlr, would like to know what to do at this point.

\*\*\* CASE CLOSE 05/09/2006 04:05:04 PM JWolfe

cust's cell phone disconnected call.

NEXT REP: pls handle accordingly.

\*\*\* NOTES 05/09/2006 04:13:04 PM JWolfe

clr c/b sts is about 200 miles outside of El Paso, sts cannot get veh to go more than 55 mph b/c it revs and surges, is concerned b/c he is continuously putting miles on veh, sts called El Paso and is trying to make it to the dealer there.

\*\*\* NOTES 05/09/2006 04:36:54 PM JWolfe

wants dlr to be lenient w/ warr coverage b/c he's driving cross country and is continuously having issues. ncr apol & adv cannot make any guarantees dlr will be lenient. ncr adv cust that each dlr has a CRM and he may want to spk w/ them if he has an issue. ncr adv cust can also call CEC back as every concern is handled on a case by case basis and all comments doc. ncr adv CEC does not reimburse for incidentals, cust understood & thanked.

\*\*\* CASE CLOSE 05/09/2006 04:37:34 PM JWolfe

ncr apol & adv cust to get veh to nearest dlr. ncr adv case #: PLEASE SEE CASE NOTES.

**Additional Summary:**

**Toyota ID Number:** 200607181515  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 07/18/2006 03:19:17 PM LGarlitos

clr sts when shifting from 4th to 5th, eng races & dlr adv due to cat (cat convert) wash (stays at 1500 degrees to burn up residuals); sts getting 15-21 mpg freeway; dlr adv computer adj to driving; clr sts toy factory rep (scott?) initially adv computer needs to be replcd then changed mind after driving other trucks; clr agrees other trucks did same thing after dlr showed him but doesn't agree it should be like that. sts has not spoken to CRM but is willing.

\*\*\* CASE CLOSE 07/24/2006 10:17:16 AM DLR02031

CUST HAS BEEN ADV THAT TRUCK W/ REGARDS TO ENGINE RACING IS OPERATING WITHIN DESIGN PERIMETERS. ALSO ADVISED TO AVERAGE GAS MILEAGE OVER 6-8 TANKS OF FUEL.

**Additional Summary:**

**Toyota ID Number:** 200609250639  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

C-490

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 09/25/2006 10:13:07 AM KKhan

Caller states: the veh shifts from two gears when going up a hill, sts this only happens when cruise control is on, sts talked to dlr & was told that is normal. Ncr apol & adv that veh computer will try to make sure the veh will go the same speed, adv that some times the veh will shift gears. Ncr adv that it is ok for him to shut off the cruise control before going up the hill. Ncr gave case #.

\*\*\* CASE CLOSE 09/25/2006 10:13:14 AM KKhan

Ncr apol & adv that veh computer will try to make sure the veh will go the same speed, adv that some times the veh will shift gears. Ncr adv that it is ok for him to shut off the cruise control before going up the hill. Ncr gave case #.

**Additional Summary:**

**Toyota ID Number:** 200605100360  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 05/10/2006 10:32:00 AM RWilliams1

Caller states: the veh jerks after coming to a complete stop at a red light, sts fls like someone taps veh from him from behind, sts the clearcoat on the top of the bed on the drivers side looks like it is faded or rubbed off. sts the front bumper has paint that is chipped off and it is silver underneath, sts that when bought veh dlr advd mpg will be 22 on highway and sts he has only gotten 15-17 mpg on the highway.

\*\*\* NOTES 05/10/2006 02:11:33 PM RWilliams1

CRM cldd to get better understanding of case and to confirm if cust purchased veh preowned. NCR confirmed cust purchased veh form Carson Toy TCUV. CRM discussed paint issues and MPG may be issue regarding previous dlr, but will still contact cust.

\*\*\* DEALER NOTES: 05/17/06 16:36:43

PER DSPM EVAN NELSON, PLEASE TRANSFER OPEN CONTACT TO CARSON TOYOTA (SELLING DEALER).

\*\*\* CASE CLOSE 05/17/2006 04:35:23 PM DLR04080

5/10 DLR CR MGR DONNA POTTER L/M FOR ALEXANDER// 5/10 ALEX CB CR MGR & L/M// 5/10 DLR CR MGR DONNA SPK W/ALEXANDER, CUST EXPRSD CNCRNS TO DLR CR MGR. DLR CR MGR STD WILL SET UP DSPM INSPECTION W/CUST// 5/16 DSPM EVAN NELSON INSPCTD VEHICLE, & CNFRMD BMPR PEELING "LOOKS TO BE REPAINTED", ALSO ADVSD VEH IS WELL W/IN MPG FOR TACOMA, DSPM ADVSD GUEST TO VISIT ORIG. SELLING DEALER FOR CNCRNS - NO ASST OFFERED AT THIS TIME// ALEXANDER UNDRSTOOD & WILL SEEK ASST W/CARSON TOYOTA & DEALER'S DSPM-->>

**Additional Summary:**

**Toyota ID Number:** 200609120092  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 09/12/2006 07:03:00 AM ARussell

Caller states: he lives in hilly country, when using the cruise control it kicks the veh out of overdrive into third gear and then into passing gear, when using the cruise control on his 2002 canny it does not even kick out of overdrive, while using cruise control the ride is very uncomfortable. EPA estimate for the veh is 27

C-491

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

mpg but at the very best his veh gets 21.9 mpg, has taken veh to the dlr 3x but was adv nothing is wrong w/ the veh, spoke w/ SM Gerald Skidmore.

\*\*\* NOTES 09/12/2006 07:03:54 AM ARussell

...who adv there is something wrong w/ the veh but they do not know how to fix it. SM adv the gas mileage he is getting is unacceptable but they have exhausted all avenues.

\*\*\* CASE CLOSE 09/18/06 14:30:25 rulenmr

ADVISED CUSTOMER VEHICLE IS OPERATING AS DESIGNED.DEALER HAS CHECKED VEHICLE 3 DIFFERENT TIMES AND FUEL TRIM AND ALL SACN INFORMATION IS WITHIN SPECS.ALSO HAVE TALKED WITH TECH LINE ON CRUISE CONCERN.ON A 4 CYL TACOMA THIS IS A NORMAL CONDITION AND VEHICLE IS OPERATING AS DESIGNED.CUSTOMER MAY POSSIBLY LOOK AT ARBITRATION.

**Additional Summary:**

**Toyota ID Number:** 200603201010  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 03/20/2006 11:59:24 AM MShapiro

PA  
Cust sts veh revs high when first starts engine, sometimes past 2K rpms. Cust sts when stopped idle is around 800 rpms, and after less than a minute rpms drop to about 600 and it gets rough. Cust sts has spoken to CRM, and CRM has no solution. Cust sts a woman in service recommended arb, however cust would like veh rpr'd.

\*\*\* RETURN 03/20/2006 12:21:19 PM EHellmer

There has already been a PA case #200511290488 for this concern. The Region and Dealer have determined that vehicle is operating normally. The customer has already requested arb paperwork.

\*\*\* NOTES 03/20/2006 01:03:22 PM MShapiro

OUTGOING CALL: NCR cldd cust, apol, advd per notes that veh is operating normally. Cust sts it is not resident, cust would like to speak with the person in charge. NCR apol, advd cust could write a letter to president. NCR apol, advd TMS address WC11. Cust sts lost previous arb ppwk, NCR apol, advd would send additional copies. NCR changed coding to reflect updates.

\*\*\* CASE CLOSE 03/20/2006 01:04:06 PM MShapiro

NCR advd would send arb ppwk.

**Additional Summary:**

**Toyota ID Number:** 200709190023  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 09/19/2007 05:40:58 AM RToussaint

RNT #070915-000248

Email states: "Has Toyota found a cure for the cruise control problems with the 2006 Tacoma? If I set the cruise on the highway at 65 MPH and approach a slight uphill grade, the throttle goes to full, the transmission shifts down two gears and the speed climbs to 75 MPH. This cannot be safe. This is my fourth

C-492

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Toyota, all with cruise control and the others never did this. I mentioned this to the dealer last time it was in for an oil change and they...

\*\*\* NOTES 09/19/2007 05:41:34 AM RToussaint  
...act like they have never heard of this. I know it is a very common problem. Just look around on the internet and you will see lots of complaints."  
\*\*\* NOTES 09/19/2007 05:45:38 AM RToussaint  
EMAIL RESPONSE  
<as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A, Inc.<p>  
Mr. Ott, we apologize for the concerns you are experiencing with the Cruise Control System of your 2006 Tacoma. <p>  
Although you have spoken with the service department, we would like to refer you to our corporate liaison, the Customer Relations Manager at the dealership to further evaluate your Tacoma. <p>...  
\*\*\* NOTES 09/19/2007 05:45:52 AM RToussaint  
...As such, we have contacted the Customer Relations Manager at Metroplex Toyota on your behalf. The Customer Relations Manager will contact you by the end of the business day, September 24, 2007.<p>  
In the event you do not receive contact from the dealership by this date, please <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfm/php/enduser/std\_adp.php?p\_faqid=4164TARGET=\_BLANK">contact us</a> with file # \$incidents.c\$clarifycasenumber.<p>...  
\*\*\* NOTES 09/19/2007 05:46:00 AM RToussaint  
...Toyota Customer Experience  
</as-html>  
\*\*\* CASE CLOSE 10/01/07 14:30:25 rulemgr  
CALLED AND LEFT VOICE MAIL WITH MY CELL PHONE # TO SET UP AN APPOINTMENT FOR INSPECTION LEFT MESSAGES NO REPLY AT THIS POINT 09-28

**Additional Summary:**

**Toyota ID Number:** 200609251403  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 09/25/2006 02:34:42 PM KTran  
Caller states: having issue w/cruise control. Sts when on cruise control, veh is decelerating when going downhill only in certain places & happens intermittently. Sts after coming downhill, veh is accelerating erratically & excessively. Sts does not have foot on accelerator. Sts took veh to dlr2 & Toy of Santa Barbara who are not assisting, not driving to see condition but adv is normal & adv not to use cruise control in hilly areas.  
\*\*\* NOTES 09/25/2006 02:34:55 PM KTran  
Sts is not getting good mpg either. Sts is getting 18 on freeway, avg is 17-21. Sts Toy of SB advd that is what caller gets for purch truck. Sts has also taken to Toy of Ventura who had better cust svc but adv this is normal. Sts has spoken to independent shop who adv that it may be issue w/computer. Sts is concerned that this is also a safety issue & causing less mpg. Sts would like dlr or regional rep to at least ride in veh for diagnosis & rpr.  
\*\*\* DEALER NOTES: 09/26/06 17:46:00  
DEALER CRM LEFT MESSAGE FOR NCR-KRISTINE TRAN 9/26@5:31 P.M DEALER HAS HAD VEHICLE INSPECTED 9/20/06 BY FTS 116 JOSH ADDISON. VEHICLE IS DESIGNED TO DOWNSHIFT AUTOMATICALLY WHEN CLIMBING OR DESCENDING GRADES, THIS IS NORMAL CRUISE CONTROL OPERATION FOR THIS VEHICLE.  
\*\*\* NOTES 09/29/2006 11:36:56 AM BGarduno

C-493

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

cllr, CRM Patricia sts FTS has inspected veh and is working to design and adv cust to pursue arb. she l/m for KTran adv info. NCR adv doc info at hq.

\*\*\* CASE CLOSE 09/29/2006 11:39:10 AM DLR04344  
DEALER HAS HAD FTS 116 JOSH ADDISON INSPECTED VEHICLE FOR CONCERN.SEE NOTES  
\*\*\* NOTES 10/04/2006 09:28:20 AM PDooshi  
ATF - LETTER DATED 8/7/2006 RECTD 8/29/2006  
Letter sts same concern as noted in case, cust choosing to go to another TOY dlr. case already opened to CRM, no action from NCR. letter attached  
\*\*\* NOTES 11/07/2006 07:04:53 AM Mmendoza  
ATF Letter dated 10/27/2006 rev'd 10/30/2006  
Letter reiterates concerns doc'd in case. He sts he has sold his veh & would like to have the cost of the Extended warr refunded to him.  
NCR sent IN20 as letter was processed @ PM pst.  
NEXT REP: Please adv cllr would need to contact extended warr company for refund of VSA.  
**Additional Summary:**

**Toyota ID Number:** 200610021484  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/02/2006 04:53:45 PM KHaley  
Caller states: on Saturday at 3:15 pm he was on the 15 freeway merging onto 10, and when he accelerated veh went full throttle. Cllr sts he could not slow down veh. Cllr sts he applied the brakes however the veh did not slow down due to the excessive acceleration. Cllr sts he then put veh in neutral and turned off the veh while driving 60mph, and turned onto the shoulder. Passengers included Jean Shultz(cust wife), Bonnie Reed(cust sister-in law), Robin Sacco(cust...  
\*\*\* NOTES 10/02/2006 04:53:45 PM KHaley  
...niece) and Chloe(Cust niece's daughter). Bonnie, Robin, and chloe sts that upon accelerating they felt veh jerking, however Jean and cust sts they did not fl jerking. Cllr had veh towed to dlr. Dlr inspected veh and adv they cannot find anything wrong w/ it. Dlr has called cust to pick up veh however cust fls veh is unsafe. NCR adv cllr to not pick up veh until case mgr has indicated cust to do so.

\*\*\* SUBCASE 200610021484-1 CREATED 10/02/2006 05:14:02 PM KSides

\*\*\* PHONE LOG 10/04/2006 05:54:13 PM KSides Action Type: Outgoing call  
+++OUTGOING CUSTOMER CALL+++  
CM called & spoke with Mr. & Mrs. Schultz, who advised as previously noted, no collision or injuries, & advised no previous or subsequent occurrences. Customer states took vehicle in to dlr#1 & was advised no concerns with vehicle. Customer extremely concerned & seeks further assistance from Toyota to identify cause of occurrence. CM apologized & advised CM will research with dealer & Region & contact customer after 2:00 PM on Friday, per customer's request, to discuss further recommendations. Customer agreed & thanked. CM advised CM's name, working hours & 800-331-4331 x73090. CM offered CM email survey after case completed, customer declined. CM understood & thanked. Customer thanked.

\*\*\* PHONE LOG 10/05/2006 11:10:02 AM KSides Action Type: Outgoing call  
+++OUTGOING DEALER CALL+++  
CM called John Elway's Crown Toyota, dlr#1, & spoke with Nancy King, Service Manager, who advised customer in to dlr#1 for self-acceleration concerns as follows:  
9/30/06 (ROI#519994) at 13.216 miles, concerned that vehicle self-accelerated while driving. SM advised dealer unable to duplicate & feels possibly driver error.

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-494

SM advised customer's vehicle still at dlr#1, advised FTS will be at dlr#1 tomorrow & SM will ensure FTS inspects/road-tests customer's vehicle personally. CM understood & thanked, advised CM will follow up with SM tomorrow PM to verify outcome of FTS inspection. SM understood & thanked. CM thanked.  
+++OUTGOING CUSTOMER CALL+++  
CM called & spoke with Mr. Raymond Schultz, advised CM spoke with SM & FTS will be inspecting vehicle tomorrow in an attempt to duplicate or identify concern. CM advised if FTS has not further recommendations based on his findings, Toyota would concur. Customer states if unable to determine cause of concern, customer will no longer want vehicle. CM understood & advised ARB for manufacturer's defects that have been duplicated or identified, however customer can opt to file for ARB for arbitrator to review case & make their independent recommendations. Customer understood & thanked, advised will wait until tomorrow to determine further customer seeks. CM understood. Customer states wishes to add that the back-seat passengers reported feeling a jerking motion just prior to self-acceleration experience. CM thanked & advised documented for case reference. CM advised will follow up with dealer & customer by eob tomorrow with status.  
\*\*\* NOTES 10/05/2006 11:12:21 AM BWilson  
Mr. Schultz called for KSides, but unavail. Ncr adv will revc w/in 1 bus day.

\*\*\* PHONE LOG 10/05/2006 11:17:31 AM KSides Action Type: Outgoing call  
+++OUTGOING CUSTOMER CALL+++  
CM called & spoke with Mr. Raymond Schultz, who advised seeks to know how many cases like customer's have come in. CM apologized & advised all cases are documented & coded, & are then made available for query to technical & other divisions within TMS. CM advised if any division determines a commonality or need for adjustment or ssc, they will issue that. CM confirmed no TSB's or SSC's have been issued on customer's model & MY of vehicle, but advised customer's experience is available for query as noted above. Customer understood & thanked. CM thanked.

\*\*\* PHONE LOG 10/06/2006 04:06:47 PM KSides Action Type: Incoming call  
+++INCOMING CUSTOMER CALL+++  
CM received a call from Mr. Raymond Schultz, who advised had left a message a few hours ago for Danny, who he was told was taking care of customer's vehicle, but has not received a call back & seeks status. Customer states also seeks for dealer to wash & detail vehicle prior to returning it to customer. Customer seeks return call from CM with status at home# 951-277-4197. CM apologized & advised CM will research status & contact customer shortly. Customer thanked.  
+++OUTGOING DEALER CALL+++  
CM called dlr#1 & was advised SM no longer at dealer today & was transferred to ASM, Jeff Wade. CM spoke with ASM, who advised personally spoke with customer about 1 hour ago. FTS advised floor mat out of the hook & not secured, no other concerns determined after 26 miles of road-testing, no trouble codes in system & vehicle working as designed. CM understood & thanked, advised CM will provide Toyota's position to customer & advise customer that if symptoms return & dealer is able to duplicate them, then at that time they will address further. ASM understood, agreed & thanked. CM thanked & advised customer seeks for dealer to wash & detail his vehicle prior to returning it to customer. ASM advised dealer will wash customer's vehicle, as all serviced vehicles, but will not be providing detailing services. CM understood & thanked. ASM thanked.  
+++OUTGOING CUSTOMER CALL+++  
CM called & spoke with Mr. Raymond Schultz at home#, advised as per ASM & FTS, advised at this time, as no codes or duplications, Toyota unable to provide any further recommendations. CM advised if any further symptoms or questions, customer can contact CM directly or have vehicle towed to dlr#1 for inspection & further assistance. Customer understood & thanked. CM thanked.

\*\*\* PHONE LOG 10/06/2006 04:09:01 PM KSides Action Type: Incoming call  
1) Summary: Customer states 1x vehicle self-accelerated while traveling at hwy speeds  
2) Action Taken: Dealer/DSPM/FTS involved  
3) Resolution: Dealer tech & FTS road-tested vehicle for 26 miles, unable to duplicate, no warning lights or codes  
4) Customer Satisfied: Yes

C-495

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

5) Root Cause: Product - Transmission - Driving response  
\*\*\* CASE CLOSE 10/06/2006 04:09:11 PM KSides  
CM closed case.  
\*\*\* SUBCASE 200610021484-1 CLOSED 10/06/2006 04:09:32 PM KSides  
CM closed task, as Clarify case closed.

**Additional Summary:**

**Toyota ID Number:** 200602021093  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2004 Toyota SIENNA  
**Location of Incident:** PITTSBURG, PA

**NHTSA Summary:**  
\*\*\* PHONE LOG 02/02/2006 02:18:02 PM DTran  
Cust sts is having difficulty w/dlr. Cust sts in May dlr did some wrk on veh. Cust sts dlr left a pin out where the pedal. Cust sts it came out while she was driving & it pushed the accelerator in. Cust sts could not get veh to stop so she put it in reverse. Cust sts dlr did not admit it was their fault. Cust sts veh is now having trans prob. Cust sts dlr does not hear anything wrong w/veh. Cust sts dlr provided loaner veh & adv will diag veh. Cust sts had no>>>  
\*\*\* NOTES 02/02/2006 02:18:02 PM DTran  
<<<prob w/trans prior to this incident. Cust sts contacted dlr for a discount on warr & sts dlr adv discount of only \$200. Cust sts is willing to split cost of ext warr 70-30 (dlr). Cust sts spk w/Bob who has been very helpful but he referred cust to financial advisor.  
\*\*\* NOTES 02/02/2006 02:23:34 PM DTran  
Ncr adv cust to review warr handbook for details. ncr adv cust has 3/36 for comprehensive & 5/60 for powertrain. Ncr adv XtraCare 800-228-8559 for questions on ext warr & their plans.

\*\*\* CASE CLOSE 02/07/2006 01:19:46 PM DLR37162  
SPOKE WITH CUSTOMER VIA PHONE ON 2/3/06 AND ADVISED HER TRANSMISSION CONCERN FOR SLIPPING WAS ACTUALLY THE ACTIVE ENGAGEMENT OF HER TRACTION CONTROL DUE TO THE VEHICLE HAVING BALD TIRES THAT FAIL INSPECTION FOR SAFETY, SHE THE ROAD TESTED WITH TECHNICIAN ON 2/4/06 SO WE COULD DUPLICATE TRANSMISSION SLIPPAGE WAS ACTUALLY WHEEL SPINNAGE DUE TO BALD TIRES SPINNING UNDEER MODERATE ACCELERATION, WE OFFERED TO SELL HER TIRES AT AFFORDABLE PRICE AND SHE DECLINED AND LEFT THE DEALERSHIP. NO MALFUNCTION IS VERIFIED WITH TRANSMISSION

**Additional Summary:**

**Toyota ID Number:** 200602021274  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 02/02/2006 04:28:03 PM Mmendoza  
Cust sts purch a 4x4 cylinder veh. Sts when the veh starts up it revs very high. Sts would like to know if that is doing something to the engine. Sts fls the engine will be damaged by the high revving. Sts has contacted some dlrsips & they have adv that this is normal.

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-496

\*\*\* CASE CLOSE 02/02/2006 04:28:10 PM MMendoza  
NCR apol & adv normal operation from veh. Adv for emissions reason engine can rev high. Adv if cust fs should be looked at can go to dlr for diagnosis.

**Additional Summary:**

**Toyota ID Number:** 200612130407  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 12/13/2006 08:44:06 AM ABaker2  
Caller states: ATF: Date: 11/27/06 Recvd:12/11/2006 Letter sts be purch a toyota tacoms on 11/17/05 after the purch be started having concerns with the RPM going high, sts be took the veh to the dlr on 9/8/06 and the dlr adv there were no concerns, cust sts he still has concerns with the acceleration , sts this is very dangerous and his life and other inside the veh are in jeopardy, sts next time he has concerns will leave veh at dlr because its unsafe to drive  
\*\*\* PHONE LOG 12/13/2006 08:44:06 AM ABaker2  
Ncr called cust unable to leave a msg. Ncr sent cust In20 w/ case# and cec 800#. Next Rep If cust call back please probe for dlr CRm involvement and handle accordingly

\*\*\* CASE CLOSE 12/13/2006 08:45:11 AM ABaker2

Ncr sent customer In 20W case# and cec 800#  
\*\*\* NOTES 01/09/2007 10:27:29 AM AHunter  
Cllr cb be his veh's rpm are to high.Sts that they go into the red.Sts that he feels the veh is unsafe to operate & wants to know what to do.Ncr apol & adv cllr role of crm & offered to open the case to the dlr for further assistance.Cllr agreed.Ncr adv cllr of crm cb w/in 3 b/d.Cllr thanked

\*\*\* DEALER NOTES: 01/10/07 07:20:29

LEFT MESSAGE

\*\*\* DEALER NOTES: 01/11/07 06:27:16

LEFT MESSAGE AGAIN

\*\*\* DEALER NOTES: 01/11/07 14:31:08

LEFT MESSAGE

\*\*\* CASE CLOSE 01/13/2007 07:30:35 AM DLR29093

I HAVE LEFT A TOTAL OF 7 MESSAGES IN 5 DAYS AND NO RESPONSE FROM CUSTOMER. I

HAVE SENT A NO CONTACT LETTER.

\*\*\* NOTES 01/26/2007 10:26:39 AM MPresley

Cllr sts he never received a cb from dlr but adv he works a lot & unplugs the phone when home sleeping.

Sts he wants assist with diag & repair of veh. Ncr apol & adv contact dlr CRM for further assist.

**Additional Summary:**

**Toyota ID Number:** 200608040076  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 08/04/2006 06:40:59 AM JCorona

RNW# 060725-000086

Caller states: veh idles so high that veh accelerates it self when in reverse. sts dlr adv is a factory setting

that makes engine warm up faster; no fix.

C-497

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Sts has a constant break squeak and sts neighbors laugh at his new truck. sts the dlr adv all breaks squeak due to condensation in the morning;sts disagrees with dlr explanation.

\*\*\* NOTES 08/04/2006 06:42:33 AM JCorona

>>>Sts has a concern with the driver seat not moving or adjusting; sts dlr adv due to seat cover. sts tried with the seat cover removed and has the same concern.

sts the bed and the running boards are turning white. sts dlr adv no fix as that is how they are.

\*\*\* CASE CLOSE 08/15/2006 08:10:21 AM DLR28012

CALLED CUSTOMER ON SEVERAL OCCASIONS, LEFT MESSAGE 8/7 AND 8/8 AND 8/11...NO RETURN WILL CLOSE OUT CONTACT...BUT KEEP PAPERWORK ON THIS CUSTOMER...DOCUMENTED TIMES CALLED.

**Additional Summary:**

**Toyota ID Number:** 200603140681  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 03/14/2006 11:15:43 AM RFalcon

ATF

SURVEY

DATE RECEIVED 03/03/2006

Received Mr. Sims survey, Mr. Sims sts he is a large man, & the lumbar support is not comfortable. Sts not easy to access when truck is moving. Sts cold start engine am-engine runs fast-3000 rpm. Sts very loud & fast. Sts wants to know if this is normal. Sts idles fast with each start. Sts rought shifting. Sts tire noise. Sts hard to turn radio volume. Sts would like someone to call him or e-mail him.

\*\*\* CASE CLOSE 03/14/2006 11:15:56 AM RFalcon

NCR called Mr. Sims to acknowledge letter, & discuss survey. Mr. Sims not avail. NCR sent IN20 letter.

\*\*\* NOTES 03/20/2006 01:36:23 PM CSilao

cust cb & sts spoke w/ dlr about cold starts. sts is having issue w/ tires. cust sts tires are not adequate & ride rough. ncr apol & adv cust to have veh inspected for cold start high rpms & tires. cust sts when using cruise control @ 60mph on a flat road & starts to go up a hill the eng downshifts roughly. adv cust to contact dlr for inspection. cust sts have to turn up the volume to get good sound quality. ncr adv cust concerns doc'd at Toy HQ.

**Additional Summary:**

**Toyota ID Number:** 200612280715  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 12/28/2006 11:46:24 AM DPouncy

RNT # 061227-000245

Email Sts:

"I have an '05 Tacoma 4 cyl that always revs up to 2000 rpm or more @ cold start but never on hot start. It seems to me a cold engine should not be subject to excessive engine speed when started. I've tried to get an answer from dealer but was told "thats normal" which I don't believe. Can you enlighten me please? C.E. Reames."

C-498

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* SUBCASE 200612280715-1 CREATED 12/30/2006 10:00:18 AM DPouncy

<as-html>

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

We apologize for your concern regarding high RPM on your 2005 Tacoma <p>

In order to properly assess your concerns, we recommend you contact the Customer Relations Manager at your <a href="http://www.toyota.com/dealers"TARGET=BLANK">local Toyota dealership</a> to further evaluate your 2005 Tacoma <p>

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

Your email has been documented at our National Headquarters under file #200612280715. If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faaid=4164"TARGET=BLANK">contact us</a> <p>

Toyota Customer Experience

</as-html>

\*\*\* CASE CLOSE 12/30/2006 10:00:38 AM DPouncy

See Subcase

\*\*\* NOTES 01/02/2007 06:06:43 AM DPouncy

ATF: Email Dated & Recvd 12/30/2006 05:43 PM

Email Sts:

"I do not wish to be contacted by local Toyota since I've already made such a contact. I was hoping for someone of your stature to answer my question, thanks anyway. CER."

\*\*\* SUBCASE 200612280715-2 CREATED 01/02/2007 09:12:37 AM DPouncy

<as-html>

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

Again, we apologize for your concern regarding your 2005 Tacoma experiencing high RPM <p>

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

Your email has been documented at our National Headquarters under file #200612280715. If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faaid=4164"TARGET=BLANK">contact us</a> <p>

Toyota Customer Experience

</as-html>

\*\*\* CASE CLOSE 01/02/2007 09:12:56 AM DPouncy

See Subcase

\*\*\* SUBCASE 200612280715-2 CLOSED 01/24/2007 09:23:33 AM DPouncy

\*\*\* SUBCASE 200612280715-1 CLOSED 01/24/2007 09:25:04 AM DPouncy

\*\*\* NOTES 01/29/2007 03:16:54 PM APowe

ATF/Email States"01/19/2007 09:30 AM

RNW#070119-000099

Email Sts:"I'm still waiting for a positive response to my original email. Someone there surely knows a responsible answer to my conceivable problem. CER."

\*\*\* SUBCASE 200612280715-3 CREATED 01/29/2007 03:17:57 PM APowe

<as-html>

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

We appreciate the opportunity to address your inquiry.

The engine will rev at high rpms as cold start has the top priority of warming up the engine. The vehicle is operating as designed.

C-499

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Also, we have no issue on wear/tear due to cold start as long as the vehicle is using factory oil filter (equipped with back drain valve design. Please start driving the vehicle 30 seconds after cold starting. Your email has been documented at our National Headquarters under file #200612280715. If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faaid=4164"TARGET=BLANK">contact us</a> <p>

Toyota Customer Experience

</as-html>

\*\*\* SUBCASE 200612280715-3 CLOSED 01/29/2007 03:18:00 PM APowe

\*\*\* CASE CLOSE 01/29/2007 03:18:07 PM APowe

Closed

\*\*\* NOTES 01/29/2007 04:16:42 PM APowe

ATF/Email Dated01/29/2007 04:13 PM

RNW#070119-000099

Email States:"Appreciate the response. will worry no more. CER."

\*\*\* NOTES 01/29/2007 04:17:27 PM APowe

Email Response

<as-html>

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

You are welcome!

Your email has been documented at our National Headquarters under file #200612280715. If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faaid=4164"TARGET=BLANK">contact us</a> <p>

Toyota Customer Experience

</as-html>

Additional Summary:

**Toyota ID Number:** 200602140624  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 02/14/2006 10:25:01 AM DHoffman1

P/A

cust sts purch 05 tacoma, never recvd a sales survey. sts had issues w/dlr during negotiations, walked out of dlr 2x, dlr alan adv cust had to do a dlr survey on the premises, dlr richard offered to fill it out for cust, sts spoke to woman @ dlr, waited 4 weeks for rebate on tag & title fees, dlr mailed to wrong address, sts throttle by wire & calibration is lacking, issues of shifting eng rpm flims. sts when veh is normal temp, rpm hangs @ 2-3 rpms. >>>

\*\*\* NOTES 02/14/2006 10:33:12 AM DHoffman1

>>>sts when @ a dead stop & starts to move, veh bulks & chatters, surges @ random b/c of calibration, sts when @ a stop sign, he let off gas, veh randomly continued to accelerate, cust ended up in middle of the intersection. sts dlr had put front dlr plates on truck, found the holes underneath, asked for a new bumper. sts dlr alan adv "well it was our truck before it was yours." sts dlr adv cust will have to pay for a new bumper. sts bumper replaced @ no cost. >>>

\*\*\* NOTES 02/14/2006 10:39:35 AM DHoffman1

>>>that dlr alan caused a scene in srv area. sts has been to dlr 3x for mechanical issues, drove w/dlr stove. sts is not sure if first 2 times were documented @ dlr. sts recvd his title @ correct address, but not CER survey. ncr checked epa, updated all info. ncr also checked ssc, found 50R not completed, adv cust.

\*\*\* SUBCASE 200602140624-1 CREATED 02/15/2006 07:28:11 AM LCastillo

C-500

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 02/15/2006 04:18:55 PM LCastillo  
 OUTGOING DEALER CALL:  
 NCR l/m for SM to c/b at direct line, ncr not able to speak with anyone dlr was closed for the day.  
 \*\*\* NOTES 02/15/2006 04:19:53 PM LCastillo  
 OUTGOING CUSTOMER CALL:  
 ncr l/m for customer to please c/b at 800#

\*\*\* PHONE LOG 02/16/2006 12:11:45 PM LCastillo Action Type: Outgoing call  
 OUTGOING DEALER CALL:  
 Dwayne ASM sts  
 Date: 1/16/06  
 RO: 52780  
 Mileage 4094  
 Condition: cust sts over revs when shifting, no power to the trailer plug  
 Remedy: dlr not able to duplicate normal operation  
 No charge to customer or warranty

\*\*\* PHONE LOG 02/16/2006 12:24:21 PM LCastillo Action Type: Outgoing call  
 OUTGOING CUSTOMER CALL:  
 Customer at times vehicle rpms flare in between shifts as soon as there is no load on the engine, in between shifts it also hangs 250-300 rpm, vehicle also bulks & shatters. Customer states concern has only been written 1x at dlr but the 1st he took veh to dlr nothing was ever written down. Dlr adv cust to give veh some time so that ecu gets used to customer's driving style. Cust sts when veh is cold and starts engine the engine rpm drops but as soon as the temp gauge comes up and all functions take place the rpms begin to hang. Cust sts at 3k miles took veh to dlr and Steve adv that are some parameters that they can change on manual trans and dlr reset every thing back to zero which is the baseline parameter. Customer states this weekend will be driving other competitors with fly-by wire. Customer seeks for flaring, shattering and hanging of RPMS repaired, also if he tries to shift hard the vehicle will buck and surge, head jerks back and forth this concerns occurs all the time.  
 customer states spoke with C.J. SM Ncr adv cust will need to research further with dealer and regional office and will f/u by tomorrow. Customer understood.  
 \*\*\* NOTES 02/17/2006 01:04:31 PM LCastillo  
 OUTGOING REGION CALL:  
 NCR l/m for Region regarding case.  
 \*\*\* NOTES 02/17/2006 01:05:00 PM LCastillo  
 OUTGOING CUSTOMER CALL:  
 ncr l/m for customer still researching adv will f/u on tuesday, office closed on monday.  
 \*\*\* NOTES 02/17/2006 01:10:58 PM LCastillo  
 INCOMING REGION CALL:  
 Region sts customer will need to take veh back to dealer, in order for concern to be duplicated if customer does not feel comfortable with same dealer has option to take veh to another toy dlr.  
 \*\*\* NOTES 02/21/2006 10:48:57 AM EHellmer  
 OUTGOING DEALER CALL - Toyota Of Melbourne  
 ncr spoke to SM-Steve who sts cust was at dlr a couple weeks ago for concerns with a delay in the RPM dropping between gears. SM sts dlr adv cust condition is a normal characteristic of the standard shifts. SM sts also contacted SET tech who adv normal characteristic of veh & no updates avail at this time. ncr understood and thanked.  
 \*\*\* NOTES 02/21/2006 11:00:21 AM EHellmer  
 OUTGOING CUST CALL -  
 ncr contacted cust to f/u on LCastillo behalf, ncr adv spoke to dlr who spoke to region tech who determined condition is a normal characteristic of veh, ncr adv no repairs or updates avail at this time. cust sts feels the RPMs should drop when takes foot off the gas pedal. cust sts feels toy position that condition is normal characteristic is not acceptable. cust sts feels re-calibrating the system will resolve the issue. >>>  
 \*\*\* NOTES 02/21/2006 11:00:23 AM EHellmer

C-501

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

>>> cust also sts feels the concern is a safety issue. cust sts no longer wants the veh b/c does not feel the condition is normal. ncr apol and adv cust dlr & region tech have determined condition is normal characteristic. ncr adv if cust no longer wants veh, the next step w/ in toy is to pursue arb. ncr offered to send arb paperwork, cust declined. cust sts would like to speak to LCastillo before cust decides what next steps to pursue. ncr adv would have LCastillo >>>  
 \*\*\* NOTES 02/21/2006 11:00:24 AM EHellmer  
 >>> f/u w/ cust when she returns to the office next week. cust understood.  
 \*\*\* NOTES 02/28/2006 01:20:29 PM JMartin1  
 Caller states: Trying to reach LCastillo. LCastillo unavailable. Ncr apol, updated contact info, adv c/b within 1 business day.

\*\*\* PHONE LOG 02/28/2006 01:23:09 PM LCastillo Action Type: Outgoing call  
 OUTGOING CUSTOMER CALL:  
 Ncr l/m at 321-726-2080 for customer to c/b at 800#

\*\*\* PHONE LOG 03/01/2006 01:55:22 PM LCastillo Action Type: Outgoing call  
 OUTGOING CUSTOMER CALL:  
 Ncr l/m at 321-726-2080 for customer to c/b at 800#  
 \*\*\* NOTES 03/02/2006 10:48:48 AM LCastillo  
 OUTGOING CUSTOMER CALL:  
 Ncr l/m at 321-726-2080 for customer to c/b at 800#

\*\*\* CASE CLOSE 03/03/2006 12:54:15 PM LCastillo  
 NCR closed case and mailed IN20

\*\*\* SUBCASE 200602140624-1 CLOSED 03/03/2006 12:56:24 PM LCastillo  
 close subcase  
 \*\*\* NOTES 03/06/2006 12:38:19 PM jmahoney  
 caller sks prev rep at alternate #, ncr adv prev rep N/A, will alert prev rep of call back request.  
 \*\*\* NOTES 03/09/2006 12:38:31 PM KWilson  
 CLR sts is trying to reach Laura. Ncr apol, adv unavail & adv will l/m for a c/b. Sts can be reached @ 321-961-4256.  
 \*\*\* NOTES 03/10/2006 12:15:22 PM MShapiro  
 Cust c/b, sts hasn't heard from LCastillo, NCR apol, advd LCastillo unavail, advd would send message on behalf of cust requesting follow up.  
 \*\*\* NOTES 03/10/2006 12:16:36 PM MShapiro  
 NCR sent email w/screenshot to LCastillo requesting f/u.  
 \*\*\* NOTES 03/10/2006 12:24:49 PM SAboobian  
 SUPERVISOR CALL  
 Ncr left message for cust. Ncr adv to please be patient. LCastillo out of office today, but will follow up on 3/13/06.  
 \*\*\* NOTES 03/13/2006 06:27:53 AM LCastillo  
 OUTGOING CUSTOMER CALL:  
 Ncr l/m at 321-726-2080 and alternate # for customer to c/b at 800#  
 \*\*\* NOTES 03/13/2006 06:29:13 AM LCastillo  
 >>>ncr adv cust will be in the office until 1:30pm  
 \*\*\* NOTES 03/13/2006 08:01:45 AM LCastillo  
 INCOMING CUSTOMER CALL:  
 CLR sts previous rep adv concern is a normal characteristic, seeks to know if Toy is working on a repair.  
 Ncr apol and adv cust Toy aware of cust's frustration however since concern is a normal characteristic at this time no changes are avail. Cust seeks to trade vehicle for another and would like to Toy to assist with trade due to frustrations. Ncr apol and adv cust options avail either Arbitration or work with Toy dlr for trade in. >>>  
 \*\*\* NOTES 03/13/2006 08:01:52 AM LCastillo  
 Cust sts will pursue Arb.

C-502

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:** 200605080429  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 05/08/2006 08:55:33 AM JSpencer  
 Caller states: has '06 tacoma & sts while going up a slope, the trans kicked down 2 gears & sent the tach almost to the redline. he sts this only happened w/ the cruise control on. he sts if you do it manually there are no issues. he contacted dlr & they didn't give him any assist & he feels needs to speak w/ tech regarding trans operation & to do possibly test drive w/ tech.

\*\*\* CASE CLOSE 05/15/2006 10:01:35 AM DLR04290  
 SERVICE WRITER CONTACTED CUSTOMER TO TELL THEM THAT THEY NEED TO BRING THE CAR INTO THE DEALERSHIP TO HAVE THE PROBLEM RESOLVED. CUSTOMER BELIEVES VEHICLE HAS AN ENGINEERING PROBLEM AND THAT TOYOTA OF SANTA MARIA CANNOT HELP HIM. CUSTOMER STATES HE WILL CONTACT TOYOTA MOTOR CORP. FOR FURTHER ASSISTANCE.

**Additional Summary:**

**Toyota ID Number:** 200604060361  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 04/06/2006 09:24:07 AM DHenkenius  
 CLR sts owns 06 Tacoma sts veh cruise control shift is not working properly sts will loose 2 mi per hour going down on minor hills & will floor accelerator going back up hill, fls will get bad fuel economy. sts hills are not even that bad. sts brought to dlrship who adv cust cruise control working properly.  
 clr sts disappointed could not use fuel E85

\*\*\* CASE CLOSE 04/10/2006 07:49:17 AM DLR15039  
 CUSTOMER WILL BRING IN VEHICLE TO HAVE US LOOK AT IT AGAIN IN 2 WEEKS.

**Additional Summary:**

**Toyota ID Number:** 200608020175  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 08/02/2006 07:40:36 AM DHoffman1  
 RNT: 060724-000015  
 EMAIL VERBATIM: I am writing to express my overall displeasure with your product and overall customer experience. I originally purchased my 2005 Toyota Tacoma largely based on Toyota's reputation for overall quality. So far during my 6 months of ownership, I have failed to see the quality in either the

C-503

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

product or the customer service. What I find most annoying is how readily your dealerships ? my only gateway to you ? ....  
 \*\*\* NOTES 08/02/2006 07:41:03 AM DHoffman1  
 ...dismiss many of my major concerns as "normal" for this model, and generally will do all they can to not write the problem up. More interestingly is how well-documented the problems I'm having are throughout Internet forums, yet your service managers have never seen or heard of these problems. Is it through style of ignoring customers that Toyota has been able to attain their reputation for quality?  
 I have reported the problems below to my dealer, ....  
 \*\*\* NOTES 08/02/2006 07:41:45 AM DHoffman1  
 ...but the first one is explained away as "I don't? feel anything I wouldn't? expect from a truck". The second is explained as normal for all Toyotas despite the fact that the 2002 Tacoma I used as loaner had much tighter tolerances. The dealership has requested the regional representative to look at 'Problem 3', but said they have no idea when the representative will show up. It's been over a month now, so I have to assume that the representative will not show up. ...  
 \*\*\* NOTES 08/02/2006 07:42:14 AM DHoffman1  
 ...Problem 1: Loud clunk when I stop or start, especially with the air conditioning on. Related: vibration around 18-22 mph when transmission shifting 2nd to 3rd, and vibration ~65-70 mph. Shortly after I complained about this to my dealer ("feels normal for a truck to me" response), I searched Internet forums and found people having identical problems to my truck that are yet to be addressed by Toyota. ...  
 \*\*\* NOTES 08/02/2006 07:42:36 AM DHoffman1  
 ...(http://www.tundrasolutions.com/forums/tacoma/66233-toyota-addresses-tacoma-transmission/). Do you ever plan to actually address this, or will this continue to be explained away as 'normal' by your dealership network?  
 Problem 2: The cruise control allows the vehicle to lose 3 mph before it even starts to bring the vehicle back to speed....  
 \*\*\* NOTES 08/02/2006 07:43:12 AM DHoffman1  
 ...Every other vehicle I've driven for the past 10 years, even a Hyundai, keeps the vehicle within 1 mph and as the vehicle begins to lose speed gradually applies power to keep it at the set speed. My Tacoma, however, waits until it loses 3 mph and accelerates abruptly to get it back to speed. I asked my dealer about this, and he would not write it up since "it's normal for Toyota cruise control to have a very loose tolerance". What I found interesting is that the 2002...  
 \*\*\* NOTES 08/02/2006 07:43:34 AM DHoffman1  
 ...Tacoma the dealership gave me as a loaner acted like every other vehicle I've owned. Which is it ? do all new Toyotas have a 'dis-improved' cruise control when compared to older models, a much lower quality cruise control when compared to other manufacturers, or is this decreased accuracy and extreme compensation going to be the new industry standard (the 'norm' as described by the dealers)?...  
 \*\*\* NOTES 08/02/2006 07:44:02 AM DHoffman1  
 ...Problem 3: Tailgate is bowing in the middle and falling below 90 degrees when open. As I reported to my dealer, I was using my truck to transport wood to build a deck of mostly 8' x 10' boards, and took great care not to overload the truck and to distribute the load across the width of the bed (although it's supposed to be a ?-ton truck, anything over 600 pounds seems to bottom out the rear, but that's a whole other story about insufficient suspension that fails...  
 \*\*\* NOTES 08/02/2006 07:44:48 AM DHoffman1  
 ...to meet the expectation of a ?-ton truck that I expect I will have to fix by installing higher quality springs/shocks than Toyota is apparently able to offer). After unloading the boards, I went to close the tailgate and noticed it was becoming increasingly difficult to get both sides to close correctly. I looked closer and noticed it was bowing (downward when viewed with the tailgate lowered) in the center where I had 2 ? 2X10 boards (~65 lbs each)...  
 \*\*\* NOTES 08/02/2006 07:45:10 AM DHoffman1  
 ...Upon further inspection, I saw marks in the plastic liner from sliding the boards out that correspond with the bow. When I took my truck to the dealer to properly align the passenger door (1/4-inch gap at the bottom), I asked him to look at the tailgate and explained the situation just as I have written in this letter. His response, after looking at it after I dropped it off, was to opine that the tailgate had been struck or otherwise hit in a collision. ...  
 \*\*\* NOTES 08/02/2006 07:46:20 AM DHoffman1

C-504

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*



**Toyota ID Number:** 200607280257  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 07/28/2006 08:26:52 AM AMouton  
Caller states: steering wheel is not center. sts tire wear is feathering on the outside. sts veh drives fine. sts cruise control when speeding it up or slowing down. sts shifts up and down. sts has not contacted dlr. sts will contact dlr in Escondido. sts does own maint on veh.

\*\*\* CASE CLOSE 07/28/2006 08:27:05 AM AMouton  
Ncr apol adv dlr open cust declined. ncr prov case#

**Additional Summary:**

**Toyota ID Number:** 200601180738  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 01/18/2006 02:16:55 PM RVrachan  
Tacoma idling fast in the morning then drops from 2,000 RPM then jumps back up again. cust sts something is wrong & dlr is telling cust this is normal.

\*\*\* NOTES 01/19/2006 12:23:39 PM AMouton  
cust sts wants to spk w/robin. Ncr apol adv Robin not avail & offered to assist. cust sts prev rep adv to contact Mark CRM. sts cld dlr & was adv Mark not employed. ncr apol adv Clara Bailey is current crm. ncr adv crm will c/b cust w/in 1 bus day.

\*\*\* NOTES 01/25/2006 01:47:44 PM PHujanen  
Cus cld. Sts hasnt heard back from dlr yet. CEC advd that will send a no response message to CRM. Advd cust to contact us again if there is no further response from dlr. \*\*\* CREATE NO RESPONSE NOTE 01/25/2006 01:47:50 PM by PHujanen  
This is no response message #1. Please call your customer immediately.

\*\*\* CASE CLOSE 01/25/2006 03:11:48 PM DLR04134  
WE HAD MR. JUAREZ'S TACOMA FOR 3 WEEKS FOR A DIAGNOSIS. REGIONAL ENGINEER JIM DAIR LOOKED AT THE VEHICLE HIMSELF AND STATED IT WAS NORMAL, SIMPLY AN IDIOSYNCRATIC OF THAT PETICULAR VEHICLE. I INFORMED CLIENT TO CALL REGION AS THE ONLY POSSIBLE RECOURSE.

\*\*\* NOTES 01/30/2006 12:27:55 PM MSheri  
Cust sts dlr unable to locate problem; sts field tech came to insp veh; sts field tech adv veh was normal & veh up to mfr specs. Cust sts when motor is cold, veh idles fast @ 2k rpm & then drops down to 1k rpm; sts then later jumps back up to 2k rpms; sts other veh didn't idle that high. Cust sts not satisfied w/dlr position. NCR apol & adv CEC relies on dlr & field tech to insp veh & diag cond; adv CEC will concur w/dlr & region position; adv cust may get 2nd opinion.

\*\*\* NOTES 02/14/2006 01:26:54 PM CFranklin  
Cust c/b. Sts dlr & technician from region have inspected veh & diagnose that condition is normal. Cust sts does not trust diagnosis. Ncr apol & adv cust that CEC trusts dlr/region diagnosis, & cust can seek a 2nd opinion if cust chooses. Provided case#.

**Additional Summary:**

**Toyota ID Number:** 200603100510

C-509

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

put veh in neutral while driving on hwy for same symptoms during normal acceleration. sts dlr adv no error codes. dlr called fts. adv could not duplicate. sts loves veh & dlr, but is fearful of driving it. >>>  
\*\*\* NOTES 01/04/2006 12:26:30 PM DHoffman1  
<<OUTGOING CALL>>

nrc called kevin @ dlr who adv both shop foreman & fts have been involved in case, kevin drove veh today, no codes & no duplicate conditions. nrc asked cust what he expected, cust sts he just wants a safe veh, poss ecu replacement for acceleration. ncr adv b/c fts has been involved, next step is arb. cust agreed. ncr adv 7-10 bus days for ppwk.

\*\*\* NOTES 01/04/2006 02:29:13 PM SEstrada  
+OUTGOING DLR CALL+  
nrc spoke to svc mgr Kevin Deignan who adv cust veh was brought into dlr yesterday. sts veh was test driven today. sts shop foreman contacted FTS who adv if dlr not able to duplicate cond, no further action avail from region.

\*\*\* NOTES 01/04/2006 02:33:21 PM SEstrada  
+OUTGOING CUST CALL+  
nrc l/m for cust confirming that ARB ppwk will be mailed to cust & cust should rev within 7-10 bus days.  
\*\*\* NOTES 01/05/2006 08:27:49 AM JWatson  
Customer was sent ARB paperwork on 01/05/06.

\*\*\* CASE CLOSE 01/09/2006 08:18:56 AM SCampbell170  
RCR has advised DSPM to collect all paperwork related to this case. RCR has also E-Mailed FTS, AD who was involved via phone as well.

**Additional Summary:**

**Toyota ID Number:** 200607281128  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 07/28/2006 01:46:36 PM MWinston  
PA  
Previous Case # 200607170008  
Caller Sts CRM at dlr has failed to set up an appointment for inspection of veh concerns. Sts feels that CRM is dishonest. Caller sts that tailgate began bending on veh when loaded with wood. Caller sts that the cable that connects to tailgate is also weak. Sts when purch veh had a bad vibration & found out wh wheels were swapped out w/ another veh who also had vibration concerns. Sts Cruise control does not operate properly.

\*\*\* SUBCASE 200607281128-1 CREATED 07/28/2006 01:50:23 PM NRRedd  
\*\*\* NOTES 08/01/2006 09:57:14 AM NRRedd  
OUTGOING CALL TO DEALER  
Dlr SM Antwan Murphy unavail. Dlr Service Ashley Fincham adv SM at lunch & ncr left message to have SM call back w/case# & custs name, advised looking for dlr service history  
\*\*\* NOTES 08/01/2006 12:46:09 PM NRRedd  
OUTGOING CALL TO DEALER  
Dlr SM Antwan Murphy sts RO#135746, 7582 miles, 6/9/06 - popping or clunk under vehicle & feels in seat, dlr adv tech & parts & srvc director test drove veh & was unable to duplicate condition, sts rear jump seat disclosed, dlr spk to DSPM, sts there was no defect in the material, sts possible transference. cust sts tailgate warped & not closing all the time, dlr sts confirmed tailgate does not close, sts not material defect...  
\*\*\* NOTES 08/01/2006 12:51:01 PM NRRedd  
...dlr tech feels too much weight has been added to tailgate. cust hears rattle passenger side & dr not aligned. dlr inspect & at next visit took veh to bodyshop to have door readjusted. RO#135818, 6/14/06, cust brought

C-511

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/10/2006 10:36:02 AM RVrachan  
cllr sts at about 70 MPH front end shakes bad. took to dlr & dlr adv normal. cllr also hears tick in eng. cllr sts when A/C is in defrost mode & sitting at a stop light the whole truck surges forward. cust getting frustrated w/dlr advising cust that "Sounds like a normal Toyota to me". cllr sts dlr not taking this seriously & cust is about ready to Lemmon Law veh if dlr can't repair. (Tech hotline: 800-233-3718)  
\*\*\* DEALER NOTES: 03/13/06 13:13:40

CUSTOMER IN 2 TIMES FOR CONCERNS. ONLY ENGINE NOISE HEARD WHILE HERE COMING FROM INJECTORS AND IS NORMAL. WHEN IN DEFROST MODE AC COMPRESSOR WILL CYCLE ON AND OFF CAUSING ENGINE IDE TO SPEED UP. NORMAL. SERV MGR CONTACT WITH CUSTOMER ON 3/10/2006 CUSTOMER TO CALL BACK TO LEAVE VEHICLE OFF SO SERVICE MGR CAN DRIVE

\*\*\* CASE CLOSE 03/17/2006 05:58:14 AM DLR46013  
SERVICE MANAGER DROVE EXTENSIVELY, DID NOT HEAR OR FEEL ANY ABNORMAL CONDITIONS. SERV MGR ROAD TEST WITH CUST, COULD NOT DUPLICATE AT THIS TIME. SERV MGR INVITED CUST TO COME BACK IF CONCERN ARISES AGAIN.

\*\*\* NOTES 05/03/2006 03:07:36 PM SArcloa  
Cllr c/b sts ticking noise coming from left side of engine. Sts it goes up & down w/ rpm's. Sts it louder at higher speeds. Sts it gets Sts veh pulls to the right. Sts dlr has checked alignment 2x & adv it was normal. Sts outside left tire(front) is wearing. Sts dlr replaced 1 tire previously, slt dlr did not adv which tire. Sts that fixed previous concern re vibration. Please refer to case #200605031193.

**Additional Summary:**

**Toyota ID Number:** 200608181059  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/18/2006 02:16:10 PM MMendoza  
Caller states. She sts she has noticed a bump under the front driver side of the veh @ a stop. She sts when she turns on the A/C the veh will lunge forward. She would like to know if this is a known issue w/her veh. She sts she took the veh to dlr1 & they adv'd her that they were not able to duplicate the issue.

\*\*\* CASE CLOSE 08/18/2006 02:16:11 PM MMendoza

**Additional Summary:**

**Toyota ID Number:** 200601040861  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 01/04/2006 12:18:24 PM DHoffman1  
cust sts 05 tacoma, 2x during acceleration veh surged, tach red lines to 6500 rpm @ 20 mph. sts wife had to put both feet on brake & put veh in park to avoid hitting veh in front of it. sts a few months ago, he had to

C-510

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

veh back to dlr bodyshop for front passenger door to be realigned. RO#136428, 7/18/06, 10284 mi. cust sts cncrn w/vibration while driving, feels in steering. dlr test drove radial force balance, 1 rim & 1 tire out of round, dlr ordered rim which part.

\*\*\* NOTES 08/01/2006 12:57:23 PM NRRedd  
...has come in, sts still waiting on the Dulop AT20 Tire, sts no eta avail on tire. cust driving his vehicle, dlr sts driving veh with current tire will not cause additional damage to veh suspension or alignment. Dlr sts dealer did swapped out tires prior to selling vehicle. Dlr sts never had cruise control mention in any srvc record. Dlr sts cust wanted a factory rep to inspect veh.

\*\*\* NOTES 08/01/2006 01:23:57 PM NRRedd  
OUTGOING CALL TO CUSTOMER  
Cust sts would like to participate in survey. caller sts needs to call back because he is in the middle of a meeting. ncr adv no problem, advised customer of 800# & Ext. 73080 and hrs 5:00 am - 2:00 pm pst. cust thanked

\*\*\* NOTES 08/01/2006 02:03:13 PM NRRedd  
INBOUND CALL FROM CUSTOMER  
caller sts multiple cncrn. 1st cncrn - 2 weeks ago w/tire, dlr was to order tire, sts dlr advised it was a difficult tire. cust sts cld other dlr who advised tire should be easy to get. cust sts questions dlr because of credibility. cust sts asked to take test drive w/dlr service, sts dlr never could find time to test drive. cust sts clunk sound is present but will take to another dlr. 2nd cncrn sts feels tailgate is a safety issue...

\*\*\* NOTES 08/01/2006 02:16:08 PM NRRedd  
...sts toyota should put some type of warning sticker on the tailgate so people know tailgate will not hold any weight, sts toyota even sells a tailgate extended, sts does not feel safe if tailgate cannot hold any weight, sts gate drops down in middle, sts used to load boards - 2x10 @ 6ft long into vehicle. 3rd cncrn w/cruise control sts will set at certain speed, sts will not keep the speed w/in set limit, sts if the speed falls under 3 mph the cruise control...

\*\*\* NOTES 08/01/2006 02:26:22 PM NRRedd  
...accelerate at a hard, fast speed to catch itself back up, dlr srvc tech adv normal for veh. cust sts continually jerks back and forth to maintain speed. ncr adv will need to have a dealer inspect the veh. cust sts just feels vehicle is not meeting its reputation, sts quality and service issues need to be addressed. ncr adv will fu w/dlr for tire cncrn, work w/contacting new dlr 2 with cruise control & tailgate cncrn & c/b by eob 8/2/06

\*\*\* NOTES 08/02/2006 02:00:54 PM NRRedd  
OUTGOING CALL TO CUSTOMER  
nrc LVM for cust to c/b

\*\*\* NOTES 08/03/2006 03:50:41 PM NRRedd  
OUTGOING CALL TO CUSTOMER  
nrc LVM for cust to c/b

\*\*\* NOTES 08/04/2006 01:42:23 PM NRRedd  
INBOUND CALL FROM CUSTOMER  
Caller sts rescheduled appt on 8/7/06, cust sts cncrn w/dlr had another cust who swapped wheels from that customers tire & put on cubs veh at the same time customer was purch his veh. cust sts thinks dlr only change one the wheel and is it normal dlr puts used tires on vehicle. ncr apol & adv will research & c/b after dlr visit 8/7/06. cust sts right rear tire has the 4 marks from balance machine&has a bad tire & current left rear.

\*\*\* NOTES 08/04/2006 01:46:48 PM NRRedd  
... the wheel is bad but tire is good, sts dlr adv cust that is the one they said they changed. ncr adv will research & c/b by eob 8/7/06. ncr adv for cruise control cncrn will wait to contact dlr after tire cncrn is completed. cust sts after 10,000 miles all 4 tires nearing a wear mark & sts cncrn b/c does not know how many miles were on tires when dlr swapped them out from other vehicle. cust sts call on cell# 540-222-5462.

\*\*\* NOTES 08/07/2006 07:30:23 AM NRRedd  
OUTGOING CALL TO DEALER  
nrc spk to Parts Davis who advised SM Antwan Murphy not in office this morning & try c/b this afternoon

\*\*\* NOTES 08/07/2006 12:38:46 PM NRRedd  
OUTGOING CALL TO DEALER

C-512

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DLR SM Antwan Murphy adv dlr adv tires were originally on the front & when dlr took to get veh radially forced balanced they switched the tires to the rear. dlr sts today replaced 1 left rear tire due to it was out of round but left wheel/rim was ok & replaced right rear wheel/rim but tire was ok. Dlr sts 3 tires are OEM & 1 Dunlop tire. ncr req dlr to mark percentage of tire wear. Dlr confirmed veh new tires were swapped w/used tires w/approx...

\*\*\* NOTES 08/07/2006 12:40:00 PM NRedd  
...1000 miles on the tires placed onto cust vehicle. dlr sts currently picking up vehicle and will road test to ensure veh no longer has vibration. ncr req dlr to call back once dlr confirms vehicle is repaired.

\*\*\* NOTES 08/07/2006 01:24:00 PM NRedd  
OUTGOING CALL TO CUSTOMER  
ncr adv dlr should be completing rpr today. cust sts would like dlr 2 Miller Toyota to inspect veh makes a clunk sound/feel when coming to a complete stop, sts intermittent and sts notices vibration after it makes this clunk sound around 20 mph, feels through feet and seat. ncr adv will f/u by eob 8/8/06 on tire cnrm. cust sts will be able to take veh to miller toyota 3rd week in august.

\*\*\* NOTES 08/08/2006 05:11:40 AM NRedd  
INBOUND CALL FROM DEALER  
DLR SM Antwane Murphy LVM at 2:28 pm (pst), dir adv tire wear amts, LF 8 mm, RF 9 mm, LR 7 mm RR 8 mm, sts veh still had a little vibration in it but no where to what it was, cust driving veh now & will f/u w/dlr if not happy.

\*\*\* NOTES 08/08/2006 02:25:27 PM NRedd  
OUTGOING CALL TO CUSTOMER  
cust sts picked up veh from dlr yesterday, sts vibration seems to be repaired, sts drives much better. ncr adv will contact Miller Toyota & adv will f/u by eob on 8/10/06, cust requested to know if ncr researched clunk sound on vehicle. ncr adv no, will have more info on 8/10/06

\*\*\* NOTES 08/10/2006 01:21:36 PM NRedd  
OUTGOING CALL TO CUSTOMER  
ncr LVM for cust to c/b

\*\*\* NOTES 08/11/2006 09:10:57 AM KDavid1  
caller sts returning case manager call, Ncr adv caller case manager not avail will c/b within 1 bus day.

\*\*\* NOTES 08/14/2006 01:41:13 PM NRedd  
OUTGOING CALL TO DEALER  
ncr spk to DLR SM JD Irvin to adv customer will be contacting DLR SM for schedule appt to test cruise control, adv toy. reviewing possible assist and will need est for tailgate rpr, adv cust had cnrm w/thunk sound in vehicle & will be advising normal characteristic of driveshaft, dlr adv happy to take cust on test drive of other make, model vehicles

\*\*\* NOTES 08/14/2006 01:53:28 PM NRedd  
OUTGOING CALL TO CUSTOMER  
ncr adv customer spk to dlr SM JD At Dealer 2 - Miller Toyota, ncr adv dlr will be checking for cruise control cnrm, adv researched and fid clunk sound to be normal characteristic of vehicle driveshaft, adv dlr will provide est on tailgate. ncr agave dlr SM name and dealer phone, cust sts will be out of town remainder of week & will try to get veh to dlr following week. ncr adv will c/b by eob 8/28/06.

\*\*\* NOTES 08/14/2006 01:54:27 PM NRedd  
+++INTERNAL+++  
per tech support PChan, veh clunk or thump sound at end of braking is normal characteristic of vehicle driveshaft

\*\*\* NOTES 08/25/2006 01:57:50 PM SBAugh  
Caller, JD Irvin, SM, c/b, sks to speak w/CM. NCR apol, adv CM unavail, adv c/b w/in 1 bus day. Cllr thanked.

\*\*\* NOTES 08/28/2006 09:07:21 AM NRedd  
OUTGOING CALL TO DEALER - Miller Toyota  
ncr called SM JD direct #703-396-5071 & LVM for Dlr to call back.

\*\*\* NOTES 08/28/2006 01:24:42 PM NRedd  
INBOUND CALL FROM DEALER 2 - Miller Toyota  
DLR JD sts dlr test drove veh & sts cruise control working correctly & sts explained cruise control is working normal, sts dlr researching thump sound, sts will try & clean R&R drive shaft, lapped the spline &

C-513

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

applied GM grease, sts all 4 tires were out of balance but in good shape & dlr rebalanced tires, sts dlr adv working on the est. for tailgate rpr. cust has vehicle on friday.

\*\*\* NOTES 08/28/2006 01:32:30 PM NRedd  
OUTGOING CALL TO CUSTOMER  
cust sts dlr 2 provided much better service, sts dlr took the time to diag & sts understands toyota is researching estimate for tailgate & adv will f/u by eob 8/30/06

\*\*\* NOTES 08/29/2006 05:53:17 AM NRedd  
INBOUND CALL FROM CUSTOMER  
Customer sts went onto internet & searched chats where same make & model owners do not have cnrm w/veh vibration. cust sts from what he is reading, sts does not feel that veh vibration is normal. cust sts both dlr acknowledged there is a vibration and thump sound, toyota acknowledges there is a vibration, sts at least of majority should have this characteristic. cust sts his veh has significant vibration, dlr2 inspect driveshaft bearings...

\*\*\* NOTES 08/29/2006 05:59:47 AM NRedd  
...sts at test drive veh did not have this vibration otherwise would not have purchased. cust sts this feeling in veh has slowly gotten worse over time. cust sts has not test drove like model vehicle to see if normal, sts did test drive 06 vehicle which did not have the vehicle vibration. cust sts will post on internet toy has designed as a normal characteristic of vehicle a vibration. ncr adv 2 dlr test drove vehicle & both determined veh is operating as designed...

\*\*\* NOTES 08/29/2006 06:02:00 AM NRedd  
...cust req to have something in writing, ncr adv customer receives copies of repair orders, if cust has concern cust explained to dealer, should be a line item and dlr test or repair will be listed next to it and will advise vehicle is operating as normal. ncr adv customer of ARB process and advised will try and schedule a DSPM to test drive veh w/customer.

\*\*\* NOTES 09/01/2006 01:42:46 PM AHenderson  
Cllr cb sts that he would like to know the status of his case. Ncr adv NRedd not avail but will doc & he will rev cb within 1 bus day.

\*\*\* NOTES 09/01/2006 02:33:44 PM NRedd  
OUTGOING CALL TO CUSTOMER  
ncr apol & adv cust DSPM had been unavail this whole week, will need to research to see if DSPM is avail for Sept to test drive, advised will f/u, adv will contact DSPM for Mike Nelms Champion Chev - area J & c/b cust if dspm is avail in spet for test drive 9/6/06.

\*\*\* NOTES 09/06/2006 06:39:34 AM NRedd  
OUTGOING EMAIL TO DSPM  
ncr sent DSPM Danny Ngo (Area J) an fyi and request to test drive w/cust

\*\*\* NOTES 09/06/2006 02:35:52 PM NRedd  
INBOUND CALL FROM DSPM  
DSPM Danny Ngo advised avail to meet cust on 9/11/06 2:00-4:00 pm at Mike Nelms Toyota, f/u with customer and call back DSPM to confirm

\*\*\* NOTES 09/06/2006 02:36:17 PM NRedd  
OUTGOING CALL TO CUSTOMER  
ncr called 703-367-1686 - phone rang w/no answer

\*\*\* NOTES 09/06/2006 02:39:10 PM NRedd  
OUTGOING CALL TO CUSTOMER  
ncr called 540-222-5462. ncr adv DSPM will meet with customer on 9/11/06 between 2:00-4:00 pm, cust sts will be at dealer. ncr adv will f/u on 9/14/06

\*\*\* NOTES 09/06/2006 02:40:35 PM NRedd  
ncr sent fyi email to DSPM confirming customer will make appt time

\*\*\* NOTES 09/14/2006 05:57:59 AM NRedd  
INBOUND CALL FROM CUSTOMER  
Caller sts met w/DSPM, sts dlr put on a scan tool & drove w/DSPM, who adv could not find any error codes. cust sts DSPM adv veh operated as normal & to contact toyota case manager for arb ppwk, cust sts also test drove an 2006 Tacoma, sts veh drove better than an 2005, sts 06 Tacoma also had a shutter, sts

C-514

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DSPM did notice the shutter was not in the 2006 veh. cust sts does not want to file for arb, sts would like to trade out for 06 Tundra.

\*\*\* NOTES 09/14/2006 06:01:16 AM NRedd  
...cust sts understands toyota veh is operating as designed, sts does not like veh performance w/out guarantee of a TSB, sts would like to stay loyal to toyota products. cust sts is going to shop over weekend & test drive and check prices for 2006 Tundra, sts will either trade in veh for Tundra or go to another brand all together. cust sts will call back 9/18/06.

\*\*\* NOTES 09/14/2006 06:03:43 AM NRedd  
OUTGOING CALL TO DSPM  
ncr called and l/m for DSPM to call back

\*\*\* NOTES 09/14/2006 09:50:03 AM NRedd  
INBOUND CALL FROM DSPM  
DSPM sts what cust sts is feeling is up & down shifting of gears, sts test drove & advised veh operating as normal. DSPM advised ok if cust on own wants to trade vehicle and toy offer is presented based on previous product purchase.

\*\*\* NOTES 09/14/2006 10:44:09 AM NRedd  
+++INTERNAL NOTES+++  
Case Manager SMOORE advised an ARB Case# 200609120182 was created, cust called case manager SMOORE back to advise traded veh in for a Nissan Truck.

\*\*\* SUBCASE 200607281128-1 CLOSED 09/14/2006 10:44:49 AM NRedd  
see notes

\*\*\* CASE CLOSE 09/14/2006 10:45:05 AM NRedd  
CASE CLOSED - see ARB Case #200609120182

**Additional Summary:**

**Toyota ID Number:** 200610310735  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 10/31/2006 12:16:20 PM PDoshil  
==POTENTIAL ARBITRATION==  
Prev case# 200607251152

Cust sts loud grinding noise when starting eng cold. Veh was taken to dlr 3x. condensor was replaced. dlr also adv do not start veh w/ A/C on because belts might slip. DLR also adv Toy tech sts no solution. CRM has been involved. DLR adv Region will contact cust. Cllr has had no response. DLR adv Region will not be in until end of Dec & for cllr to contact Toy HQ & ask for SE District open.

\*\*\* SUBCASE 200610310735-1 CREATED 10/31/2006 12:25:17 PM JFonseca  
\*\*\* NOTES 11/02/2006 01:25:17 PM JFonseca  
==OUTGOING CALL TO DLR,Phillips Toyota ==  
CM left v/m req f/u  
\*\*\* NOTES 11/02/2006 01:25:26 PM JFonseca  
==OUTGOING CALL TO CUST==  
CM called cust, n/a CM left 800 #, case #, ext 73020, hours avail.  
\*\*\* NOTES 11/03/2006 01:57:58 PM JCbarrera  
+OUTGOING CUST CALL+  
CM contacted cust at daytime#. Cust unavailable. CM left message & adv call is on behalf of CM, JFonseca. Adv 800#, login id for direct contact, & office hours.  
\*\*\* NOTES 11/06/2006 11:30:08 AM JFonseca

C-515

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

---Internal Notes TMS---  
CPA sts veh registered to a James Degatina address concurs.  
CPA sts household has 2 toys- 06 Tacoma and 05 Runner.  
\*\*\* NOTES 11/06/2006 11:33:13 AM JFonseca  
==OUTGOING CALL TO DLR,Phillips Toyota==  
CM spk to Tom,  
Date: 8/30/2006  
RO:114968  
Mileage: 8144  
Condition: on start up hears starting noise and revs up high.  
Remedy: compressor and clutch, SET involved.  
Repairs covered under warranty: Y  
\*\*\* NOTES 11/06/2006 11:35:03 AM JFonseca  
Date: 6/03/2006  
RO: 109739  
Mileage: 4876  
Condition: on cold start eng revs up high and grinds  
Remedy: starting veh with a/c causes noise and veh compared to 4 others of same make and a model and adv is normal. veh oper as designed.SET contacted.  
Repairs covered under warranty: n/a  
\*\*\* NOTES 11/06/2006 11:37:06 AM JFonseca  
DLR adv SET has been involved on last r/o. Toy is aware of concern, no tsb's at this point for concern therefore veh is performing as designed.  
\*\*\* NOTES 11/07/2006 07:43:13 AM JFonseca  
==OUTGOING CALL TO CUST==  
CM called cust, n/a CM left 800 #, case #, ext 73020, hours avail.  
\*\*\* NOTES 11/07/2006 07:47:43 AM JFonseca  
==OUTGOING CALL TO CUST, AH==  
CM called cust and adv calling from Toyota Headquarters, Cllr apol for not f/u. CM who will be handling case.CM will continue to work with cllr, the dealer and region in an attempt to resolve concern.CM will be involved with case from beginning to end and will be final point of contact. CM adv will prov a survey at end of case. Verified if alt # avail. Verified cust info. req e-mail adv has none.  
\*\*\* NOTES 11/07/2006 07:52:34 AM JFonseca  
cllr not satisfied with veh.CM adv dlr and SET involved and has compared to other Tacoma's and all other veh of same make and model have same char.CM adv if Toy has any updates dlr is first to know.Cllr does not want veh and sks other options.CM apol and adv if cllr not satisfied with product last step is Arb.CM explained process, cllr agreed to proceed with Arb and have ppwk mailed.CM verified address and adv 10-14 days to revce ppwk.  
\*\*\* NOTES 11/07/2006 07:54:23 AM JFonseca  
Five point closing  
Summary:loud grinding noise when starting eng cold  
Action Taken: dlr, SET  
Resolution/Position: veh oper as designed, known condition however no updates at this time.  
Customer Satisfied (Y/N): N  
Root Cause (drill down to component/product):loud grinding noise when starting eng cold

\*\*\* CASE CLOSE 11/07/2006 08:01:53 AM JFonseca  
Case closed  
\*\*\* SUBCASE 200610310735-1 CLOSED 11/07/2006 08:02:05 AM JFonseca  
pursuing Arb

**Additional Summary:**

C-516

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200605180721  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 05/18/2006 11:37:44 AM RWright

PA  
NO PREV CASE# 06 Tacoma 15k mi. Caller states has a regular cab that accelerates by itself. cllr adv that he downshifted from 4th the 3rd the veh does not engine brake where the rpms stays at that level for 8-10 seconds, down shifting or upshifting in operating conditions. cllr adv that he understands about learn time. cllr adv Richard Thomas-SM/CRM has been involved w/test drives & was able to dup cnrm. cllr req to escalate cnrm. RThomas adv that he was able to  
\*\*\* NOTES 05/18/2006 11:37:45 AM RWright  
<dup cnrm in other veh same MY. RThomas adv that he spk to TOY & adv that cllr will need to get use to it.

\*\*\* NOTES 05/18/2006 03:13:07 PM PTimberlake  
++OUTGONG DLR CALL++ l/m for Richard (SM) to call me back.  
\*\*\* NOTES 05/18/2006 03:15:41 PM PTimberlake  
++OUTGOING CUST CALL++l/m for cust that research has begun

\*\*\* SUBCASE 200605180721-1 CREATED 05/18/2006 03:17:09 PM PTimberlake  
\*\*\* NOTES 05/19/2006 08:16:13 AM PTimberlake  
++OUTGOING DLR CALL++spoke to Dick (SM), dlr sts cust is complaining that when he is going down hill the RPM's go up to approx 3000-3500 RPMs for 10 seconds when the clutch is engaged from 5th to 4th gear. cust unhappy that he has to go from 5th gear to 3rd gear to get engine to slow down (4th gear maintains the same RMS's as 5th gear). dlr test drove and was able to duplicate conditions. dlr confirmed with TAS this is normal design of veh, cust disagrees. no RO created  
\*\*\* NOTES 05/19/2006 08:23:35 AM PTimberlake  
++OUTGOING REGION EMAIL++sent to Mario to see if region wants to concur with dlr's diagnosis  
\*\*\* NOTES 05/23/2006 01:08:07 PM PTimberlake  
++OUTGOING REGION EMAIL++ sent to Mario to obtain status on region's decision.  
\*\*\* NOTES 05/24/2006 07:13:36 AM PTimberlake  
++INCOMING REGION EMAIL++from Mario: I apologize for not getting back to you on this one sooner. The DSPM is on vacation and I haven't been able to get a hold of the FTS. I called the service manager and left him a message to call me back and let me know what, if any, communication has occurred with the DSPM or the FTS. I requested he call me back asap  
\*\*\* NOTES 05/24/2006 10:23:48 AM CFranklin  
Cllr cb & requests to spk w/PTimberlake; ncr transferred.  
\*\*\* NOTES 05/24/2006 10:27:08 AM PTimberlake  
++INCOMING CUST CALL++ caller wants status of case. ncr adv i will call him back once the region responds to me.  
\*\*\* NOTES 05/26/2006 02:46:28 PM PTimberlake  
++OUTGOING REGION EMAIL++ sent to Mario to obtain status on region's decision.  
\*\*\* NOTES 05/31/2006 11:22:46 AM PTimberlake  
++OUTGOING REGION EMAIL++ sent to Mario to obtain status on region's decision  
\*\*\* NOTES 06/05/2006 01:05:46 PM PTimberlake  
++OUTGOING CUST CALL++ l/m for that i am waiting for region to call me back. adv i will call with an update soon as region gets back with me  
\*\*\* NOTES 06/06/2006 11:05:37 AM PTimberlake  
++INCOMING REGION EMAIL++ from Mario: The DSPM contacted the service manager and after investigating the case and reviewing it also, with the FTS's, concurred with the dealership's findings, the condition is normal. The customer has been advised of this conclusion by the service manager and no further action is needed at this time.  
\*\*\* NOTES 06/06/2006 11:11:16 AM PTimberlake

C-517

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

++OUTGOING CUST CALL++ ncr adv region/dlr feel nothing is wrong with veh. cust disagrees and his money back. ncr adv cust to pursue arb.

\*\*\* CASE CLOSE 06/06/2006 11:20:31 AM PTimberlake  
1)Summary - going down hill the RPM's go up to approx 3000-3500 RPMs for 10 seconds when the clutch is engaged from 5th to 4th gear.  
2)Action Taken - dlr/region  
3)Resolution - veh performing as designed. cust to pursue arb  
4)Cust Satisfied - no  
5)Root Cause - design of engine/trans

\*\*\* SUBCASE 200605180721-1 CLOSED 06/06/2006 11:20:45 AM PTimberlake  
cust to pursue arb

**Additional Summary:**

**Toyota ID Number:** 200608211826  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 08/21/2006 03:58:14 PM MTozaki

PA  
Bruce Richardson, Euchre Mountain Logging's owner, states: experiencing cnrm w/ throttle hanging up up sts took to dlr 3x & sts thought was electronic control cnrm. sts could go 2.2k rpm down hill & when let go of throttle will go up to 3k rpm. sts if making a turn veh will end up accelerating & may be dangerous once the roads get icy. sts first 2x to dlr no cnrm diag & 3x diag as oxygen sensor cnrm in catalytic conv sts dlr adv no solution but would contact...

\*\*\* NOTES 08/21/2006 03:58:14 PM MTozaki  
...when viable solution available sts has been a few months since then & is just looking to rpr the veh.  
\*\*\* NOTES 08/22/2006 08:27:15 AM PTimberlake  
++OUTGOING DLR CALL++ left v/m for Jim (SM) to call me with service history

\*\*\* SUBCASE 200608211826-1 CREATED 08/22/2006 08:29:45 AM PTimberlake  
\*\*\* NOTES 08/22/2006 02:03:09 PM PTimberlake  
++OUTGOING DLR CALL++ ncr returning v/m from Jim. ncr left v/m for cust to call me back with repair history

\*\*\* PHONE LOG 08/22/2006 02:38:29 PM PTimberlake Action Type: Incoming call  
++INCOMING DLR CALL++ spoke to Jim  
RO#268234-4/14/06-3,921-cust sts engine RPM's will stay at 3000-3500 when engaging clutch between shifting. dlr spoke to TAS and adv this is normal characteristic. dlr test drove and told cust veh operating as designed.

RO#271869-6/9/06-5,608-dlr spoke to TAS and Jody Donker who adv this is normal.  
\*\*\* NOTES 08/22/2006 03:23:24 PM PTimberlake  
++OUTGOING CUST CALL++ sts RPMs goes past 3000 when engaging the clutch, cust understands this is characteristic of the veh but disagrees with the design. ncr adv FTS has already reviewed his case and nothing can be done as this is the design of the veh. ncr sent survey

\*\*\* CASE CLOSE 08/22/2006 03:26:19 PM PTimberlake  
1)Summary - cust unhappy with design of veh where the RPM's go over 3000 when engaging the clutch  
2)Action Taken - dlr/region  
3)Resolution - dlr/region as veh performing as designed

C-518

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

4)Cust Satisfied - unknown  
5)Root Cause - none, veh performing as designed  
\*\*\* NOTES 08/22/2006 03:26:30 PM PTimberlake  
ncr sent survey

\*\*\* SUBCASE 200608211826-1 CLOSED 08/22/2006 03:48:44 PM PTimberlake  
adv cust veh performing as designed

**Additional Summary:**

**Toyota ID Number:** 200601031302  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 01/03/2006 01:25:27 PM SEstrada

PA  
PREV FILES: 200512270217 & 200512270701  
cust files now like to try to work with toyota to see if veh can be perm rpr. sts had veh towed to dlr l & was adv by crm John Hall that region rep should insp cust veh. sts no longer feels safe in veh due to accelerator sticking. sts had experienced loss of brake and steering control. sts engine redlined and feels may have internal damage. sts would still like ARB ppwk sent.  
\*\*\* NOTES 01/04/2006 11:28:18 AM RVrachan

cust c/b requesting to speak to AWhite. ncr apol & adv not available. cust sts he is getting frustrated & wants to speak to Aric. cust sts will trade in Veh & never pur another Toy, cust sts this is lingering on to long. Cust sts was going to purchase a TC Cruiser & now won't buy another Toy.  
\*\*\* NOTES 01/04/2006 11:57:32 AM AWhite  
OUTGOING DLR CALL

Ncr contacted dlr (Toyota Of Longview) svc advisor Leanne and left a message with her requesting a c/b from dlr svc mgr John Hall. Ncr adv cust name, case# & direct ph# for ncr. Leanne advd she will forward message to John once he comes back from lunch. Leanne confirmed cust's veh is @ dlr currently but is unaware of status. Ncr thanked & disconnected.  
\*\*\* NOTES 01/04/2006 12:40:11 PM AWhite  
OUTGOING CUST CALL

Ncr contacted cust who sts he has been working w/dlr svc mgr John Hall (Longview Toy) cust sts he was advd by John that he will need the assist of a region rep to determine how to rpr cust's veh. Cust sts dlr has not diagnosed veh yet for this condition. Ncr advd per previous region case notes: CMcWilliams GST CLOSING FILE FEELS ARBITRATION IS APPROPRIATE. Cust declined ARB sts wants veh rprd. Ncr advd veh has not been diagnosed by dlr yet & if dlr>>>  
\*\*\* NOTES 01/04/2006 12:41:10 PM AWhite

<<< cont.  
is unable to duplicate concerns, no rprs will be performed. Ncr advd have not spk w/ John Hall but is waiting for him to return ncr's previous message to determine what course of action dlr will take to assist cust. Ncr advd dlr must duplicate condition before any further action can be taken. Cust understood & angrily disconnected.  
\*\*\* SUBCASE 200601031302-1 CREATED 01/04/2006 12:43:13 PM AWhite  
\*\*\* NOTES 01/05/2006 11:23:42 AM CVargas  
Cust c/b and sts would like to spk to Aric, NCR transferred.  
\*\*\* NOTES 01/05/2006 12:16:46 PM AWhite  
INCOMING CUST CALL

Transfer from CVargas. Cust c/b to inquire into the status of his veh @ dlr. Ncr apol & advd has not spk to dlr svc mgr John Hall yet & placed cust on hold to c/b John Hall but he was unavailable, ncr left another v/m

C-519

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

message for John requesting a c/b when he becomes avail. Ncr advd cust of this info & advd when ncr spks to John. Ncr will cb cust w/further info. Cust thanked & disconnected.

\*\*\* NOTES 01/05/2006 01:02:22 PM AWhite  
INCOMING DLR CALL  
DLR svc mgr John Hall c/b & advd cust's veh veh is @ dlr currently but dlr has not inspected veh b/c cust sts CEC is coordinating region inspection. Ncr advd that is incorrect & advd cust sts dlr was coordinating region inspection of veh. John advd that is incorrect info & no region contact for this veh b/c dlr has not diagnosed veh yet. John advd he & dlr master-tech will roadtest veh today for 30mi to duplicate condition & will c/b ncr to update. >>>  
\*\*\* NOTES 01/05/2006 01:02:24 PM AWhite  
<<< cont.

John advd if able to duplicate, dlr will perform appropriate rprs, if unable to duplicate condition, no rprs will be performed. Ncr thanked, advd if ncr is unavailable when dlr c/b, may leave a v/m message to relay findings & ncr will contact cust to update thereafter. John agreed & disconnected.

\*\*\* NOTES 01/06/2006 08:46:28 AM VMarin  
Cust c/b and sts would like to spk to Aric, NCR adv Aric was not avail. NCR advd cust rep would call cust back today per Aric  
\*\*\* NOTES 01/06/2006 01:25:02 PM AWhite  
INCOMING DLR CALL  
DLR svc mgr John Hall c/b & left a v/m message advising him & dlr svc tech road tested cust's veh for 36mi on hwy & city & found no abnormalities w/cust's veh. Once back & dlr, svc tech used a scan tool to detect trouble codes on veh but no codes were present/ found & dlr was unable to duplicate condition cust complains of. John advd he will c/b cust to adv veh performing as designed & for cust to p/u veh.  
\*\*\* NOTES 01/06/2006 01:30:32 PM AWhite  
OUTGOING CUST CALL

Ncr c/b cust & advd of dlr determination (veh performing as designed) no rprs needed & cust became angry stating he spk w/another CEC rep earlier & was advd there is a rpr that can be performed & that the ECU may be flashed to prevent unintended acceleration. Ncr apol & advd that is not applicable for his veh & that his veh is operating as designed. Cust sts he will sell the veh & will not c/b cec & disconnected.

\*\*\* CASE CLOSE 01/06/2006 01:33:34 PM AWhite  
Case closed.

\*\*\* SUBCASE 200601031302-1 CLOSED 01/06/2006 01:33:44 PM AWhite  
1. SUMMARY: Unintended acceleration  
2. ACTION TAKEN: Internal  
3. RESOLUTION/POSITION: Dlr diagnosed & road tested veh performing as designed.  
4. CUSTOMER SATISFIED: No  
5. ROOT CAUSE: Abnormal Condition; Gas Pedal/Linkage- Engine.

**Additional Summary:**

**Toyota ID Number:** 200611011095  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 11/01/2006 02:01:48 PM TMorita

ATF -  
LETTER, dated 10/9/06, rec'vd 10/16/2006  
Letter states: selling dealer can't repair alignment. Cust sts after dlr reset it, the steering wheel was crooked. Sts dlr attempted to straighten wheel but cust would rather have it drive right and have a crooked wheel.  
Also

C-520

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

sts that cruise control is lazy; it loses 3 mph before it picks the throttle back up, after coasting, then panics and shifts down 1 or 2 gears, and then over speeds cresting a hill.

\*\*\* NOTES 11/01/2006 02:09:47 PM TMoria

OUTGOING CUST CALL -

Ncr called cust and left v/m advising concerns documented and forwarded to case manager, who will adv w/in 2 bus days, adv case#

\*\*\* NOTES 11/02/2006 07:25:26 AM PTimberlake

++OUTGOING DLR CALL++spoke Theron Symes-serv writer. (Kevin-SM not avail)

RO - 60786 - 8/22/06 - 7,123 - cust sts front tire wear uneven. dlr did alignment. cust sts cruise control is hesitates when going up hills and speeds up when going down hill before getting to correct speed. dlr test drove with scan tool and cruise control operating as designed.

RO - 61868 - 9/26/06 - 8,767 - cust sts steering wheel off center after dlr did alignment. dlr centered steering wheel

\*\*\* PHONE LOG 11/02/2006 07:43:12 AM PTimberlake Action Type: Incoming call

++OUTGOING CUST CALL++ cust sts when going down a hill with the cruise on the veh hesitates. cust feels this is the design of th cruise and nothing is wrong. cust wants to know if cruise can be fixed. ncr adv design issue can't be fixed. cust sts steering wheel is slightly off center due to alignment. cust sts he wants to know if steering wheel can be centered without adjusting alignment. cust sts front brakes squeak slightly only when in reverse and engine is cold. sts dlr put ceramic front brake pads on and the sound is better. sts he does NOT want to address brake issue at this time as he wants to see if it goes away.

\*\*\* NOTES 11/02/2006 07:44:48 AM PTimberlake

..continued ++OUTGOING CUST CALL++ cust refused survey

\*\*\* NOTES 11/02/2006 07:55:21 AM PTimberlake

++OUTGOING DLR CALL++ spoke to Kevin (SM), ncr adv cust sts steering wheel is slightly off center due to alignment. dlr sts steering wheel is very slightly off center and to fix the alignment would have to be adjusted so veh was out of alignment.

\*\*\* NOTES 11/02/2006 08:04:19 AM PTimberlake

++OUTGOING CUST CALL++ ncr adv dlr said they would have to put veh out of alignment to completely center the steering wheel. cust sts he will live with the steering wheel being slightly off center.

\*\*\* CASE CLOSE 11/02/2006 08:31:10 AM PTimberlake

1)Summary - sts steering wheel slight off center. cust doesn't like design is cruise control

2)Action Taken - dlr

3)Resolution - cruise control is design issue, can't be changed. cust will live with steering wheel off center as she doesn't want alignment changed

4)Cust Satisfied - unknown

5)Root Cause - steering wheel off center, design issue with cruise control

\*\*\* NOTES 11/02/2006 09:25:41 AM PTimberlake

++INCOMING CUST CALL++ cust sts he has changed his mind and he wants steering fixed.

\*\*\* NOTES 11/02/2006 09:29:02 AM PTimberlake

++OUTGOING DLR CALL++ ncr spoke to Kevin, adv cust wants steering fixed. dlr sts he will call cust to schedule appt and contact TAS for assist to see if anything further can be done.

\*\*\* NOTES 11/02/2006 09:29:44 AM PTimberlake

++OUTGOING CUST CALL++ ncr adv cust dlr will call him to schedule appt and TAS will be involved with POSSIBLE repairs, NO GUARANTEE. adv cust to call me back with date of appt.

\*\*\* SUBCASE 200611011095-1 CREATED 11/02/2006 09:30:27 AM PTimberlake

\*\*\* NOTES 11/02/2006 09:48:48 AM DHenkenius

====(Kevin) from dlr c/sb to spk w/ Paul. NCR c/ld & spk w/ Paul who adv to give direct phone #310-468-2194.

\*\*\* NOTES 11/02/2006 09:53:36 AM PTimberlake

++OUTGOING DLR CALL++ spoke to Kevin, sts he is going to have DSPM (Chris) inspect next week and check alignment with a new alignment machine.

\*\*\* NOTES 11/07/2006 12:57:14 PM PTimberlake

C-521

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

++OUTGOING DLR CALL++ spoke to Theron, adv him to have call call me with the date DSPM will inspect veh.

\*\*\* NOTES 11/08/2006 08:42:08 AM PTimberlake

++INCOMING DLR CALL++ call from Kevin, sts DSPM inspection/alignment will be next week

\*\*\* NOTES 11/14/2006 03:20:25 PM PTimberlake

++OUTGOING DLR CALL++ spoke to Rhonda, adv her to have Kevin call me with date of DSPM inspection

\*\*\* NOTES 11/15/2006 02:40:11 PM PTimberlake

++OUTGOING DLR CALL++ dlr sts Kevin is out of office

\*\*\* NOTES 11/15/2006 02:40:40 PM PTimberlake

++OUTGOING REGION EMAIL++ sent to DSPM-Chris Crumby, ncr asking for date of inspection

\*\*\* NOTES 11/17/2006 09:01:35 AM PTimberlake

++OUTGOING DLR CALL++ spoke to Kevin, sts he left v/m for Chris Crumby (DSPM) to call him to confirm if he can inspect cust's veh on 11/22. sts DSPM hasn't called him back yet.

\*\*\* NOTES 11/17/2006 09:05:12 AM PTimberlake

++OUTGOING REGION EMAIL++ sent to Chris Crumby, ncr asking if he can inspect veh on 11/22

\*\*\* NOTES 11/17/2006 09:28:07 AM Njortz130

Region seen notes and called the DSPM/Chris C. and left t voice mail message.

\*\*\* NOTES 11/17/2006 10:57:52 AM PTimberlake

++INCOMING REGION EMAIL++ from Chris Crumby: I cannot make that day as I will be home for thanksgiving. I won't be out there until the first week of december.

I will work with Kevin to set up a date.

\*\*\* NOTES 11/17/2006 11:00:27 AM PTimberlake

++OUTGOING CUST CALL++ adv cust region can't inspect veh till December. adv cust to contact Kevin regarding a December inspection

\*\*\* NOTES 11/17/2006 11:03:42 AM PTimberlake

++INCOMING CUST CALL++ cust sts inspection was suppose to be 11/29. ncr adv dlr told me 11/22. cust sts he will call dlr for clarification, then call me back if veh is being inspected on 11/29

\*\*\* NOTES 11/17/2006 11:33:46 AM RMcCloud

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

Cust sts: Dec 7 will be the date veh will be service as date had to be change S/M will f/u as well

\*\*\* NOTES 11/20/2006 10:11:39 AM PTimberlake

++INCOMING DLR CALL++ v/m from Kevin, sts DSPM will inspect veh on 12/7. sts cust is aware of appt.

\*\*\* NOTES 11/20/2006 10:12:55 AM PTimberlake

++OUTGOING CUST CALL++ cust confirmed DSPM inspection on 12/7/06

\*\*\* NOTES 12/08/2006 09:14:16 AM PTimberlake

++INCOMING CUST CALL++ cust sts DSPM test drove veh for brake squeak and steering wheel not being centered. sts DSPM never duplicated brake squeak, and the steering wheel was within specs. cust sts he is satisfied. cust refused survey

\*\*\* CASE CLOSE 12/08/2006 09:17:35 AM PTimberlake

1)Summary - cust sts steering wheel isn't centered and brakes squeak

2)Action Taken - region/dlr

3)Resolution - region couldn't duplicate brake squeak and steering wheel is within specs

4)Cust Satisfied - yes

5)Root Cause - none, nothing wrong with brakes/steering wheel

\*\*\* SUBCASE 200611011095-1 CLOSED 12/08/2006 09:17:55 AM PTimberlake

closing case, nothing wrong with steering wheel/brakes

**Additional Summary:**

C-522

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200604031611

**NHTSA ODI Number:**

**Date of Incident:** 20060000

**Vehicle:** 2005 TOYOTA TACOMA

**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 04/03/2006 04:34:53 PM JFewel

Caller states when you come to a stop the motor will race, and the dealer advises that it is caused by a computer relay chip to the transmission, and it happened in the caller's garage and caused vehicle to hit the wall, scratching the vehicle. Caller states dealer states concern is normal.

\*\*\* SUBCASE 200604031611-1 CREATED 04/04/2006 07:13:45 AM CVargas

\*\*\* NOTES 04/04/2006 08:36:12 AM CVargas

====OUTGOING CALL====

NCR called dlr and spk to SM Pat Petty. SM advd callers last visit to dlr was on 12/06 for oil change. SM advd transmission will come up a little when a/c is on. NCR thanked.

\*\*\* NOTES 04/04/2006 10:19:16 AM CVargas

====OUTGOING CALL====

NCR spk to caller advd veh currently at dlr. Sts was inching up into garage and veh surged into stucco wall and minor chips. Caller sts picking up veh today from dlr. NCR advd will research concerns and follow up on 4/5.

\*\*\* NOTES 04/04/2006 10:22:07 AM CVargas

====OUTGOING CALL====

NCR called and lvm for SM Pat Petty. NCR advd veh currently at dlr and provided ncr's direct line for call back.

\*\*\* NOTES 04/04/2006 12:18:18 PM CVargas

====INCOMING CALL====

NCR recvd call from SM Pat Petty advd veh at dlr now. SM advd caller sts eng idle surges with a/c on which is normal. SM advd cleaned and adjusted brakes, and did not duplicate window or dash squeak. SM advd no DSPM or FTS involvement at this point. NCR thanked.

\*\*\* NOTES 04/05/2006 01:16:43 PM CVargas

====OUTGOING CALL====

NCR spk to caller advd understands that veh idles higher when a/c is on but concerns he is having is beyond this. Sts driver side window squeaks and doors make noise. Sts also has noise in dash. Sts understands is difficult to duplicate some of the noises in such a short time but would like further inspected. NCR advd will research further and follow up 4/6.

\*\*\* NOTES 04/05/2006 01:36:02 PM CVargas

====REGION EMAIL====

NCR sent email to DSPM Soojie Kuroda advd caller sts that when coming to a stop the motor will race with the a/c on. Dlr advd this is normal but the caller feels this is more than just a high idle when a/c is on. He was inching up into the garage and bumped the wall causing a few minor scratches to the bumper. He advd window, door and dash squeaks and advd after starting veh when driving for first 5 seconds would like to know if DSPM wants to inspect.

\*\*\* NOTES 04/06/2006 10:16:40 AM CVargas

====REGION CALL====

DSPM Soojie Kuroda called ncr and advd available 4/10 for inspection. DSPM advd to have veh at dlr by 2pm. NCR advd will contact caller and adv.

\*\*\* NOTES 04/06/2006 10:23:24 AM CVargas

====OUTGOING CALL====

NCR spk to caller advd DSPM can inspect veh on 4/10. Caller sts will be on vacation until 4/17. NCR apol and advd will research with regional office for next avail inspection date. Caller thanked.

\*\*\* NOTES 04/06/2006 10:30:14 AM CVargas

====OUTGOING REGION CALL====

C-523

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NCR called DSPM Soojie Kuroda and advd caller on vacation until 4/17 and can bring veh to dlr after that. DSPM sts will not be back at dlr until May and when schedule is set will have dlr contact caller. NCR thanked.

\*\*\* NOTES 04/06/2006 10:40:24 AM CVargas

====OUTGOING CALL====

NCR spk to caller advd spk to Regional Office and once May DSPM appt schedule is set dlr will contact caller for inspection. NCR advd will follow up after inspection and requested email address. Caller provided email address and accepted survey.

\*\*\* NOTES 05/02/2006 10:25:45 AM CVargas

====OUTGOING CALL====

NCR called and lvm at office and cell phone for DSPM Soojie Kuroda requesting May availability.

\*\*\* NOTES 05/02/2006 10:48:53 AM CVargas

====INCOMING CALL====

NCR recvd call from DSPM Soojie Kuroda advd will be at dlr tomorrow if caller can bring veh in for further inspection advd if not avail tomorrow can set something up later in the month.

\*\*\* NOTES 05/02/2006 10:55:08 AM CVargas

====OUTGOING CALL====

NCR called and advd DSPM will be at dlr tomorrow and caller sts will drop off veh in the morning. NCR advd will follow up with caller after veh has been inspected.

\*\*\* NOTES 05/02/2006 10:56:02 AM CVargas

====OUTGOING CALL====

NCR called and spk to DSPM Soojie Kuroda advd caller will drop veh off at dlr in the morning for inspection. DSPM advd will follow up with ncr after inspection. NCR thanked.

\*\*\* NOTES 05/02/2006 10:59:48 AM CVargas

====OUTGOING CALL====

NCR called and spk to SM Pat Petty advd caller will drop off veh in the morning for DSPM inspection. SM thanked for the info.

\*\*\* NOTES 05/05/2006 07:12:56 AM CVargas

====INCOMING CALL====

NCR recvd call from DSPM Soojie Kuroda advd could not duplicate any of callers concerns. NCR thanked.

\*\*\* NOTES 05/05/2006 10:35:50 AM CVargas

====OUTGOING CALL====

NCR called and lvm at both #'s advd 800#, extension and hours for call back.

\*\*\* NOTES 05/05/2006 11:39:24 AM CVargas

====INCOMING CALL====

Caller sts veh inspected and DSPM unable to duplicate concerns. Caller sts does not want to pursue arb. NCR advd closing case and advd to call back with any further concerns.

\*\*\* CASE CLOSE 05/05/2006 11:45:20 AM CVargas

SUMMARY: Caller sts has concerns with motor racing.

ACTION TAKEN: Dlr/Region

RESOLUTION/POSITION: DSPM/DLR inspected and unable to duplicate concerns.

CUSTOMER SATISFIED: Yes

ROOT CAUSE: Product, Product Quality/Reliability; Engine- Powertrain, Driving Response

\*\*\* SUBCASE 200604031611-1 CLOSED 05/05/2006 11:45:39 AM CVargas

DSPM inspected and unable to duplicate concerns ncr closing.

**Additional Summary:**

**Toyota ID Number:** 200602130483

**NHTSA ODI Number:**

**Date of Incident:** 20060000

**Vehicle:** 2006 TOYOTA TACOMA

C-524

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 02/13/2006 01:14:11 PM BHolt  
cust sts 06 Tacoma when puts veh on cruise control it will very easy will shift into passing gear. cust sts gets better gas mileage if not in cruise control.  
\*\*\* NOTES 02/13/2006 01:14:11 PM BHolt  
ncr spk with Tech (Art) who adv that when going up incline the veh is trying to stay up to sped. OUT GOING CALL: ncr tried to c/b cust he was in surgery. cust c/b and spk with JAShby who assisted cust.  
\*\*\* NOTES 02/13/2006 01:14:25 PM JAShby  
cust c/b said, the 06 cruise control advd it very easily pops into a passing gear & advd it does go into a passing gear. std. would like to if the cruise control that it has a little bit of flexibility to be a gradual. cust std. called Roswell Toy to inquire about any adjustments made to their cruise control & dlr advd that there are no adjustments can be made. ncr apol & advd that cust would need to have the dlr involved to diagnose veh concerns. >>>>>

\*\*\* CASE CLOSE 02/13/2006 01:14:26 PM BHolt

ncr apol and adv cust of case #

\*\*\* NOTES 02/13/2006 01:15:10 PM JAShby

>>>Advd that cust can take their veh to United Toy for dlr contact. Ncr offered dlr ph# & cust declined ncr offer

**Additional Summary:**

**Toyota ID Number:** 200608281390

**NHTSA ODI Number:**

**Date of Incident:** 20060000

**Vehicle:** 2005 TOYOTA TACOMA

**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 08/28/2006 01:05:51 PM JFWel

RNT#060819-000245

Email states: "Cruise control on '05 Tacoma

I recently completed a 3500+ mile trip in my '05 Tacoma that included extended intervals of driving on interstates. During the trip I became completely dissatisfied with the operation of the cruise control system to the point where I stopped using it.

Mid-way on the trip I took the vehicle to the Toyota dealer in Olympia WA. to try and correct the issue.

...

\*\*\* NOTES 08/28/2006 01:07:28 PM JFWel

...I was informed by that dealer that there were no error codes from the computer and that during a test drive the system performed as expected. Upon return to Phoenix I took the vehicle to the dealership where purchased and asked to have the system re-evaluated. Again, the service advisor reported that the system was working as expected. They further referred me to the owners manual where there is very general warning about not using the cruise control on steep

\*\*\* NOTES 08/28/2006 01:07:46 PM JFWel

...grades since part of my issues was the performance on hilly sections of hi-way.

Specifically when the control system determines that increase in speed in needed the vehicle executes a torque converter unlock and then a down shift. It is this eagerness to down shift that is the issue. While the down shift would be expected while negotiating a steep grade (i.e. 4, 5 or 6%) the vehicle executed it whether was on a slight grade (overpass), the bank of a curve, in the

\*\*\* NOTES 08/28/2006 01:08:06 PM JFWel

...wind wash from a passing semi-tractor or in other numerous instances. I even experienced this shifting behavior while going down a grade. Another characteristic is that the control system has a fairly wide tolerance for maintaining speed. The vehicle usually has to drop about 4 MPH before the system decides to do anything, and then over shoots by 2-3 MPH before up shifting and settling. I do not know if it is the computer being programmed to favoring transmission

C-525

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 08/28/2006 01:08:25 PM JFWel

...shifts over throttle adjustment or the wide tolerance on speed resulting in the need to make up the difference quickly that is root of the issue.

Either way the operation is not satisfactory. On many occasions I could disable the cruise control, let the transmission up shift, then accelerate back up to the desired speed, maintain that speed and not have the transmission down shift. I routinely use other Toyota products during business travel and none of your other

\*\*\* NOTES 08/28/2006 01:08:43 PM JFWel

...vehicles exhibit this same style / preference of down shift over wider throttle adjustment to maintain speed while using cruise.

I believe this is a design / programming issue. The technicians at the dealerships not finding any issues indicates the control system does not recognize it is working in a poor manner.

What is the process to resolve?

Regards,

James Irvine"

\*\*\* SUBCASE 200608281390-1 CREATED 08/28/2006 01:10:02 PM JFWel

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

We apologize for your concern regarding the cruise control of your 2005 Tacoma.

In order to properly assess your concerns, we have contacted the Customer Relations Manager at Power Toyota Tempe to further evaluate your Tacoma.

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

The Customer Relations Manager will contact you by the end of the business day, Thursday, August 31, 2006. In the event you do not receive any contact from the dealership by this date, please contact us <

http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=4164> with file #Sincidents.cSclarifycasenumber.

Toyota Customer Experience

\*\*\* SUBCASE 200608281390-1 CLOSED 08/28/2006 01:10:07 PM JFWel

sent

\*\*\* CASE CLOSE 09/08/2006 08:19:04 AM DLR2042

CUST WILL MEET AND DISCUSS ISSUES WITH DLR SVC DIR. DLR CRM CONTACTED FTS TO SEE IF THERE ARE ANY CAMPAIGNS OPEN ON THIS ISSUE: FTS ADV NONE AT THIS TIME. CUSTOMER MAY WANT TO MEET WITH FTS...CRM WILL ADD NOTES TO FOLLOW.

**Additional Summary:**

**Toyota ID Number:** 200604140230

**NHTSA ODI Number:**

**Date of Incident:** 20060000

**Vehicle:** 2005 TOYOTA TACOMA

**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 04/14/2006 08:57:16 AM KSPillane

ARB

NO PREV CASE

Clr sts:Larry Davenport, husband, sts upon starting in cold conditions eng revs to 2500 rpms and then eng misses and then revs back down. dlr has had veh for 2 1/2 weeks & new computer was installed & now needing to rewrite computer program involving approval from EPA.sts working w/tech,Randy Davis &

C-526

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

indicated problem would return during cold weather & to call CEC & replacement veh would be an option. sts fac reprs have been involved.

\*\*\* SUBCASE 200604140230-1 CREATED 04/14/2006 12:04:52 PM DSorenson

\*\*\* NOTES 04/17/2006 10:34:10 AM DSorenson

OUTBOUND DLR CALL:

ncr called dlr to speak to Svc mgr-Randy Davis. Randy adv would fax over r/o. sts under very specific conditions when there are low temperatures, veh idles at 2300-2400 and within 7-10 seconds dropped 900 RPM's. sts will fax over R/O history. ncr provided direct fax.

\*\*\* NOTES 04/17/2006 11:03:44 AM DSorenson

INBOUND REGION CALL:

ncr received call from CRA-KAdams who adv FTS has been to dlr for clr concern 2x. KAdams adv there is no field fix available at this time. sts TAS line has been involved. sts there needs to be a reprogramming that is not yet avail for 05 vehicles.

\*\*\* NOTES 04/17/2006 11:08:02 AM DSorenson

\*\*Original coding from rep was "PA"-ncr changed to ARB-since Tagger was "ARB" and "Clr seeks" was replacement veh.

\*\*\* SUBCASE 200604140230-1 CLOSED 04/17/2006 11:12:45 AM DSorenson

Case dispatched to Region.

\*\*\* CASE CLOSE 04/17/2006 11:21:40 AM KAdams230

KA - All avail rprs have been made. Veh is up as designed

\*\*\* NOTES 04/18/2006 09:02:10 AM EStaples1

ncr (back-up for mail analyst) sent clr arb ppwk via UPS First Class Mail 4/18/06

**Additional Summary:**

**Toyota ID Number:** 200610300391

**NHTSA ODI Number:**

**Date of Incident:** 20060000

**Vehicle:** 2006 TOYOTA TACOMA

**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 10/30/2006 08:23:41 AM AScates

Caller states: owns an 06 tacoma & this is the third time accelerator stuck down & almost killed him. Clr sts The first time cruise control was on & second time it was off. clr sts the veh was worked on at Boone toy where they replaced cruise control, & at scott clark toy where they inspected the veh. clr sts he can also be contacted at the following phone numbers 3369776601, 3369773370. NCR searched archives but could find no records, & cust didnt have VIN.

\*\*\* NOTES 10/30/2006 09:43:49 AM LEspinoza

Ncr able to locate vin under Robert Hoefl. Located prev case # 200601301212

\*\*\* SUBCASE 200610300391-1 CREATED 10/30/2006 09:44:28 AM LEspinoza

\*\*\* NOTES 11/01/2006 09:40:54 AM LEspinoza

+OUTGOING DLR CALL+Mike Johnsons Hickory Toy -listed as dlr1 prev rep.

Ncr spk w/ Bill in svc sts no warr issues since purchase in 1/2006

\*\*\* NOTES 11/01/2006 09:46:14 AM LEspinoza

+OUTGOING DLR CALL+Toyota of Boone

Ncr spk w/ Sandy in svc. 6/6/06 @16,277mi cust sts sudden acceleration a couple times. Dlr completed extensive diag. drove 207 mi and returned. No issues found. 5/22/06@15,117, cust sts unable cancel the cruise control. Dlr rpld brake light switch and engine ECM per DSPM as a courtesy. No issues found.

\*\*\* NOTES 11/01/2006 10:06:40 AM LEspinoza

+OUTGOING DLR CALL+ Scott Clark City Toy

C-527

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Ncr spk w/ Micheal in svc. 1/27/06 cust sts when in cruise control and veh would not disengage after applying the brakes. Dlr drove 147 mi. Dlr sts no codes present. Dlr contacted TAS, no abnormal conditions. TAS case # TA060270263

\*\*\* NOTES 11/01/2006 10:09:32 AM LEspinoza

+OUTGOING CUST CALL+

ncr l/m for cust

Cust has an existing arb case, region has been involved. no dlr visit on record since 06/2006

\*\*\* NOTES 11/01/2006 02:16:44 PM ETorres1

clr sts would like to speak with LEspinoza. NCR transferred call.

\*\*\* NOTES 11/01/2006 02:51:27 PM LEspinoza

+INCOMING CUST CALL+

Ncr spk w/cust. Cust sts accelerator getting stuck is intermittent and last occured in 6/2006. Cust fls Toy should buy back his veh and dismantle it. Ncr adv cust two dealer, a factory rep and an outside party Arbitrator have not been able to duplicate any concerns and have found nothing wrong with the veh. Cust sts to spk w/ a supervisor. Ncr adv will request a c/b from SMoore.

\*\*\* CASE CLOSE 11/02/2006 12:25:12 PM LEspinoza

====Close summary====

1) Summary: Cust sts accelerator stuck in the down position 3 times

2) Action Taken: dlr region and arbitrator involved

3) Resolution /Position: Dlr, DSPM and Arbitrator unable to duplicate. No concerns found

4) Customer Satisfied: (Y/N)no

5) Root Cause: cruise/control and accelerator sticking

\*\*\* NOTES 11/02/2006 01:03:30 PM SMoore

++SUPERVISOR CALL BACK++

Mrs. Hoefl sts husband isn't home. Cust sts sudden acceleration did happen last friday, sts while husband was driving, accelerator "stuck in go". Sts husband had to press really hard on the brake until accelerator pedal "unstuck itself". Sts last incident before this was 6/06. Sts previously thought it was the cruise control, but this time it wasn't on. Sts no warning lights come on when this happens. Cust sts hasn't contacted dlr yet, but does

\*\*\* NOTES 11/02/2006 01:18:50 PM SMoore

plan to in the next few days. Cust sts husband feels he can duplicate it. Sts happens when cust requires a lot of power, like when trying to pass another veh. Cust sts she did post concerns on NHTSA website & found two other posts of customers w/ same veh, same concern. Cust sts to know what is next step. NCR adv if dlr can't duplicate, no rprs/buy back can be performed. Adv if cust sks buy back, will have to pursue outside of toy. Cust sts understands & thanked ncr.

\*\*\* NOTES 11/02/2006 01:25:58 PM SMoore

Cust sts last inspection for concern was performed at toyota of boone, & cust will be taking it back to them. Cust sks ncr to call dlr & give them a heads up that cust will be calling in next few days to set app. Sts was working w/ crm, mike lyall.

+OUTGOING DLR CALL+

Adv crm, mike, of info. CRM sts will be in training next tue - fri but will be at dlr all day sat & mon. Sts will give service writers heads up.

+OUTGOING CUST CALL+

Adv mrs, hoefl. Cust thanked ncr.

\*\*\* SUBCASE 200610300391-1 CLOSED 11/02/2006 01:50:46 PM LEspinoza

\*\*\* NOTES 11/09/2006 11:40:22 AM ETorres1

clr sts is returning call from LEspinoza. NCR adv LEspinoza currently uvavail. Clr request c/b at 336-977-3370.

\*\*\* NOTES 11/10/2006 11:12:42 AM LEspinoza

+OUTGOING CUST CALL+

Ncr spk w/ Mrs Hoefl. Cust sks to put on record that the dlr has requested cust to duplicate the condition w/ the dlr tech in the veh, while cust drives.

**Additional Summary:**

C-528

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200609051342  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 09/05/2006 01:54:04 PM jmahoney  
Caller states: 06 Tacoma, cruise control set at 45-60 mph will gradually drop down 4 mph while driving on level ground, then shift down 1 or 2 gears, then it will accelerate back to pre-set mph, cust sts dlr tech confirmed concern with cruise control but has been a month since contact with cust. NOTE TO DEALER: please contact TAS line and/or FTS for assist in diag and perm rpr of cond with cruise control.  
\*\*\* CASE CLOSE 09/11/06 14:30:41 rulemgr  
SM SPOKE W/TA AND THEY ADVISED THIS IS NORMAL FOR TACOMA. WE OBSERVED SPEED LOSS ON SLIGHT GRADE, NOT ON LEVEL GROUND. ENGINE RPM AT 50MPH IN 5TH GEAR IS ONLY 1500 RPM, ENGINE ECU WILL NOT ALLOW VEHICLE TO LUG, TRANS SHIFTS DOWN TO PULL HILL, THEN UPSHIFTS WHEN ECU DETERMINES THAT VEHICLE CAN HANDLE LOAD.

**Additional Summary:**

**Toyota ID Number:** 200611300252  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/30/2006 07:50:47 AM AHunter  
cllr sts: when he shifts from 4 to 5 gear the rpm goes to 3K rpm. Sts that when he takes his foot off the gas the veh still pulls a little. Sts he took the veh to the dlr who adv that this is normal for the veh. Sts he went to the dlr on 11/29/2006 & was working w/a service advisor. Ncr apol & adv cllr role of crm & offered to open the case to the dlr. Cllr agreed. Ncr adv cllr case# & cb from crm in 1-3 b/days. Cllr thanked

\*\*\* CASE CLOSE 12/12/2006 05:16:33 PM DLR27013  
ROAD TESTED VEH - CONDITION CUSTOMER IS CONCERNED WITH IS NORMAL, PREVENTS ENGINE BUCK ON DECELERATION. VEH IS FUNCTIONING W/IN FACTORY SPECIFICATIONS.  
\*\*\* NOTES 06/13/2007 10:36:13 AM LDavis  
cust c/b. Sts has had veh to two dlrs for same concern. Sts when shifting manual trans from 4th to 5th gear, will shift from 2500-3000 rpm. Sts when take foot off accelerator in 4th gear, veh continues to accelerate. Sts dlrs recognize concern but have not attempted to repair b/c they don't know how. Cust sks to have FTS involved. NCR apol adv cust would need to work w/ CRM to make appt w/ FTS. Cust understood, thanked NCR.  
**Additional Summary:**

**Toyota ID Number:** 20061150167  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/15/2006 07:25:26 AM GTravis

C-529

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Caller Wife Laurie Richmond states: 06 Tacoma sts hears "grinding noise" sts that dlr inspected and adv that noise is related to emissions and that nothing to worry about. sts that all services at dlr and noise did not occur until after last dlr service appt. sts last appt was Thursday and dlr still has veh, Mark Berkhimer is contact. sts that dlr had to keep veh over night in order to duplicate issue and have been successful in duplication but told cust that cant...  
\*\*\* NOTES 11/15/2006 07:25:27 AM GTravis

sts that is concern that noise is similar to a sounding of grinding gears and only began recently, has not been an issue in the first 10400 miles and that the fact that has began now, result in it is obviously an issue that is not normal.

\*\*\* NOTES 11/15/2006 07:26:36 AM GTravis  
NOTE THIS IS A PA CASE

\*\*\* NOTES 11/15/2006 07:29:16 AM GTravis  
sts that if repair unable to be performed wants veh replaced.

\*\*\* SUBCASE 20061150167-1 CREATED 11/15/2006 09:55:00 AM KSides

\*\*\* NOTES 11/17/2006 01:29:27 PM CZacharie  
Cllr's wife cllr for case mgr. NCR apol & adv that case mgr will be advised of cllr. NCR adv case mgr Kimberley via lotus notes.

\*\*\* PHONE LOG 11/17/2006 01:53:07 PM KSides Action Type: Outgoing call  
+++OUTGOING DEALER CALL+++

CM called Superstition Sprgs Toyota, dlr#1, & spoke with Henry Rivero, Service Manager, who was currently at Lexus store (other site) who advised customer only in to dlr#1 2x as follows, and no note on RO of concern.

7/07/06 (RO#238332) at 4,838 miles, customer in to dlr#1 for smg maintenance performed, no concern noted

10/19/06 (RO#248199) at 9,809 miles, customer in to dlr#1 for smg service & no concerns noted  
CM understood & thanked, called Service Department & spoke with Mark Berkhimer, customer's Service Advisor, for current visit RO information. SA advised customer brought vehicle in to dlr#1 on 11/15/06 at 10,559 miles (RO#250164). Customer stated that they were concerned with grinding noise when vehicle first started, higher rpm's for a few seconds & then idles down. SA advised customer stated that this was when vehicle was first started, after sitting for 24 hrs+. SA advised, per RO, Shop Foreman determined noise & brief idle rev due to electric air pump operating on cold start-up (engine temperature 41-140 degrees) at 80 second maximum to help 3-way catalytic converter on cold start; system operating within manufacturer's specifications at this time. SA advised not grinding noise, but air pump/motor noise.

CM understood & thanked, advised CM will review with Scott Wright, FTS, & will verify if okay to concur. SA understood, agreed & thanked.

+++OUTGOING REGION CALL+++  
CM called & left voice mail message for Scott Wright, FTS, on his cell phone, advised case overview, model/MY vehicle, customer's name & Shop Foreman notes, per RO. CM advised seeking to verify if okay to concur & requested response by eob today, if possible. CM advised 310-468-8640 & confirmed okay to leave voice mail message if wishes. CM thanked.

\*\*\* PHONE LOG 11/17/2006 03:08:42 PM KSides Action Type: Incoming call  
+++INCOMING REGION CALL+++

CM received voice mail message from Scott Wright, FTS, who advised characteristic of vehicle & okay to concur with dealer. FTS thanked.

\*\*\* PHONE LOG 11/17/2006 04:04:19 PM KSides Action Type: Outgoing call  
+++OUTGOING CUSTOMER CALL+++

CM called & spoke with Mrs. Richmond, thanked customer for allowing CM to research with dealer & factory representative. CM advised spoke with dealer & confirmed as per Shop Foreman. CM advised reviewed with factory representative, who concurs on behalf of Toyota. Customer escalated & advised does not agree, seeks for Toyota to replace components or she will stop making her lease payments. CM apologized & advised lease is legal contract between customer & dealer & CM advised customer is

C-530

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

obligated as under lease terms unless re-negotiates with dealer & dealer provides options. CM advised Toyota unable to replace components which are not defective & confirmed components are working as designed. Customer escalated & advised as customer previously stated. CM apologized & respectfully declined on behalf of Toyota. CM advised to close case & thanked.

- 1) Summary: Customer states grinding noise when vehicle first started, higher rpm's for a few seconds & then idles down
- 2) Action Taken: Dealer/DSPM/FTS involved
- 3) Resolution: Toyota concurs normal characteristic of vehicle, no defect, due to electric air pump operating on cold start-up
- 4) Customer Satisfied: unknown
- 5) Root Cause: Product - Engine - Noise

\*\*\* CASE CLOSE 11/17/2006 04:04:28 PM KSides  
CM closed case.

\*\*\* SUBCASE 20061150167-1 CLOSED 11/17/2006 04:04:40 PM KSides  
CM closed task, as Clarify case closed.

**Additional Summary:**

**Toyota ID Number:** 200610030260  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/03/2006 08:08:31 AM ARussell  
Caller states: when he accelerates it feels like the gas pedal is sticking and the engine races. took veh to Stevenson Toy in March 2005 but dlr adv unable to repair concern. has spoken w/ Ayad Toma and Bubba at Stevenson Toy. will take veh to John Elway Toy for a second opinion. sks concerns to be documented and repair of veh. ncr apol and adv veh is not involved in any SSCs. ncr adv cllr can take veh to another dlr. ncr adv John Elway has the President's award.

\*\*\* CASE CLOSE 10/03/2006 08:08:42 AM ARussell  
see case notes.

**Additional Summary:**

**Toyota ID Number:** 200603290978  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/29/2006 12:57:13 PM JSpencer  
ARB  
previous cases # 200602270334, 200603290978  
cust sts '06 tacoma idles at 2500rpm at cold start, cust fls this is too high for veh to run for 2 min before warm up & rpms decline. sts has brought veh back to dlr & dlr adv cust it is w/in factory specs & cannot do anything unless Toy issues a bulletin to lower cold start rpms. cust sts case mgr involved & they were not able to get dlr to rpr veh. cust sts veh revs way to high & feels veh is not>>>  
\*\*\* NOTES 03/29/2006 12:57:13 PM JSpencer

C-531

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

>>>operating correctly & doesn't understand why toy is not assisting him. cust wants veh to be rprd & but feels he has no choice but to pursue arb since can't get satisfaction.

\*\*\* NOTES 03/30/2006 10:01:13 AM WSamuels  
Arb ppwrk sent to cust via 1st class mail 03/30/06. Cust should rec in 7-10 b/d.

\*\*\* NOTES 03/31/2006 08:43:59 AM RAthar500  
Reg l/m for this customer to c/b to go over the case.

\*\*\* CASE CLOSE 04/03/2006 12:00:46 PM RAthar500

Reg left another msg for the cust, cust already req't for ARB.

\*\*\* NOTES 04/18/2006 10:50:03 AM JMoore

cllr sts the engine goes up to 2400 RPM when first starting up, sts wants to know what can toy do about this problem, ncr apol and adv that the RPM is the design of the veh and there is no fix for this concern, ncr adv cllr to fill out arb ppwrk and mail in for the arb process

\*\*\* NOTES 04/18/2006 11:09:56 AM JMoore

cllr sts wants to know what is the factory spec for the start up RPM for this veh, ncr verified that since this computer controlled the RPM will vary and there is no set number, sts toy should not have made this veh with such a high RPM, sts this is a poor design for the veh

**Additional Summary:**

**Toyota ID Number:** 200610111282  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/11/2006 03:38:26 PM GCotard

Caller states: when cruise control in engaged and sts when he approaches a little hill the veh downshifts 2x and then it upshift and down continuously, would like to know if this is normal

\*\*\* CASE CLOSE 10/11/2006 03:38:44 PM GCotard

Ncr apol adv would doc concerns gave case# adv that cruise control is not designed to be used on hill

**Additional Summary:**

**Toyota ID Number:** 200610130931  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/13/2006 01:30:59 PM DSHealey1

Caller states: when using cruise control at 70 mph sts veh shifts two gears lower. Sts he thinks this is bad for engine & transmission. Sts veh was inspected by dlr 1 today & was adv veh operating normally. Cust does not want to provide name of any service advisors. Cust wants to know if veh operating normally. NCR apol & adv veh inspected by dlr & was determine veh operating normally. Adv comments will be doc. Cust satisfied. No further assist. required.

\*\*\* CASE CLOSE 10/13/2006 01:31:16 PM DSHealey1

NCR apol & adv veh inspected by dlr & was determine veh operating normally. Adv comments will be doc. Cust satisfied. No further assist. required.

**Additional Summary:**

C-532

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*



**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 10/20/2006 03:41:20 PM KHaley  
 Caller states: 3 wks ago cllr noticed veh having high idle(2300 RPM) upon starting up veh in cold whether. Cllr sts upon purch of veh RPM was 1500 and fls 2300 RPM is abnormal. Cllr spoke w/ service rep at dlr 2 wks ago and was adv over the phone the idlr sounded abnormal and aounded to be a sensor concern. Cllr took veh into service mgr-Elias yesterday and was adv by comparing it to another veh in lot that RPM is normal. Dlr adv cllr to leave veh overnight. Cllr...  
 \*\*\* NOTES 10/20/2006 03:41:20 PM KHaley  
 ...left veh, and was adv since other veh reveal that RPM is normal, the dlr must conclude so. Cllr fears concern is messing up his engine and is not satisfied b/c dlr gave him 2 contradicting answers and was not clear on a "normal" range of RPM. Cllr sts service mgr was very friendly and helpful in that he seemed genuinely interested in cllr concern. Cllr sks for concern to be fixed. NCR apol and adv Toyota CEC is not a tech center, and relies on dlr to diag veh...  
 \*\*\* NOTES 10/20/2006 03:42:03 PM KHaley  
 ...concern. NCR adv case open to case mgr, and c/b w/in 2 bd. NCR gave case # for reference. Cllr satisfied.

\*\*\* SUBCASE 200610201192-1 CREATED 10/20/2006 03:51:47 PM KSides  
 \*\*\* PHONE LOG 10/24/2006 10:51:05 AM KSides Action Type: Outgoing call  
 +++OUTGOING DEALER CALL+++  
 CM called Bill Wright Toyota, dlr#1, & spoke with Elias, Service Manager, who advised customer in to dlr#1 for high idle concerns as follows:  
 10/19/06 (RO#502424) at 9650 miles, customer concerned vehicle idles up to 2300rpm upon start-up especially when cold outside. SM advised dealer technician inspected & road-tested vehicle cold & was unable to duplicate 2300rpm as customer had indicated during previous experience. SM advised will pull hard-copy RO for specific readings documented during road-test & inspection by dealer tech & advised will fax to CM by eob today at 310-381-5106. SM advised no check engine light has illuminated & confirmed if any abnormal idling, check engine light will illuminate to identify concern. SM advised symptoms seem to occur when vehicle is cold, after sitting, idle will fluctuate & vehicle's engine will idle high & will drop off, states normal operating condition & characteristic of vehicle. SM advised customer was seeking specific normal range that Toyota has identified for this vehicle's engine idle & SM advised not available in TIS, unable to provide to customer. CM understood & thanked, advised CM will await fax to document fully, & will contact customer to verify specifications for engine idle unavailble & that if any concerns to vehicle, check engine light will illuminate. SM understood, agreed & thanked. CM thanked.  
 \*\*\* NOTES 10/24/2006 10:55:25 AM KSides  
 ...CM had advised SM of customer's positive comments regarding SM. SM thanked.

\*\*\* PHONE LOG 10/24/2006 11:01:53 AM KSides Action Type: Outgoing call  
 +++OUTGOING REGION CALL+++  
 CM called & spoke with Tomo Ohira, DSPM covering for district 8, advised vehicle model/MY, customer's claims & SM information, advised dealer technician unable to duplicate up to 2300 rpm, but advised CM awaiting hard-copy of RO to verify exact rpms duplicated by tech. DSPM understood & thanked, advised feels most likely normal, but will check with FTS to confirm. CM understood & thanked, advised 310-468-8640. DSPM thanked.  
 +++INCOMING REGION CALL+++  
 CM received call from Tomo Ohira, DSPM, who advised spoke with FTS regarding case. DSPM states FTS confirmed 2300rpm normal condition for 4cyl, states due to catalytic converter cold being cold & letting off the most emissions when cold, the engine is designed to run higher at cold start to heat up the catalytic converter in a shorter time to lessen emissions. DSPM confirmed if any concerns arise, check engine light will illuminate, states at this time DSPM recommends educate customer fully. CM understood & thanked. DSPM thanked.

C-537

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 10/24/2006 03:25:43 PM KSides Action Type: Outgoing call  
 +++OUTGOING CUSTOMER CALL+++  
 CM called day# & spoke with Mrs. Taylor, advised CM seeking to speak with customer regarding case. Mrs. Taylor advised customer is out of town today, but offered to take hard-copy message from CM. CM accepted & thanked, advised CM's name, working hours & 800-331-4331 x73090.  
 \*\*\* NOTES 10/25/2006 04:52:12 PM KWebster  
 Mr Taylor called in req to speak w/ CM KSides who is not avail; NCR apol & adv that he should receive a c/b w/in 1 bus day. Cllr sts he can be reached at this cell as well 661-703-4716  
 \*\*\* PHONE LOG 10/26/2006 05:38:49 PM KSides Action Type: Outgoing call  
 +++OUTGOING CUSTOMER CALL+++  
 CM called & spoke with Kenneth Taylor, advised CM reviewed with SM & DSPM, FTS consulted, & advised FTS confirmed 2300rpm normal condition for 4cyl, states due to catalytic converter cold being cold & letting off the most emissions when cold, the engine is designed to run higher at cold start to heat up the catalytic converter in a shorter time to lessen emissions. DSPM confirmed if any concerns arise, check engine light will illuminate. Customer understood & thanked, seeks letter from CM confirming such. CM accepted & advised CM can send generic letter confirming. Customer accepted. Customer states seeks for CM to research one additional concern that customer brought up to dlr#1 previously. Customer states while shifting between 4th-5th gear & accelerating, rpms go up from 2900 rpm when customer firsts pushes in the clutch to shift to 3200 rpm sustained until vehicle is fully shifted into 5th gear, states then normal, drop down to normal when customer lets the clutch out in 5th gear. Customer states dealer advised normal, but customer seeks for CM to confirm with SM & advise customer. CM understood, agreed & thanked, advised will follow up with customer by eob Monday. Customer understood, agreed & thanked. CM offered CM email survey, customer declined. CM understood & thanked.

\*\*\* PHONE LOG 10/30/2006 10:30:04 AM KSides Action Type: Incoming call  
 +++OUTGOING DEALER CALL+++  
 CM called & spoke with Andy Pappas, Service Manager, advised as per customer's description additional question, as noted (Customer states while shifting between 4th-5th gear & accelerating, rpms go up from 2900 rpm when customer firsts pushes in the clutch to shift to 3200 rpm sustained until vehicle is fully shifted into 5th gear, states then normal drop down to normal when customer lets the clutch out in 5th gear), and CM seeking to verify whether normal operating condition. SM confirmed has experienced the same & advised due to shifting too quickly with electronic throttle. SM advised if shifting too quickly, engine revs up & when clutch grabs, drops back down, states due to getting extra amount of gas. SM advised recommends customer shift more slowly, verified customer needs to let off gas a bit earlier prior to engaging the clutch, then symptoms will not occur. CM understood & thanked, advised will advise & educate customer. SM understood, agreed & thanked.  
 +++OUTGOING CUSTOMER CORRESPONDENCE+++  
 CM sent NT05 (Normal Condition, Vehicle Meets Specifications)

\*\*\* PHONE LOG 10/30/2006 01:51:40 PM KSides Action Type: Outgoing call  
 +++OUTGOING CUSTOMER CALL+++  
 CM called day# & spoke with Mrs. Taylor, who took CM's name & 800-331-4331 x73090 & advised will pass on to customer this evening, as customer is at work. CM verified work# as alternate# in Clarify case & advised CM will attempt to contact customer at alternate# as well. Mrs. Taylor understood & thanked. CM thanked.  
 CM called alternate# & spoke with Kenneth Taylor, advised CM reviewed additional question with SM & advised confirmed normal operating condition & educated customer as per SM. CM advised if concern arises, check engine light will illuminate to advise concern exists. Customer states doesn't agree & states will check around to confirm Toyota's position. CM understood & advised CM sent customer generic letter, as previously discussed, to verify factory representative confirmed operating as designed. CM advised Toyota's position has been provided. Customer understood & advised seeks to verify whether options available through Toyota or California. CM advised ARB & verbal Lemon Law demand available to customer's within warranty whose vehicle has defect, advised Toyota has confirmed vehicle is operating as

C-538

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

designed. CM invited customer to contact CM if needed for ARB or Lemon Law, as CM will forward cases as appropriate, at customer's request. Customer understood & thanked, advised okay to close case. CM understood & confirmed will close case, invited customer to call back if needed.  
 1) Summary: Customer states high rpm's upon cold start & when shifting from 4th to 5th gear  
 2) Action Taken: Dealer/DSPM/FTS involved  
 3) Resolution: Toyota concurs operating as designed & if concern arises, check engine light will illuminate  
 4) Customer Satisfied: Unknown  
 5) Root Cause: Product - Transmission - Other

\*\*\* CASE CLOSE 10/30/2006 01:51:53 PM KSides  
 CM closed case.  
 \*\*\* SUBCASE 200610201192-1 CLOSED 10/30/2006 01:52:03 PM KSides  
 CM closed task, as Clarify case closed.

**Additional Summary:**

**Toyota ID Number:** 200607201044  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 07/20/2006 01:03:32 PM ABaker1  
 Caller states: cruise control shifts into lower gear when going up a hill, unhappy with the fact that downshifting in cruise control uses more gas. tried to have dlr adjust the cruise control but dlr adv operating as normally. Cllr adv design is defective, wants his veh design repaired so that his cruise is less sensitive. Cllr adv will not accept fact that product design cannot be modified for his veh, adv want SUP c/b.  
 \*\*\* CASE CLOSE 07/20/2006 01:03:42 PM ABaker1  
 Ncr apol & adv if CC operating as designed, no "fix" is avail, adv doc concerns, will have SUP c/b w/in 1 bus day, adv case#.  
 \*\*\* NOTES 07/21/2006 08:33:17 AM MAllen1  
 OUTGOING CALL  
 =Supervisor=  
 ncr contacted cust who sts he has made arrangements to have dlr inspect the veh to determine if cc is functioning properly. cllr is very unhappy about knowledge of rep with whom he prev spoke due to lack of tech info. ncr apol adv CEC is not a tech center and rep provided info avail for tech info CEC relies on dlrs to assist cust. cust sts if he is not satisfied will c/b. ncr adv if dlr determines defect exist in cc they would escalate.  
**Additional Summary:**

**Toyota ID Number:** 200601250056  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 01/25/2006 06:12:36 AM NBird  
 cust sts when shifts from 4th gear to 5th gear sts does not work properly. Cust sts rpms rev to high before it goes into gear. Cust sts brought veh to dealer and was adv by svc advisor Kelly that all Tacoma's have that condition and is normal. Cust fls is not a normal condition, sts rpm should not be at 3K rpm when veh is idling. Cust feels is safety issue. No crm involvement.

C-539

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* CASE CLOSE 01/26/2006 07:10:24 AM DLR20121  
 SENT UP APPT WITH TOYOTA REP TED LARKIN TO ROAD TEST

**Additional Summary:**

**Toyota ID Number:** 200605090383  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 05/09/2006 09:28:57 AM MSherrri  
 Cllr, Billy Stevens, sts: has a cold idle problem ever since purchased veh. He rev'd tire recall notice & dlr rplc'd a tire. He left veh w/dlr for 3 days & they were unable to duplicate concern. Veh idles high when you first crank. Veh dlr had on lot started @ 2400 & dropped to 1600rpms after 5 seconds. His veh goes from 2400 rpms down 1600 after about 24seconds, then it goes back up. He fls there is a bad sensor but dlr adv sensor's ok.  
 \*\*\* NOTES 05/09/2006 09:28:57 AM MSherrri  
 He was very pleased w/dlr & their svc. He is encrn'd about cold idle & the length of time it takes for idle to drop to 1600. If he goes too soon, engine idle will "buck & pitch" or a surging back & forth especially in cold weather. NCR apol & adv, per RMPHail, oil pressure built immediately to protect engine, federal regulations set cold engine idle #s to control emissions during cold start; adv will open file to dlr to check w/TAS to verify if cond is within toy...  
 \*\*\* NOTES 05/09/2006 09:30:09 AM MSherrri  
 ... specs for this cnrm.  
 NOTES TO DLR: Please contact TAS to verify if idle is within toy specs.  
 \*\*\* CASE CLOSE 05/12/06 14:30:12 rulemgr  
 DEALER NOT ABLE TO DUPLICATE CUSTOMER CONCERN AFTER SEVERAL ATTEMPTS WHEN THE VEHICLE WAS HERE FOR TIRE INSPECTION. DEALER WILL INSPECT VEHICLE AGAIN AT THE OWNERS REQUEST FOR ANY POSSIBLE DEFECTS COVERED UNDER HIS WARRANTY.

**Additional Summary:**

**Toyota ID Number:** 200601040164  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 01/04/2006 08:25:54 AM PChuek  
 Cust sts when going into 5th gear, trans has problems, makes clicking noise. Cust sts veh sometimes will rev up to 2000+ rpms when shifts into gear. Cust sts when took to dlr yesterday, svc advisor test drove veh, but then adv no problem. Cust sts Robert Perry was ride & cust dlr cust to go on test drive w/ svc advisor & gave cust trouble for not going to cust's own dr. Cust sts adv everything normal, just a small glitch. Cust sts would like to get veh rpr.  
 \*\*\* NOTES 01/04/2006 08:26:19 AM PChuek  
 & willing to bring back to dlr if able to go on test drive w/ svc advisor to point out what cust sees.  
 \*\*\* CASE CLOSE 01/06/2006 10:48:15 AM DLR38018  
 TALKED TO SHOP FOREMAN/MASTER TECH. VEH PERFORMS AS DESIGNS. TOLD CUSTOMER IF ISSUE GETS WORSE OR CHANGES WE WOULD BE HAPPY TO LOOK AT

C-540

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AGAIN. IN MEANTIME CUST. LEFT MESSAGE ON GM'S VOICE MAIL USING EXPLICIT LANGUAGE. GM LEFT MESS. FOR CUSTOMER TO CALL TO DISCUSS DIAGNOSIS PROCESS AND MESSAGE LEFT.

**Additional Summary:**

**Toyota ID Number:** 200603080435  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 03/08/2006 09:32:43 AM ARussell  
caller sts: when starting veh cold, engine revs to 2500 rpm. has owned many toyota veh and has not experienced this concern. called 2 different dlr who adv this condition is normal and no adjustment can be made. veh has standard shift and cust must push clutch very far into floor when starting veh. inquiring if any adjustment can be made.

\*\*\* CASE CLOSE 03/08/2006 09:33:06 AM ARussell  
nrcr apol and adv per tech high rpm and clutch pedal is normal. nrcr adv no adjustments can be made. nrcr adv cust can have veh inspected by dlr.

**Additional Summary:**

**Toyota ID Number:** 200608170211; 200610130314  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 08/17/2006 08:14:46 AM RToussaint  
Caller states: Did not receive contact from dlr regarding prev case (#200608020242). Sts very upset. Sts feels dlr's comment regarding cldr installing aftermarket battery improperly is incorrect. Sts did not do this. Sts dlr replaced a tensioner approx 3 wks ago to resolve a/c vibration concern. Sts concerns regarding engine acceleration after releasing foot from gas pedal. Sts feels veh is unsafe and sks replacement. Sts dlr will not replace veh. Sts has not spoken  
\*\*\* NOTES 08/17/2006 08:14:47 AM RToussaint  
w/CRM and sks contact regarding service and veh concerns.  
\*\*\* DEALER NOTES: 08/22/06 12:02:03  
I HAVE TRIED TO CONTACT THIS CUSTOMER THIS IS THE FIRST THAT I HAVE HEARD FROM THIS CUSTOMER HE HAS SPOKEN WITH SERVICE MGR AND HE TOLD HIM TO STOP BY AND THAT HE COULD DRIVE SOME DIFFRENT ONES TO SEE IF THEY ARE HAVING THE SAME PROBLEM

\*\*\* CASE CLOSE 08/24/2006 06:21:57 AM DLR19062  
SPOKE WITH CUSTOMER TODAY AND HE IS AWARE THAT THE DEALER SEE NO CONCERNS AT THIS TIME BUT HE IS NOT HAPPY WITH THAT HE WANTS TO PURSUIT IT FUTHER.PLEASE CLOSE

\*\*\* NOTES 10/13/2006 08:48:50 AM JAshby  
Mr. Meckling c/b sts they were told their case was being referred back to CEC HQ & has not heard from Toy. sts & feels their veh that they are driving is unsafe to drive because w/ this condition it may lead into an accident because when they drive their veh & lift up their foot to slow down, advd the engine rpm does not go down & when they place clutch into next gear it lunge. cust sts they no longer want veh.

C-541

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 10/13/2006 08:57:06 AM JAshby  
...nrcr apol & advd per tech (RMcPhail) the transition is computerized set that it creates a smooth transition from one gear to the next in order to prevent the RPM to drop & to keep the emissions at federal gov standards. cust sts they want to pursue ARB;

\*\*\* PHONE LOG 10/13/2006 09:13:21 AM JAshby

ARB  
PREV CASE:200608170211,200608020242  
sts & feels their veh that they are driving is unsafe to drive because w/ this condition it may lead into an accident because when they drive their veh & lift up their foot to slow down, advd the engine rpm does not go down & when they place clutch into next gear it lunge. cust sts they no longer want veh....  
\*\*\* NOTES 10/13/2006 09:13:22 AM JAshby  
...nrcr apol & advd per tech (RMcPhail) the transition is computerized set to maintain a smooth RPM transition from one gear to the next in order to prevent the RPM to drop & to keep the emissions at federal gov standards. cust stsDlr replaced a tensioner approx 3 wks ago to resolve a/c vibration concern. Sts concerns regarding engine acceleration after releasing foot from gas pedal they want to pursue ARB.

\*\*\* SUBCASE 200610130314-1 CREATED 10/13/2006 11:43:37 AM KSpillane  
\*\*\* NOTES 10/16/2006 12:04:07 PM KSpillane  
+OUTGOING CALL TO DLR+ NCR 1/m for SM, Tom Conner and provided direct #.  
\*\*\* NOTES 10/17/2006 09:39:07 AM KSpillane  
+OUTGOING CALL TO DLR+ SM, Tom Conner sts 7/11 @ 750 miles, cust sts a/c compressor makes a noise after an hour & belt tensioner was ordered. Sts cust sts throttle sticking & poor gas mi. Sts dlr insp and advd no codes and electronic trans operating as designed. Sts cust sts brakes feel mushy & dlr advd brakes operating as designed. Sts 7/31 @ 1k miles, belt tensioner was installed.  
\*\*\* NOTES 10/17/2006 09:43:10 AM KSpillane  
+OUTGOING CALL TO CUST+ NCR 1/m on both #'s and provided 800 #, x 73037 and hours. NCR adv forwarding ARB case to region.

\*\*\* SUBCASE 200610130314-1 CLOSED 10/17/2006 09:43:34 AM KSpillane

\*\*\* CASE CLOSE 10/17/2006 12:47:07 PM DSimsBaker800  
Customer wishes to pursue arb, has requested paperwork. DSM advised.  
\*\*\* NOTES 10/17/2006 04:28:19 PM JTellez  
Caller request to speak w/ K.Spillane. Adv cust K.Spillane was not available but can leave a mss for a call back. Per cust he will just wait for K.Spillane to return his phone call. Ncr apol & adv cust to allow 1 business day for a call back.  
\*\*\* NOTES 10/18/2006 08:45:44 AM ARussell  
nrcr (back up mail analyst) mailed ARB paperwork.  
\*\*\* NOTES 10/18/2006 10:05:52 AM KSpillane  
+OUTGOING CALL TO CUST+ NCR called day # and spoke to wife and advd cust is not available. NCR adv in the office until 12:00 pacific time today and 8 to 5 pacific time, 10/19 and provided 800 # and x 73037.

\*\*\* NOTES 10/20/2006 08:51:42 AM MPresley  
cldr sts calling for case mgr KSpillane returning his call. Ncr apol & transfer to case mgr with permission.  
\*\*\* NOTES 10/20/2006 09:05:45 AM KSpillane  
+INCOMING CALL FROM CUST+ Cust sts dlr has advd veh is operating as designed and feel it is unsafe and surging @ hwy speeds can not be normal. NCR apol and CEC concurs w/dlr diag and ARB ppwk has been sent. NCR adv to c/b if any questions or concerns. Cust understood and thanked.

**Additional Summary:**

**Toyota ID Number:** 200607210377  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000

C-542

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 07/21/2006 09:12:35 AM GTravis  
Caller states: prob w/ 06 Tacoma, sts cruise control is "unusable" sts that when driving veh on highway, veh will "down shift" on its own. sts Scott Hill is contact  
\*\*\* CASE CLOSE 07/24/2006 03:56:29 PM DLR05010  
07/24/2006; 4:50PM; DLR CRM CONT CUST TO EXPL THAT "NO FIX IS KNOWN AT THIS TIME" & APOL FOR CONCERN AND ASSURED CUST THAT TOYOTA IS WORKING ON A FIX. CRM EXPL THAT CUST WILL BE NOTIFIED WHEN A FIX IS AVAIL.

**Additional Summary:**

**Toyota ID Number:** 200606020866  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 06/02/2006 01:07:36 PM RWright  
PA  
NO PREV CASE#  
05 Tacoma 12k mi. Caller states a month ago went to dlr to adv that the check eng light is on. cldr adv that when he accelerates veh feels as if there it is being held then releases. cldr adv dlr inspected after .5hr to adv that there was no trouble. cldr adv that the dlr reset the system before diag cnrm. cldr adv he returned veh b/c check eng light came back on to be adv solenoid was of cnrm, dlr ordered part, rpr made >  
\*\*\* NOTES 06/02/2006 01:07:36 PM RWright  
\*\*\* NOTES 06/02/2006 01:07:39 PM RWright  
<cldr adv he test drive alone b/c dlr-Peter-Adv they were too busy. Cldr returned to dlr to adv w/Peter b/c veh drive response. Dlr put in new transmission in it. Cldr adv want to drive veh & responded the same way before transmission. Cldr adv he spoke to Matt Askins-SM already & left veh behind at dlr again & asked again if veh was test drive. Cldr adv the following morning & adv to allow transmission to break in w/in 500 mi. >  
\*\*\* NOTES 06/02/2006 01:08:17 PM RWright  
<transmission went right info neutral putting him in harms way on the hwy. Cldr adv that the sheck engine light coming on. Cldr adv that he spk to Amy Nguyen-CRM. Cldr adv that he is not driving

\*\*\* SUBCASE 200606020866-1 CREATED 06/02/2006 02:25:42 PM LEspinoza  
\*\*\* NOTES 06/05/2006 09:07:33 AM ABreslin  
Caller sts req to know if rental veh would be covered. Ncr apol and advd cust at this point, toy would not offer rental veh for cust, encouraged cust to work with dlr. Ncr adv cust case manager will handle case and contact cust by eob tomorrow 06/06/2006. Cust thanked.  
\*\*\* NOTES 06/06/2006 02:12:30 PM LEspinoza  
+OUTGOING DLR CALL+  
Ncr spk w/ Peter in svc. 5/20/06 veh to dlr for check engine light on, shift solenoid control circuit malfunctioned, dlr pulled pan - no metal, dlr rplcd solenoid, pr SM Robert. Cust p/up veh and adv when at a complete stop fls trans jerk forward. 5/24/06 Cust sts thumping sound when downshifting and stopping, dlr sts internal malfunction w/ trans. Dlr rplcd the trans. Sts no TAS or Reg involvement.  
\*\*\* NOTES 06/06/2006 03:28:09 PM LEspinoza  
+OUTGOING CUST CALL+  
Cust sts when he picked up the veh from having the the trans rplcd the check engine light was still on. Sts dlr adv condition was normal. Cust sts check engine light is still on. Cust sts veh is jerking and veh is skipping gears. Ncr adv region open.

C-543

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 06/08/2006 10:48:42 AM CElias500  
REG sent in FTS request worksheet to Eddie Webb.  
\*\*\* NOTES 06/12/2006 08:16:04 AM CElias500  
FTS will inspect vehicle on June 20th at Mall of GA.  
\*\*\* NOTES 06/13/2006 11:16:43 AM BWilson  
customer called and would like a c/b asap @ 404-557-5157  
\*\*\* NOTES 06/19/2006 08:34:31 AM RAnceland  
cldr is requesting a call as soon as possible from case mgr. Please call primary #  
\*\*\* NOTES 06/19/2006 01:09:02 PM RFalcon  
Caller requesting case mgr. NCR adv will locate rep. NCR transferred cust to case mgr with rep clk. Cldr thanked.

\*\*\* NOTES 06/19/2006 01:41:21 PM LEspinoza  
+INCOMING CUST CALL+  
Ncr spk w/ region who advd cust to have tech test drive. Cust sts Robert Accuff called cust and cust tech drove w/ tech and RAccuff. Dlr provided a loaner veh. Sts one week later Robert advd computer chip was rplcd. Cust p/up veh on Fri 6/16 and concern is still present. Cust sks to know how to proceed.  
OUTGOING REGION CALL  
Ncr spkw / CElias who advd FTS to inspect veh on 6/20. Cust to drop off veh and p/up loaner.  
\*\*\* NOTES 06/19/2006 02:10:46 PM KWashburn  
Cldr asked to speak with CM. CM unavailable. He is at the dlr right now and would like her to c/b as soon as possible. Dlr doesn't have an appointment for him. NCR apol and advd that CM would c/b at earliest convenience.  
\*\*\* NOTES 06/19/2006 02:52:39 PM LEspinoza  
+OUTGOING DLR CALL+  
Ncr spk w / Leslie in svc, sts will schedule appt w/ dlr for FTS visit. Sts cust is set up for visit and rental on 6/20

\*\*\* NOTES 06/20/2006 10:05:45 AM LEspinoza  
+OUTGOING FLR CALL+  
Ncr spkw / Mark in svc. Dlr sts FTS inspected veh and advd dlr to balance tires, align veh, and rplc the exhaust manifold per TSB. FTS adv shifting and accelerating feeling are normal operating characteristics. Sts will return once manifold arrives - for install  
\*\*\* NOTES 06/21/2006 06:03:07 AM CElias500  
Per the FTS: The customer had a new list of concerns:  
1. Vibration in the steering.  
2. Pulling right.  
3. Rattle or ticking sound while driving.  
4. Slush after ECM was replaced.

\*\*\* NOTES 06/21/2006 06:03:38 AM CElias500  
FTS Findings:  
The dealer personnel had repaired the transmission concern during the pervious visit.  
The vehicle was driven for evaluation. There was a slight vibration in the steering, the vehicle did drift to the right. This vehicle is a per countermeasure vehicle for steering wheel flutter per TSB ST004-06. A TSB does cover the ticking sound while driving TSB EG021-06.  
The vehicle needs to be driven aggressively to retrain the ECM.

\*\*\* CASE CLOSE 06/21/2006 06:04:14 AM CElias500  
REG closing case as FTS indicates veh is now repaired.  
\*\*\* NOTES 06/21/2006 10:58:09 AM LEspinoza  
+OUTGOING CUST CALL+  
nrcr contacted cust. Cust sts has not been contacted by dlr, still in loaner, cust sts will contact dlr for an update on rpr status. Ncr confirmed FTS was involved and assisted dlr w/ diag  
\*\*\* NOTES 06/21/2006 11:24:08 AM LEspinoza  
+INCOMIGN CUST CALL+  
Cust sts contact dlr spk w/ svc director Rick who advd veh is ready for p/up  
\*\*\* NOTES 06/23/2006 02:40:59 PM LEspinoza

C-544

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

-OUTGOING CUST CALL+

ncr l/m for cust at day and alt #s.

\*\*\* NOTES 06/23/2006 02:46:15 PM JTeller

caller request to spk/w L.Espinoza. Adv cust L.Espinoza was not available but can leave a mss for a call back, cust agree. Per cust he will just wait for L.Espinoza's phone call.

\*\*\* NOTES 06/26/2006 09:40:55 AM LEspinoza

====Close summary====

- 1) Summary: Caller states a month ago went to dlr to adv that the check eng light is on. cllr adv that when he accelerates veh feels as if there it is being held then releases.
- 2) Action Taken: Dealer and region / FTS involved
- 3) Resolution / Position: Per FTS dlr completed TSB ST004-06 & TSB EG021-0
- 4) Customer Satisfied: (Y/N) Yes
- 5) Root Cause: Steering system

\*\*\* SUBCASE 200606020866-1 CLOSED 06/26/2006 09:41:01 AM LEspinoza

\*\*\* NOTES 06/26/2006 09:41:28 AM LEspinoza

Cust sts veh issue appears to be resolve, will c/b if condition reoccurs.

\*\*\* NOTES 06/26/2006 01:06:23 PM CElias500

REG spoke w/SM after inspection and it was determined that his transmission is operating as designed, but his exhaust manifold was replaced.

\*\*\* NOTES 07/06/2006 06:40:15 AM RAbola

ncr sent e-mail survey to customer, RNT 060706-000046.

**Additional Summary:**

**Toyota ID Number:** 200603280162  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 03/28/2006 07:49:46 AM RWilliams1

caller states: when first starting the veh the engine revs to 2500 RPM's to warm up. cust took to dlr and dlr adv normal. cust has Avalon and it only rev's to 1500 RPM's on start up. Ncr confirmed with Tech(Roger) that the RPM's will vary slightly and they are non adjustable. Ncr confirmed there has been no check engine light come on. cust sts wants to doc concerns. has already spoken to dlr.

\*\*\* CASE CLOSE 03/28/2006 07:49:55 AM RWilliams1

NCR apol and adv caller will doc concerns. Adv case #.

**Additional Summary:**

**Toyota ID Number:** 200602281023  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 02/28/2006 12:46:10 PM CCussimano

Cust sts when starting veh in morning, engine revs at 2200 rpms. Cust sts when pulling out of driveway, high rpms bang veh into gear. Cust sts dlrshp adv cust that veh warms up quickly. Cust sts to know if someone at CEC knows what normal RPM of veh is when cold. Cust sts has 05 Matrix and veh does not do same condition. Cust fls if veh had problem, dlr should not give veh to cust. Cust sts no brochure adv of veh idle that high. Cust fls is going to have future

C-545

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 02/28/2006 12:46:10 PM CCussimano

problem w/veh due to idling in high RPM. NCR adv cust is no document avail from toyota in writing. Cust asked again to spk to someone technical who could adv on why the engine revs to 2200 rpm when starting cold. NCR adv CEC is not a technical hotline, and adv cust to spk w/dlrshp for further technical explanation regarding veh. NCR adv cust no documentation is avail in writing from toyota stating veh is supposed to rev at 2200 rpm when cold. NCR adv cust veh ECM

\*\*\* NOTES 02/28/2006 12:48:27 PM CCussimano

is designed to rev veh around 2000 rpm to heat catalytic converter more quickly and reduce emissions. NCR adv cust other Toy models have same characteristics. Cust adv owns 05 Matrix and that veh does not have same issue. NCR adv cust veh has different engine and matrix engine may be of older design or engine may not need assistance of heating cat converter to more quickly to meet emissions standards. NCR adv cust veh is covered under 5/60K powertrain warr. Cust

\*\*\* NOTES 02/28/2006 12:49:42 PM CCussimano

asked to have warranty parameters in writing. NCR adv cust could send warranty handbook outlying comprehensive and powertrain warr parameters. NCR adv cust for further tech explanation, cust must contact dlrshp. NCR adv cust concerns were doc at nat'l level, and prov case #. Cust asked if he could get copy of case. NCR adv copy of case notes was not avail.

\*\*\* CASE CLOSE 02/28/2006 12:51:47 PM CCussimano

ncr apol. ncr adv cust veh is designed to rev high at cold temp. ncr adv cust of case #, and adv will send warr book to cust.

**Additional Summary:**

**Toyota ID Number:** 200602160161  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 02/16/2006 07:28:52 AM DHenkenius

Cust sts owns 05 Tacoma

sts cruise control, will not hold speed. sts truck going up an incline, drops into 2 lower gears, as it tops hill motor will speed up. was adv by CRM at dlr to open case to region.

\*\*\* CASE CLOSE 02/16/2006 07:28:52 AM DHenkenius

\*\*\* NOTES 11/13/2006 03:27:01 PM ABranche

Cust sts still experiencing cnern w/cruise control & had taken veh to another dlr for 2nd inspection. Cust sts had taken veh to Wolfchase Toy 2nd time & dlr was also unable to recreate cnern w/cruise control. Ncr adv cust Toy relays on dlr diag in this case to determine if rpms can be performed under warr. Ncr apol & adv cust at this time will doc cnerns. Cust sts disatt w/veh & may consider purch from another manufacturer. Cust sts not happy w/Toy product.

\*\*\* NOTES 12/06/2006 06:33:39 AM PMiranda

Caller sts that he just wants to update case and sts sold veh sold veh and purchased a GMC instead since Ncr was not willing to rpr cruise control issue with veh. ncr provided case #.

**Additional Summary:**

**Toyota ID Number:** 200603030441  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

C-546

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 03/03/2006 10:23:34 AM TPanlilio

Cust sts when veh is started the veh's engine goes up to 2200-2500 RPM. Sts has brought veh to dlr1 2x, sts dlr adv cond is normal. Sts the veh sounds like the flywheel is getting stuck. Sts spoke w/ GM, Archie Brown. Sts has not spoken to crm. Sts flywheel feels like it is getting stuck. Sts has not had flywheel inspected. Sts will get 2nd opinion at dlr2.

\*\*\* CASE CLOSE 03/03/2006 10:23:40 AM TPanlilio

Ncr apol adv & adv case #. Ncr adv may want to get 2nd opinion at dlr2. Adv veh revs up to 2K RPM to superheat cat converter.

**Additional Summary:**

**Toyota ID Number:** 200601041280  
**NHTSA ODI Number:**  
**Date of Incident:** 20060000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 01/04/2006 02:53:46 PM KSides

cust sts 05 tacoma sport-trac 4x4 auto v6 purchased 8/31/05. cust sts begining approx 11/01/05, when cust at red light & at complete stop w/ foot securely on the brake, veh surges forward & rpm's increase rapidly. cust sts has not had veh inspected, sts wanted to spk w/ toy corporate to see if any common or like concerns have been identified w/ other cust's prior to going to dlr. cust sts fls generically, dlr's seem to always say symptoms are typical.

\*\*\* CASE CLOSE 01/04/2006 02:53:52 PM KSides

ncr apol adv no tsb's or ssc's. ncr adv cust to take veh to dlr for inspect. ncr offered dlr open, cust declined. ncr adv doc for toy's reference, case#.

**Additional Summary:**

**Toyota ID Number:** 200606190727  
**NHTSA ODI Number:**  
**Date of Incident:** 20060100  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 06/19/2006 10:26:11 AM JPrimrose

LETTER:

Writer sts is angry w/ Toy as fls there is a defect w/ veh. Sts purch veh on Feb, 11 2006. Sts when veh had 1800mi sts was towing a trailer & the accelerator started sticking. Sts cnern only occurs when driving over 50mph & after the engine is warm.

Sts dlr diag veh 2x & Toy DSPM Jessie Blanc diag 1x. Sts was advd the accelerator sticking is normal operation.

\*\*\* NOTES 06/19/2006 10:26:11 AM JPrimrose

Cont.

Sts dlr refuses to attempt to correct the cnern, even though an indep mechanic considers this cnern abnormal. Sts paid \$23,000 for veh & fls cnern is not acceptable. Sts veh currently has 3842mi. Cllr sts to know who Toy will correct issue. Sts has purch three Toy in six years. Sts unless Toy corrects issue it will be the last Toy veh.

<END>

\*\*\* NOTES 06/19/2006 10:44:17 AM JPrimrose

C-547

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OUTGOING CALL: Ncr elld writer & spoke w/ writers wife, who wrote down CEC 800# & case#. adv any rep is available to assist cllr.

\*\*\* CASE CLOSE 06/19/2006 10:45:09 AM JPrimrose

Please see notes above.

\*\*\* NOTES 06/20/2006 05:11:09 PM CWang

Cllr c/b & sts received VM from CEC. Cllr has taken the veh 2 wk ago to dlr2 (Dorschel) who adv veh working within normal condition. Cllr sts veh accelerator sticks & veh does not slow down when cllr takes the foot off from the accelerator. Toy field rep from factory adv veh within normal operating range. Cllr fls veh not safe to drive & acceleration cnern not normal. When driving veh above 50 MPH ...

\*\*\* NOTES 06/20/2006 05:11:17 PM CWang

...uphill, the veh rpm went to 5300 when cllr up shift. Cllr does not remember who he spoke w/ at the dlrshp. Cllr still traveling & will be back at home on Friday. Cllr does not want arb yet but will have dlr1 (Hoselton) to inspect the veh.

\*\*\* CASE CLOSE 06/21/2006 06:14:09 AM DLR31069

FTS CALLED SM NO FURTHER DIAGNOSIS NEEDED. VEHICLE WAS DRIVEN BY FTS AND WAS ALSO DRIVEN BY HOSELTON TOYOTA TECHNICIAN. DRIVING CONDITION WAS FOUND TO BE NORMAL, NO OBNORMAL CONDITION COULD BE DUPLICATED.

**Additional Summary:**

**Toyota ID Number:** 10316171  
**NHTSA ODI Number:** 20060101  
**Date of Incident:** 1999 TOYOTA COROLLA  
**Vehicle:** 1999 TOYOTA COROLLA  
**Location of Incident:** ISSAQUAH, WA

**NHTSA Summary:**

1999 TOYOTA COROLLA 1. I HAVE EXPERIENCED SUDDEN ACCELERATION IN MY 1999 TOYOTA COROLLA. EVEN HITTING THE BREAKS WOULD NOT STOP THE ACCELERATION. THIS WOULD GO ON FOR 1-2 SECONDS 2. USUALLY OCCURRED WHEN I WAS DRIVING 60-65 MPH. AFTER HITTING THE GAS CONTINUOUSLY FOR SOMETIME WITHOUT HITTING THE BREAK 3. IT HAPPENED TOO INFREQUENTLY. MY HUSBAND, WHO ALSO DROVE THIS CAR, DID NOT EXPERIENCE THIS.

**Additional Summary:**

**Toyota ID Number:** 200601041067  
**NHTSA ODI Number:**  
**Date of Incident:** 20060104  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 01/04/2006 01:19:15 PM RBrowning

RNT 051229-000030 -- What solution has Toyota Engineering found to eliminate the revving up of RPM for my new 4 cylinder Tacoma truck while shifting between 4th and 5th gears? I fear this a safety concern and may cause damage to engine, clutch over time or vehicle control when engine rev's up to 3200 rpm and hold for 3 seconds or more before returning to 2200 which is more appropriate for a gear change.

\*\*\* CASE CLOSE 01/04/2006 01:21:31 PM RBrowning

We are sorry to hear of your concerns with the engine rpm performance of your Tacoma, and apologize this aspect of the vehicle did not meet your expectations. We do not show a Special Service Campaign or recall for the condition you described, and thus do not have specific insight to provide. If you feel you have a

C-548

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

failed or broken component, we recommend contacting the Customer Relations Manager at your <as-hmtl>  
<a href = "http://www.toyota.com/html/shop/dealers/index.html" TARGET= \_BLANK>local Toyota  
dealership</a></as-hmtl>. If there is a dealership we can contact for you, please let us know.  
We have documented your comments at our National Headquarters, where they remain available for review from  
the appropriate departments. It is through feedback such as yours we are able to monitor and improve  
upon the quality of our product.  
Your email has been documented at our National Headquarters under file #200601041

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10147122  
**Date of Incident:** 20060104  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LA CONNER, WA

**NHTSA Summary:**  
DT\*: THE CONTACT STATED THE VEHICLE SURGES FORWARD WHILE THE ACCELERATOR  
PEDAL IS BARELY BEING TOUCHED. THIS IS AN INTERMITTENT PROBLEM AND OCCURS  
WHEN THE VEHICLE IS ACCELERATING FROM A STOPPED POSITION. THE DEALERSHIP IS  
UNABLE TO DUPLICATE THE PROBLEM. \*AK THE CONSUMER STATED WHEN ON A LEVEL  
HIGHWAY, WITH THE CRUISE CONTROL ENGAGED, IT WILL ACTIVATE AND DEACTIVATE  
ON ITS OWN. UPDATED 02/07/06. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10166246  
**Date of Incident:** 20060108  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** CUMMING, GA

**NHTSA Summary:**  
THERE IS A PROBLEM IN ACCELERATION DELAY/THROTTLE LAG IN THE 2006 TOYOTA  
RAV4. AFTER TAKING DELIVERY JAN 06 AND WHILE DRIVING 12K MILES, WE HAVE  
EXPERIENCED ERRATIC ACCELERATION PROBLEMS. FROM COMPLETE STOPS OR ROLLING  
STARTS, WHEN TURNING CORNERS IN EITHER DIRECTION, ON UPHILL GRADES, OR  
ATTEMPTED PASSING, THERE IS A SIGNIFICANT DELAY IN DELIVERING FORWARD SPEED  
REGARDLESS OF HOW MUCH PRESSURE IS PUT ON THE FOOT FEED. AFTER THE DELAY,  
FORWARD SPEED IS DELIVERED SUDDENLY, CAUSING THE CAR TO LURCH FORWARD  
AND THE ENGINE TO RACE. THE FORWARD SPEED LAGS CONTINUOUSLY UP HILLS,  
DEPENDENT ON THE GRADE. UNDER THESE CONDITIONS, EVERYDAY DRIVING IS  
HAZARDOUS AND I HAVE HAD MANY CLOSE CALLS. THE TOYOTA DEALER DISMISSED  
OUR INITIAL COMPLAINTS, STATING THAT THIS PROBLEM WAS 'NORMAL', AND WE PUT  
UP WITH THIS FOR TOO LONG BEFORE INSISTING THE VEHICLE BE CHECKED OUT. THE  
DEALER SAID NO ERROR CODES WERE GENERATED AND NO TSB'S HAD BEEN ISSUED AND  
THAT THEY WOULD HAVE TO BE ABLE TO DUPLICATE THE PROBLEM IN ORDER TO FIX IT,  
AS THOUGH WE'RE THE ONLY PEOPLE WITH THIS COMPLAINT. AFTER SOME PERSISTENCE  
ON OUR PART, THEY GAVE THE IMPRESSION THAT THEY'RE WELL AWARE OF A PROBLEM,  
BUT SEEM TO BE STONE WALLING WHILE LAYING THE BLAME ON TOYOTA TO ISSUE A  
FIX. THIS IS A VERY DANGEROUS FAULT IN THE NEW RAV4. MY ONLINE RESEARCH HAS  
NOW REVEALED THAT THERE ARE NUMEROUS COMPLAINTS OF THIS SAME PROBLEM ON  
CONSUMER WEBSITES SUCH AS TOYOTA NATION AND EDMUNDS. FOR TOYOTA DEALERS  
TO PRETEND THIS IS AN ISOLATED, INSIGNIFICANT PROBLEM IS, AT THE VERY LEAST,  
DECEPTIVE AND MAY PROVE TO BE CRIMINAL, AS THIS ACCELERATION PROBLEM COULD  
WELL LEAD TO AN ACCIDENT. TOYOTA MUST FIX THIS PROBLEM ASAP. \*JB

C-549

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10155629  
**Date of Incident:** 20060109  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** BROOKFIELD, WI

**NHTSA Summary:**  
I TERMINATED A LEASE ON A 2006 TOYOTA CAMRY ON FEB. 28. I ONLY DROVE IT FROM  
NOV. 1 TO JAN. 9 WHEN FOR THE THIRD TIME IN THOSE TWO MONTHS IT SURGED AHEAD  
WHEN I WAS PARKING. THE SURGE WAS SO POWERFUL, THAT THE CAR FLEW THRU THE  
AIR AND DAMAGED ANOTHER CAR IN THE PARKING LOT. MY FOOT WAS ON THE BRAKE.  
THE CAR SUFFERED \$6000 WORTH OF DAMAGES. I CONTACTED THE DEALER TO SAY I  
WOULD HAVE THE DAMAGED CAR TOWED TO THEIR SHOP AND THEY SAID THE BODY  
HAD TO BE REPAIRED BEFORE THEY WOULD CHECK TO SEE WHY IT MALFUNCTIONED. I  
WAS TOLD THAT A REGIONAL ENGINEER FROM TOYOTA WOULD INSPECT THE CAR. I  
HAD GREAT HOPES THAT THEY WOULD FIND THE PROBLEM AND FIX IT BUT THE REPORT  
SAID THERE WAS NOTHING WRONG WITH THE CAR. OF COURSE THERE IS SOMETHING  
VERY WRONG WHEN THE CAR WILL NOT STOP BUT RATHER SURGES AHEAD WHEN YOU  
ARE BRAKING. THEY IMPLIED THAT AFTER 45 YEARS OF ACCIDENT FREE DRIVING, I PUT  
MY FOOT ON THE ACCELERATOR INSTEAD OF THE BRAKE. I TERMINATED THE LEASE.  
BUT I AM VERY FEARFUL AND VERY PERPLEXED THAT TOYOTA IS UNCONCERNED  
ABOUT THE SAFETY OF THEIR CARS. TOYOTA MUST ADDRESS THIS PROBLEM--IT IS  
VERY WRONG TO IGNORE THIS SAFETY HAZARD. I AM FILING THIS COMPLAINT ABOUT A  
CAR I NO LONGER HAVE BECAUSE IT HAS BEEN SOLD TO AN UNSUSPECTING PERSON.  
THE NEW OWNER WAS NOT TOLD OF THE PROBLEM BECAUSE THEY SAY THERE IS NO  
PROBLEM. I DON'T KNOW HOW TO CONTACT THE NEW OWNER. I THOUGHT THE DEALER  
WOULD DO THE RIGHT THING AND SEND THE CAR BACK TO THE FACTORY TO BE FIXED.  
\*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305338  
**Date of Incident:** 20060110  
**Vehicle:** 2006 TOYOTA HIGHLANDER HEV  
**Location of Incident:** RYE, NY

**NHTSA Summary:**  
DURING CONSTANT BRAKING OF MY 2006 TOYOTA HIGHLANDER HYBRID (SUCH AS WHEN  
APPROACHING A RED LIGHT), THERE IS SOMETIMES A MOMENTARY, BUT NOTICEABLE  
FAILURE OF THE BRAKES (WHICH CAUSES SLIGHT ACCELERATION), BEFORE THE  
CONDITION RESOLVES ITSELF ON ITS OWN. AT THE MOMENT OF FAILURE, IT FEELS AS IF  
THE BRAKES ARE RELEASED FOR A SPLIT SECOND AND THEN THE CONDITION SELF-  
CORRECTS BEFORE THERE IS TIME TO REACT. I HAVE NOTICED THIS PERHAPS 30 TIMES IN  
THE NEARLY THREE YEARS THAT I HAVE DRIVEN THE VEHICLE. MY WIFE HAS ALSO  
NOTICED THIS CONDITION. ABOUT A YEAR AGO I RECEIVED A SERVICE LETTER FROM  
TOYOTA WHICH, I THOUGHT, WAS INTENDED TO ADDRESS THIS ISSUE. I TOOK THE CAR  
TO THE DEAL TO HAVE IT SERVICED, BUT THE PROBLEM PERSISTS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10148347  
**Date of Incident:** 20060112

C-550

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2005 TOYOTA CAMRY SOLARA  
**Location of Incident:** DUBLIN, OH

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE IN A PARKING LOT THE VEHICLE SUDDENLY  
ACCELERATED CRASHING INTO A CURB. THE PASSENGER SIDE RIM, SUSPENSION, WHEEL  
ASSEMBLY AND TIRE WERE DAMAGED AS A RESULT OF THE ACCIDENT. THE VEHICLE  
WAS TOWED TO A BODY SHOP WHERE NO REPAIRS HAVE BEEN MADE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303572  
**Date of Incident:** 20060112  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** METHUEN, MA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA SIENNA. WHILE DRIVING 40 MPH AND  
REMOVING HER FOOT OFF OF THE ACCELERATOR PEDAL IT BECAME STUCK AS IT WAS  
RELEASED. SHE HAD TO PUMP THE BRAKES SO THAT THE VEHICLE COULD SLOW DOWN.  
THE DEALER WAS CONTACTED AND STATED THAT THEY WERE UNAWARE OF ANY  
RELATED FAILURES. THERE WERE NO REPAIRS MADE TO THE VEHICLE. THE FAILURE  
MILEAGE WAS 12 AND THE CURRENT MILEAGE WAS 42,484.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10147997  
**Date of Incident:** 20060113  
**Vehicle:** 1999 TOYOTA AVALON  
**Location of Incident:** HUTCHINSON, KS

**NHTSA Summary:**  
DT\*: THE CONSUMER STATED THE CRUISE CONTROL ENGAGED WITH THE CONTROL  
SWITCH IN THE OFF POSITION; HOWEVER THE CRUISE CONTROL LAMP ILLUMINATED.  
THE VEHICLE'S SPEED RAPIDLY INCREASED TO OVER 70 MPH, ALTHOUGH THE BRAKE  
PEDAL WAS BEING DEPRESSED. THE CONSUMER DISENGAGED THE CRUISE CONTROL BY  
SHUTTING THE ENGINE OFF. THE VEHICLE WAS TOWED TO THE LOCAL DEALERSHIP FOR  
INSPECTION WHERE THEY REPLACED THE CRUISE CONTROL SWITCH. UPDATED 02/13/06.  
\*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313799  
**Date of Incident:** 20060114  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** WILLIAMSTOWN, MA

**NHTSA Summary:**  
MY LEXUS ACCELERATED WITHOUT MY FOOT ON THE ACCELERATOR AND HIT AND  
DESTROYED 2 PARKED UNATTENDED CARS. DAMAGE TO MY CAR WAS IN EXCESS OF  
\$6000. I WAS CITED AND I APPEALED TO THE BOARD OF APPEALS, AND FOUND INNOCENT  
AND HAD MY CASE VACATED. I WROTE LEXUS ABOUT THIS PROBLEM ON 2-14-10 SINCE IT  
IS A TOYODA PRODUCT AND NO CAUSE HAS BEEN FOUND FOR MY MALFUNCTION, AND  
THEY HAVE NOT ANSWERED ME AS YET. I WANT COMPENSATION AND AM WILLING TO  
COME TO A MUTUALLY AGREEABLE CONCLUSIOG, BUT AS YET, NO RESPONSE FROM  
LEXUS.

C-551

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306436  
**Date of Incident:** 20060115  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** LIBERTYVILLE, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA HIGHLANDER HYBRID. WHILE DRIVING 20 MPH  
OVER A BUMP IN THE ROAD AND APPLYING THE BRAKE PEDAL, THE VEHICLE  
ACCELERATED. THE BRAKES BEGAN OPERATING NORMALLY IMMEDIATELY AFTER  
DRIVING OVER THE BUMP. THE FAILURE HAS OCCURRED APPROXIMATELY 50 TIMES. THE  
DEALER WAS CONTACTED AND STATED THAT WAS A NORMAL RESPONSE FOR A HYBRID  
VEHICLE. NO REPAIRS HAVE BEEN MADE TO THE VEHICLE. THE FAILURE MILEAGE WAS  
500 AND THE CURRENT MILEAGE WAS 51000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311842  
**Date of Incident:** 20060115  
**Vehicle:** 2006 TOYOTA HIGHLANDER HV  
**Location of Incident:** LAKE BLUFF, IL

**NHTSA Summary:**  
WE BOUGHT A NEW 2006 TOYOTA HIGHLANDER HYBRID IN 2005 AND, FROM TIME TO  
TIME SINCE WE BOUGHT IT, THE ACCELERATOR PEDAL KIND OF STICKS OR SURGES IN  
CERTAIN DRIVING CONDITIONS. WHEN YOU TRY TO REDUCE SPEED BY TAKING YOUR  
FOOT OFF THE GAS PEDAL. IT SOMETIMES DOES NOT IMMEDIATELY RESPOND, IT TAKES  
A FEW SECONDS TO REDUCE SPEED AND SOMETIMES ACTUALLY SURGES A LITTLE,  
WHICH IT ALSO DOES SOMETIMES WHEN YOU ARE DRIVING AT A CONSISTENT SPEED. I  
THOUGHT IT HAD TO DO WITH THE HYBRID FEATURE AND JUST SORT OF LEARNED TO BE  
SENSITIVE TO IT AND HIT THE BRAKES IF IT NEEDED IT, BUT THIS SOUNDS LIKE WHAT IS  
GOING ON WITH OTHER MODELS SUBJECT TO THE RECALL AND, AS OUR MODEL IS NOT  
SUBJECT TO THE RECALL, I AM CONCERNED ABOUT IT. PLEASE ADVISE. \*TR

**Additional Summary:**

**Toyota ID Number:** 200601170847  
**NHTSA ODI Number:**  
**Date of Incident:** 20060117  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** ,  
**NHTSA Summary:**  
\*\*\* PHONE LOG 01/17/2006 10:31:49 AM DDavidson  
RNW#060111-000210

cust sts "I have a 2005 Tacoma 2WD pickup. When I start this truck in the morning or after it has been  
sitting for a few hours it immediately goes to 2300 RPM. This not only sounds like the engine is tearing it  
self apart but it is extremely annoying. People in the area look at me like I am an idiot revving this cold  
engine up so fast. I repeat, this is annoying! I have met with the service rep who says: "This is the way your  
truck is supposed to>>>

\*\*\* NOTES 01/17/2006 10:32:11 AM DDavidson  
<<<to be. It is controlled by the computer. There is nothing we can do about it. It has to deal with  
emissions." That is what the service reps and the dealers say. What I hear is "Suck it up! Live with it. It  
can't be fixed."

C-552

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I want the computer fixed so this thing does not idle at 2300 RPMs when I first start it up. What do I have to do to make that happen. I think I bought the wrong truck. I have been driving Toyotas since 1978. If this can't be fixed I will never>>>

\*\*\* NOTES 01/17/2006 10:32:35 AM DDavidson  
<<<buy another.  
Andy Schulte"

\*\*\* SUBCASE 200601170847-1 CREATED 01/17/2006 10:47:32 AM DDavidson  
EMAIL RESPONSE

<as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
We are sorry to hear of your dissatisfaction with the design of your 2005 Tacoma. <p>  
The 2005 Tacoma is designed to idle at a higher rate during cold starts so your engine can quickly achieve its optimal operating temperature. A cold vehicle will produce a significantly higher amount of emissions than a vehicle which has been warmed up. By designing the vehicle to idle high when it is cold, Toyota is able to greatly reduce the amount of harmful emissions released into the environment. We apologize, but this feature is a design characteristic of the vehicle and cannot be altered. Doing so would likely violate federal emissions guidelines. <p>

To learn more about Toyota's commitment to the environment, we invite you to visit our <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=4277&p\_created=000985984176" TARGET="BLANK">Environmental Technologies</a> and <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=4281&p\_created=000985989198" TARGET="BLANK">Hybrid Technology Availability for Other Toyotas</a> FAQ's (Frequently Asked Questions). <p>  
Your email has been documented at our National Headquarters under file #200601170847. If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=4164" TARGET="\_BLANK">contact us</a>. <p>  
Toyota Customer Experience  
</as-html>

\*\*\* SUBCASE 200601170847-1 CLOSED 01/17/2006 10:47:33 AM DDavidson

\*\*\* CASE CLOSE 01/17/2006 10:49:19 AM DDavidson

see subcase  
\*\*\* NOTES 01/17/2006 02:28:28 PM DDavidson  
RNW#060111-000210  
ATF-Email Dated 01/17/2006 02:14 PM  
cust sis "I am sorry that you are sorry. I am sorry that the 2005 Tacoma is so poorly designed. I am sorry that I am totally dissatisfied with my 2005 Tacoma. I am sorry that you cannot do anything about it. You say that this is a design feature that cannot be altered. What I am really hearing is: "Tough s\*\*\*\* Suck it up! Live with it! Deal with it! You bought it, you're stuck with it!"  
Thanks a lot, Toyota. "

\*\*\* SUBCASE 200601170847-2 CREATED 01/17/2006 02:32:00 PM DDavidson  
EMAIL RESPONSE

<as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
We are sorry to hear of your dissatisfaction with our response. <p>  
Your comments regarding the idle on your Tacoma have been documented at our National Headquarters under file #200601170847 and are available for review by the appropriate departments. <p>  
Toyota Customer Experience  
</as-html>

\*\*\* SUBCASE 200601170847-2 CLOSED 01/17/2006 02:32:02 PM DDavidson

C-553

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

\*\*\* CASE CLOSE 01/17/2006 02:32:16 PM DDavidson  
see subcase

Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10149242  
Date of Incident: 20060120  
Vehicle: 2005 LEXUS ES330  
Location of Incident: RESEDA, CA

NHTSA Summary:  
DT\*: THE CONTACT STATED WHILE APPLYING PRESSURE TO THE ACCELERATOR PEDAL TO BACK UP, THE VEHICLE HESITATED AND THEN LURCHED FORWARD CAUSING THE VEHICLE TO HIT THE GARAGE DOOR. THE DRIVER WAS WEARING A SEATBELT AND RECEIVED NO INJURIES. THE VEHICLE WAS TAKEN TO THE DEALERSHIP FOR INSPECTION AND THE PROBLEM COULD NOT BE DUPLICATED. THE MANUFACTURER WAS NOTIFIED.  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10320371  
Date of Incident: 20060120  
Vehicle: 2006 TOYOTA CAMRY  
Location of Incident: WORCESTER, MA

NHTSA Summary:  
I PURCHASE A 2006 CAMRY IN DEC. 2005. WITHIN WEEKS THE OXYGEN SENSOR NEEDED REPLACEMENT. JAN 2006 AS I ENTERED 290W IN NORTHBORO MA THE CAR ACCELERATED FROM 10M-H TO 80 +MPH WITHOUT WARNING. AS TRAFFIC WAS BUMPER TO BUMPER THE CAR SLAMMED INTO THE BACK OF A SEMI TRAILER. WHEN THE CAR WAS REPAIRED OF COURSE I WAS TOLD I HAD STEPPED ON THE GAS NOT THE BRAKE. THIS WAS NOT TRUE!!! HOWEVER, HAVING NO OTHER EXPLANATION I ACCEPTED THE CAUSE. HOWEVER, AS MANY AS 2 DOZEN TIMES THE CAR ACCELERATED WHEN PARKING INTO A SPOT. I HAD BEEN INSTRUCTED TO SHIFT THE CAR INTO NEUTRAL IF THIS EVER HAPPENED AGAIN, AND I DID. I DROVE THE CAR FOR 3 YEARS, TOOK IT TO DEALERS, TRIED FO FILE A LEMON LAW COMPLAINT, BUT TO NO AVAIL. I HAVE FINALLY TRADED IN THE AUTO AND WANT TO RECOUP MY \$4000.00 OF DEDUCTIBLES AND SURCHARGES THAT I PAID FOR NO FAULT OF MINE. HOW DO I DO THIS. THANK YOU, MRS. SHEA  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10149800  
Date of Incident: 20060121  
Vehicle: 2003 TOYOTA CAMRY  
Location of Incident: WOODSIDE, NY

NHTSA Summary:  
MY CAR IS A 2003 TOYOTA CAMRY LE WITH 4 CYLINDER ENGINE, AUTOMATIC TRANSMISSION, CRUISE CONTROL AND ABS. THE ACCIDENT OCCURRED ON JANUARY 21, 2006 IN NEW YORK CITY IN BROAD DAYLIGHT AND IN CLEAR WEATHER. THE ACCIDENT OCCURRED AS I ENTERED GAS STATION TO PUMP GAS. I LOST CONTROL WITH SUDDEN ACCELERATION. I HIT ANOTHER CAR PARKED TO PUMP GAS.. \*JB  
Additional Summary:

C-554

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Toyota ID Number:  
NHTSA ODI Number: 10303987  
Date of Incident: 20060121  
Vehicle: 2005 TOYOTA CAMRY  
Location of Incident: ALBURN, NY

NHTSA Summary:  
TL\* THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE DRIVING 25 MPH WITH HIS FOOT ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED ON ITS OWN BETWEEN 70 AND 80 MPH. HE THEN APPLIED A LOT OF PRESSURE TO THE BRAKE PEDAL WHICH ONLY FUNCTIONED WHEN THE CONTACT SHIFTED INTO NEUTRAL GEAR. THE DEALER STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE SINCE THEY COULD NOT DUPLICATE THE FAILURE WHICH OCCURRED APPROXIMATELY 10 TIMES. PREVIOUSLY THE CRUISE CONTROL WAS REPAIRED WHEN THE FAILURE OCCURRED. THE FAILURE MILEAGE WAS 5311 AND THE CURRENT MILEAGE WAS 21825.  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10149898; 10157329  
Date of Incident: 20060124  
Vehicle: 2002 TOYOTA CAMRY  
Location of Incident: LINCOLN, RI

NHTSA Summary:  
CAR ACCELERATED WITHOUT DRIVER INPUT ON TWO SEPARATE OCCASIONS. THE LAST EVENT RESULTED IN SMASHING THROUGH A PLATE GLASS WINDOW OF A TRAVEL AGENCY, INJURING ONE EMPLOYEE. THE CAR ENDED UP TOTALLY IN THE AGENCY, HALTED BY AN INTERIOR WALL. THE POLICE REPORTED SKID MARKS ON THE SIDEWALK IN FRONT OF THE AGENCY, AS WELL AS WITHIN THE AGENCY AS I ATTEMPTED TO BRAKE THE CAR. THERE IS ALSO EVIDENCE THAT THE RIGHT FRONT TIRE WAS ROTATING VERY RAPIDLY, SO MUCH SO THAT WHEN THE CAR STOPPED THE TIRE BURNED A HOLE IN THE CARPET. CARPET THREADS ARE EMBEDDED IN THE RIGHT FRONT WHEEL TIRE. ON THE ONE HAND, THE MARKS ON THE CARPET AND SIDEWALK INDICATE THAT SKID MARKS WERE MADE BY ALL THREE WHEELS, WHILE THE RIGHT FRONT WHEEL OBVIOUSLY WAS BURNING RUBBER. \*JB UPDATED 03/01/06; RESPONSE TO LETTER RECEIVED FROM CLAIMS ADMINISTRATOR, FOR TOYOTA, ALLEGING THAT ALL SYSTEMS WERE FUNCTIONING PROPERLY FOR 2002 TOYOTA CAMRY. \*TS THE MANUFACTURER CLAIMED THAT ALL SYSTEMS WERE FUNCTION PROPERLY WHEN THE CONSUMER'S VEHICLE SUDDENLY ACCELERATED AND ENDED UP INSIDE A TRAVEL AGENCY. \*NM  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10149327  
Date of Incident: 20060127  
Vehicle: 2006 TOYOTA TACOMA  
Location of Incident: LANSING, NC

NHTSA Summary:  
CRUISE CONTROL SET AT 67 MPH, TRAVELING IN THE LEFT HAND LANE OF HIGHWAY. CAR IN FRONT SLOWED DOWN AND I MOVED TO THE RIGHT LANE AS ANOTHER CAR WAS TAILGATING ME. STEPPED ON THE GAS WHEN THE CAR I WAS TRYING TO GET BY ACCELERATED. TRUCK ACCELERATED RAPIDLY TO 75-90 MPH, STEPPED ON THE BRAKE TO RELEASE CRUISE CONTROL BUT TRUCK CONTINUED ACCELERATION. IN FRONT OF TRUCK WAS SEMI, I HIT THE BRAKES TO CONTROL SPEED, BRAKES DID NOT WORK AS AUTOMATIC BRAKES BUT LIKE OLD BRAKES, PUT BOTH FEET ON BRAKES BUT TRUCK

C-555

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

DID NOT SLOW DOWN AND CONTINUED AT 55 TO 65 MPH. WENT INTO THE EMERGENCY LANE, PUT ON FLASHERS, BRAKES WERE SMELLING AT THIS POINT. PUT TRUCK INTO NEUTRAL AND TRUCK CONTINUED MOVING FORWARD AT EXCESSIVE SPEED. PUT IT BACK IN DRIVE AND CONTINUED TO EXIT RAMP WHICH WAS VERY LONG. FINALLY GOT OFF HIGHWAY AND TURNED THE KEY OFF. TRUCK SMELLED BADLY FROM THE BRAKES, WAITED ABOUT 10 MINUTES, CALLED SON WHO CALLED TOYOTA. I CAREFULLY PUT THE TRUCK IN DRIVE AND CRUISED INTO A GAS STATION, TURNED TRUCK OFF, EXITED VEHICLE. SON CALLED BACK AND SAID TOYOTA SAID "DO NOT DRIVE THE TRUCK". THEY SENT A TOW TRUCK TO PICK IT UP. SON AND PARTNER GOT TO VEHICLE AND THE HUB CAPS WERE BURNING HOT FROM BRAKES BEING APPLIED. TOYOTA DROVE VEHICLE FOR 111 MILES AND CHECKED EVERYTHING OUT AND FOUND NOTHING. I CALLED TOYOTA AND HAVE STARTED ARBITRATION FOR THEM TO BUY BACK MY BRAND NEW TRUCK. \*JB  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10334005  
Date of Incident: 20060203  
Vehicle: 2006 TOYOTA COROLLA  
Location of Incident: BALTIMORE, MD

NHTSA Summary:  
TL- THE CONTACT OWNS A 2006 TOYOTA COROLLA. HE STATED THAT ON FEBRUARY 3, 2006 WHILE THE VEHICLE HAD COME TO A COMPLETE STOP THERE WAS AN ACCELERATION AND THE VEHICLE CRASHED INTO ANOTHER VEHICLE IN FRONT. THERE WAS NO DAMAGE TO THE OTHER VEHICLE BUT THE CONTACT VEHICLE SUSTAINED DAMAGES TO THE DRIVER'S SIDE OF THE BUMPER. NO INJURIES AND NO POLICE REPORT WAS FILED. THE VEHICLE WAS TAKEN TO THE DEALER AND BODY REPAIRS WERE DONE BUT WAS INFORMED THAT THEY COULD NOT FIND ANYTHING WRONG WITH THE VEHICLE AFTER EXAMINING IT FOR A FEW DAYS. HE CONTACTED THE MANUFACTURER AND HE DID NOT GET A RESPONSE. HE STATED THAT AFTER TAKING IT BACK FOUR TIMES BEFORE THEY INFORMED HIM THAT THEY REPAIRED THE THROTTLE WHICH HAD CAUSED THE FAILURE. THE FAILURE MILEAGE WAS 200 AND CURRENT MILEAGE WAS 36,000. MR  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10340570  
Date of Incident: 20060203  
Vehicle: 2006 TOYOTA COROLLA  
Location of Incident: BALTIMORE, MD

NHTSA Summary:  
TL\* THE CONTACT OWNS A 2006 TOYOTA COROLLA EQUIPPED WITH GOODYEAR ALL SEASON TIRES. THE CONTACT STATED WHILE SITTING IDLE WITH THE BRAKES DEPRESSED, THE VEHICLE ABNORMALLY ACCELERATED RESULTING IN A CRASH. THERE WERE NO INJURIES. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER BUT WAS NOT EXAMINED FOR THE CAUSE OF FAILURE. REPAIRS WERE MADE TO THE BODY DAMAGE ONLY. THE FAILURE CONTINUED TO RECUR INTERMITTENTLY AND THE VEHICLE WAS TAKEN BACK TO THE DEALER APPROXIMATELY THREE TIMES WHERE AN UNKNOWN SERVICE WAS PERFORMED ON THE THROTTLE. THE FAILURE DID NOT RECUR SINCE THE THROTTLE REPAIR. IN ADDITION, THE CONTACT STATED THAT THE TIRES WERE WEARING PREMATURELY. THE DEALER CONFIRMED THAT THE TIRES EXHIBITED PREMATURE WEAR. THE TIRES WERE REPLACED AND THE FAILURE DID NOT RECUR. THE CONTACT ALSO STATED THERE WAS AN UNUSUAL INCREASE IN BRAKING DISTANCE AND

C-556

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

IN ORDER TO STOP THE VEHICLE, HE WOULD HAVE TO APPLY STEADY, REPEATED PRESSURE ON THE BRAKES BEFORE THEY WOULD ENGAGE. THE FAILURE MILEAGE WAS 200 AND THE CURRENT MILEAGE WAS 34,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313624  
**Date of Incident:** 20060207  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** COMMACK, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA RAV4. THE CONTACT STATED THAT WHILE SHIFTING THE VEHICLE FROM PARK TO DRIVE THE VEHICLE WOULD ACCELERATE AND LUNGE FORWARD. THE CONTACT STATED THAT THE FAILURE HAD OCCURRED SINCE THE VEHICLE WAS PURCHASED. THE CONTACT HAS TAKEN THE VEHICLE TO A DEALER REGARDING THE SUDDEN ACCELERATION BUT THE DEALER COULD NOT DIAGNOSE THE FAILURE. THE CONTACT STATED THAT THE FAILURE WAS ELECTRICAL. THE FAILURE MILEAGE WAS 3,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10154638  
**Date of Incident:** 20060208  
**Vehicle:** 2004 TOYOTA AVALON  
**Location of Incident:** FLORAL PARK, NY

**NHTSA Summary:**  
DT\* THE CONTACT STATED WHILE BACKING OUT OF A PARKING SPACE THE VEHICLE ACCELERATED WITHOUT WARNING. AS A RESULT, TWO OTHER VEHICLES WERE DAMAGED. HOWEVER, NO INJURIES WERE SUSTAINED. A POLICE REPORT WAS TAKEN AT THE SCENE. THE VEHICLE WAS TOWED TO AN INDEPENDENT REPAIR SHOP AND THEN TAKEN TO THE DEALER. THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM. THE MANUFACTURER WAS CONTACTED. REPAIRS TO THE REAR END TOTALED \$7014.00 PLUS SALES TAX

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312210  
**Date of Incident:** 20060212  
**Vehicle:** 2004 TOYOTA MATRIX  
**Location of Incident:** DALLAS, TX

**NHTSA Summary:**  
I OWNED A 2004 TOYOTA MATRIX THAT WAS TOTALLED IN A CAR ACCIDENT IN 2006. I PURCHASED THE CAR NEW AND WAS THE ONLY OWNER. AT THE TIME OF THE ACCIDENT MY SISTER WAS DRIVING, AND I WAS THE PASSENGER. BASICALLY, WE WERE DRIVING ON CRUISE CONTROL IN THE LEFT LANE OF THE HIGHWAY, A SEMI CUT US OFF, AND WHEN MY SISTER PRESSED THE BRAKE PEDAL, THE CRUISE CONTROL WOULD NOT DISENGAGE AND THE CAR WOULD NOT SLOW DOWN. I WITNESSED HER PRESSING THE BRAKE, AND NOTHING WAS HAPPENING. MY SISTER SWERVED INTO THE RIGHT LANE TO AVOID REAR-ENDING THE SEMI, LOST CONTROL OF THE CAR, SPUN INTO THE SIDE OF THE SEMI, AND THEN BOUNCED OFF THE SEMI AND RAN OFF THE HIGHWAY. THE ENGAGEMENT OF THE ENGINE, THE SPEED, AND ACCELERATION OF THE CAR DID NOT CHANGE THROUGHOUT THE ENTIRE COURSE OF THE ACCIDENT. WHEN THE POLICE

C-557

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CAME OUT, BOTH MY SISTER AND I DESCRIBED THESE EVENTS TO THE POLICE OFFICERS. I ALSO EXPLAINED THIS TO MY INSURANCE COMPANY. AT THE TIME, I BELIEVED SO STRONGLY THAT THE CAR MALFUNCTIONED IN SOME WAY THAT I TRIED TO INVESTIGATE FURTHER, BUT THE INSURANCE COMPANY WAS NOT INTERESTED. AT THE TIME I DID SOME RESEARCH TO SEE IF OTHER DRIVERS WERE HAVING THE SAME PROBLEMS, BUT I COULD FIND NOTHING. SINCE THE CAR WAS TOTALLED, I COULD NOT KEEP THE CAR TO HAVE IT EXAMINED AND I HAD LITTLE CHOICE BUT TO LET THE MATTER GO. NOW IT IS FOUR YEARS LATER AND THERE IS A MASSIVE TOYOTA RECALL, BUT THE 2004 MATRIX IS NOT ON THE RECALL LIST. I FEEL OBLIGATED TO FILE A COMPLAINT, NOT FOR GAIN ON MY PART, BUT BECAUSE I STRONGLY FEEL THAT THE MECHANICAL MALFUNCTIONS IN TOYOTA CARS HAVE BEEN GOING ON FAR LONGER THAN TOYOTA WILL ADMIT, AND THE MALFUNCTIONS ARE MUCH MORE WIDESPREAD THAN THE YEARS AND MODELS CURRENTLY LISTED. I ALSO OWN A 2006 MATRIX THAT IS NOT ON THE RECALL LIST. I AM BEGGING THAT THERE BE A WIDESPREAD INVESTIGATION TO MAKE SURE THAT ALL THE AFFECTED YEARS AND MODELS ARE ADDED TO THE RECALLS. THIS MUST BE DONE TO SAVE LIVES

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322334  
**Date of Incident:** 20060212  
**Vehicle:** 2003 TOYOTA MATRIX  
**Location of Incident:** AKRON, OH

**NHTSA Summary:**  
TL-2003 TOYOTA MATRIX. THE CONTACT STATED THE RPM'S RACE HIGH WHILE THE VEHICLE IS PARK AND WILL MOVE FORWARD WHILE THE BRAKES ARE APPLIED. THE CONTACT TOOK THE VEHICLE TO A DEALER TO INSPECT THE IDLE. THE DEALER INFORMED THE CONTACT THAT THE IDLE WAS LOW. THREE YEARS AGO THE CONTACT STATED THE DEALER WHERE THE VEHICLE WAS PURCHASED STATED THEY WILL LOWER THE IDLE. THE CONTACT IS UNSURE IF THE IDLE WAS LOWERED BY THE DEALER. THE CONTACT FEELS THE VEHICLE COULD LUNG FORWARD AND CAUSE A CRASH. THE FAILURE MILEAGE WAS 91,000

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20060213  
**Date of Incident:** 20060212  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** VICTORIA, TX

**NHTSA Summary:**  
**Additional Summary:**  
As of Monday my wife was involved in a sudden acceleration incident in the Wal-Mart parking lot here in Victoria, Texas.  
• She finished shopping  
• Walked to the car  
• Placed the key in the ignition and started the car up.  
• Placed her foot on the brake (foot must be on brake to shift into reverse)  
• Placed the car in reverse and lifted her foot slightly on the brake to back up.  
• The ground was level so no need for her to touch the accelerator pedal  
• With her foot lightly on the brake, the engine took off  
• Although she was attempting to break the car, it quickly impacted the next isle of parked vehicles.  
• The first vehicle was a 1500 series chevy truck.  
• The chevy truck (light in the back end) pivoted around and struck 2 other vehicles.

C-558

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I believe that my wife had her foot on the brake pedal since there were NO skid marks. If she had not been attempting to brake, and instead pushing on the accelerator, there would have been skid marks from the front

tires while pushing the truck around.  
Our car has \$5,000 damage to the trunk and rear quarter panels. We are waiting for Toyota to do a formal "inspection". However, from what I have read I doubt that they will actually find anything. Our vehicle has 6,100 mileage and had no symptoms of anything amiss before the accident.  
We were very lucky nobody was injured, this is a very busy Wal-Mart since Victoria's K-mart closed down a couple years back (population 60,000).  
Bottom line, I don't think Toyota has owned up to a having a sudden acceleration problem and since they have no problem there isn't a need for a fix. Sincerely, Edward A Faxlanger JR.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316956  
**Date of Incident:** 20060217  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** STOCKTON, CA

**NHTSA Summary:**  
I PURCHASED A USED 2000 TOYOTA CAMRY FROM A FRIEND 2 YRS. AGO. MY FRIEND, ORIGINAL OWNER, HAD PROBLEMS WITH THE CAR ACCELERATING ON ITS OWN & EVEN WENT AS FAR AS TO BUY A NEW ACCELERATOR CABLE ASSY. ON THE RECOMMENDATION OF THE TOYOTA DEALER 3/17/06. THEY SAID THAT WOULD FIX THE PROBLEM. I HAVE ALSO HAD THE SAME PROBLEM SINCE I HAVE OWNED THE CAR. SINCE THE PUBLICITY ABOUT THIS PROBLEM NEITHER MY FRIEND NOR I HAVE PUT THE CABLE ASSY. ON FOR FEAR OF MORE PROBLEMS. TOYOTA DOESN'T SEEM TO KNOW HOW TO FIX THE PROBLEM. I STILL HAVE THE ACCELERATOR CABLE ASSY. IN THE ORIGINAL SEALED BAG & I STILL HAVE THE PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10351969  
**Date of Incident:** 20060219  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2006 TOYOTA COROLLA. THE CONTACT STATED THAT TWO WEEKS AFTER PURCHASE THE VEHICLE ACCELERATED WITHOUT DRIVER INTENT. THERE WAS NO INJURY BUT THE VEHICLE WAS DAMAGED. THE DEALER STATED TO BRING IT IN AND THEY WOULD LOOK AT IT. THEY FOUND NO FAILURE BUT DID THE BODY WORK. THE OWNER STATED THE VEHICLE ACCELERATED WITHOUT DRIVER INTENT TWO MORE TIMES. THE OWNER WROTE A LETTER TO TOYOTA AND FINALLY RECEIVED A RESPONSE STATING THE FAILURE WAS THE THROTTLE AND IT NEEDED TO BE REPLACED. THE OWNER ALSO HAD TO REPLACE ALL FOUR TIRES AT 12,000. IN MARCH 2010 THE PAINT BEGAN TO PEEL. THE OWNER HAS ALSO HAD BRAKING ISSUES. HE CONTACTED TOYOTA AGAIN AND THEY TOLD HIM TO TAKE IT BACK TO THE DEALER. THE DEALER WAS OUT OF BUSINESS. HE RECEIVED A CALL FROM ENGINEERING ANALYST ASSOCIATES WANTING TO INSPECT THE VEHICLE. THEY TEST DROVE THE VEHICLE AND HE RECEIVED A LETTER FROM TOYOTA STATING THERE WERE NO ISSUES FOUND. THE FAILURE MILEAGE WAS 200. THE CURRENT MILEAGE WAS APPROXIMATELY 35,000. RD

**Additional Summary:**

C-559

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10151122  
**Date of Incident:** 20060220  
**Vehicle:** 2004 TOYOTA TACOMA  
**Location of Incident:** CARLSBAD, CA

**NHTSA Summary:**  
2004 TOYOTA TACOMA VIN STEW7N2X4Z378748 ELECTRONIC THROTTLE CONTROL SYSTEM (ETCS). ON 26 FEB 2005, 14 APR 2005, 17 APR 2005 AND 20 FEB 2005 AFTER PROLONGED DRIVING AT HIGHWAY SPEEDS WHEN STEPPING OFF THE GAS PEDAL TO MAKE A STOP THE ENGINE SPEED WOULD NOT DECREASE AND I WOULD HAVE TO APPLY BOTH FEET TO THE BRAKE PEDAL TO TRY TO SLOW DOWN, AND SWERVE TO THE SIDE TO AVOID HITTING VEHICLES IN FRONT OF ME. AFTER APPROXIMATELY 5-10 SECONDS THE ENGINE SPEED WOULD SUDDENLY DECREASE AND I COULD REGAIN CONTROL. WHILE STRUGGLING TO KEEP CONTROL DID NOT SHIFT FROM DRIVE TO NEUTRAL. IN EACH INSTANCE NO WARNING LIGHTS. BEFORE THESE 4 EVENTS OCCURRED THE ENGINE SUFFERED A CATASTROPHIC FAILURE ON 11 APR 2004 WITH ONLY 1,111 MILES. TOYOTA OF CARSON CITY NEVADA EFFECTED THE REPAIRS TO THE CATASTROPHIC ENGINE FAILURE BY REPLACING THE LOWER BLOCK AND THE CYLINDER HEADS AMONG OTHER COMPONENTS. I TOOK THE CAR TO TOYOTA OF CARLSBAD, CALIFORNIA ON 1 MAR 2005, 20 APR 2005, 5 MAY 2005 AND 23 FEB 2006 FOR THE SPEED CONTROL PROBLEM BUT THEY COULD NOT DUPLICATE IT AND WOULD NOT REPLACE ANY COMPONENTS. APPARENTLY THE COMPUTER DID NOT REGISTER/STORE ANY DIAGNOSTIC FAILURE CODES. I KNOW BY HAVING READ THE TOYOTA SERVICE MANUAL THAT THE ELECTRONIC CONTROL MODULE DOES NOT RECORD ALL FAILURES. I CANNOT TELL IF THIS PROBLEM WAS PRESENT WHEN THE CAR WAS BUILT OR WHETHER IT WAS INDUCED BY REPAIRS FOR THE CATASTROPHIC ENGINE FAILURE. WHAT I DO KNOW IS THAT I HAVE A SERIOUS SAFETY ISSUE. I AM VERY CONCERNED ABOUT NOT BEING ABLE TO AVOID HITTING A PEDESTRIAN OR ANOTHER VEHICLE. I HAVE EXHAUSTED ALL CONSUMER SUPPORT AVENUES WITH TOYOTA. REFERENCE NUMBER 20060224017 WITH ELOISE TOYOTA CUSTOMER SUPPORT 1-800-331-4331 TODAY 24 FEB 2006 INDICATES THAT THEY WILL NOT DO ANYTHING ELSE. I STRONGLY SUSPECT THAT THERE ARE TWO FAILURES. FIRST, THE THROTTLE BODY IS MALFUNCTIONING INTERMITTENTLY CAUSING THE PROBLEM. SECOND, THE ECM IS FAILING TO DETECT AND RECORD THE EVENT. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302331  
**Date of Incident:** 20060221  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** PIKESVILLE, MD

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA AVALON. THE CONTACT STATED THAT WHEN DRIVING, HIS VEHICLE SUDDENLY ACCELERATED APPROXIMATELY 60 MPH. HE DEPRESSED THE BRAKES BUT THE VEHICLE CONTINUED TO ACCELERATE. HE KEPT PRESSING THE BRAKES AND SHIFTED GEARS INTO NEUTRAL. UNTIL EVENTUALLY THE VEHICLE BEGAN TO DECELERATE. HE TOOK THE VEHICLE TO THE DEALER AND WAS INFORMED THAT THE CAUSE MAY HAVE BEEN THE FLOOR MATS. HE DID NOT HAVE ANY MORE PROBLEMS AFTER THAT FAILURE OCCURRED IN MARCH 2006. HE CALLED THE MANUFACTURER IN 2009 ABOUT THE FLOOR MAT RECALL 09V388000 AND WAS TOLD TO GO TO THE DEALER TO HAVE THE FLOOR MATS REMOVED. THE CONTACT STATED THAT THE CURRENT MILEAGE WAS APPROXIMATELY 64,900. THE FAILURE MILEAGE WAS APPROXIMATELY 5,000.

**Additional Summary:**

C-560

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316191  
**Date of Incident:** 20060221  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** NEVADA CITY, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA PRIUS. THE CONTACT STATED THAT ON A DAILY BASIS, SHE NOTICED AN ACCELERATION PROBLEM. THE VEHICLE WOULD PULL BACK AND SUDDENLY LUNGE FORWARD WITH NO WARNING. THE VEHICLE WAS NEVER UNCONTROLLABLE BUT SHE WAS CONCERNED ABOUT IT. SHE TOOK THE VEHICLE TO THE DEALERSHIP AND WAS TOLD THAT THEY COULD NOT DIAGNOSE THE FAILURE. THE MANUFACTURER WAS NOT NOTIFIED. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS APPROXIMATELY 50,000. THE FAILURE MILEAGE WAS APPROXIMATELY 7,500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10157743  
**Date of Incident:** 20060224  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** VERNON HILLS, IL

**NHTSA Summary:**  
I WAS SLOWLY TURNING LEFT INTO A PARKING SPACE AT ABOUT 3:30 P.M. WHEN MY 2005 TOYOTA CAMRY SUDDENLY, AND QUITE RAPIDLY, ACCELERATED WITHOUT ANY INPUT FROM ME. IT JUMPED A CURB, CROSSED A SIDEWALK, AND A TREE STOPPED THE CAR. IT FELT LIKE I HAD NO CONTROL OF THE CAR. ALSO, THE STEERING WAS EXTREMELY DIFFICULT. SOMEHOW, I MANAGED TO STEER THE CAR AWAY FROM THE APARTMENT BUILDING AND MY NEIGHBOR GLASS SLIDER. THE CAR TRAVELED ABOUT 30 PLUS FEET IN ITS ACCELERATION, WHEN A TREE STOPPED IT. IT LEFT ABOUT 20 FEET OF SKID MARKS. I WAS NOT HURT IN THE CRASH. THE CAR SUSTAINED DAMAGE, MAINLY TO THE FRONT BUMPER, COOLANT SYSTEM, AND HOOD, FOR APPROXIMATELY \$5,400. I FILED A COMPLAINT WITH TOYOTA CORPORATION, TORRANCE, CALIFORNIA, AND THEY INVESTIGATED THE CAR. THEY REPORTED THEY COULD FIND NOTHING WRONG WITH THE CAR, AND THERE WERE NO DESIGN FAULTS. THE TOYOTA DEALER WHERE I HAD BOUGHT THE CAMRY ADDITIONALLY TESTED THE CAR COMPUTERS, AND ALSO CALLED IN A TOYOTA FACTORY REPRESENTATIVE TO TEST THE CAR. THEY COULD FIND NOTHING WRONG WITH THE CAR. I SOLD THE CAMRY BACK TO THIS DEALER. THE CAR HAD ABOUT 5,400 MILES ON IT AT THE TIME OF THE CRASH. THE CAR HAD BEEN RUNNING WELL UNTIL THIS SUDDEN, UNEXPLAINED ACCELERATION THAT RESULTED IN A CRASH. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10171952  
**Date of Incident:** 20060225  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** NASHVILLE, TN

**NHTSA Summary:**  
I PURCHASED A 2006 TOYOTA RAV4 LIMITED 4 CYL IN JANUARY/FEBRUARY OF 2006. I NOTICED A PROBLEM IN ACCELERATION/HESITATION AFTER DRIVING THE VEHICLE FOR ABOUT A WEEK. I HAVE EXPERIENCED ACCELERATION PROBLEMS ON A DAILY BASIS. STEADY PRESSURE ON THE ACCELERATOR YIELDS NO RESPONSE, OR A STUTTER AS

C-561

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THOUGH THE CAR IS ABOUT TO STALL. WHEN THIS OCCURS, THE ONLY WAY TO GET THE CAR MOVING IS TO PUSH THE PEDAL ALL THE WAY TO THE FLOOR, AT WHICH POINT THE ENGINE RACES AND THE CAR SPEEDS UP. THIS HESITATION HAPPENS THROUGHOUT THE DAY. THE FIRST TIME THIS OCCURRED I WAS PULLING ONTO A MAJOR HIGHWAY FROM A SIDE STREET AND WAS NEARLY REAR-ENDED BECAUSE THE CAR SIMPLY WOULD NOT GO (UNTIL I SLAMMED THE PEDAL TO THE FLOOR). THIS IS VERY UNSAFE FOR EVERYDAY DRIVING. I REPORTED THE PROBLEM TO THE TOYOTA DEALER WHO STATED THAT THIS PROBLEM WAS 'NORMAL' FOR TOYOTAS AND SOMETHING I NEEDED TO GET USED TO. THEY DID CHECKOUT THE CAR AND SAID NO ERROR CODES WERE GENERATED AND THEY WERE UNABLE TO DUPLICATE THE PROBLEM. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311838  
**Date of Incident:** 20060227  
**Vehicle:** 2004 TOYOTA AVALON  
**Location of Incident:** VOLANT, PA

**NHTSA Summary:**  
MY 2004 TOYOTA EXPERIENCED A SUDDEN ACCELERATION ON A SLIGHT UPGRADE WHICH CAUSED THE CAR TO GO INTO A RAPID UNCONTROLLABLE SPIN. THIS RESULTED IN A HEAD ON COLLISION WITH A PICK UP TRUCK. MY WIFE SUFFERED INJURIES TO HER HEAD WHEN THE REAR VIEW MIRROR FLEW OFF THE WINDOW AND STRUCK HER IN THE HEAD. THIS RESULTED IN MEMORY LOSS AND SHE NOW SUFFERS FROM RECURRING HEADACHES. THE CAR WAS A TOTAL LOSS. \*TR

**Additional Summary:**

**Toyota ID Number:** 200603020637  
**NHTSA ODI Number:**  
**Date of Incident:** 20060300  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/02/2006 10:55:52 AM BHolt  
cust sts 05 Tacoma cust got into accident. Police department report sts it was a mechanical concern. cust sts had towed to Atlanta body shop. cust sts tech involvement and was adv that throttle stuck.cust wanted to doc concerns. cust is O.K.  
\*\*\* NOTES 03/03/2006 02:16:49 PM LEspinoza  
-OUTGOING CUST CALL+  
ncr l/m for cust.

\*\*\* NOTES 03/03/2006 02:20:42 PM DMorano  
clr c/b and is returning LEspinoza's call. ncr adv a v/m was left for LEspinoza.  
\*\*\* NOTES 03/03/2006 02:28:21 PM DMorano  
clr c/b and is returning LEspinoza's call. ncr adv a v/m was left for LEspinoza.  
\*\*\* NOTES 03/03/2006 03:04:12 PM LEspinoza  
===FCR===

Cust sts was stopped at Barnett Shoals Rd @ a red light. Sts the light turned green, cust sts took his foot off the brake and applied the accelerator. Cust sts veh reacted as if the accelerator was pushed to the floor. Cust sts applied the brakes and the rear tires began spinning. Sts the rpms went up to 3-4k. Sts unsure of veh speed. Cust sts stuck the veh in front of him. Sts could only stop the veh by turning it off w/ the key.  
\*\*\* NOTES 03/03/2006 03:05:04 PM LEspinoza  
Cust sts wore seat, sts air bags did not deploy. Cust sts understands due to low impact air bags are not designed to deploy. Sts only body damage has been rpnd - nothing mechanical. Veh was recently moved

C-562

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

from the body shop to the dlr. LEGAL REQUESTS FIELD CONTACT REPORT W/MANY INTERIOR AND EXTERIOR PHOTOS.

\*\*\* NOTES 03/07/2006 07:17:44 AM WPerez500  
lvm for cust advising FCR scheduled for 3/8 at Atlanta Toyota...cust adv t/c/b to confirm receipt of msge...  
\*\*\* NOTES 03/10/2006 11:04:59 AM ARussell  
cust c/b sts veh was in body shop for 3 weeks and has been at dlr service center for over one week. cust sts veh is not driveable and would like veh repaired. ncr apol and adv will forward info to LEspinoza. ncr adv c/b w/in one business day. cust sts can also be reached at 706-546-8421 in the evening.

\*\*\* CASE CLOSE 03/13/2006 06:04:58 AM WPerez500  
Reg close case..FCR w/photos rcvld...reg will adv cust of report findings via letter....

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10155940  
**Date of Incident:** 20060301  
**Vehicle:** 2002 TOYOTA TACOMA  
**Location of Incident:** MIDLAND, PA

**NHTSA Summary:**  
DT\*: THE CONTACT STATED THE ENGINE REVS BY ITSELF. THIS HAS OCCURRED ON FIVE SEPARATE OCCASIONS EITHER DRIVING OR PARKED. ONCE WHILE PARKED WITH THE EMERGENCY BRAKE ENGAGED THE VEHICLE REVVED. ON ANOTHER OCCASION WHILE DRIVING IT FELT AS THOUGH THE ACCELERATOR PEDAL WAS DRIVING DOWN BY ITSELF. THE VEHICLE HAS NOT BEEN TAKEN TO THE DEALERSHIP FOR INSPECTION. UPDATED 05/10/06

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305396  
**Date of Incident:** 20060301  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** VISTA, CA

**NHTSA Summary:**  
MY 2005 TOYOTA HIGHLANDER HAS CHRONIC TRANSMISSION PROBLEMS. WHEN ACCELERATING, THE ENGINE REVS BUT THE TRANSMISSION HESITATES NOTICEABLY BEFORE GONG INTO GEAR. SOMETIMES THE HESITATION LASTS SO LONG THAT IT INTERFERES WITH MY ABILITY TO MERGE ONTO THE FREEWAY AND THOSE ARE VERY SCARY SITUATIONS. SOMETIMES THE TRANSMISSION CANNOT DECIDE WHAT GEAR TO BE IN AND WHEN IT DOES ENGAGE THE WHOLE CAR BUCKS OR SHUDDERS. EVERYONE WHO DRIVES MY CAR EXPERIENCES THE SAME PROBLEM. EVEN THE PASSENGERS NOTICE. THE TOYOTA DEALER CLAIMS THAT THERE IS NO PROBLEM WITH THE VEHICLE AND THAT THE PROBLEM IS MY DRIVING AND THAT I HAVE NOT ADJUSTED TO THE CAR'S "DRIVE BY WIRE" SYSTEM. ONE MECHANIC DID ADMIT THAT THERE WERE ISSUES WITH THE TRANSMISSION'S COMPUTER FOR THIS MODEL YEAR. OTHER THAN THAT, TOYOTA INSISTS THAT THERE IS NO PROBLEM AND THAT I HAVE TO LEARN HOW TO DRIVE THE CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10152271  
**Date of Incident:** 20060303

C-563

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** ST. THOMAS, VI

**NHTSA Summary:**  
DROVE CAR TO WORK ON DAY OF ACCIDENT WITH NO INCIDENTS. PARKED VEHICLE FOR ABOUT 5 HOURS THEN DROVE IT AGAIN FOR ABOUT 1 HALF HOUR THEN PARK. AT 5:00 P.M. LEFT THE OFFICE TO GO HOME. ON THE WAY HOME I MADE TOW STOPS, ONE AT THE POST OFFICE AND ANOTHER AT MY SISTER'S HOUSE. UPON LEAVING MY SISTERS, I PROCEEDED TO GO UP HILL. WHEN I GOT TO THE TOP OF THE HILL WITH MY FOOT ON THE BRAKE PEDAL I PROCEEDED TO PUT THE VEHICLE IN LOW GEAR AS I AM ACCUSTOMED TO WHEN GOING DOWN A HILL WHICH I WAS ABOUT TO DO. AS I PUT THE VEHICLE IN GEAR, IT ACCELERATED TO TOP SPEED GOING DOWN THE HILL. I LOOKED DOWN TO MAKE SURE MY FOOT WAS ON THE BRAKE PEDAL...IT WAS. THE VEHICLE BEGAN RACING DOWN HILL. I APPLIED THE EMERGENCY BRAKES BUT IT DID NOT HOLD. I DECIDED TO TRY TO STEADY THE VEHICLE WITH BOTH HANDS ON THE STEERING WHEEL AS I LOST CONTROL OF THE VEHICLE TO NO AVAIL. I CRASHED INTO A PARKED VEHICLE. BOUNCED FROM SIDE TO SIDE THEN HIT A BUMP IN THE ROAD AND BECAME AIRBORNE. THE VEHICLE DROPPED IN A DITCH BOUNCED AGAIN THEN CRASHED INTO A DIRT EMBANKMENT ON THE OTHER SIDE OF THE STREET AT WHICH TIME BOTH THE DRIVER'S AND PASSENGER'S AIRBAGS DEPLOYED. ON JANUARY 6, 2006 I TOOK THE VEHICLE TO THE TOYOTA DEALER HERE ON ISLAND FOR FULL SERVICE. THE FRONT BRAKES WERE CHANGED AS INDICATED ON MY WORK ORDER AND THE BACK BRAKES WERE CLEANED AND ADJUSTED. ON MARCH 6, 2006, I WENT IN TO THE SERVICE DEPARTMENT TO REPORT THE ACCIDENT DESCRIBING WHAT HAPPENED. I WAS TOLD THAT THE BRAKES WERE NOT THE PROBLEM. WHEN I ASKED WHAT WOULD CAUSE THE VEHICLE TO DO SOMETHING LIKE THAT, THEY TOLD ME THEY DID NOT KNOW AND THAT THEY WOULD HAVE A SPECIALIST FROM PUERTO RICO FLY IN TO LOOK AT THE VEHICLE. I AM WAITING TO HEAR FROM THEM. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10155719  
**Date of Incident:** 20060303  
**Vehicle:** 2005 LEXUS ES  
**Location of Incident:** LARGO, FL

**NHTSA Summary:**  
SUDDEN, UNINTENDED ACCELERATION DUE TO SIGNIFICANT THROTTLE LAG. PEDAL IS ALMOST TO THE FLOOR BEFORE CAR MOVES, AND THEN DOES SO AS IF YOU HAD DELIBERATELY PUSHED IT THAT FAR. ALSO, UPON ACCELERATION, CAR STALLS FOR ONE TO TWO SECONDS BEFORE ENGAGING. THIS HAS CAUSED SEVERAL NEAR COLLISIONS, ONE WITH A DUMP TRUCK. LEXUS CLAIMS THIS IS "OPERATING AS DESIGNED." \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10152011  
**Date of Incident:** 20060306  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** BRECKENRIDGE, CO

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

C-564

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ELECTRICAL SYSTEM, THE PROBLEM COULD NOT BE REMEDIED BY THE DEALER.  
UPDATED 03/28/06. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10153523  
**Date of Incident:** 20060308  
**Vehicle:** 2004 TOYOTA TACOMA  
**Location of Incident:** FOUNTAIN VALLEY, CA

**NHTSA Summary:**  
AT A STOP, VEHICLE DOES NOT ACCELERATE AFTER DEPRESSING THE GAS PEDAL. 2 OCCASIONS NEARLY CAUSED AN ACCIDENT. ALSO, AT CRUISING SPEEDS (60-70 MPH) VEHICLE WILL DECELERATE WITHOUT ANY CHANGE IN PRESSURE TO THE GAS PEDAL.

\*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313949  
**Date of Incident:** 20060308  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** MINNEAPOLIS, MN

**NHTSA Summary:**  
I OWN A 2005 PRIUS AND HAVE 3 UNINTENDED ACCELERATION INCIDENTS IN 5 YEARS, TWO SEPARATE DRIVERS. CITY DRIVING AT 35 MPH. PEDAL DID NOT STICK, IT WAS SUCKED TO THE FLOOR WE TURNED OFF ENGINE BEFORE SPEED GOT TO 50MPH. NO ACCIDENT OR INJURY, NOTE THIS: EACH TIME I ASKED THE DEALER REPAIR SHOP ABOUT IT, THEY DISMISSED IT AS FLOOR MATS AND "COULD NOT REPRODUCE IT!". INTERESTINGLY, THE REPAIR REQUEST DID NOT SHOW UP ON DEALER'S ACTION LIST (2 DIFFERENT DEALERS) EVEN THO EVERY TIME I ASKED ABOUT A SQUEAK OR RATTLE DID SHOW UP ON THE RECORDS. DID TOYOTA GIVE INSTRUCTIONS TO DEALERS ON HOW TO DOWNPLAY IT AND NOT RECORD THE COMPLAINT?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10157263  
**Date of Incident:** 20060309  
**Vehicle:** 1999 LEXUS ES  
**Location of Incident:** CONWAY, SC

**NHTSA Summary:**  
THE FOLLOWING LETTER TO LEXUS & THEY DENIED FAULT OR OBLIGATION TO ASSIST ME. I SPOKE WITH HEATHER STAFFORD WHO ASKED ME TO CALL 800-348-2788 TO GET MY CAR INSPECTED BY A LEXUS IN CHARLESTON SC. I WAS TOLD NOTHING COULD BE DONE SINCE THE CAR HAD ALREADY BEEN FIXED. THEY TOLD ME THAT THE SERVICE MNGR. DARYL WOULD CALL ME BACK BUT I NEVER HEARD FROM ANYONE. LIFE-THREATENING EXPERIENCE INVOLVED THE CRUISE CONTROL MALFUNCTIONING ON MY 1999 LEXUS ES300, THURSDAY, 3/9/06. I HAD SET MY CRUISE ON 50 MPH AND IT SUDDENLY ACCELERATED ON ITS OWN UP TO 88 MPH. I DEPRESSED THE CRUISE TO TURN IT OFF WHILE PRESSING THE BRAKES TO STOP THE CAR. I PUT THE CAR IN NEUTRAL AND HELD THE BRAKES DOWN, THE ENGINE REVVED HIGH AND THE CAR STILL WOULDN'T STOP. FEARING FOR MY LIFE AND LOSING CONTROL OF THE CAR, I TURNED THE IGNITION OFF AND HEARD THE ENGINE MAKE A LOUD, DISTRESSING NOISE. THE

C-565

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE COASTED TO A STOP AND WOULDN'T RESTART, SO I CALLED THE ONLY TOW TRUCK IN THE AREA. TOWED TO CONWAY, BUMPER TO BUMPER IMPORT AUTOS AND THE MECHANIC: DALE SAID I HAD BLOWN THE MOTOR. I ASKED HIM, WHAT CAUSED IT, HE SAID IT+---?S OBVIOUSLY RELATED TO THE OVER-STRESSED ENGINE BEING STOPPED SO ABRUPTLY WHEN I TURNED THE IGNITION OFF. HE MENTIONED THAT THE CRUISE CONTROL SHOULD NOT HAVE DONE THAT AND HE ADDED HIS STATEMENT ON THE INVOICE: +---?CRUISE CONTROL WIRING CAUSED STICKING THROTTLE+---?. LEXUS VEHICLES HAD REPORTED PROBLEMS IN NY TIMES FOR RECALLS FOR THE SAME MALFUNCTION, SO MY CAR SHOULD BE RECALLED. THEREFORE, I EXPECT LEXUS TO REFUND ME THE TOTAL EXPENSES BELOW INCURRED DUE TO THIS OBVIOUS CRUISE CONTROL DEFECT: CAR INFO-VIN#JTBFB28G3X0173900ENGINE: V6 MOTOR REPLACED \$2400.00 LABOR/ADDITIONAL PARTS \$1500.00 RENTAL CARS \$ 288.00 TIME LOSS FROM WORK 3DAYS X 8HRS = 24HRS @ 31.84 = \$ 764.00 TOTAL REFUND REQUESTED=\$4952.00.

\*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311429  
**Date of Incident:** 20060310  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**  
I AM ASSUMING YOU HAVE SEEN THE ARTICLE ABOUT STEVE WOZNIAK COMPLAINING ABOUT HIS CRUISE CONTROL ON HIS TOYOTA PRIUS. IT IS AN ISSUE OF USING CRUISE CONTROL WITH THE SONAR ACTIVATED TO SLOW THE CAR DOWN TO MAINTAIN A SAFE DISTANCE BETWEEN THE CAR IN FRONT OF YOU. WHEN THE CAR IN FRONT MOVED OUT OF YOUR LANE, YOUR CAR TAKES OFF LIKE A ROCKET TO REGAIN THE PROGRAMMED SPEED. I HAVE A TOYOTA SIENNA MINI VAN THAT DOES THE SAME THING HE DESCRIBED. WHEN I COMPLAIN TO THE DEALER THEY TELL ME IT WORKS AS DESIGNED. I ASK THEM IF THEY WANT TO DRIVE THEIR KIDS AROUND ON THE INTERSTATES USING THE CRUISE CONTROL WITH THE SONAR ACTIVATED OR PAY MY SPEEDING TICKET WHEN I GET PULLED OVER WHEN IT DOES THIS. AFTER ACCELERATING AT SUCH A HIGH SPEED THE BRAKING MECHANISM KICKS IN TO SLOW THE CAR DOWN. SO YOU KNOW YOU HAVE GONE ABOVE THE SPEED YOU SET THE CRUISE CONTROL. A CAR SHOULDN'T TAKE OFF LIKE A ROCKET AND CAUSE YOU TO SPEED WHEN THE CAR IN FRONT OF YOU MOVES OUT OF YOUR LANE. IT ALSO DOES THIS WITH THE SONAR OFF AND HITTING THE "RESUME SPEED" SWITCH ON THE CRUISE. I HAVE NOT HAD AN ACCIDENT WITH THIS ISSUE, BUT IT SURE IS SCARY WHEN IT DOES THIS. AS A RESULT, I DON'T USE MY CRUISE CONTROL VERY OFTEN AND IF I DO, USUALLY KICK IT OFF BY TAPPING THE BRAKE WHEN THE SONAR SLOWS THE CAR DOWN SO IT DOESN'T TAKE OFF LIKE A ROCKET. I AM SURE IT IS A PROGRAMMING ISSUE BUT IT SURE ISN'T SAFE OR COMFORTING THE WAY IT CURRENTLY WORKS. \*TR

**Additional Summary:**

**Toyota ID Number:** 200603150188  
**NHTSA ODI Number:** 20060311  
**Date of Incident:** 20060311  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/15/2006 08:25:39 AM DGear

C-566

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Cltr sts (wife) (redact) was parking veh in a parking structure,advd she was already squared into parking space when the veh revved up & jumped forward causing her to plunge into steel cables. He adv daccident occurred on 3/11 Cltr does not know if her foot was on the brake or gas pedal. He advd the veh has frontal & hood damage,advd the veh had to be pulled by tow truck b/c the veh was rapped around the steel cables.>>>>

\*\*\* NOTES 03/15/2006 08:25:40 AM DGear  
>>>He advd his daughter was the only other occupant in the veh,advd no one was injured. He advd the airbags did not deploy. He advd State Farm will not precede w/ any rprs until a Toy rep is avail to come out to inspect the veh w/ a State Farm insurance agent.  
\*\*\* NOTES 03/16/2006 01:23:30 PM HFinney  
OUTGOING CUST CALL:  
NCR left v/m for cust @ day#. NCR will f/u w/ cust on 3/17/06.

\*\*\* SUBCASE 200603150188-1 CREATED 03/16/2006 01:25:13 PM HFinney  
\*\*\* NOTES 03/17/2006 11:26:07 AM ARussell  
cust c/b sts would like to speak w/ HFinney. cust sts can be reached at 502-479-9679 this afternoon. ncr apol and adv HFinney is not available. ncr adv HFinney will be following up w/ cust today.  
\*\*\* NOTES 03/17/2006 01:59:25 PM HFinney  
INCOMING CUST CALL:

Caller Sts: (redact) was parking veh in University of Louisville parking structure, advd she was already squared into parking space when the veh surged forward causing her to plunge into steel cables. Sts accident wife believes her foot was between the brake or gas pedal. Sts veh has frontal & hood damage, advd the veh had to be pulled by tow truck b/c the veh was rapped around the steel cables. >>>>

\*\*\* NOTES 03/17/2006 02:31:10 PM HFinney  
===FCRP===  
Caller Sts: (redact) was parking veh in University of Louisville parking structure, advd she was already squared into parking space when the veh surged forward causing her to plunge into steel cables. Sts accident wife believes her foot was between the brake or gas pedal. Sts veh has frontal & hood damage, advd the veh had to be pulled by tow truck b/c the veh was rapped around the steel cables. >>>>

\*\*\* NOTES 03/17/2006 02:32:36 PM HFinney  
>>>>Sis rpr shop began work but was immediately stopped by his Insurance Company. Caller contacted Body rpr shop on a 3rd party call to explain to ncr how far rpr process has gone.  
Mr. Senn's sts veh has been disassembled and sts body shop pulled Radiator, AC Condenser, Front Bumper, and Headlights.  
NCR advd cust that case will be sent to region and cust will be contacted within 3 bus days for inspection.

\*\*\* NOTES 03/17/2006 02:32:55 PM HFinney  
LEGAL REQUESTS FIELD CONTACT REPORT W/ MANY INTERIOR AND EXTERIOR PHOTOS  
\*\*\* SUBCASE 200603150188-1 CLOSED 03/17/2006 02:34:40 PM HFinney  
NCR advd cust that case will be sent to region and cust will be contacted within 3 bus days for inspection.  
\*\*\* NOTES 03/20/2006 08:42:56 AM DLombardo  
Carol (502-473-2531) from insurance company called on case. Would like case mgr (H.Finney) to return call ASAP.

\*\*\* NOTES 03/20/2006 12:26:44 PM HFinney  
OUTGOING INSURANCE CALL:  
State Farm Special Investigations-Carole Lee Scaff sks that State Farm Adjuster Kurt Watkins(800)266-5820 meets with Toyota inspector during inspection. NCR advd information will be sent to region for review.

\*\*\* NOTES 03/20/2006 12:27:29 PM HFinney  
OUTGOING REGION CALL:  
NCR contacted CR Analyst-JOrozco and informed.  
\*\*\* NOTES 03/21/2006 11:02:41 AM JOrozco220  
RCR wrote up FCRP and LVM for cust to call me at 513-745-7528 so I can get more info (cust seeks?).  
\*\*\* NOTES 03/29/2006 11:42:09 AM JOrozco220  
FTS D.Bistrow finished FCRP, RCR made copy and sent to TMS Legal.

C-567

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* CASE CLOSE 03/29/2006 11:42:18 AM JOrozco220  
FTS D.Bistrow finished FCRP, RCR made copy and sent to TMS Legal.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10152553  
**Date of Incident:** 20060312  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** PORTAGE, MI

**NHTSA Summary:**  
DT\*: THE CONTACT STATED UPON ENTERING A HIGHWAY AT 60MPH, THE VEHICLE ACCELERATED RAPIDLY. BRAKE PRESSURE WAS APPLIED, BUT THE VEHICLE DID NOT STOP ACCELERATING. EACH TIME BRAKE PRESSURE WAS APPLIED; THERE WAS A LOUD GRINDING NOISE. ALTHOUGH THE CRUISE CONTROL WAS NOT ENGAGED, THE CRUISE CONTROL WAS MANUALLY ACTIVATED IN AN ATTEMPT TO STOP THE ACCELERATION. WITH BRAKE PRESSURE APPLIED, THE CONTACT MANAGED TO EXIT THE FREEWAY USING THE EXIT RAMP. WHEN THE VEHICLE SLOWED, THE PARK BUTTON OPTION WAS PRESSED AND THE VEHICLE STOPPED. THERE WAS NO FURTHER ACCELERATION OR GRINDING NOISE. THE VEHICLE WAS TOWED TO THE DEALER AND IS AWAITING INSPECTION OF THE PROBLEM.

**Additional Summary:**

**Toyota ID Number:** 200603150987  
**NHTSA ODI Number:** 20060313  
**Date of Incident:** 20060313  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** ,

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/15/2006 01:28:48 PM BSanchez  
Caller sts: on 03/13/06, accelerator was stuck while driving to work. Released the gas pedal and veh continued accelerating, even with the brakes on. Veh collided head on with two concrete posts. Rear driver side tire blew out, front bumper, hood, front fenders and pass side were all damaged. Had veh towed to body shop and wants investigation of why this happened. Impact approx 25mph after using brakes to try and stop veh.  
\*\*\* NOTES 03/15/2006 01:35:02 PM BSanchez  
Cust provided following body shop info  
Cosmetic Collision Center  
6166 N Northwest Highway  
Chicago, IL 60631  
773-763-7400

\*\*\* SUBCASE 200603150987-1 CREATED 03/15/2006 01:41:24 PM NTorres  
===FCRP===  
OUTGOING CUST CALL  
NCR spk to Adam Aleszczyk. Aleszczyk: sts is registered owner of veh & sole occupant during accident. Sts was traveling eastbound on Grand Ave approaching Sayre in Chicago, IL. Sts had foot on gas pedal and went to apply brake pedal. Sts brake pedal went down and slowed the veh down but eng revved up & felt as he was fighting the acceleration of the veh. Sts veh was driving as if gas & brake pedal were depressed @ the same time even>>>  
\*\*\* NOTES 03/16/2006 02:32:46 PM NTorres

C-568

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

>>>though driver only had foot on brake pedal. S/s turned steering wheel right to avoid hitting other veh & collided w/ two metal posts on the corner of the Grand/Sayre intersection. S/s right post gave way and cust drove over it causing rear drivers tire to deflate but veh did not slow down. S/s turned steering wheel again to avoid hitting building & decided to put veh into neutral & shut off veh. S/s when shifting out of drive and into 3rd gear driver heard the eng>>>

\*\*\* NOTES 03/16/2006 02:33:51 PM NTorres  
>>>die down & stop revving. S/s brakes started to work and veh stopped. S/s put veh into park & shut off eng. S/s has damage to hood, headlights, fender, rear drivers tire & thinks battery. S/s no rpr has been performed b/c wants toy to inspect veh for cause of unintended acceleration. S/s was wearing seatbelts & did not rec any injuries. S/s did not leave in ambulance and police report was taken by Chicago Police. S/s insurance has not inspect veh. S/s does not want >>>  
\*\*\* NOTES 03/16/2006 02:34:00 PM NTorres  
>>>veh b/c of incident & does not feel safe. S/s inspect of veh by toy, expl of how acceleration occurred & loaner veh during rpr. NCR adv will dispatch case to reg for inspect of veh. NCR adv set up for inspect w/in 3 business days. NCR adv inspect w/in 30 days & response from toy w/in 30 days of inspect. NCR adv can spk to rep about loaner veh. Cust agreed to hold off on rpr until toy inspect completed. LEGAL REQUESTS FIELD CONTACT REPORT WITH PHOTOS.

\*\*\* SUBCASE 200603150987-1 CLOSED 03/16/2006 02:46:54 PM NTorres  
subcase closed  
\*\*\* NOTES 03/20/2006 07:04:19 AM NVacura210  
File hand delivered to FTS Melvin Maw who is in the office today.  
\*\*\* NOTES 03/20/2006 10:09:24 AM SGreen  
cllr sks to spk with NTorres ncr warm xfer call  
\*\*\* NOTES 03/20/2006 10:09:59 AM NTorres  
INCOMING CUST CALL  
Caller transferred from SGreen. Caller sks clarif on timeline for inspect. NCR adv cust set up for insec w/in 3 business days (eob 03/21/06). NCR adv inspect w/in 30 days & response from toy w/in 30 days after inspect. Cust understood.

\*\*\* CASE CLOSE 03/21/2006 09:01:56 AM NVacura210  
File will b updated when FTS completes FCRP. Lettr will be sent to customer with results of inspection.  
\*\*\* NOTES 03/24/2006 01:44:48 PM MShapiro  
Cust c/b. NCR warm transferred cust w/permission.  
\*\*\* NOTES 03/24/2006 02:11:32 PM NTorres  
INCOMING CUST CALL  
Cust sts rvd call from insurance Co (per Cosmetic Collision Center) that Toy has adv will not inspect veh until rpr has been completed. Cust sks clarif on info. NCR adv will research & c/b cust eob 03/28/06. Cust understood.  
\*\*\* NOTES 03/24/2006 02:13:59 PM MSheri  
Cllr sts: would like spk to NTorres. NCR located rep & warm transferred call.  
\*\*\* NOTES 03/24/2006 02:39:00 PM NTorres  
INCOMING CUST CALL  
NCR transferred from MSheri. Caller: sts spk to Cosmetic Collision Center & was adv Melvin Maw from Toy inspect veh. inq if veh has blackbox & would like toy to inspect it. NCR adv veh equipped w/ Event Data Recorder (pg. iv & v from o/m). NCR adv will doc cernr & will continue to research & c/b cust eob 03/28/06. Cust understood.  
\*\*\* NOTES 03/24/2006 02:42:09 PM NTorres  
OUTGOING REG EMAIL  
NCR sent email to NVacura, CRA @ reg. NCR inq if inspect has been performed or if any addtl details are avail.  
\*\*\* NOTES 03/27/2006 02:35:17 PM NTorres  
INCOMING REG EMAIL

C-569

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

NCR rvd email from Norene Vacura, CR Analyst @ reg. NVacura adv FTS only able to do partial inspect & will notify cust via ltr that for further inspect will need to have veh rpr. NVacura adv veh not drivable during inspect.

\*\*\* NOTES 03/28/2006 09:22:28 AM NTorres  
OUTGOING REG CALL  
NCR l/m for NVacura, CRA @ reg. NCR requested c/b for clarif on sit. NCR provided direct ph#, case# & cust name.

Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10348813  
Date of Incident: 20060313  
Vehicle: 2006 TOYOTA TACOMA  
Location of Incident: CHICAGO, IL

NHTSA Summary:

WHILE I WAS DRIVING AND APPROACHING AN INTERSECTION I HEARD CELLULAR PHONE INTERFERENCE THROUGH MY VEHICLE SPEAKERS. THE TRAFFIC LIGHT CHANGED TO RED. I PLACED MY FOOT ONTO THE BRAKE PEDAL WHICH WAS NOT EFFECTIVE DUE TO THE CONTINUED ACCELERATION OF MY VEHICLE, AND SIMULTANEOUSLY HEARING LOUD ENGINE NOISE DUE TO THE ACCELERATION. IN ATTEMPT TO AVOID VEHICLES I STRUCK AND KNOCKED OVER TWO CEMENTED POSTS, AVOIDED TO DRIVE INTO A BUILDING, I STILL CONTINUING TO ACCELERATE AND DRIVE ONTO A SIDEWALK WHERE I WAS ABLE TO PLACE MY VEHICLE INTO NEUTRAL TO STOP THE ACCELERATION AND TURNING OFF MY VEHICLE. I HAVE HAD TWO OTHER SITUATIONS WITH ACCELERATION PROBLEMS APPROXIMATELY 12 MONTHS APART. ONE INVOLVED STRIKING TWO VEHICLES ONTO ONCOMING TRAFFIC WHEN LOSING CONTROL OF MY VEHICLE. SECOND WAS WHEN MERGING ONTO AN INTERSTATE MY VEHICLE CONTINUED TO ACCELERATE, I HAD TIME TO CHECK MY FLOOR MATS FOR POSSIBLE PEDAL OBSTRUCTION WHICH WAS CLEAR. I PLACED MY CAR INTO NEUTRAL WHEN THE RPM GAUGE OF MY VEHICLE WENT TO THE RED FOR SEVERAL SECONDS AND THEN CORRECTED ITSELF TO THE IDLE POSITION WHERE I WAS ABLE TO PLACE THE VEHICLE BACK INTO DRIVE AND WAS ABLE TO CONTINUE AS NORMAL WITHOUT ANY INCIDENT.

Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10152689  
Date of Incident: 20060314  
Vehicle: 2002 TOYOTA CAMRY  
Location of Incident: TULSA, OK

NHTSA Summary:

DT\*: THE CONTACT STATED THE VEHICLE HAS LURCHED FORWARD SIX TIMES SINCE PURCHASE. THIS HAPPENS WITH THE BRAKE PEDAL DEPRESSED AND WITH THE VEHICLE AT A STOP OR WHILE TRAVELING. THE VEHICLE HAS BEEN TO THE DEALERSHIP, BUT THE PROBLEM COULD NOT BE DUPLICATED. THE MANUFACTURER HAS BEEN ALERTED.

Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10310755  
Date of Incident: 20060315  
Vehicle: 2005 TOYOTA TACOMA  
Location of Incident: LUTHERSVILLE, GA

NHTSA Summary:

C-570

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

THROTTLE STUCK. TRUCK WANTED TO LUNGE IN TRAFFIC. \*TR  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10319956  
Date of Incident: 20060315  
Vehicle: 2006 LEXUS ES330  
Location of Incident: BELLAIRE, TX  
NHTSA Summary:  
TL-THE CONTACT OWNS A 2006 LEXUS ES330. THE VEHICLE DID NOT ACCELERATE BUT WHENEVER YOU ARE SLOWING DOWN AND DEPRESS THE BRAKES THE VEHICLE JERKS JUST LIKE A HICCUP AND THEN ACCELERATE. THE DEALER STATED THIS HAS TO DO WITH THE COMPUTER PROGRAM AND WHEN THE NEWER VERSION COMES IN THEIR VEHICLE WILL GET UPDATED BUT THIS NEVER HAPPENS. THE VEHICLE IS STILL HAVING THE SAME FAILURE SINCE IT WAS PURCHASED IN 2006 AND HAVE BEEN TO THE DEALER MORE THAN SIX TIMES. THE MANUFACTURE WAS NEVER INFORMED OF THIS FAILURE. THE VIN IS UNKNOWN. THE FAILURE MILEAGE WAS 12...MW  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10153712  
Date of Incident: 20060318  
Vehicle: 2003 TOYOTA COROLLA  
Location of Incident: EASTON, PA  
NHTSA Summary:  
WHILE ROLLING TO A STOP BETWEEN TRAFFIC SIGNALS FOOT OFF THE GAS PEDAL MY VEHICLE SUDDENLY REVVED ITSELF UP AND BOLTED FORWARD CREATING A 3 VEHICLE ACCIDENT. I HIT THE BRAKE WHEN I FELT THE INITIAL SURGE, BUT STILL HIT THE VEHICLE IN FRONT. SEAT BELTS WERE WORN IN EACH VEHICLE AND MY AIRBAG DIDN'T DEPLOY. MY VEHICLE HAS SUFFERED OVER \$4,500 IN DAMAGE AND WON'T RUN WHILE IT SITS AT AN AUTO BODY SHOP. THE NOSE AND BUMPER ARE BADLY DAMAGED. I WAS TOLD THIS SOUNDS LIKE "UNINTENTIONAL ACCELERATION" . THE VEHICLE IS AWAITING THE PARTS FOR REPAIRS. \*JB  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10165573  
Date of Incident: 20060318  
Vehicle: 2006 TOYOTA AVALON  
Location of Incident: HARLEM, GA  
NHTSA Summary:  
AT TIMES THE ENGINE SPEED DOES NOT INCREASE WHEN THE ACCELERATOR PEDAL IS DEPRESSED. SUCH AS WHEN I STOP AT A RED LIGHT AND THEN TRY TO ACCELERATE WHEN THE LIGHT TURNS GREEN AND AT TIMES WHEN I TRY TO PASS ANOTHER VEHICLE AND I CANNOT INCREASE SPEED OR WHEN I SLOW DOWN AND THEN TRY TO ACCELERATE THE VEHICLE DOES NOT ACCELERATE AS IT SHOULD. \*JB  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10313741  
Date of Incident: 20060318

C-571

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Vehicle: 2005 TOYOTA CAMRY  
Location of Incident: KING CITY, OR

NHTSA Summary:

>RE: TOYOTA CAMRY ISSUES AUGUST 2005 I PURCHASED A 2005 TOYOTA CAMRY FROM BEAVERTON TOYOTA WITH ODOMETER READING OF 9 MILES. I DROVE WORKDAYS APPX 24 MI ROUNDTRIP. MARCH 20, 2006 (5300 MILEAGE) I COMPLAINED TO TOYOTA DEALERSHIP OF A RAW GAS SMELL THAT WAS IN MY GARAGE (WITH GAS FURNACE PRESENT) AND SO STRONG WHEN DRIVING, I ALMOST PASSED OUT AT THE WHEEL. I DROVE WITH WINDOWS DOWN. I INITIALLY THOUGHT I WAS INHALING EXHAUST FUMES FROM COMMUTER TRAFFIC. I ALSO COMPLAINED AT THAT TIME THAT MY ACCELERATOR "LURCHED" FROM A STOP. DIAGNOSIS & REPAIR: DEALERSHIP COULD NOT VERIFY MY "LURCH" BUT NOTICED A "SLIGHT HESITATION CAUSED BY THE FLY BY WIRE THROTTLE. THIS IS NORMAL. NO TSBS." AS FOR THE RAW GAS ODOR, THERE WAS FLUID DRIPPING BEHIND THE RT FRONT WHEEL WITH THE TEXTURE OF "OIL" BUT FUEL DRIPPING FROM BEHIND THE FR TIRE, WHICH WAS "CURED" BY PUTTING IN A NEW INJECTOR. AUGUST 24, 2006 (7000 MILEAGE) I COMPLAINED THAT VEHICLE WAS "LEAKING OIL" AND AGAIN SMELLING OF RAW GAS. DIAGNOSIS & REPAIR: DEALERSHIP "VERIFIED RR STRUT IS LEAKING, THROUGH THE SEAL, REPLACED RR STRUT." NOTE: BOTH TIMES I WAS INSTRUCTED NOT TO DRIVE MY CAR INTO THEIR SERVICE AREA, BUT TO LEAVE MY CAR OUTSIDE. ALTHO THE GAS FUME ISSUE WAS RESOLVED IT HAS ALWAYS JERKED OR LURCHED FROM A DEAD STOP. I HAVE JUST ADAPTED MY DRIVING TO ACCOMMODATE THIS. IN LIGHT OF THE CURRENT TOYOTA RECALL AND SITUATION (MY 05 CAMRY IS NOT ON THE LIST OF RECALLS TO MY KNOWLEDGE.) I AM PASSING ALONG THIS INFORMATION TO SEE IF MY SITUATION WAS UNUSUAL, OR IF THERE ARE ADDITIONAL PROBLEMS WITH TOYOTA CAMRY AND AS FAR BACK AS 2005-06?  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10153234  
Date of Incident: 20060319  
Vehicle: 2005 TOYOTA TUNDRA  
Location of Incident: KING GEORGE, VA  
NHTSA Summary:  
CRUISE CONTROL DOWN SHIFTS TWO GEARS ON SLIGHT UPGRADES. EVEN ELEVATION CHANGES OF LESS THAN FIFTY FEET ON THE HIGHWAY CAN TRIGGER THIS. THE SUDDEN UNINTENDED APPLICATION OF FULL THROTTLE ACCELERATION IS ALARMING AND DANGEROUS. THIS SURGE OR POWER ALWAYS RESULT IN THE CRUISE CONTROL SURGING PAST THE SET SPEED USUALLY BY FIVE MILES PER HOUR. DEPENDING ON TERRAIN THIS CAN HAPPEN AS OFTEN AS EVERY TWENTY SECONDS! \*NM  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10154310  
Date of Incident: 20060321  
Vehicle: 2002 TOYOTA CAMRY  
Location of Incident: COSTA MESA, CA  
NHTSA Summary:  
3 INCIDENTS OF SUDDEN ACCELERATIONS, THE LAST ONE CAUSING PROPERTY DAMAGE. THE DEALER SAID NOTHING WRONG WITH CAR. I FOUND MANY OTHER PEOPLE ON-LINE THAT HAD SAME PROBLEM. SOMEONE IS GOING TO GET KILLED IN A CROSSWALK OR PARKING LOT. I'M AFRAID TO DRIVE IT OR SELL IT TO ANOTHER WITH THIS PROBLEM. \*NM  
Additional Summary:

C-572

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**Toyota ID Number:**  
**NHTSA ODI Number:** 10153507  
**Date of Incident:** 20060323  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** SCOTTSDALE, AZ  
**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE DRIVING SPEEDS OF 5MPH OR LESS IN STOP AND GO TRAFFIC, THERE WAS A DELAYED ACCELERATION FOLLOWED BY A SUDDEN ACCELERATION FORWARD. THE VEHICLE WAS SEEN BY AN AUTHORIZED DEALER. A FACTORY REPRESENTATIVE INSPECTED THE VEHICLE AND REPROGRAMMED THE ELECTRONIC CONTROL MODULE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10160844  
**Date of Incident:** 20060323  
**Vehicle:** 1999 LEXUS ES  
**Location of Incident:** CONWAY, SC  
**NHTSA Summary:**  
SUDDEN ACCELERATION - CRUISE CONTROL MALFUNCTIONED, IT WOULD NOT TURN-OFF BUT INSTEAD THE VEHICLE ACCELERATED ON ITS OWN FROM 55 TO 90 MPH. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10154294  
**Date of Incident:** 20060325  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BROAD RUN, VA  
**NHTSA Summary:**  
SUDDEN ACCELERATION OF OUR 2004 TOYOTA CAMRY XLE AFTER SLOWING DOWN AND MAKING A 100 DEGREE RIGHT TURN INTO THE GARAGE. THE CAR ACCELERATED ON ITS OWN FOR 90 FEET, SIDE-SWIPED OUR JEEP PARKED IN THE GARAGE, AND THEN TOOK OUT THE LOAD BEARING WALL AT THE REAR RIGHT OF THE GARAGE. CAR HAS 16K MILES ON IT AND HAS BEEN GARAGED AT ALL TIMES. INSURANCE ADJUSTER SAYS THERE APPEARS TO BE A PROBLEM, BUT CANNOT FIGURE IT OUT SINCE THIS IS CAR RELIES ON ELECTRONIC CONTROL THROUGHOUT. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319427  
**Date of Incident:** 20060325  
**Vehicle:** 2006 TOYOTA MATRIX  
**Location of Incident:** PITTSBURGH, MA  
**NHTSA Summary:**  
MY COMPLAINT WAS FIRST FILED ON 3/25/2006 (ODI # 10153679). THIS IS THE 2ND COMPLAINT ABOUT THE DEFECTIVE TOYOTA MATRIX THAT I DROVE IN 2006. I WAS DRIVING A 2006 TOYOTA MATRIX AND LOST TOTAL CONTROL OVER THE VEHICLE. I WAS DRIVING ON RT 2 WEST BOUND OUT OF BOSTON DURING EVENING RUSH HOUR. I WAS TRYING TO CHANGE LANE TO MY RIGHT AND FOUND THERE WAS A CAR APPROACHING AND HONKED AT ME. I HAD NOT LEFT MY LANE YET AND TRIED TO PULL MY CAR

C-573

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

STRAIGHT BACK. THE CAR REACTED BY SHIFTING TOO MUCH TO THE LEFT AND I TRIED ONLY TO ADJUST IT, KEEPING IN MIND THAT THAT WAS A POWER-STEERED SYSTEM, TO KEEP IT STRAIGHT. THERE WAS A 1-2 SECONDS AFTERWARDS THE CAR SEEMED TO BE ON TRACK AND I WAS DRIVING FINE. AFTER THAT 2 SECONDS, THE CAR ACCELERATED ALL OF A SUDDEN, GAS PADDLE WAS DOWN TO THE FLOOR, THE CAR VEERED TOWARD THE LEFT ON ITS OWN. I TRIED TO MAINTAIN IT STRAIGHT BUT IN VAIN AND COMPLETELY LOST CONTROL OVER IT. THE WHEEL WAS SO SOLID AND IT WAS IMPOSSIBLE TO STEER THE CAR EVEN JUST A LITTLE BIT. IT SPUN COUNTERCLOCKWISE OVER 3 LANES TOWARD MY LEFT AND HIT THE CENTRAL GUARDRAIL AND STOPPED. THE VEHICLE WAS TOTALLED. THE POLICE ISSUED ME A TICKET ON THE SPOT. OTHER THAN COMPLAINT ODI # 10153679 FILED AT THIS WEBSITE AFTER THE INCIDENT, I ALSO FILED A COMPLAINT AT TOYOTA'S WEBSITE ON THE SAME DAY (3/25/2006). THE MATRIX MODEL WAS STOPPED IN 2007 AND CONTINUED IN 2008 WITH AN ADVERTISEMENT THAT IT WAS A COMPLETE NEW DESIGN. I LATER CHECKED THE INTERNET AND FOUND A VERY SIMILAR ACCIDENT HAPPENED IN NEW YORK STATE ON 10/9/2005. A WOMAN NAMED JEAN M. NAPLES, 55 OF WEST HARVERSTRAW WAS DRIVING A MATRIX. HER CAR SPUN OFF ROUTE 287 IN HARDING AND SHE WAS HOSPITALIZED AFTERWARDS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10153776  
**Date of Incident:** 20060326  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** MERRIAM, KS  
**NHTSA Summary:**

DT\*: THE CONTACT STATED WHILE PLACING THE ENGINE INTO DRIVE, THE ENGINE REVVED HIGH AND THE VEHICLE SUDDENLY ACCELERATED. THE BRAKE PEDAL WAS DEPRESSED WHEN THE VEHICLE CRASHED INTO A BRICK GARAGE WITH NO PRIOR WARNING. THE VEHICLE SUSTAINED DAMAGE TO THE FRONT WITH ADDITIONAL DAMAGE TO THE GARAGE. THE POLICE WERE NOT CONTACTED SINCE THIS HAPPENED ON PRIVATE PROPERTY. THE VEHICLE REMAINS AT THE SCENE OF THE INCIDENT AND HAS NOT BEEN INSPECTED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310704  
**Date of Incident:** 20060329  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** ST CHARLES, MO  
**NHTSA Summary:**

I WAS INVOLVED IN AN ACCIDENT WITH MY 2005 PRIUS ON 3/29/2006. THE CAUSE OF THE ACCIDENT REMAINS A MYSTERY. I WAS SITTING AT AN INTERSECTION, WAITING FOR TRAFFIC TO CLEAR. WITNESSES REPORTED THAT I PULLED OUT INTO THE ONCOMING TRAFFIC, RESULTING IN A COLLISION WITH ANOTHER VEHICLE. DUE TO THE INJURIES I SUFFERED (A MINOR CONCUSSION RESULTING IN RETROGRADE AMNESIA), I HAD NO RECOLLECTION OF THE PERIOD PRIOR TO ARRIVING AT THE INTERSECTION UP UNTIL THE PARAMEDICS REMOVED ME FROM THE VEHICLE. AS SUCH, I CAN'T EXPLAIN EXACTLY WHAT HAPPENED. WHILE I HAVE NO PROOF OF THIS, IT SEEMS THAT A POSSIBILITY WOULD BE AN ISSUE WITH THE STUCK ACCELERATOR THAT'S BEING REPORTED RELATING TO THE PRIUS. I'VE BEEN AT A LOSS TO EXPLAIN WHY I WOULD HAVE PULLED OUT IN FRONT OF ONCOMING TRAFFIC AT AN INTERSECTION THAT I WAS VERY FAMILIAR WITH. WHEN I HEARD OF THE ACCELERATION ISSUES WITH THE PRIUS, I WONDERED IF THAT COULD HAVE BEEN THE CAUSE. SINCE THE VEHICLE WAS

C-574

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOTALLED, IT'S NO LONGER AVAILABLE FOR INSPECTION. I THOUGHT I'D SUBMIT THIS REPORT TO ADD TO THE SUSPECTED CASES OF ACCELERATOR ISSUES. \*TR  
**Additional Summary:**

**Toyota ID Number:** 200604270903  
**NHTSA ODI Number:** 20060400  
**Date of Incident:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 04/27/2006 01:09:10 PM jmahoney  
caller states: 05 taco, was hit in rear by another veh in 2005, picked up veh after rprs and veh accelerated on its own and could not stop, used e-brake to stop, brought to dlr who did not find anything wrong, last 4-23-06, caller sts veh accelerated on its own again, brought back to dlr who didn't find anything wrong again. NOTE TO DEALER: please consult with FTS at region if they will diag veh w/svc dept.  
\*\*\* NOTES 05/04/2006 08:04:24 AM TBishop  
cust c/b sts has not recvd call yet from dlr CRM. ncr apol & adv'd will fwd back to dlr for response in 1 b/d.  
\*\*\* DEALER NOTES: 05/05/06 16:37:09  
L.M. FOR CUSTOMER. NO RETURNED CALL FROM CUSTOMER AS OF YET. I WILL TRY 5-6-06  
\*\*\* NOTES 05/10/2006 06:11:53 AM RAthar500  
Reg I/m for CRM Adaline Bennett to c/b to go over the status on the case.  
\*\*\* NOTES 05/10/2006 07:27:24 AM KClark  
c/lr sts: he still has not received call from crm. ncr adv cust will contact dlr, to request a crm c/b.  
>>>>OUTGOING CALL>>>>  
ncr adv spoke to crmA Bennett, whom indicated she will contact cust today 04-10-06. ncr informed cust, ncr adv cust approved & thanked.  
\*\*\* CASE CLOSE 05/11/06 14:30:14 rulemgr  
I HAVE CALLED THE CUSTOMER MORE THEN ONCE. HE HAS NOT RETURNED ANY OF MY CALLS. I WILL KEEP CALLING THE CUSTOMER TO HELP HIM WITH HIS CONCERNS.  
**Additional Summary:**

**Toyota ID Number:** 200605010405  
**NHTSA ODI Number:**  
**Date of Incident:** 20060400  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CHICAGO, IL  
**NHTSA Summary:**  
\*\*\* PHONE LOG 05/01/2006 08:56:45 AM MLawrence  
Caller states: on her way home the veh started accelerating faster on its own. Caller sts when tried to brake the veh did not stop. Caller sts she was driving in and out of traffic trying not to crash into anyone. Caller sts she put both of her feet on the brakes to stop the veh and the veh kept accelerating. Caller sts she was in fear for her life. Caller sts after several minutes she made a hard turn and put the veh in park and the veh stopped.  
\*\*\* NOTES 05/01/2006 08:59:38 AM MLawrence  
Caller sts the veh was towed to the dlr. Caller sts the veh was also diag by the dlr. The dlr sts there is nothing wrong w/ the veh. Caller sts she does not want the veh anymore. Caller sts the veh is very dangerous. Caller sts she wants the veh bought back immediately. Adv caller that the dlr is independently owned and operated. Caller sts the dlr advised her they will look into her concern and contact her back. The dlr also advised her to contact LCS.  
\*\*\* SUBCASE 200605010405-1 CREATED 05/01/2006 09:38:04 AM RWeitekamp

C-575

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* EMAIL OUT 05/01/2006 01:08:57 PM JIshibashi Action Type: External email  
Send to: [robert\_weitekamp@toyota.com]  
C/lr dlr to req to speak w/ specialist. Adv c/lr R. Weitekamp is specialist looking into c/lr enrms. C/lr sts: she recvd msg from GM at dlr & was adv the technician ran veh through computer & cannot find anything wrong w/ veh. Dlr adv c/lr they are the middleman & is up to Lexus to make any decision. C/lr sts she does not care what the computer says & knows what happened & was terrified by the situation. She fls the veh is unsafe to drive. C/lr req c/b by specialist today. Adv c/lr could not promise a c/b today but would fwd info to specialist. C/lr thanked.

\*\*\* PHONE LOG 05/02/2006 06:08:26 AM RWeitekamp Action Type: Incoming call  
Cust called to speak with me. Caller sts that her veh is pulling like a magnet is connected to front end. Caller sts that on her way home from work caller sts that the veh would not stop. Caller sts that she pressed the brakes to the floor and the veh was not braking. Caller sts that she put both feet on the brakes and put the veh in neutral and the veh was still moving(accelerating). Caller sts that she had to throw the veh in park to stop the veh. Caller sts that she would like the veh replaced.

\*\*\* PHONE LOG 05/02/2006 08:39:35 AM RWeitekamp Action Type: Outgoing call  
Called the SM(John). John sts that he picked up the veh last Friday and started inspecting the veh on Saturday(4/29/06). John sts that he has had 5 different techs drive this veh and not one of them have been able to reproduce the issue. John sts that FTS came and inspected the veh on Monday(5/1/06) and they could not duplicate the issue. John sts that no codes were found in the diagnosis of the veh. John sts that his next step is to release this veh to the cust even though the cust does not want it back.

\*\*\* PHONE LOG 05/02/2006 09:19:55 AM RWeitekamp Action Type: Incoming call  
Cust called and sts that she would like a new veh and would like this resolved today. Apol and adv that I would call back in regards to this concern.

\*\*\* PHONE LOG 05/02/2006 09:21:22 AM RWeitekamp Action Type: Incoming call  
Called Chris Hall(DSPM) and left message. Called 630-248-5637. Asked cust if he could please call me back.

\*\*\* PHONE LOG 05/03/2006 05:50:58 AM RWeitekamp Action Type: Incoming call  
Caller sts that she would like to get the status of her issues. Adv caller I am waiting on a call back from the DSPM and I will call her back today.

\*\*\* EMAIL OUT 05/03/2006 10:33:11 AM SDutt Action Type: External email  
Send to: [robert\_weitekamp@toyota.com]  
CC List: [robert\_weitekamp@toyota.com]  
Cust sts she will give RWeitekamp until 1:30 today to contact her. She sts this process is taking too long and it seems as if nothing has been resolved. Cust sts she has gotten in touch herself with DSPM as well. I apol to cust and adv per notes that RWeitekamp would c/b today. Cust disats.

\*\*\* EMAIL OUT 05/03/2006 12:32:07 PM MButler Action Type: External email  
Send to: [robert\_weitekamp@toyota.com]  
CC List: [robert\_weitekamp@toyota.com]  
Cust eld regarding concern, and sts that she wants to spk w/ mgr or sup regarding concern. Cust sts that she does not want to spk w/ RWeitekamp spec that has been handling concerns. Cust sts that she has been waiting to hear decision from DSPM. Cust sts when she eld CHall, she recd a v/m stating he would be out of town for 2 days. Cust sts that she needs some answers and she needs to hear from someone immediately. Cust is very concerned for her safety and the safety of her family. Cust sts that she does not want the veh, all she wants to do is get the veh rpld. Cust sts that she will give RWeitekamp the opportunity to work on it and hold off on contacting sup. Cust sts she is awaiting call today.

\*\*\* PHONE LOG 05/03/2006 01:13:53 PM RWeitekamp Action Type: Incoming call  
Called DSPM(Chris Hall) and left message. Adv him to call me back.

C-576

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 05/04/2006 08:59:39 AM RWeitekamp Action Type: Incoming call  
Called DSPM(Chris Hall) and left message. Adv him to call me back.

\*\*\* PHONE LOG 05/04/2006 09:56:57 AM RWeitekamp Action Type: Incoming call  
Cust called to thank me for all the hard work that I put in. Caller sts that she is very satisfied with the result and is excited about her new car. Case can be closed.

\*\*\* CASE CLOSE 05/04/2006 09:57:22 AM RWeitekamp  
Cust called to thank me for all the hard work that I put in. Caller sts that she is very satisfied with the result and is excited about her new car. Case can be closed.

\*\*\* SUBCASE 200605010405-1 CLOSED 05/04/2006 09:57:25 AM RWeitekamp

**Additional Summary:**

**Toyota ID Number:** 200603201528  
**NHTSA ODI Number:**  
**Date of Incident:** 20060400  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 03/20/2006 03:58:06 PM DLombardo  
PA

No Previous Case#

Cust sts while driving veh on freeway, cust experienced accelerator sticking 2X's in full throttle position. Cust sts again while in passing gear last Friday & cust did check floor mat as he has ADDED layers of mats to driver side. Cust sts floor mat was not sticking against throttle. Cust took veh to dlrship who adv tech found mat to be the problem. Cust will remove mat to confirm. Cust still upset with tire vibration. Dlr rotated tires to solve

\*\*\* SUBCASE 200603201528-1 CREATED 03/21/2006 06:35:16 AM LCastillo

\*\*\* PHONE LOG 03/21/2006 03:28:58 PM LCastillo Action Type: Outgoing call  
OUTGOING CUSTOMER CALL:

Clr sts p/u vehicle from dealer. Dealer adv cust floor mat was connecting with the accelerator which was causing for it to stick. Cllr sts not sure if agrees with answer, on the way back from dealer today noticed that concern was not occurring. Cllr sts concern has occurred at different occasion therefore feels that concern has not been repaired. Cllr sts tire vibration has improved however still feels vibration, dealer re-aligned and balanced tires, not certain that it is repaired. Ner apol and adv cust since concern with accelerator is not sticking, ner offered to f/u with customer on Friday to check on both items and ner waiting to get RO info from dealer. Cust seeks for ner to c/b on 4/1/06. Ner adv cust Brian will f/u on 4/1/06 due ner moving on. Cust agreed and thanked ner for c/b.

\*\*\* NOTES 03/21/2006 03:29:06 PM LCastillo

OUTGOING DEALER CALL:

Ner not able to get history of vehicle, dealer is gone for the day.

\*\*\* PHONE LOG 03/21/2006 03:29:23 PM LCastillo Action Type: Outgoing call  
OUTGOING CUSTOMER CALL:

Clr sts p/u vehicle from dealer. Dealer adv cust floor mat was connecting with the accelerator which was causing for it to stick. Cllr sts not sure if agrees with answer, on the way back from dealer today noticed that concern was not occurring. Cllr sts concern has occurred at different occasion therefore feels that concern has not been repaired. Cllr sts tire vibration has improved however still feels vibration, dealer re-aligned and balanced tires, not certain that it is repaired. Ner apol and adv cust since concern with

C-577

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

accelerator is not sticking, ner offered to f/u with customer on Friday to check on both items and ner waiting to get RO info from dealer. Cust seeks for ner to c/b on 4/1/06. Ner adv cust Brian will f/u on 4/1/06 due ner moving on. Cust agreed and thanked ner for c/b.

\*\*\* NOTES 03/22/2006 01:54:16 PM LCastillo

OUTGOING DEALER CALL:

ner l/m for SM adv need to get history info on vehicle, provided direct line.

\*\*\* NOTES 03/23/2006 01:52:42 PM LCastillo

OUTGOING DEALER CALL:

ner l/m for SM adv need to get history info on vehicle, provided direct line.

\*\*\* PHONE LOG 04/04/2006 08:50:33 AM BSanchez Action Type: Outgoing call

OUTGOING DEALER CALL:

NCR spoke with dlr SM and he states was able to duplicate throttle sticking with customer using 3 floor mats stacked on driver side. States he also rotated/balanced tires and made sure alignment to spec to solve the vibration issue. States caller advised him yesterday that still feels vibration and caller will be bringing vehicle back in 04/06. NCR thanked for info and advised will follow up with him after appointment.

Date: 03/22/06

RO: 74651

Mileage: 1576

Condition: Cust sts check for shimmy in front end of veh at 50-55mph. Also states accelerator pedal sticking again.

Remedy: Balanced/Rotated tires and checked align to spec. Found 3 floor mats stacked as being cause of throttle sticking.

Repairs covered under warranty:

Date: 12/09/05

RO: 73306

Mileage: 458

Condition: Cust sts accelerator pedal stuck when at highway speeds and trying to pass

Remedy: Dlr not able to duplicate, no parts replaced. Cleaned throttle area and ensured within specifications.

Repairs covered under warranty: YES

\*\*\* NOTES 04/04/2006 08:57:00 AM BSanchez

OUTGOING CUSTOMER CALL:

NCR contacted customer and he states not sure when will be going to dealer. States when purch vehicle, had front skid plate installed by dlr and the front end was damaged during the installation. States the shimmy in the front end began at that time and has been dealing with it ever since. NCR thanked for info and advised will follow up with him by 04/10 if do not hear from him first.

\*\*\* NOTES 04/05/2006 12:36:50 PM GYoung

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

\*\*\* NOTES 04/10/2006 07:31:04 AM BSanchez

OUTGOING CUSTOMER CALL:

NCR left message with customer's wife requesting c/b.

\*\*\* NOTES 04/10/2006 01:52:58 PM BSanchez

OUTGOING CUSTOMER CALL:

NCR spoke to customer, states not available to talk now and will call back later today.

\*\*\* NOTES 04/11/2006 12:20:52 PM DSorenson

OUTBOUND CLR CALL:

ner called clr's day#, ner adv was calling on behalf of BSanchez. ner requested c/b to adv if appt has been set. ner adv would be avail till 3:30 pst. ner provided log in id for direct contact.

\*\*\* NOTES 04/11/2006 12:22:54 PM DSorenson

OUTBOUND CLR CALL:

ner called clr's alt#

\*\*\* NOTES 04/11/2006 12:25:28 PM DSorenson

OUTBOUND CLR CALL:

C-578

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ner called clr's alt#. ner l/m requesting c/b to adv if appt has been set up at dlr. ner adv calling on behalf of BSanchez. ner adv would be avail till 3:30 pm pst today. ner provided log in id for direct contact.

\*\*\* NOTES 04/12/2006 08:00:12 AM BSanchez

OUTGOING CUSTOMER CALL:

NCR left message with customer requesting c/b

\*\*\* NOTES 04/13/2006 10:35:20 AM BSanchez

OUTGOING CUSTOMER CALL:

NCR left message for customer requesting c/b.

\*\*\* NOTES 04/13/2006 12:09:41 PM RAnclard

Mr Potter c/b requesting to speak with Brian. Adv clr case mgr is not available at this time. Customer is requesting a call to 252-537-1137 at your earliest convenience.

\*\*\* NOTES 04/14/2006 08:40:16 AM BSanchez

OUTGOING CUSTOMER CALL:

NCR spoke to customers wife. States not sure if he setup appointment at dlr yet. States will be available within 1 hour. NCR advised will c/b.

\*\*\* PHONE LOG 04/14/2006 10:49:38 AM BSanchez Action Type: Outgoing call

OUTGOING CUSTOMER CALL:

Customer states vehicle was taken by dealer service department to another dealer so that it could be checked on their special machine. States that it corrected the shimmy and he feels it's 95% correct, so he is happy with it. States vehicle still pulls to the right, but will wait until next tire rotation for anymore follow up with the CEC. NCR advised will close this case and a new one will be opened if he calls back. Cust thanked for follow up.

\*\*\* NOTES 04/14/2006 10:51:23 AM BSanchez

Summary: Cust states shimmy in front end of vehicle and pulls to the right.

Action Taken: Dealer SM involved

Resolution/Position: Dealer rotated/balanced and corrected shimmy. Cust will wait until next rotation to see if pulling to the right goes away.

Customer Satisfied (Y/N): Yes

Root Cause (drill down to component/product): Tires/Bridgestone

\*\*\* CASE CLOSE 04/14/2006 10:52:07 AM BSanchez

NCR thanked cust for feed back and advised can c/b if has any further concerns.

\*\*\* SUBCASE 200603201528-1 CLOSED 04/14/2006 10:53:08 AM BSanchez

Closing subcase

**Additional Summary:**

**Toyota ID Number:** 200604110767  
**NHTSA ODI Number:**  
**Date of Incident:** 20060400  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 04/11/2006 12:08:50 PM TKarim

clr sts that veh engine races at 2500 rpm at a cold start. Cllr feels this is abnormal condition. clr states veh not inspected by dlr. clr refused to provide VIN

\*\*\* CASE CLOSE 04/11/2006 12:09:09 PM TKarim

Ner apol and adv clr that per tech Art G. veh was operating as designed. Ner provided case # and further adv clr to have veh inspected by a dlr.

**Additional Summary:**

C-579

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**

**NHTSA ODI Number:** 10154402

**Date of Incident:** 20060401

**Vehicle:** 2004 TOYOTA SIENNA

**Location of Incident:** BEALETON, VA

**NHTSA Summary:**

DT\*: THE CONTACT STATED INTERMITTENTLY WHILE APPLYING BRAKE PRESSURE, THE PEDAL WILL GO TO THE FLOOR. IN ADDITION, THE VEHICLE ACCELERATED WITHOUT WARNING CAUSING AN ACCIDENT. ONE PERSON SUSTAINED MINOR INJURIES AND THERE WAS A CRASH AND PROPERTY DAMAGE. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THE PROBLEM COULD NOT BE DUPLICATED AND THE CONTACT WAS INFORMED THAT THE VEHICLE IS FUNCTIONING NORMALLY.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10205234

**Date of Incident:** 20060401

**Vehicle:** 2007 TOYOTA CAMRY

**Location of Incident:** NORTHVILLE, MI

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. HE STATED THAT THE VEHICLE WOULD HESITATE WHEN ATTEMPTING TO ACCELERATE. THE CONTACT STATED THE FAILURE WOULD OCCUR WHILE DRIVING AT ANY SPEED. THE DEALER WAS UNABLE TO DIAGNOSE THE FAILURE; HOWEVER, THEY REPROGRAMMED ENGINE COMPUTER. THE FAILURE CONTINUED TO OCCUR. AS OF OCTOBER 9, 2007, THE DEALER HAD NOT REPAIRED THE VEHICLE. THE FAILURE MILEAGE WAS 700 AND THE CURRENT MILEAGE WAS 7,300.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10320338

**Date of Incident:** 20060401

**Vehicle:** 2005 TOYOTA PRIUS

**Location of Incident:** BERKELEY, CA

**NHTSA Summary:**

I HAVE REVIEWED MY SERVICE RECORDS AND IT IS QUITE CLEAR THAT I HAVE HAD PROBLEMS WITH THE "ELECTRICAL" SYSTEM IN MY CAR SINCE APRIL 2006 @ 3,370 MILES. THIS WAS ALSO THE SAME TIME IT BEGAN TO ACCELERATE FROM A STOPPED POSITION FOR THE FIRST TIME. WHEN I NOTICED THAT THE BRAKING SYSTEM BEGAN TO "FEEL" DIFFERENT, WHEN THE CAR BEGAN "SLIPPING" ON PERFECTLY DRY ROADS, AND WHEN MY STEERING WHEEL WOULD LOCK UP. I FIND IT DIFFICULT TO BELIEVE THAT THE FAILURE OF MY BRAKES AND MY INTERMITTENT ACCELERATION ISSUES ARE NOT SOMEHOW RELATED TO THE CAR'S "COMPUTER" SYSTEM AND NOT MECHANICAL ISSUES. I HAVE FILED COMPLAINTS WITH TOYOTA FOR THESE ISSUES (CASES # 200807100210, 200811030088). I EXPERIENCED MY FIRST BRAKING ISSUE ON 27-JUN-2008 (25,133 MILES). WHILE I WAS ABLE TO BRING THE CAR TO A STOP EVENTUALLY, THE SLOWING OF MY CAR WAS A VERY GRADUAL PROCESS REQUIRING HEAVY PRESSURE ON THE BRAKE WITH MINIMAL BRAKING RESPONSE. I WENT TO THE TOYOTA DEALERSHIP. THE DTC CODE AT THE TIME WAS C1247 WITH "CODE 179" STORED. THERE WAS "NO BRAKE ASSIST." THE DEALERSHIP RESET THE MEMORY AND REINITIALIZED THE LINEAR SOLENOID VALVE AND CALIBRATION. THE BRAKES WERE REPORTED TO HAVE

C-580

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

RETURNED TO "NORMAL." ON 09-JUL-2008 (25,551 MILES), I RETURNED TO THE DEALERSHIP BECAUSE MY BRAKES FAILED AGAIN. THIS TIME MY BRAKE FAILURE RESULTED IN A CAR ACCIDENT (THE PERSON I HIT STATED AT THE TIME OF THE ACCIDENT HE HAD WHIPLASH BUT HE NEVER CONTACTED ME AFTERWARDS). TOYOTA REPLACED THE SKID CONTROL ECU AND RECHECKED OPERATION REASSURING ME ONCE AGAIN THAT THE BRAKES HAD RETURNED TO "NORMAL." ON 03-NOV-2008 (29,575 MILES) AS I WAS DRIVING OVER 65 ON A MAJOR HIGHWAY MY BRAKES AGAIN FAILED (DTC C1247, CODE 179). TOYOTA CASE #08300402. AT THIS POINT THE REPAIR SHOP REPLACED THE BRAKE STROKE SENSOR. I AM CONCERNED BECAUSE MY CAR HAD AN ACCELERATION ISSUE ON 13-FEB-2010 AND I FIND IT TO BE "SLIPPING" AGAIN ON DRY ROADS. SIMILAR PROBLEMS TO THOSE I HAD BEFORE MY BRAKES FAILED. PLEASE HELP. UPDATED IV0Q 04/02/10

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10154549  
**Date of Incident:** 20060403  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BOYNTON BEACH, FL

**NHTSA Summary:**

I WAS PARKED IN A STRIP MALL WHERE I HAD JUST PICKED UP SOME DRY CLEANING. I ENTERED MY CAR, A 2003 TOYOTA CAMRY XLE, AND STARTED THE ENGINE. I THEN PUT THE CAR IN REVERSE GEAR, AND REMOVED MY FOOT FROM THE BRAKE. THE CAR SUDDENLY ACCELERATED IN REVERSE, AND WENT TOTALLY OUT OF CONTROL, HITTING ANOTHER CAR PARKED ACROSS FROM MINE AND CONTINUED IN A SOMEWHAT CIRCULAR PATH UNTIL I WAS ABLE TO APPLY THE BRAKE AND COME TO A STOP. I HAVE CALLED NHTSA TODAY AND WAS TOLD THAT THERE HAVE BEEN 83 PREVIOUS COMPLAINTS FOR THIS VEHICLE UNDER "VEHICLE SPEED CONTROL," AND 15 COMPLAINTS UNDER "VEHICLE SPEED CONTROL, ACCELERATOR PEDAL." I HAVE ALSO CALLED TOYOTA MOTOR SALES (1 800 331-4331) AND WAS TOLD THAT THEY WOULD MAKE AN APPOINTMENT WITH A NEARBY TOYOTA DEALER TO HAVE MY CAR INSPECTED FOR ANY DEFECTS. I HAVE ALSO GONE TO A AUTO BODY SHOP WHERE THE DAMAGES TO MY CAR HAVE BEEN ESTIMATED AT \$3,879.13. IN ADDITION, THE POLICE ARRIVED AT THE SCENE AND I WAS CITED FOR "CARELESS DRIVING," AND PAID A FINE OF \$107.70. I AM ALSO BEEN REQUIRED TO ATTEND A 4 HOUR TRAFFIC SCHOOL WHERE THE FEE IS \$35.95. I WISH TO HAVE THIS MATTER INVESTIGATED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304486  
**Date of Incident:** 20060403  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** PHOENIX, AZ

**NHTSA Summary:**

THE VEHICLE ACTUALLY ACCELERATES OR LUNGES FORWARD WHEN I STEP ON BRAKE AND AM BRAKING OVER UNEVEN PART OF THE ROAD.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313638  
**Date of Incident:** 20060403  
**Vehicle:** 2006 TOYOTA CAMRY

C-581

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** WILDWOOD, MO

**NHTSA Summary:**

TL\* THE CONTACT OWNS 2006 TOYOTA CAMRY. THE CONTACT PULLED IN TO PARKING SPACE AND THE VEHICLE ACCELERATED AND CRASHED INTO ANOTHER VEHICLE. THE POLICE CAME TO THE SITE AND NO REPORT WAS TAKEN. BOTH VEHICLES ENDURED BODY DAMAGE. THE CONTACT HAS SPOKE TO THE MANUFACTURER AND WAS TOLD THAT HER VEHICLE WAS NOT ON THE RECALL LIST. THE CONTACT HAD NOT TAKEN THE VEHICLE AS OF YET TO GET INSPECTED EXCEPT FOR THE BODY WORK THAT WAS DONE PRIOR TO THE CRASH. THE VEHICLE CONTINUED TO SURGES AT TIMES WHENEVER THE CONTACT ENGAGED THE BRAKE PEDAL. THE FAILURE MILEAGE WAS 3,606 AND THE CURRENT MILEAGE WAS 29,000. UPDATED 03/30/10. \*LJ

**Additional Summary:**

**Toyota ID Number:** 200703160986  
**NHTSA ODI Number:**  
**Date of Incident:** 20060405  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 03/16/2007 01:53:23 PM BPitts

====PA====

NO PREV CASE #

Caller states: 06 Tacoma w/23k miles. Caller sts was driving veh and shifted in 4wd and heard knocking and grinding sound. Caller sts took veh to dlr for rpr transmission actuator. Caller sts dlr adv rpr completed then when she gets there it is not (this has happened 3 times). Caller sts has been in contact w/ Amir (CRM) who has been unable to assist w/ concern.

\*\*\* NOTES 03/16/2007 01:53:23 PM BPitts

Caller sks to have veh properly diag and rprtd. NCR apol and adv concerns have been escalated to CM to further assist. NCR adv c/b w/ 1 business days. NCR adv ref #.

\*\*\* SUBCASE 200703160986-1 CREATED 03/16/2007 04:26:57 PM KSpillane

\*\*\* NOTES 03/19/2007 11:12:13 AM KSpillane

+OUTGOING CALL TO DLR+ SM George Castaneda sts cust indicated:when shifting into 4 wheel dr on the fly under 20 mph, veh grinds, lunges and rpm's surge upward. Sts dlr diag veh as needing a trans actuator & ordered part # to8422235121. Sts cust has apt on 3/20 for installation.

\*\*\* NOTES 03/19/2007 11:52:18 AM KSpillane

+OUTGOING CALL TO CUST+ NCR l/m on daytime # & provided 800 # and x 73037. NCR called cust on alt # and she sts dlr has been very good except have come in a couple of times now to have this part installed and it still has not been completed. NCR apol & adv spk to SM George Castaneda & adv of apt for 3/20 & will fu after rpr is completed. NCR provided 800 # and x 73037 for contact, if necessary. Cust satis.

\*\*\* NOTES 03/21/2007 08:56:15 AM KSpillane

+OUTGOING CALL TO DLR+ NCR spk to SM Georg Castaneda and verified cust came in on 3/20 @ 23,227 mi and transfer switch was installed.

\*\*\* NOTES 03/22/2007 02:53:12 PM KSpillane

+OUTGOING CALL TO CUST+ NCR adv calling after rpr to insure everything is ok. Cust sts everything is ok and veh was ready on time. NCR welcome to c/b if any further questions or concerns. Cust satis.

\*\*\* CASE CLOSE 03/22/2007 02:57:42 PM KSpillane

1.SUMMARY-Cust sts veh was grinding when shifting to 4 wheel dr & dlr ordered part & 3 x's have returned to dlr for final rpr & still has not been completed.

2.ACTION TAKEN:Dir

3.RESOLUTION/POSITION: Dir revd correct part and installed.

4.CUSTOMER SATISFIED: Yes

C-582

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

5.ROOT CAUSE: Transfer switch (4 wheel dr)

\*\*\* SUBCASE 200703160986-1 CLOSED 03/22/2007 02:57:49 PM KSpillane

**Additional Summary:**

**Toyota ID Number:** 200604080399  
**NHTSA ODI Number:**  
**Date of Incident:** 20060408  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 04/08/2006 02:55:16 PM MDuong

LETTER

Cust sis son, Michael, almost got into an accident when the veh's engine raced after being shifted out of 3rd gear and into 4th. Sts transmission would not respond & that vehicle gained speed. Sts veh was eventually pulled over w/ no injury to anyone but fs that TOY should diag concern & rpr veh. Fs a rental veh should be provided while veh is being rpr'd & to be compensated for time away from work & for psychological damages suffered by this incident.

\*\*\* CASE CLOSE 04/08/2006 02:55:21 PM MDuong

NCR unable to contact cust, sent IN 20. NEXT REP: Please probe for more info & handle accordingly.

\*\*\* NOTES 05/20/2006 11:28:30 AM CSilao

====ATF====

Written 4/21/06 Reed 4/24/06

Ltr written by Barry Richards sts: in o/m for 05 Tacoma there is no warning about aftermarket floor mats slipping & potentially causing an accident. He sts same concerns as prev letter. Joe Smith SM has been very helpful & sympathetic. He says a sup from CEC observations & recommendations were absent of sensitivity & compassion to the description of what could have been fatal.

\*\*\* NOTES 05/20/2006 11:32:39 AM CSilao

**OUTGOING CALL:**

nrc l/m on day# & adv of CEC# & hours & case#.

nrc spoke w/ Barry Richards on alt# & he decl to speak b/c busy w/ clients.

Ncr sent IN20. NEXT REP: pls probe for cust sks, adv Toy does not adv on aftermarket accessories in o/m or over the phone.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296058  
**Date of Incident:** 20060412  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** DANIELSVILLE, GA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2006 TOYOTA CAMRY. THE VEHICLE WOULD HESITATE WHEN APPLYING PRESSURE ON THE ACCELERATOR PEDAL, AND THEN LURCH FORWARD. THE VEHICLE HAS BEEN TAKEN TO THE DEALER MULTIPLE TIMES. THE TECHNICIANS STATED THAT THEY COULD NOT PROVIDE A REMEDY BECAUSE IT WAS A COMPUTER FAILURE BETWEEN THE ACCELERATOR PEDAL AND THE MOTOR. THE FAILURE MILEAGE WAS 4500. THE CURRENT MILEAGE WAS 40,000.

**Additional Summary:**

C-583

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320362  
**Date of Incident:** 20060413  
**Vehicle:** 1996 TOYOTA CAMRY  
**Location of Incident:** NATICK, MA

**NHTSA Summary:**

TL- THE CONTACT OWNED A 1996 TOYOTA CAMRY. THE DRIVER WAS DRIVING 40MPH AND SHE COULD NOT STOP THE VEHICLE. SHE DEPRESSED THE BRAKE AND THE VEHICLE KEPT ACCELERATING. THE CONTACT THEN WENT DOWN TO MEET THE DRIVER AND WHEN SHE LOOKED THE ACCELERATOR PEDAL WAS COLLAPSED ON THE FLOOR. THE CONTACT HAD THE VEHICLE TOWED TO A LOCAL MECHANIC THEY REPAIRED THE VEHICLE. THEY STATED THAT THE ACCELERATOR CABLE WAS STUCK. SIX MONTHS LATER THE CONTACT WAS SLOWING DOWN AND THE SPEED O METER STARTED RACING AND THE VEHICLE ACCELERATED AND THE CONTACT PULLED OVER AND SHUT THE IGNITION OFF. THE CONTACT TOWED THE VEHICLE AGAIN TO A LOCAL GARAGE AND THEY REPAIRED THE VEHICLE FOR THE SAME FAILURE. THE CONTACT WAS DRIVING IN THE SNOW AND WHEN SHE STARTED THE VEHICLE THE SPEED O METER STARTED RACING THEN THE VEHICLE SURGED FORWARD. THE CONTACT DID NOT FEEL SAFE AND SHE HAD HER SPOUSE TO DRIVE BEHIND HER HOME. THE APPROXIMATE FAILURE MILEAGE WAS 102,000 AND CURRENT MILEAGE WAS 104,000. DF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10155701  
**Date of Incident:** 20060414  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** ALEXANDRIA, VA

**NHTSA Summary:**

2006 TUNDRA - HAVE HAD TRUCK ONLY 2 WEEKS AND TOOK ROAD TRIP. WHEN USING CRUISE CONTROL AND STARTING UP A MODEST HILL VEHICLE WILL KICK DOWN FROM OVERDRIVE INTO DRIVE, EVEN THOUGH W/O CRUISE VEHICLE CAN HANDLE HILL FINE IN OVERDRIVE. THIS WILL BRING RPMs FROM 2000 TO 3000. THIS IS MERELY ANNOYING. SOMETIMES WILL KICK DOWN PAST DRIVE AND INTO 3RD GEAR, BRINGING RPMs TO 5000 AND CAUSE THE VEHICLE TO ACCELERATE RAPIDLY ON HILL. THIS SEEMS UNSAFE, ESPECIALLY IN CROWDED OR WET CONDITIONS. HAVE FOUND NUMEROUS COMPLAINTS FROM OTHER TUNDRA OWNERS ONLINE. ALL SAY DEALER AND TOYOTA CLAIM THIS IS "NORMAL." TOYOTA CORPORATE OFFICE TOLD ME THEY CONSIDER THIS "NORMAL" AND RECOMMEND I NOT USE CRUISE CONTROL IN HILLY AREAS. MUST NOT HAVE HILLY AREAS WHERE TOYOTA ENGINEERS LIVE. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10168685  
**Date of Incident:** 20060415  
**Vehicle:** 2004 TOYOTA CAMRY SOLARA  
**Location of Incident:** SAN FRANCISCO, CA

**NHTSA Summary:**

THROTTLE LAG AT LOW SPEED AND FROM STOP IS INCONSISTENT AND HAS BEEN THE CAUSE FOR SEVERAL CLOSE CALLS WHEN PULLING INTO TRAFFIC. SOME INSTANCES HAVE BEEN SEVERAL SECONDS BEFORE ACTUAL THROTTLE RESPONSE. DRIVER HAS TO USE HARDER ACCELERATION TO COMPENSATE WHEN THIS HAPPENS. THIS IS A SAFETY ISSUE THAT TOYOTA IS AWARE OF BUT DECLINES TO ADMIT IT IS A PROBLEM. DRIVER IS VERY CONCERNED THAT THIS ISSUE WILL BE CAUSE OF AN ACCIDENT. WAS PROVIDED

C-584

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SUPPOSED "UPDATE" TO CAR COMPUTER, BUT SAME PROBLEM EXISTS. DEALERSHIP STATED THAT "UPDATE" DOES NOT HELP ENTIRELY. \*NM  
Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327174  
**Date of Incident:** 20060415  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** IRONTON, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 50 MPH, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT APPLIED EXTREME FORCE TO THE BRAKE PEDAL UNTIL THE VEHICLE CAME TO A STOP. THE CONTACT STATED THAT THE VEHICLE HAD PREVIOUSLY BEEN DIAGNOSED BY THE DEALER APPROXIMATELY 8 TIMES IN REFERENCE TO THE FAILURE. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE EIGHT TIMES. THE CONTACT RECEIVED THE RECALL NOTICE TO CORRECT THE UNINTENDED ACCELERATION; (NHTSA CAMPAIGN ID NUMBER 09V388000: VEHICLE SPEED CONTROL: ACCELERATOR PEDAL); HOWEVER, THE CONTACT WAS UNCOMFORTABLE HAVING THE ACCELERATOR PEDAL MODIFIED TO A SMALLER LENGTH. THE VEHICLE WAS NOT REPAIRED AND THERE WERE NO RECALL REPAIRS PERFORMED ON THE VEHICLE. THE FAILURE MILEAGE WAS 25 AND THE CURRENT MILEAGE WAS 18,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10174608  
**Date of Incident:** 20060416  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** DUNN, NC

**NHTSA Summary:**  
I BOUGHT THE 2007 TOYOTA CAMRY LE AT THE END OF MARCH 06. MY COMPLAINT WITH THE ACCELERATION IS THE SAME COMPLAINT THAT OTHER CAMRY OWNERS HAVE. WHEN I ATTEMPT TO ACCELERATE FROM A COMPLETE STOP OR ACCELERATING TO A HIGHER SPEED TO PASS THE CAR TAKES A FEW SECONDS TO CATCH UP WITH THE ACCELERATOR. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10155572  
**Date of Incident:** 20060417  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** MISSION, KS

**NHTSA Summary:**  
DTP\* THE CONTACT STATED UPON INITIAL ACCELERATION THE VEHICLE HESITATED. THE PROBLEM HAS BEEN PRESENT IN THE VEHICLE SINCE THE DATE OF PURCHASE. THE VEHICLE WAS TAKEN TO THE DEALER WHO DETERMINED THE VEHICLE WAS OPERATING NORMALLY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317242  
**Date of Incident:** 20060417

C-585

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2006 LEXUS LS  
**Location of Incident:** CRANFORD, NJ

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2006 LEXUS LS 430. WHILE PARKING THE VEHICLE IN REVERSE AND SWITCHING TO DRIVE THE VEHICLE ACCELERATED ON ITS OWN AND HIT A CEMENT PILLAR, BENCHES AND THEN A BUILDING. HE SUSTAINED MAJOR INJURIES TO HIS CHEST AND FRACTURED HIS NECK. THE PASSENGER SUSTAINED MAJOR INJURIES TO HER CHEST AND BOTH WERE HOSPITALIZED. THERE IS A POLICE REPORT AVAILABLE. THE VEHICLE WAS DESTROYED. THE DEALER HAD NOT BEEN CONTACTED AT THE TIME OF THE COMPLAINT. THE FAILURE AND CURRENT MILEAGE WAS 8000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10155810  
**Date of Incident:** 20060420  
**Vehicle:** 1999 LEXUS LS  
**Location of Incident:** LITTLE ROCK, AR

**NHTSA Summary:**  
I WAS DRIVING AND THE VEHICLE IN FRONT OF ME STOPPED. I TOOK MY RIGHT FOOT OFF THE ACCELERATOR AND PLACED IN ON THE BREAK. WHEN I APPLIED PRESSURE TO THE BREAK, THE CAR CONTINUED TO ACCELERATE AND HIT THE CAR IN FRONT OF ME. THE DAMAGE TO MY CAR IS PROBABLY IN THE \$10,000 RANGE. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10162826  
**Date of Incident:** 20060420  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** TAMPA, FL

**NHTSA Summary:**  
VEHICLE SPEED CONTROL: THE RAV4 HAS SOME SPEED CONTROL PROBLEMS. SOMETIMES, IT DOES NOT DOWN-SHIFT PROPERLY. THEN, SUDDENLY IT DOWN SHIFTS AND ACCELERATES EXTREMELY. THERE IS NO CERTAIN WAY OF CONTROLLING THE SHIFT. IT MAY CREATE HAZARDOUS SITUATIONS ESPECIALLY MERGING TO THE TRAFFIC. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10264135  
**Date of Incident:** 20060422  
**Vehicle:** 2006 TOYOTA CAMRY SOLARA  
**Location of Incident:** CHANDLER, AZ

**NHTSA Summary:**  
I OWN A 2006 SOLARA SLE 6CY. AND THE CAR HESITATES WHEN ACCELERATING (SUCH AS MERGING INTO TRAFFIC). TOYOTA HAS KNOWLEDGE OF THIS VERY PROBLEM ALONG WITH THE DEALERSHIPS AND ALL THAT NEEDS TO BE DONE IS A REFLASH. THE PROBLEM HAS TO DO WITH THE CARS ONBOARD COMPUTER. SO WHEN THEY PUT AN UPDATE IN THE COMPUTER IT IS CALLED REFLASHING. IF ENOUGH PEOPLE COMPLAIN OR IF SOMEONE IS KILLED THEY MIGHT FIND THE TIME TO TAKE CARE OF THIS. SO WHEN I AND MANY OTHERS TAKE THE TIME TO ADVISE TOYOTA AND THE DEALERSHIPS, I FEEL THEY SHOULD TAKE THE TIME TO ADDRESS THIS PROBLEM. PLEASE HELP ADDRESS THIS PROBLEM BY FILING A COMPLAINT AND ALSO BY CALLING TOYOTA.  
**Additional Summary:**

C-586

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MAYBE WE CAN FINALLY GET THE HESITATION PROBLEM TAKEN CARE OF. \*TR THANK YOU. JJ  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329857  
**Date of Incident:** 20060422  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MAYS LANDING, NJ

**NHTSA Summary:**  
I PURCHASED MY 2007 TOYOTA CAMRY IN 2006 WHEN THE NEW MODEL FIRST CAME OUT. IMMEDIATELY AFTER BUYING THE CAR I CONTACTED THE DEALERSHIP ABOUT A HESITATION AND ACCELERATION PROBLEM. I WANTED TO RETURN THE CAR AND THEY TOLD ME NO IT WAS NOW A USED CAR. I CONTACTED TOYOTA HEADQUARTERS AS WELL AND IN 2007 I WAS TOLD IT IS PROBABLY AND ELECTRONICS PROBLEM BUT HAS NOT BEEN RECALLED YET. MY VEHICLE WAS INVOLVED IN THE RECALL, I TOOK IT IN FOR THE SERVICE AND THE CAR IS STILL HAVING PROBLEMS. TOYOTA HAS DISMISSED MY COMPLAINTS. I HAVE FELT FROM DAY ONE THAT THIS VEHICLE IS UNSAFE AND CONTINUES TO BE UNSAFE. TOYOTA REFUSES TO GIVE ME MY MONEY BACK. I HAVE LOST RESALE VALUE AND CANNOT EVEN SELL THE CAR NOW. I AM VERY FRUSTRATED AND ANGRY OVER THIS SITUATION. I HAVE TO CONTINUE TO PAY MY CAR LOAN EVEN THOUGH I REFUSE TO DRIVE THIS CAR.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10273487  
**Date of Incident:** 20060424  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** SIMMIL, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA COROLLA. THE CONTACT STATED THAT THE VEHICLE ACCELERATED ON ITS OWN. THE CONTACT TOOK THE VEHICLE TO THE DEALER AND THEY KEPT IT OVERNIGHT. THEY FOUND NO FAILURES WITH THE VEHICLE. THE FAILURE RECURRED AND THE VEHICLE WAS TAKEN BACK TO THE DEALER. ONCE AGAIN, NO FAILURES WERE FOUND. ON ONE OCCASION, THE VEHICLE ACCELERATED AND STRUCK ANOTHER VEHICLE. THE OCCUPANTS IN THE OTHER VEHICLE WERE INJURED AND THE CONTACT SUSTAINED CHEST PAIN FROM THE SEAT BELT. A POLICE REPORT WAS FILED. THE VEHICLE WAS TAKEN TO THE DEALER AND THEY MADE REPAIRS. THE CONTACT DID NOT FEEL SAFE DRIVING THE VEHICLE; THEREFORE, IT WAS REPLACED WITH A 2006 COROLLA. CURRENTLY, THE 2006 COROLLA IS EXPERIENCING THE SAME FAILURES AS THE 2004 MODEL. THE DEALER STATED THAT SHE COULD BRING IN THE VEHICLE AND PAY \$98 PER HOUR FOR A DIAGNOSTIC. THE CONTACT IS AFRAID TO DRIVE THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 22,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310536  
**Date of Incident:** 20060426  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** JACKSONVILLE, FL

C-587

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ON 4/26/2006 MY WIFE WAS DRIVING OUR 2003 TOYOTA COROLLA INTO A PARKING SPOT AT HER EMPLOYMENT. THE CAR DID NOT STOP WHEN BRAKES WERE APPLIED. SHE PRESSED THE BRAKES HARD ENOUGH TO LEAVE TIRE TRACKS ON THE CONCRETE AND DUG THROUGH GROUND AFTER JUMPING THE CURB. THE CAR DID FINALLY STOP AFTER HITTING A SMALL TREE AND BARELY MISSING A LIGHT POLE. AT THE TIME WE BELIEVED THAT THE FLOOR MATS HAD GOT TANGLED UP AND THE HARDER SHE PRESSED ON THE BRAKES THE CAR WENT FASTER. WITH ALL THE MEDIA COVERAGE ABOUT PROBLEMS WITH STUCK GAS PEDALS AND FLOOR MATS. WE ARE NOT SURE THAT IT WAS NOT A PROBLEM WITH THE CAR. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10156567  
**Date of Incident:** 20060427  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** TRUJILLO ALTO, PR

**NHTSA Summary:**  
ON APRIL 27, 2006 MY DAD STARTED THE ENGINE TO GO TO CHURCH AND THE CAR ACCELERATED IN PARKING POSITION. CAR WAS TURNED OFF AND STARTED AGAIN, ONCE STARTED IT DROVE FINE. THE SAME DAY WHEN MY DAD WAS COMING FROM CHURCH HE STARTED THE CAR AND WHEN HE PUT IT IN DRIVE THE CAR ACCELERATED ITSELF AND IT BOLTED OUT AND WENT OVER A PILE OF SAND THAT WAS ON THE SIDE ON THE ROAD. THE CAR FLIPPED AND STOPPED AGAINST THE FENCE OF A HOUSE. THE AIR BAGS DID NOT DEPLOY. MY DAD WAS TAKEN TO THE HOSPITAL AND THE CAR WAS A TOTAL LOSS. HE WAS LUCKY TO HAVE HIS SEAT BELT ON. I'VE REVIEWED OTHER COMPLAINTS AND IT SEEMS TO ME THAT THIS HAS HAPPENED TOO MANY TIMES TO JUST BE A RANDOM DEFECT. I HOPE THIS ACCIDENT IS INVESTIGATED TO AVOID UNNECESSARY DEATHS DUE TO THIS PROBLEM. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10170192  
**Date of Incident:** 20060427  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** FALLS CHURCH, VA

**NHTSA Summary:**  
I PURCHASED A 2007 TOYOTA CAMRY LE ON LATE APRIL OF 2006. SINCE THEN, I HAVE EXPERIENCED NUMEROUS TIMES THE PRESENCE OF ACCELERATION PROBLEM. VEHICLE HESITATES WHEN PRESSING THE GAS PEDAL AT LOW SPEEDS. WHEN PRESSING THE PEDAL ALL THE WAY, THE CAR "SITS" ON THE ROAD AT THE CURRENT SPEED, AND AFTER A FEW SECONDS, IT KICKS FORWARD. THIS IS VERY DANGEROUS WHEN DRIVING IN TRAFFIC, WHICH FOR ME IS EVERYDAY LIVING IN THE DC METROPOLITAN AREA. THERE HAVE BEEN TIMES THAT I HAVE TO MOVE OUT OF THE TRAFFIC BECAUSE BY THE TIME MY CAR STARTED ACCELERATING, THE CAR IN FRONT IS BRAKING. OTHER CARS HAVE HAD TO MOVE AROUND ME BECAUSE OF THIS PROBLEM AS WELL. THIS SEEMS TO BE A COMMON PROBLEM READING THE POSTINGS IN THIS WEBSITE AND OTHERS. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314564  
**Date of Incident:** 20060427  
**Vehicle:** 2002 TOYOTA CAMRY

C-588

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Location of Incident: SANTA ROSA, CA

**NHTSA Summary:**

ON THURSDAY, APRIL 27, 2006, MY 2002 TOYOTA CAMRY HAD UNINTENDED ACCELERATION AT THE SHERTON PALO ALTO. WHEN ENTERING HE PARKING LOT, THE CAR ACCELERATED WITH ENGINE RACING AND CRASHED THROUGH THE PARKING LOT BARRIER. THE HOTEL GRACIOUSLY REPAIRED THE BARRIER AT THEIR EXPENSE. THIS INCIDENT HAS NOT BEEN REPORTED PREVIOUSLY. THIS IS THE ONLY INCIDENT TO DATE. A SECOND SAFETY ISSUE IS THE TRANSMISSION "LURCH" MY CAR HAS. I TRIED TO HAVE IT CORRECTED BY TOYOTA, BUT THEY REFUSED, SAYING THAT IT WOULD BE TOO COSTLY FOR TOYOTA TO FIX THE TRANSMISSION PROBLEM. WENT TO MEDIATION WHO AGREED WITH TOYOTA. THE PROBLEM CONTINUES.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10156846, 10313257

**Date of Incident:** 20060428

**Vehicle:** 2003 TOYOTA CAMRY

**Location of Incident:** SOUTH RUSSELL, OH

**NHTSA Summary:**

DT\*: THE CONTACT STATED WHILE DRIVING 25 MPH DEPRESSING THE BRAKE PEDAL THE VEHICLE ACCELERATED. THIS OCCURRED FOUR TIMES. THE FIRST 3 TIMES THE VEHICLE WAS STOPPED WITH EXCESSIVE PRESSURE TO THE BRAKE PEDAL. THE LAST TIME THE VEHICLE STRUCK A POLE. THERE WAS A POLICE REPORT TAKEN AT THE SCENE OF THE ACCIDENT. THE VEHICLE WAS TOWED TO AN INDEPENDENT REPAIR SHOP FOR BODY REPAIRS CAUSED BY THE CRASH. WHEN THE VEHICLE WAS INSPECTED THE FIRST THREE TIMES DIAGNOSTIC TESTING DID NOT IDENTIFY ANY CODES. ALSO, WHILE CARRYING 125 POUNDS OF BIRD SEED IN THE TRUNK, THE VEHICLE BEGAN TO VEER TO THE LEFT ON A SLUSHY ROAD. WHEN THE BIRD SEED WAS MOVED TO THE FRONT PASSENGER SEAT THE VEHICLE OPERATED NORMALLY. THE MANUFACTURER WAS ALERTED. UPDATED 7/11/2006 - THE CONSUMER REPORTED THESE INCIDENTS TO THE DEALER BUT THEY TOLD THE CONSUMER THAT NOTHING WAS WRONG. \*NM, FAX FWD LTR (OH) THEY PREVIOUSLY OWNED A 2003 TOYOTA CAMRY THAT HAD EXPERIENCED SUDDEN ACCELERATION PROBLEMS SINCE 2006, CONCERNED THAT TOYOTA RECALL IS NOT BROAD ENOUGH, REPLY PAINESVILLE, OH. \*TGW ON FOUR DIFFERENT OCCASIONS THE VEHICLE SUDDENLY ACCELERATED WHILE THE CONSUMER WAS DRIVING. IN APRIL 2006, THE ACCELERATOR PEDAL BECAME STUCK AND THE CONSUMER WAS FORCED TO HIT A CONCRETE PILLAR TO AVOID HITTING OCCUPIED VEHICLES. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10318170

**Date of Incident:** 20060428

**Vehicle:** 2006 TOYOTA RAV4

**Location of Incident:** ANN ARBOR, MI

**NHTSA Summary:**

WHEN FIRST DRIVING MY NEW 2006 TOYOTA RAV4, I NOTICED AT SLOW SPEEDS IT WOULD SOMETIMES ACCELERATE WHEN I HIT THE BRAKE. I ATTRIBUTED THIS TO BIG FEET AND A NEW CAR WHERE I DID NOT YET MASTER THE RELATIVE POSITIONS OF THE PEDALS. I STARTED DRIVING WITH TWO FEET, JUST AS I WAS TAUGHT AS A TEENAGER IN DRIVERS ED. OCCASIONALLY, THIS HAS HAPPENED AGAIN IN THE ENSUING 3 YEARS. UNTIL THIS UNINTENDED ACCELERATION PROBLEM CAME TO LIGHT IN 2010, I THOUGHT IT WAS JUST "OPERATOR ERROR." NOW, I AM BEGINNING TO THINK THERE IS SOME DEFECT - MAYBE IT'S HARDWARE LINKAGES, BUT I SUSPECT THERE IS A SOFTWARE

C-589

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PROBLEM IN THE ELECTRONIC COMPUTER OF THE CAR. I ALSO HAD THE STEERING MID-SHAFT PROBLEM AFTER WARRANTY AND SCREAMED UNTIL THEY FIXED IT UNDER WARRANTY FOR \$50. THERE WAS ALSO A "RUNAWAY" FUEL PUMP SERVICE BULLETIN I MADE THEM COVER AS WELL. I HAVE WORKED WITH TOYOTA QUALITY ENGINEERS SINCE THE 1980S AND AM DISGUSTED BY THEIR RESPONSES REPORTED IN THIS ODI SITE. TOYOTA'S CLAIM TO FAME WAS THERE QUALITY AND CUSTOMER FOCUS. LOOKS LIKE THE CURRENT GENERATION OF TOYOTA PEOPLE HAVE LOST THIS, AND THAT POINTS DIRECTLY TO TOP MANAGEMENT THERE. SHAME, SHAME, SHAME. AS THEY SAY IN JAPANESE, THEY ARE "ON SHIRAZU" (DO NOT UNDERSTAND THEIR OBLIGATION TO THEIR CUSTOMERS).

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10157467

**Date of Incident:** 20060430

**Vehicle:** 2003 TOYOTA CAMRY

**Location of Incident:** CENTENNIAL, CO

**NHTSA Summary:**

I WAS DRIVING INTO THE AUTOMATIC CAR WASH, SLOWED TO GO UP SLIGHT RAMP TO TOP. GAVE THE CAR A LITTLE GAS AND IT STARTED REVING, DID NOT STOP WHEN BRAKE PEDAL PUSHED, JUMPED THE TRACK AND HIT THE SIDE OF THE CAR WASH. THE CAR WAS ABLE TO BE MOVED TO OUTSIDE CARWASH, STILL REVING BUT WAS ABLE TO STOP AND TURN OFF THE ENGINE. THE FRONT BUMPER AND DRIVER'S SIDE FRONT FENDER WERE REPLACED, AND SUSPENSION DAMAGE REPAIRED. \*NM

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 200606030442; 200606210359; 200607270924

**Date of Incident:** 20060500

**Vehicle:** 2006 TOYOTA TACOMA

**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 06/03/2006 03:01:44 PM DPouncy

RNT# 060526-000230

EMAIL STATES:

"WHY DOES MY TOYOTA TRUCK REV UP TO 2500 RPMS WHEN I FIRST START IT? MY DEALER REP SAYS THIS IS NORMAL. I FEEL THAT A COMPUTER PROGRAMMING FIX IS NEEDED. I HAVE A CORROLLA THAT DOES NOT DO THIS. IF I HAD KNOWN THIS TRUCK WOULD DO THIS BEFORE I BOUGHT THIS TRUCK, I WOULD NOT HAVE BOUGHT THIS VEHICLE. PLEASE HELP AS I DO NOT THINK THIS IS GOOD FOR THE MOTOR. MY TRUCK HAS 500 MILES ON IT NOW, WILL IT LAST TO 100,000 MILES? CLIFF HALL"

\*\*\* NOTES 06/03/2006 03:02:06 PM DPouncy

ATF: Email Dated 05/31/2006 03:10 AM

"Your quick response to my email is very comforting....almost like i don't exist at all after the sale.

Clifford Hall"

\*\*\* NOTES 06/03/2006 03:02:10 PM DPouncy

ATF: Email Dated 05/31/2006 03:10 AM

"Why do you think i am contacting you? the people say nothing is wrong with my truck. Do i have to contact someone in japan? Do you have that number?"

Clifford Hall"

\*\*\* SUBCASE 200606030442-1 CREATED 06/10/2006 09:03:11 AM DPouncy

C-590

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

<as-html>

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

We apologize for the delayed response and you having concerns with your 2006 Tacoma recent service at Toyota Of Melbourne.<p>

You can be sure that Toyota is committed to providing the best possible service at Toyota dealerships and to making the service experience a favorable one. We encourage each dealership to maintain a professional level of performance at all times, and we were sorry to learn that you felt the service you received was less than satisfactory.<p>

In the interest of customer satisfaction, we have contacted the Customer Relations Manager at Toyota Of Melbourne to assist you with your concerns. The Customer Relations Manager will contact you by the end of the business day June 8, 2006.<p>

In the event you do not receive contact from the dealership by this date, please <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=4164TARGET=\_BLANK">contact us</a> with file #200606030442.<p>

It is through correspondence such as yours that we are able to continue to improve Toyota dealership services, and we sincerely appreciate the time you have taken to bring this matter to our attention.<p>

Toyota Customer Experience

</as-html>

\*\*\* CASE CLOSE 06/10/2006 09:03:26 AM DPouncy

See notes

\*\*\* NOTES 06/17/2006 11:34:14 AM DPouncy

Email: Dated/Rev'd 06/10/2006

"i contacted the serv mgr at toyota of melbourne first, before i contacted you. the response was that is the way the computer runs through the check list. My toyota corolla doesn't do this. i feel that toyota doesn't care about the customer after the sale.....i don't have a good feeling about my investments,,, i am at present leasing the 06 corolla and have just purchased an 06 tacoma. have i made a mistake????? it can't be good

\*\*\* NOTES 06/17/2006 11:34:21 AM DPouncy

for a motor to rev upto 2500 rpm as soon as the key is turned."

\*\*\* NOTES 06/17/2006 11:47:41 AM DPouncy

Email: Dated/Rev'd 06/15/2006 04:41 PM

"well it's been awhile since i heard from toyota. i stated that the morning rev up that will exceed 2500 rpms sometimes, this is normal? how many transmissions, universal joints, rearends does it take to have a computer program change this to 1100 rpms? if this is help after the sale i will be sure to tell all i know what to expect if they are thinking of purchasing a toyota. i wish i had known just a few months earlier what to

\*\*\* NOTES 06/17/2006 11:47:48 AM DPouncy

expect from toyota. thanks toyota."

signed rejected and neglected clifford dwight hall

Palm Bay florida

\*\*\* NOTES 06/17/2006 11:54:23 AM DPouncy

Ner attempted to contact cust-no answer. Ner l'm w/ 800#, case #, & any rep may assist. NEXT REP: Pls probe for CRM involvement & consider possible dlr open. Also educate cllr that Nhq document concerns but dlr has to diag veh & determine that repairs are needed.

\*\*\* NOTES 06/19/2006 07:04:59 AM RToussaint

Cltr Clifford (Dwight) Hall c/b, sts took veh to dlr (Toyota Of Melbourne, 09218) due to engine idle concerns. Sts am rpm's are at 2500 then decrease to approx 1800 during the day. Sts w/out inspecting veh, Service Mgr advd concerns are normal. Sts disagrees. Sts sks Toyota Corp to confirm dlr's diagnosis. Sts will sell veh if concerns are normal. Sts concerns are becoming frustrating. Ner apol, advd case open to dlr requesting CRM involvement and f'u to cllr.

\*\*\* SUBCASE 200606030442-2 CREATED 07/17/2006 09:41:57 AM DPouncy

<as-html>

C-591

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

We apologize for your Tacoma RPM concerns during start up.<p>

According to our records, you contacted us by telephone on June 19 2006 regarding your vehicle RPM during start up. At that time we opened the case to Toyota Of Melbourne's Customer Relations Manager for assistance.<p>

Your email has been documented at our National Headquarters under file #200606030442. If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=4164TARGET=\_BLANK">contact us</a>.<p>

Toyota Customer Experience

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\*\*\* NOTES 07/19/2006 12:15:35 PM EdeIacruz

NCR cld dlr & left VM msg w Sandra Osten CRM req c/b to discuss case further. Prov case # & CSR direct line for c/b

\*\*\* NOTES 07/20/2006 08:18:55 AM EdeIacruz

NCR cld dlr & left VM msg w Sandra Osten CRM req c/b to discuss case further. Prov case # & CSR direct line for c/b

\*\*\* NOTES 07/25/2006 01:25:36 PM EdeIacruz

NCR cld dlr & spk to Steve Bowman SM. NCR adv cus sent email indicating encm w high RPM at start up and is seeking clarif. SM advd will need to rsrch encm further & c/b

\*\*\* SUBCASE 200606030442-1 CLOSED 09/20/2006 09:44:20 AM DPouncy

\*\*\* SUBCASE 200606030442-2 CLOSED 09/20/2006 09:44:37 AM DPouncy

\*\*\* CASE CLOSE 09/20/06 14:30:29 rulermgr

SPOKE W/CUST. MASTER TECH STEVE REID EXPLAIN RPM REV TO HIM. CUST IS NOT CONVINCED WILL SET UP TIME TO SEE RAY HERNANDEZ, DISTRICT SERVICE MANAGER ABOUT THESE CONCERNS.

;

\*\*\* PHONE LOG 06/21/2006 09:03:56 AM EStapes1

Caller states: veh taken to dlr b/c high rpm (2500) at start-up, 6/21/06 sts spoke to crm (wendy vess) & tech (steve reid). sts tech adv clr veh operating as designed. unable to reprogram, sts tech adv clr to contact cec to sched appt to have dspm inspect veh. Its dspm will provide same answer, sts does not want to pursue arb at this time, sks dlr to resolve high idle encm.

\*\*\* CASE CLOSE 06/23/06 14:30:46 rulermgr

ONCE AGAIN, SPOKE W/CUST ABOUT REVING RPMS, WILL SEE DSM WHEN HERE, NOTHING MORE AT THIS TIME THAT THE DEALERSHIP CAN DO.

;

\*\*\* PHONE LOG 07/27/2006 12:17:37 PM EdeIacruz

RNT#060526-000230 Email States: "WHY DOES MY TOYOTA TRUCK REV UP TO 2500 RPMS WHEN I FIRST START IT? MY DEALER REP SAYS THIS IS NORMAL. I FEEL THAT A COMPUTER PROGRAMMING FIX IS NEEDED. I HAVE A CORROLLA THAT DOES NOT DO THIS. IF I HAD KNOWN THIS TRUCK WOULD DO THIS BEFORE I BOUGHT THIS TRUCK, I WOULD NOT HAVE BOUGHT THIS VEHICLE. PLEASE HELP AS I DO NOT THINK THIS IS GOOD FOR THE MOTOR. MY TRUCK HAS 500 MILES ON IT NOW, WILL IT LAST TO 100000 MILES? CLIFF HALL"

\*\*\* NOTES 07/27/2006 12:20:43 PM EdeIacruz

ATF- RNT #060526-000230-DATED-06/10/2006 05:10 PM-Email states: i contacted the serv mgr at toyota of melbourne first, before i contacted you. the response was that is the way the computer runs through the check list. My toyota corolla doesn't do this. i feel that toyota doesn't care about the customer after the sale.....i don't have a good feeling about my investments,,, i am at present leasing the 06 corolla and have just purchased an 06 tacoma....

\*\*\* NOTES 07/27/2006 12:22:27 PM EdeIacruz

C-592

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

...have i made a mistake????? it can't be good for a motor to rev upto 2500 rpm as soon as the key is turned.

NOTE TO DLR: Prev case was sent to dlr however case had already been opened and closed. New case created to send to dlr for fu

\*\*\* NOTES 07/27/2006 12:24:10 PM EDelacruz  
ATF- EMAIL-DATED07/17/2006 03:25 PM- RNT #060526-000230- Email states: Yes, I talked to the area toyota rep and just as i suspected....nothing. Nobody gives a care about the concerns of the customer problems. As i told your rep, i will solve my problem by selling the vehicle as soon as i can. Believe me my next vehicle will not be a toyota. Thanks toyota...great job. Thanks for asking...now you know.

Cliff Hall  
07.17.06"

\*\*\* NOTES 07/27/2006 12:26:02 PM EDelacruz  
ATF- EMAIL DATED-07/22/2006 11:25 AM- RNT #060526-000230-Email states: "no response says alot...jsut what i expected"

\*\*\* SUBCASE 200607270924-1 CREATED 07/27/2006 12:57:02 PM EDelacruz

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

We apologize for your concerns with the RPM readings at start up and for the delay in responding to your concerns ->

We contacted the service manager at Toyota Of Melbourne on July 25, 2006. At that time the service manager advised that your vehicle had not been evaluated at their dealership and was uncertain as to whom you spoke to regarding your concerns.->

In order to properly assess your concerns, a diagnosis by your local Toyota dealership is required. Based on this information we have once again contacted the Customer Relations Manager at Toyota Of Melbourne to further evaluate your Tacoma.->

The Customer Relations Manager will contact you by the end of the business day, Tuesday August 1, 2006. In the event you do not receive any contact from the dealership by this date, please <a href = 'http://toyota.custhelp.com/cgi-bin/toyota.cfm?ph/enduser/std\_adp.php?p\_faig=4164'TARGET=\_BLANK'>contact us</a> with file #incidents.cslarifcasenumber.->

Toyota Customer Experience

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\*\*\* SUBCASE 200607270924-1 CLOSED 07/27/2006 12:57:16 PM EDelacruz

SUBCASE CLOSE

\*\*\* DEALER NOTES: 08/02/06 16:36:42  
CUSTOMER IN END OF JUNE TO SEE DSM ABOUT ISSUES, NOTHING WRONG, CHARACTERISTIC OF VEHICLE. CUST STILL NOT HAPPY

\*\*\* CASE CLOSE 08/03/06 14:30:31 nlegr

CUSTOMER SEEN DSM-RAY HERNANDEZ AND MASTER TECH-STEVE REID END OF JUNE.

CUST WAS EXPLAINED THAT THIS IS NORMAL CHARACTERISTIC OF VEHICLE. IS NOT HURTING ENGINE. NO FIX AT THAT TIME OR NOW.

**Additional Summary:**

**Toyota ID Number:** 200606050939

**NHTSA ODI Number:**

**Date of Incident:** 20060500

**Vehicle:** 2006 TOYOTA TACOMA

**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 06/05/2006 11:50:20 AM ABaker2

Caller states: sts when he start the veh it rev 2000 rpm and stays there only on a cold start, cust sts he took the veh to the dlr and adv the concerns are normal . cust sts he hasn't taken to the CRM, sts this concerns is not normal for a new veh

C-593

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* CASE CLOSE 06/08/2006 12:57:01 PM DLR30027  
CUSTOMER CONCERN HIGH IDLE WHEN COLD.SERVICE MANAGER CALLED TSB TO CONFIRM NORMAL OP.SERVICE MANAGER CALLED CUSTOMER TO EXPLAIN,CUSTOMER UNDERSTOOD

**Additional Summary:**

**Toyota ID Number:** 200605050152

**NHTSA ODI Number:**

**Date of Incident:** 20060500

**Vehicle:** 2004 TOYOTA SIENNA

**Location of Incident:** GLENVIEW, IL

**NHTSA Summary:**

\*\*\* PHONE LOG 05/05/2006 07:42:03 AM JGetz

Caller states: wife (redact) driving veh last night and had an accident.Clr sts wife was pulling over to the curb to park.Clr sts had foot on brake then the Sienna accelerated and hit the veh in front of her.The front bumper panel is chipped, and grill was pushed back about a 1/2 inch.Clr sts wife was wearing seatbelt.Clr sts they have veh.Clr sts the other veh had no damage.Clr sts insurance has not been called yet.

\*\*\* NOTES 05/05/2006 07:42:04 AM JGetz

Clr sts wife did have an accident last year, another veh hit her front right fender.

\*\*\* SUBCASE 200605050152-1 CLOSED 05/09/2006 12:14:39 PM DSorenson

VWong handling case. ncr closing subcase.

\*\*\* SUBCASE 200605050152-2 CREATED 05/09/2006 12:37:04 PM VWong

\*\*\* NOTES 05/09/2006 01:02:56 PM VWong

OUTBOUND CUSTOMER CALL:

NCR called day# & 1/m.

\*\*\* NOTES 05/10/2006 11:07:30 AM VWong

OUTBOUND CUSTOMER CALL:

NCR called alt# & 1/m.

\*\*\* NOTES 05/11/2006 08:50:22 AM VWong

OUTBOUND CUSTOMER CALL:

NCR called day# & 1/m.

\*\*\* CASE CLOSE 05/19/2006 08:25:56 AM VWong

NCR closing case pending cust c/b.

\*\*\* SUBCASE 200605050152-2 CLOSED 05/19/2006 08:26:00 AM VWong

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10304544

**Date of Incident:** 20060501

**Vehicle:** 2008 TOYOTA RAV4

**Location of Incident:** CORDOVA, TN

**NHTSA Summary:**

I PURCHASED A NEW TOYOTA RAV4 (2008 LS) IN THE SUMMER OF 2008. I QUICKLY REALIZED THAT THERE SEEMED TO BE A PROBLEM WITH ACCELERATION. I REPORTED IT THEN AND THE FIRST SEVERAL TIMES IT WENT IN FOR SCHEDULED MAINTENANCE. THE RESPONSE HAS BEEN THE SAME - THAT'S JUST WHAT TOYOTAS DO. THE PROBLEM -

C-594

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHEN ACCELERATING FROM A STOP WHEN THE CAR HAS BEEN IDLING, THE CAR HESITATES. THERE IS A SECOND OR 2 DURING WHICH THERE IS NO POWER. THEN, THE POWER KICKS IN AND THE CAR JUMPS FORWARD, NOT BECAUSE THE PEDAL IS STICKING BUT BECAUSE THE CAR SUDDENLY "CATCHES UP" WITH THE GAS PEDAL. THE EXPLANATION GIVEN BY TWO DEALERS IS THIS: IN THE TOYOTA, THERE IS A DELAY BETWEEN WHEN THE PEDAL IS PRESSED DOWN AND WHEN THE CAR'S COMPUTER SENDS THE INFORMATION TO THE CARBORATOR, OR WHATEVER PASSES FOR IT IN NEW ENGINES. THAT CAUSES THE SEQUENCE - PRESS THE GAS PEDAL, HESITATION, THEN SURGE. THIS IS MOST DANGEROUS WHEN TRYING TO MERGE INTO HEAVY, FAST MOVING TRAFFIC. OPENINGS IN THE TRAFFIC ARE USUALLY SMALL BUT ADEQUATE IF THE CAR RESPONDS. HOWEVER, WHEN THE CAR HESITATES, THEN SURGES, THE OPENING CAN BE MISSED AND THE CAR AND DRIVER ARE AT RISK FOR A SIGNIFICANT ACCIDENT. THE PROBLEM IS ALSO INTERMITTENT SO THAT THE DRIVER CAN BE CAUGHT OFF GUARD, EVEN WHEN EXPERIENCED WITH THE CAR. I'M FILING THIS BECAUSE I SEE THAT YOUR DEPARTMENT HAS GONE PAST THE STICKING PEDAL TO LOOK AT POSSIBLE PROBLEMS WITH THE ELECTRONICS AND COMPUTER SYSTEMS IN THE CARS. SO I THOUGHT THIS MIGHT BE HELPFUL. PS-I HAVE BEEN FORTUNATE THAT THE PROBLEM HAS NOT CAUSED AN ACCIDENT. HOWEVER, THERE HAVE BEEN SITUATIONS WHERE A LITTLE LUCK AND A QUICK FOOT TO THE BRAKE PEDAL WAS ALL THAT PREVENTED ONE. PPS-I WILL GLADLY PROVIDE THE VIN # BUT I DO NOT HAVE IT AVAILABLE NOW.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10317399

**Date of Incident:** 20060501

**Vehicle:** 1998 TOYOTA 4RUNNER

**Location of Incident:** CLEVELAND, OH

**NHTSA Summary:**

I HAVE A 1998 TOYOTA 4-RUNNER. IT, TOO, HAS RANDOM ACCELERATION PROBLEMS.

OVER THE YEARS I HAVE HAD IT CHECKED BY A MECHANIC FOR PROBLEM IDENTIFICATION NO LESS THAN 10 TIMES BUT NO PROBLEMS WERE IDENTIFIED AND THEREFORE NOTHING WAS FIXED. THE OCCURRENCES ARE SPORADIC AND UNPREDICTABLE. I DO A LOT OF FREEWAY DRIVING AND THUS, MOST HAVE OCCURRED ON FREEWAYS AND WITHOUT ANY SIGNIFICANT CONSEQUENCE. THE CAR WAS BOUGHT USED.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10327427

**Date of Incident:** 20060501

**Vehicle:** 2003 TOYOTA CAMRY

**Location of Incident:** ARLINGTON, TX

**NHTSA Summary:**

2003 TOYOTA CAMRY. CONSUMER STATES UNINTENDED ACCELERATION \*TGW THE CONSUMER STATED WHEN SHE ENTERED A PARKING LOT, THE VEHICLE SUDDENLY ACCELERATED. SHE VEERED TO THE RIGHT AWAY FROM A BRICK BUILDING AND DROVE OVER A CURB, A SIDEWALK, A DROP DOWN TO GRASS AND ALONG SHRUBS AT THE BASE OF THE BUILDING. THE CONSUMER WAS ABLE TO BRING THE VEHICLE UNDER CONTROL. ALL TOGETHER, THE VEHICLE TRAVELED ABOUT 100 FEET OR MORE IN A CIRCLE IN A SHORT PERIOD OF TIME. THE CONSUMER STATED THE FIRST TIME THE INCIDENT HAPPENED WAS IN MAY 2006 WHEN THE VEHICLE SUDDENLY ACCELERATED AS SHE WAS BACKING OUT OF A PARKING SPACE. THE VEHICLE HAD BEEN IDLING FOR A FEW

C-595

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MINUTES WITH THE AIR CONDITIONER ON BEFORE SHE PLACED THE GEAR IN REVERSE. THERE WAS NO PROPERTY DAMAGE AND THE POLICE WERE NOT CALLED IN EITHER INCIDENT. \*JB

**Additional Summary:**

**Toyota ID Number:** 200605050993

**NHTSA ODI Number:**

**Date of Incident:** 20060502

**Vehicle:** 2004 TOYOTA SIENNA

**Location of Incident:** ONALASKA, WI

**NHTSA Summary:**

\*\*\* PHONE LOG 05/05/2006 02:08:12 PM NRedd

Caller states: today he was in a 2-car accident, clr sts only occupant in veh & wearing seatbelt, sts road conditions were dry pavement. Sts accident happened as he was taking the Sand Lake Rd off ramp downhill, heading north. clr sts veh came to a complete stop, at which he was approx 2 car links behind 2nd vehicle. clr sts veh engine continued to race & surged forward even though foot was applied hard on the brake. clr sts his veh1 hit the rear bumper...

\*\*\* NOTES 05/05/2006 02:08:12 PM NRedd

...drivers side of veh2. clr sts he cranked steering wheel left to avoid pushing veh2 cross-traffic lane. clr sts his veh1 continued to surge forward, across Sand Lake road & onto the other median. clr sts turned veh1 off to stop veh. clr sts called Onalaska Police Department, Onalaska, WI. Clr sts does not have report # avail. clr sts an ambulance took drive of veh 2 to hospital for neck injury, sts not sure which hospital. clr sts no injuries...

\*\*\* NOTES 05/05/2006 02:09:42 PM NRedd

...caller sts does not have veh2 driver or veh contact info. clr sts towed his veh1 to Steve Lows Midwest Toyota & dlr SM Gary Hansen adv cust to contact corporate. Clr sts reported accident to American Family Insurance Agency, 608-779-4300. clr sts waiting on Toyota to contact dealer so dealer can begin body work rprs. clr req to know why veh surged forward. clr req loaner veh until work completed.

\*\*\* SUBCASE 200605050993-1 CREATED 05/05/2006 02:51:01 PM DSorenson

\*\*\* NOTES 05/08/2006 11:06:06 AM DSorenson

OUTBOUND CUST CALL:

ncr called cust day#. ncr 1/m requesting c/b to 800#. ncr provided log in id for direct contact.

\*\*\* NOTES 05/08/2006 11:21:22 AM DSorenson

===FCRP===

OUTBOUND CUST CALL:

ncr called cust alt#. ncr confirmed info in case notes. Cust sts was going on the offramp and at the bottom put foot on brake. sts felt his bumper hit the veh in front and engine was racing. sts turned steering wheel to the left and went over the median. sts had no injuries. sts veh is at dlr. dlr adv could not find any concerns and adv veh was safe to drive. ncr adv info would be sent to Region and would get c/b within 3 busi days>>>

\*\*\* NOTES 05/08/2006 11:22:35 AM DSorenson

>>>>to arrange inspection. ncr invited cust to contact back if any questions. Cust thanked and agreed. LEGAL REQUESTS FIELD CONTACT REPORT W/ MANY INTERIOR AND EXTERIOR PHOTOS.

\*\*\* SUBCASE 200605050993-1 CLOSED 05/08/2006 11:25:25 AM DSorenson

Closing case and subcase.

\*\*\* NOTES 05/09/2006 08:49:28 AM SAReola

Gary Hanson(Service director) Sts did diagnostic on veh & did not find anything wrong w/ veh on Friday 05/05/06. Sts mechanic test drove veh & could not duplicate condition. Ncr adv case is being handled by DSorenson. Ncr adv will contact case mgr. Ncr spoke to case mgr-Danica who adv dispatched case to Chicago Region to set-up inspection of veh. Case mgr-Danica adv to have dlr cll FTS @ Region. Dlr sts veh is still at dlr & does not know what to do w/ veh. Ncr adv>>>

\*\*\* NOTES 05/09/2006 08:50:17 AM SAReola

C-596

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

>>dlr to ell FTS at Chicago Region for instructions. Adv case mgr-Danica, dispatched case to Chicago Region. Dlr thanked.

\*\*\* CASE CLOSE 05/09/2006 09:07:47 AM NVacura210

File dispatched to Region FTS via e-mail and message left for FTS to contact dlr. Message left for cust. that FTS will investigate. File will be updated after inspection completed.

\*\*\* NOTES 05/09/2006 09:08:39 AM NVacura210

FTS H. Peterson adv. that he will be contacting dlr. to make arrangements to inspect vehicle.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10156602  
**Date of Incident:** 20060502  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CHICAGO, IL

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

**Additional Summary:**

**Toyota ID Number:** 200608160927  
**NHTSA ODI Number:**  
**Date of Incident:** 20060503  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** YADKINVILLE, NC

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/16/2006 11:48:14 AM JFewel  
RNT#060807-000354

Email from states: "Tacoma cruise control  
My name is Dale Dix. I am the president of TMP of NC, a small company in Yadkinville, NC. My company recently purchased (2) new 2006 Tacoma pick up trucks from Toyota West of Statesville, NC., an investment on our part of approx. \$60,000.00.  
After purchasing the pick ups, it has come to my attention that the cruise control feature on both vehicles operates so poorly that it is not economical to operate.

\*\*\* NOTES 08/16/2006 11:49:30 AM JFewel

...The cruise control on both vehicles constantly runs the engine RPM up and down in an effort to control the speed, which it regulates poorly. This causes a great increase in fuel consumption and is also very annoying to the driver. When I brought this problem to the dealer for a solution, I was told that this was the normal operation of the cruise control on a Tacoma, and it can not be repaired.  
Cruise control is a very important feature on a vehicle for my company...

\*\*\* NOTES 08/16/2006 11:52:52 AM JFewel

...Had I known that a Tacoma cruise control operated so poorly, I would have made the purchase of new vehicles with some other company.

If it is possible, I would like for the cruise control feature on both trucks to be repaired or replaced as soon as possible. This problem is causing an unfair expense on my company resulting from an error on the part of Toyota. If it cannot be repaired or replaced, I would like a written explanation of why it can not be.

\*\*\* NOTES 08/16/2006 11:53:11 AM JFewel

C-597

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

...Had I known that a Tacoma cruise control operated so poorly, I would have made the purchase of new vehicles with some other company.

If it is possible, I would like for the cruise control feature on both trucks to be repaired or replaced as soon as possible. This problem is causing an unfair expense on my company resulting from an error on the part of Toyota. If it cannot be repaired or replaced, I would like a written explanation of why it can not be.

\*\*\* NOTES 08/16/2006 11:53:43 AM JFewel

...This is the first purchase of Toyota products for my company. And if this is any representation of the quality, service, and concern for customer satisfaction that I can expect, then it will be the last purchase."

\*\*\* SUBCASE 200608160927-1 CREATED 08/16/2006 11:57:49 AM JFewel

Thank you for contacting Toyota Motor Sales, U.S.A., Inc. We apologize for the concerns you experienced with your recent service at Toyota West. Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.

You can be sure that Toyota is committed to providing the best possible service at Toyota dealerships and to making the service experience a favorable one. We encourage each dealership to maintain a professional level of performance at all times, and we were sorry to learn that you felt the service you received was less than satisfactory.

In the interest of customer satisfaction, we have contacted the Customer Relations Manager at Toyota West to assist you with your concerns. The Customer Relations Manager will contact you by the end of the business day Monday, August 21, 2006.

In the event you do not receive contact from the dealership by this date, please contact us < [http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enuser/sid\\_adp.php?\\_fauid=4164-](http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enuser/sid_adp.php?_fauid=4164-) with file #Sincidents.e\$claritycasenumbr.

It is through correspondence such as yours that we are able to continue to improve Toyota dealership services, and we sincerely appreciate the time you have taken to bring this matter to our attention. Check out our Online Toyota Technical Information <<http://techinfo.toyota.com/>> available by short- and longer-term subscription as a lower-cost alternative to purchasing a repair manual, and at no charge, recommended service intervals <<http://www.toyotapartsandservice.com/smg/main.php>>.

For more Toyota information, please see Toyota Express Lube <<http://www.toyota.com/html/shop/dealers/lube/index.html>>, ToyotaOwnersOnline.com <<http://toyotaownersonline.com/>>, our Glossary <<http://www.toyota.com/html/help/glossary.html>> and printable Do-It-Yourself Instructions <<http://www.toyotaownersonline.com/parts-service/diy.php>>.

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

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

Toyota Customer Experience

\*\*\* SUBCASE 200608160927-1 CLOSED 08/16/2006 11:57:54 AM JFewel

sent

\*\*\* DEALER NOTES: 08/17/06 16:36:40

08/17/06 5:05PM LEFT MSG ON ANS MACH.

\*\*\* CASE CLOSE 08/23/06 14:30:39 rulemgr

TECH DROVE CUST TRUCK AND 2006 TACOMA IN STOCK. BOTH CRUISES OPERATED THE SAME. CRUISE OPERATING AS DESIGNED. CALLED TECHNICAL ASSIST FOR ANY FIXES ON ERRATIC SPEEDS WHEN SET. GAVE CUST COPY IN OWNER'S MANUAL ADVISING DUE TO DIFFERENT ROAD GRADES, SPEEDS MAY VARY.

**Additional Summary:**

C-598

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294385  
**Date of Incident:** 20060504  
**Vehicle:** 2002 LEXUS RX300  
**Location of Incident:** SHAVER TOWN, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 RX300 LEXUS. WHILE DRIVING 55 MPH ON A HILL, THE VEHICLE ACCELERATED ON ITS OWN AND THE PEDAL WAS STUCK TO THE FLOOR. SHE WAS ONLY ABLE TO STOP THE VEHICLE AFTER SHIFTING INTO NEUTRAL GEAR. THE CONTACT SHUT THE ENGINE OFF AND ATTEMPTED TO EXIT THE VEHICLE; HOWEVER, THE DOORS FAILED TO OPEN UNTIL SHE RESTARTED THE VEHICLE. THERE WAS A LOUD NOISE PRESENT IN THE ENGINE AFTER RESTARTING THE VEHICLE; HOWEVER, THE VEHICLE BEGAN MOVING IN REVERSE. THE VEHICLE WAS TOWED TO THE DEALER WHERE THE VEHICLE WAS PURCHASED. THE DIAGNOSTIC COMPUTER TEST INDICATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE DEALER STATED THAT THE FLOOR MATS COULD HAVE CAUSED THE FAILURE, ALTHOUGH, THE HOOKS WERE SECURELY FASTENED ONTO THE FLOOR MATS. THE FAILURE OCCURRED ON ONE OCCASION. THE FAILURE MILEAGE WAS 43,433 AND THE CURRENT MILEAGE WAS 73,000.

**Additional Summary:**

**Toyota ID Number:** 200605040029  
**NHTSA ODI Number:**  
**Date of Incident:** 20060504  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 05/04/2006 05:48:19 AM RBrowning  
RNT 060419-000206 -- Caller states: I own a 05 (new) Tacoma. 3400 miles. I am driving with the cruise control @ 60 mph. Suddenly the gear shift pops forward and I am out of gear and the engine is racing. This has happened twice so far. Why does this happen and what can you do to stop it? I am taking it into New Country Toyota in Durango Friday 21st. "Rob" is the service person there.

\*\*\* DEALER NOTES: 05/04/06 07:29:01

CRM CHECKED SERVICE RECORDS AT TIME OF APPT. WE WERE UNABLE TO DUPLICATE PROBLEM. CSTM R DECLINED ROAD TEST WITH SHOP FOREMAN. CRM WILL CONTACT CSTM R TO SEE IF HE WILL COME IN AGAIN. W/OUT DUPLICATION DIFFICULT TO DIAG. CONCERN.

\*\*\* DEALER NOTES: 05/05/06 06:42:51

CRM LEFT CUSTOMER A MESSAGE MORNING OF 5/4/06 REQUESTING RETURN CALL TO DISCUSS ISSUE FURTHER AND SET UP TIME TO RETURN TO ATTEMPT DUPLICATION.

\*\*\* CASE CLOSE 05/05/2006 07:07:51 AM DLR05053

CRM LEFT MSG 5/4/06. DLR WAITING FOR RETURN CALL TO PROCEED. \*\*NEXT REP, IF CUST' CB CFC, PL S ADV TO CONTACT DLR CRM DIRECTLY.\*\*

\*\*\* NOTES 08/01/2006 12:11:30 PM esmart

ATF, RNW# 060801-000146, email date 08/01/2006 10:40 AM  
emailer adv of same concerns, adv dlr was unable to duplicate concerns and sks assist from Toy. ncr adv unable to assist directly with diagnosis or rpr of veh, referred to dlr.

\*\*\* NOTES 08/02/2006 09:27:45 AM esmart

ATF, RNW# 060801-000146, email date 08/01/2006 02:56 PM  
emailer sts unhappy with dlr and Toy response, sts if condition continues to occur will 'return veh to dlr' and purchase another manf. veh. ncr adv concerns documented.

\*\*\* NOTES 08/02/2006 12:03:36 PM esmart

ATF, RNW# 060801-000146, email date 08/02/2006 09:56 AM

C-599

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

emailer sts "What does this note mean?" NO RESPONSE, cust advised of Toy's position on this matter 3 times, no new info in email

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10179066  
**Date of Incident:** 20060507  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** MERCER, WI

**NHTSA Summary:**  
TL\* - THE CONTACT STATED THAT HE OWNS A 2006 TOYOTA RAV4. WHILE DRIVING HIS VEHICLE AT 5 MPH AND HE WAS TRIED TO COME TO A STOP WHEN THE VEHICLE ACCELERATED. THE CONTACT STATED THAT THIS HAPPENED 3 TIMES BEFORE HE TOOK THE VEHICLE TO DEALERSHIP. THE DEALERSHIP DID RUN A COMPUTER DIAGNOSTIC AND FOUND NO ERRORS. THE CONTACT STATED THAT THE VEHICLE RAN FINE FOR A WHILE AND ON 12/29/06 WHILE DRIVING THE VEHICLE TRIED TO MAKE A TURN AND TO STOP WHEN THE VEHICLE ACCELERATED AGAIN. HE STATED THAT THIS HAS HAPPENED 4 TIMES THAT DAY. THE CONTACT STATED THAT THE SECOND TIME THE VEHICLE WOULD NOT COME TO A STOP AND RAN INTO STAIRS WHICH DAMAGED THE GUARD THAT PROTECTS THE BUMPER. THE CONTACT CALLED TOYOTA'S REGIONAL OFFICE IN CHICAGO. THE CONTACT MET AN INVESTIGATOR AT A DEALERSHIP TO RUN MORE DIAGNOSTIC TESTING. THE CONTACT STATED THAT THE INVESTIGATOR FOUND NOTHING WRONG WITH THE VEHICLE, BUT IS WAITING FOR THE OFFICIAL TEST RESULTS. \*JB THE CONSUMER STATED THE THIRD TIME THE INCIDENT HAPPENED, HE RAN INTO A DECK AND CAUSED DAMAGE TO THE VEHICLE. UPDATED 03/07/07\*JB

**Additional Summary:**

**Toyota ID Number:** 10157226  
**NHTSA ODI Number:** 20060508  
**Date of Incident:** 2004 TOYOTA CAMRY  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** GREENSBORO, NC

**NHTSA Summary:**  
DT\*: THE CONTACT STATED THE VEHICLE ACCELERATED OUT OF CONTROL 3 TIMES WHEN PULLING INTO A PARKING SPACE. THE CONSUMER NEVE RHIT ANOTHE RPERSON OR CAR. SHE LID IN A RETIREMENT HOME WITH OTHERS WHO PARK IN A CROWDED LOT. THE CONTACT BELIEVED THAT A DEFECT CAUSED THESE THREE INCIDENTS. UPDATED 06/01/2006. \*AK \*TS

**Additional Summary:**

**Toyota ID Number:** 10158514  
**NHTSA ODI Number:** 20060509  
**Date of Incident:** 2003 TOYOTA CAMRY  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ALEXANDRIA, VA

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE DRIVING SLOWLY AT 1 MPH WIT FOOT ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED SUDDENLY CAUSING AN ACCIDENT. THE VEHICLE CRASHED INTO THREE OTHER VEHICLES CAUSING PROPERTY DAMAGE. THE SEAT BELTS WERE IN USE AT THE TIME. THE AIR BAGS DID NOT DEPLOY. THERE WERE NO PROBLEMS PRIOR TO THIS ACCIDENT. THE VEHICLE WAS TOWED TO LOCAL DEALERSHIP WHERE

C-600

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THEY WERE UNABLE TO DUPLICATE THE PROBLEM. THE VEHICLE HAS BEEN INSPECTED BY TOYOTA. THE POLICE WERE ALERTED TO THE SCENE AND A REPORT WAS FILED. UPDATED 6/19/2006 - \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285915  
**Date of Incident:** 20060509  
**Vehicle:** 2007 TOYOTA CAMRY HV  
**Location of Incident:** DAYTON, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY HYBRID. WHILE APPROACHING A STOP SIGN, THE VEHICLE ACCELERATED INTO AN INTERSECTION; HOWEVER, AFTER REPEATED BRAKE APPLICATION, SHE WAS ABLE TO STOP THE VEHICLE. THE MANUFACTURER WAS NOTIFIED AND SHE WAS ADVISED TO REMOVE THE FLOOR-MATS. THE FAILURE RECURRED AFTER THE MATS WERE REMOVED. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION AND THE TECHNICIANS WERE UNABLE TO IDENTIFY THE CAUSE OF THE FAILURE. THE FAILURE MILEAGE WAS 497 AND THE CURRENT MILEAGE WAS 38,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305361  
**Date of Incident:** 20060510  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** ELYSBURG, PA

**NHTSA Summary:**  
2006 AVALON ACCELERATES FROM 40 MILES PER HOUR TO 100 MILES PER HOUR WHEN IN THE CRUISE CONTROL -- I FEEL MY LIFE IS IN DANGER AND I DO NOT USE MY CRUISE CONTROL BECAUSE OF THIS, BUT I AM AFRAID THAT IT MAY COME IN ACCIDENTALLY -- PLEASE HELP ME!

**Additional Summary:**

**Toyota ID Number:** 200703310053  
**NHTSA ODI Number:**  
**Date of Incident:** 20060511  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/31/2007 08:03:24 AM APowe  
RNW#070329-000102  
Email States: This is my third letter to you regarding problems with my vehicle. Your regional representative, Craig (?), contacted me by telephone, saying that I would have to bring my vehicle to Grappone Toyota and leave it there to be checked by the inspector. I told him I needed the inspector to come to my residence because he would be at a variety of dealerships and would have time to come to my residence.....  
\*\*\* NOTES 03/31/2007 08:03:59 AM APowe  
...Since my main complaint was the vehicle idling at 1500 rpm's first time it is started in the morning after being garaged all night, and, having hit a tree backing out of my driveway because of it, I believe it is necessary to see the vehicle in the "accident" or normal situation when it is first started. The response was that the inspector could not come and I should leave my vehicle at Grappone in the morning and he would check it out later at the dealership.....

C-601

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 03/31/2007 08:04:26 AM APowe

...My response was that I cannot leave my vehicle to be checked at their convenience since it is my only transportation and that the inspector needed to see it in the situation where the greatest problem occurs. This went back and forth a few more times and my final response was the same, except that I additionally stated that Craig could tell Toyota I am really impressed at their customer service. I'm...

\*\*\* NOTES 03/31/2007 08:04:46 AM APowe

...sure he reported that I was uncooperative and I wanted to give you my side of the story. So far, I still like the truck, but am still disturbed by leaving my garage and driveway with my foot on the brake at 1500 rpm's and I am still unimpressed with both your and Grapone's customer service. I have attached my previous correspondence for your information.

Thank you.  
MJ Turcotte, 603-746-2966...

\*\*\* NOTES 03/31/2007 08:05:08 AM APowe

...I have written to you before regarding these problems with my Toyota truck and I assume you referred it back to Grapone Toyota, since their PR person called me to take a look at the problem. She made an appointment, at which the Service Manager would be present, and I arrive on time. She was 20 minutes late and we waited another 10-15 minutes for the Service Manager who never appeared. After showing her the problems and receiving the same answers as in the past,....

\*\*\* NOTES 03/31/2007 08:05:38 AM APowe

....I told her she was wasting my time yet again and I left. The circumstances are reiterated below. I hope you have some answers, or can at least be good enough to warn others before they purchase this truck! I have a Toyota Tacoma TRD off road truck, with towing package. I purchased it new the last part of May 2006. I have had the following problems with it and took it to the Grapone service Dept. in Concord, NH. I will put their explanation after the problem....

\*\*\* NOTES 03/31/2007 08:06:01 AM APowe

....1. First thing in the morning it idles so fast that I have to use the brake, not the accelerator, to back out of my garage safely. I have rolled into a tree and dented the rear bumper after taking my foot off the break to shift! The left bumper is dented and the tailgate is slightly out-of-line. This also occurs when stopped at a light, intersection, etc. If my foot is not firmly on the break when stopped, when the engine, automatically and with no action by me, ...

\*\*\* NOTES 03/31/2007 08:06:44 AM APowe

...up shifts, I am in danger of hitting a vehicle ahead of me or rolling into an intersection. Grappone solution: It's a factory setting and it is set like that to warm the engine up faster. Can't fix 2. Each day, the first time I pull out of the garage and I apply the brakes (because I'm moving so fast from problem 1), the brakes squeak ? enough that my neighbor laughs at my ?new? truck! Grappone solution: All vehicles? brakes squeak in the morning due to ...

\*\*\* NOTES 03/31/2007 08:07:05 AM APowe

...condensation. Sorry! This is my 13th vehicle and none have squeaked, even when the vehicle was not garaged, as this one is. 3. The drivers? seat will not move (or adjust) when the handle at the front of the seat is pulled from either side. Grappone solution: The seat cover is in the way. I removed the seat cover and asked that it be checked again. Still did not move! After some tinkering, the serviceman said it could only be moved by pulling in the middle of the bar....

\*\*\* NOTES 03/31/2007 08:07:32 AM APowe

...Never! Never heard of this before. Try this when you are 5?2? and up to the steering wheel. Can't be done. 4. The black molded bed, rear bumper and tubular running boards are turning white on a new 2006 3 month old vehicle. Grappone solution: This is a manufacturing problem. Can't fix. I really like this truck but have totally lost patience with the dealership's excuses. Can you help?\*

\*\*\* SUBCASE 200703310053-1 CREATED 03/31/2007 08:12:56 AM APowe

Email Response  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc. <p>  
We apologize for your vehicle concerns. <p>  
We have contacted the Customer Relations Manager at Grappone Toyota to assist you with your concerns. The Customer Relations Manager will contact you by the end of the business day April 4, 2007. <p>

C-602

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

In the event you do not receive contact from the dealership by this date, please <a href = "http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=4164TARGET=\_BLANK">contact us <a href = "mailto:200703310053">?</a> with file #200703310053. <p>  
Toyota Customer Experience  
</as-html>

\*\*\* SUBCASE 200703310053-1 CLOSED 03/31/2007 08:12:57 AM APowe

\*\*\* NOTES 04/03/2007 11:25:37 AM APowe

ATF/Email Dated-04/01/2007 02:43 PM

RNw#070329-000102

Email States "I don't think you read my email. I've already been the "Grappone" PR person route!"

\*\*\* NOTES 04/03/2007 11:28:18 AM APowe

Email Response

<as-html>

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

We appreciate your response back to us.

Our office sent a case to the dealership as a follow up and to receive clarification regarding your vehicle concerns.

Your email has been documented at our National Headquarters under file #200703310053.

\*\*\* CASE CLOSE 04/04/2007 06:37:34 AM DLR28012

CLOSING OUT, SERVICE MANAGER IS GOING TO CONTACT TOYOTA DSM.....AT THIS POINT CUSTOMER CONCERN IS NORMAL OPERATING IE, SEAT LEVER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10157456  
**Date of Incident:** 20060512  
**Vehicle:** 2005 LEXUS LS430  
**Location of Incident:** NOKOMIS, FL

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE ATTEMPTING TO APPLY PRESSURE TO THE ACCELERATOR PEDAL AT LOW SPEEDS, THE VEHICLE HESITATED. THE VEHICLE HAS BEEN TAKEN TO THE DEALERSHIP THREE TIMES. THEY DETERMINED IT WAS A DESIGN ISSUE. THE MANUFACTURER WAS ALERTED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10286649  
**Date of Incident:** 20060515  
**Vehicle:** 2005 TOYOTA MATRIX  
**Location of Incident:** COLUMBUS, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA MATRIX. WHILE DRIVING 15 MPH AND MAKING A RIGHT TURN HE EXPERIENCED UNINTENDED VEHICLE ACCELERATION. HE WAS ABLE TO RESUME NORMAL OPERATION AFTER REPEATED BRAKING ATTEMPTS. HE EXPERIENCED IDENTICAL FAILURE ON THREE OCCASIONS. THE FAILURE MILEAGE WAS 40,000 AND THE CURRENT MILEAGE WAS 65,000.

**Additional Summary:**

**Toyota ID Number:** 200610120367

C-603

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:**  
**Date of Incident:** 20060516  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 10/12/2006 09:29:40 AM CFolk

Callr states: when driving up a slight incline cruise control will down shift, then downshift again, and then flutter between the 2 gears. Sth when driving without cruise control on veh operates normally. Clr sts was told previously to only use cruise on flat surfaces. Clr feels cruise should work at any given point.

\*\*\* CASE CLOSE 10/12/2006 09:29:53 AM CFolk

ner apol and adv cruise may be trying to find proper gear to maintain speed under load. ner adv if concern persist to contact dlr. ner adv case #.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310781  
**Date of Incident:** 20060516  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** N. RIDGEVILLE, OH

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2004 TOYOTA CAMRY LE. SHE STATED WHILE ATTEMPTING TO PULL INTO A PARKING SPACE AT SPEEDS JUST UNDER 5 MPH, SHE DEPRESSED THE BRAKE PEDAL AND THE VEHICLE PROCEEDED TO ACCELERATE WITHOUT INTENT. THE VEHICLE THEN CRASHED WITH ANOTHER PARKED VEHICLE. THE POLICE ARRIVED TO THE SCENE AND A REPORT WAS FILED. THE VEHICLE WAS REPAIRED THROUGH HER INSURANCE COMPANY. THERE WERE NO ADDITIONAL FAILURES TO DATE AND NO RECALLS. THE FAILURE MILEAGE WAS 5,590 AND THE CURRENT WAS 11,900. UPDATED 04/01/10. \*LJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320253  
**Date of Incident:** 20060516  
**Vehicle:** 1996 TOYOTA CAMRY  
**Location of Incident:** SOUTH PLAINS, NJ

**NHTSA Summary:**

TL -THE CONTACT OWNS A 1996 TOYOTA CAMRY. WHILE DRIVING 45 MPH DURING SUNNY WEATHER CONDITIONS. SHE ENGAGED THE ACCELERATED AND THE VEHICLE SURGED MORE THAN SHE HAD PRESS THE ACCELERATOR. THE CONTACT THEN ENGAGED THE BRAKES AND THAT SLOW THE VEHICLE DOWN. SHE THEN STATED THAT IF SHE USED THE ACCELERATOR IT SURGE MORE THAN NORMAL. THE FAILURE MILEAGE WAS 50,000. THE CURRENT MILEAGE WAS 62,000. THE CONTACT IS UNABLE TO PROVIDE A VIN. VWB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10191791  
**Date of Incident:** 20060520  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** DANVERS, MA

**NHTSA Summary:**

C-604

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE 2007 TOYOTA CAMRY LE 4CYL AUTOMATIC SEDAN EXPERIENCED HESITATION, UNINTENDED ACCELERATION AND COMPLETE LACK OF RESPONSE TO THE DEPRESSION OF THE ACCELERATOR PEDAL; TWO TIMES CREATING SITUATIONS THAT EASILY COULD HAVE CAUSED AN ACCIDENT. THE FIRST TIME I WAS TRYING TO MERGE ONTO A HIGH-SPEED LANE OF A HIGHWAY. I PUSHED THE ACCELERATOR PEDAL AND THE CAR DID ABSOLUTELY NOTHING, THEN ROARED TO LIFE, BUT TOO LATE. I HAD TO BRAKE BECAUSE I DIDN'T HAVE ENOUGH TIME TO MAKE IT. THEN, ABOUT A YEAR LATER THE ACCELERATOR STUCK AND THE ENGINE REVVED TO 6000 RPMs, AND WOULD NOT COME DOWN. I WAS FORCED TO PULL OVER AND SHUT IT DOWN. BOTH OF THESE TIMES I BROUGHT IT TO THE LOCAL TOYOTA DEALER AND THEY COULDN'T FIND ANYTHING. THE MOST RECENT TIME, AFTER THE STUCK ACCELERATOR PEDAL INCIDENT, THEY HAD IT ALL DAY AND SENT IT HOME WITH A SERVICE MAN WHO COULD NOT DUPLICATE THE SITUATION. I SERIOUSLY FEAR BODILY INJURY OR DEATH IN THE FUTURE IF THIS ISN'T FIXED AND FIXED RIGHT. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10158098  
**Date of Incident:** 20060521  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** WOODINVILLE, WA

**NHTSA Summary:**

DT\*: THE CONTACT STATED AFTER BEING PARKED IN A PARKING LOT FOR 2 HOURS AND 15 MINUTES, THE VEHICLE WAS STARTED. IT WAS PLACED IN REVERSE AND THE ACCELERATOR PEDAL WAS DEPRESSED. WHILE THE ACCELERATOR PEDAL WAS DEPRESSED, THE VEHICLE PROCEEDED AT AN EXCEPTIONAL SPEED. IN AN ATTEMPT TO STOP THE MOMENTUM OF THE VEHICLE, THE CONTACT PLACED THE VEHICLE INTO NEUTRAL. DURING THE INCIDENT, THE VEHICLE MADE AN EXTREMELY LOUD NOISE AS IF THE VEHICLE WAS TRAVELING AT 100 MPH. THE BRAKES WERE USED TO STOP THE VEHICLE. THE KEY WAS TURNED TO THE OFF POSITION AND THE VEHICLE WAS LATER DRIVEN HOME. THE VEHICLE IS CURRENTLY AT THE SERVICE DEALER FOR INSPECTION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10158040  
**Date of Incident:** 20060522  
**Vehicle:** 2005 TOYOTA MATRIX  
**Location of Incident:** WEST END, NC

**NHTSA Summary:**

DT\*: THE CONTACT STATED WHILE ATTEMPTING TO APPLY PRESSURE TO THE ACCELERATOR PEDAL THE VEHICLE LURCHED FORWARD. THE DEALERSHIP DETERMINED IT WAS THE LACK OF LUBRICATION TO THE ACCELERATOR PEDAL THAT CAUSED THE PROBLEM. THE MANUFACTURER WAS NOT ALERTED. UPDATED 7/13/2006 - \*NM

**Additional Summary:**

**Toyota ID Number:** 200702090575  
**NHTSA ODI Number:**  
**Date of Incident:** 20060523  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

C-605

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 02/09/2007 10:45:03 AM LGaritos  
clfr (paul-husband) sts issues w/ truck. dlr adv to call toy. sts cruise control when set on 65 mph & trying to going faster, then let up on pedal veh slows down 3-4 mph & goes into lower gear then engine kicks in to try to catch up to 65 mph again. Fls rims are cheaper & why is spare not same as tires. Cant see clock when sun out. When fender goes into headlight seems loose, dlr adv how its built. wants to doc encns.

\*\*\* CASE CLOSE 02/09/2007 10:45:07 AM LGaritos  
adv info updated. NCr apol & adv case# dlv adv encns doc.

\*\*\* NOTES 08/22/2007 10:15:10 AM HLyons

Mr. Marconi sts no one contacted him after opening the case in february. NCr adv prev rep doc his concerns at Toy hq. Cust sts would also like to add the rear window should be electronic in the veh. NCR adv concerns are added to prev case. Clfr thanked.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10158289  
**Date of Incident:** 20060523  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** ROCKVILLE, MD

**NHTSA Summary:**

CAR DID NOT START FOR SEVERAL TRIES. ON ABOUT THE 5TH TRY, THE MOMENT I SHIFTED INTO REVERSE, THE THROTTLE STUCK AND THE CAR HURTTLED OUT OF THE GARAGE. IT VEERED TO THE LEFT (AS YOU FACE THE GARAGE) IMMEDIATELY AFTER CLEARING THE GARAGE, CUT UNDER THE BRANCHES OF A BIG SPRUCE TREE ON THE CORNER OF MY NEIGHBOR'S LOT, CROSSED HIS DRIVEWAY, ACROSS A SMALL DRAINAGE DITCH AND SLAMMED INTO THE TRUNK OF A HUGE SPRUCE TREE. CAR STOPPED THEN, WITH EXTENSIVE DAMAGE TO REAR, AND ENGINE DIED. CAR WAS DRIVABLE AND I DROVE IT TO THE DEALER, WHO CHOSE TO NOT EXAMINE ANYTHING. DURING THE EVENT, I HAD MY FOOT ON THE BRAKE PEDAL BUT THE ANTI-LOCK BRAKES KEPT IT FROM LOCKING THE WHEELS AND I TRIED TO KILL THE ENGINE BY HITTING THE START BUTTON (THERE IS NO KEY ON THIS MODEL CAR). THAT DID NOT WORK AND I HIT THE TREE BEFORE I COULD THINK OF ANYTHING ELSE TO DO. I WAS NOT HURT. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10164863  
**Date of Incident:** 20060524  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LA MESA, CA

**NHTSA Summary:**

THE 2007 CAMRY LE HAS A SERIOUS DESIGN FLAW. WHEN THE ACCELERATOR IS DEPRESSED AT SLOW SPEEDS, NOTHING HAPPENS. THIS IS AN EXTREMELY DANGEROUS SITUATION WHEN CHANGING LANES OR PULLING OUT IN TRAFFIC. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10158925  
**Date of Incident:** 20060526  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** LANSING, NC  
**NHTSA Summary:**

C-606

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SECOND OCCURRENCE: MAY 26, 2006 MERGING ONTO MAIN HIGHWAY INTO ONCOMING TRAFFIC. CRUISE CONTROL WAS NOT ON. ACCELERATED AND GAS PEDAL STUCK. TRUCK CONTINUED TO ACCELERATE, COULD NOT DISENGAGE PEDAL. BRAKE PEDAL WAS ALSO LOCKED AND COULD NOT DEPRESS IT. AFTER NUMEROUS TRIES, BRAKE PEDAL FINALLY ENGAGED AND GAS PEDAL DISENGAGED. CALLED TOYOTA DEALER AGAIN AND THIS TIME THEY ARE REPLACING THE NON-FACTORY INSTALLED CRUISE CONTROL. ONE WEEK PRIOR TO INCIDENT, THEY REPLACED COMPUTER SYSTEM, SOMETHING IN THE GAS PEDAL ITSELF AND THE CRUISE CONTROL COMPUTER. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305611  
**Date of Incident:** 20060527  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** WILMINGTON, NC

**NHTSA Summary:**

IN 2006 MY WIFE EXPERIENCED UNINTENDED ACCELERATION IN OUR 2003 TOYOTA AVALON. THIS HAPPENED IN A PARKING GARAGE, AS SHE WAS SLOWLY EASING INTO A PARKING SPACE, THE CAR SUDDENLY SPEEDED UP AND CRASHED INTO THE WALL OF THE PARKING GARAGE, CAUSING EXTENSIVE DAMAGE TO THE FRONT OF THE CAR. SHE CLAIMED SHE DID NOT HAVE HER FOOT ON THE ACCELERATOR, BUT ON THE BRAKE. AFTER HAVING THE CAR REPAIRED BY A COLLISION BUSINESS, THE TOYOTA DEALER SAID THERE WAS NOTHING WRONG WITH THE ACCELERATOR. IT HAPPENED A COUPLE OF YEARS LATER, BUT THIS TIME A CONCRETE PARKING STRIP STOPPED HER AFTER SHE MOVED IT ABOUT THREE FEET. HER FRIEND THAT WAS WITH HER WAS REALLY SCARRED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10166526  
**Date of Incident:** 20060528  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** KILL DEVIL HILLS, NC

**NHTSA Summary:**

ON MAY 28, 2006, WHILE ATTEMPTING TO MAKE A ROUTINE STOP IN A COMMERCIAL LOT, THE ENGINE OF THE CAR REVVED, THE CAR ACCELERATED AND JUMPED THE CONCRETE STOP AT THE END OF THE PARKING SPACE AND CRASHED INTO A TREE CAUSING EXTENSIVE DAMAGE ALONG THE DRIVER'S SIDE OF THE CAR. THE CAR WAS TOWED TO THE DEALERSHIP WHO MADE THE REPAIRS. THE DEALERSHIP FROM WHOM I BOUGHT THE CAR INDICATED VERBALLY THAT NOTHING WAS WRONG WITH THE ENGINE. I AM CERTAIN THAT HUMAN ERROR DID NOT PLAY A PART IN THE CAR'S SUDDEN ACCELERATION. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308180  
**Date of Incident:** 20060528  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** PEORIA, AZ

**NHTSA Summary:**

MAY 29, 2006 - I WAS PULLING INTO A SCHOOL PARKING SPACE WHEN THE PRIUS ACCELERATED ON ITS OWN, AND ALTHOUGH I HIT THE BRAKES, THE ENGINE STARTED TO ROAR, AND THE CAR JUMPED A CONCRETE PARKING LOT CURB, WENT INTO A

C-607

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DRAINAGE SWALE, AND STOPPED ONLY WHEN IT HIT AN IRON FENCE AROUND THE SCHOOL. WHERE I WORKED, I TOOK IT TO TOYOTA TO BE FIXED. TOLD THEM WHAT HAPPENED, THEY PUT IT DOWN AS "CAR JUMPED CURB." I WROTE TO TOYOTA ON OCTOBER 11, 2009, DESCRIBING THE INCIDENT AND ENCLOSING DOCUMENTATION FOR THE REPAIRS. THEY SAID THEY WERE SORRY ABOUT THE INCIDENT "HOWEVER, AS WE WERE NOT PROVIDED THE OPPORTUNITY TO INSPECT YOUR VEHICLE AT THE TIME OF THE INCIDENT, WE HAVE NO WAY OF ADDRESSING YOUR SPECIFIC CLAIM AND ARE UNABLE TO OFFER FURTHER ASSISTANCE TO YOU IN THIS MATTER." TOYOTA WANTED ME TO HAVE THEM INSPECT MY CAR FOR A PROBLEM THAT THEY DIDN'T KNOW EXISTED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10207289  
**Date of Incident:** 20060530  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CORNELIUS, NC

**NHTSA Summary:**

I HAVE NOTICED HEAVY DECELERATION WHEN I ATTEMPT TO ACCELERATE MY 4 CYLINDER TOYOTA CAMRY LE. THIS IS TYPICALLY THE CASE WHEN THE COMPRESSOR IS ON. THE HESITATION IS SO BAD THAT I WANT TO DEPRESS THE PEDAL TO THE FLOOR IN AN ATTEMPT TO PICK UP SPEED TO MERGE. SOMETIMES I FEEL LIKE I WILL BE INVOLVED IN AN ACCIDENT DUE TO THE HESITATION. AFTER A DELAY OF ABOUT 2-3 SECONDS, THE CAR RESPONDS, BUT THAT'S ALMOST A LIFETIME WHEN TRYING TO PICK UP SPEED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10259592  
**Date of Incident:** 20060531  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BIDDEFORD, ME

**NHTSA Summary:**

I NOTICED SHORTLY AFTER PURCHASING MY NEW 2007 TOYOTA CAMRY THAT THE CAR HESITATED ON ACCELERATION. I ORIGINALLY THOUGHT THAT IT WAS BECAUSE IT WAS NEW. I ALSO OWN A 1993 CAMRY, WHICH HAS NEVER GIVEN US A PROBLEM. BESIDES GAS AND OIL CHANGES THIS CAR STILL RUNS WELL. HAD I KNOWN THAT THIS NEWER MODEL WAS GOING TO BE SCARY TO DRIVE I WOULD HAVE NEVER PURCHASED IT. LIKE SO MANY OTHERS, I WAS TOLD BY THE DEALER THAT THERE WAS NOTHING WRONG WITH MY VEHICLE. IT CONTINUES TO HESITATE WHEN YOU NEED TO ACCELERATE QUICKLY, IN REVERSE IT FLIES OUT OF THE GARAGE EVEN WHEN NOT PRESSING ON THE GAS...I REFUSE TO LET MY 16 YEAR OLD DRIVE IT AND FIRMLY BELIEVE THAT THERE IS A DESIGN PROBLEM. PS I ALSO HAD TO HAVE MY TIRES CHANGED AFTER ONLY A FEW THOUSAND MILES, THEY WERE COMPLETELY WORN. \*TR

**Additional Summary:**

**Toyota ID Number:** 200606160060  
**NHTSA ODI Number:**  
**Date of Incident:** 20060600  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 06/16/2006 06:40:59 AM SBaugh

C-608

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Clr sts: took veh to dlrship for inspection of cruise control. Clr sts cruise control drops 3-4 mph, engages passing gear to maintain speed. Clr sts finds it unusual for cruise control to vary speed that much. Clr sts GM & Ford products in past did not act similarly. Clr sts first Toyota ever purchased. Clr sts dlr adv. cruise control operating normally. Clr wanted to hear that from Toyota directly. NCR apol, adv. cruise control is working normally.

\*\*\* CASE CLOSE 06/16/2006 06:41:09 AM SBAugh  
NCR apol & adv. clr condition is normal, adv. case#.

**Additional Summary:**

**Toyota ID Number:** 200607070388  
**NHTSA ODI Number:**  
**Date of Incident:** 20060600  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** MISHAWAKA, IN  
**NHTSA Summary:**

\*\*\* PHONE LOG 07/07/2006 09:31:29 AM CZiolkowski  
Caller states: incident w/ cruise control, after tapping brake, it did not release. Turned off cruise control, still would not release. Wife threw veh in neutral, cruise control turned off, but didn't slow veh down. Dlr cannot find anything to fix. Wife will not p/u veh from dlr until they rpr something. Veh at dlr for 2 wks & nothing is being addressed. Perry Watson (574-243-7700-708) adv clr that he would like c/b from LCS once initial call is made to LCS.

\*\*\* SUBCASE 200607070388-1 CREATED 07/08/2006 01:20:44 PM KHirai

\*\*\* NOTES 07/08/2006 01:23:29 PM KHirai

To: CSM Tom Tatch

From: Kevin Hirai, LCS 310-468-4934

Can you please provide some insight as to what transpired. Has the Area Office or DSPM been notified of situation? Your response is greatly appreciated.

\*\*\* NOTES 07/11/2006 08:57:35 AM KHirai

CSM Tom Tatch left a voicemail stating: both DSPM David Ballantyne and GM Perry Watson have spoken to cust. Dlr can't verify issue and it has been determined there is no defect present w/veh. Cust won't pick up veh. Central Area Office is not open to providing trade asst.

\*\*\* NOTES 07/11/2006 08:59:54 AM KHirai

GM Perry Watson IV left a voicemail stating: dlr has made every effort to get cust out of veh (via. trade in). Dlr has discounted veh as much as possible, but depreciation needs to be taken into consideration. There is a difference of \$6k (\$33k for trade-in and \$38,954 for veh w/nav). Central Area is not open to providing asst.

\*\*\* PHONE LOG 07/11/2006 09:02:09 AM KHirai Action Type: Outgoing call

Left a msg on Central Area CSA Rudi Gandy's voicemail req a return call.

\*\*\* NOTES 07/11/2006 09:09:56 AM KHirai

DSPM David Ballantyne left a voicemail stating he's returning my call.

\*\*\* PHONE LOG 07/11/2006 09:11:31 AM KHirai Action Type: Outgoing call

Left a msg on DSPM David Ballantyne's voicemail req a return call.

\*\*\* PHONE LOG 07/11/2006 09:41:02 AM KHirai Action Type: Incoming call

Addressed customer's concern w/Central Area CSA Rudi Gandy. Veh has been inspected and Lexus believes there is nothing wrong w/veh. No trouble codes were stored or pending. Everything is within specifications.

\*\*\* PHONE LOG 07/11/2006 09:52:17 AM KHirai Action Type: Outgoing call

C-609

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Adv CSM Tom Tatch I reviewed the customer's concern w/Central Area Office. Confirmed w/CSM Tom that Lexus believes there are not any issues present w/veh. Dlr would therefore appreciate the return of their loaner veh.

\*\*\* PHONE LOG 07/11/2006 10:10:24 AM KHirai Action Type: Outgoing call  
Cld 574-315-3331 and adv cust: I am the dept specialist who has reviewed his concerns. Veh has been inspected and Lexus believes there is nothing wrong w/veh. No trouble codes were stored or pending. Everything is within specifications. Cust stated: he feels the veh is still unsafe and will seek arbitration. Cust asked that I leave arbitration tel# on his home tel. Cust agreed to return loaner veh to dlr. Cust req no further asst from LCS. Case can be closed.

\*\*\* PHONE LOG 07/11/2006 10:30:39 AM KHirai Action Type: Outgoing call  
Cld 574-259-2490 and left NCDS 800# on the customer's answering machine. I also provided my name, LCS name and LCS 800# + prompt 3 in the msg.

\*\*\* CASE CLOSE 07/11/2006 12:56:39 PM KHirai  
Cust w/07 ES 350 seeked asst w/resolving cruise control related concern. Addressed customer's concern w/Lexus of Mishawaka CSM Tom Tatch and Central Area Office CSA Rudi Gandy. Adv cust: veh has been inspected and Lexus believes there is nothing wrong w/veh. No trouble codes were stored or pending. Everything is within specifications. Provided cust NCDS tel#, at customer's req. Cust dissatisfied but accepted Lexus' position. Cust req no further asst from LCS. CASE CLOSED.

\*\*\* SUBCASE 200607070388-1 CLOSED 07/11/2006 12:56:48 PM KHirai

\*\*\* NOTES 08/01/2006 02:49:48 PM RGandy320

FTS Rick Vierke inspected and test drove the vehicle on 8/1/06. FTS drove the veh 20-25 miles with the cruise control set. The FTS was able to deactivate the cruise control by several methods: 1) placing the vehicle in neutral, 2) applying the brakes, 3) selecting cancel on the cruise control lever. The FTS also connected the scan tool and found no codes pending or in history.

\*\*\* NOTES 08/01/2006 02:51:02 PM RGandy320

(cont) The FTS spoke with the service manager, who advised that when the concern was first reported, the customer had all weather mats installed on top of the carpeted floor mats, so the all weather mats were not secured in the driver's foot well. The service manager removed the carpet floor mats and installed the all-weather mats by themselves in the footwell.

\*\*\* NOTES 08/01/2006 02:51:29 PM RGandy320

(cont) While the service manager could not say so conclusively, there is some possibility that the unsecured second layer of mats could have interfered with the travel of the brake pedal or accelerator pedal, causing the customer's concern.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10159293  
**Date of Incident:** 20060601  
**Vehicle:** 2002 LEXUS ES  
**Location of Incident:** CHULA VISTA, CA  
**NHTSA Summary:**

WHEN MY VEHICLE IS IMMEDIATELY PUT IN DRIVE GEAR FROM REVERSE GEAR, FOOT TAKEN OFF THE BRAKE AND TAP THE GAS PEDAL, MY VEHICLE SURGES FORWARD AS IF IT IS IN FULL THROTTLE. AS RESULT, MY VEHICLE JUMPED THE CURB AND IMPACTED A BRICK WALL. I SUFFERED A BLOODY NOSE AND A CUT ON MY HAND. THE VEHICLE SUFFERED FRONTAL DAMAGE AND IS UNDRIVEABLE. I HAVE CONTACTED THE AUTO MANUFACTURER. THEY WILL TOW AND INSPECT IT. \*JB

**Additional Summary:**

C-610

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10171184  
**Date of Incident:** 20060601  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LANCASTER, NY  
**NHTSA Summary:**

2007 CAMRY XLE HAD PERFORMANCE ISSUES, SLUGGISH WHEN ACCELERATING. \*TS SHORTLY AFTER THE CONSUMER TOOK DELIVERY OF THE VEHICLE HE NOTICED SLUGGISH ACCELERATION, TRANSMISSION PROBLEMS AND DECELERATION A TIMES. THE VEHICLE WAS TAKEN BACK TO THE DEALER. THE VEHICLE WAS PUT ON A SCANNER AND TEST DRIVEN. THE RESULTS WERE GIVEN TO TOYOTA ENGINEERS WHO INDICATED THAT THE VEHICLE WAS PERFORMING PROPERLY. THE CONSUMER WAS NEVER ABLE TO HAVE THE VEHICLE REPAIRED SO HE TRADED IT IN FOR ANOTHER VEHICLE. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10196913  
**Date of Incident:** 20060601  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** STONY POINT, NY  
**NHTSA Summary:**

2003 TOYOTA CAMRY FAULTY ACCELERATION CUSTOMER STATES VEHICLE ACCELERATED OUT OF CONTROL AND CAUSED HER TO HIT ANOTHER CAR AND A HOUSE\*\*SB \*JB SEE ALSO 10183782 \*SY

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10197604  
**Date of Incident:** 20060601  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CHESTER, NJ  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE ATTEMPTING TO ACCELERATE FROM A STOP, THE ENGINE REVVED AND THE VEHICLE ACCELERATED AFTER THREE SECONDS. WHILE DRIVING 70 MPH, THE VEHICLE WOULD DECELERATE OR ACCELERATE ON ITS OWN. THE DEALER STATED THAT THEY ARE AWARE OF THE FAILURE, HOWEVER, THERE WAS NO REMEDY. THE CURRENT MILEAGE WAS 13,000 AND FAILURE MILEAGE WAS 500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10203296  
**Date of Incident:** 20060601  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MONROE, NC  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHEN THE ACCELERATOR PEDAL WAS DEPRESSED, THE VEHICLE FAILED TO ACCELERATE FOR 20-30 SECONDS. THE FAILURE OCCURRED AT ALL SPEEDS BETWEEN 1-100 MPH. THE VEHICLE WAS NOT INSPECTED BY A DEALER. THE FAILURE MILEAGE WAS 10 AND CURRENT MILEAGE WAS 22,000.

**Additional Summary:**

C-611

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10288979  
**Date of Incident:** 20060601  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** HARVEST, AL  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2006 TOYOTA TUNDRA. THE DRIVER-SIDE ALL WEATHER FLOOR-MAT BECAME STUCK UNDERNEATH OF THE ACCELERATOR PEDAL. THE VEHICLE THEN ACCELERATED UP TO 110 MPH. HE TURNED THE VEHICLE OFF AND THEN BACK ON, PULLED THE EMERGENCY BRAKE, AND THEN PRESSED ON THE BRAKE PEDAL. BUT THE VEHICLE WOULD NOT STOP. IT TOOK 1/4 OF A MILE TO STOP THE VEHICLE. AFTER HE DISCONTINUED VEHICLE OPERATION HE REMOVED THE FLOOR MAT FROM UNDER THE ACCELERATOR PEDAL. HE CONTACTED THE DEALER, BUT THEY DID NOT IDENTIFY A REMEDY. THE CURRENT MILEAGE WAS 30,000. THE FAILURE MILEAGE WAS 3,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306838  
**Date of Incident:** 20060601  
**Vehicle:** 1994 TOYOTA CAMRY  
**Location of Incident:** LA MESA, CA  
**NHTSA Summary:**

APPROX 20 TIMES OVER APPROX THE LAST 2 TO 4 YEARS, MY 1994 TOYOTA CAMRY EXPERIENCED EITHER SUDDEN ACCELERATION OR LACK OF APPROPRIATE DECELERATION. FORTUNATELY, I REALIZED THE FLOOR MAT WAS PRESSING ON THE ACCELERATOR PEDAL. PULLING BACK THE MAT WITH MY FOOT INSTANTLY RESOLVED THE PROBLEM IN EVERY INSTANCE. AFTER THE PUBLICITY REGARDING LATER YEAR MODELS, I FINALLY REMOVED THE FLOOR MAT ENTIRELY AND HAVE HAD NO FURTHER EPISODES. I AM CONCERNED THAT THIS HAPPENED IN MY 1994 TOYOTA CAMRY. BUT THE RECALL HAS INVOLVED ONLY 2007 AND LATER MODELS. THE FLOOR MAT SAYS "CAMRY" ON THE FRONT. ON THE BACK IT SAYS "LEFT HAND." UNDER THAT IT SAYS "00208" WITH A SPACE, FOLLOWED BY "32921". TO THE RIGHT OF THIS IS A GRID WITH YEARS 94, 95, AND 96 EACH FOLLOWED BY 12 SQUARES. THE YEAR 94 WITH THE FIRST BOX HAS A DOT IN THE MIDDLE, PRESUMABLY MADE IN JANUARY 1994. BELOW THIS IT SAYS "GB 6" THE MAT HAS BECOME STIFF OVER THE YEARS SO THAT THE RIGHT SIDE, INCLUDING THE AREA NEAR THE GAS PEDAL, DOES NOT LIE FLAT ON THE FLOOR, ALLOWING IT TO EASILY RIDE ON TOP OF AND PRESS DOWN ON THE GAS PEDAL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319017  
**Date of Incident:** 20060601  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** READING, CA  
**NHTSA Summary:**

TL- THE CONTACT OWNS A 2005 TOYOTA TACOMA. WHILE DRIVING OVER 90MPH THE ACCELERATOR STUCK THE VEHICLE CONTINUED TO ACCELERATE HE PUT THE VEHICLE IN NEUTRAL THE ENGINE CONTINUED TO RACE HE TURNED THE VEHICLE OFF AFTER A FEW MINUTES HE TURNED THE VEHICLE BACK ON AND IT WAS NORMAL. AND HE HAS NOT EXPERIENCED THE FAILURE AGAIN. HE FEEL THE FAILURE WAS CAUSED BY AN ELECTRONIC MALFUNCTION. HE DIDN'T TAKE THE VEHICLE TO THE DEALER TO BE DIAGNOSED. THE FAILURE MILEAGE WAS 11,000 AND THE CURRENT MILEAGE 38,540. LI

C-612

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319653  
**Date of Incident:** 20060601  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** DOWNERS GROVE, IL

**NHTSA Summary:**  
SOMETIME IN 2006, MY 2002 TOYOTA HIGHLANDER EXPERIENCED UNINTENDED ACCELERATION. I WAS STANDING ON THE BRAKE TO MAKE THE CAR STOP AND IT WOULDN'T. I PULLED INTO A PARKING LOT THROUGH THE CAR INTO NEUTRAL, HIT THE BRAKE, THEN THROUGH IT INTO PARK WHILE IT WAS STILL MOVING. I CALLED JIFEY LUBE WHO JUST HAD PERFORMED AN OIL CHANGE. THEY SENT A TECHNICIAN OVER TO LOOK AT IT. WHEN I STARTED THE CAR FOR THE TECH THE ENGINE CONTINUED TO RACE. WE BOTH LOOKED TO SEE IF THERE WAS SOMETHING STUCK UNDER THE ACCELERATOR. THERE WAS NOT. WE BOTH PULLED UP ON THE ACCELERATOR AND IT DID NOT APPEAR TO BE STUCK. THE TECH COULDN'T EXPLAIN IT. I CAN'T RECALL IF I HAD THE CAR TOWED TO TOYOTA OR IF THE PROBLEM STOPPED SUDDENLY AND I DROVE MYSELF. TOYOTA IS ONE MILE FROM WHERE THE INCIDENT OCCURED. TOYOTA TOLD ME THEY COULDN'T REPLICATE THE PROBLEM AND ASSURED ME THAT IT WOULDN'T HAPPEN AGAIN. I DROVE HIM WITHOUT INCIDENT UNTIL I PULLED IN MY DRIVEWAY, THE CAR ACCELERATED AND I AGAIN HAD TO THROW THE CAR INTO PARK WHILE MOVING. THE CAR WAS THEN TOWED TO TOYOTA AND WE WERE TOLD THE PROBLEM WAS "FIXED" AND GIVEN SOME EXCUSE THAT DIDN'T MAKE SENSE. IT NEVER HAPPENED AGAIN AND WE TRADED THE CAR FOR A NEW ONE IN 2008. THE DEALERSHIP WAS BOB ROHRMAN TOYOTA IN WESTMONT, IL. I THINK THE RECALL NEEDS TO GO BACK FURTHER TO INCLUDE 2002 VEHICLES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10164477  
**Date of Incident:** 20060603  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** BLUE BELL, PA

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE EXITING THE DRIVE WAY THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. THERE WAS A CRASH WITH AN ONCOMING VEHICLE BEFORE IT STALLED IN THE YARD ACROSS THE STREET. A POLICE REPORT WAS FILED AND THERE WAS PROPERTY DAMAGE. THE VEHICLE WAS TOWED TO AN INDEPENDENT REPAIR SHOP WHO REPAIRED THE DAMAGES TO THE BODY OF THE VEHICLE. THE DEALER HAS NOT BEEN ALERTED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10159135  
**Date of Incident:** 20060606  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MONTROSE, PA

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE DRIVING UP A SMALL INCLINE AT 40MPH WITH THE CRUISE CONTROL ACTIVATED, THE VEHICLE ACCELERATED WITHOUT WARNING. UPON

C-613

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INSPECTING THE VEHICLE THE DEALERSHIP DETERMINED THE SUDDEN ACCELERATION WAS NORMAL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10160863  
**Date of Incident:** 20060607  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** ELMWOOD PARK, IL

**NHTSA Summary:**  
AT APPROXIMATELY 2:30 PM, MY SON WAS BACKING OUT OF OUR DRIVEWAY IN OUR 2001 4 CYLINDER CAMRY. HE PLACED THE CAR IN REVERSE AND THE CAR SHOT BACKWARD AT VERY HIGH SPEED, COMPLETELY OUT OF CONTROL. THE CAR TRAVELED ABOUT 65 FEET ACROSS OUR NARROW SIDE STREET, WHERE THE CAR SIDE-SWIPE A CEMENT WORKERS TRUCK AND SUBSTANTIALLY SLOWED DOWN FOR ABOUT 1 SECOND DUE TO THE CONTACT. MY SON WAS ATTEMPTING TO PULL THE ACCELERATOR UP WITH HIS FOOT WHILE THE CAR WAS SIDE-SWIPE, THINKING THAT THE ACCELERATOR HAD JAMMED, WHEN THE CAR BROKE AWAY FROM THE SIDE-SWIPE AND AGAIN SHOT OUT AT UNCONTROLLABLE SPEED. THE CAR HAD BEEN STEERED SLIGHTLY TO THE DRIVER'S LEFT, SO THE CAR PROCEEDED IN A SEMI-CIRCLE ANOTHER 75 FEET, BACK ACROSS THE CURB OVER OUR LAWN THROUGH AND OVER APPROXIMATELY 1 FOOT HIGH LANDSCAPING STONE AND CAME TO A REST INCHES FROM OUR HOUSE, ONLY AFTER MY SON PULLED UP THE PARKING BRAKE AND SOMEHOW THREW THE CAR INTO PARK. I'VE GONE THROUGH TOYOTA REGIONAL IN AURORA, IL - THEY SENT THEIR ENGINEER WHO PERFORMED A NON-ROAD TEST ON THE CAR AT THE BODY SHOP, FOUND NOTHING WRONG. THEREAFTER, ONE OF MY CO-WORKERS DID SOME WEB SEARCH AND DISCOVERED THE CONCEPT OF "SUDDEN ACCELERATION", THE RECALL ON THE 2001 6 CYLINDER TOYOTAS AND THE NHTSA INQUIRIES ON THE 2002-04 MODELS. TOYOTA REFUSES TO DO ANYTHING OTHER THAN HAVE THEIR ENGINEER MEET ME TO DO A ROAD TEST AFTER THE BODY WORK IS FIXED. I AM SHOCKED AND STUNNED AT TOYOTA'S LACK OF CONCERN ON SUCH AN OBVIOUS SAFETY ISSUE. I HAVE MORE, BUT HAVE EDITED THIS TO COMPLY WITH THE 2000 CHARACTER REQUIREMENT. PLEASE CONTACT ME. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311078  
**Date of Incident:** 20060607  
**Vehicle:** 1999 TOYOTA TACOMA  
**Location of Incident:** CHILHOWIE, VA

**NHTSA Summary:**  
I HAD A 1999 TOYOTA TACOMA. THIS TRUCK WAS A 2WD WITH A 2.4 LITRE ENGINE EXTENDED CAB. THE ACCELERATOR WAS ALWAYS HIGH. I GOT A FEW SPEEDING TICKETS BECAUSE OF THAT. EVEN ON SMALL ROADS THE RPM WAS UNUSUALLY HIGH. THE MECHANICS ALSO USED TO COMMENT WHEN THEY WOULD DO MAINTENANCE WORK ON THAT TRUCK. I LOST THIS TRUCK IN AN ACCIDENT NOW. BUT PLEASE INVESTIGATE THIS MODEL ALSO. ALSO THE EGR VALVE ON THIS TRUCKS GO BAD FREQUENTLY. THANK YOU FOR INVESTIGATING TOYOTA. I THOUGHT I HAD A FLUKE BAD TOYOTA TRUCK, BUT IT TURNS OUT THAT I WAS NOT ALONE. THANK YOU FOR YOUR HELP. \*TR

**Additional Summary:**

C-614

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318361  
**Date of Incident:** 20060607  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** BONITA SPRINGS, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2001 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING THE VEHICLE AT A SPEED OF 55 MPH AND THE VEHICLE HAD SUDDENLY ACCELERATED. THE CONTACT HAD TO APPLY THE BRAKES IN ORDER TO STOP THE ACCELERATION. SHE ALSO NOTICED THAT THE FRONT PASSENGER SIDE DOOR CAN ONLY BE OPENED FROM THE INSIDE. THE CONTACT HAD CALLED THE DEALERSHIP AND WAS INFORMED THAT HER VEHICLE WAS NOT INCLUDED IN NHTSA RECALL# 10V017000 VEHICLE SPEED CONTROL; ACCELERATOR PEDAL. THE VEHICLE HAD NOT BEEN DIAGNOSED. THE FAILURE MILEAGE WAS AT 83000 AND THE CURRENT MILEAGE IS 101000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312129  
**Date of Incident:** 20060608  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** LEXINGTON, MA

**NHTSA Summary:**  
2005 TOYOTA PRIUS WITH UNINTENDED ACCELERATION. CONSUMER STATES THAT THE VEHICLE ACCELERATED WITHOUT WARNING AND CAUSED HIM TO HIT THE VEHICLE IN FRONT OF HIM. \*KB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10160012  
**Date of Incident:** 20060609  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** NILES, IL

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE DRIVING 7 MPH IN HEAVY STOP AND GO TRAFFIC WITH THE BRAKES APPLIED, THE VEHICLE ACCELERATED INTO THE REAR OF ANOTHER VEHICLE. THE CONTACT WAS WEARING A SEAT BELT AND NO INJURIES WERE SUSTAINED. MINOR DAMAGE WAS SUSTAINED TO THE VEHICLE. THE POLICE WERE ON THE SCENE AND A REPORT WAS TAKEN. THE VEHICLE WAS NOT INSPECTED BY A DEALER. UPDATED 7/13/2006 - THIS ACCELERATION PROBLEM OCCURRED 6-7 TIME PRIOR TO THIS ACCIDENT. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10159869, 10161408  
**Date of Incident:** 20060610  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** ELLWOOD CITY, PA

**NHTSA Summary:**  
I DROVE UP HILL, SLOWED, TURNED, AND PULLED BEHIND TRUCK TO PARK OFF THE SIDE OF THE ROAD. THIS WAS ALSO UP HILL. THE CAR WAS STOPPED, I WENT TO PUT MY FOOT ON THE BRAKE TO SHIFT INTO PARK, AND THE CAR FOR SOME REASON ACCELERATED WILDLY (LOUD ROARING OF ENGINE). IT THEN LURCHED FORWARD VERY FAST AND

C-615

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10164192  
**Date of Incident:** 20060610  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HARRISBURG, PA

**NHTSA Summary:**  
DT\*: THE CONTACT STATED THERE WAS A MAJOR DELAY IN THE VEHICLE'S RESPONSE WHEN THE ACCELERATION PEDAL WAS DEPRESSED. THE PROBLEM OCCURRED WHEN THE VEHICLE ACCELERATED FROM A STOPPED POSITION AND WHILE MAKING LEFT OR RIGHT TURNS. THE SERVICE DEALER INSPECTED THE VEHICLE BUT COULD NOT DUPLICATE THE PROBLEM. THE MANUFACTURER WAS CONTACTED BUT NO SOLUTION WAS PROVIDED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321991  
**Date of Incident:** 20060610  
**Vehicle:** 1996 TOYOTA CAMRY  
**Location of Incident:** ST PAUL, MN

**NHTSA Summary:**  
RE: INSPECTION OF 1996 TOYOTA CAMRY INVOLVED IN 2006 FATAL CRASH, 1996 TOYOTA CAMRY 4 DOOR, MODEL LXS (MINNESOTA VEHICLE LICENSE KJL 696) STATE OF MINNESOTA V. KOUA FANG LEE (CRIMINAL VEHICULAR HOMICIDE). \*TWX THE DRIVER OF THE TOYOTA WAS CONVICTED IN 2007 OF CRIMINAL VEHICULAR HOMICIDE-GROSS NEGLIGENCE WHICH KILLED THREE PEOPLE AND SEVERELY INJURED TWO OTHERS. THE DEFENDANT'S ATTORNEY HAS RAISED CONCERNS THAT A SUDDEN ACCELERATION DEFECT IN THE TOYOTA CAMRY MAY HAVE CAUSED THE CRASH. UPDATED 03/30/10.  
**Additional Summary:**  
FROM NEWS ARTICLE IN TWINCITIES.COM  
Lawyer says Toyota defect could have caused 2006 crash that killed 3, seeks to free convicted St. Paul owner  
By Emily Gurnon - UPDATED 02/10/2010

On June 10, 2006, a 29-year-old driver exited eastbound Interstate 94 at Snelling Avenue in St. Paul, traveling about highway speed, he testified in court.

By the time he reached Snelling, his car was going as fast as 90 mph.

"Like it was shot out of a rocket," a Ramsey County prosecutor said at the man's trial.

The car hit an Oldsmobile stopped at the red light, killing a St. Paul father and his 10-year-old son. His 7-year-old niece was left a quadriplegic and died a year and a half later.

C-616

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Koua Fong Lee — who insisted throughout his trial that he was desperately trying to stop — was convicted of criminal vehicular homicide and sentenced in 2008 to eight years in prison.

The St. Paul man's car: a 1996 Toyota Camry.

The National Highway Transportation Safety Administration issued a limited recall of the 1996 Camry that year for cruise control systems that "fail to hold the speed set by the driver and can accelerate above the intended set speed." It is unclear whether the Camry involved in the accident was one of those recalled under that order.

Koua Fong Lee testified at his trial in 2007 that he was returning home from a church event on the day of the accident. His pregnant wife, their 4-year-old daughter, his father and his brother were in the car with him.

He had no criminal history and had not been drinking or on drugs. He said he was not talking on a cell phone or distracted by anything else. But as he pulled off the freeway, something suddenly went wrong.

"I stepped on my brakes. For some reason, the brakes did not work," he testified. "And then I was very afraid. I began to think that my family is all in this car and I was worried I was going to crash into the other vehicles."

A city mechanic who inspected the car testified that he found no problems with the brakes. A much shorter portion of his testimony centered on the accelerator; mechanic Michael Churchich said the throttle was stuck open about 15 to 20 percent. He speculated that could have been caused by the impact of the crash itself.

Killed in the St. Paul crash were Javis Adams Sr., 33; his son, Javis Adams Jr., 10; and, later, Adams' niece, Devyn Bolton, 7. Jassmine Adams, Javis Adams Sr.'s daughter, 13, had permanent leg damage; and his father, Quincy Adams, 57, suffered a head injury.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10162657  
**Date of Incident:** 20060611  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** BURLINGTON, MA

**NHTSA Summary:**  
2003 TOYOTA COROLLA LE REVVED UP WHEN BRAKES WERE APPLIED. \*KB THE CONSUMER HAD TO APPLY A GOOD AMOUNT OF PRESSURE TO THE PEDAL AND EVENTUALLY, HE SHIFTED THE GEAR INTO NEUTRAL. THE VEHICLE CAME TO A SAFE STOP AND THE VERY FAST IDLE WHICH MAY HAVE LASTED FOR 10 SECONDS HAD RETURNED TO NORMAL. THE DEALER WAS UNABLE TO DUPLICATE WHAT THE CONSUMER HAD EXPERIENCED. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10159876, 10159874  
**Date of Incident:** 20060614  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** MIAMI, FL  
**NHTSA Summary:**

C-617

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DT\*: THE CONTACT STATED THAT THE VEHICLE HESITATED WHILE THE ACCELERATOR PEDAL WAS INITIALLY DEPRESSED. THE VEHICLE HAS NOT BEEN INSPECTED BY A MECHANIC. UPDATED 7/5/2006 - THE VEHICLE WAS TAKEN TO THE DEALER AND THE CONSUMER WAS TOLD THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10159914  
**Date of Incident:** 20060614  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** WOODLAND HILLS, CA  
**NHTSA Summary:**

I WAS DRIVING ON A HIGHWAY AT APPROXIMATELY 65 MPH. VEHICLE SUDDENLY WENT INTO UNCONTROLLED ACCELERATION WHILE THE VEHICLE WAS IN OPERATION ON THE HIGHWAY. THE ONLY WAY THAT I WAS ABLE TO SLOW DOWN THE VEHICLE WAS BY RIDING THE BRAKES. I FINALLY SLOW DOWN THE VEHICLE WITH THE BRAKES AND TURNED IT OFF. SMOKE WAS COMING OUT OF THE WHEELS WHEN THE VEHICLE WAS TURNED OFF. VEHICLE WAS TOWED TO THE DEALER. \*NM  
**Additional Summary:**

**Toyota ID Number:** 200606151264  
**NHTSA ODI Number:**  
**Date of Incident:** 20060615  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 06/15/2006 04:59:46 PM MShapiro  
Caller states: when he sets cruise control at 65, it often falls to 60-62, then it will downshift to return to normal speed. Cust feels this is unsafe if someone is following behind him on the freeway.

\*\*\* CASE CLOSE 06/15/2006 04:59:53 PM MShapiro  
NCR apol, advd per tech PChan, condition appears normal, offered case #, cust declined, advd NHTSA phone # 800-424-9393 per cust's request.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10160894  
**Date of Incident:** 20060615  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** PLEASANTON, CA

**NHTSA Summary:**  
ERRATIC ACCELERATION WHICH CREATES HAZARDOUS SITUATIONS. SOMETIMES VEHICLE CONTINUES TO ACCELERATE WHEN ACCELERATOR PEDAL IS DEPRESSED, CAUSING UNPREDICTABLE BEHAVIOR WHICH LEADS TO DANGEROUS SITUATIONS. SOMETIMES VEHICLE ACCELERATES VERY RAPIDLY WITH VERY LITTLE PRESSURE ON ACCELERATOR PEDAL, WHICH IS HARD TO CONTROL IN A STOP AND GO TRAFFIC. I ALMOST HIT A CAR IN FRONT OF ME SEVERAL TIMES. SOMETIMES PRESSING ACCELERATOR PEDAL HAS NO REACTION FOR 1 TO 3 SECONDS, WHICH MAKES IT DIFFICULT TO PREDICT VEHICLE BEHAVIOR WHEN MERGING TO FASTER TRAFFIC. \*JB  
**Additional Summary:**

C-618

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10193134  
**Date of Incident:** 20060615  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** NORFOLK, VA

**NHTSA Summary:**  
WHEN TRYING TO START FROM A STOPPED POSITION THERE IS HESITATION THAT LASTS 3-5 SECONDS. THIS HAS BECOME VERY DANGEROUS BECAUSE YOU EXPECT TO MOVE AND YOU DON'T. I WAS ALMOST STRUCK BECAUSE OF THE HESITATION. THIS ALSO OCCURS WHEN ACCELERATING TO MERGE ONTO AN INTERSTATE OR TO PASS. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310807  
**Date of Incident:** 20060615  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** WESLACO, TX

**NHTSA Summary:**  
I BOUGHT A NEW 2007 RAV 4 IN 07 AND HAVE HAD A PROBLEM WITH THE CRUISE CONTROL REVVING UP AND DOWN SEVERAL TIMES IN A ROW WHILE GOING UPHILL. I TOOK IT TO 2 DIFFERENT TOYOTA DEALERSHIPS AND THEY SAID NOTHING WAS WRONG. THEN I CALLED TOYOTA DIRECTLY AND THEY SAID THEY WOULD MAKE A NOTE OF IT. FIRST INSTANCE ALMOST CAUSED ME TO HIT SOMEONE IN FRONT OF ME BUT I HIT THE BRAKES TURNING OFF THE CRUISE. SECOND INSTANCE CAUSED A COP TO PULL ME OVER BECAUSE HE THOUGHT I WAS CHALLENGING THE CAR BESIDE ME TO RACE WHEN HE HEARD MY ENGINE AND SEEN MY SUV LUNGE FORWARD. A DETAILED DESCRIPTION-> CRUISE ENGAGED AT 65 MPH AND RPM AT 2500 PERFORMS FINE UNTIL HEADED UPHILL THEN IT WILL INCREASE RPM TO 4000 FOR ABOUT 2 SECONDS THEN BACK DOWN TO 2500 THEN BACK UP THEN BACK DOWN AND SO ON TILL IT GETS OVER THE HILL. WHEN I CALLED TOYOTA THEY SAID THEY DON'T RECOMMEND TO HAVE THE CRUISE ENGAGED WHILE GOING UPHILL. THAT'S FUNNY I HAVE A HONDA AND IT WORKS FINE GOING UPHILL. MY MOTHER HAS AN 07 CAMRY AND HER CRUISE WORKS FINE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311903  
**Date of Incident:** 20060615  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** HENDERSONVILLE, NC

**NHTSA Summary:**  
2006 TOYOTA RAV 4 HAS TWICE EXPERIENCED LONG TERM ACCELERATION. BOTH TIMES IT EXPERIENCED HIGH SPEED ACCELERATION WHICH CONTINUED AFTER COMING OFF THE ACCELERATOR. NO DAMAGE OR INJURIES OCCURRED. IN BOTH CASES, THE RAV 4 WAS RETURNED TO THE LOCAL TOYOTA DEALER FOR SERVICE. AFTER THE SECOND OCCURRENCE, THE DEALER KEPT THE CAR FOR 4 DAYS FOR DRIVING AND ANALYSIS. THE PROBLEM COULD NOT BE REPEATED WHILE IN THEIR SERVICE FACILITY. THE ON-BOARD COMPUTER DID NOT SHOW AND MALFUNCTIONS. THE DEALER SUSPECTED A "FLOOR MAT" PROBLEM AND INSTALLED 2 RETAINING CLIPS. \*TR  
**Additional Summary:**

**Toyota ID Number:**

C-619

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10315507  
**Date of Incident:** 20060615  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CLAYTON, NC

**NHTSA Summary:**  
I HAVE A 2003 TOYOTA CAMRY 4CYL, LE MODEL. ON TWO SEPARATE OCCASIONS WHILE THE CRUISE/SPEED CONTROL WAS ON, THE CAR HAS ACCELERATED QUICKLY. BOTH TIMES, I WAS ABLE TO TURN THE SPEED CONTROL OFF AND IT WENT BACK TO NORMAL. SINCE THE WARRANTY HAD RUN OUT AND IT HAS NOT HAPPENED SINCE, I DID NOT TAKE IT IN TO BE LOOKED AT. THIS HAPPENED ONCE IN 2006 AND ONCE IN 2007. I DO NOT REMEMBER THE EXACT DATES (THE MONTH/DAY BELOW IS JUST A GUESS), BUT I DID WANT TO GET THIS INCLUDED IN ANY POSSIBLE PROBLEMS OTHER WERE HAVING.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10160084  
**Date of Incident:** 20060617  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** WILMINGTON, NC

**NHTSA Summary:**  
AS I STOPPED AT A TRAFFIC LIGHT THE ENGINE BEGAN RACING AND I ALMOST WAS FORCED INTO THE INTERSECTION INTO TRAFFIC. I HAD TO PUSH AS HARD AS I COULD ON THE BRAKE PEDAL TO PREVENT AN ACCIDENT. THIS IS THE 3RD TIME THAT HAS HAPPENED AND I AM VERY APPREHENSIVE ABOUT DRIVING THE VEHICLE. IT IS A 2006 TOYOTA RAV 4 SPORT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313467  
**Date of Incident:** 20060618  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** ONTARIO, CA

**NHTSA Summary:**  
I BOUGHT MY 2006 CAMRY IN OCTOBER 2005 AND HAVE BEEN COMPLAINING TO CLAREMONT TOYOTA, THE DEALERSHIP WHERE I BOUGHT THE CAR, OF THE SUDDEN ACCELERATION AND BRAKING PROBLEM SINCE ABOUT 2006. IT'S AN INTERMITTENT PROBLEM THAT I HAVE HAD TO DEAL WITH SINCE I BOUGHT THIS CAR. MY COMPLAINTS HAVE BEEN THAT THE BRAKE PEDAL DROPS TO THE FLOOR AND THEN THE CAR ACCELERATES FORWARD AND THAT THE CAR ACCELERATES ON ITS OWN. THE SERVICE WRITERS HAVE DISMISSED MY COMPLAINTS AND GIVEN MANY EXCUSES SUCH AS: WHEN I LEFT THE CAR THERE TO HAVE THEM CHECK OUT THE PROBLEM THEY SAID THAT THE PROBLEM COULD NOT BE REPEATED SO THE CAR WAS FINE. ANOTHER TIME I WAS TOLD THAT THE NEW CARS HAVE ABS BRAKES THAT DROP DOWN TO THE FLOOR, AND AT A DIFFERENT TIME THEY SAID THAT WITH THESE NEW CARS THE REAR BRAKES HAD TO BE ADJUSTED AT EVERY OIL CHANGE AND ETC. THERE WAS AN INCIDENT IN 2006 WHEN I WAS AT A STOP AND SOME PEDESTRIANS WERE WALKING ACROSS THE STREET. THE CAR DID STOP BUT ALL OF THE SUDDEN THE BRAKE PEDAL HIT THE FLOOR AND THE CAR STARTED TO MOVE FORWARD. I HAD TO PUMP THE BRAKE PEDAL A FEW TIMES IN ORDER FOR IT WORK AGAIN. THANKFULLY THE PEDESTRIANS HAD NOT PASSED INFRONT OF MY CAR YET. I DON'T REMEMBER THE SPECIFIC DATE BUT I DO KNOW IT WAS IN 2006. ON 2/20/2010 I HAD MY HUSBAND TAKE THE CAR TO GET AN OIL CHANGE AT CLAREMONT TOYOTA. I HAD MY HUSBAND TAKE THE CAR BECAUSE I DO NOT WANT TO LIE TO OR GIVEN ANOTHER EXCUSE BECAUSE I DON'T KNOW MUCH ABOUT CARS. MY HUSBAND

C-620

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MENTIONED THE PROBLEM ABOUT THE BRAKE PEDAL GOING DOWN TO THE FLOOR AND SOMETIMES HAVING TO DOWNSHIFT OR USE THE PARKING BRAKE TO SLOW DOWN THE CAR AND WAS TOLD THAT THIS CONDITION EXISTS DUE TO THE ABS SYSTEM SENSING THE ROTATION OF THE TIRES AND THAT THE CAR WOULD EVENTUALLY STOP. MY HUSBAND THEN MENTIONED WHAT WE HAD BEEN TOLD ABOUT THE REAR BRAKES AND THE SERVICE WRITER GRINNED AND SAID THAT THE BRAKES DO NOT NEED ADJUSTMENT. I DO NOT FEEL SAFE DRIVING THIS CAR BECAUSE IT FEELS AS IF IT HAS A MIND OF ITS OWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10160264  
**Date of Incident:** 20060619  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** POTOMAC, MD

**NHTSA Summary:**  
DT\*: THE CONTACT STATED THAT THE BRAKE PEDAL AND THE ACCELERATOR WERE TOO CLOSE TOGETHER, AND THE BRAKE PEDAL MOVES DOWN TOO FAR. THE POSITION OF THE BRAKE PEDAL AND ACCELERATOR CAUSED A COLLISION WHILE BACKING OUT OF A PARKING SPOT. THE ACCELERATOR WAS ACCIDENTALLY DEPRESSED CAUSING THE VEHICLE TO INCREASE IN SPEED AND COLLIDE WITH ANOTHER PARKED VEHICLE WHICH SUBSEQUENTLY PUSHED THAT VEHICLE INTO A THIRD. THERE WERE NO INJURIES. A POLICE REPORT WAS FILED, AND THERE WERE NO MECHANICS CONSULTED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305703  
**Date of Incident:** 20060620  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PORTLAND, OR

**NHTSA Summary:**  
WE BOUGHT A 2007 CAMREY FROM GRESHAM TOYOTA IN JUNE 2006. WE IMMEDIATELY HAD THROTTLE PROBLEMS. PROBLEMS INCLUDED: 1. STEPPING ON THE GAS PEDAL AND HAVING THE ENGINE REV UP TO HIGH RPM'S BUT NOT GOING ANYWHERE. THIS CONDITION HAS HAPPENED ON 2-3 OCCASSIONS PER WEEK. THIS CONDITION WOULD HAPPEN ACROSS A VAST ARAY OF CONDITIONS. YOU WOULD START TO MERGE INTO HIGHWAY TRAFFIC AND IT SEEMED THE TRANSMISSION WOULD DISENGAGE. NEARLY CAUSING MANY ACCIDENTS(NEAR MISSES).AT OTHER TIMES YOU WOULD PULL AWAY FROM STOP SIGN AND AS YOU ENTERED THE INTERSECTION THE ENGINE WOULD REV AT HIGH RPM'S AND THE CAR WOULD GO NO WHERE. LEAVING YOU SITTING IN THE INTERSECTION WITH TRAFFIC BEARING DOWN ON YOU. UNABLE TO DO ANYTHING. NO RESPONSE FROM THE CAR! 2. OTHER TIMES YOU WOULD BE DRIVING ALONG AT 30-40-50 MPH AND THE CAR WOULD WILDLY ACCELERATE. OUT OF CONTROL FOR NO REASON. AGAIN MANY HARROWING LIFE THREATENING EVENTS SINCE WE HAVE OWNED THE CAR. UPON REPORTING THESE SAFETY ISSUES TO OUR LOCAL GRESHAM TOYOTA THEY DENIED THEIR WAS A PROBLEM. AFTER NUMEROUS COMPLAINTS TO THE ASSISTANT SERVICE DEPT MANAGER HE ADMITTED TOYOTA HAD A SOFTWARE PROBLEM WITH THEIR ELECTRONIC SYSTEM AND WERE WORKING ON FIXING IT. TO DATE TOYOTA HAS DONE NOTHING TO FIX OUR CAR. IT IS SCARY TO EVEN DRIVE TO THE STORE. YOU ARE N EVER SURE WHEN THE NEXT LIFE THREATENING EVENT WILL RANDOMLY OCCURE. TOYOTA HAS PUT ALL CUSTOMERS IN HARMS WAY AND NEEDS TO BE PUNISHED SEVERLY FOR THEIR CARELESS DISREGARD FOR HUMAN LIFE.CONTINUES TO THIS DAY!

**Additional Summary:**

C-621

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10162050  
**Date of Incident:** 20060622  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** POWAY, CA

**NHTSA Summary:**  
2006 TOYOTA RAV4, SPORT, 4X4. SOMETIMES WHILE PUSHING DOWN THE GAS PEDAL, THE CAR WILL HESITATE FOR ABOUT 1 OR 2 SECONDS BEFORE SPEEDING FORWARD. THIS IS USUALLY WHEN AT A VERY SLOW SPEED, LESS THAN 15 MILES/HR. IT HAS BEEN MOST NOTICEABLE MAKING LEFT AND RIGHT HAND TURNS NOT FROM A FULL STOP. THE FORWARD ACCELERATION AFTER THE HESITATION IS VERY EXTREME, EVEN WHEN I AM NOT PRESSING THE GAS PEDAL HEAVILY. THIS DOES NOT OCCUR ALL THE TIME AND I HAVE NOT NOTICED A TREND OF WHEN IT DOES OR DOES NOT HAPPEN (E.G., WEATHER, TEMPERATURE OF CAR OR AIR). \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315810  
**Date of Incident:** 20060622  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SMYRNA, DE

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE VEHICLE ACCELERATED UNCONTROLABLY WHILE DRIVING APPROXIMATELY 20 MPH AND CRASHED INTO A TREE. THE CONTACT HAD NO KNOWLEDGE OF WHETHER THE FAILURE PREVIOUSLY OCCURRED. A PASSENGER WAS KILLED WHEN THE CRASH OCCURRED. A DETAILED POLICE REPORT IS AVAILABLE. THE FAILURE MILEAGE WAS UNKNOWN. UPDATED 003/30/10 \*BF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10160858  
**Date of Incident:** 20060623  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** NEW ORLEANS, LA

**NHTSA Summary:**  
DT\*: THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED UNCONTROLABLY WHILE THE DRIVER'S FOOT WAS PLANTED ON THE BRAKE PEDAL. THE VEHICLE WAS IN THE PROCESS OF BEING PARKED WHEN THE INCIDENT OCCURRED. THE VEHICLE HIT A POLE AND STOPPED. THE DEALER WAS CONTACTED ON 06/26/06 AND COULD NOT DETERMINE WHY THIS PROBLEM OCCURRED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311809  
**Date of Incident:** 20060623  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** WEST CALDWELL, NJ

**NHTSA Summary:**

C-622

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOYOTA CAMRY 2006 MODEL PURCHASED 2/28/2006. COULD IT BE THAT THIS MODEL WAS ALSO BRAKE OR ACCELERATION DEFECTIVE? MY WIFE TRIED TO PARK THE CAR BUT IT DID NOT STOP. IT MOUNTED THE CURB, DROVE OVER OUR LAWN, CONTINUED TOWARD A DITCH WHEN SHE MANAGED TO STEER IT TO A TREE WHICH IT KNOCKED DOWN. SHE CONTINUED TO ANOTHER STREET, WENT DOWN THE CURB AND REGAINED CONTROL. OUR NEIGHBORS SAW IT AND CARRIED HER HOME. SHE WAS CLEARLY CONFUSED AND NEVER DROVE THE REPAIRED CAR AGAIN. SUBSEQUENTLY HAD A SEVERE PARTIALLY DISABLING CEREBRAL BRAIN HEMORRHAGE. AMBULANCE. LOCAL HOSPITAL COULD NOT TREAT IT AND SHE WAS PICKED UP BY A NY PRESBYTERIAN AMBULANCE. WAS TAKEN TO NEUROSCIENCEOPERATIONICU. AFTER 1 MONTH IN HOSPITAL AND 3 MONTHS REHAB IS BACK HOME BUT DEFINITELY IMPAIRED. WE ONLY A FEW DAYS REALIZED THIS MIGHT BE PART OF THE TOYOTA CAMRY PROBLEM. THANK YOU. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319742  
**Date of Incident:** 20060623  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** WAKEFIELD, MA

**NHTSA Summary:**  
LTR FM (MA) RE TOYOTA BRAKING AND SUDDEN UNINTENDED ACCELERATION, OWNER OF A 2005 TOYOTA CAMRY LE. \*TGW AS THE CONSUMER STARTED TO PARK, THE VEHICLE SUDDENLY ACCELERATED. SHE TRIED TO BRAKE, BUT THE VEHICLE LURCHED FORWARD AND CRASHED INTO A BUILDING. NO ONE WAS INJURED, BUT THERE WAS EXTENSIVE DAMAGE TO THE FRONT OF THE STORE AS WELL AS THE VEHICLE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20060625  
**Date of Incident:** 20060625  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** SCRANTON, PA

**NHTSA Summary:**  
Car was in the shop for a month. Came out of Price Shopper grocery store. Put in gear and it accelerated. Had foot on brake, car continued to accelerate. Swerved to avoid cars. Hit a concrete curb, car spun and stopped. Police showed up and investigated. Was sent by ambulance for check. Went to Motor World Lexus -- had the car for 1 month. Claimed that the problem was due to the aftermarket floor mats. Requested report from Toyota - they refused. Got letter from Lexus that said that it was inspected by field tech and that electronics and mechanicals were examined - no DTCs or anything else. Floor mat was found on top of the standard mat. Toyota claimed that the mats were pushed forward causing the incident. No defect found.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314703  
**Date of Incident:** 20060625  
**Vehicle:** 2001 TOYOTA HIGHLANDER  
**Location of Incident:** BRIDGEWATER, NJ

**NHTSA Summary:**  
MY 2001 HIGHLANDER HAS CAUSED ME SO MUCH STRESS. ON JUNE 25, 2006 I BROUGHT THE HIGHLANDER IN TO TOYOTA CRYSTAL IN GREENBROOK, NJ AFTER HAVING HAD TWO EPISODES IN WHICH THE CAR KEPT ACCELERATING EVEN THOUGH MY FOOT WAS

C-623

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OFF THE GAS PEDAL AND THE BRAKES DID NOT HELP IN SLOWING THE CAR DOWN, ON BOTH OCCASIONS I HAD PUT THE CAR IN NEUTRAL TO SLOW IT DOWN. IT IS THE SAME EXACT SCENARIO THAT HAS BEEN IN THE NEWS THIS PAST MONTH. THE TOYOTA DEALER WAS UNABLE TO HELP US IN RESOLVING THE PROBLEM AT THAT TIME. I STILL HAVE A COPY OF THE LETTER I GAVE TO THE DEALER ON THAT DATE DESCRIBING THE PROBLEM. WHEN THE NEWS BROKE ABOUT THE ACCELERATION PROBLEM I CALLED CRYSTAL TOYOTA. THEY OFFERED TO CHECK THE CAR AGAIN BUT WAS TOLD WE WOULD HAVE TO PAY FOR THE ANALYSIS SINCE IT WAS NOT UNDER THE RECALL. SO I CALLED TOYOTA IN MORRISTOWN NJ WHERE I HAD PURCHASED THE CAR IN 2001. THE MANAGER TOLD ME TO CALL TOYOTA CORPORATE AT 800-331-4331. I DID SO AND AFTER DESCRIBING THE CAR PROBLEM, WAS GIVEN CASE #1001138288 AND ASSURED THAT I WOULD RECEIVE A CALL BACK WITHIN ONE BUSINESS DAY. THE CALL NEVER CAME SO MY HUSBAND CALLED TOYOTA BACK. THE REASON GIVEN TO US FOR NOT CALLING BACK WAS THAT OUR CAR WAS NOT IN THE RECALL. THE TOYOTA REPRESENTATIVE ALSO TOLD MY HUSBAND THAT THE PARTS UNDER RECALL WERE NOT INSTALLED IN THE 2001 HIGHLANDER AND TO CALL CUSTOMER RELATIONS AT CRYSTAL TOYOTA. THIS TIME CRYSTAL OFFERED TO TEST DRIVE THE CAR FOR NO CHARGE BUT SAID THEY WOULDN'T KNOW HOW TO GO ABOUT REPAIRING IT SINCE NO SUBSTITUTE PIECE FOR THE 2001 EXISTS. SO THE PROBLEM REMAINS UNRESOLVED. THIS IS A DANGEROUS SITUATION AND I AM SURE THAT THERE MUST BE OTHER 2001 HIGHLANDERS WITH THE SAME PROBLEM. SINCE THOSE TWO EXPERIENCES I ONLY DRIVE THE CAR WHEN IT IS ABSOLUTELY NECESSARY. PLEASE INVESTIGATE THIS MATTER. UNFORTUNATELY I DID NOT KNOW ABOUT NHTSA UNTIL THIS WEEK. OTHERWISE I WOULD HAVE CONTACTED NHTSA AT AN EARLIER DATE. I AM LOOKING FORWARD TO HEARING FROM YOU.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10161055  
**Date of Incident:** 20060626  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** STANARDSVILLE, VA

**NHTSA Summary:**  
LET ME START BY SAYING I AM A DIE-HARD TOYOTA OWNER. MY CURRENT VEHICLE BEING THE 3RD TOYOTA WE OWN. I OWN A 2004 TOYOTA HIGHLANDER, V6, 5 SPEED AUTOMATIC WITH AWD. THIS VEHICLE HAS A VERY SERIOUS HESITATION PROBLEM WHICH IS DANGEROUS. UPON ACCELERATION FROM A STOP OR AT SPEED, THERE IS A VERY SERIOUS LAG IN THROTTLE RESPONSE. MANY TIMES LEAVING A STOP OR ACCELERATING FROM A SLOW SPEED LE. PARKING LOT DRIVING, THE VEHICLE WILL LAG WITH NO RESPONSE, THEN LURCH & ACCELERATE SUDDENLY. MERGING INTO TRAFFIC, SAFE PASSING, STARTS AT LIGHTS AND SAFE DRIVING IN PARKING LOTS AND AROUND PEDESTRIANS CAN BE HAZARDOUS. THOUSANDS OF OWNERS ACROSS THE NATION ARE AFFECTED BY THIS DEFECT. FROM MY RECENT RESEARCH IT APPARENTLY IS NOT RESTRICTED TO THE HIGHLANDER, BUT AFFECTS MANY TOYOTA VEHICLES WITH "DRIVE BY WIRE" AS OPPOSED TO MECHANICAL TRANSMISSION & THROTTLE LINKAGE. I TOOK THE VEHICLE BACK TO THE DEALER RIGHT AFTER MY PURCHASE IN NOVEMBER OF 2004 AND WAS TOLD THEY COULD FIND NOTHING WRONG, NOW RECENT RESEARCH TELLS ME THEY WERE WELL AWARE OF THE PROBLEM AT THAT TIME. I LOVE TOYOTA BUT THERE METHODS OF DEALING WITH PROBLEMS LIKE THIS IS DECEPTIVE AT BEST AND JUST SHORT OF CRIMINAL AT WORST. PLEASE "GOOGLE" TOYOTA HIGHLANDER HESITATION PROBLEM AND ALSO VISIT TUNDRASOLUTIONS.COM FOR MORE EVIDENCE OF WHAT I AM TALKING ABOUT. TOYOTA HAS NOT DEVOTED ENOUGH RESOURCES TO THIS PROBLEM OR A PERMANENT FIX WOULD HAVE ALREADY BEEN DEVELOPED. PLEASE CONTACT TOYOTA AND URGE THEM TO TAKE CARE OF THIS MATTER WITH ALL THE THOUSANDS OF OWNERS ACROSS THE U.S. THAT ARE HAVING TO DEAL WITH THIS MATTER. I WILL BE

C-624

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FOLLOWING THIS MATTER WITH KEEN INTEREST TO SEE IF ANYTHING IS BEING DONE AND AM ADVISING AAA OF THE ISSUES AS WELL AS MY STATE AND FEDERAL REPRESENTATIVES. TOYOTA COMMANDS A PREMIUM PRICE FOR WHAT ARE OTHERWISE EXCEPTIONAL VEHICLES AND THEIR CUSTOMERS AND THE NATIONS DRIVERS DESERVE A BETTER MORE RESPONSIBLE RESPONSE FROM TOYOTA. \*NM  
Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10240542  
**Date of Incident:** 20060627  
**Vehicle:** 2000 TOYOTA TACOMA  
**Location of Incident:** SACRAMENTO, CA  
**NHTSA Summary:**  
MY 2000 TOYOTA TACOMA PRERUNNER WILL LUNGE FORWARD WHEN I AM STOPPED AND MY FOOT IS ON THE BREAK PEDAL. IT HAPPEN WHEN A/C IS ON. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315937  
**Date of Incident:** 20060628  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** ORINDA, CA  
**NHTSA Summary:**  
THE ENGINE SURGED IN MY 2006 TOYOTA AVALON BEGINNING JUST AFTER PURCHASE (WHEN I THOUGHT I MUST HAVE DONE SOMETHING THE FIRST FEW TIMES). THIS HAS CONTINUED SPORADICALLY --THE LAST TIME WAS IN EARLY DECEMBER, 2009--ABOUT TEN TIMES. I HAVE REACTED COUNTER-INTUITIVELY. TAPPING THE GAS PEDAL LIGHTLY, AND THE ENGINE SETTLES DOWN. BECAUSE I HAVE PUT 89,000 MILES ON THE CAR DRIVING FROM SAN FRANCISCO TO LA EACH WEEK, I HAVE PRACTICED PUTTING THE CAR IN NEUTRAL AS A FIRST RESPONSE IF MY LIGHTLY TAPPING THE PEDAL DOES NOT WORK. THE SURGE HAS FELT AS IF THERE IS A GREMLIN IN THE WORKS OF THE CAR PUSHING THE ENGINE. I DOUBT IF THIS IS CONNECTED, BUT MY EMERGENCY BRAKE SETS ITSELF PERIODICALLY--AND I NOW KNOW IF THE CAR IS RUNNING A BIT ODDLY THAT I NEED TO CHECK TO SEE IF THE BRAKE HAS SET ITSELF AGAIN. (ABOUT 30-40 TIMES SINCE I HAVE OWNED THE CAR) BUT THE DEALERS HAVE REACTED QUIZZICALLY. ONE OF MY SONS HAS BEEN ADAMANT THAT I GET RID OF THE CAR, BUT I AM CONVINCED THAT IF IT BEGAN TO GO OUT OF CONTROL, BY SHIFTING INTO NEUTRAL AND THEN TURNING OFF THE CAR IF NEED BE SHOULD THINGS SHOULD REMAIN CONTROLLED. I AM NOT NEAR THE CAR OR THE VIN INFORMATION BUT WOULD BE HAPPY TO PROVIDE THIS AT A LATER DATE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10162201  
**Date of Incident:** 20060629  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** ASTORIA, NY  
**NHTSA Summary:**  
HESITATION PROBLEM - '06 RAV4 I4 SPORT MODEL WHEN TRYING TO OVERTAKE, WHEN PRESSING THE PEDAL HARDER, ENGINE DIDN'T RESPOND RIGHT AWAY. \*JB  
**Additional Summary:**

C-625

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200610130212  
**NHTSA ODI Number:**  
**Date of Incident:** 20060630  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 10/13/2006 08:07:51 AM RBrowning  
RNT 061011-000289 -- Caller states: Hi, I have a 2006 Toyota Tacoma, 2.7L, with 4 Speed auto transmission, just purchased. It has 280 miles on it. When starting the vehicle it revs up to 2500 rpm in park. It continues this high rev for about 45 seconds and then slows to about 1000 rpm. Is this behavior normal and why? I am very concerned about this issue and would appreciate a rapid feedback. I brought the vehicle in on 10/10/06 for this issue and a grinding noise  
\*\*\* NOTES 10/13/2006 08:08:03 AM RBrowning  
noise also at startup. Riverhead Toyota changed the starter motor but did not resolve the high rev issue or bother mentioning the high rev issue.  
Thanks for your help, Jon T. Mattson  
\*\*\* CASE CLOSE 10/13/2006 08:09:33 AM RBrowning  
advd may be due to cold temps, referred to dlr  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10190191  
**Date of Incident:** 20060630  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** SIMI VALLEY, CA  
**NHTSA Summary:**  
LASER CRUISE CONTROL SYSTEM: WHEN THE SYSTEM DETECTS A VEHICLE/OBJECT WITHIN THE PROGRAMMED FOLLOWING DISTANCE IT SLOWS THE VEHICLE AS DESIGNED. WHEN THE VEHICLE/OBJECT THEN LEAVES THE DETECTION ZONE THE VEHICLE WILL, IF IT HAS SLOWED SIGNIFICANTLY, SUDDENLY DOWN SHIFT AND ACCELERATE VERY QUICKLY. THIS COULD LEAD TO LOSS OF CONTROL AND POSSIBLY CAUSE A COLLISION WITH ANOTHER VEHICLE IF YOU HAVE CHANGED LANES TO OVERTAKE THE VEHICLE THAT CAUSED YOU TO SLOW. I CANNOT THINK THAT THE MANUFACTURER INTENDED THE SYSTEM TO WORK IN THIS MANNER, BUT IT SEEMS TO BE COMMON ACROSS ALL OF THESE VEHICLES AND NOT A FAILURE. \*AK  
**Additional Summary:**

**Toyota ID Number:** 200607120541; 200610140129  
**NHTSA ODI Number:**  
**Date of Incident:** 20060700  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CARROLLTON, TX  
**NHTSA Summary:**  
\*\*\* PHONE LOG 07/12/2006 09:47:33 AM ABillups  
Caller states: that his wife was driving down their driveway towards the rear-entry garage. Cllr sts wife placed foot on brake to slow down and turn into garage, when the transmission surged. Cllr sts veh went through fence, into backyard. Cllr sts the veh is not driveable. Cllr sts he cldd Park Place Lexus and dlr adv to call LCS to have accident doc.  
\*\*\* NOTES 07/12/2006 09:50:23 AM ABillups

C-626

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Cllr sts Tim Tolson from Park Place Lexus (972-407-7000) knows about the accident. Cllr sts they are not moving veh until they hear back from Lexus and have the veh inspected. Cllr sts insurance company is waiting for word from cust to come inspect veh after Lexus.  
\*\*\* EMAIL OUT 07/12/2006 01:31:09 PM CGonzalez Action Type: External email  
Send to: [adam\_billups@toyota.com]  
CC List: [chris\_crummy@toyota.com]  
Cllr inqd the status of his cncrms. Adv cllr per case notes that a specialist will look into his cncrms and c/b in 2 b/d. Adv cllr per conversation w/ CCrumby that we will be speaking w/ the area office to try and set up the appt. Adv him that it can take up to 4 -6 weeks to get an inspection completed. Cllr thanked.  
\*\*\* SUBCASE 200607120541-1 CREATED 07/13/2006 06:38:32 AM CCrumby  
\*\*\* PHONE LOG 07/13/2006 09:00:00 AM CCrumby Action Type: Incoming call  
Cust called and wanted to know status of case. I adv that I am still reviewing to find out next steps and when an inspection will be able to occur. Cust satis and sts that he will await a call back.  
\*\*\* PHONE LOG 07/13/2006 02:14:20 PM CCrumby Action Type: Outgoing call  
Contacted cust and adv that Lexus will be able to inspect veh on July 18 at Park Place Lexus, Plano. I adv cust that he would need to arrange through his insurance to have veh towed to lexus dlr. Cust satis and will have towed tomorrow.  
\*\*\* PHONE LOG 07/14/2006 06:27:49 AM CCrumby Action Type: Incoming call  
Spoke w/ Mr. Birmingham this morning and adv that appt is still confirmed for the 18th. Cust satis.  
\*\*\* SUBCASE 200607120541-1 CLOSED 07/14/2006 09:19:43 AM CCrumby  
\*\*\* SUBCASE 200607120541-2 CREATED 07/14/2006 09:39:21 AM MBrown  
\*\*\* PHONE LOG 07/17/2006 01:49:21 PM MBrown Action Type: Outgoing call  
Cldd dealership to get a status of the inspection. Roger states the inspect is due to take place on 7/18. Roger states he would call me back once he has received more information.  
\*\*\* EMAIL OUT 07/27/2006 06:12:08 AM OUwah Action Type: External email  
Send to: [marco\_brown@toyota.com]  
Cust cldd to see if there were any updates w/ his sit. I adv cust that Marco was out for the day & that the last note logged was about the inspection that took place on 7/18. Cust inq about attorneys getting involved. I adv cust that I saw no mentions of attorneys in the notes. Cust states that part may not have been logged & adv that he would wait until Marco cldd him back.  
\*\*\* EMAIL OUT 08/01/2006 10:31:35 AM KLee Action Type: External email  
Send to: [marco\_brown@toyota.com]  
CC List: [marco\_brown@toyota.com]  
Cust called and I apol to cust MBrown unavail at the moment. Cust req c/b 214-274-9650.  
\*\*\* PHONE LOG 08/02/2006 06:38:59 AM MBrown Action Type: Incoming call  
Cust wanted to get information related to his case. I advised cust the investigation would take approx. 2-4 weeks and the information is soon provided to Legal. I advised cust that he should be contacted once all information has been collected. Cust states he is fine with the information.  
\*\*\* PHONE LOG 08/10/2006 07:03:51 AM MBrown Action Type: Outgoing call  
Cldd cust and advised him to c/b.

C-627

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* EMAIL OUT 08/11/2006 06:56:41 AM DPInion Action Type: External email  
Send to: [marco\_brown@toyota.com]  
CC List: [marco\_brown@toyota.com]  
Cust cldd & asked to speak to MBrown. I apol to cust & adv him that MBrown was unavailable. Cust sts that he is waiting on legal to give him a call & he wanted to know that update on that situation. I adv cust that I would give MBrown the message. Cust thanked.  
\*\*\* PHONE LOG 08/14/2006 05:44:34 AM ELawrence2 Action Type: Incoming call  
The cust cldd and is returning M Brown's call. The cust wants to know the results of the veh inspection. I adv the cust that I would Have M Brown return his call today.  
\*\*\* NOTES 08/14/2006 07:40:46 AM MBrown  
Cust called to get an update. I informed the cust that I would need to get additional information from FTS. Advised cust that I would contact him once I have additional information.  
\*\*\* PHONE LOG 08/16/2006 06:46:52 AM MBrown Action Type: Outgoing call  
I cldd Jayme Skurtovich for additional information regarding the inspection of cust. vehicle.  
\*\*\* PHONE LOG 08/16/2006 07:15:22 AM MBrown Action Type: Outgoing call  
Called cust to provide more info regarding vehicle inspection.  
\*\*\* EMAIL OUT 08/16/2006 08:14:01 AM JWilliams Action Type: External email  
Send to: [marco\_brown@toyota.com]  
CC List: [marco\_brown@toyota.com]  
Cust called and asked to speak MBrown. Apol and adv that MBrown was unavailable. Cust would like to send MBrown a letter and rep provided him with HQ address. Cust thanked.  
\*\*\* PHONE LOG 08/21/2006 06:50:02 AM MBrown Action Type: Outgoing call  
Spoke to Steve Westphal (SM), and he has advised me the vehicle is currently at Park Place Lexus Body Shop and he mentioned that I can contact Paul Jedwick to get a status. I spoke to Paul and he mentioned the vehicle is currently getting painted and that the insurance company has approved repairs. Paul also states the vehicle should be returned to the cust by the end of the week.  
\*\*\* PHONE LOG 08/21/2006 06:50:47 AM MBrown Action Type: Outgoing call  
Called cust and left a msg.  
\*\*\* PHONE LOG 08/21/2006 06:56:05 AM MBrown Action Type: Outgoing call  
Closing case due to customer being advised of the inspection of his vehicle. Advised cust that his vehicle was inspected and it was determined the vehicles seat belts operated as designed and there were no DTC's. Cust states he believed there was some other inspection that would have taken place with the computer of the vehicle. I advised cust there is no additional information to support any further inspection. I advised cust that unfortunately that would conclude our findings.  
\*\*\* SUBCASE 200607120541-2 CLOSED 08/21/2006 06:56:34 AM MBrown  
\*\*\* CASE CLOSE 08/21/2006 06:57:06 AM MBrown  
Closing case due to customer being advised of the inspection of his vehicle. Advised cust that his vehicle was inspected and it was determined the vehicles seat belts operated as designed and there were no DTC's. Cust states he believed there was some other inspection that would have taken place with the computer of the vehicle. I advised cust there is no additional information to support any further inspection. I advised cust that unfortunately that would conclude our findings.  
;.  
\*\*\* PHONE LOG 10/14/2006 09:16:39 AM CGonzalez  
Ref (200607120541). Caller states: he purch a 2007 ES 350 from Park Place Lexus. His wife was driving veh when it lunged forward into their fence. He is very dissat w/ LCS' response. Since his previous contact

C-628

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

w/ LCS, he knows of 8 other vech purch from dlr that have had the same iss. He sts he would like the same consideration extended to him as to another 2007 ES 350 owner, Steve Abney. Adv cllr his cnerns are important to HQ and that all cnerns>

\*\*\* NOTES 10/14/2006 09:17:49 AM CGonzalez  
>>are handled on a case by case basis. Cllr sts he would like LCS to pay to fix his fence and to obtain another 2007 ES 350. He does not want to drive a damaged veh that he purch new. He sts his son is an attorney and that he will pursue legal action if LCS does not assist.

\*\*\* SUBCASE 200610140129-1 CREATED 10/17/2006 02:58:51 PM MBrown  
\*\*\* NOTES 10/23/2006 09:31:44 AM MBrown  
I forwarded an email to Tom Ellingwood to see if he would be willing to talk to cust.

\*\*\* CASE CLOSE 10/26/2006 12:06:05 PM MBrown  
LCS: case being reviewed by appropriate department for product review.  
\*\*\* NOTES 11/01/2006 01:46:42 PM CGonzalez  
Cllr sts he never revd a c/b and is waiting for a response from MBrown. Cllr sks for MBrown to c/b at 214-274-9650. Adv cllr I will fwd msg to MBrown. Per conversation w/ MBrown, case was closed by LCS and sent to the legal department to further assist.

\*\*\* SUBCASE 200610140129-1 CLOSED 11/02/2006 04:26:24 PM MBrown  
**Additional Summary:**

**Toyota ID Number:** 200607130594  
**NHTSA ODI Number:**  
**Date of Incident:** 20060700  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 07/13/2006 10:12:12 AM SGreen  
Caller states: twice the veh engine start to race and put cllrs life in danger cllr sts the first time cllr had to put the veh into a ditch which cllr did not take the veh to the dlr due to doctors appt and such cllr sts later that day the veh did the same thing this time cllr sts he scraped the side of the building causing addl damage to the side of the veh cllr contact at the dlr is ASM Peter Orlinski who adv cllr to contact toy cllr sts the dlr did mention a FTS.

\*\*\* NOTES 07/13/2006 10:12:13 AM SGreen  
...needs to inspect the veh but did not adv cllr they where going to make that contact cust sts he was not injured but there is damage to the right and left side of the veh which is scraps and scratches and the mirror was knocked off which cllr feels toy should cover the cost of these repairs. cllr sts b4 this the veh has never been involved in any accidents.

\*\*\* SUBCASE 200607130594-1 CREATED 07/13/2006 10:17:48 AM VWong  
\*\*\* NOTES 07/17/2006 09:22:47 AM VWong  
OUTBOUND CUSTOMER CALL:  
NCR called day# & 1m.  
\*\*\* NOTES 07/17/2006 11:43:53 AM JAshby  
Mr. Fahey c/b sts received a call from prev rev VWong & is returning their call. ncr apol & advd will check to see if rep is avail. ner advd rep is unavail. cust sts as a side comment about the automated phone system for cust call-ins. sts the phone system leaves a bad tast in their mouth because in order to speak w/ a rep it is the last option & listening to all the voice prompts takes the cust out of listening to the voice commands. ncr advd will doc cust comment.

\*\*\* NOTES 07/17/2006 12:53:28 PM VWong  
OUTBOUND CUSTOMER CALL:  
NCR called day# & spoke to cust. cust sts engine raced & veh accelerated on its own 2x in one day. sts first time, cust was driving on curvy road and engine raced. sts another veh coming from opposite direction, so

C-629

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

cust swerved into a ditch. sts hit shrubbery and right side of veh scraped and right side pass mirror broke. sts second time cust was making u turn in pharmacy parking lot and engine raced/veh accelerated. sts left side of veh scraped

\*\*\* NOTES 07/17/2006 12:53:29 PM VWong  
pharmacy and veh went through pharmacy drive thru at 60mph before jumping curb. sts pumped brakes & accelerator until engine stopped racing. sts veh is currently at dlr. sts does not know if dlr has touched veh or if repairs have started. sts sks for Toy to cover cost of repairs. NCR adv will check with svc-Peter regarding status of veh & will c/b cust. NCR adv Toy will not inspect veh unless veh in original condition.

\*\*\* NOTES 07/17/2006 12:53:39 PM VWong  
OUTBOUND DEALER CALL:  
NCR called dlr & 1m for svc-Peter.  
\*\*\* NOTES 07/17/2006 12:55:12 PM VWong  
OUTBOUND CUSTOMER CALL:  
NCR called day# & spoke to cust. NCR adv 1m for svc-Peter regarding status of veh. NCR adv once svc-Peter provides status of veh, NCR will c/b cust to let cust know if Toy can inspect. cust understood.

\*\*\* NOTES 07/17/2006 02:56:27 PM VWong  
INBOUND DEALER CALL:  
svc-Peter c/b & spoke to NCR. dlr adv check engine light on & dlr pulled code P0722. dlr adv found pins pulled out of speed sensor connectors. dlr adv put pins back in. dlr adv is unrelated concern and would not have anything to do with engine racing/accelerating by itself. dlr adv no repairs performed to veh.

\*\*\* NOTES 07/18/2006 10:48:04 AM EPolan  
Peter Service Advisor from Precision Toy c/b. Sks to know if & when FTS will be coming to dlr to inspect. NCR cld VWong. but she was not available. NCR adv cllr VWong will c/b in 1 bus day. Cllr left best number to reach: (520)471-3761. Cllr asked if dlr should leave cust in rental, NCR adv leave situation how it is until contacted by VWong.

\*\*\* NOTES 07/18/2006 02:00:08 PM VWong  
OUTBOUND REGION CALL:  
NCR called FTS-JLane (FTS-Swright on vacation) and reviewed case. FTS adv speed sensors are related to trans and would not have anything to do with veh accelerating by itself. FTS adv dlr putting pins back in sensor would not compromise inspection. FTS asked if veh has aftermarket floor mats as mats may get caught under accelerator. NCR adv will check with dlr. NCR thanked for info.

\*\*\* NOTES 07/18/2006 02:00:25 PM VWong  
OUTBOUND DEALER CALL:  
NCR called dlr & spoke with svc-Peter. svc-Peter adv will check to see if veh has aftermarket floor mats and will c/b NCR. NCR thanked.

\*\*\* NOTES 07/18/2006 02:50:56 PM VWong  
OUTBOUND DEALER CALL:  
NCR called dlr & spoke with svc-Peter. dlr adv cell phone died. dlr adv asked tech if veh has aftermarket floor mats but have not heard back yet. sts sks to know if FTS should inspect. sts cust is currently in rental veh that dlr is paying for. NCR adv FTS will inspect veh within 30bd. NCR adv cust will receive results of inspection within 30bd of inspection date. NCR adv Toy declines all costs until responsibility is determined, so cust will need

\*\*\* NOTES 07/18/2006 02:50:57 PM VWong  
to pay for any alternate transportation. dlr understood. NCR adv will call cust to advise of info. dlr adv will have mgr also call cust as well regarding rental.

\*\*\* NOTES 07/18/2006 02:54:53 PM VWong  
OUTBOUND CUSTOMER CALL:  
NCR called day# & spoke to cust. NCR adv revd confirmation from dlr that no repairs performed to veh. NCR adv will open case to region and veh will be inspected within 30bd. NCR adv cust will receive results within 30bd of inspection date. NCR adv Toy will not cover cost of rental. cust understood & adv will call dlr tomorrow.

\*\*\* NOTES 07/18/2006 02:55:47 PM VWong  
===FCRP===  
LEGAL REQUESTS FCRP WITH MANY INTERIOR & EXTERIOR PHOTOS.

C-630

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* SUBCASE 200607130594-1 CLOSED 07/18/2006 02:56:15 PM VWong

\*\*\* CASE CLOSE 11/09/2006 09:03:48 AM JHansen150  
Reg FTS, S. Wright, insp veh on 8/31/06 at Precision Toyota. FTS sts, "seatbelt inertia locks and latches op correctly at time of insp. Insp veh for eng accel when not req. Insp veh's computer w/scantool and found no current, past, or history DTCs stored in syst. All wire harness and mount positions were insp for damage, tampering or recent activity & found all to be in good cond. FTS found veh eng RPMs did not fluctuate when the a/c was turned on but no change in eng speed when a/c was turned off." Results of insp were not comm to cust; cust does NOT seek a resp from TMS Legal. RCR will file all docs at reg.

\*\*\* NOTES 11/10/2006 02:21:05 PM JHansen150  
FTS spoke to the customer on 11/9/06 to confirm the completion of the inspection and cust indicated to FTS that the vehicle was sold some time ago and he was not interested in any further contact about it.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312130  
**Date of Incident:** 20060701  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** CANTON, OH

**NHTSA Summary:**  
2005 LEXUS ES330 WITH SUDDEN ACCELERATION. CONSUMER STATED ON TWO INCIDENTS HER VEHICLE RAPIDLY ACCELERATED. IN ONE INCIDENT THERE WAS AN ACCIDENT. \*KB THE CONSUMER STATED IF FELT AS THOUGH THE CRUISE CONTROL HAD ACTIVATED AND THE VEHICLE SUDDENLY LURCHED FORWARD AND TOOK OFF FROM A PARKING LOT, DOWN A SLOPE, INTO TRAFFIC AND INTO AN ONCOMING CAR. THE DEALERSHIP INSPECTED THE VEHICLE AND THE CONSUMER WAS TOLD NOTHING WAS WRONG AND THAT THE FLOOR MATS HAD POSSIBLY BEEN THE CAUSE OF THE ACCELERATION. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313137  
**Date of Incident:** 20060701  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** NEW LONDON, CT

**NHTSA Summary:**  
2002 TOYOTA HIGHLANDER WITH UNEXPECTED ACCELERATION. CONSUMER STATED THAT THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. DRIVER HAD TO SLAM THE VEHICLE INTO PARK FOR THE VEHICLE TO STOP. \*KB THE DEALER KEPT THE VEHICLE FOR 3 DAYS, RAN VARIOUS DIAGNOSTIC TESTS, BUT WAS UNABLE TO DUPLICATE THE PROBLEM. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322012  
**Date of Incident:** 20060701  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** SAN FRANCISCO, CA

**NHTSA Summary:**  
2006 TOYOTA COROLLA, VEHICLE ACCELERATED. \*BF

**Additional Summary:**

C-631

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10162411  
**Date of Incident:** 20060702  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** GREENSBORO, NC

**NHTSA Summary:**  
DT\*: THE CONTACT STATED THAT THE VEHICLE'S ACCELERATOR PEDAL STUCK AT 30 MPH WHILE BACKING UP INTO A PARKING SPACE AT A SERVICE STATION. THE CONTACT APPLIED THE BRAKES, BUT THE ACCELERATION CONTINUED. THE CONTACT STOMPED ON THE BRAKES, AND ACCIDENTLY SLIPPED OFF THE BRAKES ONTO THE ACCELERATOR BEFORE IMPACT. THE VEHICLE'S REAR END SLAMMED INTO A BUILDING AND THE DRIVER WAS INJURED. THERE WAS OVER \$6000 DAMAGE TO THE VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10166382  
**Date of Incident:** 20060704  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MOBILE, AL

**NHTSA Summary:**  
MY 2007 CAMRY HAS A SERIOUS HESITATION EFFECT. WHEN THE ACCELERATOR IS PRESSED, IT TAKES A FEW SECONDS TO ENGAGE, THUS SOMETIMES CAUSING A DANGEROUS DELAY IN MOVING THE CAR. THE DEALERSHIP TOLD ME THIS WAS THE WAY THE 2007 CAMRY'S WERE MADE TO OPERATE, AND THUS COULD NOT BE "FIXED." \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10347442  
**Date of Incident:** 20060704  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** ST. JOSEPH, MO

**NHTSA Summary:**  
ON 4 OCCASIONS, OUR 2004 TOYOTA COROLLA ENGINE HAS RACED WHILE THE CAR WAS BEING BACKED UP AND MY FOOT WAS ON THE BRAKE PEDAL. THE MOST SERIOUS INCIDENT WAS IN A PARKING LOT WITH MANY PEOPLE MILLING AROUND TO WATCH A FIREWORKS SHOW. THE HARDER I PUSHED ON THE BRAKE PEDAL, THE FASTER THE ENGINE RAN. FORTUNATELY, THE BRAKES STOPPED THE CAR BEFORE I RAN OVER ANYONE. APPARENTLY, THE BRAKE PEDAL WENT DOWN SO FAR THAT MY FOOT COULD HIT THE GAS PEDAL AT THE SAME TIME. ALSO, THE BRAKE AND GAS PEDALS ARE VERY CLOSE TOGETHER.

**Additional Summary:**

**Toyota ID Number:** 200607250881; 200608030001  
**NHTSA ODI Number:**  
**Date of Incident:** 20060705  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 07/25/2006 12:47:05 PM AHenderson

C-632

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

cll sts that his veh idles up kind of high when turning. He sts that he will shift into second gear & he feels a pulling & when down shifting the rpm will rev up to 1800 rpm. He sts that he notices the increase in rpm when downshifting. He sts that he took the veh to the dlr & dlr advd that the veh condition is normal. He sts that he is not satisfied with the veh if that is normal.  
\*\*\* NOTES 07/25/2006 12:48:36 PM AHenderson  
Cllr sts that he has spoken with the SM & he advd there isn't a rpr for the condition. Dlr advd condition is normal for the 4x2 veh.

\*\*\* RETURN 07/25/2006 02:33:51 PM SAboolian  
Need current and incident mileage. Fix and resend to resolution queue asap.

\*\*\* SUBCASE 200607250881-1 CREATED 07/26/2006 06:04:38 AM SMoore  
\*\*\* NOTES 07/28/2006 10:09:42 AM SMoore  
+OUTGOING DLR CALL+

SM, joe cisek, sts veh to dlr 7/10/06 @ 521 miles, cust adv, veh idling high & doesn't seem to shift correctly. Sts tech test drove & confirmed what cust was feeling is normal characteristic of the veh, no abnormal operation found. Sts veh does naturally idle high.

+OUTGOING REGION CALL+  
NCR contacted regional rep, c. ringer, to discuss case, however, rep out of the office today. Will review next week.

\*\*\* NOTES 07/28/2006 10:10:13 AM SMoore

+OUTGOING CUST CALL+

LVM for cust, adv reviewing concerns and will f/u next week. Provided 800#, ext. 73008 & ncr's business hours for cust records.

\*\*\* NOTES 07/31/2006 01:38:28 PM SMoore

+INCOMING REGION CALL+

RCR, c. ringer, adv will review w/ dspm and c/b ncr.

\*\*\* NOTES 08/01/2006 03:17:29 PM SMoore

+OUTGOING REGION CALL+

Sent email to rcr, c. ringer, requesting status of case.

\*\*\* NOTES 08/01/2006 03:57:35 PM BGarduno  
cust c/b and sts would like to spk w/SMoore. NCR apol and adv she is not avail. adv c/b w/in 1 bus day. cust sts will try to call tomorrow at 9am (PST) since he is at work all day.

\*\*\* NOTES 08/02/2006 10:06:36 AM CRinger170

DSPM called dlr, dlr sts nothing is wrong veh. DSPM left msg w/ cus for him to call back.

\*\*\* NOTES 08/02/2006 11:35:41 AM EBryan

Cust c/b wishing to speak w/ CM. Apol & adv cust CM not avail at this time. Adv will rcv a c/b w/in 2 b/d.

\*\*\* NOTES 08/02/2006 12:22:28 PM KDavis1

caller would like to speak with case manager. Ncr adv caller case manager not avail will c/b in 2 bus days. caller thanked.

\*\*\* NOTES 08/03/2006 05:21:00 AM SMoore

+INCOMING CUST CALL+

Cust c/b for status. NCR adv per notes, that factory rep called & adv that veh operating designed. Cust sts recvd vm from factory rep, t. larkin, but just asked for c/b. Sts has been trying to c/b & gets vm. NCR explained that rep found no concerns w/ veh. Cust sts doesn't agree. Sts believes something could be done to make the driving response better. Cust sks arb. Ref case # 200608030001. Cust declined survey.

\*\*\* NOTES 08/03/2006 05:27:02 AM SMoore

====5 POINT CLOSE====

1. Summary: Customer states the vehicle vch idles up too high when turning. Also, when shifting into second gear, feels a pulling & when down shifting the rpm will rev up to 1800 rpm.

2. Action Taken: SM/DSPM

3. Resolution/Position: Factory rep inspected veh & confirmed there are no concerns w/ the veh & that

C-633

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

it is operating as designed  
4. Customer Satisfied: No  
5. Root Cause: Cold start up engine sounds - Product

\*\*\* SUBCASE 200607250881-1 CLOSED 08/03/2006 05:27:35 AM SMoore  
Close subcase.

\*\*\* CASE CLOSE 08/06/2007 12:34:50 PM CRinger170  
DSPM inspected veh and it operating as designed.

\*\*\* PHONE LOG 08/03/2006 05:16:00 AM SMoore  
+ARBITRATION+ STETU22N36Z79832

Customer sts veh idles up kind of high when turning. He sts that he will shift into second gear & he feels a pulling & when down shifting the rpm will rev up to 1800 rpm. He sts that he notices the increase in rpm when downshifting. Sts DSPM involved & adv veh operating as designed. Sts doesn't agree & sks veh to be rprd.

\*\*\* NOTES 08/08/2006 07:46:56 AM SMoore

+INCOMING REGION CALL+

DSPM, t. larkin, adv as rcr, c. ringer, out of the office for the week, sks ncr to add notes to case on behalf of region. Sts lvm for cust advising, idle will stay up between 1st & 2nd shift & during gear changing on hwy speeds. Sts this is normal for veh, no adjustments b/c all controlled through ecm & ecm settings are designed to keep the idle up for optimal emissions out of the tailpipe & keep the veh running at optimal conditions.

\*\*\* NOTES 08/08/2006 07:49:56 AM SMoore

Sts settings are set by the government & toy and there are no adjustments that can be made. DSPM sts provided cust w/ his # to c/b.

\*\*\* CASE CLOSE 08/06/2007 12:33:30 PM CRinger170  
RCR had given this case to the DSPM to review.

Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10162603  
**Date of Incident:** 20060706  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**

DT\*: THE CONTACT STATED THAT WHILE STARTING THE VEHICLE, THE VEHICLE IMMEDIATELY ACCELERATED WITHOUT EFFORT. THE VEHICLE CRASHED INTO THE HOUSE DUE TO UNWANTED ACCELERATION OF THE VEHICLE.

Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10164944  
**Date of Incident:** 20060706  
**Vehicle:** 2004 TOYOTA CAMRY SOLARA  
**Location of Incident:** WILLOWBROOK, IL

**NHTSA Summary:**

DT: THE CONTACT STATED THE VEHICLE WAS PARKED IN THE GARAGE AND UPON PLACING THE VEHICLE IN REVERSE WITH THE BRAKE APPLIED, THE VEHICLE SUDDENLY LURCHED BACKWARDS AT HIGH SPEED AND CRASHED INTO ANOTHER VEHICLE. AFTER THE INITIAL CRASH, THE VEHICLE CONTINUED ACCELERATING IN REVERSE ACROSS THE

C-634

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

STREET AND CRASHED INTO A NEIGHBORING HOUSE WHERE THE VEHICLE CAME TO A FINAL STOP. THE CONTACT WAS WEARING A SEAT BELT, BUT NO INJURIES WERE SUSTAINED. THERE WAS EXTENSIVE DAMAGE TO THE REAR OF THE VEHICLE. THE POLICE WERE ALERTED AND A REPORT WAS TAKEN. A FIELD TECHNICAL SPECIALIST FROM THE MANUFACTURER INSPECTED THE VEHICLE. THE REPRESENTATIVE WAS UNABLE TO DETERMINE ANY TYPE OF DEFECT OR FAILURE.

Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10178178  
**Date of Incident:** 20060707  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HAUPPAUGE, NY

**NHTSA Summary:**

I'D LIKE TO FILE A COMPLAINT RELATED TO TOYOTA'S REFUSAL TO RESPOND TO THEIR 2007 CAMRY LE 4 CYLINDER HESITATION PROBLEMS. SYMPTOMS INCLUDE (1) POOR ACCELERATION, (2) HESITATION WHEN ACCELERATING (3) "AUTOMATIC" SHIFTING OF THE TRANSMISSION WHEN DRIVING WITH CRUISE CONTROL ON FLAT ROADS AND (4) POOR GAS MILEAGE. THE HESITATION IS VERY DANGEROUS, PULLING OUT IN FRONT OF OTHER VEHICLES OR MERGING INTO TRAFFIC COULD BE TREACHEROUS WHEN THE HESITATION OCCURS. I HAVE EXPERIENCED THIS SITUATION ON SEVERAL OCCASIONS AND FORTUNATELY HAVE NOT BEEN INVOLVED IN AN ACCIDENT YET BUT I SURE OTHERS HAVE! IN ADDITION TO THE DANGEROUS SITUATIONS, I AM VERY DISAPPOINTED THAT TOYOTA HAS FAILED TO NOTIFY CUSTOMERS OF THESE ISSUES. I CALLED TOYOTA IN JUNE, 2006, WHEN MY CAMRY LE(4 CYLINDER) HAD 1000 MILES AND QUESTIONED THE "TRANSMISSION" CONCERN BUT WAS TOLD THAT PROBLEMS ONLY RELATED ONLY TO THE 6 CYLINDER CAMRY AUTOS. SINCE THEN I HAVE STRUGGLED WITH THE HESITATING ISSUES AND AM SHOCKED THAT I WAS NOT MADE AWARE OF "KNOW" PROBLEMS WHEN MY WAS HAS BEEN SERVICED AT MY LOCAL TOYOTA DEALER. RECENTLY I WAS SURPRISED TO SEE MANY COMMENTS RELATED TO THIS ISSUE ON EDMUNDS CAMRY FORUMS. I AM NOW PROACTIVELY RESEARCHING AND WAITING FOR TOYOTA TO RESPOND BEFORE I ELEVATE THE ISSUE AS A LEMONLAW BATTLE IN NEW YORK. PLEASE, FOR SAFETY SAKE, MAKE TOYOTA INFORM INNOCENT 2007 OWNERS BEFORE SERIOUS ACCIDENTS OCCUR. REPRESENTATIVES AT MY LOCAL TOYOTA DEALER, STEVENS IN HUNTINGTON, NEW YORK, CLAIM THAT THEY ARE NOT AWARE OF THE PROBLEM AND TOYOTA (USA) APPEARS TO BE DRAGGING THEIR FEET ON NOTIFYING AND ELEVATING THE ISSUES! AFTER SEVERAL CALLS TO THE DEALER AND TOYOTA(USA) I STILL AM WAITING TO BE CONTACTED. SINCERELY JOHN FLEMING 15 HOLIDAY PARK DRIVE HAUPPAUGE NY 11788 631 360-3832. \*NM

Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315080  
**Date of Incident:** 20060708  
**Vehicle:** 1998 LEXUS ES300  
**Location of Incident:** MIDDLETOWN, NJ

**NHTSA Summary:**

TL\*THE CONTACT OWNS 1998 LEXUS ES300, WHILE DRIVING 30 MPH AT AN INTERSECTION WITH HER FOOT ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED AND CRASHED INTO A POLE CAUSING EXTENSIVE DAMAGE TO THE VEHICLE AND THE PASSENGER. THE AIR BAGS DEPLOYED BREAKING HER HAND IN TWO PLACES. THE DRIVER AND PASSENGER WERE TRANSPORTED TO THE HOSPITAL. THE VEHICLE WAS TOWED FROM THE SCENE AND WAS DESTROYED. A POLICE REPORT IS AVAILABLE IF NEEDED. THE TOYOTA

C-635

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

MANUFACTURER WAS NOT CALLED. THE FAILURE MILEAGE WAS 40,000. UPDATED 03/24/10 \*BF

Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10193498, 10173182, 10161934, 10303089  
**Date of Incident:** 20060709  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** NORTH CANTON, OH

**NHTSA Summary:**

ON SUNDAY JULY 9, 2006 AT APPROXIMATELY 3:30 P.M. I DECIDED TO STOP AT THE GROCERY STORE. I PULLED INTO THE PARKING LOT AND WAS DRIVING SLOWLY WITH MY FOOT ON THE BRAKE TO ENTER A PARKING SPACE I TURNED LEFT AND EASED SLOWLY INTO THE PARKING SPACE WITH MY FOOT ON THE BRAKE BRINGING THE CAR TO A STOP. THE MOMENT I STOPPED I REACHED OVER TO PUT THE CAR IN PARK AND ALL OF A SUDDEN THE CAR SURGED ENOUGH TO MOVE THE FRONT WHEELS OVER THE CAR STOP IN AN INSTANT WITH MY FOOT STILL ON THE BRAKE. I WAS SHOCKED. WHY WAS THE CAR DOING THIS? I STILL HAD MY FOOT POSITIONED ON THE BRAKE AND PUSHED DOWN. THE CAR CONTINUED TO ACCELERATE, AND THE BACK TIRES CAME OVER THE CAR STOP. AT THIS POINT I REMOVED THE FOOT TOTALLY FROM THE BRAKE TO SEE IF THE ENGINE WOULD SLOW DOWN NATURALLY WITHOUT ANY ACTION AT ALL BY ME. THE ENGINE CONTINUED TO SURGE TOTALLY ON ITS OWN. I TRIED THE BRAKE AGAIN AND THE CAR STILL DID NOT STOP. AT THIS POINT I REALIZED THAT I WAS GOING TO GO INTO THE ROAD. I LOOKED BOTH WAYS AND SAW A SILVER TOYOTA WITH A LADY DRIVING IT. A COLLISION THEN HAPPENED AND I JAMMED THE BRAKE ON AGAIN AND THE CAR FINALLY STOPPED. I WAS CITED FOR FAILURE TO CONTROL. MY BROTHER WORKED AT LEXUS. HE TOLD ME ANOTHER LADY HAD A SIMILAR ACCIDENT WHILE SHE WAS PULLING INTO THE GARAGE AND THE ENGINE SURGED AND SHE RAN INTO THE GARAGE DOOR. I DECIDED TO LOOK INTO IT FURTHER ON THE INTERNET WHEN I GOT THE INFORMATION I FOUND WAS UNBELIEVABLE. COMPLAINTS WERE STILL BEING MADE ON ONGOING BASIS. I WENT TO COURT FOR MY TICKET. I HAD TO HIRE AN ATTORNEY TO DEFEND MYSELF. THE CHARGES AGAINST ME WERE REDUCED TO DRIVING AN UNSAFE VEHICLE. AND I ENTERED A NO-CONTEST PLEA. I HAVE INCURRED PSYCHOLOGICAL TRAUMA AND OTHER PHYSICAL INJURIES AS A RESULT OF THIS ACCIDENT. I WOULD LIKE TO GET OUT OF MY LEASE WITH LEXUS, BUT LEXUS WON'T ALLOW IT. IF LEXUS ACKNOWLEDGES ANY PROBLEM WITH MY CA, THEY WILL HAVE TO ACKNOWLEDGE ALL OF THE OTHER PROBLEMS REPORTED BY LEXUS DRIVERS. \*AK; ON JULY 9, 2006 AT 3:30 P.M., I STOPPED AT FISHERS FOODS IN CANTON, OHIO. I PULLED INTO THE PARKING LOT FROM THE FRANK RD. SIDE OF FISHERS AND WAS DRIVING SLOWLY WITH MY FOOT ON THE BRAKE TO ENTER A PARKING SPACE. THE PARKING SPACE WAS LOCATED DIRECTLY ACROSS FROM THE ENTRANCE AND I TURNED LEFT AND EASED SLOWLY INTO THE SPACE WITH MY FOOT ON THE BRAKE BRINGING THE CAR TO A STOP. THE MOMENT I STOPPED, I REACHED OVER TO PUT THE CAR IN PARK AND ALL OF A SUDDEN, THE CAR ENGINE SURGED ENOUGH TO MOVE MY FRONT WHEELS OVER THE CAR STOP IN AN INSTANT WITH MY FOOT STILL ON THE BRAKE. I WAS TOTALLY SHOCKED. I STILL HAD MY FOOT POSITIONED ON THE BRAKE AND PUSHED DOWN. THE CAR CONTINUED TO ACCELERATE AND THE BACK TIRES CAME OVER THE CAR STOP. AT THIS POINT, I REMOVED MY FOOT TOTALLY FROM THE BRAKE TO SEE IF THE ENGINE WOULD SLOW DOWN NATURALLY WITHOUT ANY ACTION AT ALL BY ME. THE ENGINE CONTINUED TO SURGE JUST AS FAST TOTALLY ON ITS OWN. I TRIED THE BRAKE AGAIN AND THE CAR STILL DID NOT STOP. I LIFTED MY FOOT FROM THE BRAKE AGAIN AND AT THIS POINT REALIZED I WAS GOING TO GO INTO THE ROAD. I LOOKED TO THE LEFT AND SAW A CAR COMING DOWN THE ROAD A FAIR DISTANCE AWAY. I THEN LOOKED TO THE RIGHT AND SAW A SILVER TOYOTA WITH A LADY DRIVING IT. I KNEW I WAS GOING TO

C-636

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

HIT HER. THE COLLISION HAPPENED AND I PUT THE BRAKE ON AGAIN AND THE CAR FINALLY STOPPED. THE POLICE CITED ME FOR FAILURE TO CONTROL. AS I WAS WAITING FOR MY HUSBAND TO PICK ME UP AFTER THE ACCIDENT, HE CALLED ME AND TOLD ME THAT HE HAD TALKED TO MY BROTHER AND THAT WHILE MY BROTHER WAS WORKING AT LEXUS, ANOTHER LADY HAD A SIMILAR ACCIDENT, ONLY HERS HAPPENED WHEN SHE WAS PULLING INTO HER GARAGE AND HER ENGINE SURGED AND HER CAR RAN INTO THE GARAGE DOOR. I THOUGHT THIS WAS KIND OF A BIG COINCIDENCE AND I DECIDED TO LOOK INTO IT FURTHER ON THE INTERNET WHEN I GOT HOME. THE INFORMATION I FOUND OUT ABOUT WAS SHOCKING, UNBELIEVABLE, AND ALSO MADE ME VERY ANGRY. THE COMPLAINTS ARE STILL BEING MADE ON AN ONGOING BASIS. \*JB, 2005 ES330, PULLING INTO PARKING SPACE READY TO STOP AND EXPERIENCED SUDDEN ACCELERATION INCIDENT RESULTING IN A CRASH INTO ANOTHER CAR. TW\*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317162  
**Date of Incident:** 20060710  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** MCLEAN, VA  
**NHTSA Summary:**  
 UNEXPECTED ACCELERATION OCCURRED TWICE IN MY TOYOTA PRIUS 2005 CAR. BOTH TIMES I WAS IN THE DRIVEWAY GOING SLOWLY INTO THE GARAGE AND STOPPED THE VEHICLE BY SLAMMING ON THE BRAKES. NO DAMAGE OCCURED. THIS WAS WHEN IT WAS FAIRLY NEW AND I DID NOT REPORT IT THINKING I HAD DONE SOMETHING WRONG. NOW THAT ALL THE NEWS HAS COME OUT ABOUT THESE PROBLEMS I REALIZE IT WASN'T ME.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10165337  
**Date of Incident:** 20060713  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** EXETER, RI  
**NHTSA Summary:**  
 MY WIFE WAS BEHIND THE WHEEL OF HER 2006 TOYOTA COROLLA LE AND WAS BACKING SLOWLY OUT OF A PARKING SPACE (HER FOOT WAS RESTING ON THE BRAKE PEDAL) WHEN SHE AND ANOTHER DRIVER BUMPED REAR BUMPERS (SPEED WAS ABOUT 2 MPH), MY WIFE SHIFTED THE TRANSMISSION INTO DRIVE, THE ENGINE RACED THE CAR LEADED FORWARD UP AND OVER A CEMENT PARKING CURB AND INTO A PLATE GLASS WINDOW OF A HEALTH SPA (YMCA). IT WAS A MIRACLE THAT NO ONE IN THE SPA WAS SERIOUSLY HURT. THE CAR WAS TOTALED. MY WIFE WAS DEVASTATED AND EMOTIONALLY A WRECK. THE CAR WAS INSPECTED FOR MECHANICAL DEFECTS BY A STATE INSPECTOR. NONE WERE FOUND. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313394  
**Date of Incident:** 20060714  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** SIOUX FALLS, SD  
**NHTSA Summary:**

C-637

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OUR 2006 TOYOTA AVALON (LIMITED) WAS IN CRUISE CONTROL SET TO HIGHWAY SPEED, ABOUT 60 TO 70 MPH. FOR A REDUCED SPEED ZONE, THE CAR WAS SLOWED BY 10 MPH USING CRUISE CONTROL. AFTER THE REDUCED SPEED ZONE, CRUISE CONTROL SETPOINT WAS INCREASED 10 MPH TO RETURN TO THE PREVIOUS HIGHWAY SPEED, AND THE CAR CONTINUED TO ACCELERATE UNCONTROLLABLY TO MORE THAN 80 MPH. THEN, THE BRAKE WAS APPLIED WHICH TOOK CAR OUT OF CRUISE CONTROL. THE CAR SLOWED, AND CRUISE CONTROL WAS RESET TO HIGHWAY SPEED. THE PROBLEM DID NOT RECUR ON THAT TRIP IN 2006, BUT THERE HAVE BEEN OTHER CASES OF UNCONTROLLED ACCELERATION SINCE THE ABOVE INCIDENT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301832  
**Date of Incident:** 20060715  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** MT. ARLINGTON, NJ  
**NHTSA Summary:**  
 ACCELERATION WHILE PRESSING ON BRAKE PEDAL. UNABLE TO STOP CAR FOR ABOUT 20 SECONDS. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305452  
**Date of Incident:** 20060715  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** GLENDALE, AZ  
**NHTSA Summary:**

I WAS ON VACATION IN MY 2005 TOYOTA TACOMA 4X4 4 DOOR IN COLORADO. WITH THE CRUISE CONTROL ON AND SET FOR 65 MPH, I STARTED UP A PASS ON I-25 APPROACHING RATON, NM FROM THE NORTH. AS WE WENT UPHILL AND THE VEHICLE LUGGED DOWN, IT SHIFT DOWN AND BEGAN RAPID ACCELERATION AND AS WE ENTERED A TURN WAS ACCELERATING THROUGH 85 MPH. MY FOOT WAS NOT ON THE GAS PEDAL AND THE FLOOR MAT WAS NOT ANYWHERE NEAR THE PEDAL. I STOOD ON THE BRAKE BUT THE ACCELERATION CONTINUED. I PUSHED THE CRUISE CONTROL BUTTON ON THE STEERING WHEEL AND IT DISENGAGED. WE MADE IT THROUGH THE INCIDENT WITH NO LOSS OF ANYTHING BUT PERHAPS SOME OF MY HAIR. AFTER RETURNING FROM VACATION I TOOK THE VEHICLE TO LARRY MILLER TOYOTA IN PEORIA, ARIZONA AND COMPLAINED ABOUT THE PROBLEM WE EXPERIENCED. THE DEALERS EMPLOYEES INDICATED THEY HAVE NEVER HEARD SUCH A THING AND THEN COPIED THE OWNERS MANUAL HIGHLIGHTING THE PART THAT SAYS TO DISENGAGE THE CRUISE CONTROL WHEN GOING UPHILLS. I HAVE BEEN DRIVING THE VEHICLE FOR FIVE YEARS NOW AND HAVE LEARNED TO TURN OFF THE CRUISE GOING UPHILLS BUT HAVE STILL EXPERIENCED THE PROBLEM THREE OTHER TIMES WHEN I WAS NOT CONCIOS OF THE GRADE WE WERE ON AND IT HAPPENED AGAIN. I HAVE OWNED SEVERAL VEHICLE WITH CRUISE CONTROL IN MY LIFE AND HAVE NEVER HAD AN ISSUE WITH CRUISE CONTROL GOING UPHILLS EXCEPT THE POTENTIAL OF THE TRANSMISSION SHIFTING UP AND DOWN FROM OVERDRIVE TO ALLOW THE VEHICLE TO MAINTAIN THE SPEED SET. WE ALSO OWN A 2000 TOYOTA AVALON WHICH I DRIVE ON VACATIONS AND IF THERE IS ANY ISSUE I TURN OFF THE OVERDRIVE AND IT DOES FINE. I BELIEVE THERE IS A COMPUTER ISSUE WITH THIS MODEL THAT CREATES THE PROBLEM AND IT HAS NOTHING TO DO WITH FLOOR MATS.  
**Additional Summary:**

C-638

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326816  
**Date of Incident:** 20060717  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** MODESTO, CA  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2001 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE TRYING TO PARK AT 5 MPH, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A TREE. THE VEHICLE SUSTAINED MAJOR BODY DAMAGE BUT NO INJURIES WERE REPORTED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALERSHIP BUT THE DEALER COULD NOT DUPLICATE THE PROBLEM. THE FAILURE MILEAGE WAS APPROXIMATELY 35,000. THE CURRENT MILEAGE WAS APPROXIMATELY 60,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10162815  
**Date of Incident:** 20060718  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** EAST NORRITON, PA  
**NHTSA Summary:**  
 THERE SEEMS TO BE A HESITATION WHEN STEPPING ON THE GAS PEDDLE, IT TAKES A COUPLE SECONDS BEFORE THE TRANSMISSIONS RESPONDS. WHEN IT DOES, IT DOESN'T SEEM TO KNOW WHAT GEAR TO PUT IT IN. SOMETIMES IT ACCELERATES NORMALLY. BUT OTHER TIMES IT IS UNPREDICTABLE....CAN BE VERY DANGEROUS WHEN MERGING OR TURNING ONTO MAJOR ROADS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10164709  
**Date of Incident:** 20060718  
**Vehicle:** 2004 LEXUS ES  
**Location of Incident:** DESOTO, TX  
**NHTSA Summary:**  
 DT\*: THE CONTACT STATED WHILE DRIVING 5 MPH IN A PARKING LOT, THE VEHICLE ACCELERATED FORWARD CRASHING INTO THE FRONT WINDOW OF A CREDIT UNION. THERE WERE NO INJURIES; THERE WAS PROPERTY DAMAGE AND A POLICE REPORT WAS FILED. PRIOR TO THE INCIDENT, THE TRANSMISSION WAS HESITATING AND LURCHING FORWARD. IN 2004, THE DEALERSHIP DETERMINED THERE WAS A COMPUTER PROBLEM WITH THE VEHICLE, HOWEVER THERE WERE NO REPAIRS PERFORMED TO FIX THE PROBLEM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10165248  
**Date of Incident:** 20060718  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SAUGERTIES, NY  
**NHTSA Summary:**  
 DT\*: THE CONTACT STATED THE VEHICLE SPEED AND ENGINE RPM DID NOT SLOW ONCE PRESSURE WAS RELEASED FROM THE ACCELERATOR PEDAL, WHILE DRIVING AT 30 MPH. THE PROBLEM OCCURRED AT VARIOUS SPEEDS. THE MANUFACTURER AND SERVICE

C-639

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DEALER WERE CONTACTED. THE VEHICLE WAS TEST DRIVEN BY A SERVICE TECHNICIAN AND THE MALFUNCTION WAS WITNESSED. NO DETERMINATION WAS MADE. THE CONSUMER STATED PUMPING THE BRAKES HAS NO EFFECT WHEN TRYING TO REDUCE SPEED. 08/29/06 \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10163068  
**Date of Incident:** 20060719  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** ELLWOOD CITY, PA  
**NHTSA Summary:**

DT\*: THE CONTACT STATED, WHILE TRAVELING AT 50 MPH, MERGING WITH HIGHWAY TRAFFIC, THE ACCELERATOR WAS DEPRESSED AND THE VEHICLE CONTINUED TO ACCELERATE UP TO 90 MPH EVEN WHEN PRESSURE WAS TAKEN OFF THE ACCELERATOR PEDAL. PRESSURE WAS APPLIED TO THE BRAKES, BUT THE ENGINE DID NOT DISENGAGE. WITH CONTINUED PRESSURE TO THE BRAKES, THE VEHICLE WAS STOPPED. HOWEVER, THE ENGINE CONTINUED TO RACE AT AN ALARMING RATE. THE IGNITION WAS TURNED OFF. UPON INSPECTION, THE ACCELERATOR PEDAL WAS STILL AGAINST THE FLOORBOARD. AFTER TAPPING THE ACCELERATOR A FEW TIMES WITH A FOOT, THE PEDAL RETURNED TO ITS ORIGINAL POSITION. THE VEHICLE WAS DRIVEN HOME. THE SERVICE DEALER SUGGESTED THAT THE CONTACT TRY TO REPRODUCE THE OCCURENCE. THE MANUFACTURER WAS CONTACTED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10163003  
**Date of Incident:** 20060720  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** STOCKBRIDGE, GA  
**NHTSA Summary:**

DT\*: THE CONTACT STATED THAT THE VEHICLE HESITATED UPON ACCELERATION FROM A COMPLETE STOP AS WELL AS WHEN IN MOTION. THE VEHICLE HAS BEEN INSPECTED BY THE DEALERSHIP. THE DEALERSHIP DETERMINED THIS WAS NORMAL OPERATING CONDITION FOR THE VEHICLE. UPDATED 7/31/2006 - \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312024  
**Date of Incident:** 20060723  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** PIKESVILLE, MD  
**NHTSA Summary:**

ON 7-23-06, AN ACCIDENT OCCURRED EXITING A PARKING LOT. THE ACCELERATOR STUCK AND THE DRIVER COULD NOT STOP THE CAR WITH THE BRAKES. OVER \$10,000 IN DAMAGE PLUS BODILY INJURY OCCURRED. THIS IS NOT THE FIRST TIME IT HAPPENED. A SIMILAR ACCIDENT OCCURRED ON 12/30/04. COMPLAINTS WERE ALSO PERIODICALLY MADE TO THE DEALER ABOUT THE BRAKES MADE TO THE DEALER. A FORMAL COMPLAINT WAS FINALLY MADE TO TOYOTA USA ASKING THEM TO BUY BACK THE CAR. ARBITRATION PROCEEDINGS WERE HELD ON 11/16/06 AT A TOYOTA DEALERSHIP. TOYOTA HAD SOMEONE REVIEW CAR'S BREAKING AND ACCELERATOR AND THEY FOUND NO PROBLEM AND THE CLAIM WAS DENIED TO BUY BACK THE CAR.

C-640

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328524  
**Date of Incident:** 20060724  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PLAINVIEW, NY

**NHTSA Summary:**  
2007 TOYOTA CAMRY \*GR \*\*\*CONSUMER HAS ATTACHED A COMPLAINT FROM ANOTHER CONSUMER \*GR THE CONSUMER STATED HE HAD TWO CORRECTIONS DONE TO THE THROTTLE SYSTEM AND THE ACCELERATION WHICH IS STILL NOT NORMAL, BUT ACCEPTABLE COMPARED TO WHAT IT WAS ORIGINALLY. THE CRUISE CONTROL WAS STILL FAULTY, BUT THE CONSUMER DEvised A WAY TO WORK AROUND THE PROBLEM, NOT CONVENIENT BUT IT WORKED. THE CONSUMER ALSO COMPLAINED ABOUT A DELAYED ACCELERATION PROBLEM. THE ACCELERATION DELAY MOVED FROM 0 RPM TO ABOUT 2000 RPM WHERE IT WOULD GO FLAT FOR ABOUT TWO SECONDS AND THEN RACED TO ABOUT 4,000 RPM BEFORE SETTLING DOWN. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310574  
**Date of Incident:** 20060725  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** NORTH PROVIDENCE, RI

**NHTSA Summary:**  
I HAVE EXPERIENCED THE SUDDEN ACCELERATION ON MY VEHICLE BUT WAS ABLE TO LOCK UP THE WHEELS IN GRAVEL TO KILL THE ENGINE. NO ACCIDENT RESULTED. I WANT TO INFORM THE INVESTIGATION GROUP THAT THE PROBLEM IS NOT FLOOR MAT, ACCELERATOR PEDAL OR ANY OTHER EXCUSE THAT TOYOTA AND THE EX NHTSA EMPLOYEES THAT HIRED TO COVERUP THE REPORTS. THE PROBLEM IS IN THE ELECTRONIC CONTROLS. TOYOTA HAS A MULTITUDE OF ELECTRONIC PROBLEMS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10164042  
**Date of Incident:** 20060728  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** LIVONIA, MI

**NHTSA Summary:**  
ACCELERATION STUMBLES & BOGS DOWN WHEN GAS PEDAL IS APPLIED. THIS SCENARIO OCCURS ALL THE TIME WHEN AFTER A NORMAL ACCELERATION IS PERFORMED AND A NEED ARISES TO ACCELERATE OCCURS. IF YOU DEPRESS ACCELERATOR IMMEDIATELY UPON TAKING OFF THIS DOES NOT OCCUR BUT, IT CAUSES YOU TO OVER CORRECT STUMBLING BY SPEEDING QUICKLY. IF YOU NEED TO ACCELERATE, THE ENGINE WILL NOT RESPOND TO A NORMAL DEPRESSION OF GAS PEDAL. YOU NEED TO DEPRESS IT QUICKLY TO CAUSE THE ENGINE TO GO INTO PASSING GEAR ETC. MY "AUTO WISE" SON HAS SUGGESTED THAT THE GAS PEDAL DRIVE BY WIRE SENSORS COULD BE FAILING OR BE BAD ETC. \*NM

**Additional Summary:**

**Toyota ID Number:**

**C-641**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10230749  
**Date of Incident:** 20060728  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** LOMITA, CA

**NHTSA Summary:**  
I PURCHASED THE VEHICLE IN OCT OF 2005, AND STARTED TO TAKE FREQUENT TRIPS TO ARIZONA USING HIGHWAY 40 ABOUT NINE MONTHS AFTER I PURCHASED IT. SINCE ITS NOT A DENSELY POPULATED FREEWAY, I NORMALLY SET THE CRUISE CONTROL BETWEEN 65-70MPH. SOMETIMES I NEED TO DECELERATE BY APPLYING THE BRAKE PEDAL TO CHANGE LANES AND LET SOMEONE PASS, AND WHEN I GO TO RESUME TO MY PREVIOUSLY SET SPEED, THE TACOMA DOWN-SHIFTS AT LEAST ONE TO TWO GEARS, REVS RPMs HIGH, AND ACCELERATES, NORMALLY PASSING THE ORIGINAL SET SPEED. NORMALLY, I DON'T RESUME THE CRUISE CONTROL UNTIL I AM WITHIN 3-5 MPH OF THE RATE OF SPEED IT WAS PREVIOUSLY SET FOR, BUT NEVERTHELESS, IT WILL DOWNSHIFT, ACCELERATE AND PASS THE SET SPEED. THIS IS NOT HAPPENING ON AN UPGRADE, BUT ON A REASONABLY LEVEL STRETCH OF ROAD. THE CRUISE CONTROL DOES THIS EVERY TIME, NO MATTER THE DRIVER OF THE VEHICLE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10164688  
**Date of Incident:** 20060731  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** NEW YORK, NY

**NHTSA Summary:**  
DT\*: THE CONTACT STATED UPON INITIAL ACCELERATION AT LOW SPEEDS ON A CITY STREET, THE VEHICLE LURCHED FORWARD STRIKING ANOTHER VEHICLE IN THE REAR END. DURING THE SUDDEN ACCELERATION, THE VEHICLE DID NOT RESPOND TO FIRM BRAKE PRESSURE. THERE WERE NO INJURIES BUT MINOR DAMAGE WAS SUSTAINED TO THE VEHICLE. THE POLICE WAS NOT CONTACTED AND NO REPORT WAS TAKEN. THE VEHICLE WAS NOT INSPECTED, BUT BOTH THE DEALER AND MANUFACTURER WERE CONTACTED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10164978  
**Date of Incident:** 20060731  
**Vehicle:** 2004 TOYOTA AVALON  
**Location of Incident:** BANGOR, ME

**NHTSA Summary:**  
NOV. 2003, GOING 25 MPH IN HEAVY TRAFFIC I HIT A POT HOLE AND THE CAR SUDDENLY ACCELERATED. I HAD MY FOOT ON THE BRAKE ALREADY AS THERE WAS A RED LIGHT AHEAD AND HAD TO USE EXTREME FORCE TO STOP THE CAR. I PUT IT IN NEUTRAL AND IT STOPPED RACING. JULY 11, 2006 I WAS TRAVELING AT 75 MPH AND HEARD A NOISE AS IF THE CAR WAS RACING. IT WAS REGISTERING 5500 RPMs. I SLOWED TO 65-70 AND IT WENT DOWN TO 5000 RPMs. I GOT OFF AT THE NEXT EXIT AND WHEN I CAME TO A STOP IT RETURNED TO NORMAL. FOR THE NEXT HOUR I TRAVELED AT 75 WITH THE CAR REGISTERING APPROX 2000RPMs. JULY 31, TRAVELING APPROX. 25MPH IN HEAVY TRAFFIC I TRIED TO SLOW TO AVOID HITTING THE CAR IN FRONT OF ME AS IT TURNED RIGHT. IT WAS EXTREMELY DIFFICULT AND I WOULD HAVE HIT IT IF IT HADN'T TURNED. AGAIN I HAD TO USE SIGNIFICANT PRESSURE ON THE BRAKE TO BRING IT TO A STOP. AS IT CAME TO A STOP I NOTICED THAT IT WAS AT 3000 RPMs. WHEN IT WAS COMPLETELY STOPPED IT RETURNED TO A NORMAL 500 OR SO. AUGUST 2, 2006 AS I WAS ABOUT TO

**C-642**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ASCEND A HILL, IT SUDDENLY ACCELERATED WITHOUT MY APPLYING MORE GAS, BUT RETURNED TO NORMAL WHEN I STEPPED ON THE GAS. I DIDN'T NOTICE THE RPM READING. TODAY I TRADED THE CAR IN, RATHER THAN RISK INJURY TO MYSELF OR OTHERS BY CONTINUING TO DRIVE IT. THE TOYOTA DEALER WAS PREVIOUSLY UNABLE TO DUPLICATE THE INCIDENTS OR FIND THE SOURCE OF THE PROBLEM. THE DEALER IS GOING TO TRY TO FIND THE PROBLEM

**Additional Summary:**

**Toyota ID Number:** 200608140021  
**NHTSA ODI Number:**  
**Date of Incident:** 20060800  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/14/2006 05:36:43 AM Mallen1  
ARB REQUEST  
Caller states: has 05 Tacoma and has taken veh to dlr 3X and cannot go in reverse. clr sts the dlr prrd the veh and when it was returned to him it revved extremely high and he returned the veh to the dlr. clr sts dlr again attempted to rpr and had the same revving whining concern and it changed gears like it was hit from behind, again veh returned to the dlr. clr sts crm has not been involved but Steve Goldberg svc mgr has been involved.

\*\*\* SUBCASE 200608140021-1 CREATED 08/14/2006 07:38:02 AM JFonseca

\*\*\* NOTES 08/16/2006 06:20:58 AM BRapadas1

==INBOUND CUST CALL==

Cust c/b restates previous concerns. Cust sts when he drives the gears dont shift & has been to dlr 5x. Sts each time they tell him veh is fixed. Cust no longer wants veh & would like it replaced. CSR adv ARB PAPERWORK has been requested which will arrive via mail.

\*\*\* NOTES 08/16/2006 12:55:25 PM JFonseca

==OUTGOING CALL TO DLR,Palm Beach Toyota==

CM spk to Tom Moran

Date: 8/3/2006

RO: 419106

Mileage: 55044

Condition: no reverse

Remedy: dlr ordered a trans

Repairs covered under warranty: y

\*\*\* NOTES 08/16/2006 12:56:30 PM JFonseca

Date: 8/9/2006

RO: 420043

Mileage: 55231

Condition: veh will not go over 60 mph and makes humming noise

Remedy: s/m and tech drove veh unable to duplicate

Repairs covered under warranty: n/a

\*\*\* NOTES 08/16/2006 12:57:15 PM JFonseca

Date: 8/12/2006

RO: 420544

Mileage: 55641

Condition: hard shift and banging when braking

Remedy: could not duplicate

Repairs covered under warranty: N/A

\*\*\* NOTES 08/16/2006 01:00:08 PM JFonseca

Date: 8/16/2006

RO: 421037

**C-643**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Mileage: 55879

Condition: veh revs too high, too much fuel consumption.

Remedy: cannot duplicate- dlr reset ECU

Repairs covered under warranty: n/a.

\*\*\* SUBCASE 200608140021-1 CLOSED 08/16/2006 01:00:52 PM JFonseca

\*\*\* NOTES 08/17/2006 09:23:08 AM EStaples1

Ner (back-up for mail analyst) mailed arw pbw 8/17/06.

\*\*\* NOTES 08/23/2006 10:23:49 AM MDeLaHoz500

Region s/w SM, Tom Moran who adv that veh is rprrd. Tom adv that dlr put new trans in veh on 8-3-06 to resolve concern of veh not going into reverse. After this cust came in w/ hard shifting and h/ revving concerns but dlr never duplicated any abnormal concerns. On 8-16-06 and dlr reflashed ECU per TSB.

\*\*\* CASE CLOSE 08/23/2006 10:24:03 AM MDeLaHoz500

Region closing case, will respond to arb.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10188438  
**Date of Incident:** 20060801  
**Vehicle:** 2007 TOYOTA CAMRY HV  
**Location of Incident:** WATERLOO, ONTARIO, CANADA, 00

**NHTSA Summary:**  
THE CAR'S CRUISE CONTROL BEHAVIOR ON LEVEL GROUND IS FINE, BUT ON ROLLING HILLS ITS TOTALLY EGREGIOUS, AND INDICATES TO ME THAT THIS FEEDBACK CONTROL SYSTEM MAY BE CLOSE TO INSTABILITY AND THEREFORE POTENTIALLY DANGEROUS. I THINK THAT THE CONTROL ALGORITHM USED IS DREADFULLY SUB-OPTIMAL, AND HAS SUCH LONG INTERNAL CONTROL-LOOP PROCESSING DELAYS THAT ITS REACTIONS TO CHANGING ROAD CONDITIONS ARE ALARMING. WHAT I FIND IS THE FOLLOWING BEHAVIOR: THE CAR SUBSTANTIALLY OVERSHOOTS (BY 10 MPH OR MORE) THE SET SPEED ON THE DOWNHILL PORTION OF EACH HILL, BUT THEN WAITS SO LONG BEFORE REACTING TO THE BEGINNING OF THE NEXT UPHILL PORTION, THAT IT THEN UNDERSHOOTS THE SET SPEED BY SUCH A LARGE AMOUNT (5 MPH OR MORE) THAT IT HAS TO "FLOOR" THE ACCELERATOR IN ORDER TO CATCH UP. STILL ON THE UPHILL PORTION, IT THEN PROCEEDS TO OVERSHOOT THE SET SPEED AGAIN, BEFORE FINALLY SETTLING DOWN TO THE DESIRED SPEED. THIS CYCLE OF EVENTS REPEATS OVER AND OVER AGAIN AS ONE NEGOTIATES ROLLING HILLS WITH THE CRUISE CONTROL "ON." WHY IS THE INTERNAL LOOP DELAY SO LONG? WHY IS THE CRUISE CONTROL SYSTEM NOT PROPERLY DESIGNED? (I HAPPEN TO HAVE EXPERTISE IN CONTROL SYSTEMS), THIS CONTROL SYSTEM REALLY NEEDS TO BE RE-DESIGNED AS A MATTER OF PRIORITY! THE CRUISE CONTROL'S BEHAVIOR COULD THEN BE FIXED BY A SIMPLE FIRMWARE UPDATE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313350  
**Date of Incident:** 20060801  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SANTA CRUZ, CA

**NHTSA Summary:**  
NUMEROUS OCCASIONS OF UNEXPLAINED ACCELERATION AND WERE REPORTED TO TOYOTA WHO REPORTED COULD NOT FIND A PROBLEM. NUMEROUS OCCASIONS OF

**C-644**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BRAKING PROBLEMS AND WERE REPORTED TO TOYOTA WHO REPORTED COULD NOT FIND A PROBLEM. NUMEROUS OCCASIONS OF STEERING PROBLEMS AND WERE REPORTED TO TOYOTA WHO REPORTED COULD NOT FIND A PROBLEM. NUMEROUS OCCASIONS OF TRANSMISSION PROBLEMS AND WERE REPORTED TO TOYOTA WHO REPORTED COULD NOT FIND A PROBLEM. VEHICLE WAS RETURNED TO TOYOTA UNDER CA LEMON LAW IN 2006 OR 2007.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314752  
**Date of Incident:** 20060801  
**Vehicle:** 1986 TOYOTA TERCEL  
**Location of Incident:** MINNEAPOLIS, MN

**NHTSA Summary:**  
IN 2006-2007, MY 20 YEAR-OLD 1986 TOYOTA TERCEL STATION WAGON BEGAN EXHIBITING SUDDEN ACCELERATION AND/OR FAILURE TO DECELERATE, CAUSED BY A STICKING ACCELERATOR PEDAL -- CAUSING NO INJURIES BUT REQUIRING ME TO BRAKE, SHIFT TO NEUTRAL, AND/OR STOMP REPEATEDLY ON THE ACCELERATOR PEDAL TO LOOSEN IT AND ALLOW IT TO RISE BACK UP. THERE WERE AT LEAST 4-5 OCCASIONS WHEN THIS OCCURRED OVER 6 MONTHS -- WITH NONE OF THE INCIDENTS INVOLVING A FLOOR MAT. THE ACCELERATOR PROBLEM WAS CONFIRMED ON A TEST DRIVE BY MY LOCAL (NON-TOYOTA) CAR MECHANIC, WHO COULD FIND NO APPARENT CAUSE (SUCH AS RUST) OR FIX FOR THE STICKING GAS PEDAL. WE CONSEQUENTLY SIMPLY ATTRIBUTED THE PROBLEM TO THE "OLD AGE" OF THE AUTO -- WHICH I IMMEDIATELY DISCONTINUED DRIVING AND LATER JUNKED BECAUSE IT HAD BECOME UNSAFE FOR DRIVING. IN LIGHT OF THE RECENTLY-REPORTED SUDDEN ACCELERATION PROBLEMS WITH LATER TOYOTA MODELS, I'D ADVISE LOOKING INTO WHETHER THE 1980'S TOYOTA TERCEL GAS PEDAL USED THE SAME, OR A SIMILARLY SUSCEPTIBLE, TYPE OF PEDAL ASSEMBLY AS THOSE OF THESE LATER TOYOTA MODELS; IF SO, IT MAY BE POSSIBLE THAT THE PROBLEM WITH TOYOTA'S PEDAL ASSEMBLIES GOES BACK FURTHER THAN CURRENTLY PRESUMED.

**Additional Summary:**

**Toyota ID Number:** 200608021525  
**NHTSA ODI Number:**  
**Date of Incident:** 20060802  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 08/02/2006 02:59:25 PM MMendoza  
letter states: He has 3 issues w/his veh: #1 is the fact that he fls the cruise control seems to downshift harshly when going up hill #2 he has noticed a shudder when accelerating from first gear, & #3 he fls the carrying capacity is not good enough on the veh b/c it seems to bottom out when 100-200 lbs are placed over the rear axle. He sts he would like to know if toy has any solutions to these issues.

\*\*\* CASE CLOSE 08/02/2006 02:59:26 PM MMendoza

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10175335  
**Date of Incident:** 20060802

C-645

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CYPRESS, TX

**NHTSA Summary:**

DT\*: THE VEHICLE STATED WHILE TRAVELING 65 MPH ON DRY ROAD CONDITIONS, THE VEHICLE BEGAN TO ACCELERATE UNCONTROLLABLY TO 70 MPH. THE CRUISE CONTROL WAS ACTIVATED WHEN THIS OCCURRED. THE VEHICLE WAS PLACED IN NEUTRAL, AND THE BRAKE PEDAL WAS DEPRESSED, WHICH SLOWED DOWN THE VEHICLE. ON ANOTHER OCCASION WHILE TRAVELING 20 MPH, SUDDEN ACCELERATION RECURRED. THE VEHICLE WAS SHIFTED INTO PARK AND THE IGNITION WAS TURNED OFF. THE DEALER WAS CONTACTED WHO DETERMINED THAT THE FLOORMAT COULD HAVE DEPRESSED THE ACCELERATOR PEDAL. ON 12/05/06, THE PROBLEM RECURRED WHILE TRAVELING 30 MPH. THE BRAKES WERE DEPRESSED, WHICH DID NOT STOP THE VEHICLE. THE AUTOMATIC TRANSMISSION WAS SHIFTED INTO PARK, WHICH COMPLETELY SHUT THE VEHICLE OFF. SMOKE WAS NOTICED COMING FROM THE ENGINE COMPARTMENT. ON 12/06/06, THE MANUFACTURER WAS CONTACTED, WHO PROVIDED NO ASSISTANCE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10167132  
**Date of Incident:** 20060806  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** HUNTINGTON, NY

**NHTSA Summary:**

I PURCHASED A 2006 TOYOTA RAV4 IN APRIL AND THE VEHICLE SEEMS TO HAVE AN ISSUE NO ONE WANTS TO ADDRESS. WE ON THE FORUMS CALL IT ERRATIC ACCELERATION. THE CAR USES SOME TYPE OF ELECTRONIC SENSORS TO DETERMINE THE CHANGE IN GEARS WHEN ACCELERATING AND IT IS VERY ERRATIC. ONE TIME IT GOES SMOOTHLY AND ANOTHER IT TAKES OFF, VERY DANGEROUS AND UNSTABLE. TOYOTA WON'T ACKNOWLEDGE THIS ISSUE BUT 90% OF THE OWNERS WILL TESTIFY TO IT. TOYOTA NEEDS TO COME UP WITH A FIX BEFORE SOMEONE IS SERIOUSLY HURT. THIS HAPPENS EVERY TIME I DRIVE. \* NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319426  
**Date of Incident:** 20060808  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** TRURO, MA

**NHTSA Summary:**

I AM WRITING ABOUT MY CURRENT CAR, A TOYOTA 2006 CAMRY, BECAUSE IT RELATES TO AN ACCIDENT I HAD WITH MY 2005 CAMRY. I AM AWARE THAT TOYOTA HAS NOT RECALLED THE 2006 MODEL. WHEN I START UP MY 2006 CAMRY AFTER IT HAS BEEN IN PARK, WITH THE ENGINE OFF, FOR AS LITTLE AS 5 MINUTE STOP OR OVERNIGHT IN THE GARAGE, WHEN I SHIFT INTO DRIVE AND RELEASE MY FOOT FROM THE BRAKE, THE CAR MOVES BY ITSELF, FAIRLY RAPIDLY, WITHOUT MY FOOT TOUCHING THE ACCELERATOR. AFTER ABOUT 3/4 OF A MILE ALONG THE ROAD DURING WHICH I ALTERNATELY APPLY THE BRAKE AND LIFT MY FOOT FROM IT, STILL NOT TOUCHING THE ACCELERATOR, THE CAR FINALLY BEGINS TO OPERATE NORMALLY REQUIRING FOR THE FIRST MOMENT SOME PRESSURE ON THE ACCELERATOR. WHEN I RETURN HOME, REGARDLESS OF HOW FAR OR LONG I HAVE DRIVEN, AFTER PAUSING TO OPEN THE GARAGE DOOR (BY REMOTE) I EASE MY FOOT FROM THE BRAKE PEDAL AND THE CAR GLIDES INTO THE GARAGE ON IS OWN. WHILE I AM ABLE TO CONTROL THE CAR SAFELY SO FAR I AM UNCOMFORTABLE WITH THE SITUATION BECAUSE I HAD A MAJOR ACCIDENT WITH MY

C-646

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

2005 CAMRY IN AUGUST, 2006. IT HAPPENED AS I EMERGED FROM A CAR WASH. WHEN I SHIFTED INTO DRIVE FROM NEUTRAL, THE CAR ACCELERATED ITSELF AND STUCK IN HIGH SPEED, AT LEAST 80 MILES PER HOUR. I AM SURE THAT I TRIED TO STOP IT BY APPLYING THE BRAKES IMMEDIATELY AND CERTAINLY IN THE END BEFORE I PURPOSELY CRASHED INTO A TREE AFTER A TERRIFYING DRIVE DODGING PEOPLE, CARS, AND BUILDINGS. I SURVIVED ALTHOUGH SUSTAINING A BACK INJURY WHICH NECESSITATED AN OPERATION, BUT THE CAR DID NOT. I DID NOT COMMUNICATE WITH TOYOTA ABOUT IT AND DO NOT KNOW IF MY INSURANCE COMPANY DID. LAST WEEK I TOOK MY 2006 CAMRY TO MY TOYOTA DEALER AND DESCRIBED WHAT IS HAPPENING WITH THE CAR AND THEY ASSURED ME THAT THIS "INDEPENDENT" ACCELERATION IS NORMAL AND INTENDED BY THE MANUFACTURER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10173198  
**Date of Incident:** 20060810  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MIAMI, FL

**NHTSA Summary:**

NEW 2007 TOYOTA CAMRY 4CYL, 5 SPD A/T, EXCESSIVE LAG TIME WITH THE ACCELERATOR, VERY UNRESPONSIVE. I HAVE HAD MANY CLOSE CALLS WHILE CHANGING LANES AND MAKING LEFT TURNS BECAUSE YOU HIT THE GAS AND NOTHING HAPPENS FOR SECONDS. YOU HAVE TO GUN THE PEDAL IN THE HOPES IT MOVES QUICKLY TO GET OUT OF THE WAY. IT HAPPENS AT ANY SPEED OR RPM. DEALER SAYS IT'S DESIGNED THAT WAY. UNACCEPTABLE. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10184918  
**Date of Incident:** 20060810  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** EAGLE, CO

**NHTSA Summary:**

2005 TOYOTA PRIUS, 10 MONTHS OLD, 14,000 MILES. MY WIFE EXPERIENCED AN UNINTENDED ACCELERATION WHILE COASTING DOWN INTERSTATE AT 65 MPH WITH FEET OFF PEDALS. VEHICLE SURGED TO 90 MPH EVEN THOUGH SHE APPLIED BOTH REGULAR AND EMERGENCY BRAKE DURING ACCELERATION. SHE CHECKED BOTH FEET ON BRAKES NOT OBSTRUCTED. SHE EXITED INTERSTATE AND CAREENED THROUGH SMALL TOWN EVENTUALLY DITCHING VEHICLE THROUGH FOREST, ENDING UP IN A RIVER AFTER SOMERSAULTING END OVER END 3 TIMES, CLIPPING OFF TREES 10 FEET ABOVE THE GROUND. STATE PATROL INVESTIGATION CONCLUDES ACCELERATOR CAUSED ACCIDENT. NUMEROUS CONTACTS WITH TOYOTA BEGINNING DAY OF ACCIDENT. NO ACTION BY TOYOTA AS OF MARCH 2007. \*JB

**Additional Summary:**

from Houston Press article dated April 23, 2009 - As Ted James from Eagle, Colorado, puts it (his Prius ended up in a river). "We're not the kind of people to go through a lawsuit, and it's not in our nature. Our concern was that no one else got hurt, that Toyota own up to its problem."

Ted James was a believer, not only in the Prius but also in Toyota. About the time the Prius was released in America, James, a middle-school math teacher from Eagle, Colorado, received a \$10,000 Toyota Time grant that was given to 35 math teachers around the country to develop inventive programs. James used his money to buy equipment to monitor the water quality of a local watershed, and his students used advanced math techniques to analyze the data they collected.

C-647

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

In 2002, Toyota paid for James, along with the other Time winners, to travel to the company's U.S. headquarters in Torrance, California, and talk about their projects. During a lunch break one day, Toyota executives introduced the group to the Prius. Each teacher was outfitted with one of the hybrids for a day of driving around Torrance. "I thought they were the coolest thing ever," James says. He and his wife Elizabeth, who teaches at an elementary school, bought their first Prius three years later. "I was very proud because we were the first teachers in the parking lot to be sporting a Prius," he says. On August 10, 2006, Elizabeth was driving the car east on Interstate 70 toward Denver to catch an early morning flight. Near the small town of Lawson, she pressed the brakes to slow down and when she let off the pedal, the Prius took off. The car wouldn't slow down "no matter how hard I pressed on the brake," so Elizabeth used her left foot to slam down the emergency brake. Nothing. The brakes squeaked blue smoke from the back of the car, and when Elizabeth glanced down, the speedometer displayed 90 mph and the Prius was rocketing towards a car in the slow lane. Gripping the steering wheel with both hands, Elizabeth whipped around that car along the shoulder of the interstate, exited the Lawson ramp, ran a stop sign, passed a couple of people walking in the road and steered into a grassy field when the feeder cut to the left.

"She said she felt like the pilot of a plane that was trying to crash-land," Ted James says. "So she was looking for a place to crash the car, and that was one of the things that were really tough: She thought she was going to die and had enough time to think about it."

The Prius sped through a wooded area, clipped a weather monitoring shed, flipped and landed in a river. Elizabeth survived the wreck, but her legs and back were banged up and she's still hobbled, despite a year's worth of physical therapy. Scar tissue on her intestines requires her to drink MiraLAX for the rest of her life to ease stomach pains. After the crash, Ted James enlisted the help of a childhood friend, attorney Kent Spangler (who practiced family law at the time and now is a magistrate in Fort Collins, Colorado), to steer the Jameses through arbitration with Toyota. They wanted Elizabeth's medical bills — about \$15,000 — paid and to have the smashed Prius examined for a cause of the wreck. "You'd think Toyota would be interested in how their car functioned in that crash," Ted James says.

"My wife's brother and sister owned Priuses, and we were really worried that this could happen to someone else. Toyota's whole reaction was really disconcerting. It was like deny everything."

Toyota's response was, in fact, minimal. In a letter to James, the company blamed the problem on excessive brake wear, stating, "We are sure she believes that her vehicle accelerated on its own; but our inspection of her vehicle did not reveal any evidence to support her allegations."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10165336  
**Date of Incident:** 20060811  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** FLOYDS KNOBS, IN

**NHTSA Summary:**

PULLING 1998 TOYOTA CAMRY INTO PARKING SPACE. FOOT ON BRAKE. PUT INTO PARK. CAR SUDDENLY BEGAN ACCELERATING. TRIED REVERSE, DIDN'T STOP. TRIED PARK AGAIN STANDING ON BRAKES. DIDN'T STOP. WENT OVER CURB DOWN HILL INTO CREEK. AIR BAGS DID NOT DEPLOY WHEN FRONT OF CAR HIT BANK OF CREEK. SAW PUFF OF SMOKE AFTER HITTING BANK. CAME FROM UNDER CAR. TURNED CAR OFF IMMEDIATELY. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10166085  
**Date of Incident:** 20060817  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** FITZWILLIAM, NH  
**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-648

DT\*: THE CONTACT STATED WHILE DRIVING 35MPH ON A CITY STREET, THE VEHICLE LURCHED FORWARD WITHOUT WARNING INTO THE RIGHT SIDE OF ANOTHER VEHICLE. THE CONTACT STOPPED THE SUDDEN ACCELERATION BY TURNING OFF THE IGNITION AND ENGAGING THE EMERGENCY PARK BRAKE. NO INJURIES WERE SUSTAINED. THERE WAS MODERATE DAMAGE TO EACH OF THE VEHICLES. THE POLICE WERE ON THE SCENE AND A REPORT WAS TAKEN. THE VEHICLE WAS TOWED TO A BODY SHOP TO AWAIT INSPECTION. THE MANUFACTURER WAS ALERTED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303038  
**Date of Incident:** 20060817  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** CAMDEN, SC

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 1998 TOYOTA CAMRY. WHENEVER THE CONTACT ENGAGED THE ACCELERATOR PEDAL SHE NOTICED THAT THE PEDAL SLIGHTLY BECAME STUCK AND REQUIRED MORE THAN NORMAL PRESSURE IN ORDER TO PRESS THE PEDAL. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALER. THE CURRENT AND FAILURE MILEAGES WERE 124,960.

**Additional Summary:**

**Toyota ID Number:** 200611160023  
**NHTSA ODI Number:**  
**Date of Incident:** 20060818  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** WHITELANDS, NY

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/16/2006 06:11:12 AM PPatel  
Caller states: His wife was driving this veh and she suddenly could not stop the veh. She managed to stop it b/c the brakes began to work again. She then parked the veh in the garage. He then started the car and the veh was in park but the speedometer took off on high speeds. He then turned the veh off and turned it back on and the veh began to rev at high speeds again. He then turned it off and turned it back on after a few mins and it did the same thing. Cust sts he..

\*\*\* NOTES 11/16/2006 06:11:18 AM PPatel  
(Cont'd) is lucky the veh was not in drive b/c he would have ran into the wall. He then had the veh towed to the dlr the next day. Veh has been at the dlr for 2 wks now and the dlr diagnosed that nothing is wrong with the veh. Cust is very concerned with his safety and his wife will not drive the veh anymore. Cust has a loaner veh and the dlr wants it back. Cust does not feel comfortable taking his veh back

\*\*\* SUBCASE 200611160023-1 CREATED 11/16/2006 07:26:33 AM KPatron  
\*\*\* NOTES 11/16/2006 07:26:55 AM KPatron  
To: Sal Cirillo, Sve Mgr  
From: Karyna Patron 310-468-2515  
Please review the cust concerns and adv if any asst(nc) will be provided. Your asst(nc) is much appreciated, if you could reply back by 11/17/06.  
Thank you  
Karyna

\*\*\* PHONE LOG 11/16/2006 10:00:48 AM KPatron Action Type: Incoming call  
per dlr notes:BILL HOPF OUR SERVICE DIRECTOR DROVE CAR 500 MILES AND NO PROBLEM FOUND WE FOUND WINTER MAT STUCK UNDER ACCEL PEDAL.

C-649

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 11/16/2006 10:56:39 AM KPatron Action Type: Outgoing call  
Cld cust at and adv the cust that adv the cust that a SD and that when the cust was exper the concern with the veh that it was the Lexus winter mats that were not removed and that is the reason why the accelerator pedal was stuck but once it was removed the veh operated properly and the SD drove the veh to make sure and the veh was fine. Cust still not happy and sts that if he does get into an accident he will contact Lexus. Cust seeks no further asst(nc).

\*\*\* SUBCASE 200611160023-1 CLOSED 11/16/2006 10:56:46 AM KPatron

\*\*\* CASE CLOSE 11/16/2006 10:57:42 AM KPatron  
Informed cust that the SD and that when the cust was exper the concern with the veh that it was the Lexus winter mats that were not removed and that is the reason why the accelerator pedal was stuck but once it was removed the veh operated properly and the SD drove the veh to make sure and the veh was fine. Cust still not happy and sts that if he does get into an accident he will contact Lexus. Cust seeks no further asst(nc).

\*\*\* NOTES 11/27/2006 08:31:45 AM KHirai  
Lexus of Greenwich SM Sal inq what LCS adv cust. Dlr Principal is now involved in addressing the customer's concern. Provided Sal the notes that were relayed to cust on 11/16/06. Sal was satisfied and req no further asst from LCS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306332  
**Date of Incident:** 20060818  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** HOT SPRINGS VILLAGE, AR

**NHTSA Summary:**  
WE HAVE A 2006 TOYOTA AVALON. WHEN THAT VEHICLE IS IN CRUISE, AND ACCELERATES FOR A HILL, THE FORCE IS SO STRONG THAT ITS LIKE THE ACCELERATOR WAS PUNCHED FOR PASSING. THAT BEHAVIOR HAS EXISTED SINCE THE VEHICLE WAS NEW. SINCE WE LIVE IN THE HILLY PART OF ARKANSAS, WE NEVER USE OUR CRUISE CONTROL ON LOCAL ROADS. WE HAVE NOTED MANY RECENT REPORTS OF STICKING ACCELERATOR PEDALS, AND HAVE WONDERED IF THE RESULTANT CRASHES WERE ACTUALLY CAUSED BY A MALFUNCTIONING CRUISE CONTROL SYSTEM, IN CONJUNCTION WITH THE REPORTED PEDAL STICKING ISSUE. IF THAT IS TRUE, THEN TOYOTA'S CURRENT PLANS TO ADD SHIMS WILL NOT RESOLVE THE PROBLEM.

**Additional Summary:**

**Toyota ID Number:** 200609220465  
**NHTSA ODI Number:**  
**Date of Incident:** 20060819  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 09/22/2006 09:50:56 AM TBishop  
clr sts son( pedro villalobos 19yrs old) was involved in an accident on 08/19/06 around 1:00am. sts p/son's story & passenger's they were driving down a street in a new housing development. sts the driver missed the left turn around a corner & went into a ditch, then the truck flipped over approx 8x's. sts driver & passengers could not remember how fast they were going. sts rear pass adv the truck felt like it picked up speed & all of a sudden seen the ditch.  
\*\*\* NOTES 09/22/2006 09:50:56 AM TBishop  
sts driver Pedro sustained broken neck c-2 spine, collapsed right lung, & fracture to the left wrist. sts front pass anthony reyes 18yrs sustained several bruises. sts rear pass andres fernandez 17yrs sustained laceration

C-650

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

to thumb. sts all were wearing seatbelts. sts son could not remember what happened sts may have fell asleep. sts a police report was filed & waiting for test to come back.  
\*\*\* NOTES 09/22/2006 09:54:49 AM TBishop  
sts veh was towed to auto a-low 951-735-2180 veh there for about 2days. sts veh was then moved to corona auto for a day, corona, ca. sts allstate insurance co then had veh towed to a loss prevention yard 909-433-5374 dave stroder where veh is currently located.  
\*\*\* NOTES 09/22/2006 10:03:12 AM Showard  
clr cbb: sts wanted to add notes indicating that she has spkn insurance co. (lost prevention) & that whoever is handling this case should call where veh is now. sts veh is at co-parts phone is # 909-825-8500, stock# 9171886.

\*\*\* RETURN 09/22/2006 10:17:22 AM SAboolian  
Need region code in dealership tab. Fix and resend.

\*\*\* SUBCASE 200609220465-1 CREATED 09/22/2006 11:16:40 AM KSides

\*\*\* PHONE LOG 09/26/2006 12:50:00 PM KSides Action Type: Outgoing call  
+++OUTGOING INSURANCE CALL+++  
CM called & spoke with receptionist at Allstate Insurance, who confirmed customer's adjuster, Dave Stroder, will be out of the office until October 2, 2006. Receptionist verified Copart phone#909-825-7600. CM thanked.  
+++OUTGOING TOW YARD CALL+++  
CM called & spoke with Copart receptionist, who confirmed vehicle at their location & is currently in post-accident condition, no repairs or modifications have been performed. CM thanked.

\*\*\* PHONE LOG 09/26/2006 12:56:20 PM KSides Action Type: Outgoing call  
+++OUTGOING CUSTOMER CALL+++  
CM called day# (business voice mail answered) & left voice mail message inviting customer to contact CM to discuss further. CM advised CM's name, working hours & 800-331-4331 x73090 & thanked.  
+++INTERNAL TO TMS+++  
CM searched CPA for possible alternate phone#, noted customer's name/address not listed in CPA. CM to probe for purchase date & to update CPA upon speaking with customer.

\*\*\* PHONE LOG 09/28/2006 04:22:58 PM KSides Action Type: Outgoing call  
+++OUTGOING CUSTOMER CALL+++  
CM called day# (business voice mail answered) & left voice mail message inviting customer to contact CM to discuss further. CM advised CM's name, working hours & 800-331-4331 x73090 & thanked.  
\*\*\* NOTES 09/28/2006 05:29:53 PM JFewel  
Caller called NCR at NCR's direct number. First time customer did not identify self, NCR apologize wrong number. Second time, customer stated trying to call Kimberly. NCR left message for Kimberly.

\*\*\* PHONE LOG 09/29/2006 10:34:16 AM KSides Action Type: Outgoing call  
+++OUTGOING CUSTOMER CALL+++  
CM called day# (business voice mail answered) & left voice mail message inviting customer to contact CM to discuss further. CM advised CM's name, working hours & 800-331-4331 & confirmed extension x73090 (as opposed to Jim's, which is x73091) & thanked.  
\*\*\* NOTES 09/29/2006 04:42:40 PM KMunoz  
CLR returning C/M-Kimberly call. informed unavail & apologized. Informed CLR will doc she called & put in for C/B. Adv to allow 1 business day for C/B.

\*\*\* PHONE LOG 10/03/2006 12:43:51 PM KSides Action Type: Outgoing call  
+++OUTGOING CUSTOMER CALL+++  
CM called day# (business voice mail answered) & left voice mail message inviting customer to contact CM to discuss further. CM advised CM's name, working hours & 800-331-4331 x73090 & thanked.

C-651

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 10/05/2006 05:51:20 PM KSides Action Type: Outgoing call  
+++OUTGOING CUSTOMER CALL+++  
CM called & spoke with Ms. Lorena Villalobos, who advised on 8/19/06 at approximately 1:00 AM, customer's son, Pedro, was traveling on Schierman Street just before Archibald/Helsman, with friends Anthony Reyes in front, passenger-side & Andres Fernandez in rear passenger-side both wearing their seatbelts, when they missed a left-hand turn in a new housing development & drove forward into a ditch. Customer states vehicle flipped over approximately 8 times. Customer states rear passenger stated that it felt to him/her that the truck picked up speed prior to driving into the ditch. Customer states son sustained a broken neck c-2 spine, collapsed right lung & fractured his left wrist. Customer states front passenger, Anthony Reyes, sustained several bruises. Customer states rear passenger, Andres Fernandez, sustained laceration to thumb. Customer states driver could not remember what happened, states he felt that he may have fallen asleep. Customer states Corona Police/Fire responded to the scene & took report, doesn't have report#. Customer states occupants sought medical attention by ambulance at Riverside Community Hospital. Customer states damages to vehicle includes extensive damage to entire vehicle, front, top, rear & bottom. Customer states insurance information as follows: Allstate, policy#627078949, claim#6934816783, Adjuster: Bernice Haywood or Dave Stroder, phone#909-433-5374. Customer states insurance had vehicle towed to Copart, 909-825-7600, stock#9171886, address: 1203 South Rancho Avenue, Colton, CA 92324. Customer states no repairs or alterations have been performed on vehicle. Customer states air bags did not deploy & customer feels that they should have & that if they had deployed, they would have protected her son from such extensive injuries. Customer states feels vehicle accelerated on its own, causing customer to drive into ditch. CM apologized & advised will contact Allstate for permission to inspect vehicle & will contact Copart to verify location & that vehicle is in post-collision condition. CM advised then will dispatch case to Region, who will contact customer within 3 business days from the date of dispatch, inspection will take place within 30 days from the date of dispatch & results mailed to customer within 60 days of dispatch. Customer understood & thanked. CM thanked  
\*\*\* NOTES 10/05/2006 05:52:20 PM KSides  
+++FCRP+++  
+++LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY INTERNAL & EXTERNAL PHOTOS+++

\*\*\* PHONE LOG 10/09/2006 01:43:00 PM KSides Action Type: Outgoing call  
+++OUTGOING TOW YARD CALL+++  
CM called & spoke with Copart receptionist, who confirmed vehicle at their location & is currently in post-accident condition, no repairs or modifications have been performed. CM thanked.

\*\*\* SUBCASE 200609220465-1 CLOSED 10/09/2006 01:43:19 PM KSides  
CM closed task, as Clarify case dispatched to Region as FCRP  
\*\*\* NOTES 10/10/2006 01:51:45 PM MSweetler110  
Called customer to advise FTS will call to set-up inspection date. Advised customer inspection to be done at dealership or body shop.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10166873  
**Date of Incident:** 20060819  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE BRAKE PRESSURE WAS APPLIED AT 5 MPH INTO A PARKING SPACE, THE VEHICLE LURCHED FORWARD AND JUMPED OVER A CURB WITHOUT WARNING. THE CONTACT SHIFTED THE VEHICLE IN REVERSE AND THE VEHICLE SUDDENLY ACCELERATED BACKWARDS WHILE CONSTANT BRAKE PRESSURE WAS APPLIED. THE VEHICLE CRASHED INTO ANOTHER PARKED VEHICLE WHERE IT CAME TO A FINAL STOP. THE CONTACT WAS WEARING A SEAT BELT, BUT NO INJURIES

C-652

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WERE SUSTAINED. THERE WAS MODERATE DAMAGE TO THE REAR BUMPER AND RIGHT PASSENGER SIDE PANEL OF THE VEHICLE. THE POLICE WERE ALERTED AND A REPORT WAS TAKEN. THE VEHICLE WAS TOWED TO A DEALER WHO WAS UNABLE TO DUPLICATE THE PROBLEM. THE MANUFACTURER WAS ALERTED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294026  
**Date of Incident:** 20060820  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** STONE MOUNTAIN, GA

**NHTSA Summary:**

2004 OCCASIONAL STICKING ON THE GAS PEDAL. INCREASED BY 2005 HAD SEVERAL MISHAPS. MY MECHANICS IN CHARLOTTE N.C. TRIED TO DO WHATEVER THEY COULD TO MAKE IT NOT STICK. IT WOULD NOT REALLY WORK, HOWEVER ONE OF THE MECHANIC PUT SOMETHING ON IT AND EVERY FEW MONTHS I WOULD GO BACK TO HIM. ONCE I WAS ON A BUSY STREET IN CHARLOTTE DOWNTOWN TRADE STREET, I PUT MY FOOT TO ACCELERATE AND I THOUGHT I WAS GOING TO DIE THAT MOMENT. THE GAS PEDAL STUCK, GOD WAS WITH ME. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10166186  
**Date of Incident:** 20060820  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CORAL SPRINGS, FL

**NHTSA Summary:**

2007 TOYOTA CAMRY LE WITH 4 CYLINDER, 5 SPEED AUTO TRANSMISSION. CAR HESITATES BADLY WHEN ACCELERATING FROM A STOP ON A COLD ENGINE, AND DE-ACCELERATING WITHOUT USE OF THE BRAKE IS JERKY. THERE ARE TIMES THAT I MUST TURN FROM A SIDE STREET INTO A HEAVILY-USED ROAD AND ACCELERATE RAPIDLY. THIS IS FRIGHTENING. I PRESS THE ACCELERATOR ALMOST TO THE FLOOR AND THE VEHICLE ACCELERATES SLOWLY, THEN AFTER 2 OR 3 SECONDS, IT ACCELERATES RAPIDLY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10168128  
**Date of Incident:** 20060821  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** NORWALK, CT

**NHTSA Summary:**

DT\*: THE CONTACT STATED WHILE APPLYING BRAKE PRESSURE AT 25 MPH ON A CITY STREET, THE VEHICLE SUDDENLY LURCHED FORWARD WITHOUT WARNING. THE CONTACT ENGAGED THE EMERGENCY BRAKE AND PLACED THE VEHICLE IN PARK WHICH STOPPED THE VEHICLE. THE VEHICLE WAS TOWED TO A DEALER WHO DETERMINED THE FLOOR MAT WAS PRESSED AGAINST THE ACCELERATOR PEDAL. ADDITIONALLY, THE VEHICLE WAS INSPECTED BY AN INDEPENDENT REPAIR SHOP THAT WAS UNABLE TO DUPLICATE THE PROBLEM. THE MANUFACTURER WAS NOT NOTIFIED. UPDATED 10/6/2006 - WHEN APPLYING THE BRAKES TO MAKE A LEFT TURN, THE CAR LURCHED FORWARD AND STARTED ACCELERATING. THE VEHICLE CONTINUED TO ACCELERATE UP TO 50 MPH. WHEN APPLYING THE BRAKE PEDAL NOTHING HAPPENED.

C-653

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHEN PUTTING THE CAR IN PARK NOTHING HAPPENED. WHEN APPLYING THE EMERGENCY BRAKE THE CAR STARTED TO SLOW DOWN. THE VEHICLE CONTINUED ACCELERATING ON ITS OWN FOR ANOTHER FIVE HUNDRED FEET. THE TOW TRUCK OPERATOR ARRIVED AND CHECK THE FLOOR MATS, NOTING THERE WAS NOTHING WRONG WITH THE FLOOR MAT'S POSITIONING. THE VEHICLE WAS TAKEN TO THE DEALER WHO DETERMINED THAT THE FLOOR MAT BECAME STUCK UNDER THE ACCELERATOR. THE DEALER TRIMMED THE CARPET. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10170165  
**Date of Incident:** 20060821  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** ENCINITAS, CA

**NHTSA Summary:**

2006 LEXUS RX400H REVVED AND RACED INTO ANOTHER VEHICLE WITHOUT WARNING. \*TS THE CONSUMER CONTACTED THE MANUFACTURER ABOUT THE SUDDEN ACCELERATION. THE MANUFACTURER AGREED TO HAVE A REP INSPECT THE VEHICLE BUT MENTIONED THAT IT WOULD TAKE SIX WEEKS TO TWO MONTHS BEFORE IT COULD BE INSPECTED. NM

**Additional Summary:**

**Toyota ID Number:** 200703230444  
**NHTSA ODI Number:**  
**Date of Incident:** 20060822  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 03/23/2007 10:17:30 AM B Jennings  
Caller states: father Mitchell is owner of veh, & son Andrew Wallick is driver of veh. Sts several instances where truck accelerated on its own. Sts a few weeks after purch son driving on highway and veh accelerated for no reason. Sts son was able to brake to get veh under control. Sts feels there was a smaller incident again last week. Sts on 3/14/07 pulled into parking spot, veh accelerated from 2-3mph to enough speed to damage tree. Sts towed veh to dlr...  
\*\*\* NOTES 03/23/2007 10:17:30 AM B Jennings  
... Sts airbags did not deploy. Sts no injuries to driver or occupant. Sts drivers girlfriend in front passenger seat. Sts front end damage to veh. Sts towed veh to dlr for repairs & inspection. Sts dlr inspected and found no problems w/ veh and veh is ready for pick up. Cust does not want to drive veh and would like to leave veh at dlr until issue resolved. Cust sts would be satisfied by finding problem & repairing. NCR apol & adv case #: NCR adv c/b from CM w/in 3 BDs.

\*\*\* SUBCASE 200703230444-1 CREATED 03/23/2007 03:04:54 PM JFonseca  
\*\*\* NOTES 03/24/2007 10:32:56 AM JFonseca

====OUTGOING CALL TO CUST====

Case Mgr called cust, n/a Case Mgr left 800 #, case #, ext 73020, hours avail.

\*\*\* NOTES 03/26/2007 02:21:01 PM BScot

Cust calling to check status of case. Cust inf case mgr not available and cust req to be called back at 954-610-1686.

\*\*\* NOTES 03/26/2007 04:59:29 PM DMorano

Cust calling to check status of case. Cust inf case mgr not available and cust req to be called back at 954-610-1686. ncr adv the one b/d is today and he should rec a c/b by 3/27/07.

\*\*\* NOTES 03/27/2007 01:47:09 PM BGarduno

+OUTGOING CALL TO DLR+

C-654

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NCR spk w/Terry, body shop mgr who adv dlr rpled front bumper, lamp, grill, brackets, fender, and flare. veh rpled on 3/23.

\*\*\* NOTES 03/27/2007 01:47:55 PM BGarduno

+OUTGOING CALL TO DLR+

NCR spk w/svc dept who sts that veh is still at dlr and no internal prrs performed.

\*\*\* NOTES 03/27/2007 01:54:01 PM BGarduno

+OUTGOING CALL TO CUST+

NCR l/m at day and alt phone# adv Case Manager name, phone#, and office hrs requesting a c/b.

\*\*\* NOTES 03/27/2007 02:24:55 PM BGarduno

====FCRP====

+INCOMING CUST CALL+

NCR spk w/Dr.Wallick who sts that he is concerned w/the safety of his son (primary driver). dlr adv that a master tech inspected the veh and nothing is wrong w/it, he just wants to make sure that it is safe and wants it inspected. NCR apol and adv reg will contact w/in 3 bus days regarding request. adv veh may be inspected but no guarantees. adv if reg inspects veh, inspection will take place w/in 30 days and results mailed w/in 30 days.

\*\*\* SUBCASE 200703230444-1 CLOSED 03/27/2007 02:27:35 PM BGarduno

\*\*\* NOTES 03/28/2007 12:57:37 PM MDeLaHoz200

Region s/w Dr. Wallick who adv that vehicle is currently at Al Hendrickson Toyota. Cust adv that he fls unsafe w/ vehicle and that son recently had accident were he ran into tree due to sudden acceleration. Cust adv vehicle has been repaired and he is not seeking reimbursement from Toyota for accident damages, he only wants to know that vehicle is safe to drive and if concern cannot be repaired then he will need to get out of vehicle. Region adv cust that rep will

\*\*\* NOTES 03/28/2007 12:58:00 PM MDeLaHoz200

cont., inspect vehicle and region will advise customer. Customer understood.

\*\*\* NOTES 04/04/2007 11:31:31 AM MDeLaHoz200

Region received inspection report from FTS, Rob Stettler. FTS found vehicle to be operating as designed. Region sent certified ltr to customer on 4/4/07 advising of inspection results.

\*\*\* CASE CLOSE 04/04/2007 11:39:42 AM MDeLaHoz200

Region closing case.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304066  
**Date of Incident:** 20060822  
**Vehicle:** 2000 TOYOTA TUNDRA  
**Location of Incident:** BOZEMAN, MT

**NHTSA Summary:**

THE ACCELERATOR PEDAL STUCK ON MY 2000 TOYOTA TUNDRA TRUCK WHILE I WAS TRYING TO PARALLEL PARK ON A DOWNTOWN SIDE STREET, CAUSING ME TO HIT THE VEHICLES IN FRONT AND IN BACK. NO ONE WAS HURT, BUT VEHICULAR DAMAGE WAS CONSIDERABLE, AND MY INSURANCE INCREASED. A POLICE REPORT WAS FILED. UNTIL NOW, I COULDN'T FIGURE OUT WHAT HAPPENED. IT HASN'T RECURRED, AND THIS MODEL WASN'T MENTIONED IN THE RECALL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313480  
**Date of Incident:** 20060822  
**Vehicle:** 2005 TOYOTA CAMRY

C-655

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** MCKINNEY, TX

**NHTSA Summary:**

THIS IS TO REPORT AN ACCIDENT WE HAD IN OUR 2005 TOYOTA CAMRY. AT THE END OF AUGUST 2006 MY FAMILY, WITH MY HUSBAND DRIVING, WERE TURNING INTO THE LUBY'S PARKING LOT IN PLANO, TEXAS. AS HE TURNED INTO THE PARKING SPACE GOING APPROX. 1-2 MPH, THE CAR SUDDENLY STARTED REVVING LIKE CRAZY AND ACCELERATED AT HIGH SPEED INTO A LIGHT POLE AT THE FRONT OF THE PARKING SPACE. THE ACCELERATION HAPPENED IN A SPACE OF ABOUT 5 TO 7 FEET AND YET THE FRONT END OF THE CAR WAS DAMAGED SO BAD THAT THE PASSENGER SIDE DOOR WOULDN'T OPEN. THE LIGHT POLE HAD A CEMENT BASE AND STOPPED THE CAR FROM GOING ANY FURTHER BUT THE CAR WAS STILL ACCELERATING AFTER WE HAD STOPPED. AFTER MY HUSBAND TURNED OFF THE KEY, THE ENGINE RAN FOR A MINUTE OR TWO MORE. AT THE TIME WE HAD NO CLUE THAT IT COULD HAVE BEEN A PROBLEM WITH THE TOYOTA. ALTHOUGH WE SUSPECTED IT, OUR CAR IS ALSO NOT ON THE RECALL LIST. MY HUSBAND MADE A STATEMENT TO THE INSURANCE COMPANY AT THE TIME AND I WOULD ASSUME THEY WOULD HAVE THIS ON FILE. THE CAR WAS REPAIRED BUT WE ARE WORRIED THIS MIGHT HAPPEN AGAIN. SINCE WE DON'T KNOW WHICH IF ANY PART MALFUNCTIONED, WE DO NOT KNOW IF IT WAS REPLACED AFTER THE ACCIDENT.

**Additional Summary:**

**Toyota ID Number:** 20061004174  
**NHTSA ODI Number:**  
**Date of Incident:** 20060823  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** EDMOND, OK

**NHTSA Summary:**

\*\*\* PHONE LOG 10/04/2006 03:20:36 PM PPatel

Caller states: Caller( son of ) is calling on behalf of his mother. After about 9 days of owning the veh, the veh began to shake violently and when his mother applied the brakes, the veh would rev up. She then took the veh to the dlr and the dlr kept the veh for about a month. The first 2 wks, the dlr would f/u to provide info. After 2 wks, the dlr would never f/u. Today his mother is on her way to pick up the veh. He is not sure what was wrong with...

\*\*\* NOTES 10/04/2006 03:20:47 PM PPatel

(Cont'd) the veh but he wants to doc the situation.

\*\*\* CASE CLOSE 10/04/2006 03:21:16 PM PPatel

Apol and adv situation is doc at HQ. Adv if he sks further asst(nc) in the future, to c/b LCS. Cust thanked and req no further asst(nc).

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10166466  
**Date of Incident:** 20060824  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**

DT\*: THE CONTACT STATED THE VEHICLE BEGAN TO ACCELERATE ON ITS OWN WHILE STOPPED AT AN INTERSECTION. THE PROBLEM OCCURRED ON TWO SEPARATE OCCASIONS. THE VEHICLE WAS NOT TAKEN TO A SERVICE DEALER. UPDATED 9/11/2006 - THE VEHICLE WAS TAKEN TO THE DEALER WERE, AT HIS REQUEST, THE CRUISE CONTROL MODULE WAS DISCONNECTED PERMANENTLY. \*NM

**Additional Summary:**

C-656

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10166497  
**Date of Incident:** 20060824  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** CLACKAMAS, OR

**NHTSA Summary:**  
MY 2006 TOYOTA RAV4 HAS DISPLAYED NON RESPONSIVE THROTTLE ON MANY OCCASIONS WHERE YOU GIVE IT GAS AND IT DOES NOTHING, THEN IT TAKES OFF LIKE A ROCKET. I HAVE NEARLY BEEN IN ACCIDENTS BECAUSE I PULL OUT FROM A STOP AND THE THROTTLE IS UNRESPONSIVE WHILE TRAFFIC IS BEARING DOWN ON ME. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10167016  
**Date of Incident:** 20060828  
**Vehicle:** 2002 LEXUS IS300  
**Location of Incident:** QUINCY, CA

**NHTSA Summary:**  
ON 8/28/06, AT APPROXIMATELY 8:50 AM I WAS DRIVING TO WORK ON A TWO LANE, LEVEL, STRAIGHT PAVED COUNTY ROAD. I WAS DRIVING MY 2002 LEXUS IS 300 THAT HAD JUST REACHED 26,000 MILES. (THIS CAR HAS RECEIVED ALL REGULARLY SCHEDULED MAINTENANCE SERVICES FROM LEXUS OF RENO AND HAS NOT HAD ANY PROBLEMS WHATSOEVER. I AM THE ORIGINAL OWNER OF THIS VEHICLE) THE ROAD WAS CLEAR AND DRY. I WAS TRAVELING AT APPROXIMATELY 45 MPH WHEN I ACCELERATED TO PASS ANOTHER VEHICLE. AS I PASSED, MY CAR KEPT ON ACCELERATING EVEN AS I LET UP ON THE ACCELERATOR. I ATTEMPTED TO APPLY THE BRAKES. THE ENGINE ACCELERATION WAS SO POWERFUL, THE CAR DID NOT RESPOND WELL TO MY ATTEMPT TO BRAKE, SO I TOOK MY FOOT OFF THE BRAKE. THE SPEED ON THE DASHBOARD WAS 60 MPH AND ACCELERATING. I APPLIED THE BRAKES AGAIN WITH ALL THE STRENGTH I HAD AND WAS ABLE TO PULL THE CAR SAFELY OFF THE ROAD. THE ENGINE WAS RACING EVEN WHEN STOPPED. I MOVED THE SHIFT INTO PARK. EVEN IN PARK THE ENGINE WAS RACING. I TURNED THE ENGINE OFF. MY HUSBAND WAS FOLLOWING ME AND STOPPED. HE DROVE IT 1.5 MILES OUR OFFICE WITHOUT INCIDENT. I THEN CALLED THE RENO, NV LEXUS DEALERSHIP WHERE I PURCHASED THE CAR. THE HEAD OF THE SERVICE DEPARTMENT CALLED ME BACK AND SUGGESTED I HAVE THE CAR TOWED TO THE DEALERSHIP. I ASKED HIM IF HE WAS AWARE OF ANY OTHER RAPID ACCELERATION PROBLEMS WITH THESE VEHICLES AND HE SAID NO. HE SAID THE 4 YEAR WARRANTY WAS UP IN 706 AND I WOULD HAVE TO PAY FOR ANY REPAIRS. THAT AFTERNOON I HAD THE CAR TOWED TO THE RENO LEXUS DEALERSHIP ON THE EVENING OF 8/28/06. I SEARCHED THE INTERNET AND FOUND THAT THE NHTSA HAD INVESTIGATED 2002-2003 LEXUS ES 300 MODELS FOR FAULTY THROTTLES THAT MAY HAVE CAUSED RAPID ACCELERATION. SO FAR LEXUS HAS NOT ACKNOWLEDGED A PROBLEM. I SHARED WITH THE REP WHAT I HAD FOUND ON THE INTERNET RE: PROBLEMS WITH RAPID ACCELERATION AND THAT I WAS NOT PICKING THE CAR UP UNTIL LEXUS REPLACED THE THROTTLE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10168451  
**Date of Incident:** 20060828  
**Vehicle:** 2007 TOYOTA CAMRY

C-657

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** RICHMOND HILL, 00

**NHTSA Summary:**  
ELECTRONIC THROTTLE SYSTEM OF MY TOYOTA CAMRY IS DEFECTIVE AND IS HESITANT AT LOW SPEEDS. IT CAN BE A SAFETY ISSUE, SUCH THAT THE CAR DOES NOT ACCELERATE WHEN REQUIRED. I HAVE REFERRED TO TOYOTA DEALERSHIP AND THEY SAY THERE WERE MORE COMPLAINTS ABOUT THIS, BUT THERE IS NO REMEDY AVAILABLE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313830  
**Date of Incident:** 20060828  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** HARBOR SPRINGS, MI

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA AVALON. THE DRIVER STATED THAT ENTERING HER DRIVEWAY AT 5 MPH WHEN THE GAS PEDAL WAS ENGAGED, THE VEHICLE ACCELERATED UP TO 35 MPH. THE FAILURE CAUSED THE CONTACT TO CRASH INTO HER MOTOR HOME. THERE WERE NO INJURIES. THE FAILURE MILEAGE WAS 1,500. THE CURRENT MILEAGE WAS 52,000.  
**Additional Summary:**

**Toyota ID Number:** 200608291632  
**NHTSA ODI Number:** 20060829  
**Date of Incident:** 20060829  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/29/2006 03:53:13 PM EPolan  
Caller states: ever since he purchd veh he has noticed that when he is stopped & then accelerates 3-7 mph veh shakes/ stutters. Took veh to dlr 10 days ago & spoke w/Ron Pierce. Dlr reproduced concern but didn't know how to fix. Dlr contacted region who adv put in a new drive line. Dlr rplacd drive line, but issue is still the same.  
NOTE TO DLR: Please have a factory rep look into this if needed.  
\*\*\* DEALER MESSAGE: 08/31/06 09:42:02  
FRANCKOWIAK-MIKE IS CONTACTING JIM E. FOR ASSIST

\*\*\* CASE CLOSE 09/07/2006 10:28:19 AM DLR46009  
FRANCKOWIAK - MIKE WILL CALL TO RE-SCHEDULE  
\*\*\* NOTES: 11/14/2006 09:12:56 AM JWJedenar  
cust still has not had the issue resolved. cust seek further communications with the dlr about the issue.  
**Additional Summary:**

**Toyota ID Number:** 200608300403  
**NHTSA ODI Number:** 20060830  
**Date of Incident:** 20060830  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** MEDINA, OH

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/30/2006 08:51:31 AM DPinion  
Caller states he has 07 ES 350. Cust sts that he had a scary experience today. Cust sts that he fls the accelerator stuck. He was in the veh w/ his wife & daughter. When he was on the freeway ramp, there was

C-658

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

a large semi-truck next to him. He accelerated to pass the truck, & tried to pull his foot off the accelerator, but it cont to go. Cust sts that he was traveling close to 80mph. Cust sts that the brakes were smoking.  
\*\*\* NOTES 08/30/2006 08:51:59 AM DPinion  
Cont. Cust sts that he was unable to completely stop the veh. The slowest he could get the veh was 10-15 mph. Cust sts that he pressed the start button to get the veh to turn off. The veh would not stop. Cust was forced to jam the veh into park to get it to stop. Cust sts that he finally heard a loud clicking noise that he assumed was the accelerator releasing. Cust was able to drive the veh to the airport to drop off his daughter.  
\*\*\* NOTES 08/30/2006 08:52:05 AM DPinion  
Cont. Cust sts that he contacted his selling dlr to tell them about his experience. Cust was near another Lexus dlr where he drove the veh. Cust sts that his selling dlr came & brought him a loaner veh & picked up his veh to take it to repair. Cust sts that his veh is currently at lexus of Akron/Canton where they are inspecting the veh.  
\*\*\* NOTES 08/30/2006 08:52:35 AM DPinion  
Cont. Cust sts that this is his 1st Lexus veh & he wanted to report this info to Lexus HQ. Cust sts that he is not sure if he will ever feel comfortable pushing the accelerator again. Cust sts that he would like a Lexus rep to contact him back so that he can further discuss this w/ them. Cust sts up until this point, he absolutely loved the veh.

\*\*\* SUBCASE 200608300403-1 CREATED 09/05/2006 04:30:59 PM KHirai  
\*\*\* NOTES 09/05/2006 04:32:07 PM KHirai  
To: CSM John English  
From: Kevin Hirai, LCS 310-468-4934  
Can you please provide the dealership's diagnosis. Has the customer's situation been addressed with the Area Office? Your response is greatly appreciated.  
\*\*\* NOTES 09/07/2006 12:57:16 PM KHirai  
DEALERSHIP'S CLOSING NOTES state: INSPECTION OF VEHICLE SHOWED THAT FLOOR MAT WAS PUSHED UP UNDER GAS PEDAL

\*\*\* PHONE LOG 09/07/2006 01:03:07 PM KHirai Action Type: Outgoing call  
Cld 330-664-0916 and customer's wife, stated her husband was unavail. I provided my name, LCS name and LCS 800# + prompt 3 and asked Mrs. Kraus to have her husband return my call at his earliest convenience. Thanked Mrs. Kraus for taking the msg. \*\*\* If cust calls, please transfer. Thanks.

\*\*\* EMAIL OUT 09/08/2006 06:48:36 AM KLee Action Type: External email  
Send to: [kevin\_hirai@toyota.com]  
CC List: [Kevin\_Hirai@Toyota.com]  
Cust called to return call to KHirai. I apol to cust that KHirai was not in the office yet. Cust thanks KHirai for trying to touch base w/ him earlier. Cust is req a c/b at .

\*\*\* EMAIL OUT 09/08/2006 11:38:23 AM JNobles Action Type: External email  
Send to: [kevin\_hirai@toyota.com]  
CC List: [Kevin\_Hirai@Toyota.com]  
Cust called & asked to speak to KHirai. Apol to cust & adv that he was not avail & asked if I could take a message. Cust sts that he is at home today & that he can be reached at

\*\*\* PHONE LOG 09/08/2006 01:18:57 PM KHirai Action Type: Outgoing call  
Cld and apol to cust for the delay in f/u. Cust stated: that's OK since he wasn't easily accessible. Dlr addressed his concern. Cust is very satisfied w/ CSM John English and his staff. Cust basically wanted to adv Lexus of a safety concern. The cust should be notified that the appendage (on the back edge of the all weather mats) should be removed so the mats fit properly. Apol and adv cust Lexus is always looking for ways to improve it's veh's and address customer concerns. Adv cust I have documented his feedback for mgmt visibility and product improvement. Cust stated he's very satisfied w/veh and will be a Lexus cust for life. Cust req no further asst from LCS. Case can be closed.

C-659

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* CASE CLOSE 09/08/2006 01:21:46 PM KHirai  
Cust w/07 ES 350 seeked asst in addressing acceleration concerns. Addressed customer's concern with Lexus of Akron/Canton CSM John English. Confirmed with cust that dlr addressed his concerns. Adv and adv cust Lexus is always looking for ways to improve it's veh's and address customer concerns. Apol and I have documented his feedback for mgmt visibility and product improvement. Cust satisfied and req no further asst from LCS. CASE CLOSED.

\*\*\* SUBCASE 200608300403-1 CLOSED 09/08/2006 01:22:06 PM KHirai

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302571  
**Date of Incident:** 20060830  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** LAUREL, MD

**NHTSA Summary:**  
ON AUGUST 30, 2006 MY 2003 TOYOTA AVALON ACCELERATED AND I WAS UNABLE TO STOP THE CAR. MY VEHICLE SUBSEQUENTLY CRASHED INTO MY NEIGHBOR'S HOUSE. MY DAUGHTER AND I WERE IN THE CAR AND RECEIVED MINOR INJURIES BUT THERE WAS MAJOR DAMAGE TO THE HOME AND THE CAR WHICH WAS A TOTAL LOSS. \*CN  
**Additional Summary:**

**Toyota ID Number:** 200608310010  
**NHTSA ODI Number:** 20060831  
**Date of Incident:** 20060831  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/31/2006 05:26:48 AM Mallen1  
Caller states: has an 06 Tacoma and when in 4th gear driving at 65mph rpm is 3000 and when clutch depressed engine will stick at 3500 rpm until foot is tapped on accelerator. cldr sts veh has been at dlr a total of 15 days in 2 visits to dlr for this concern and svc mgr has advd this is not normal and dlr has not been able to rpr. cldr sts check engine also comes on intermittently and on cold start up revs to 3000 rpm. dlr has replaced fuel cap. crm has not been involved

\*\*\* CASE CLOSE 09/01/2006 08:05:28 AM DLR11034  
DROVE VEHICLE THEN DROVE ONE ON THE LOT--SAME THING HAPPENS ON BOTH. SERVICE MANAGER CALLED TECH SPECIALIST JIM ELY AND AFTER TELLING HIM ABOUT THE CUSTOMER ISSUE HE STATED THAT IT IS OPERATING AS DESIGNED. I INFORMED CUSTOMER OF THIS AND TOOK HIM ON A TEST DRIVE IN ANOTHER TACOMA. WE ALSO CHANGED THE GAS CAP AGAIN ON HIS VEHICLE THEN DROVE IT FOR SOME TIME AND CHECK FOR CODES OR CODES PENDING--WE THEN LET IT SIT OVERNIGHT AND STARTED IT AGAIN--NO CHECK ENGINE LIGHT. CUSTOMER TALKED TO ONE OF OUR TECHS AND WILL LET US KNOW IF THE LIGHT COMES ON AGAIN

**Additional Summary:**

**Toyota ID Number:** 200609080103  
**NHTSA ODI Number:** 20060908  
**Date of Incident:** 20060908  
**Vehicle:** 2007 LEXUS ES350

C-660

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** DETROIT, MI

**NTHSA Summary:**

\*\*\* PHONE LOG 09/08/2006 07:05:18 AM OUwah

Caller states: she was in an accident & her insurance company wants someone from Lexus to inspect the veh. The cause of the cust accident was b/c the brakes locked & her veh continued to accelerate. Her Meemic Insurance adjuster is Jeff Hawkins and he can be reached at 800-231-5720 ext 8210. Cust adv that no other veh was involved & the veh is totaled.

\*\*\* SUBCASE 200609080103-1 CREATED 09/11/2006 12:56:13 PM KHirai

\*\*\* NOTES 09/11/2006 12:57:27 PM KHirai

To: Central Area Analyst Betsy Lesley

From: Kevin Hirai, LCS 310-468-4934

The customer's insurance company has requested a factory inspection. Is this a request that can be accommodated? Your response is greatly appreciated.

\*\*\* NOTES 09/13/2006 02:59:15 PM KHirai

\*\*\* NOTES 09/14/2006 07:59:15 AM KHirai

Central Area Analyst Betsy Lesley left a voicemail. If the insurance company owns the veh, the insurance company will have to contact LCS to req an inspection. If cust still owns veh, Central Area can possibly have FTS Rick inspect the veh on Mon, 9/18/06.

\*\*\* PHONE LOG 09/14/2006 08:10:19 AM KHirai Action Type: Incoming call

Clid 313-647-1569 and apol to cust for the delay in fu. I asked cust if she was still the owner of the veh. Cust stated: she is still the owner of the veh. Insurance company had veh towed to: Earnie's Towing (42449 Irwin Drive, Harrison Township, MI, 877-755-9850). Cust was dealing w/Insurance Company adjuster Jeff Hawkins (800-231-5720, ext 8210). Adv cust I would fu with her once LCS is able to confirm an inspection date. Cust satisfied and agreed to wait for my return call.

\*\*\* PHONE LOG 09/14/2006 08:55:51 AM KHirai Action Type: Outgoing call

Addressed customer's situation w/Central Area Analyst Betsy Lesley, who agreed to fu with me once an inspection date has been finalized.

\*\*\* NOTES 09/18/2006 12:17:04 PM KHirai

Revd an email from FTS Rick stating he might be able to inspect the veh on Tue, 9/19/06.

\*\*\* PHONE LOG 09/18/2006 12:43:23 PM KHirai Action Type: Incoming call

Central Area Analyst Betsy Lesley stated FTS Rick is open to inspecting veh tomorrow. Adv Betsy I will contact cust to adv Lexus is open to inspecting the veh tomorrow.

\*\*\* PHONE LOG 09/18/2006 12:46:11 PM KHirai Action Type: Outgoing call

Clid 313-647-1569 and confirmed with cust that the veh is still at Earnie's Towing. Adv cust: Lexus will be sending a factory rep to inspect the veh tomorrow. I will fu with cust once I obtain pertinent info from the inspection. Cust satisfied and agreed to wait for my return call.

\*\*\* NOTES 09/20/2006 10:52:03 AM KHirai

Revd a voicemail from Central Area Analyst Betsy Lesley. FTS Rick attempted to inspect veh yesterday, but body shop would not allow FTS Rick on their premises without required insurance documents. Central Area Office addressed the situation w/TMS Legal, who is attempting to obtain the proper documents. FTS Rick will attempt to inspect the veh on Thur, 9/28/06 at 8 AM, if Central Area Office is able to obtain the proper documentation.

\*\*\* NOTES 09/21/2006 06:44:17 AM GGalinari220

Rec email from CHargrave, TMS Legal) with insurance subrogation letter asking for FCRP inspection. Emailed CHargrave advising this is a Lexus veh not a Toyota veh and please email letter to the Lexus Region - thanks

\*\*\* PHONE LOG 09/22/2006 01:56:53 PM KHirai Action Type: Incoming call

Cust clid inq about status. Apol and adv cust: Lexus technical adv was not allowed on the body shop's premises without required insurance documents. Lexus is currently working on obtaining pertinent

C-661

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

documentation. Thanked cust for her time and patience. I will fu with cust as soon as I obtain pertinent info. Cust satisfied.

\*\*\* PHONE LOG 09/25/2006 08:26:16 AM KHirai Action Type: Outgoing call

Central Area Analyst Betsy Lesley stated FTS Rick is scheduled to inspect the veh on Thur 9/28/06.

\*\*\* PHONE LOG 09/26/2006 12:38:46 PM KHirai Action Type: Incoming call

Central Area Analyst Betsy Lesley stated the inspection isn't going to be taking place on Thur 9/28/06. Central Area Office will contact me when an update is avail.

\*\*\* PHONE LOG 10/03/2006 01:20:11 PM KHirai Action Type: Outgoing call

Central Area Analyst Betsy Lesley stated the FTS is still working on scheduling an inspection date. Customer's lawyer is now involved and the lawyer wants his inspector present.

\*\*\* NOTES 10/06/2006 11:02:25 AM KHirai

Central Area Analyst Betsy Lesley sent correspondence. FTS Rick is waiting to obtain confirmation from either the insurance company or the lawyer's inspector, regarding availability for an inspection. As previously stated, the customer's lawyer wants his inspector present when FTS Rick inspects the veh.

\*\*\* PHONE LOG 10/13/2006 09:54:20 AM KHirai Action Type: Incoming call

Clid 313-647-1569 and adv cust: I was fu to confirm if she still seeked a factory inspection. Cust stated: she would contact her adjuster to find out status and fu with me afterwards. Thanked cust and adv cust I would be waiting for her call.

\*\*\* PHONE LOG 10/13/2006 10:40:05 AM KHirai Action Type: Incoming call

Delay from USA Lexus transferred Heather (direct tel 248-799-9710), who works for customer's attorney Mr. Bob Tyler. Heather will fu with me early next week to provide an update since Mr. Tyler is not at the office today.

\*\*\* NOTES 10/18/2006 11:54:46 AM KHirai

Central Area Analyst Betsy Lesley left a voicemail stating FTS Rick is tentatively scheduled to inspect the veh tomorrow at 10 AM. However, FTS Rick rcvd a call from the insurance company regarding the appointment. Since the customer's lawyer has asked to have his inspector present, Central Area Office is inq if the inspector will be present. Central Area therefore is req asst in obtaining clarification.

\*\*\* PHONE LOG 10/18/2006 12:01:20 PM KHirai Action Type: Outgoing call

Clid 248-799-9710 (Mr. Bob Tyler, customer's attorney). Margaret stated Mr. Tyler and Heather were unavail. Margaret stated: she was aware of Mr. Tyler's request to have her inspector present. However, she was not aware the inspection was going to take place tomorrow. Margaret will make some calls to obtain clarification and then fu with me afterwards.

\*\*\* PHONE LOG 10/18/2006 12:03:33 PM KHirai Action Type: Outgoing call

Left a msg on Central Area Analyst Betsy Lesley's voicemail stating I am waiting for clarification from the customer's lawyer's office.

\*\*\* PHONE LOG 10/18/2006 12:18:20 PM KHirai Action Type: Incoming call

Central Area Analyst Betsy stated FTS Rick and the insurance company rep will be at dlr tomorrow at 10 AM. Central Area doesn't know when FTS Rick will be able to get to dlr after this month and Central Area would like to proceed with the inspection. Adv Betsy I will fu with her once I obtain a return call from cust/lawyer.

\*\*\* PHONE LOG 10/18/2006 12:28:28 PM KHirai Action Type: Incoming call

Margaret clid and stated Mr. Tyler is OK with having the insurance company's inspector present. Therefore, and cust are OK with veh being inspected tomorrow.

\*\*\* PHONE LOG 10/18/2006 12:30:01 PM KHirai Action Type: Outgoing call

C-662

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Adv Central Area Analyst Betsy: Customer's lawyer is OK with having the insurance company's inspector present (instead of the lawyer's inspector). Therefore, cust and customer's lawyer are OK with veh being inspected tomorrow.

\*\*\* PHONE LOG 10/26/2006 11:37:55 AM KHirai Action Type: Incoming call

Central Area Analyst Betsy stated she hasn't obtained an update from FTS Rick. Betsy will fu with me when an update is avail.

\*\*\* PHONE LOG 10/30/2006 03:01:28 PM KHirai Action Type: Incoming call

Central Area Analyst Betsy stated she is currently waiting to obtain the report from FTS Rick.

\*\*\* PHONE LOG 11/02/2006 10:29:26 AM KHirai Action Type: Outgoing call

Left a msg on Central Area Analyst Betsy's voicemail req a return call to obtain an update.

\*\*\* PHONE LOG 11/03/2006 02:25:05 PM KHirai Action Type: Incoming call

Central Area Analyst Betsy stated she is still waiting to obtain the report from FTS Rick.

\*\*\* PHONE LOG 11/15/2006 10:57:39 AM KHirai Action Type: Outgoing call

Sent a correspondence to Central Area Analyst Betsy req an update.

\*\*\* PHONE LOG 11/15/2006 11:02:59 AM KHirai Action Type: Incoming call

Revd correspondence from Central Area Analyst Betsy. Based on the FCR, veh appears to be operating as designed.

\*\*\* PHONE LOG 11/15/2006 11:36:08 AM KHirai Action Type: Incoming call

Clid and adv cust I was fu to see if further asst was req from LCS. Cust asked what Lexus' findings were. Adv cust it appears the veh is operating as designed. Cust stated she would contact LCS in future if further asst is req from LCS. Case can be closed.

\*\*\* CASE CLOSE 11/15/2006 11:38:08 AM KHirai

Cust w/07 ES 350 seeked a FTS inspection. Addressed customer's concern w/Central Area Analyst Betsy. Adv cust: it appears that the veh is operating as designed. Cust stated she will fu with LCS in future if further asst is req from LCS. CASE CLOSED.

\*\*\* SUBCASE 200609080103-1 CLOSED 11/15/2006 11:38:17 AM KHirai

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10170134

**Date of Incident:** 20060901

**Vehicle:** 2000 LEXUS LS400

**Location of Incident:** EDEN PRAIRIE, MN

**NTHSA Summary:**

2000 LEXUS LS400 LURCHED FORWARD NUMEROUS TIMES WHILE BRAKE PEDAL WAS DEPRESSED. \*KB \*NM

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10193540

**Date of Incident:** 20060901

**Vehicle:** 2006 TOYOTA RAV4

**Location of Incident:** SUGAR GROVE, OH

C-663

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NTHSA Summary:**  
HESITATES TO ACCELERATE. IT WOULD NOT GO OVER 20 MPH FOR OVER 2 MILES. I LIVE RIGHT OFF A MAJOR HIGHWAY, AND WHEN I TRY TO PULL ON HIGHWAY, CAR DOES NOT WANT TO GO. I HAD IT TO THE DEALER ABOUT 4 TIMES, BUT THEY COULD NOT GET IT TO GO. ONCE THEY CLAIMED IT WAS THE FLOOR MAT JAMMING UNDER THE GAS PEDAL. THEY KEPT IT FOR A WEEK AND FOUND NOTHING. ALSO, THEY LOOKED ON A WEBSITE AND FOUND NO OTHER COMPLAINTS. I AM VERY UNHAPPY. NOT SURE WHAT TO DO.\*AK

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10292075

**Date of Incident:** 20060901

**Vehicle:** 2006 TOYOTA AVALON

**Location of Incident:** BOURBONNAIS, IL

**NTHSA Summary:**

THIS IS NOT A COMPLAINT, BUT A FOLLOW UP TO COMPLAINTS REGARDING THE TOYOTA AUTOMOBILE THAT THEIR THROTTLE STICKS OPEN CAUSING UNWANTED ACCELERATION. MARCH 2006 I BOUGHT A NEW TOYOTA AVALON XLS FROM DAVID BRUCE, BOURBONNAIS, IL. ABOUT SIX MONTHS FOLLOWING THIS PURCHASE, I WAS PULLING AWAY FROM A RED LIGHT ACCELERATING RATHER QUICKLY. WHEN I LET UP ON THE ACCELERATOR, THE CAR CONTINUED TO ACCELERATE. WHILE APPLYING THE BRAKE WITH THE LEFT FOOT, I PUT MY RIGHT FOOT UNDER THE ACCELERATOR PETAL IN AN EFFORT TO RAISE IT. IT WAS NOT STUCK IN A DOWNWARD POSITION AND I WAS ABLE TO RAISE IT UP AND DOWN WITH MY FOOT WITH THE CAR STILL ACCELERATING. AT THIS POINT I STOMPED ON THE ACCELERATOR PETAL MANY HARD TIMES WITH MY RIGHT FOOT. FINALLY THE PROBLEM RESOLVED ITSELF AND THE ACCELERATION STOPPED. I TRIED TO DUPLICATE THIS PROBLEM MANY TIMES AFTERWARDS WITHOUT SUCCESS. I LOOKED AT THE ACCELERATOR PETAL, FLOOR MAT, AND THE AREA AROUND IT TO MAKE SURE THAT THERE WAS NOTHING THAT MIGHT HAVE CAUSED THIS PROBLEM. I TALKED TO DAVID BRUCE ABOUT IT AND FIGURED IT WAS A FREAK OCCURRENCE. OVER THE PAST TWO YEARS I NEVER THOUGHT ABOUT IT AGAIN UNTIL THE NEWS MEDIA AND TOYOTA BEGAN AN INVESTIGATION INTO THE PROBLEM. WHEN THIS PROBLEM OCCURRED, I DID NOT THINK OF USING THE START/OFF BUTTON TO SHUT OFF THE ENGINE, BUT AM AWARE OF IT NOW. THE REASON FOR THE LETTER IS THAT TOYOTA IS LOOKING AT THE DRIVER SIDE FLOOR MAT AS A POSSIBLE PROBLEM AND I FEEL THAT THIS IS NOT THE AREA WHERE THE PROBLEM IS OCCURRING. IN MY CASE I AM 95 PERCENT CERTAIN IT WAS NOT A FLOOR MAT THAT CAUSED THE ACCELERATION AS I WAS ABLE TO PUT MY FOOT UNDER THE ACCELERATOR PEDAL WITHOUT THE DECREASE ITS ACCELERATION. BUT, IN ALL FAIRNESS TO TOYOTA, THERE COULD HAVE BEEN AN UNKNOWN REASON WHY MY FLOOR MAT INTERACTED WITH THE ACCELERATOR PETAL THAT I DID NOT SEE. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10303699

**Date of Incident:** 20060901

**Vehicle:** 2002 TOYOTA CAMRY

**Location of Incident:** BUCKSPORT, ME

**NTHSA Summary:**

02 TOYOTA CAMRY ACCELERATED ON IT OWN X PROB CORRECTED ITSELF AS I WAS TAKING CAR OUT OF DRIVE X ONLY HAPPENED ONCE. \*TR

**Additional Summary:**

C-664

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315130  
**Date of Incident:** 20060901  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** BARDONIA, NY  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA RAV4. SHE WAS DRIVING APPROXIMATELY 35 MPH WHEN SHE TRIED TO APPLY THE BRAKES, WHEN THE VEHICLE ACCELERATED ON ITS OWN. THE DRIVER STATED THAT SHE TRIED PLACING BOTH FEET ON THE BRAKE PEDAL BUT IT DID NOT HELP. EVENTUALLY THE VEHICLE BEGAN TO SLOW DOWN. SHE ALSO TOOK THE VEHICLE TO THE DEALER BUT THEIR RECORDS INDICATE THAT THERE WAS A BRAKE PROBLEM. THE FAILURE MILEAGE WAS 500. THE CURRENT MILEAGE WAS 28,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316256  
**Date of Incident:** 20060901  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** TULSA, OK  
**NHTSA Summary:**  
MY TOYOTA CAMRY ACCELERATED TWICE. ONCE AS I HAD BACKED OUT OF MY DRIVEWAY AND PUT THE CAR INTO DRIVE. ANOTHER INCIDENT WAS SHORTLY AFTER I HAD CROSSED A NEIGHBORHOOD STREET.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341213  
**Date of Incident:** 20060901  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** FREDERICKSBURG, VA  
**NHTSA Summary:**  
2007 LEXUS ES 350. CONSUMER STATES UNINTENDED ACCELERATION \*TGW THE CONSUMER STATED ON NUMEROUS OCCASIONS HE HAS EXPERIENCED SUDDEN ACCELERATION WHILE DRIVING BETWEEN 30-40 MPH. THE FIRST EXPERIENCE OCCURRED WITHIN A FEW WEEKS OF OWNING THE VEHICLE. THE FLOOR MATS WERE REMOVED, HOWEVER THE VEHICLE CONTINUED TO ACCELERATE. EACH TIME THE CONSUMER WENT TO THE DEALER TO VOICE HIS CONCERN, NO REPAIRS WERE MADE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10174732; 10176450  
**Date of Incident:** 20060902  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** MELVINDALE, MI  
**NHTSA Summary:**  
WHILE TRAVELING NORTH BOUND AT APPROXIMATELY 55 MPH ON INTERSTATE I-75 / M-59 WITH IN OAKLAND COUNTY / STATE OF MICHIGAN MY AUTOMOBILE SUDDENLY ACCELERATED, AFTER ATTEMPTING TO APPLY THE AUTOMOBILE BRAKES, TO APPROXIMATELY 85 MPH. THIS SUDDEN UNWANTED ACCELERATION CAUSED THE

C-665

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
THE 2006 TOYOTA TACOMA WITH AUTOMATIC TRANSMISSION CRUISE CONTROL IS VERY ERRATIC IN OPERATION, SOMETIMES SUDDENLY DOWNSHIFTING 2 GEARS AND ACCELERATING QUITE VIOLENTLY WHEN CLIMBING A GRADE. VERY STARTLING WHEN IT HAPPENS AND COULD REALLY BE DANGEROUS IF THE ROAD IS WET & SLICK WITH RAIN OR SNOW. I'VE OWNED PROBABLY 20 CARS AND TRUCKS IN MY 43 YEARS OF DRIVING AND HAVE NEVER EXPERIENCED ANYTHING LIKE IT. THIS IS A WELL DISCUSSED TOPIC ON FORUMS DEDICATED TO TOYOTA TACOMA PICKUP TRUCKS AND A LOT OF PEOPLE ARE HAVING THESE PROBLEMS. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312641  
**Date of Incident:** 20060903  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** CINCINNATI, OH  
**NHTSA Summary:**  
ON SUNDAY SEPTEMBER 3, 2006 I PULLED INTO A PARKING SPACE AT KROGER GROCERY STORE AFTER CHURCH TO SHOP ABOUT 10:30 OR 11:00 AM. AS I PULLED INTO THE SPACE TO PARK MY 2005 TOYOTA CAMRY, IT DID A SUDDEN ACCELERATION, JUMP THE CURB AND CRASHED INTO THE GROCERY STORE WALL. THE STORE WALL WAS NOT DAMAGED BUT MY CAMRY HAD ABOUT \$4000.00 WORTH DAMAGE. WHEN I TOLD TOYOTA WHAT HAD HAPPEN I WAS TOLD TO CONTACT TOYOTA REGIONAL OFFICE. I CONTACTED THEM AND THEY TOLD ME THAT SOMEONE WOULD BE OUT TO INVESTIGATE MY CLAIM. THEY KEPT MY VEHICLE FOR OVER THREE WEEKS, THEN THEY STARTED ON THE BODY REPAIR. TOYOTA CLAIMED THEY COULD NOT SUSTAINUATE MY CLAIM OF SUDDEN ACCELERATION, BUT I KNOW THEY REPAIRED MY VEHICLE INTERNALLY AS WELL AS THE BODY WORK BECAUSE WHEN I PICKED MY CAR UP FROM JOSEPH TOYOTA DEALERSHIP THE CAR ACCELERATION PEDAL FELT SO DIFFERENT. IT FELT REAL STIFF AND HARD TO MASH. THE BRAKES WERE CHECK AND FIXED. BECAUSE DURING THE SUDDEN ACCELERATION THEY FAIL TO STOP THE CAR. AS I PRESS THEM THE SEAT BELT CHOKED AN STRAP ME SO TIGHT THAT I HAD A LARGE WELT ACROSS MY CHEST. TOYOTA KNEW THEY HAD A PROBLEM WITH SUDDEN ACCELERATION AT LEAST SINCE I REPORTED IT IN 2006. THEY LIED AND MADE MY INSURANCE COMPANY PAY ALL OF THAT MONEY, I HAD TO STRUGGLE TO COME UP WITH ALL OF MY DEDUTIABLE, PAY FOR 4 WEEKS OF CAR RENTAL OF ABOUT \$45.00 A DAY WHILE TOYOTA REGIONAL OFFICE DRUG THEIR FEET ABOUT INVESTIGATING MY CAR. I WAS SCARE, SORE AND FRUSTRATED ABOUT HOW THIS WHOLE THING WAS HANDLE, BUT NOW I FEEL VINDICATED. HAD TOYOTA REGIONAL OFFICE TOLD THE TRUTH ABOUT THE PROBLEM WITH MY CAMRY AND DID THE RECALL IN 2006 WHEN I REPORTED THIS, THEY COULD HAVE SAVE A LOT INJURIES AND LIVES. I KNEW I COULDN'T GO UP AGAINST THIS BIG CORPORATION BY MY SELF AND I'M SORRY PEOPLE HAVE LOSS THEIR LIVES GO INJURED, BUT GLAD IT CAME OUT TO THE CONSUMERS. I FEEL TOYOTA ALSO CHANGED MY ACCELERATER PEDAL IN 2006. OR PUT THAT LITTLE STEEL CHIP IN BACK OF THE PEDAL. THE NEW 2010 FIX. MY CAR HAS LOSS VALUE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312806  
**Date of Incident:** 20060906  
**Vehicle:** 1998 TOYOTA AVALON  
**Location of Incident:** BAYSIDE, NY  
**NHTSA Summary:**

C-667

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE TO CRASH INTO THE HIGHWAY GUARD RAIL AND GO INTO A ROLL OVER. AS A RESULT OF THE SUDDEN ACCELERATION AND ROLL OVER THE VEHICLE WAS DAMAGE BEYOND REPAIR AND I WAS INJURED WITH SERIOUS BACK, NECK AND PELVIC INJURIES. \*JB; CONSUMER REQUEST FOR INVESTIGATION ON THE 2007 ES350 SPEED CONTROL. \*TS THE CONSUMER STATED THE VEHICLE SUDDENLY ACCELERATED, AFTER ATTEMPTING TO APPLY THE BRAKES. THE UNWANTED ACCELERATION CAUSED THE VEHICLE TO CRASH INTO THE HIGHWAY GUARD RAIL AND CONSEQUENTLY THE VEHICLE ROLLED OVER. THE CONSUMER SUFFERED SERIOUS BACK, NECK AND PELVIC INJURIES. \*JB UPDATE (FEBRUARY 21, 2007): MS. HODGES SAID THAT SHE WAS TRAVELING ON I-75 FOR 15 MINUTES AND THE CRUISE CONTROL WAS NOT TURNED ON. SHE WAS MERGING ONTO ROUTE 59 AND APPLIED THE BRAKES. HOWEVER, THE VEHICLE NOT ONLY NOT SLOWED DOWN BUT ACTUALLY ACCELERATED TO WHAT SHE BELIEVE WAS 75-80 MPH. TO AVOID CRASHING THE VEHICLES AHEAD, SHE MOVED FROM THE RIGHT LANE TO THE LEFT LANE AND HIT THE GUARD RAIL. THE VEHICLE ROLLED OVER AND TOTALED. SHE WAS CTED BY THE POLICE BUT THE CITATION WAS LATER DISMISSED. TOYOTA SENT HER A LETTER SAYING THAT THEIR INVESTIGATION FOUND NOTHING WAS WRONG WITH THE VEHICLE. SEE ALSO 10174732 \*DSY.  
**Additional Summary:**  
Dear Sean:

I noticed all of the great info you've researched and collected regarding the Toyota unintended acceleration issue. We represented a woman (Diane Hodges) who had an unintended acceleration in her 2007 Lexus ES 350, back in Sept. 2006 and we recently settled with Toyota. She luckily survived without catastrophic injuries, but her story of her incident is pretty scary. She was accelerating at high speeds down a busy Detroit highway, dodging in and out of traffic, and decided she would intentionally crash her car in an attempt to stop it from accelerating before she killed someone else. Scott Yon of NHTSA did an investigation of her case and I'm attaching a copy of his investigative report, which you may already have.

I had called Mr. Yon to discuss his investigation and he told me another interesting problem: He says you can eventually bring the car to a stop, but consumers panic and don't know how to stop the car. The ignition is a push button versus a key. Because Toyota was concerned that consumers would inadvertently touch the button, they built in a different functionality, when the car in motion, you couldn't stop by touching it. You would have to touch and hold button in for 3 seconds consecutively. So, consumer in panic state, can't stop car, car accelerated, etc. I think this could be a huge warnings, instruction, and design issue and I haven't seen any further information on this issue.

At any rate, I just wanted to pass on the info and congratulate you on all of the research and investigation you're doing. We're seeing other cases come in as time goes on and I suspect we'll be seeing more, so let us know if you want us to pass on any information to you as we go along.

Thanks.  
Joni Hautamaki  
Paralegal  
Didier Law Firm, P.A.  
1203 N. Orange Avenue  
Orlando, FL 32804-6408  
Phone: 407.895.3401  
Fax: 407.895.3408

**Toyota ID Number:**  
**NHTSA ODI Number:** 10167833  
**Date of Incident:** 20060903  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** BUFFALO, WY

C-666

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL \* THE CONTACT OWNS A 1998 TOYOTA AVALON. THE CONTACT WAS DRIVING APPROXIMATELY 25 MPH ON NORMAL ROAD CONDITIONS. PROCEEDING TO A TRAFFIC STOP SIGNAL. THE ENGINE BEGAN TO REV EXCESSIVELY HIGH. THE DRIVER APPLIED PRESSURE TO THE BRAKE PEDAL, FOLLOWED BY AN UNINTENDED ACCELERATION. THE VEHICLE SLOWED DOWN WITH EXCESSIVE FORCE TO THE BRAKE SYSTEM. THE IDENTICAL FAILURES OCCURRED ON EIGHTEEN SEPARATE OCCASIONS. THE FAILURE OCCURRED WHENEVER COMING FROM A COMPLETE STOP. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC AND TRANSMISSION SHOP. THE TECHNICIANS WERE UNABLE TO DUPLICATE THE FAILURE. THE THROTTLE AND ACCELERATOR LINKS WERE CLEANED. THE FAILURES CONTINUED WHICH THERE WERE NO RESOLUTIONS. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALFUNCTIONS. THE FAILURE MILEAGE WAS 90,000. UPDATED 03/15/10 \*BF  
**Additional Summary:**

**Toyota ID Number:** 200609071346  
**NHTSA ODI Number:**  
**Date of Incident:** 20060907  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** BURBANK, CA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 09/07/2006 01:23:27 PM JHuang  
Caller states: he could not stop the veh with the brakes. Veh kept accelerating by itself up to 50/60 mph and the cruise control was off. Cust tried to stop the veh but was unable to do so. Veh crashed and airbag were deployed. Cust is very traumatized from the accident. Cust spoke with SM and SM adv cust to contact LCS. Cust would like veh inspected. Cust does not want to drive the veh anymore even if repaired. Cust seeking to get into new veh.  
\*\*\* NOTES 09/07/2006 01:24:50 PM JHuang  
Cust seeks assistance on rental vehicle. Cust does not plan on suing Lexus as long as situation could be resolved. Cust would like c/b from specialist as soon as possible.

\*\*\* PHONE LOG 09/07/2006 02:24:25 PM EPartanen Action Type: Outgoing call  
Cld cust at & 1/m to c/b\*\*\*\*\*If cust c/b pls transfer or adv that I am spec handling cust concerns. Pls adv cust if I am not avail, I will c/b once time permits. Pls adv cust of my sched (8am-5pm). Thank you.

\*\*\* SUBCASE 200609071346-1 CREATED 09/07/2006 02:24:59 PM EPartanen

\*\*\* PHONE LOG 09/07/2006 03:07:34 PM EPartanen Action Type: Incoming call  
Cust transferred from OU/wah. Adv cust I am spec handling cust concerns. Asked cust to clarify the acctd situation w/veh. Cust sts he cldd the police & they did not respond to the scene of the acctd so there is no police report. Cust sts that when he was driving the veh he felt as though a computer took over his veh & "floored it". Cust sts he has never gone that fast before. Cust sts the veh went speeding thru the street & hit a center divider. Cust sts after he hit the center divider, it seemed to stop going on its own. Cust sts the veh was still skidding & came to a stop right at the back of a small pick up truck w/a metal bumper. Adv cust that if he would like an inspec performed on his veh, he needs to notify his ins co to leave the veh in the condition it is in order for Lexus to perform an investigation. Cust sts that he spoke w/dlr & dlr adv they would not be able to provide a loaner veh. Adv cust that dlr is correct & adv cust that loaner vehs are not avail for acctd situations & they are only avail for svw/warr situations w/dlr. Adv cust that Lexus can certainly look into reimb him for the cost of a rental veh once the inspec report is completed. Adv cust that the personnel that would perform the inspec are in Japan for training at this time & may not be able to accommodate an inspec until the end of the month. Cust sts that is completely unacceptable & wants to speak w/a Sup. Apol & adv cust that a Sup would not be able to provide any different info at this time. Adv cust I would be in contact w/him again once I have a date for the inspec. Adv cust in the mean time to pls contact his ins co & adv them a claim has been filed w/Lexus & the veh needs to remain at the location & should not be rprd. Cust thanked for info & sts will await c/b.

C-668

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* EMAIL OUT 09/08/2006 12:27:03 PM DPinion Action Type: External email  
Send to: [elizabeth\_partanen@toyota.com]  
CC List: [Elizabeth\_Partanen@Toyota.com]

Henrietta Spencer, the mother of the calling cllid on behalf on her son to find out what is going on w/ her son's situation. Cust sts that her son told her that he was adv that no one could look at the veh until the end of the month b/c the proper reps were in training in Japan. I adv the cust of the notes left by EPartanen, the f/u working on her son's concerns. I apol to the cust but that is all that info that I am able to provide at this point. Cust sts that she feels her son should receive compensation b/c he is a young man w/ a family. I again apol to the cust & then connected the cust to EPartanen for furth asst(nc).

\*\*\* PHONE LOG 09/08/2006 12:45:52 PM EPartanen Action Type: Incoming call  
Cust mother transferred from DPinion. Cust mother adv that she cannot blv that Lexus will not provide her son w/ loaner veh & cannot inspect veh for a month. Cust mother sts has found info on a recall for the MY06 IS 250 regarding the accelerator pedal getting stuck. Adv cust mother info she found is not a recall, but a spec svc campaign regarding carpet near the accelerator on IS 250, which is completely different than her son's ES 350. Adv cust mother until an inspect can be performed, Lexus cannot determine whether or not this is a concern w/veh or driver. Adv cust mother as I adv her son that if Lexus determines the accdt to be a result of product, than Lexus will be more than willing to reimb her son for rental veh cost that he incurred while waiting for Lexus position. Cust mother sts this is very disappointing & wants to write a ltr to Lexus. Adv cust of address & provided Nancy Fien's name. Cust mother thanked for info & disconnected the call.

\*\*\* PHONE LOG 09/12/2006 05:01:56 PM EPartanen Action Type: Incoming call  
Rev'd message from from MHelffrich. MHelffrich adv that FTS will look at veh today & will provide report in about a week for answer to cust concerns w/veh.

\*\*\* PHONE LOG 09/18/2006 01:56:03 PM EPartanen Action Type: Outgoing call  
Cust transferred from SLysaught. Adv cust I do have further info regarding the inspect of his veh. Adv cust that his veh was inspect by FTS & did rcv report info. Adv cust it has been determined that the veh is operating as designed & there is no malfunction w/ the veh. Cust sts that it is impossible b/c it accelerated out of control. Apol & adv cust that Lexus has done a thorough inspect of his veh & Lexus position is that the veh is operating as designed & the accdt was not a result of the product. Cust dissat w/position. Apol to cust for his dissat w/the response of Lexus. Adv cust his dissat would be doc at national level for mgmt visibility. Cust req no further asst at this time.

\*\*\* SUBCASE 200609071346-1 CLOSED 09/18/2006 01:56:25 PM EPartanen

\*\*\* CASE CLOSE 09/18/2006 01:56:34 PM EPartanen  
Cust transferred from SLysaught. Adv cust I do have further info regarding the inspect of his veh. Adv cust that his veh was inspect by FTS & did rcv report info. Adv cust it has been determined that the veh is operating as designed & there is no malfunction w/ the veh. Cust sts that it is impossible b/c it accelerated out of control. Apol & adv cust that Lexus has done a thorough inspect of his veh & Lexus position is that the veh is operating as designed & the accdt was not a result of the product. Cust dissat w/position. Apol to cust for his dissat w/the response of Lexus. Adv cust his dissat would be doc at national level for mgmt visibility. Cust req no further asst at this time.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10167860  
**Date of Incident:** 20060907  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** ST GEORGE, SC

C-669

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
CRUISE CONTROL VERY ERRATIC, WILL ACCELERATE AND DECELERATE VIOLENTLY AT TIMES, ESPECIALLY ON UNEVEN TERRAIN. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10181829  
**Date of Incident:** 20060907  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** LEWISVILLE, NC

**NHTSA Summary:**  
SUDDEN ACCELERATION CAUSED OVER \$8000 DAMAGE IN 17 FEET. I PUT CAR IN REVERSE AND IT STARTED REVVING UP. THEN THE CAR TOOK OFF BACKWARDS AND HIT A TREE, IMMEDIATELY AFTER HITTING TREE THE CAR LURCHED FORWARD AND HIT ANOTHER TREE TWICE. \*JB  
**Additional Summary:**

**Toyota ID Number:** 200609080391  
**NHTSA ODI Number:**  
**Date of Incident:** 20060908  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 09/08/2006 09:43:17 AM MPresley  
Caller states: cruise control is erratic. sts on an incline when the veh is at 5 mi below set speed it waits to downshifts when it drops 5 mi below the set speed. sts for example, when cruise control is set at 65mph & veh reach an incline speed adjust when speed drops to 60mph then trans kicks in. sts dlr adv was normal for the veh & if replaced any parts the veh would have the same results. sts the cruise control isnt sensing the incline to adjust the speed.

\*\*\* CASE CLOSE 09/11/2006 12:23:53 PM DLR12141  
CUSTM. HAS APPT WITH DSM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10167760  
**Date of Incident:** 20060909  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** REDONDO BEACH, CA

**NHTSA Summary:**  
2006 TOYOTA RAV4 SPORT - INCONSISTENT THROTTLE. ACCELERATION DELAY. FROM A COASTING POSITION THERE IS A DELAY IN RESPONSE WHEN ENGAGING THE ACCELERATOR. USUALLY FOLLOWED BY A SUDDEN HIGH SPEED ACCELERATION. AT LOW SPEEDS THE ACCELERATOR IS HYPERSENSITIVE. IMPOSSIBLE TO PREDICT SUDDEN HIGH SPEED RESPONSES DESPITE MY BEST EFFORTS TO MODERATE AND CONTROL PEDAL PRESSURE. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10275614

C-670

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20060909  
**Vehicle:** 2001 TOYOTA PRIUS  
**Location of Incident:** HONEY BROOK, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2001 TOYOTA PRIUS. WHILE DRIVING BETWEEN 65-70 MPH, THE VEHICLE DID NOT RESPOND WHEN THE ACCELERATOR PEDAL WAS DEPRESSED. ALL OF THE INSTRUMENT PANEL INDICATORS ILLUMINATED AND THE ENGINE SUDDENLY STALLED. THE VEHICLE COASTED TO THE SIDE OF THE ROAD AND THE ENGINE FAILED TO RESTART. WHILE THE GEAR SHIFTER WAS PLACED IN PARK, THE VEHICLE ACCELERATED UNEXPECTEDLY AND CRASHED INTO A GUARDRAIL. THE DRIVER SUSTAINED A WHIPLASH AND A POLICE REPORT WAS FILED. THE VEHICLE SUSTAINED SEVERE DAMAGE AND WAS TOWED TO AN AUTHORIZED DEALER. THE VEHICLE WAS REPAIRED FOR BODY STRUCTURE DAMAGES. THE TECHNICIAN PERFORMED DIAGNOSTIC TESTS, BUT WAS UNABLE TO DUPLICATE THE FAILURES. THE VEHICLE WAS TAKEN BACK TO THE AUTHORIZED DEALER ON FIVE SEPARATE OCCASIONS FOR IDENTICAL FAILURES, BUT THERE WERE NO RESOLUTIONS. THE FAILURE MILEAGE WAS 42,000 AND CURRENT MILEAGE WAS 68,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10177831  
**Date of Incident:** 20060911  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** HUNTSVILLE, AL

**NHTSA Summary:**  
I WAS DRIVING SLOWLY THROUGH A PARKING LOT TO LOCATE A PARKING SPACE. AS I APPROACHED A SPACE, I HAD MY FOOT ON THE BRAKE. I EASED OFF OF THE BRAKE TO COAST INTO THE PARKING SPACE AND WAS MAKING A RIGHT TURN INTO THE SPACE. SUDDENLY THE VEHICLE SURGED FORWARD WITHOUT MY FOOT BEING ON THE ACCELERATOR. I APPLIED THE BRAKE, BUT THE VEHICLE CONTINUED TO MOVE FORWARD. MY CAR WENT OVER A CONCRETE MEDIAN, AND INTO A LANE OF TRAFFIC. MY CAR STRUCK TWO CARS. IT HIT ONE OF THE VEHICLES, AN SUV, WITH SUCH FORCE THAT IT KNOCKED THE SUV UP OVER A CURB INTO A GRASSY AREA. THOUGH I HAD BOTH FEET APPLYING THE BRAKES AS HARD AS I COULD, THE VEHICLE WOULD NOT STOP. AND THERE WAS NOT TIME FOR ME TO THINK TO TURN OFF THE IGNITION. MY CAR SUSTAINED SEVERE DAMAGE TO THE RIGHT AND LEFT SIDES AND TO THE FRONT. IT DAMAGED THE FRONT OF THE SUV AND THE REAR OF THE OTHER CAR. THERE WAS A PASSENGER IN EACH OF THE VEHICLE, AND I WAS THE ONLY OCCUPANT OF MY VEHICLE. FORTUNATELY, THERE WERE NO SERIOUS INJURIES. I HAD MY CAR TOWED TO THE TOYOTA DEALERSHIP. I REQUESTED A FACTORY REPRESENTATIVE INSPECT THE CAR. THEY COULD NOT DETERMINE A CAUSE FOR THE SUDDEN ACCELERATION. THE REPRESENTATIVES WERE QUITE HELPFUL UNTIL THE INSPECTION WAS COMPLETE. I REQUESTED A COPY OF THE REPORT OF THEIR FINDINGS; HOWEVER, TOYOTA CORPORATION WILL NOT ALLOW ME TO SEE A COPY OF THE REPORT. THEY SAID I COULD CONTACT THEIR LEGAL DEPARTMENT OR GET A SUBPOENA. THE CUSTOMER RELATIONS REPRESENTATIVE AT THE DEALERSHIP SUGGESTED I FILE A CLAIM FOR ARBITRATION, BUT THE NATIONAL CENTER FOR DISPUTE SETTLEMENT STATES THAT BECAUSE THE CAR WAS WRECKED, I DO NOT QUALIFY FOR ARBITRATION. MEANWHILE, I AM LEFT WITH A VEHICLE THAT I AM AFRAID TO DRIVE. \*NM  
**Additional Summary:**

**Toyota ID Number:** 200704190066  
**NHTSA ODI Number:**

C-671

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20060918  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 04/19/2007 06:44:36 AM RGVogender  
Caller states:accident 4/17 @ 2pm in parking lot.No police report,getting gas @ gas station, making a turn around gas pump in gravel @ 5mph,engine revving like veh had been floored,felt accelerator kicked in & driver side front corner hot the side of gas station wall.Sts happened w/in 2-3 sec's.Veh was in Cruise Control @ 65mph on Highway before he reached gas station,sts turned of cruise control @ gas station,sts Cruise Control installed @ dlr a month after purch.  
\*\*\* NOTES 04/19/2007 06:46:15 AM RGVogender  
Veh is @ dlr; will be rpr'd by Fayetteville Collision Center (Steven Castleman Body Shop Mgr).Sts has filed claim w/ Insurance Co,is not sure if inspection has been completed by Insurance Adjuster.Clr sts he is not injured & no other parties were involved.  
\*\*\* NOTES 04/19/2007 06:47:46 AM RGVogender  
Ncr apol & adv clir will fwd Case to Toyota Res Queu,adv clir to allow 1bd for c/b.Provided Case #,clir thanked.

\*\*\* SUBCASE 200704190066-1 CREATED 04/19/2007 07:05:12 AM RVrachan  
\*\*\* NOTES 04/20/2007 01:26:14 PM RVrachan  
===FCRP===

Clir was making a turn around gas pump in gravel @ 5mph,engine revving like veh had been floored, felt accelerator kicked in & driver side front corner hit the side of gas station wall. Sts happened w/in 2-3 sec's.Veh was in Cruise Control @ 65mph on Highway before he reached gas station, sts turned off cruise control @ gas station, sts Cruise Control installed @ dlr a month after purch. Insurance: State Farm Insurance 479-751-5361 Adj: Walter Chastain; ...  
\*\*\* NOTES 04/20/2007 01:30:00 PM RVrachan  
...Policy: 365016-B08-04. cust sts the road was dry. Cust does not have claim number and is 2 hours from home currently. LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY EXTERIOR AND INTERIOR PHOTOS

\*\*\* SUBCASE 200704190066-1 CLOSED 04/20/2007 01:38:56 PM RVrachan  
Subcase Closed.

\*\*\* NOTES 04/24/2007 09:52:56 AM RVrachan  
INCOMING CUST CALL: Mr. Lyon c/b, he wanted to know if inspection by Toy can be expedited, clir sts this is his only vehicle. ncr apol & adv have submitted all information & inspection should be w/in 30 days. ncr advd cust will add to case notes but the region will need to schedule the inspection.  
\*\*\* NOTES 04/26/2007 01:24:00 PM CMcWilliams600  
Spoke to custome to advise our FTS would inspect the vehicle at dlr on 5/15/07. Advised cust he could go ahead and repair , but customer elected to wait until our FTS inspect vehicle.  
\*\*\* NOTES 04/27/2007 02:37:52 PM THarris  
Cust called for CM. NCR adv CM unavail but 1/m for c/b within 1 bus day. Caller thanked.

\*\*\* CASE CLOSE 05/16/2007 12:29:39 PM CMcWilliams600  
GST SPOKE TO CUSOTMER AND MADE ARRANGEMENTS TO HAVE FTS INSPECT VEHICLE FOR ACCELERATION CONCERN. FTS INSPECTED VEHICLE ON MAY 5, 2007 AT TOYOTA OF FAYETTEVILLE. FTS INSPECTED THE ACCELERATOR PEDAL AND FOUND IT OPERATING NORMALLY. DRIVER AND PASSENGER FRONT FLOOR BOARDS HAVE AFTERMARKET MATS INSTALLED OVER THE FACTORY FLOOR MATS. THE DRIVER'S SIDE MAT WAS NOT SECURED TO THE FLOOR. FTS INPECTED THE ENGINE ECU AND FOUND NO CODES. VEHICLE HAS AFTERMARKET CRUISE CONTROL. FTS DROVE VEHICLE AROUND THE PARKING LOT AND THE OPERATION OF THE VEHICLE WAS NORMAL. BRAKES WERE INSPECTED AND FOUND TO BE OPERATING CORRECTLY AND BRAKE FLUID LEVE WAS FULL. ALL TIRES WERE IN GOOD CONDITION. GST SENDING LETTER TO CUSTOMER

C-672

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ADVISING NO DEFECTS FOUND THAT WOULD HAVE CAUSED OR CONTRIBUTED TO ACCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10168781  
**Date of Incident:** 20060918  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** SALEM, NY

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE BACKING THE VEHICLE OUT OF A PARKING SPACE, WITH PRESSURE APPLIED TO THE ACCELERATOR, THE PEDAL PUSHED DOWN INTO THE FLOORBOARD AND THE VEHICLE SUDDENLY LURCHED BACKWARDS CRASHING INTO A TREE. NO INJURIES WERE SUSTAINED, THE OCCUPANTS WERE WEARING SEATBELTS. THE VEHICLE SUSTAINED MINOR DAMAGE. THE POLICE WERE ON THE SCENE AND A REPORT WAS TAKEN. THE VEHICLE WAS TOWED TO THE DEALER TO AWAIT INSPECTION BY A FACTORY REPRESENTATIVE.

**Additional Summary:**

**Toyota ID Number:** 200610201285  
**NHTSA ODI Number:**  
**Date of Incident:** 20060919  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** SAN RAMON, CA

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/20/2006 05:08:38 PM RAbenes2  
Caller states: was driving veh while on trip & and then the veh started to accelerate. Cldr tried to brake but the veh would not stop. Cldr had to put veh into neutral & the veh was able to stop. Cldr had to wait 20 mins before veh would start up again. Cldr lives 100 miles away from home.

\*\*\* PHONE LOG 10/20/2006 05:10:59 PM RAbenes2 Action Type: Incoming call  
>>>Conferenced cld Nick, Lexus R/A, who adv that cldr can qualify for trip interruption. R/A adv that they would reimburse up to \$150 per day for hotel & \$50 per rental veh. R/A will tow veh to closest dlr Lexus Monterey Peninsula. R/A provided dlr phone #831-393-3030. Cldr adv will call dlr tomorrow after veh is delivered. Cldr inquired about a reunite tow once veh is rprd.

\*\*\* SUBCASE 200610201285-1 CREATED 10/23/2006 09:09:52 AM RDong  
\*\*\* NOTES 10/23/2006 09:10:42 AM RDong

To: SM Bill Des Roches  
From: Rachel Dong  
Hi Bill,  
Would you mind reviewing the customer's concern & responding within 2 business days? Your response is greatly appreciated! My direct line is . Thank you & have a great day!!!

\*\*\* PHONE LOG 10/23/2006 10:15:02 AM RDong Action Type: Incoming call  
Cust was transferred to me. He adv he got the veh towed to Monterey Peninsula. They were able to get on the road early Saturday morning. The dlr adv that the clips were not attached properly & the carpet slid up & caused the accelerator to stick. He was very concerned that the veh did not stop. Once the cust got the veh into park, she could not start the veh again. He is concerned still. They are afraid to drive the veh. He adv that they drove the veh back b/c they wanted to have the veh inspected @ the dlr. He adv he will bring the veh in to Fremont Lexus b/c he is still unsure why this occurred. I adv that would be a good idea, to have the dlr fully inspect the veh. I also recommended that he communicate to the dlr the exact conditions

C-673

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

of the incident so that they are able to have a full understanding of the situation. Cust adv Monte Munoz, SM @ Fremont offered to drive 100 miles to give the cust a veh while they were waiting. He adv Monte was fabulous. I adv I would appreciate the opp to look into this w/ Fremont & recommended he bring it back in. Cust adv he would do so. I apol & adv I would f/u w/ the dlr as well as him by the end of the week. Cust thanked.

\*\*\* NOTES 10/23/2006 10:17:36 AM RDong  
To: SM Monte Munoz, CSM Doc Grant  
From: Rachel Dong  
Hi Monte & Doc,

I know this customer has already communicated to Monte his concern. He will be bringing the veh in this week to have it inspected. Any information you can provide would be most helpful. My direct line is . Thank you for your assistance!!!

\*\*\* NOTES 10/24/2006 02:22:30 PM RDong  
Dlr sts: CUST BROUGHT VEH TO DLR, WE ARE CHECKING IT OUT FOR CONDITIONS DESCRIBED CUST COMFORTALBE WITH OUR HANDKLIGN SO FAR  
\*\*\* NOTES 10/24/2006 02:53:32 PM RDong  
Fwd check req to supe LEzrre.  
\*\*\* NOTES 10/24/2006 03:19:21 PM LEzrre3  
Returned to rep for addtl information

\*\*\* PHONE LOG 10/26/2006 09:22:22 AM RDong Action Type: Outgoing call  
Cld CSM Doc & I'm to c/b.

\*\*\* PHONE LOG 10/26/2006 10:53:00 AM RDong Action Type: Incoming call  
CSM Doc Grant returning my phone cl. He adv that the SM, Monte had a long conversation w/ the customer & that the veh was inspected at the dlr. He adv the cust is picking up the veh today. The dlr drove the veh for over 100 miles & could not duplicate the issue. They adv they are unsure why the veh had this happen. Monte adv that the cust is a little uncomfortable w/ the veh, but is happy w/ the dlr & their persistence.

\*\*\* PHONE LOG 10/26/2006 11:30:03 AM RDong Action Type: Outgoing call  
Cld cust. I adv I had received his fax & verified the address in which to send the check. I apol for the situation w/ the veh. I adv that I had communicated w/ Monte as well as the CSM & they had tested the veh over 100 miles & cannot duplicate the issue. Cust adv that the dlr has been most helpful but he is still uncertain why this occurred. I apol again. I adv this had been doc @ HQ for mgmt visibility & review. I thanked him for contacting us & adv if he req ass(nc) in the future, to pls give me a cl. Cust adv at this time, he req no further ass(nc) from LCS. I adv the check should arrive within 2-3 wks. Cust thanked.

\*\*\* NOTES 10/26/2006 11:30:19 AM RDong  
Fwd updated info w/ verified address check req to supe.  
\*\*\* NOTES 10/26/2006 01:40:50 PM LEzrre3  
Check requested and approved in the amt of \$142.07 for the expense incurred at the Hyatt hotel for his stay & meals while his trip was interrupted.  
\*\*\* NOTES 11/03/2006 11:01:08 AM LEzrre3  
ltr approved and mailed w/check in the amt of 142.07

\*\*\* EMAIL OUT 11/09/2006 11:45:37 AM SHarris Action Type: External email  
Send to: [rachel\_dong@toyota.com]  
CC List: [lizette\_ezrre@toyota.com]  
Cust cld to spk w/ RDong. Apol & adv RDong is unavail. Cust adv he rcv 2 checks in the amt of \$142.07. Cust is wondering why he rcv two checks. Apol & adv cust that I will have RDong look into the situation a give a c/b. Cust can be contacted at . Cust thanked.

\*\*\* PHONE LOG 11/09/2006 01:11:36 PM RDong Action Type: Outgoing call  
Cld cust & adv that I was unaware we sent him two checks, but if we made the mistake then the checks are both his. I apol & adv him to c/b. \*\*\*IF CUST CALLS: pls adv cust that I apol if we made a mistake. Pls

C-674

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

adv him I am unaware we sent him 2 checks, but if we did then he is most definitely entitled to both! Pls inq if he req further ass(nc) from LCS. Thank you!!!!\*\*

\*\*\* PHONE LOG 11/10/2006 01:19:55 PM RDong Action Type: Incoming call  
Cld cust again & adv that I was unaware we sent him two checks, but if we made the mistake then the checks are both his. I apol & adv him to c/b. \*\*\*IF CUST CALLS: pls adv cust that I apol if we made a mistake. Pls adv him I am unaware we sent him 2 checks, but if we did then he is most definitely entitled to both! Pls inq if he req further ass(nc) from LCS. Thank you!!!!\*\*

\*\*\* CASE CLOSE 11/16/2006 10:07:11 AM RDong  
Sent cust check for his hotel bill while under trip interruption warr.

\*\*\* SUBCASE 200610201285-1 CLOSED 11/16/2006 10:07:18 AM RDong

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10168942  
**Date of Incident:** 20060919  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BROOKLYN, NY

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE DRIVING 10 MPH IN A PARKING LOT AND ATTEMPTING TO MANEUVER INTO A PARKING SPACE THE VEHICLE ACCELERATED TO 30 MPH WITHOUT WARNING CRASHING INTO A POLE AND CAUSING DAMAGE TO A FENCE. THE AIR BAGS DID NOT DEPLOY. A POLICE REPORT WAS TAKEN AND THE DEALER WAS NOTIFIED. THE VEHICLE WAS TOTALED BY THE INSURANCE COMPANY. UPDATED 10/13/06. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307164  
**Date of Incident:** 20060919  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** GARRETT PARK, MD

**NHTSA Summary:**  
BECAUSE THE BRAKE PEDAL AND THE ACCELERATOR PEDAL ON MY 2005 CAMRY LE ARE CLOSE TO EACH OTHER AND ENGAGE AT THE SAME LEVEL, IT IS ALL TOO EASY FOR A FOOT TO OVERLAP THE BRAKE PEDAL AND DEPRESS THE ACCELERATOR AND BRAKE AT THE SAME TIME. UNLESS I AM UNUSUALLY VIGILANT ABOUT MY FOOT POSITION, THIS CAN HAPPEN, AND THE CAR ACCELERATES INSTEAD OF BRAKING. THIS HAS HAPPENED OFTEN, BOTH IN CITY AND HIGHWAY DRIVING. MY MECHANIC HAS TRIED HIS BEST TO RAISE THE LEVEL OF THE BRAKE PEDAL ENGAGEMENT, BUT WITHOUT SUCCESS. THERE IS NO BRAKE ADJUSTMENT ON THIS MODEL. MY TOYOTA DEALER SAYS, TOO, THAT THERE IS NO ADJUSTMENT POSSIBLE AND REFUSES TO MODIFY THE BRAKE PEDAL TO RAISE IT ABOVE THE ACCELERATOR LEVEL. THIS IS A DESIGN PROBLEM, BUT IT OCCURS TO ME THAT AT LEAST SOME OF THE INCIDENTS OF INADVERTENT ACCELERATION MAY BE DUE TO THIS FAULT. IF THE CAR ACCELETATES WHILE YOU ARE BRAKING, ONE INSTINCTIVELY PRESSES HARDER ON THE BRAKE PEDAL, WHICH ALSO FURTHER DEPRESSES THE ACCELERATOR PEADL. THIS HAS NOT RESULTED IN AN ACCIDENT IN MY CASE. IT SEEMS LIKE THE SIMPLE ALDLDITION OF A THICKER PAD ON THE BRAKE PEDAL MIGHT CORRECT THE DEFECT.

**Additional Summary:**

C-675

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200702060143  
**NHTSA ODI Number:**  
**Date of Incident:** 20060920  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** PALATINE, IL

**NHTSA Summary:**  
\*\*\* PHONE LOG 02/06/2007 07:12:49 AM ASalceda  
Caller states: While cust was driving the veh was stuck in gear at 40 mph. Cust sts she was not able to accelerate or brake. Cust sts finally after trying to accelerate and brake she was able to brake. Cust adv she was really frightened. Apol to cust and offered to have veh towed to dlr. Cust declined and adv she was driving the veh so she would drive it to the dlr.

\*\*\* EMAIL OUT 02/06/2007 10:05:06 AM GHolland Action Type: External email  
Send to: [araceli\_salceda@toyota.com]  
CC List: [araceli\_salceda@toyota.com]

Cust cld b/c she did not receive a new owner's survey. I apol & adv cust that I would inform the f/u spec that cust req a survey. I was unable to code the req b/c the case had been dispatched. Cust thanked.

\*\*\* PHONE LOG 02/08/2007 07:18:05 AM RAbenes2 Action Type: Outgoing call  
Spk to cust & she adv the veh would not accelerate or break for 30 seconds. Cust sts she worked w/ Josh, svc. Cust sts the dlr contacted the cust and sts there is nothing wrong w/ veh. Also, cust sts filled out an application for VISA card to obtain a \$500 credit. Cust sts rvd the card, but does not know if she rvd the credit yet. I adv cust that I will f/u w/ her. Thank cust.

\*\*\* NOTES 02/08/2007 07:18:47 AM RAbenes2  
To: Lexus of Highland Park SM Bob Arnold  
Please review cust acceleration concerns & advise if any furth assist can be provided. Please respond by 2/12/07, provide case notes & call me if you have quest.  
Thanks! Have a Great Day! Ryan Abenes, LCS, 310-468-3946, M-F: 7am-3:30pm PST.

\*\*\* SUBCASE 200702060143-1 CREATED 02/08/2007 07:19:21 AM RAbenes2  
\*\*\* NOTES 02/08/2007 09:43:28 AM RAbenes2

DLR CLOSED NOTES.  
TOOK SUMMER MATS PUT IN TRUNK AND PUT WINTER MATS ON THERE PROPER HOOKS KEEP FROM GETTING STUCK UNDER FLOOR MATS.

\*\*\* EMAIL OUT 02/08/2007 12:31:30 PM MJilani Action Type: External email  
Send to: [ryan\_abenes@toyota.com]  
CC List: [Ryan\_Abenes@Toyota.com]  
Cust called and would like RAbenes to contact her so that she can discuss her concerns with him. Please contact cust at 847-935-4330. Thanks.

\*\*\* PHONE LOG 02/09/2007 07:27:10 AM RAbenes2 Action Type: Outgoing call  
Cld #847-935-4330 & left vm  
IF UNAVAIL: pls transfer x63946  
IF UNAVAIL: pls adv cust that I researched her cernms w/ Bob Arnold, Svc Mgr, and at this time, pls adv cust that her veh is operating as designed, and that there no codes indicating that there was an issue w/ the veh. Pls adv cust that the veh was not braking due to the fact that the accelerator pedal was stuck under the floor mat. Pls inquire if cust sks any further assistance.

\*\*\* EMAIL OUT 02/13/2007 09:33:24 AM DSavickas Action Type: External email  
Send to: [ryan\_abenes@toyota.com]  
CC List: [Ryan\_Abenes@Toyota.com]

C-676

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Cust eld for Mr. Abenes. Adv cust of notes. Cust aware of Lexus position but inquired about the \$500 Visa gift card. Adv cust that Ms. Abenes is still reviewing her request for the gift card (per Ryan) and will be in contact by eob Thursday. Cust thanked.

\*\*\* PHONE LOG 02/13/2007 09:33:49 AM RAbenes2 Action Type: Outgoing call Spk to Marco, sales, who adv me to contact F&I.

\*\*\* PHONE LOG 02/15/2007 09:52:37 AM RAbenes2 Action Type: Outgoing call Cldd Vijay, F&I, & left vm.

\*\*\* PHONE LOG 02/21/2007 12:21:41 PM RAbenes2 Action Type: Outgoing call Cldd Vijay, F&I, & left vm.

\*\*\* PHONE LOG 02/21/2007 01:09:15 PM RAbenes2 Action Type: Outgoing call Cldd #847-754-7690 & left vm. IF AVAIL: pls transfer x63946

IF UNAVAIL: Pls ask cust if she can fax in the ltr about receiving the \$500 VISA gift card. Pls ask cust where did she purch her veh. Pls ask cust if this is in regards to a Lexus Credit Card, if so, pls adv cust to contact the Lexus Credit Card Cust Svc phone #866-877-4966.

\*\*\* CASE CLOSE 03/05/2007 12:17:13 PM RAbenes2 Cldd #847-754-7690 & left vm.

IF AVAIL: pls transfer x63946

IF UNAVAIL: Pls ask cust if she can fax in the ltr about receiving the \$500 VISA gift card. Pls ask cust where did she purch her veh. Pls ask cust if this is in regards to a Lexus Credit Card, if so, pls adv cust to contact the Lexus Credit Card Cust Svc phone #866-877-4966.

\*\*\* SUBCASE 200702060143-1 CLOSED 03/05/2007 12:17:13 PM RAbenes2

**Additional Summary:**

**Toyota ID Number:** 200509210612  
**NHTSA ODI Number:**  
**Date of Incident:** 20060921  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 09/21/2005 10:26:36 AM esmart  
RNW# 050920-000074, cust sts "When I start the engine in the morning it jumps up to around 2400 rpm's and then slowly decreases. I understand the Tacoma is designed to warm up quickly. Is 2400 rpm to high or is it about where it should be? Also, shortly after the rpm's reach 2400, the engine hesitates and then goes back to normal. This hesitation does not occur each time.

Thanks,  
Mike Graham

\*\*\* SUBCASE 200509210612-1 CREATED 09/21/2005 10:31:17 AM esmart ncr adv"

<as-html>

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

We apologize for your concern regarding the engine hesitation in your 2005 Tacoma.<p>

In order to properly assess your concerns, we recommend you contact the Customer Relations Manager at your <a href="http://www.toyota.com/dealers?TARGET=BLANK">local Toyota dealership</a> to further evaluate your Tacoma.<p>

C-677

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

Your email has been documented at our National Headquarters under file #200509210612. If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cgi?php/enduser/std\_adp.php?p\_faig=4164?TARGET=BLANK">contact us</a>.<p>  
Toyota Customer Experience  
</as-html>

\*\*\* SUBCASE 200509210612-1 CLOSED 09/21/2005 10:31:19 AM esmart

\*\*\* CASE CLOSE 09/21/2005 10:31:31 AM esmart see close notes.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10170561  
**Date of Incident:** 20060921  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MCMURRAY, PA

**NHTSA Summary:**

DRIVER CONCLUDED BUSINESS AT A DRIVE THROUGH ATM AT A LOCAL SHOPPING MALL. VEHICLE WAS SHIFED INTO 'DRIVE' AND AT THAT INSTANT THE ENGINE STARTED RACING AT HIGH SPEED AND THE VEHICLE ACCELERATED RAPIDLY. THE DRIVER DEPRESSED THE BRAKE PEDAL, BUT THE VEHICLE WOULD NOT STOP. THE ENGINE WAS STILL RACING AT TOP SPEED AND THE VEHICLE WAS PICKING UP MOMENTUM. THE DRIVER PUMPED THE BRAKES SEVERAL TIMES, BUT NO FEEDBACK RESPONSE COULD BE FELT. THE RAPID, UNINTENDED ACCELERATION CAUSED THE VEHICLE TO TRAVEL ACROSS THE CENTERLINE AND INTO THE OPPOSITE DIRECTION OF TRAFFIC. WITH OPPOSING TRAFFIC APPROACHING THE DRIVER TURNED THE VEHICLE SHARPLY TO THE RIGHT IN AN EFFORT TO AVOID A COLLISION. SEEING A NUMBER OF CARS STOPPED AT THE APPROACHING INTERSECTION TO THE MAIN ROAD, THE DRIVER CONTINUED TO STEER THE CAR HARD TO THE RIGHT. THE VEHICLE THEN WENT OVER AN EMBANKMENT AND STRUCK A STEEL LIGHT POLE RESULTING IN TOTAL LOSS OF THE VEHICLE AND SIGNIFICANT INJURIES TO THE DRIVER. TOTAL TRAVEL DISTANCE OF THE VEHICLE FROM ACCELERATION TO IMPACT WAS APPROXIMATELY 300 FEET. TOTAL INCIDENT TIME AND FINAL SPEED ARE UNCERTAIN. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10190167  
**Date of Incident:** 20060921  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** MAHWAH, NJ

**NHTSA Summary:**

CAR GAINED SPEED, COULD NOT BRAKE THE CAR, WITH FOOT ON BRAKE PEDAL IT WENT EVEN FASTER, HIT OTHER VEHICLES AND SMASHED THROUGH A GARAGE DOOR, STOPPING ONLY WHEN IT RAN INTO A TREE. CAR WAS REPAIRED AT A COST OF OVER \$33,000. THE VEHICLE HAD 400 MILES ON THE ODOMETER. \*AK

**Additional Summary:**

C-678

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10203116  
**Date of Incident:** 20060921  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** EASLEY, SC

**NHTSA Summary:**

I PURCHASED A 2007 CAMRY LE 4 CYLINDER AUTOMATIC TRANSMISSION IN 9/06. THE PERFORMANCE OF THIS CAR HAS BEEN DISAPPOINTING. ON THE 1ST ROAD TRIP, I NOTICED PROBLEMS WITH THE CRUISE. THE CAR DOWNSHIFTED 2 GEARS ON INCLINES AND THE ENGINE WOULD REV AT APP. 5000 RPMs. AT THE TOP OF THE INCLINE, THE CAR'S SPEED WOULD INCREASE 5-10 MILES PER HOUR CAUSING ME TO HAVE TO APPLY THE BRAKES TO DISCONNECT THE CRUISE. MY HUSBAND TOOK THE CAR TO THE TOYOTA DEALERSHIP WHERE WE PURCHASED THIS CAR AND HE WAS TOLD THIS WAS EXPECTED AND WAS DESIGNED TO DO THIS. TO CORRECT, THE PROBLEM WE COULD NOT USE THE CRUISE WHEN DRIVING UP INCLINES. THE PROBLEM WAS NOT CORRECTED. AFTER SEVERAL ROAD TRIPS AND NOTICING THE GAS MILEAGE WAS THE SAME ON THE HIGHWAY AS IN THE CITY, WE TOOK THE CAR BACK TO THE DEALER. THIS TIME, WE WERE TOLD THAT THE "COMPUTER COULD NOT SEE HILLS COMING AND TO COMPENSATE THIS PROBLEM, WE WOULD NEED TO OVERRIDE THE CRUISE ON HILLS BY USING THE ACCELERATOR AND INCREASING OUR SPEED JUST SLIGHTLY." AT THIS VISIT WE ALSO DISCUSSED A PROBLEM WITH HESITATION UPON ACCELERATING FROM A STOP. WE WERE TOLD THAT A NEW COMPUTER CHIP MAY FIX THAT PROBLEM AND THE CHIP WAS REPLACED. NOW THE PROBLEM IS INTERMITTENT--THE CAR WILL HESITATED INTERMITTENTLY WHEN ATTEMPTING TO PASS A VEHICLE OR ACCELERATING FROM A STOP-- THE PROBLEM WENT FROM ONLY SLUGGISH ACCELERATION FROM A STOP TO BEING INTERMITTENT AT ANY TIME. MY HUSBAND THEN ASKED THE TOYOTA DEALERSHIP FOR THE SOUTHEASTERN REGIONAL OFFICE FOR TOYOTA TO ADDRESS THE PROBLEM WITH THEM, HE WAS TOLD THE NUMBER COULD NOT BE GIVEN OUT TO CONSUMERS. HE THEN ASKED IF THE OFFICE COULD BE CONTACTED BY THE DEALER REQUESTING THE OFFICE TO CONTACT MY HUSBAND. HE WAS TOLD THAT COULD NOT HAPPEN EITHER. TOYOTA HAS BEEN TOTALLY UNCOOPERATIVE. IN ONE HOUR'S TIME, DECELERATED AND ACCELERATED WITH THE CRUISE 50 TIMES. THE DEALERSHIP KNEW THIS WAS A PROBLEM WITH 4 CYLINDER AND IT WAS NEVER MENTIONED TO US WHEN LOOKING AT THE VEHICLE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315547  
**Date of Incident:** 20060922  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** QUINSEY, MA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA SIENNA CE. THE CONTACT WAS DRIVING APPROXIMATELY 40 MPH. WHEN RELEASING THE FOOT FROM THE ACCELERATOR PEDAL, THE VEHICLE MOMENTARILY CONTINUED TO ACCELERATE. THE DEALER AND MANUFACTURER WERE NOT NOTIFIED OF THE FAILURE. THE CONTACT WAS UNDER THE IMPRESSION THE FAILURE WAS DUE TO DRIVER ERROR. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 30,000.

**Additional Summary:**

**Toyota ID Number:** 200703231311  
**NHTSA ODI Number:**

C-679

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20060923  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 03/23/2007 04:44:36 PM KDeGriff

==prod quality survey==

sts clock sometimes difficult to read; engine RPMs are slow dropping down to normal btwn shifts;

\*\*\* CASE CLOSE 03/24/2007 10:33:33 AM KDeGriff

NEXT REP--pls determine if cust has taken veh to dlr, obtain addl info & handle accordingly

\*\*\* NOTES 04/02/2007 08:59:00 AM JGupta1

Clr c/b sts phone is dying & requests NCR to c/b cust at 910-980-1677.

OUTGOING CALL

Clr sts when shifts b/w gears the RPMs do not drop as they are supposed to. Sts when shifts veh jerks back & forth. Sts has taken veh to dlr who adv nothing is wrong w/ truck. Sts no lights have come on, dir adv truck is driving normally. Sts did not drive another veh. Sts is not sure whether DSPM has looked at veh-- he may have.

NCR apol, adv cust can take veh to diff dlr if unhappy

\*\*\* NOTES 04/02/2007 08:59:25 AM JGupta1

...w/ diagnosis, adv Go Toyota dlr #, adv case #.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10177888  
**Date of Incident:** 20060924  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** FREDERICKSBURG, VA

**NHTSA Summary:**

TL\* - ON 9/24/06 WHILE THE CONTACT WAS DRIVING VEHICLE AT 60 MPH AND IT UNEXPECTEDLY ACCELERATED TO 75 MPH. THE CONTACT HAD TO APPLY THE BRAKE WITH BOTH FEET TO DISENGAGE THE ACCELERATION ON THE VEHICLE. ON 10/09/06, WHILE DRIVING ON THE HIGHWAY AT 40 MPH THE VEHICLE ACCELERATED TO 75 MPH, HAD TO HOLD BOTH FEET ON THE BRAKE AND PULL THE VEHICLE OFF TO SIDE OF THE ROAD. AT THAT POINT THE CONTACT TOOK THE VEHICLE TO THE DEALERSHIP, AND THE DEALER STATED THAT THE GAS PEDAL WAS MOST LIKELY GETTING CAUGHT UNDER THE CARPET. THE DEALER COULDN'T FIND ANYTHING WRONG WITH THE VEHICLE. WHILE DRIVING ON 12/23/06 AT 35 MPH THE VEHICLE ACCELERATED TO 75 MPH, AFTER A QUARTER OF A MILE CONTACT WAS ABLE TO STOP THE VEHICLE BY OUTING BOTH FEET ON BRAKE. ALL THE BRAKES WERE SMOKING AND THERE WAS TRANSMISSION FLUID LEAKING. AT THAT POINT, CONTACT HAD THE VEHICLE TOWED TO ROSENER TOYOTA. \*AK UPDATED 01/29/07. \*JB

**Additional Summary:**

**Toyota ID Number:** 200609250771  
**NHTSA ODI Number:**  
**Date of Incident:** 20060925  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 09/25/2006 10:50:15 AM MDuong

Caller states: fls there is a concern w/ the cruise control malfunctioning. Fls that the veh drops into 1st gear when veh is moving up a hill. Sts worked w/ Doug, svc adv, who test drove veh & could not dup concern.

C-680

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Sts this has occurred twice, & has been using cruise control for this veh & other TOYs in the past & this has never happened. Fls that cruise control should be rplcd if it is not working properly.

\*\*\* CASE CLOSE 09/25/2006 10:50:21 AM MDuong  
NCR apol & adv that cruise control was not designed to be used on hills, referred cust to another dlr for a 2nd opinion, adv comments doc'd & ref#.

**Additional Summary:**

**Toyota ID Number:** 200610171325  
**NHTSA ODI Number:**  
**Date of Incident:** 20060925  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 10/17/2006 02:39:39 PM DSHealey1  
Caller states:when setting cruise control at 80 mph every slide hill veh approaches veh will downshift. Sts veh shot up 5000 rpm. Dlr did not inspect veh, Sts took veh to dlr spoke w/SM who adv all veh share having same concern & there is not fix at this time. Cllr is seeking veh to be inspected. NCR apol & adv dlr open to CRM adv 3BD for c/b.  
\*\*\* CASE CLOSE 10/24/06 14:30:50 rulemgr  
ADVISED THE CUSTOMER THAT EVEN THOUGH HE THOUGHT IT TO BE FAULTY, THE CRUISE CONTROL AND THE TRANSMISSION ARE DESIGNED TO DO ACTUALLY AS IT HAPPENED. PLEASE CLOSE FILE

**Additional Summary:**

**Toyota ID Number:** 200712130275  
**NHTSA ODI Number:**  
**Date of Incident:** 20060925  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 12/13/2007 08:38:04 AM MWinston  
MRA-NO Previous Case #  
Caller states: is having a concern with veh. Sts radio fell inside dash, cigarette lighter came completely out, cup holder on right side of steering fell off, seat belt is put in backwards and cruise control is not working properly. Sts dlr has fixed the radio and cigarette lighter. Sts cup holder is still broke. Sts dlr has not fixed seatbelt. Sts has worked with SM and was told that they are not drive the veh until gets hot to see >>>>  
\*\*\* NOTES 12/13/2007 08:38:11 AM MWinston  
what the problem is with the cruise control. Sts when drives in cruise control the speed drops suddenly. Caller seeks concerns regarding veh resolved. NCR apol & adv cust will open to CM for Fu in 1 b/d. NCR adv case # for ref.

\*\*\* SUBCASE 200712130275-1 CREATED 12/13/2007 10:11:00 AM DArtiago  
\*\*\* NOTES 12/14/2007 12:05:13 PM DArtiago

OUTGOING DLR CALL

Dan, SM, sts cust was in 12/6 to adv there was an issue with the cruise control. Dlr test drove veh for 10 miles and set the cruise control to check for defects, no defect found. Caller adv the veh must be driven for 100 miles before it starts to act up. Dlr adv they can test drive the veh for 100, but if there is no issue found, cust will be responsible for the diagnostic fee, caller declined. Dlr checked for trouble codes/TSB's and adv cust it is

\*\*\* NOTES 12/14/2007 12:06:25 PM DArtiago

C-681

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

normal operation for the cruise control to fluctuate especially when driving uphill.  
Cust has been to the dlr 1 time for maint and veh looks like it has never been washed. Cust complained that the grille was oxidizing, dlr scrubbed off the debris under war. Cust complained part of the seat belt was broke, cust has inadvertently kicked a piece off, dlr repaired. Cust complained of a defect in the cigarette lighter, dlr adv cust was using it as a 12V outlet, dlr rprcd.  
\*\*\* NOTES 12/14/2007 12:06:36 PM DArtiago

Ro: 164463

Date: 12/6/07

Miles: 22081

\*\*\* NOTES 12/14/2007 12:23:15 PM DArtiago

OUTGOING CUST CALL

Ner explained dlr inspected the cruise control system and did not find a defect to address. Ner adv dlr agreed to test drive the veh for 100 miles, but if no defect was found, he would be responsible for the diag fee. Ner suggested cust check the veh before leaving the dlr to ensure everything he asked them to check was addressed. Ner adv if cust feels systems is not working as designed, to take it back to the dlr for inspection. Caller understood and

\*\*\* NOTES 12/14/2007 12:23:30 PM DArtiago

adv he wanted to make sure the issue was documented at Toyota.

\*\*\* CASE CLOSE 12/14/2007 12:25:49 PM DArtiago

- 1) SUMMARY: Caller sts the cruise control drops several mph then raises several mph while driving at hwy speeds
- 2) ACTION TAKEN: Dealer
- 3) RESOLUTION/POSITION: Dlr inspected system and found no defect, adv cust can drive 100 miles as requested, but cust will be responsible for diagnostic fee if no defect found
- 4) CUSTOMER SATISFIED: Yes
- 5) ROOT CAUSE: Cruise control

\*\*\* SUBCASE 200712130275-1 CLOSED 12/14/2007 12:25:53 PM DArtiago

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10169236  
**Date of Incident:** 20060925  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** INDIANAPOLIS, IN

**NHTSA Summary:**

DT\*: THE CONTACT STATED WHILE MAKING A LEFT HAND TURN AT 30 MPH ON A CITY STREET, THE ENGINE REVVED AND THE VEHICLE LURCHED FORWARD WITHOUT WARNING. THE VEHICLE DID NOT RESPOND TO BRAKE PRESSURE AND CONTINUED ACCELERATION. THE CONTACT DEPRESSED THE PUSH BUTTON IGNITION, AND THE VEHICLE SLOWED TO A STOP. A BYSTANDER ALERTED THE CONTACT THAT SMOKE AND FLAMES WERE COMING FROM THE LEFT FRONT TIRE. THE CONTACT QUICKLY EXITED THE VEHICLE, AND NO INJURIES WERE SUSTAINED. THE FIRE DEPARTMENT WAS ALERTED, BUT THE TIRE HAD ALREADY BURNED ITSELF OUT UPON THEIR ARRIVAL. THE POLICE WERE NOT CONTACTED. THE VEHICLE WAS TOWED TO A DEALER TO AWAIT INSPECTION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10169969  
**Date of Incident:** 20060925

C-682

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** AGANA, GU

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303723  
**Date of Incident:** 20060926  
**Vehicle:** 2006 LEXUS RX330  
**Location of Incident:** THE VILLAGES, FL

**NHTSA Summary:**

UNEXPECTED ACCELERATION WHILE IN CRUISE & CLIMBING A HILL OR OVERPASS. SPEED GOES FROM 65 TO OVER 80. CAR JUMPS & TAKES OFF & HAVE TO HIT BRAKES TO CANCEL CRUISE. OCCURS 50% OF TIMES USED. IN SERVICE DEPT. 4X. NOTHING FOUND. TALKED TO CALIF. SERVICE HEADQUARTERS NO. OF TIMES & NO RESULTS. 2006 TO PRESENT. SERVICE REP NEVER SHOWS UP. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10202101  
**Date of Incident:** 20060930  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CORPUS CHRISTI, TX

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 5 MPH WITH THE ACCELERATOR PEDAL DEPRESSED, THE VEHICLE SPORADICALLY HESITATED AND JERKED. THE CONTACT STATED THAT THE VEHICLE WOULD OCCASIONALLY STALL BEFORE ACCELERATING. THE DEALER STATED THAT THE FAILURE WAS UNRECOGNIZABLE. THE VEHICLE HAS NOT BEEN REPAIRED. THE POWERTRAIN WAS UNKNOWN. THE CURRENT MILEAGE WAS 9,000 AND FAILURE MILEAGE WAS 13.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20061000  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** NEWTOWN, PA

**NHTSA Summary:**

October 2006 incident. Believes that he reported to NHTSA - Had carpeted mat. My wife drove a lexus rx330 2004. She was at a movie rental store and was leaving the parking lot. When she backed up she heard a bang noise and thought she hit something. That was not the case and when she started forward the car just took off picking up speed and heading toward a house. No matter how hard she hit the brake the car just kept going faster. At the last minute she turn left towards an ally and hit the concrete corner of a building. The police had to cut her out of the car and went to the hospital by ambulance. The car should have been totaled but they fix it and she refused to drive the car (I drove it). The dealership said driver error or mat on the floor and did not know of other problems with toyotas. In fact the NHTSA said they had no details of this. The black box was removed by Toyota and said nothing found. We

C-683

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

hired someone to check the box (toyota said we needed a lawyer to look into the box) and his findings that all the data was erased. Now we come to find out alot of cars had the same experience. Please let me know who I can contact to add our case on file. We were deceived.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10187024  
**Date of Incident:** 20061001  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** GADSDEN, TN

**NHTSA Summary:**

THERE IS A SIGNIFICANT DELAY IN THE ACCELERATOR THAT CAUSES THE TRANSMISSION TO SHIFT TOO FREQUENTLY. A NUMBER OF TIMES THIS HAS DISABLED ME FROM ACCELERATING ENOUGH DURING TURNS TO KEEP FROM GETTING HIT BY ONCOMING TRAFFIC. TOYOTA HAS NOT BEEN RECEPTIVE TO MY CALLS AND REQUESTS FOR HELP. THE DEALER IS UNABLE TO FIX IT. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10191031  
**Date of Incident:** 20061001  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** NORTH WEST, DC

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT STATED THAT WHEN HE DEPRESSES THE BRAKE PEDAL, THE VEHICLE ACCELERATES INSTEAD OF STOPPING. THE CONTACT HAS TO REMOVE HIS FOOT FROM THE BRAKE PEDAL IN ORDER TO STOP THE ACCELERATION. THE FAILURE CAUSED THE VEHICLE TO CRASH INTO ANOTHER VEHICLE ON MAY 7, 2007. THE POLICE STATED THAT SINCE THE CRASH OCCURRED ON PRIVATE PROPERTY, THERE WAS NO NEED TO FILE A POLICE REPORT. THE MANUFACTURER HAS NOT BEEN NOTIFIED. THE CONTACT WAS REFERRED TO NHTSA BY THE REPAIR SHOP. THE ENGINE SIZE WAS UNKNOWN. THE CONSUMER PROVIDED PICTURES OF THE DAMAGED VEHICLE. UPDATED 06/08/07 \*TR

**Additional Summary:**

**Toyota ID Number:** 200611060532  
**NHTSA ODI Number:**  
**Date of Incident:** 20061002  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 11/06/2006 09:25:17 AM DHenkenius  
Caller states: owns 06 Tacoma V6, sts when starting veh revs up to 2k rpm. sts will remain at 2k rpm for about 15-20 seconds. cllr sts brought to toy dlr who adv that is normal, cllr sks to know that from toy HQ. NCR apol & adv cllr to role of CRM.

\*\*\* CASE CLOSE 11/11/2006 07:28:35 AM DLR20117  
ADVISED CUSTOMER CONDITION IS NORMAL DUE TO EMISSIONS.

**Additional Summary:**

**Toyota ID Number:** 200610020879

C-684

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:**  
**Date of Incident:** 20061002  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 10/02/2006 11:20:15 AM JFewel  
 RNT#060924-000122  
 Email states: "2006 Tacoma  
 I have had my new Tacoma (2006 5 speed auto V6 VIN No. STEU042N56Z320414) for two (2) weeks (1,220 miles). I have noticed that on the highway (80 mph) it wants to down shift out of overdrive at every minor incline road and/or bump. This is very annoying!  
 At 80 MPH it runs at about 2,100 RPM.  
 ...  
 \*\*\* NOTES 10/02/2006 11:20:53 AM JFewel  
 ...I also have a 2004 4Runner(4 speed auto V6)that does 80 MPH at about 2,500 RPM and only down shifts at significant inclines.  
 Whats the answer and/or options: Will my Tacoma loosen-up/horse power increase? Can the horse power/torque be increased? Can the gearing Transmission/rear end be changed?  
 Anything you can do or suggest would be appreciated.I can be reached at:  
 Mark DeWolfe  
 home: 970-248-3523  
 Office: 970-625-7988  
 Cel: 970-230-0880  
 email: mdewolfe@bresnan.net"

\*\*\* SUBCASE 200610020879-1 CREATED 10/02/2006 11:24:04 AM JFewel  
 Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
 We apologize for your concern regarding the transmission of your 2006 Toyota Tacoma.  
 In order to properly assess your concerns, we have contacted the Customer Relations Manager at 200610020879 to further evaluate your Tacoma.  
 Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.  
 The Customer Relations Manager will contact you by the end of the business day, Thursday, October 5, 2006. In the event you do not receive any contact from the dealership by this date, please contact us <http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=4164> with file #Incidents.csclearifycasenumbr.  
 Toyota Customer Experience

\*\*\* SUBCASE 200610020879-1 CLOSED 10/02/2006 11:24:09 AM JFewel  
 sent

\*\*\* CASE CLOSE 10/04/2006 02:49:04 PM DLR05055  
 DLR SVC MGR CALLED CUST 10/4/2006 AT 3:47 PM AND ADVISED THAT DLR WOULD BE HAPPY TO HELP REPAIR BOTH CONCERNS AND L/M ON MACHINE AND ADVISED CUST TO CALL BACK AT THEIR CONVICIENCE

\*\*\* SUBCASE 200610020879-2 CREATED 10/05/2006 10:48:31 AM APowe  
 ATF/Email Dated 10/01/2006 04:44 AM  
 RNW#061001-000018  
 Email States:"As a follow-up to my email ([Incident: 060924-0001222]) my question / comment is when the vehicle is in cruise contor.  
 I have yet to receive comment back from Toyota regarding this matter and/or comment (it has been a week since I sent it). Since then I have discussed the issue with my deal (salesman, parts department and

C-685

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

mechanic (Westernslope auto where more than accomadating/helpfull). As per the conversations with the dealer, the issue / problem has now been narrowed to an issue with the CRUISE CONTROL: the cruise control appears to be TOO SENSITIVE (Toyota has done too good of a job) and will down shift faster then I would like it to (1 or 2 miles an hour variance is acceptable).  
 The dealer has indicated that the cruise control parameters can be changed, however, only upon receipt of revised programming (flash) to the ECU.  
 In addition, the dealer has informed me that this isn't the first time they have received and/or heard of this issue / problem.  
 What can be done to eliminate the vehicle from downshifting (shifting out of overdrive)IN CRUISE CONTROL with MINOR incline changes in the highway? Can the rear end gearing be changed to increase the RPM 3 or 4 RPM in over drive and would this help?"

\*\*\* SUBCASE 200610020879-2 CLOSED 10/05/2006 10:48:33 AM APowe

\*\*\* SUBCASE 200610020879-3 CREATED 10/05/2006 12:25:52 PM APowe  
 Email Response  
 <as-html>  
 Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
 We apologize for any concern you may be experiencing with your 2006 Tacoma. <p>  
 We are not structured to offer on-line technical evaluation, diagrams, or further repair or diagnostic information. To obtain the greatest level of technical service from Toyota, we recommend you contact the Customer Relations Manager at your <a href="http://www.toyota.com/html/shop/dealers/index.html" TARGET= "BLANK"> local Toyota dealer</a>.  
 Our dealerships possess specialized technical knowledge in the areas of diagnosis and repair, and would have the opportunity to review you vehicle first hand. <p>  
 Additionally, our dealerships do have technical support and are provided with the latest technical information available. <p>  
 If you are experiencing any concern with your vehicle, please feel free to contact the Customer Relations Manager at your please contact your <a href="http://www.toyota.com/html/shop/dealers/index.html" TARGET= "BLANK">local Toyota dealership</a> for further assistance. <p>  
 If you have any questions, please feel free to contact us at 800-331-4331 between the hours of 5 AM and 6 PM, Pacific Time, Monday through Friday, with your file #200610020879. <p>  
 Toyota Customer Experience  
 </as-html>

\*\*\* SUBCASE 200610020879-3 CLOSED 10/05/2006 12:25:54 PM APowe

\*\*\* CASE CLOSE 10/05/2006 12:26:02 PM APowe  
 Closed

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10169734  
**Date of Incident:** 20061002  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SAINT PETERSBURG, FL  
**NHTSA Summary:**

DT\*: THE CONTACT STATED WHILE DRIVING VARIOUS SPEEDS, THE VEHICLE HESITATED WHEN ACCELERATING FROM A STOP. THE VEHICLE WAS TAKEN TO A DEALER WHO WAS AWARE OF THE PROBLEM BUT COULD NOT DETERMINE HOW TO FIX IT. THE CONTACT WAS DIRECTED TO CONTINUE TO USE THE VEHICLE UNTIL THE FACTORY CAN

C-686

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DETERMINE HOW TO REMEDY THE PROBLEM. THERE WERE NO ACCIDENTS YET BUT THERE WERE 3 CLOSE CALLS. ALSO, THE SUN VISORS DOES NOT REMAIN UP.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10169856  
**Date of Incident:** 20061003  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** BONAIRE, GA  
**NHTSA Summary:**

DT\*: THE CONTACT STATED INTERMITTENTLY, WHILE ACCELERATING AND TURNING A CORNER THE VEHICLE HESITATED, AND THEN LURCHED FORWARD. THE DEALERSHIP WAS UNABLE TO DETERMINE THE CAUSE OF THE PROBLEM. \*AK UPDATED 10/17/2006 - \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10170227  
**Date of Incident:** 20061007  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** VISALIA, CA  
**NHTSA Summary:**

I WAS ENTERING A PARKING SPACE. MY TOYOTA CAMRY (2004), HAD A SURGE OF ACCELERATION WHILE I WAS DEPRESSING THE BRAKE. IT WOULD NOT STOP CAUSING MY VEHICLE TO LUNGE FORWARD THROUGH A PARKING SIGN AND A CEMENT CURVE. THE AIR BAGS FAILED TO DEPLOY AT THE TIME TO CRASH. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10207788  
**Date of Incident:** 20061008  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** WESTMINSTER, MD  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA TACOMA. WHILE DRIVING IN REVERSE AT AN UNKNOWN SPEED, THE VEHICLE DRAMATICALLY ACCELERATED. NO PRESSURE WAS APPLIED TO THE ACCELERATOR PEDAL AT THE TIME. THE CONTACT SHIFTED INTO PARK TO STOP THE VEHICLE AND HEARD A LOUD REVVING SOUND COMING FROM THE ENGINE COMPARTMENT. NO WARNING LIGHTS WERE ILLUMINATED. HE TOOK THE VEHICLE TO THE DEALER AND THEY COULD NOT FIND ANY FAILURES. A COMPLAINT HAS NOT BEEN FILED WITH THE MANUFACTURER. THE FAILURE MILEAGE WAS 33,000 AND CURRENT MILEAGE WAS 34,000. UPDATED 01/11/08. \*LJ  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310904  
**Date of Incident:** 20061010  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** NORTHRIDGE, CA  
**NHTSA Summary:**

C-687

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOYOTA 2005 SIENNA LIMITED XLE. WHEN USING CRUISE CONTROL (WE ONLY USE THIS ON HIGHWAY WHILE TRAVELING) SO THIS OCCURS AT THAT TIME. WHEN WE TAKE THE CRUISE OFF AND THEN RESTART IT IS ACCELERATES AND FORTUNATELY WE CAN BRAKE TO GET IT INCONTROL. FOR EXAMPLE, IF WE HAVE THE CRUISE SET AT 70 AND DISENGAGE WHEN WE REENGAGED IT WILL AUTOMATICALLY ACCELERATE FOR 90 MILES OR GREATER. WE TOOK IT TO OUR TOYOTA DEALER AND HE SAID IT COULD BE THE LINKAGE - WE HAVE BEEN TOLD BY A MECHANIC THAT THERE IS NO SUCH THING IN THE 2005 TOYOTA. THIS IS A CONTINUING PROBLEM. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10182245  
**Date of Incident:** 20061012  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** SEVIERVILLE, TN  
**NHTSA Summary:**

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306284  
**Date of Incident:** 20061012  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** YORK, NE  
**NHTSA Summary:**

THIS ISSUE IS REPEATABLE AND OCCURS UNDER TWO CIRCUMSTANCES. 1. WHEN VEHICLE SPEED CONTROL HAS BEEN PREVIOUSLY SET, AND THE "RESUME" FUNCTION IS USED WHEN ACTUAL SPEED IS GREATER THAN OR EQUAL TO 6MPH SLOWER THAN THE PREVIOUSLY SET SPEED, THE THROTTLE MOVES TO WIDE OPEN AND THE TRANSMISSION DOWNSHIFTS TWO GEARS AND THE VEHICLE ACCELERATES VERY QUICKLY UNTIL IT EXCEEDS THE SET SPEED BY 5MPH AND THEN THE THROTTLE BACKS OFF AND THE TRANSMISSION UP-SHIFTS TO 5TH GEAR. 2. WHEN THE VEHICLE IS SLOWED BY WIND OR MODERATE GRADE WHILE USING THE VEHICLE SPEED CONTROL, THE VEHICLE EXHIBITS SIMILAR BEHAVIOR INDICATED ABOVE WHEN ATTEMPTING TO MAINTAIN SET SPEED. THIS NEARLY CAUSED AN ACCIDENT WHEN MY PARENTS USED THIS VEHICLE. THEY HAD CLEARLY ALL NEARBY TRAFFIC AND RESUMED THE SPEED CONTROL. THE VEHICLE ACCELERATED SO FAST THAT WHEN IT HIT SOME LOOSE GRAVEL ON THE PAVED ROADWAY, THEY NEARLY LOST CONTROL. I HAD BROUGHT THIS REPEATABLE BEHAVIOR TO THE ATTENTION OF THE DEALER SHORTLY AFTER PURCHASING THE VEHICLE IN SEPTEMBER OF 2006. THE DEALER INDICATED THAT THE BEHAVIOR IS NORMAL. THIS ISSUE CONTINUES TO BE A PROBLEM. VEHICLE HAS 37,000 AS OF THIS COMPLAINT.  
**Additional Summary:**

C-688

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200610160766

**NHTSA ODI Number:**

**Date of Incident:** 20061013

**Vehicle:** 2004 TOYOTA SIENNA

**Location of Incident:** HINSDALE, IL

**NHTSA Summary:**

\*\*\* PHONE LOG 10/16/2006 11:08:22 AM TMorita

Caller states: brakes failed causing accident 10/13/2006. cust sts veh was accelerating, veh traveling at speed of 35 mph cust sts she veh went over median, cust was heading westbound and hit northbound traffic.

Her driver's side corner hit the front passenger side veh of other veh, veh towed repair facility, Cars Collision, ph#630-983-0900. Cust sts has Traveler's Insurance, and a police report was filed.

\*\*\* NOTES 10/16/2006 11:08:44 AM TMorita

...Cllr sts an ambulance was called for occupants of other veh, 3 passengers were inside that veh, a 1999 camry"

\*\*\* SUBCASE 200610160766-1 CREATED 10/17/2006 08:07:40 AM DSorenson

\*\*\* NOTES 10/18/2006 12:48:57 PM DSorenson

====FCRP====

OUTBOUND CUST CALL:

ncr called cust day#, ncr introduced self and requested info on accident. Cust sts left work at approx 4:15 p.m. sts was traveling Westbound on 22nd St. sts wanted to turn left on to Route 83. sts there are 2 left turning lanes-sts was going towards lane and tried to brake. sts veh would not slow down and brakes would not engage. sts there were approx 10 veh's stopped at the light. sts noticed there were no vehs going Eastbound....

\*\*\* NOTES 10/18/2006 12:52:02 PM DSorenson

...so she went across the median. sts was now in the East bound lane going West. sts veh never slowed down-sts was going approx 35-40 mph. sts had no control of veh and felt like veh was accelerating, sts ended up hitting a veh in the middle of the intersection. sts her driver's side left front corner hit the 99 Camry's right side. sts the airbags deployed. sts she was wearing her seatbelt. sts brakes also failed approx 1 year ago. sts does not remember what she did...

\*\*\* NOTES 10/18/2006 12:54:34 PM DSorenson

...to stop the veh. sts she was on her way to the dlr at the time. sts the dlr inspected and could not find any concern. sts had brakes replaced at approx 24K miles. sts the feeling she had was that the Cruise control took over. sts she does not use Cruise control. sts sustained the following injuries: scratches on neck from airbag, sore muscles-sore ankle and wrist. sts did not seek any medical attention. sts veh is at a collision center. sts parts have been pulled....

\*\*\* NOTES 10/18/2006 12:55:40 PM DSorenson

...off, but no repairs have been started. ncr adv would need to contact collision center to confirm what has been done before notifying the Region to set up inspection. ncr adv would contact center and f/u with cust today. Cust thanked.

\*\*\* NOTES 10/18/2006 12:58:23 PM DSorenson

OUTBOUND CALL: (Cars Collision Center)

ncr called Collision center and spoke w/ Shaun. Shaun adv no repairs have been started, but the front bumper was taken off and headlights removed so they could write up a legitimate estimate for the insurance. ncr adv Toy cannot inspect if veh is not in accident condition or if repairs have begun. Shaun requested to find out how quickly inspection would take place. ncr adv could be up to 30 days, but ensured Region would...

\*\*\* NOTES 10/18/2006 12:59:13 PM DSorenson

...inspect as quickly as possible. Shaun understood and thanked.

\*\*\* NOTES 10/18/2006 01:08:01 PM DSorenson

OUTBOUND CUST CALL:

ncr called cust day# ncr adv would be forwarding info to Region and cust would get c/b within 3 busi days to adv when inspection would take place. ncr adv once inspection takes place, cust will be notified-usually written correspondence w/ results. Cust requested to find out if there were any other cases. ncr adv there are no ssc's or TSB's pertaining to concern. cust understood and thanked.

C-689

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 10/18/2006 01:09:04 PM DSorenson

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

\*\*\* SUBCASE 200610160766-1 CLOSED 10/18/2006 01:17:05 PM DSorenson

Closing case/subcase.

\*\*\* NOTES 10/19/2006 11:41:46 AM NVacara210

File given to FTS M. Fleischer who will make arrangements for inspection. File will be updated after FTS inspects

\*\*\* CASE CLOSE 10/23/2006 01:49:45 PM NVacara210

FTS inspected vehicle and determined the vehicle is operating as designed. Ltr. sent to cust. advising vehicle operating as designed.

\*\*\* NOTES 10/24/2006 12:47:20 PM NVacara210

FTS inspected vehicle and determined it operated as designed. Letter sent to customer 10/24 advising inspection revealed vehicle operating as designed.

**Additional Summary:**

**Toyota ID Number:** 200610130433; 200701100169

**NHTSA ODI Number:**

**Date of Incident:** 20061013

**Vehicle:** 2007 LEXUS ES350

**Location of Incident:** SEVIERVILLE, TN

**NHTSA Summary:**

\*\*\* PHONE LOG 10/13/2006 09:52:14 AM RAbenes2

Caller states: owns 2007 ES 350 and sts his wife was driving the veh & the veh kept accelerating & the cruise light came on and veh kept picking up speed and that the veh reached 100mph. Cllr sts kept changing the gears, but veh would not stop. Cllr sts at 33 mph, the veh shut off. Cllr spk to Todd, svc advisor. Cllr adv that dlr said that they will have a rep to come out an inspect veh.

\*\*\* PHONE LOG 10/13/2006 09:52:53 AM RAbenes2 Action Type: Incoming call

I researched in CPA & it sts that VIN #JTHBJ46G37. However, it does not pull up in Clarify.

\*\*\* SUBCASE 200610130433-1 CREATED 10/16/2006 08:14:12 AM RFinney

\*\*\* NOTES 10/16/2006 08:14:29 AM RFinney

To: Mike Smith, Service Manager

From: Risha Finney, LCS 310-468-8011

Within 2 busi days, please review cust concerns and provide dlr notes.

Thank you!

\*\*\* PHONE LOG 10/17/2006 07:26:23 AM RFinney Action Type: Incoming call

Spk to Leonard St Amand, FTS who adv he will be avail to inspect the veh next Tuesday, 10/24.

\*\*\* PHONE LOG 10/17/2006 12:59:52 PM RFinney Action Type: Outgoing call

L/m for Mike Smith, Service Manager.

\*\*\* PHONE LOG 10/17/2006 01:04:02 PM RFinney Action Type: Outgoing call

Cld 865-621-4337 and spk to cust. Adv cust 1 am 2006 the specialist reviewing his concerns w/the veh. Inqd if the veh is at the dlr. Cust sts the veh is at the dlr and he is in a loaner. Adv cust a FTS contacted me to adv he will inspect his veh next Tuesday. Adv cust after the inspection either 1 or the dlr will contact him w/more info. Cust thanked.

\*\*\* NOTES 10/17/2006 01:07:42 PM RFinney

Sent an email to the Area office.

\*\*\* PHONE LOG 10/18/2006 11:05:46 AM RFinney Action Type: Incoming call

C-690

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Revd a msg from MSmith, Service Manager that the tentative date for the FTS inspection is 10/24. He adv he is waiting on a c/b from the FTS to confirm the appt.

\*\*\* DEALER NOTES: 10/19/06 07:26:21

FTS WILL INSPECT VEHICLE AT DEALERSHIP ON 10/24/2006. FTS INSTRUCTED DEALER TO NOT MAKE ANY REPAIR ATTEMPT UNTIL THE INSPECTION.

\*\*\* NOTES 11/15/2006 07:46:06 AM PPatel

Dlr notes" FTS INSPECTED VEHICLE AND WAS ABLE TO DUPLICATE CONDITION. FTS SPOKE TO CUSTOMER, AND CUSTOMER DOES NOT WANT VEHICLE BACK, CONCERNED ABOUT SAFETY. FTS FORWARDED INFORMATION TO LEGAL DEPT. AND CUSTOMER IS WAITING TO HEAR FROM LEGAL DEPT. CUSTOMER IS CURRENTLY DRIVING DEALER LOANER CAR.

\*\*\* CASE CLOSE 12/21/2006 06:04:01 AM PPatel

Customer is workign with the legal dept at this time. No further f/u from LCS

:

\*\*\* PHONE LOG 01/10/2007 07:29:55 AM ENeumann

Pls rfr to prev 200610130433. Cust adv has not heard from Lexus since prev req. Cust adv did get a ltr from Legal dept adv veh could not have done what they described it to do. Cust adv he is still in the dlr loaner veh & wants to begin arbitration process to get a new veh. Cust adv dlr told him to call b/c cust will not pick up his veh from dlr. Cust adv dlr has been helpful, but they want loaner back & cust will not drive veh b/c it is unsafe.

\*\*\* EMAIL OUT 01/17/2007 04:37:07 PM GHolland Action Type: External email

Send to: [deitra\_charles@toyota.com]

CC List: [deitra\_charles@toyota.com]

Cust dld to check the status of his encms. I apol & adv cust that P. Patel is unavail. Cust sts he would like a c/b. I adv cust P. Patel will return to the office on 01/18/2007. I adv cust I would relay notes to P. Patel. Cust thanked.

\*\*\* PHONE LOG 01/19/2007 11:29:48 AM PPatel Action Type: Incoming call

Cust sts that he did rev a letter from Legal that stated that there is no possible way that the situation with his wife could have occurred. Cust sts it did occur and he wants a refund on his veh. Cust doesn't want to be traded out of it. Apol and adv LCS can't guarantee what he is seeking. Adv I will contact the area office to see if they have any further info. Adv cust I will f/u once I rev a response. Cust thanked.

\*\*\* PHONE LOG 01/24/2007 11:38:10 AM PPatel Action Type: Outgoing call

Spoke with SM, Mike who adv he recently spoke with this cust who is very nice and referred him to NCDS. SM adv that this veh kept speeding up and the cust couldn't stop it. He adv two FTS's were involved and they were able to duplicate the concerns. He thinks the FTS adv Lexus that this was a trans issue but it isn't. SM adv he faxed all the RO's to the area office but he is not sure if anything is being done. He adv the cust to contact NCDS b/c the cust has already contacted legal. Adv SM I will email Yanay and check the status and see if anything is being done by Lexus at this time.

\*\*\* PHONE LOG 01/25/2007 01:34:17 PM PPatel Action Type: Incoming call

Revd w/m from Yanay to pls c/b

\*\*\* PHONE LOG 01/25/2007 01:35:02 PM PPatel Action Type: Outgoing call

Cld Yanay who inquired if LCS can fwd her any attachments to this case. Adv her that there are no attachments. She adv this cust filed NCDS and she wants to make sure she has all the docs. She adv she will contact the dlr for more info. Yanay thanked.

\*\*\* CASE CLOSE 01/25/2007 01:56:27 PM PPatel

Cust pursued NCDS per Area Office. No further f/u.

**Additional Summary:**

C-691

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**

**NHTSA ODI Number:** 10181738

**Date of Incident:** 20061013

**Vehicle:** 2006 TOYOTA RAV4

**Location of Incident:** WOODINVILLE, WA

**NHTSA Summary:**

THE LAG AND/OR SUDDEN SURGING OF THE CAR UPON LIGHT ACCELERATION IS VERY DANGEROUS. WHILE ATTEMPTING TO MODERATELY ACCELERATE THE VEHICLE PAUSED, THEN DOWNSHIFT ACCELERATING MUCH FASTER THAN CONDITIONS PERMITTED. I NEARLY STRUCK ANOTHER VEHICLE BECAUSE I WAS UNPREPARED FOR THE CAR TO NOT FUNCTION IN A CONTROLLED MANNER. \*N/M

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 200610170874

**Date of Incident:** 20061016

**Vehicle:** 2005 TOYOTA TACOMA

**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 10/17/2006 12:08:15 PM TWhite

ACCIDENT

Mrs.Mersky states: accident took place on 10-16-06, veh is at AA Towing.Cllr sts no one else in veh besides Mr.Mersky.Cllr sts when he applied gas pedal stuck & he hit the brake & veh kept going & hit four parked veh's & pole.Sts veh went 25ft into air & hit ground.Cllr sts Mr.Mersky was wearing a seatbelt.Cllr sts veh accelerated to 70mph while brake was applied.Cllr sts veh was in an accident 3months ago.Cllr sts saw smoke when brakes where applied & air bags

\*\*\* NOTES 10/17/2006 12:08:20 PM TWhite

did not deploy.Cllr sts called dlirshp & was adv to call Corporate to file complaint.Front hood pushed in.Right side view mirror is missing. Antenna is missing.Right side of veh is more damaged than the left.Cllr sts components are hanging from the bottom of veh.Cllr sts veh appears to be totalled.No injuries in accident took place.Ncr adv cust case specialist will c/b within 2 busi days.Ncr adv cust concerns doc & case# issued.

\*\*\* NOTES 10/17/2006 12:08:58 PM TWhite

Cllr also sts no repairs have begun on veh as yet, insurance company has not yet seen veh.

\*\*\* SUBCASE 200610170874-1 CREATED 10/17/2006 02:27:08 PM SMOore

\*\*\* NOTES 10/18/2006 01:19:58 PM SMOore

+OUTGOING CUST CALL+

LVM for cust, adv cm calling to discuss details of case. Adv when cust c/b, please provide veh location, insurance info, and veh location info. Provided 800#, ext. 73008 & ncr's business hours (5:00 am -1:30 pm PST) for c/b.

\*\*\* NOTES 10/19/2006 05:54:53 AM TcAdle

Caller sts: would like to speak to SMOore. NCR apol & advd: SMOore was not avail but a f/u call will be requested.

\*\*\* NOTES 10/19/2006 11:26:27 AM SMOore

+INCOMING CUST CALL+

Mrs. mersky calling, sts per husband, accelerator stuck and brakes wouldn't stop veh. Sts witness adv police that she heard noise like brakes trying to work, and that smoke was coming out from under the veh as it was moving. Cust sts insurance co. adv veh not totaled. Cust sts they will never feel safe driving this veh again. NCR put cust on hold, called AA Towing & spoke w/ owner, peter mcFarland, who confirmed veh in original state from accident.

\*\*\* NOTES 10/19/2006 11:27:22 AM SMOore

C-692

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Adv up to 30 days for inspection. Owner was fine with that. NCR adv cust inspection of veh can take up to 30 days and up to another 30 days to recv the inspection results in writing. Cust sts understands & thanked ncr for assist.

\*\*\* SUBCASE 200610170874-1 CLOSED 10/19/2006 11:27:54 AM SMoorer  
Close subcase.

\*\*\* NOTES 10/19/2006 12:42:22 PM CRinger170  
RCR called FTS AD and left msg to get an inspection date that he could look at veh. RCR waiting for c/b.  
\*\*\* NOTES 10/24/2006 11:43:33 AM CRinger170  
RCR called cus to confirm a date of 10/26/06 to inspect veh at AA Towing Service/Body Shop. Cust sts the inspection would be fine on that date. RCR called AA Towing Service to confirm inspection.

\*\*\* CASE CLOSE 10/30/2006 01:18:20 PM CRinger170  
RCR has received the contact report & photos from FTS AD and now has sent them to Carole Hargrave via FedEx.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10170919  
**Date of Incident:** 20061016  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** MADISON, WI

**NHTSA Summary:**  
DT\*: THE CONTACT STATED THE VEHICLE EXCESSIVELY ACCELERATED WHILE BACKING OUT OF A PARKING SPACE AT 2 MPH. PRIOR TO THE INCIDENT, THE MOTOR WOULD ROAR UP WHEN PUT INTO GEAR AND WHEN THE GAS PEDAL WAS APPLIED. THE VEHICLE WAS TAKEN TO THE DEALER AND THE CONTACT WAS WAITING TO HEAR THE RESULTS OF THE EXAMINATION. THEIR WAS AN ODI #10150350 THAT APPLIED TO THIS COMPLAINT PERTAINING TO THE VEHICLE SPEED CONTROL MODULE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310551  
**Date of Incident:** 20061016  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** CLIFFSIDE PARK, NJ

**NHTSA Summary:**  
MY FATHER WAS DRIVING A 2006 CAMRY. HE WAS BACKING INTO A PARKING SPOT AT A SUPERMARKET SHOPPING CENTER IN PALISADES PARK, NJ. HE DECIDED TO GO FORWARD AND THEN BACK UP AGAIN. WHEN HE ATTEMPTED TO GO FORWARD SLOWLY AND BRIEFLY, THE ACCELERATOR OPENED FULL-THROTTLE. HE ATTEMPTED TO BRAKE AS HARD AS HE COULD BUT THE CAR KEPT ACCELERATING. HE HIT TWO PEOPLE WHILE TRYING TO BRING THE CAR UNDER CONTROL AND THEN SLAMMED INTO A LONG ROW OF SHOPPING CARTS. THE CAR SHUT OFF ONCE IT COLLIDED WITH THE CARTS. ONE OF THE PERSONS WAS KILLED. THE OTHER SUSTAINED A BROKEN ARM. THE CAR WAS EXAMINED BY THE PALISADES PARK POLICE AND FOUND TO HAVE NO OBSERVABLE DEFECT WITH THE ACCELERATOR. MY FATHER HAD THE CAR FIXED AND ENDED UP SELLING IT, SO IT IS STILL ON THE ROAD. I WOULD HAVE TO SEARCH HIS FILES AND SEE IF ANY INFORMATION WAS SAVED ABOUT THE CAR. PERHAPS HIS VIN # WOULD BE TRACEABLE THROUGH HIS FORMER INSURANCE COMPANY, ALL-STATE, OR THE PALISADES NJ POLICE DEPT. \*TR UPDATED 03/14/10 \*BF

**Additional Summary:**

C-693

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FROM NEWS ARTICLE "THEY DIED IN TOYOTAS,

"A pedestrian killed outside ShopRite Place: Palisades Park, N.J."

Date: Oct. 16, 2006  
Deceased: Florence Dembek, 79 (pedestrian)  
Vehicle: 2005 Toyota Camry (recalled)  
Details: Myron Leeds, 79, from neighboring Cliffside Park, was trying to pull into a parking spot outside the ShopRite supermarket when he lost control.

His Camry slammed into one car, spun around, hit another car, then crashed into a motorcycle. It kept going at up to 25 mph, slamming into a stand of shopping carts and two elderly sisters, Florence and Helen Dembek. Florence Dembek died three days later.

The police report says Leeds was yelling out the window at people to get out of the way. He told police he doesn't know what had happened.

The anonymous complainant to NHTSA says mechanics could find nothing wrong with Leeds' Camry. Leeds was ticketed for careless driving. He had the car repaired and sold it, so family members say they worry it could still be on the road somewhere."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318437  
**Date of Incident:** 20061016  
**Vehicle:** 2003 TOYOTA MATRIX  
**Location of Incident:** FRISCO, CO

**NHTSA Summary:**  
TL -THE CONTACT OWNS A 2003 TOYOTA MATRIX. THE CONTACT WAS DRIVING APPROXIMATELY 25 MPH ON NORMAL ROAD CONDITIONS; APPROACHING A TRAFFIC SIGNAL. THE CRUISE CONTROL WAS ENGAGED WHILE PRESSURE WAS APPLIED TO THE BRAKE PEDAL. THE VEHICLE FAILED TO SLOW DOWN AND CRASHED INTO THE PROCEEDING VEHICLE. THERE WAS NO PERSONAL INJURIES. THE POLICE WAS CALLED TO THE SCENE. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER FOR BODY DAMAGE REPAIRS. THE FAILURE MILEAGE WAS UNKNOWN. JS

**Additional Summary:**

**Toyota ID Number:** 200610181431  
**NHTSA ODI Number:**  
**Date of Incident:** 20061018  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/18/2006 04:18:07 PM CFolk  
Callr (Owner's son, Marlon) states: Was driving south on Alameda St. stopped at 55th St, started accelerating and veh took off, at next intersection there was a car stopped, clr swerved into left turn lane and turned left going 35-40 mph. Sts fish tailed around corner, missed curb, but struck a shopping cart that was full of wooden crates. Traveled another 700-100 ft before being able to stop. Debris from the crates struck another veh and damaged the rear bumper...  
\*\*\* NOTES 10/18/2006 04:18:37 PM CFolk  
...and fender. Cllr sts did not strike any other vehs. Sts had foot on the brakes while veh was accelerating and going around corner. Sts airbags did not go off. Sts no police report. Sts traded insurance info with owner of veh that was damaged. Sts was only occupant in veh and had seatbelt on. Sts accelerator had stuck

C-694

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

earlier that day, but had happened at highway speeds and in light traffic. Was to take veh to dir on 10/19 for alarm concerns and was going to ask...

\*\*\* NOTES 10/18/2006 04:20:12 PM CFolk  
...about concern. Sts passenger side bumper and fender damaged, hood torn, A pillar is damaged, antenna is broken, mirror is gone, headlight is broken, sts hood is stuck shut. Sts veh is currently at home. Cllr sts would like to document accident. ncr apol and adv will open to CM for c/b within 2 bd. ncr adv case #.

\*\*\* SUBCASE 200610181431-1 CREATED 10/19/2006 07:45:34 AM CVargas  
\*\*\* NOTES 10/19/2006 11:47:38 AM MDuong  
CUST C/B  
Marcella, insurance agent from 21st century insurance, sts would like status of case. NCR apol & adv case has been dispatched but no new notes have been added since cust's initial contact.

\*\*\* NOTES 10/19/2006 03:28:28 PM SGovind  
cllr (Marlon) c/b sts wants to know if there is any further info avail on case. wants to know if TOY is going to send someone out to examine mechanical failure in veh. wants to be contacted at day phone# or on cell phone: 323-270-0144. ncr apol & adv case was sent to case mgr on 10/18 & case mgr should f/u by EOB tomorrow. ncr adv will forward request for c/b to case mgr. cllr satis.

\*\*\* NOTES 10/20/2006 09:55:16 AM CVargas  
==OUTGOING CALL==  
NCR spk to Mr Edward Cruz who advd accident occurred on 10/18 at approx 4pm. Sts son was driving when veh accelerated and would not stop. Sts there was a man pushing a shopping cart and the man ran but son hit shopping cart full of pallets. Sts son would be able to provide more info regarding accident and can reach him at 323-270-0144. NCR advd once more info is obtained from son ncr can send case to regional office for inspection and advd process.

\*\*\* PHONE LOG 10/20/2006 10:14:42 AM CVargas Action Type: Outgoing call  
==OUTGOING CALL==  
NCR spk to son Marlon who advd was driving earlier that day on 210 fwy when veh accelerated on its own and then it was okay. Sts later that day was driving and again veh accelerated on its own. Sts hit shopping cart full of pallets and one of the pallets hit another veh. Sts he was not injured and no warning lights on. Sts would like to have veh inspected and will drive or have towed to dir for inspection. NCR advd inspection process and advd will be contacted within 3 bus days by regional office.

\*\*\* NOTES 10/20/2006 10:15:29 AM CVargas  
==FCRP==  
LEGAL REQUESTS FIELD CONTACT REPORT W/ MANY INTERIOR AND EXTERIOR PHOTOS.  
\*\*\* NOTES 10/24/2006 02:32:41 PM MSweeter110  
Callr (Son) Marlon Santa Cruz, advised me that he and his dad are co-owners and that he was driving at the time of the accident. His contact information is work # 818-771-6770 his cell # 323-270-0144, please call him to set up inspection on his Tacoma.  
\*\*\* NOTES 10/24/2006 02:47:22 PM MSweeter110  
Advised Marlon Santa Cruz (son) FTS will call to set-up inspection to be done at dealership or body shop. Customer ok'd and thanked.

\*\*\* SUBCASE 200610181431-1 CLOSED 10/25/2006 06:51:17 AM CVargas  
\*\*\* NOTES 10/27/2006 09:02:15 AM MHoughtling110  
FTS at dealer to inspect vehicle on 10/27/2006 8 AM. Customer did not bring in vehicle to dealer as agreed. FTS contacted Marlon at 8:15 AM and cust stated he was advised by insurance co that they should have contacted FTS because their Expert wanted to be present at time of inspection. FTS never received contact from insurance CO and advised customer that further inspections would depend on customer bringing vehicle to dealer first. FTS advised cust to call FTS  
\*\*\* NOTES 10/27/2006 09:04:03 AM MHoughtling110  
Cust to call FTS when vehicle is at dealer prior to any other action by FTS. Customer supplied insurance case # 524864 and phone # (707) 751 - 3836  
\*\*\* NOTES 10/27/2006 02:28:15 PM MSweeter110

C-695

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

\*\*\* NOTES 11/09/2006 09:47:09 AM MHoughtling110  
FTS inspected vehicle on 11-8-2006 at Penske Toyota. Scott Davidson FTS and Tom Leppers (21st Century retained inspector) present during inspection. Report completed 11-9-2006 and forwarded to Maggie.  
Customer is waiting for response from TMS Legal.

\*\*\* CASE CLOSE 11/09/2006 02:47:31 PM MSweeter110  
Received case from FTS M. Houghtling, forwarded case to C. Hargrave TMS Legal.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10171600  
**Date of Incident:** 20061018  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** YARDLEY, PA

**NHTSA Summary:**  
THE VEHICLE IS A 2004 TOYOTA CAMRY. ON FOUR SEPARATE OCCASIONS, THE VEHICLE SURGED WHEN THE DRIVER DEPRESSED THE BRAKE PEDAL WITHOUT DEPRESSING THE ACCELERATOR PEDAL. THE TOYOTA DEALER INSPECTED THE VEHICLE AND REPORTED NO PROBLEMS. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10171354  
**Date of Incident:** 20061019  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SAN JOSE, CA

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE THE VEHICLE WAS STOPPED AT RED LIGHT, UPON APPLYING THE ACCELERATOR PEDAL, THE VEHICLE LURCHED FORWARD AT A SPEED OF 75 MPH WITHOUT WARNING. THE CONTACT PLACED THE VEHICLE IN NEUTRAL, WHICH CAUSED THE VEHICLE TO JERK AND STOP. THE VEHICLE WAS INSPECTED BY A DEALER WHO DETERMINED THE THROTTLE SENSOR AND THROTTLE BODY NEEDED TO BE REPLACED. AFTER THE REPLACEMENT, THE PROBLEM PERSISTED. THE VEHICLE WAS AGAIN INSPECTED BY THE DEALER WHO DUPLICATED THE PROBLEM, YET ATTRIBUTED THE SUDDEN ACCELERATION TO THE FLOOR MAT TOUCHING THE ACCELERATOR PEDAL. AFTERWARDS, THE SUDDEN ACCELERATION PERSISTED. THE MANUFACTURER WAS NOT ALERTED.

**Additional Summary:**

**Toyota ID Number:** 200610241544  
**NHTSA ODI Number:**  
**Date of Incident:** 20061020  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** PASADENA, CA

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/24/2006 03:55:36 PM TWhite  
Accident

C-696

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Caller states: accident happened 10-20-06. Cust sts gas pedal stuck & (wife)accelerate into the rod iron gate & veh completely took it off the hinges. Cust sts when brakes where applied veh surged back & went across the street & hit the curb then the neighbors grass & damaged it. Cust sts no one was injured but wife has multiple burses. Cust sts veh is totalled & he has pictures. Cust sts veh is at cust office parking lot & will be picked up 10-25-06 by Allstate rep  
\*\*\* NOTES 10/24/2006 03:55:36 PM TWhite  
Jason Rosauer 877-859-1173 ext 17057. Cust sts veh has no prev accidents, cust sts most damage is done to the back of the veh. Cust sts Air bags did not deploy. Ncr apol & adv cust Case Specialist will c/b within 2 bus days. Ner adv cust concerns have been doc and case # provided.

\*\*\* RETURN 10/25/2006 07:32:59 AM SAboolian  
Need region code in dealer tab. Fix and resend.  
\*\*\* NOTES 10/25/2006 11:25:30 AM TWhite  
Ner added dlr name & code to case & resent

\*\*\* SUBCASE 200610241544-1 CREATED 10/26/2006 06:50:50 AM CVargas  
\*\*\* NOTES 10/27/2006 01:27:34 PM CVargas  
====OUTGOING CALL====

NCR spk to Mr. Mallis who advd was only occupant and advd was in driveway of residence. Sts wife sustained multiple bruises and is seeking care from her physician. Sts not sure if wearing a seatbelt. Sts gas pedal stuck and went through wrought iron gate and up into neighbors wall. Sts would like a call back in 5 min and will provide ins information. Sts pls call back at 626-405-1166.

\*\*\* NOTES 10/27/2006 01:47:40 PM CVargas  
====OUTGOING CALL====  
NCR spk to cllr who advd Allstate Insurance claim #1675850869 claims handler Jason 877-859-1173 x17057. Cllr advd has already went to Longo Toyota and purchased exact same veh. Sts also owns a Lexus LS430 but would like veh inspected to determine cause of accident. NCR advd inspection process and cllr accepted.

\*\*\* NOTES 10/27/2006 01:48:56 PM CVargas  
====OUTGOING CALL====  
NCR called Jason from Allstate insurance and verified veh location is Copart 7519 Woodman Ave Van Nuys 91405 Lot #11195456 818-782-5315 call copart 1hr before inspection for veh to be brought up for inspection.

\*\*\* NOTES 10/27/2006 01:49:38 PM CVargas  
====FCRP====  
LEGAL REQUESTS FIELD CONTACT REPORT W/ MANY INTERIOR AND EXTERIOR PHOTOS.  
\*\*\* NOTES 11/01/2006 10:37:09 AM MSweeter110  
Advised customer FTS will call to set-up inspection date.

\*\*\* SUBCASE 200610241544-1 CLOSED 11/02/2006 08:18:22 AM CVargas  
\*\*\* NOTES 11/09/2006 11:54:48 PM JAddison110  
FCRP completed on 11/8/2006. File will be forwarded to LA region CR dept on 11/11/2006 for processing. CUSTOMER IS EXPECTING RESPONSE FROM LEGAL WITHIN 30 DAYS.

\*\*\* CASE CLOSE 11/14/2006 11:10:00 AM MSweeter110  
Received case from FTS J. Addison, forwarded case to C. Hargrave TMS Legal.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10171756  
**Date of Incident:** 20061020  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** TOLEDO, OH

C-697

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306310  
**Date of Incident:** 20061020  
**Vehicle:** 2006 LEXUS ES330  
**Location of Incident:** WOODBURY, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 LEXUS ES330 WHILE MAKING A LEFT TURN AT 5 MPH INTO A PARKING LOT THE VEHICLE ACCELERATED AND CRASHED INTO A POLE. THE FAILURE OCCURRED THREE TIMES. THERE WAS NO DAMAGE TO THE VEHICLE. THE CONTACT WAS NOT INJURED. THE POLICE WAS NOT NOTIFIED. THE DEALER WAS UNABLE TO DUPLICATE OR DIAGNOSE THE FAILURE. THE FAILURE MILEAGE WAS 27,800.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310639  
**Date of Incident:** 20061020  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** ANAHEIM, CA

**NHTSA Summary:**  
THE DAY I DROVE MY 2006 TUNDRA OFF OF THE LOT I NOTICED THAT WHEN I AM AT A COMPLETE STOP (RED LIGHT OR STOP SIGN FOR EXAMPLE) WITH MY FOOT COMPLETELY PRESSING ON THE BRAKE, THE RPM'S RISE OUT OF NO WHERE. IN OTHER WORDS, THE TRUCK LUNGES FORWARD WHEN AT A COMPLETE STOP. I HAVE REPORTED TO THREE DEALERSHIPS, THOSE THAT I TAKE MY TRUCK IN FOR SERVICE TO, AND THE DEALER I PURCHASED THE TRUCK FROM. I FIRST COMPLAINED ABOUT THIS DURING THE FIRST WEEK AFTER I PURCHASED IT. I HAVE REQUESTED THAT THE SERVICE CLERKS INCLUDE THIS IN THE NOTES, AND COMPLAINS SECTIONS WHEN I TAKE IN THE TRUCK. I REQUESTED THIS TO DOCUMENT MY TRUCK'S ACTIONS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10171712  
**Date of Incident:** 20061024  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** CONNELLY, NY

C-698

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHEN THE VEHICLE WAS NOT WARMED UP, THERE WAS LITTLE POWER WHEN ACCELERATING, THEN THE VEHICLE SURGED FORWARD EXTREMELY FAST. THE LAST OCCURRENCE HAPPENED WHILE DRIVING 30 MPH. THE VEHICLE WAS TAKEN TO THE SERVICE DEALER TWICE FOR THE PROBLEM AND THE MANUFACTURER WAS NOTIFIED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10181411  
**Date of Incident:** 20061024  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** FORESTHILL, CA

**NHTSA Summary:**  
AT HIGHWAY SPEEDS, THE THROTTLE STICKS OPEN CAUSING THE ENGINE TO CONTINUE AT HIGH RPM AND THE VEHICLE WON'T SLOW DOWN. IN HEAVY TRAFFIC, THERE IS GREAT SAFETY PROBLEM. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10184332  
**Date of Incident:** 20061024  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** SAULT STE MARIE, 00

**NHTSA Summary:**  
I HAVE EXPERIENCED A LURCHING PROBLEM IN MY 2006 SPORT 4 DOOR TACOMA. THE FIRST TIME IT HAPPENED, I REAR ENDED A VEHICLE CAUSING \$1500 DAMAGE TO THE TACOMA AND \$1200 TO THE OTHER VEHICLE. I ALSO HAD A WITNESS THAT SAW MY FOOT ON THE BRAKE PEDAL AFTER IMPACT. THE VEHICLE WAS TOWED TO THE DEALERSHIP AND THE ACCIDENT REPORTED TO TOYOTA CANADA AND THE MINISTRY OF TRANSPORTATION. A THIRD PARTY INVESTIGATOR/ENGINEERING WAS SENT TO CHECK THE VEHICLE AND FOUND NO ERROR CODES. I WAS TOLD THERE WAS NO PROBLEM. TWO MONTHS LATER THE TRUCK LURCHED AGAIN AT AN INTERSECTION. THIS TIME I SHOVED THE TRUCK INTO NEUTRAL. I OBSERVED THE RPM'S CLIMB TO 3000 RPM THEN DROP OFF. THE TOYOTA DEALERSHIP (NORTHSIDE TOYOTA) CHECKED THE VEHICLE OVER AND SAID THEY FOUND NO PROBLEM. NOTE: THE VEHICLE HAD ROUGHLY 10,000 KILOMETERS AT THAT TIME. I ALSO FOUND MYSELF RIDING THE BRAKES MORE THEN I HAVE EVER ON ANY VEHICLE I'VE OWNED. WE HAVE SINCE TRADED THE VEHICLE IN FOR A 2007 TACOMA THINKING THIS PROBLEM IS ONE OF A KIND ISSUE. I TOLD THE DEALERSHIP WHY I WAS TRADING IT IN. WE NO LONGER TRUSTED THE 2006. THEY HAD NO QUALMS DOING THE TRADE, OBVIOUSLY THINKING THERE WAS NO ISSUE. I TOOK A MAJOR HIT FOR DEPRECIATION ON A TRUCK THAT HAD ONE OIL CHANGE. THAT 2006 IS STILL SITTING ON THEIR LOT. TO SAY THE LEAST I AM NOT PLEASED, BUT DON'T HAVE THE MEANS TO PURSUE THIS. ALSO THE STRESS GOT TO US. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10183265  
**Date of Incident:** 20061025  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CUYAHOGA FALLS, OH

**NHTSA Summary:**

C-699

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHEN CAR IS ACCELERATED FROM DEAD STOP, AS CAR PASSES 20 MPH, THE CAR SURGES, HUNTS FOR GEAR, UP SHIFTS AND DOWNSHIFTS WILDLY AND SPORADICALLY. LURCHING AND OVER-REVVING TO 5,000 RPM OR HIGHER. CAR CANNOT BE SAFELY DRIVEN, WHEN PLACING CAR IN PARK THE CAR JUMPS FORWARD. I AM CONCERNED ABOUT THE SAFETY OF THE VEHICLE FOR MY FAMILY. TOYOTA SAID THIS ISSUE IS NORMAL AND THE CAR HAS TO GET USED TO THE WAY WE DRIVE IT. CAR GOING BACK INTO THE SHOP. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10196509  
**Date of Incident:** 20061026  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** COPLEY, OH

**NHTSA Summary:**  
WHILE ACCELERATING TO MERGE ONTO AN INTERSTATE, THE LEXUS ES350 PURCHASED EARLIER IN THE MONTH CONTINUED TO ACCELERATE. I HAD TO BRAKE WITH MY LEFT FOOT WHILE PUMPING THE ACCELERATOR WITH MY RIGHT FOOT TO FREE THE STUCK ACCELERATOR. WHEN I ARRIVED HOME, THE ONLY THING I COULD THINK OF WAS THAT THE ACCELERATOR BECAME STUCK ON THE FLOOR MAT. I HAD THE ALL-WEATHER FLOOR MAT ON TOP OF THE CARPET MAT. I SLID THE ALL WEATHER CAR MAT AS FAR BACK AS POSSIBLE. THIS PROBLEM HAS NOT RECURRENT. DESPITE HAVING THE CAR BACK TO THE DEALER AT LEAST 3 TIMES SINCE THIS INCIDENT, NO ONE AT THE DEALERSHIP DID ANYTHING TO CORRECTLY INSTALL THE ALL-WEATHER MATS NOR DID ANYONE AT THE DEALERSHIP ASK ME IF I EVER EXPERIENCED SUCH A PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317970  
**Date of Incident:** 20061026  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** ALPHARETTA, GA

**NHTSA Summary:**  
I PURCHASED A TOYOTA 2006 RAV 4 IN JANUARY OF 2006 AND HAD THE CAR SERVICED AT THE TOYOTA DEALER PER THE SCHEDULED FACTORY MAINTENANCE SUGGESTIONS. IN OCTOBER OF 2006, I WAS TRYING TO AVOID RUNNING A YELLOW LIGHT ON PEACHTREE STREET IN ATLANTA, AND ACCELERATED HARD TO AVOID THE YELLOW LIGHT. THE CAR LUNGED FORWARD AND WAS OUT OF CONTROL. EVEN THOUGH I LIFTED MY FOOT COMPLETELY OFF THE PEDAL. AFTER GETTING THROUGH THE INITIAL SHCK I PUT THE TRANSMISSION IN NEUTRAL, THE ENGINE REVVED UP TO THE RED LINE AND I TURNED THE IGNITION SWITCH OFF. AFTER WAITING FOR A MINUTED I RESTARTED THE CAR IN PARK AND THE ENGINE IDLED NORMALLY. I TOOK THE CAR TO THE TOYOTA DEALER FOR THE SCHEDULED MAINTENANCE AND AFTER INSPECTING IT HE TOLD ME THERE WAS NOTHING WRONG WITH THE CAR. AFTER THE RECALL OF THE TOYOTA RAV 4'S I CALLED THE TOYOTA DEALER I BOUGHT THE CAR FROM AND TALKED TO HIS SERVICE MANAGER. HE TOLD ME THAT THE 2006 RAV 4'S HAVE NOT BEEN RECALLED AS THEY HAVE A DIFFERENT GAS PEDAL AND WERE MADE IN JAPAN. HE COULD NOT EXPLAIN THE CAUSE OF THE ACCELERATION. THE CAR HAS NOT DONE THAT SINCE, HOWEVER I AM NOT DRIVING THE CAR ANYMORE. MY DAUGHTER IS AND THIS CONCERNS ME GREATLY. NO FIXES OR REPAIRS HAVE BEEN DONE ON THE CAR BY THE TOYOTA DEALER.

**Additional Summary:**

C-700

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200610270607  
**NHTSA ODI Number:**  
**Date of Incident:** 20061027  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 10/27/2006 11:26:14 AM GTravis  
Caller states: 06 Tacoma (traded in 02 tacoma) sts problems that dlr cant address, sts that speedometer is off by 3% per dlr and dlr adv w/ in specs, sts that also cruise control system is not working right sts when goes up incline CC system revs engine super high. sts that also rear bumper mounted improperly and dlr has attempted to fix but not satisfactory, sts seat belt rattle, sts pass seatbelt, when no in seat, buckle rattles when hits bump, sts left side mirror.  
\*\*\* NOTES 10/27/2006 11:26:14 AM GTravis  
bounces around at highway speeds, sts that seat sensor in pass seat, wants to know specs and at what weight light comes on. sts that also tire warning.  
\*\*\* NOTES 10/27/2006 11:26:31 AM GTravis  
light comes on, dlr overinflated tires to get light to turn off. sts that seeks proper repair of tire pressure system. sts seeks specs on that also.  
\*\*\* NOTES 10/27/2006 11:28:16 AM GTravis  
sts also drivability concerns, sts when cold engine revs higher than prev tacoma, sts that high rev scenario results in unsafe driving because of the high rev of engine.

\*\*\* CASE CLOSE 11/02/06 14:30:24 rulemg  
CUST IS GENERALLY UNHAPPY WITH DRIVE BY WIRE. ALL THE ITEMS ON THE LIST WERE ADDRESSED, AND OFFERED TO READDRESS THE ITEMS PERSONALLY WITH CUST. CUSTOMER HAS CHOSEN TO WAIT UNTIL 10,000 MILE SERVICE FOR RECHECK. HAVE PRINTED SPEEDOMETERINSPECTION CHART FROM TOYOTA REPAIR MANUAL, AND MAILING TO CUSTOMER TO ANSWER THE QUESTIONS ABOUT SPEED/ODO INACCURACY.

**Additional Summary:**

**Toyota ID Number:** 200610271105  
**NHTSA ODI Number:**  
**Date of Incident:** 20061027  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 10/27/2006 03:42:03 PM JWeidenaar  
Caller states: that his tacoma 4x4 with the a/t when he has the cruise control on the on the slightest hill that the veh down shifts and send the engine racing wasting gas also when the veh does this it jerks forward. cust sts that he will get a second opinion at a different dlr.

\*\*\* CASE CLOSE 10/27/2006 03:42:14 PM JWeidenaar  
NCR apol and adv case # and that the cust concerns were documented here at Toyota Motor Sales, USA, Inc. Head Quarters.

**Additional Summary:**

**Toyota ID Number:** 10172030  
**NHTSA ODI Number:** 20061027  
**Date of Incident:** 20061027  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** LANSING, NC

C-701

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

SUDDEN ACCELERATION FOR THE THIRD TIME IN THIS VEHICLE. DRIVING ON A MOUNTAINOUS ROAD ABOUT 30 MPH. TRUCK MOVED TO THE SIDE GOING UP AN INCLINE FOR MY HUSBAND TO PASS HIM. HE ACCELERATED AND THE GAS PEDAL "STUCK". APPLIED THE BRAKES WITH NO DISENGAGING OF THE GAS PEDAL. TURNED THE KEY OFF AND ON SO AS NOT TO LOSE THE POWER STEERING. THIS CONTINUED FOR SEVERAL MINUTES. WHEN WE WERE ON A STRAIGHTAWAY, HE TURNED THE KEY OFF AND FINALLY THE GAS PEDAL DISENGAGED. TWO TIMES PREVIOUSLY TOYOTA HAS REPLACED THE CRUISE CONTROL. THIS IS NOT A CRUISE CONTROL ISSUE. THIS IS A GAS PEDAL ISSUE. I WAS TOLD PREVIOUSLY THE MAT WAS UNDER THE GAS PEDAL. THIS IS HARDLY THE PROBLEM. THE BRAKES WERE AGAIN RED HOT WHEN MY HUSBAND TRIED TO STOP THE TRUCK. WE WILL BE IN TOUCH WITH TOYOTA AGAIN THIS A.M. THIS VEHICLE IS A DEATH TRAP AND NEEDS TO BE PUT DOWN! \*NM

**Additional Summary:**

**Toyota ID Number:** 10292963  
**NHTSA ODI Number:** 20061029  
**Date of Incident:** 20061029  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** GERMANTOWN, MD

**NHTSA Summary:**

I AM FILING A COMPLAINT REGARDING THE TOYOTA ACCELERATOR ISSUE. I RECEIVED NOTICE THAT TOYOTA IS GOING TO DO A RECALL BASED ON THE FLOOR MATS CAUSING THE PROBLEM. I FLOOR MATS ARE NOT THE PROBLEM. I HAVE A 2006 TACOMA AND THE DAY I BROUGHT IT HOME THE ACCELERATOR STUCK AS I PULLED INTO MY GARAGE CAUSING ME TO SCRAP THE WALL AND CAUSED MINOR BODY DAMAGE. SINCE THEN I HAVE HAD SEVERAL INSTANCES WHERE THE ACCELERATOR HAS STUCK. IT SEEMS TO OCCUR WHEN I COME OVER A HILL AND AS I START DOWN THE ENGINE CONTINUES TO "REV" AND THE RPMS STAY UP EVEN IF I APPLY THE BRAKES. I HAVE COMPLAINED TO TOYOTA ABOUT THIS EVERYTIME I HAVE THE TRUCK IN FOR ROUTINE SERVICE AND I'M ALWAYS TOLD IT IS NOTHING. I KNOW TWO THINGS FOR SURE, IT IS NOT "NOTHING" AND IT IS NOT THE FLOOR MATS. AS INFORMATION THE FLOOR MATS ARE THE STANDARD MAT THAT CAME WITH THE TRUCK WHEN I BOUGHT IT NEW AND THEY ARE SECURED TO THE FLOOR. NTSB SHOULD NOT ACCEPT THAT THIS IS A FLOOR MAT PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:** 10315208  
**NHTSA ODI Number:** 20061029  
**Date of Incident:** 20061029  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** BAINBRIDGE, GA

**NHTSA Summary:**

THE FAILURE IS THE GAS PEDAL GETS STUCK. IT STICKS WHEN I AM AT TRAFFIC LIGHTS AND IT'S MY TURN TO GO AND HAS BEEN STICKING EVERY SINCE I HAD THE CAR. I THOUGHT THAT IT WAS JUST THE CAR NOT GETTING ENOUGH GAS. NOTHING HAS BEEN DONE TO CORRECT IT BECAUSE I WAS TOLD THERE WAS NOTHING WRONG WITH IT. I AM AFRAID THAT I AM GOING TO HIT SOMEONE BECAUSE I DO HAVE TO REALLY MASH THE GAS TO GET IT TO MOVE. THE ONLY INCIDENT WAS IN 2005 MY DAUGHTER WAS DRIVING. SHE STOPPED TO GET GAS. WHEN SHE FINISHED AND GOT IN THE CAR TO LEAVE SHE PUT THE CAR IN REVERSE AND THE ACCELERATOR STUCK WHEN SHE GAVE IT GAS SHE BAKED INTO A POLE. THE ONLY DAMAGE WAS TO MY CAR SHE WAS NOT HURT SO THE POLICE WASN'T CALLED.

**Additional Summary:**

C-702

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200705231197  
**NHTSA ODI Number:**  
**Date of Incident:** 20061030  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** TN

**NHTSA Summary:**

\*\*\* PHONE LOG 05/23/2007 02:59:52 PM MDosSantos  
PA  
prev case#200704270639  
Caller sts dlr has looked at veh 2Xs and unable to duplicate, sts was driving veh up an off ramp 5/22/07 and pushed brakes sts veh "took off on him again" sts 3X issue has occurred, sts veh accelerated to aprox 60MPH and took him 50ydrts to get veh into control, clr sts afraid to drive veh now, sts spoke to svc manager and sts noone has contacted since the middle of april, sts has not spoken to CRM due to no lomger employed at dlr.  
\*\*\* NOTES 05/23/2007 02:59:52 PM MDosSantos  
...nrcr per sup Ehellmer ncr adv case#, adv dispatch case to CM, CM will f/u within 1 business days.

\*\*\* SUBCASE 200705231197-1 CREATED 05/24/2007 06:50:41 AM HFinney

\*\*\* NOTES 05/24/2007 02:32:53 PM HFinney

OUTGOING DLR CALL:

NCR left message for Srvc Mgr-Tim Barcroft.

\*\*\* NOTES 05/24/2007 02:35:09 PM HFinney

OUTGOING CUST CALL:

NCR left message for cust @ 931-232-2287. NCR will f/u with cust on 5/25.

\*\*\* NOTES 05/24/2007 05:48:33 PM DOuten

Cust called to speak w/ case manager. NCR apologized and adv cust that CM is unavailable and would return the call within one business days. Cust sts he wants to be contacted on the following number: 931-305-8937

\*\*\* NOTES 05/25/2007 11:06:18 AM HFinney

OUTGOING DLR CALL:

NCR left message for Srvc Mgr-Tim Barcroft.

\*\*\* NOTES 05/25/2007 11:31:23 AM HFinney

OUTGOING CUST CALL:

NCR advd cust that veh concern must be duplicated before dlr can make any rpr attempts. NCR advd cust that veh can be taken in to current dlr or another dlr for a second opinion. Cust sts he will take the veh back into the dlr on next week once he returns from his vacation. NCR advd cust that ncr will f/u with cust on 6/1.

\*\*\* NOTES 06/01/2007 10:00:13 AM HFinney

OUTGOING DLR CALL:

ASM-Curtis sts cust last visit was on 4/27/07 @ 12472 miles and sts cust reported that pedal was sticking. Srs dlr was unable to duplicate concern. Srs dlr has never made any rpr attempts for pedal sticking.

\*\*\* NOTES 06/01/2007 10:50:36 AM HFinney

OUTGOING CUST CALL:

NCR left message for cust @ 931-232-2287.

\*\*\* NOTES 06/05/2007 03:10:01 PM HFinney

OUTGOING CUST CALL:

NCR left message for cust @ 931-232-2287.

\*\*\* NOTES 06/06/2007 11:29:34 AM HFinney

OUTGOING CUST CALL:

NCR left message for cust @ 931-232-2287.

\*\*\* NOTES 06/07/2007 07:31:30 AM HFinney

INCOMING CUST CALL:

C-703

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Cust sts veh has not been taken into a Toyota dlr and sts he will probably take the veh in within the next week or 2 weeks. NCR advd cust that case has been documented and ncr will closed case pending call back.

\*\*\* CASE CLOSE 06/07/2007 07:34:25 AM HFinney

====5 POINT CLOSE====

1. Summary: Pedal Sticking

2. Action Taken: Dlr

3. Resolution/Position: Veh has not been duplicated by a Toyota dlr

4. Customer Satisfied: Unknown

5. Root Cause: Gas Pedal/Linkage- Engine; Noise/Vibration

\*\*\* SUBCASE 200705231197-1 CLOSED 06/07/2007 07:35:08 AM HFinney

Pedal Sticking. Veh has not been duplicated by a Toyota dlr

\*\*\* NOTES 06/13/2007 10:26:01 AM KWashburn

Clr sks to speak with Havon, CM. CM unavail. NCR apol and advd that CM would c/b eob 1 day. NCR sent screenshot to CM.

\*\*\* NOTES 06/13/2007 03:00:07 PM TMorita

ATF: Email dated and received 06/13/2007

RNT#070613-000133

Email states:

"have already spoken with Corporate Regional Manager Havon Finney at 800/331-4331 about a serious (and dangerous) problem I have been having with my 2007 Toyota Tacoma (purchased the end of October 2006). His response to and action taken (none) has led to an even more serious incident. I would like to speak with

\*\*\* NOTES 06/13/2007 03:00:33 PM TMorita

...someone of higher authority than Mr. Finney to discuss this important matter of concern. At the very least, I would appreciate an e-mail address of someone where I can send some photographs and a five page documentation of the problem which has now escalated. A response to this message would be greatly appreciated."

\*\*\* NOTES 06/13/2007 03:09:18 PM TMorita

Ncr's email reply:

<as-html>

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

Mr. Visconi, we apologize for the concerns you are experiencing with your 2007 Tacoma.<p>

Your concerns have been forwarded to the appropriate offices of Toyota for review.<p>

\*\*\* NOTES 06/13/2007 03:09:42 PM TMorita

...nrcr email reply cont.

Please expect a call back from us by close of buiness day, 6/14/2007.<p>

We apologize that our system will not allow acceptance of email attachments.<p>

If you would like to mail us correspondence, you may do so by U.S. mail to:<p>

\*\*\* NOTES 06/13/2007 03:10:01 PM TMorita

...nrcr email reply cont.

Toyota Motor Sales, U.S.A., Inc.<br>

19001 South Western Avenue<br>

Torrance, CA 90509<br>

WC 11<p>

\*\*\* NOTES 06/13/2007 03:10:25 PM TMorita

...nrcr's email reply cont.

Your email has been documented at our National Headquarters under file #Incidents.eClarifycasenumber.

If we can be of further assistance, please feel free to <a href = "http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?faqid=4164"TARGET="BLANK">contact us</a>.<p>

Toyota Customer Experience

</as-html>

\*\*\* NOTES 06/14/2007 03:37:16 PM HFinney

OUTGOING CUST CALL:

C-704

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NCR left message for cust @ 931-232-2287.  
 \*\*\* NOTES 07/06/2007 01:14:49 PM JMoore  
 philip Shanks from Farmers Mutual Insurance is calling, sts wants to fax confirmation to CM HFinney if toy wants to send a toy rep to inspect this veh before veh is disassembled,sts will fax to HFinney this confirmation at 310-381-8433,rep sts CM can c/b at ph# 615-446-7244  
 \*\*\* NOTES 07/09/2007 03:10:16 PM HFinney  
 OUTGOING CUST CALL:  
 NCR left message for cust @ 615-446-7244.  
 \*\*\* NOTES 07/31/2007 08:26:56 AM FRoa  
 Cust called for CM. Apol and adv not avail. adv will note msg and can expect c/b within 1 b/d.  
 \*\*\* NOTES 07/31/2007 12:48:58 PM NMorse  
 ATF - EMAIL DTD 07/31/2007 09:29 AM RNT # 070731-000127  
 Email sts: "I have no question. I have a PROBLEM and I wish to send you some photographs. I am seeking an e-mail address of someone at Toyota of America in a position that can address this very serious matter of concern. I have been dealing with Mr. Havon Finney, regional manager at 1 800/331-4331 ext 73016. I have contacted his office several times and have been refused his e-mail. I have had an ongoing brake-...  
 \*\*\* NOTES 07/31/2007 12:49:18 PM NMorse  
 ...acceleration problem with my 2007 Toyota Tacoma. I have taken it to the dealership with negative results and I have contact Mr. Finney at TOA with negative results. I had four very scary incidents with my vehicle and they were all reported to Mr. Finney and TOA refused to do anything about it and expressed little or NO CONCERN. The fifth incident resulted in a very serious roll-over accident with me in the vehicle and I narrowly escaped serious injury. I have...  
 \*\*\* NOTES 07/31/2007 12:49:45 PM NMorse  
 ...photographs and a five page documentation of the entire problem and my discussions with the dealership and Mr. Finney, my insurance company and others. I have no way of forwarding this information to Toyota of America because no one seems to want to give me an appropriate e-mail address to send photo's to. My insurance company is investigating this incident. I have also sought legal representation and I have contacted a major Nashville area TV News Investigative...  
 \*\*\* NOTES 07/31/2007 12:50:42 PM NMorse  
 ...Team. I have also contacted "20/20", "60 Minutes" and "Dateline" Thus fare, the Nashvill I-Team is willing to do a story on this and I am pursuing it. This is a very serious problem and Toyota thus far has refused to do anything about it and appears to not want to hear about or admit to any problems with their vehicles. My complaint is against Toyota of America NOT the dealership. I have also checked the NHTSA (National Highway Traffic Safety Administration) site...  
 \*\*\* NOTES 07/31/2007 12:57:17 PM NMorse  
 ...and located several more Tacomas with the same problem although none of them have resulted in an accident like mine. If/when you receive the pictures, you will not believe I escaped this accident with very few injuries. This is a very serious problem and TOA appears to NOT want to do anything about it. I am going to pursue this with until I get some kind of response and action from TOA. Someone needs to put me in contact with an official at TOA that can address my...  
 \*\*\* NOTES 07/31/2007 12:57:49 PM NMorse  
 ...problem and I am not going to give up until that happens. I have several photos I want to send that show the result of this problem after report four other incidents which went unheeded. The fifth was nearly a tragic ending of my life. I also have a WORD document, five pages long, documenting the entire incident from beginning to end. I someone does not provide me with the appropriate contact information or if someone besides Mr. Finney does not contact me, I will...  
 \*\*\* NOTES 07/31/2007 12:57:59 PM NMorse  
 ...be forced to pursue this matter in the courts and in the MEDIA and I will not stop until I have some satisfaction. My e-mail is "doverite06@yahoo.com" and my home phone is 931/232-2287. I would hope that someone at TOA takes an interest in this matter. I just retired to Tennessee so I want you to know you are not dealing with a dumb hillbilly. I am highly educated and was the COO of a national organization when I retired. I am very serious about this matter!"  
 \*\*\* NOTES 07/31/2007 01:21:22 PM NMorse  
 Email Reply:  
 <as.html>

C-705

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
 Mr. Visconi,  
 Please accept our apologies for the concerns you are experiencing with your 2007 Tacoma.  
 We are so sorry to hear that you were in an accident and are extremely thankful that you were not seriously injured.  
 Your concerns have been forwarded to the appropriate offices of Toyota for assistance.  
 Please expect a call back from us by close of business day, ...  
 \*\*\* NOTES 07/31/2007 01:21:36 PM NMorse  
 ...8/1/2007.<p>  
 We apologize that our system will not allow acceptance of email attachments and we are not permitted to provide our personal email address. However, we would love to invite you to mail us the photographs and word document that you have created.<p>  
 If you choose to mail us a correspondence, you may do so by U.S. mail to:<p>  
 Toyota Motor Sales, U.S.A., Inc.<br>  
 19001 South Western Avenue<br>  
 Torrance, CA 90509<br>  
 WC 11<p>  
 Your email has been...  
 \*\*\* NOTES 07/31/2007 01:21:45 PM NMorse  
 ...documented at our National Headquarters under file #200705231197. If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std\_adp.php?p\_faqid=4164"TARGET=\_BLANK">contact us</a>.<p>  
 Toyota Customer Experience  
 </a><html>  
 \*\*\* NOTES 08/01/2007 03:53:43 PM HFinney  
 OUTGOING CUST CALL:  
 NCR left message for cust @ 931-232-2287  
 \*\*\* NOTES 08/13/2007 09:48:33 AM HFinney  
 OUTGOING CUST CALL:  
 NCR left message for cust @ (931) 232-2287. NCR provided case# and ncr contact information for call back.  
 \*\*\* NOTES 08/14/2007 09:04:25 AM HFinney  
 INCOMING CUST CALL:  
 NCR advd cust that ncr has opened an additional case for Toyota to inspect veh. NCR advd cust that case has been opened and will be forwarded for review.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10172357  
**Date of Incident:** 20061031  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** BATON ROUGE, LA  
**NHTSA Summary:**  
 DT\*: THE CONTACT STATED WHILE DRIVING VARIOUS SPEEDS AND RELEASING THE ACCELERATOR PEDAL THE VEHICLE ONLY SLOWED TO 30 MPH. ALSO, WHEN DEPRESSING THE BRAKE PEDAL THERE WAS AN EXTENDED STOPPING DISTANCE. FURTHERMORE, THE ODOMETER HAD BECOME INOPERABLE. THE VEHICLE WAS DRIVEN TO THE DEALER WHERE THE CAUSE OF THE PROBLEMS COULD NOT BE DETERMINED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10172372  
**Date of Incident:** 20061031

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-706

**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** GARRISON, NY  
**NHTSA Summary:**  
 WE PURCHASED A 2006 TOYOTA RAV4 4X4 LIMITED IN MARCH 2006. SINCE THE DAY WE PURCHASED THE VEHICLE, WE HAVE HAD ISSUES WITH THE ACCELERATION EITHER NOT RESPONDING OR LURCHING FORWARD. WHEN TAKING OFF FROM A STOP, IT OCCASIONALLY TAKES THE CAR SEVERAL SECONDS TO ENGAGE AND ACCELERATE. OTHER TIMES, WHEN SLOWING DOWN TO STOP AT A LIGHT OR SIGN, THE CAR CONTINUES TO REV THE RPM+/- (m)s AND LURCHES FORWARD. IN ORDER TO STOP THE CAR FROM LURCHING FORWARD, WE HAVE TO PUT THE CAR IN NEUTRAL AND SLAM ON THE BREAKS. THIS IS VERY SCARY IF YOU ARE COMING UP TO AN ACTIVE INTERSECTION. FROM READING OTHER COMPLAINTS, TOYOTA NEEDS TO ADDRESS THIS ISSUE! \*NM  
**Additional Summary:**  
**Toyota ID Number:**  
**NHTSA ODI Number:** 10175962  
**Date of Incident:** 20061031  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** REDDING, CA  
**NHTSA Summary:**  
 DT\*: THE CONTACT STATED ON THREE SEPARATE OCCASIONS THE VEHICLE ACCELERATED WITHOUT WARNING WHEN PLACED INTO GEAR. THE VEHICLE WAS DRIVEN TO THE DEALER BOTH TIMES HOWEVER THE PROBLEM COULD NOT BE DUPLICATED. UPDATED 01/30/07. \*JB  
**Additional Summary:**  
**Toyota ID Number:** 200611271766  
**NHTSA ODI Number:**  
**Date of Incident:** 20061100  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 11/27/2006 01:10:19 PM MLove  
 Caller states:peggy from plymouth rock insurance.mechanic or defect.electronic malfunction causing veh to accelerate.veh has not been inspected by dlr.insu has an expert to inspect the veh.but would like toyto FTS to inspect veh also. Peggy from Plymouth rock ins adv dlr was contacted and adv to call toyto to open case and request FTS to come out to inspect the veh. peggy request to be contacted as is handling case contact# 617-951-1647  
 \*\*\* NOTES 11/28/2006 11:12:59 AM MLove  
 ncr revcd call from dlr-Bill who adv spoke to FTS who adv case should be frwd to Region. ncr adv would re-submit case to Region as FTS/dlr-Bill has adv.  
 \*\*\* NOTES 11/29/2006 01:40:32 PM MLove  
 ncr grabbed case to frwd to CM as instructed by sup CVargas  
 \*\*\* NOTES 11/30/2006 06:30:36 AM SMoore  
 +OUTGOING CUST CALL+  
 Per instructions in notes, ncr contacted cust insurance rep peggy @ 617-951-1647. LVM adv calling to discuss details of cust concerns. Provided 800#, ext. 73008 & ncr's business hours (5:00 am -1:30 pm PST) for c/b.  
 \*\*\* SUBCASE 200611271766-1 CREATED 11/30/2006 06:31:23 AM SMoore  
 \*\*\* NOTES 11/30/2006 08:13:00 AM SMoore

C-707

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

+INCOMING CALL+  
 Cust insurance agenc, peggy davis, c/b sts per customer, the tire pressure warning light was on, so went to indap tire co. called city tire. Sts went in, but was adv they were too busy to check tires & perform rotation. Sts back in veh & put veh in reverse, sts engine then raced at a high rpm, sts cust adv foot was pressing on the brake, but veh still moving. Sts veh backed into a phone pole w/ the engine still racing. Sts cust then put veh in drive.  
 \*\*\* NOTES 11/30/2006 08:31:15 AM SMoore  
 veh raced forward, hit a suburu & ran into a storage trailer that was owned by city tire. Peggy sts cust doesn't remember what happened next. Sts witness, a city tire employee, joe bloominthol, sts he witnessed seeing the veh backing into the pole, racing forward & hitting the car & getting lodged under the trailer. Sts cust got out of the veh & the engine was still racing. Sts mr. bloominthol, sts he then reached in, turned the car off & removed the keys & cust was  
 \*\*\* NOTES 11/30/2006 08:40:28 AM SMoore  
 standing right next to him. Peggy sts veh is at body shop having body work performed. NCR adv inspection can take up to 30 days & up to an additional 30 days for toys position, potential total time of 60 days but can possibly be done much sooner w/in a couple of weeks (as case originally sent to region, ncr, c. ringer, adv ncr yesterday that inspection date may already be set). Also adv it's requested that veh be in original condition from accident, but depending on how  
 \*\*\* NOTES 11/30/2006 08:59:08 AM SMoore  
 much work has been done, they may still be able to perform the work. Adv it could be requested that the body work cease until inspection. Peggy then adv rep can't just inspect veh, their trained specialist has to be there & she wants the rep to call this person to coordinate the date. NCR adv will take info, but can't guarantee rep will be able to coordinate the dates. Peggy became very angry & adv toyota's policy regarding inspection times is not acceptable.  
 \*\*\* NOTES 11/30/2006 09:11:49 AM SMoore  
 and she wants a call today. NCR apol, again adv, region would be calling w/in 3 bus days. Adv ncr doesn't have the schedules of the inspectors. Peggy, very rudely asked for the tms address. NCR provided att. A108. Rep hung up w/o giving ncr the name & # of her inspector.  
 +OUTGOING CALL+  
 Peggy didn't have #address to body shop. NCR found in phone book. Called and don mackie in the body shop confirmed that veh was there. Sts it's on the frame machine now. Sts rprs have  
 \*\*\* NOTES 11/30/2006 09:13:55 AM SMoore  
 begun. NCR explained wanted to confirm veh was at cust shop as cust requesting inspection. Adv toy rep will be calling to set inspection. Don adv ok for inspection to take place on their property. NCR thanked for assist.  
 \*\*\* NOTES 11/30/2006 11:32:02 AM SMoore  
 +OUTGOING REGION CALL+  
 NCR spoke w/ regional manager, m. alfieri, who after review, adv fts will be inspecting cust veh tomorrow.  
 +OUTGOING CUST CALL+  
 In earlier conversation w/ peggy, rep adv ok to call cust directly. NCR lvm for cust, adv of info. Provided 800#, ext. 73008 & ncr's business hours (5:00 am -1:30 pm PST) if cust sks to c/b.  
 \*\*\* NOTES 11/30/2006 12:41:40 PM SMoore  
 +INCOMING CUST CALL+  
 Cust c/b sks to confirm ncr's vm. NCR confirmed inspection for tomorrow. NCR also adv of peggy's request for insurance co's rep to be present during inspection, however, peggy didn't leave info. Adv ncr can't guarantee that toy rep will be able to coordinate date if tomorrow isn't a good day for them, but willing to add insurance co. info to file & adv of request. Cust sts will adv peggy & c/b with reps info if needed. NCR also adv insurance rep  
 \*\*\* NOTES 11/30/2006 12:44:06 PM SMoore  
 can call don mackie @ body shop and request he alerts them to what time toy rep is coming. Cust thanked ncr for assist.  
 \*\*\* SUBCASE 200611271766-1 CLOSED 12/01/2006 11:33:04 AM SMoore  
 Close subcase  
 \*\*\* NOTES 12/04/2006 09:29:39 AM CRinger170

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-708

RCR has recvd the contact report & photos from FTS GH.

\*\*\* NOTES 12/11/2006 10:42:19 AM TBeardeley  
tier 1 transfer. cllr wants to spk w CM. Ncr attempted to contact prior ncr but not avail. cllr wants CM e-mail to send paperwork. Ncr pol & adv not avail. Ncr pol & adv will request f/u w/ 1bd. Ncr verified phone# cllr understood.

\*\*\* NOTES 12/11/2006 10:49:57 AM SMOORE  
-OUTGOING CUST CALL-

LVM for cust, apol, adv any ppwrk cust would like to send in for review, would need to be sent directly to the claims dept. Gave cust the address to tms Attn: Claims Dept. A108.

\*\*\* NOTES 12/11/2006 11:33:46 AM SMOORE  
-INCOMING CUST CALL-

Cust c/b sts has report from indept. hired by insurance co. Sts wants this report reviewed w/ factory rep's inspection report. Cust sts again, wants it known that cust doesn't feel safe for him & family to drive in veh. Sts there is a strong body of evidence on the internet that this is a known issue w/ this model/yr. veh. Cust sts only wants a fair trade for veh. Sts understands has to write to legal & will do so. Cust thanked ncr.

\*\*\* CASE CLOSE 02/13/2007 07:56:23 AM CRinger170

RCR recvd the contact report & photos from FTS GH and they have been sent to Carole Hargrave via FedEx.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10173039  
**Date of Incident:** 20061101  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE PARKING THE VEHICLE ON THE UPPER LEVEL OF A MULTI-LEVEL PARKING GARAGE, THE BRAKE PEDAL WAS DEPRESSED AND THE VEHICLE SURGED FORWARD, BREAKING THROUGH THE SAFETY CABLE AND DAMAGING THE BODY OF THE VEHICLE. THE VEHICLE WAS TAKEN TO A SERVICE DEALER, WHERE THE DEALER WAS UNABLE TO DUPLICATE OR DETERMINE THE CAUSE OF THE PROBLEM. UPDATED 12/5/2006 - \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10192539  
**Date of Incident:** 20061101  
**Vehicle:** 2006 SCION XB  
**Location of Incident:** ORLANDO, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA SCION XB. THE CONTACT STATED THAT THE VEHICLE ACCELERATED TO 10 MPH WITHOUT WARNING. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE DEALER DID NOT MAKE ANY REPAIRS. THE CURRENT MILEAGE IS 16,000 AND FAILURE MILEAGE WAS 3,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20061101  
**Vehicle:** 9999 TOYOTA CAMRY  
**Location of Incident:** MISSOURI CITY, TX

C-709

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

**Additional Summary:**

HAS HAD TWO INCIDENTS 1.) 11/01/2006 - TWO FAMILY DOLLAR EMPLOYEES WERE INJURED WHEN SHE DROVE THROUGH THE WINDOW. 2.) NOVEMBER 2009 - NO INJURIES. SHE PUT IT IN NEUTRAL AND HIT THE BUSHES.

HAS CLEAR PLASTIC MATS WITH NUBS IN THE VEHICLE. WANTED TO GET BLACK BOX TO SHOW SHE WAS ON THE BRAKE, BUT TOYOTA REFUSED.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303668  
**Date of Incident:** 20061101  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**

I MADE COMPLAINTS (DOCUMENTED)ABOUT ACCELERATION PROBLEMS SINCE I PURCHASED THIS VEHICLE. 2007 TOYOTA CAMRY XLE. I DO NOT HAVE THE RECALLED FLOOR MATS. DEALER SAID NEW TYPE OF TRANSMISSION ETC. ETC. I AM 62 HAVE A GREAT DRIVING RECORD. I KNOW WHEN A CAR IS NOT PERFORMING CORRECTLY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306180  
**Date of Incident:** 20061101  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** MIAMI, FL

**NHTSA Summary:**

2007 COROLLA S. UNCONTROLLED ACCELERATION ON THREE OCCASSIONS. CAR BROUGHT TO DEALER 3 TIMES. PROBLEM NOT FOUND OR RESOLVED AS MECHANIC COULD NOT DUPLICATE THE PROBLEM. \*JB

**Additional Summary:**

**Toyota ID Number:** 200611030394  
**NHTSA ODI Number:**  
**Date of Incident:** 20061103  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** BROOKLYN, NY

**NHTSA Summary:**

\*\*\* PHONE LOG 11/03/2006 09:24:48 AM MBethay

Caller states: leased 07 ES 350 in September after waiting 3 weeks. A month after purchasing veh would not stop and veh would accelerate on its on, cust states she could not stop so went on the side walk and hit a tree which only damaged the headlight. Working w/ SM at dlr who adv(d) there was no proof that brakes didn't catch and she was at fault. Dlr never adv(d) cust she was entitled to a loaner veh, cust does not feel insurance should have to cover.

\*\*\* NOTES 11/03/2006 09:26:45 AM MBethay

SM has refused to test drive the veh. Dlr adv(d) they would not cover b/c cust was at fault. Cust states she has only spoken to dlr twice over past month while her veh has been at dlr. Cust states insurance will go up and company is calling re the rental veh she has b/c they want to know what is going on w/ rpr of her veh. Cust states does not feel safe driving veh and is thankful she was not driving faster.

\*\*\* NOTES 11/03/2006 10:00:55 AM MBethay

C-710

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

States she has had rental for a month and insurance company and rental agency are calling her for info re when she will be returning the veh. Cust states she did not call previously b/c she trusted dlr to handle. I adv(d) cust she could speak w/ dlr about possibly getting a loaner veh and we would look at possible reimb.

\*\*\* SUBCASE 200611030394-1 CREATED 11/03/2006 12:06:17 PM ASalceda

\*\*\* NOTES 11/03/2006 01:47:59 PM KRotola330

Eastern Area Close Note: Karen Rotola CSA - This vehicle was inspected by AREA FTS on 10/26/06 report sent to lcs

\*\*\* NOTES 11/03/2006 01:49:12 PM ASalceda

Per KRotola at the eastern area. PIR completed on veh.

\*\*\* PHONE LOG 11/03/2006 02:33:46 PM ASalceda Action Type: Outgoing call

I cld cust and left her a voicemail asking her to contact me. IF CUST CALLS: Please adv cust that PIR has been completed on her veh and veh was found to be operating normally. Please adv cust that Lexus declines assist with a loaner because veh has been found to be operating fine.

\*\*\* EMAIL OUT 11/03/2006 02:52:19 PM ASalceda Action Type: External email

Send to: [araceli\_salceda@toyota.com]

CC List: [Karen\_Rotola@toyota.com]

Received a call from cust. Adv cust that PIR was completed on veh and veh was found to be operating normally. Adv cust that Lexus respectfully declines assist with a loaner veh. Cust dissatisfied and adv she will seek legal action.

\*\*\* SUBCASE 200611030394-1 CLOSED 11/03/2006 02:52:24 PM ASalceda

\*\*\* CASE CLOSE 11/03/2006 02:53:01 PM ASalceda

Cust requested a loaner veh because she was involved in an accident. PIR completed on veh and found to be operating normally.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10172626  
**Date of Incident:** 20061104  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** PARSIPPANY, NJ

**NHTSA Summary:**

TOYOTA CAMRY 2000 VIN#4T1BG22K6YUXXXXXX TODAY (11.04.06), WHILE DRIVING THIS CAR, ENGINE ACCELERATED WITHOUT FURTHER PUSHING GAS PEDDLE. I STOPPED THE CAR AND SHIFTED THE GEAR TO PARKED MODE, STILL ENGINE WAS RUNNING AT MORE THAN 3000 RPM. I STOPPED THE ENGINE AND STARTED AGAIN. STILL ENGINE WAS RUNNING AT HIGH SPEED. WHILE CAR WAS STOPPED, I PUSHED THE GAS PEDDLE SEVERAL TIMES AND STARTED THE ENGINE. THEN ENGINE WAS RUNNING AT NORMAL SPEED. AFTER 1 HR, I OBSERVED THE SAME PROBLEM. PLEASE ADVISE ME IN THIS REGARD. THANK YOU. REGARDS, VENKATA. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10172634  
**Date of Incident:** 20061104  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** PARKER, CO

**NHTSA Summary:**

C-711

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I HAVE A 2006 TOYOTA AVALON WITH ~15,000 MILES ON IT. INTERMITTENTLY, THE CAR WILL HESITATE ON ACCELERATION. THIS IS EXTREMELY DANGEROUS AS I HAVE ALMOST BEEN REAR-ENDED SEVERAL TIMES AND HAVE HAD TO SLAM ON THE BRAKES, AT TIMES, TO AVOID A SIDE-SWIPE COLLISION. THE DELAY IN INPUT TO THE ACCELERATOR PEDAL TO ACTUAL ACCELERATION IS 2-4 SECONDS AT TIMES. THIS IS A PROBLEM KNOWN TO TOYOTA. THE SERVICE DEPARTMENT IS AWARE OF THE PROBLEM BUT DESCRIBES IT AS A "CHARACTERISTIC" OF THE DRIVE BY WIRE THROTTLE SYSTEM. THIS IS A VERY DANGEROUS "CHARACTERISTIC" AND I'M CERTAIN WILL RESULT IN ACCIDENTS. THERE ARE MANY EXAMPLES ON THE "FORUM" ON EDMUNDS.COM WHERE OWNERS HAVE EXPRESSED THE SAME PROBLEM/CONCERN. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10176572  
**Date of Incident:** 20061104  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** DALLAS, TX

**NHTSA Summary:**

2007 LEXUS ES350. EXCESSIVE RPM'S DURING START UP CAUSE THE CAR TO SHARPLY ACCELERATE WHEN PUT INTO REVERSE. RPM STAYS AT 1700+ FOR UP TO A MINUTE AFTER ENGINE START. WHEN PUTTING THE TRANSMISSION INTO REVERSE AT THIS HIGH RPM, CAUSES THE CAR TO LURCH BACKWARDS AS IF THE ACCELERATOR PEDAL HAD BEEN FLOORED. HAS CAUSED CAR TO HIT A POLE AND A TREE ON 2 SEPARATE OCCASIONS. DEALERSHIP SAYS THIS IS NORMAL. LEXUS CUSTOMER SATISFACTION HAS NOT RETURNED CALLS. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10172802  
**Date of Incident:** 20061105  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** CHESTER, VA

**NHTSA Summary:**

2006 TOYOTA TUNDRA-WHEN CRUISE CONTROL IS ENGAGED, ANY HILL OR EVEN MINOR INCLINE INITIATES A DOWNSHIFT OF ONE OR TWO GEARS ACCOMPANIED BY FULL THROTTLE ACCELERATION. THIS DOES NOT OCCUR, EVEN ON MAJOR HILLS SANS CRUISE CONTROL. DEALER SAYS THIS IS NORMAL. ACTION SHOULD BE TAKEN BEFORE AN ACCIDENT/DEATH OCCURS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10176356  
**Date of Incident:** 20061105  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MISSOURI CITY, TX

**NHTSA Summary:**

I WAS SLOWLY TURNING RIGHT TO PARK IN FRONT OF A STORE WITH MY FOOT ON THE BRAKES PREPARING TO STOP WHEN MY 2005 CAMRY ACCELERATED, JUMPED THE CURB AND CRASHED INTO A STOREFRONT WINDOW. \*JB

**Additional Summary:**

C-712

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10172754  
**Date of Incident:** 20061106  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** DEL RAY BEACH, FL

**NHTSA Summary:**  
DT: THE CONTACT STATED WHILE DEPRESSING THE ACCELERATOR PEDAL FROM A STOP OR IN A TURN THERE WAS A HESITATION. THE DEALERSHIP STATED THE PROBLEM WAS KNOWN, BUT THERE WAS NO CORRECTION AT THIS TIME.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312991  
**Date of Incident:** 20061106  
**Vehicle:** 2003 TOYOTA TUNDRA  
**Location of Incident:** CARMEL, NY

**NHTSA Summary:**  
TL\* THE CONTACT PREVIOUSLY OWNED A 2003 TOYOTA TUNDRA. IN 2006, WHILE DRIVING APPROXIMATELY 20 MPH, HE ENGAGED THE BRAKE PEDAL TO STOP THE VEHICLE AND SUDDENLY THE VEHICLE ACCELERATED. HE CRASHED INTO THE REAR END OF A VEHICLE. THERE WERE NO INJURIES, A POLICE REPORT WAS FILED. THE BODY SHOP MECHANIC INSPECTED THE VEHICLE BUT FOUND NO MECHANICAL PROBLEMS THAT WOULD HAVE CAUSED THE ACCELERATION. HE TRADED THE VEHICLE IMMEDIATELY AFTER THE MECHANIC DIAGNOSED THE FAILURE. THE VEHICLE IDENTIFICATION NUMBER WAS NOT AVAILABLE AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 32,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307291  
**Date of Incident:** 20061107  
**Vehicle:** 2006 TOYOTA HIGHLANDER HV  
**Location of Incident:** BROOKFIELD, WI

**NHTSA Summary:**  
I PURCHASED A TOYOTA HILANDER HYBRID IN MARCH 2006. SINCE THAT YEAR, I HAVE BEEN EXPERIENCING A PROBLEM WITH BRAKING. WHEN I BRAKE (EXAMPLE AT A TRAFFIC LIGHT OR A STOP SIGN) I NOTICE THAT THE CAR BEGINS TO SLOW DOWN, BUT FOR A FRACTION OF A SECOND, THE CAR APPEARS TO COAST OR CONTINUE TO LUNGE FORWARD AND I GET A FEELING THAT THE CAR IS NOT UNDER MY CONTROL ANY MORE. IT IS A TERRIBLE FEELING TO EXPERIENCE WHEN I AM FIRMLY AND GRADUALLY DEPRESSING THE BRAKE, AND I SENSE THAT THE CAR IS MOVING AND THAT I WOULD NOT BE ABLE TO STOP!!! IT APPEARS TO HAPPEN MORE OFTEN IN COLD WEATHER, AND NO, IT IS DEFINITELY NOT ICE OR WET ROAD THAT IS THE CAUSE. THE ROAD COULD BE DRY, AND FREE OF ICE, AND I EXPERIENCE IT. PLEASE READ AN MSNBC ARTICLE ON PRIUS BRAKING PROBLEM AND I CAN RELATE TO THE DESCRIPTION IN THAT ARTICLE. I HAVE GOT MY CAR CHECKED OUT AT TWO DEALERS - ONE IN MASON, OH AND THE OTHER IN BROOKFIELD, WI. BOTH DEALERS SAY THEY CANNOT REPRODUCE THE PROBLEM. I HAVE FILED A COMPLAINT WITH TOYOTA IN LATE 2006 OR EARLY 2007, BUT TOYOTA DENIES ANY PROBLEM WITH THE HYBRID HILANDER SUV BRAKING SYSTEM. TOYOTA AND THE DEALERS TELL ME THAT THEY HAVE NEVER EVER HEARD OF SUCH A PROBLEM FROM ANY OWNER OF A TOYOTA HYBRID CAR. IF YOU VISIT HTTP://TOWNHALL-TALK.EDMUNDS.COM/DIRECT/VIEW/F0D8058 YOU WILL SEE THAT THERE ARE SEVERAL HUNDREDS OF HYBRID CUSTOMERS (TOYOTA AND LEXUS) WHO

C-713

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ARE COMPLAINING ABOUT THIS VERY PROBLEM. THIS PROBLEM OCCURS OCCASIONALLY, BUT IT IS DISTINCT AND A TERRIBLE ONE TO EXPERIENCE. PLEASE DIRECT TOYOTA TO THOROUGHLY INVESTIGATE AND RESOLVE 2006 HILANDER HYBRID BRAKING PROBLEM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290951  
**Date of Incident:** 20061110  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** ALPINE, TX

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2006 TOYOTA PRIUS PURCHASED FEBRUARY 2006. WHEN UTILIZING THE CRUISE CONTROL SWITCH, THE ENGINE WOULD BEGIN TO ACCELERATE RAPIDLY AND RACE. ONCE THE CRUISE CONTROL WAS CANCELED, THE ACCELERATION WOULD CEASE. HE STATED THE FLOOR MATS DID NOT CAUSE RAPID ACCELERATION. THE FAILURE WOULD ONLY OCCUR WHEN CRUISE CONTROL WAS UTILIZED. THE MANUFACTURER WAS NOTIFIED, AND HE WAS ADVISED TO DISCONTINUE USAGE OF THE VEHICLE SPEED CONTROL. NO REPAIRS HAD BEEN MADE TO CORRECT THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE UNDER 15,000. UPDATED 11/23/09. \*LJ  
UPDATED 11/24/09  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304366  
**Date of Incident:** 20061110  
**Vehicle:** 2007 LEXUS RX400H  
**Location of Incident:** VENICE, CA

**NHTSA Summary:**  
WHEN BRAKING AND CAR ENCOUNTERS ROUGH ROAD OR A POTHOLE, CAR LURCHES FORWARD AND LOSES COMPLETE BRAKING POWER. HAVE TO DEPRESS BRAKES ALL THE WAY TO BRING TO A STOP. OCCURS CONSISTENTLY WITH ABOVE STATED ROAD CONDITIONS. DEALER SERVICE REFUSED TO ACKNOWLEDGE PROBLEM AND CLAIMED TO HAVE NEVER HAD SIMILAR COMPLAINTS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310569  
**Date of Incident:** 20061110  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** GODFREY, IL

**NHTSA Summary:**  
TWO INSTANCES OF RUNAWAY ACCELERATION WITHIN THE FIRST MONTH I OWNED MY 2007 PRIUS (OCTOBER - NOVEMBER 2006). POO POOFED BY THE DEALER. SAID THEY KNEW NOTHING ABOUT ANY SUCH PROBLEM. GOOGLED IT AND IT WAS ALL OVER THE NET EVEN THEN. STILL BLAMING IT ON THE FLOOR MATS WHICH THEY SOLD TO ME SPECIFICALLY FOR MY CAR THAT WERE INCLUDED IN THE PURCHASE PRICE. GLAD THIS IS NOW GETTING MEDIA ATTENTION. \*TR  
**Additional Summary:**

**Toyota ID Number:** 200611110115

C-714

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:**  
**Date of Incident:** 20061111  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** NAPLES, FL

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/11/2006 09:06:33 AM KLee  
Caller states: She was exiting into traffic & pushed on the accelerator. The veh jumped into overdrive so cust used brake but veh would not slow down. Cust used parking brake & pushed the push button start to stop the veh. Cust sts there is a burning smell from her veh.

\*\*\* CASE CLOSE 11/11/2006 09:07:41 AM KLee  
I apol to cust and adv cust I would transfer to roadside asstnc to help her get veh to dlr for diag.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10173375  
**Date of Incident:** 20061113  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** PITTSBURGH, PA

**NHTSA Summary:**  
DT\*: THE CONTACT STATED AT VARIOUS SPEEDS, THE VEHICLE HESITATED WHEN THE ACCELERATOR PEDAL WAS DEPRESSED. ALSO, THE VEHICLE SHIFTED ERRATICALLY. THE DEALERSHIP HAD REPROGRAMMED THE COMPUTER MULTIPLE TIMES, BUT THE PROBLEM PERSISTED.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10175179  
**Date of Incident:** 20061115  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** KNOXVILLE, TN

**NHTSA Summary:**  
DT\*: THE CONTACT STATED WHILE DRIVING 10 MPH IN THE RAIN, THE ACCELERATOR PEDAL BECAME STUCK, RAISING THE VEHICLE'S SPEED, AND CAUSING IT TO COLLIDE WITH 3 OTHER VEHICLES. IT WAS TOWED TO A SERVICE DEALER, WHO WAS UNABLE TO DETERMINE THE CAUSE OF THE PROBLEM. UPDATED 12/28/06. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304589  
**Date of Incident:** 20061115  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** WHITE PLAINS, NY

**NHTSA Summary:**  
I WAS ON THE HIGHWAY WITHIN CITY LIMITS DRIVING AT ABOUT 45 MPH. I REALIZED THE VEHICLE I WAS APPROACHING HAD SLOWED DOWN OR HAD STOPPED DUE TO MERGING TRAFFIC. I HAD MORE THAN THE NECESSARY AMOUNT OF CLEARANCE AHEAD. I APPLIED BRAKES. HOWEVER, BRAKES DID NOT SLOW DOWN THE VEHICLE BY ANY SIGNIFICANT AMOUNT -- IT APPEARED AS IF THE ENGINE WAS CONTINUING TO ACCELERATE OR MAINTAIN ITS SPEED. I CRASHED INTO THE VEHICLE FROM BEHIND. THE VEHICLE I CRASHED INTO VEERED TO THE RIGHT. MY VEHICLE CONTINUED FORWARD

C-715

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND THEN CRASHED INTO ANOTHER VEHICLE STOPPED IN FRONT. AS A RESULT OF THE CRASH, THE GEAR SELECTOR MOVED INTO N, WHICH IS THE REASON I THINK THE VEHICLE FINALLY STOPPED. I HAVE THE CRASH REPORT DOCUMENTING THIS. IT WAS THE FIRST TIME SUCH AN INCIDENT HAD HAPPENED AFTER I HAD PURCHASED THE CAR USED FROM AN INDIVIDUAL. THE CAR WAS DEEMED A TOTAL LOSS BY MY INSURANCE CARRIER.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304308  
**Date of Incident:** 20061115  
**Vehicle:** 2006 TOYOTA HIGHLANDER HEV  
**Location of Incident:** BRIDGEWATER, NJ

**NHTSA Summary:**  
2006 TOYOTA HIGHLANDER HYBRID THE VEHICLE LURCHES FORWARD WHENEVER SLOW BRAKING (GAS PADAL NOT PUSHED) EVER SINCE PURCHASE IN 2006, AND STILL BEHAVES THIS WAY NOW. WE HAVE CONTACTED OUR DEALER ON AT LEAST THREE DIFFERENT OCCASION, AND ONE ADDITIONAL TIME AFTER THE RECALL BEING ISSUED. EACH TIME, THE DEALER SAYS THAT THERE IS NOTHING WRONG WITH THE CAR. THE DEALER'S MOST RESENT RESPONSE (02/02/2010) WAS THAT OUR CAR IS NOT IN THE RECALLED LIST, AND THERE IS NOTHING WRONG WITH OUR CAR. THE DEALER CAN CHECK AGAIN BUT IF THEY STILL FINDS NOTHING WRONG, WE HAVE TO PAY FOR THE CHECK UP. BUT WE HEAR SO MANY REPORTS OF IDENTICAL EXPERIENCE TO OURS IN TOYOTA HYBRID CARS (PRIUS, CAMRY AND HIGHLANDER) THAT DOES NOT INVOLVE THE GAS PADAL. THE CAR LURCHES OR ACCELERATE WHEN SLOW BRAKING!!!  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317143  
**Date of Incident:** 20061115  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** CRYSTAL LAKE, IL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2006 TOYOTA AVALON. SHE STATED THAT WHILE DRIVING AT 35 MPH THE VEHICLE ACCELERATED ON ITS OWN WITHOUT A WARNING. SHE HAD TO INCREASED PRESSURE ON THE BRAKES TO BE ABLE TO DECREASE IN SPEED. THIS HAS BEEN OCCURRING EVER SINCE THE VEHICLE WAS PURCHASED. THE DEALER WAS CONTACTED AND THEY TOLD HER TO BRING THE VEHICLE IN TO BE DIAGNOSED. THE DEALER STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE VEHICLE HAD BEEN TAKEN TO THE DEALER 4 ADDITIONAL TIMES AND THEY STILL CANT FIND THE PROBLEM. THERE HAD BEEN NO REPAIRS DONE TO THE VEHICLE. THE FAILURE MILEAGE WAS 400 AND CURRENT MILEAGE WAS 39600.  
**Additional Summary:**

**Toyota ID Number:** 200712200514  
**NHTSA ODI Number:**  
**Date of Incident:** 20061116  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 12/20/2007 10:18:33 AM KRoss  
Prev Case# 200712190727

C-716

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Clr sts sent in a email regarding concern w/ veh. Clr sts on 12/18/07 was in the process of parking the vehicle in my garage and was about three feet from the back wall when the vehicle suddenly lurched forward and struck the wall with a great deal of force. Clr sts there was a table leaned up against the wall which was demolished from force of truck slamming the wall. Clr sts not damage to veh. Clr sts phoned dlr & spk w/ Dave Martin...

...NOTES 12/20/2007 10:18:34 AM KRoos  
...Sales Mgr. Clr sts dlr was great & handled concern well. Sts dlr came to his home & picked up veh 12/19/07. Clr sts dlr left him a loaner veh to drive while Toy is inspecting his veh. Clr sts fls this is a safety concern & he is afraid to drive veh again. Clr sts veh made a strange grinding noise before it shot forward & brakes were totally useless. Clr sts is seeking for Toy to inspect veh. NCR apol & adv will open to a CM, adv cause#, & c/b in 1 b/d.  
...NOTES 12/21/2007 08:34:24 AM SMOore  
+OUTGOING DLR CALL+  
SM, robert p, sts did p/u veh from cust, but sts per s/s mngr, adv service dept. not to touch the veh. NCR adv of fcp being created.  
+OUTGOING CUST CALL+  
Cust provided info for legal tab. NCR adv region will contact cust in the beginning of january (region closed for holidays) & that inspection of veh & forwarding of inspection results can take up to 30 days and up to another 30 days to recv toyota's position in writing from claims dept.  
...NOTES 12/21/2007 08:34:52 AM SMOore  
Cust sts wishes process happened quicker, but understands & thanked ner.  
...NOTES 12/21/2007 08:36:21 AM SMOore  
====FCR====  
LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY EXTERIOR AND INTERIOR PHOTOS  
...NOTES 01/03/2008 06:48:50 AM CRinger170  
RCR has setup an inspection with the FTS GM on 1/3/08 at Berlin City Toyota.

...CASE CLOSE 01/04/2008 12:13:38 PM CRinger170  
RCR has received the contact report & photos and now have been sent to Carole Hargrave via FedEx.

**Additional Summary:**

**Toyota ID Number:** 200611160923  
**NHTSA ODI Number:**  
**Date of Incident:** 20061116  
**Vehicel:** 2007 LEXUS ES350  
**Location of Incident:** DALLAS, TX  
**NHTSA Summary:**

...PHONE LOG 11/16/2006 01:19:24 PM ETorres  
Caller states: that factory rep adv cust that veh is operating as designed. Cust sts he disagrees completely. Cust sts the issue occurs when the veh is put into reverse and when the foot is taken off the brake. Cust sts the veh accelerates backwards when he is not pressing the accelerator. Cust sts the issue has caused two accidents. Cust sts he was at the dlr yesterday. Cust sts he is very cnrd.

...EMAIL OUT 11/21/2006 10:43:14 AM BDevereaux Action Type: External email  
Send to: [marco\_brown@toyota.com]  
CC List: [eduardo\_torres@toyota.com]  
Cust cld in to speak with specialist. Apol and adv that the specialist who is working with his area, MBrown is unavailable. Apol that the initial contact was not made in 2 bus days. Adv cust that the 2 b/d is only the initial contact, however concerns do require further research. Cust adv ncr Lexus like. Apol and adv cust that w/ most concerns, they would require more than 2 bus days. Apol for dissat and adv would notifc MBrown. Cust Thanked.

C-717

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

...EMAIL OUT 12/11/2006 12:36:45 PM TBenoit Action Type: External email  
Send to: [marco\_brown@toyota.com]  
CC List: [marco\_brown@toyota.com, kawena\_deocampo@toyota.com]  
called in to speak with a supervisor b/c he was promised a call back and it has been over 2 weeks and no one has f/u with him regarding his concerns. Adv cust per Kawena that she will f/u with cust by the end of business today.

...EMAIL OUT 12/13/2006 08:31:56 AM SHarris Action Type: External email  
Send to: [kawena\_deocampo@toyota.com]  
CC List: [marco\_brown@toyota.com]  
Cust cld to spk w/ KDeocampo. Apol & adv KDeocampo is unavail. Cust adv he want to spk w/ someone higher up. Apol & adv cust I will give a msg to KDeocampo & MBrown to give him a c/b ASAP. Adv cust he does not have any credibility w/ Lexus HQ. Apol & adv cust to please allow us to restore that. Cust adv he will contact the Nat'l HWY Administration & report this as a safety iss. Apol & adv cust that I will personally address KDeocampo for a c/b. Cust thanked.

...EMAIL OUT 12/13/2006 04:42:20 PM EPartanen Action Type: External email  
Send to: [kawena\_deocampo@toyota.com]  
CC List: [marco\_brown@toyota.com]  
Cust cld b/c was promised a c/b by the end of bus today by Sup KDeOcampo. Apol & adv cust that she has already left for the day. Cust adv that he is very frustrated b/c Lexus has never cld him & has promised to call him 3X. Apol to cust for the lack of f/up. Cust adv that Lexus has miserably failed in the cust svc end & he is vey very disappointed. Apol again & adv cust I will forward the message to KDeOcampo that he is expecting a c/b as soon as possible. Cust adv that his dlr always f/up with him & Lexus should call them to see how cust svc should be performed. Apol again to cust for his dissat. Cust adv he would like a c/b tomorrow from Sup or he will escalate above her. Adv cust I would forward the message.

...PHONE LOG 12/14/2006 01:56:54 PM KDeocampo Action Type: Outgoing call  
I spoke w/cust remely apologetic to cust for delayed response. Cust expressed his dissat w/lack of response from Lexus & design of 07 ES 350. Sts when veh is in reverse, he takes foot off brake & it runs at high rpm. Sts he was in 2 minor accidents b/c of concern. Veh was inspected by factory rep, but was informed veh operating as designed. Cust not happy w/findings b/c sts other people are having the same issue. Also sts he owned 8 other Lexus vehicles & did not experience same concern. Cust seeking Lexus to cover the cost of the dents b/c of what he feels is design flaw in veh. Apol again to cust for level of svc revd from Lexus & req cust to fax docs for supe to further review. Adv cust I will f/u on Monday. Cust satis.

...SUBCASE 200611160923-1 CREATED 12/14/2006 01:57:08 PM KDeocampo

...EMAIL OUT 12/15/2006 11:10:41 AM JHuang Action Type: External email  
Send to: [marco\_brown@toyota.com]  
CC List: [kawena\_deocampo@toyota.com]  
Cust sent e-mail on 12/14/06 at 12:46 PM.  
When trying to send Lexus an email about a problem with my car. There is a drop down for YEAR followed by a mandatory requirement for MODEL, but there is no drop down for MODEL, so when you try to submit the email, you get an error message. Another problem is that Lexus Customer Assistance representatives and supervisors do not return phone calls. My car problem has turned into an extreme case of unacceptable levels of Lexus support, or lack there of. I have been promised call backs by Marco Brown and Kawena De Oampo. Being unable to contact you by email has not made me any happier with this experience. Perhaps someone in Torrence could call me at 972-735-8879 to discuss the problem with my ES350. VIN JTHBJ46G77  
Thanks  
...NOTES 12/15/2006 11:10:56 AM JHuang  
RN 061214-000139

...EMAIL OUT 12/18/2006 04:47:05 PM JHuang Action Type: External email

C-718

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Send to: []

Dear  
Thank you for contacting Lexus Customer Satisfaction. We are dedicated to providing superior service. I apologize that you are not satisfied with the service you have received from Lexus Customer Satisfaction. I do see in our records that you spoke with one of our supervisor, Kawena DeOcampo, on 12/14/2006. Ms. DeOcampo has indicated that she will be still working with you on this matter. Please continue to work with Ms. DeOcampo as she will be able to further assist you with your concern. If you require further assistance, please respond to this e-mail or contact Lexus Customer Satisfaction at 1-800-255-3987, Monday through Friday, 5:00 a.m. to 6:00 p.m., or Saturday, 7:00 a.m. to 4:00 p.m., Pacific Time.  
Sincerely,  
Jonathan Huang  
Lexus Customer Satisfaction

...EMAIL OUT 12/19/2006 09:54:59 AM JIshibashi Action Type: External email  
Send to: [marco\_brown@toyota.com]  
CC List: [kawena\_deocampo@toyota.com, donica\_zaid@toyota.com]  
Cust cld for J.Huang as he recvd an e-mail response back from J.Huang. Apol & adv J.Huang is not avail. Cust sts he is really frustrated that he could not e-mail Lexus & receives an error message when the drop down asks for a specific model. Cust sts after not receiving a phone call by K.Deocampo as promised he was even more frustrated when he could not e-mail & recvd an error msg. Apol to cust & inquired if cust want to speak w/ K.Deocampo & he sts he would like for her to call him back. Cust sts he has to follow-up w/ LCS & fls he should not have to. He has req to speak w/ K.Deocampo's sup. Adv D.Zaid is her mgr & sts not avail. Cust req a c/b from D.Zaid. Adv would fwd msg.  
...NOTES 12/19/2006 09:56:40 AM JIshibashi  
Sent via Lotus Notes escalation e-mail to D.Zaid, copying K.DeOcampo & M.Brown.

...PHONE LOG 12/19/2006 10:45:35 AM MBrown Action Type: Outgoing call  
I spoke to Steve Westphal, SM Park Place Lexus. He informed me that he and the techs were able to inspect the vehicle and determined the vehicle has high rpms that last approx 30 seconds after start. Steve states this is performing under normal specifications. Steve states they placed the vehicle in reverse and where not able to reduplicate the concerns the cust has expressed. He states the vehicle operates as designed. Thanked Steve for the information and ended the call.

...PHONE LOG 12/19/2006 11:00:18 AM MBrown Action Type: Outgoing call  
I spoke with and he was very upset at the delay of my return call. I apologized to him advised him this was not the Lexus way and that I take full responsibility for the delay. I explained to that I had spoken to the dlr (Steve Westphal, SM) and have been advised the vehicle is performing under normal specifications. I advised him that his vehicle was inspected and tested. I advised him the dlr attempted to reduplicate the issue with the vehicle accelerating when shifting the vehicle into reverse. I advised him it was determined to be normal and operates as designed. I advised the rpms were considered to be normal and operating as designed.

...PHONE LOG 12/19/2006 11:15:46 AM KDeocampo Action Type: Outgoing call  
I spoke w/cust at day phone#. Cust expressed dissat w/lack of response from Lexus & specialist M.Brown. Cust just wants to know what Lexus is going to do w/his veh b/c feels his veh has abnormal shift feel. Sts he just wants to feel safe & secure in his veh. Apologized, Apologized & Apologized to cust for level of svc he rvd from our office. Offered what ever is necessary to cust to regain his satis w/our office. Adv cust I will accomodate him w/our factory rep to inspect veh to determine what cust is experiencing. Offered cust comp tow & anything else that is necessary for the inconvenience of having veh inspect. Cust declined

C-719

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

tow & sts he lives few mins away from dlr. Adv cust I will c/b as soon as I have a date avail for veh to be inspected by factory rep. Cust satis & appreciative of f/u call.

...PHONE LOG 12/19/2006 11:18:01 AM KDeocampo Action Type: Outgoing call  
Left v/m w/DSPM T.Ellingwood req c/b w/date DSPM is avail to meet w/cust at Park Place Lexus.

...PHONE LOG 12/19/2006 11:21:45 AM KDeocampo Action Type: Outgoing call  
Left v/m w/CSM Kevin Bowsls req c/b.

...PHONE LOG 12/19/2006 11:26:51 AM KDeocampo Action Type: Outgoing call  
I spoke w/cust at day phone#. Gave cust status on my progress. Adv cust I left a v/m for factory rep & informed cust factory rep is out of the office until Friday. Adv cust as soon as I rev f/u call on a meeting date I will definitely f/u w/cust. Adv cust I will be his main point of contact & if he has any further concerns to ask for me directly.

...NOTES 12/22/2006 10:43:28 AM KDeocampo  
Revd response from DSPM. Probably the third week of January.  
...NOTES 12/28/2006 06:42:03 AM KDeocampo  
Revd 2nd response from DSPM stating he will set cust up to meet w/FTS.

...PHONE LOG 12/28/2006 06:52:25 AM KDeocampo Action Type: Outgoing call  
I spoke w/cust. Adv cust I am working w/field tech specialist to meet w/him on 3rd week of January. Adv cust as soon as I rev the exact date & time I will f/u. Cust satis & will await my rtn call.

...NOTES 12/30/2006 02:30:12 PM KDeocampo  
Sent email to DSPM requesting exact date to meet w/cust.  
...NOTES 01/03/2007 12:05:47 PM KDeocampo  
Revd response from DSPM, states: Ken Ackroyd is going to inspect this vehicle on Thursday, January 11th.

...PHONE LOG 01/03/2007 12:16:20 PM KDeocampo Action Type: Outgoing call  
I spoke w/cust at day phone#. Adv cust FTS is scheduled to meet w/him on 1/11 Thursday. Cust sts he just revd message from svc advisor James Dickson that he is scheduled for 1/9 at 9:00 am. Apol to cust for miscommunication & will f/u w/dlr to ensure everyone is on the same page. Cust satis.

...PHONE LOG 01/03/2007 12:20:14 PM KDeocampo Action Type: Outgoing call  
Left v/m for SM KBowsls & svc advisor JDiKison.

...PHONE LOG 01/03/2007 12:34:05 PM KDeocampo Action Type: Outgoing call  
Revd email from DSPM: states he spoke w/FTS & dlr, clarified date will be 1/9/07 to complete the inspection.

...PHONE LOG 01/03/2007 12:34:45 PM KDeocampo Action Type: Outgoing call  
Left v/m for cust at day phone#. If cust calls, pls inform cust the date has been verified & he is set for 1/9/07 at 9:00 am. Thanks.

...EMAIL OUT 01/03/2007 12:40:09 PM MJilani Action Type: External email  
Send to: [marco\_brown@toyota.com]  
CC List: [kawena\_deocampo@toyota.com]  
Cust called and I relayed information to them. Adv them that appt was for 1/9/07 at 9am.  
...NOTES 01/10/2007 12:50:21 PM KDeocampo  
To: SM  
Pls provide results of inspection. Thanks.

...PHONE LOG 01/10/2007 12:51:13 PM KDeocampo Action Type: Outgoing call  
Left v/m for SM Kevin Bowsls req results of inspection.

C-720

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 01/12/2007 06:00:43 AM KDeocampo Action Type: Incoming call  
Rcvd v/m from DSPM. Veh was inspected by FTS & found to be operating as designed. In the interest of cust satis, Lexus is willing to offer g/w rpr as 1x only g/w b/c loyal Lexus cust.

\*\*\* PHONE LOG 01/12/2007 09:22:39 AM KDeocampo Action Type: Outgoing call  
I spoke w/cust at day phone#. Asked cust how inspect went at Lexus dlr. Cust sts he filed report w/NHTSA. RPM's on start-up of this veh is way too high. Cust sts rcvd info from factory rpt that veh inspected & is w/in Lexus specs. As a courtesy, Lexus will cover the dents on veh. Reiterated to cust my apologies for his experience w/LCS. I asked cust if there is anything at all that I can do to regain his satis & change his impression on cust satisfaction. At this time, cust req his concerns be doc at nat? hq. Thanked cust for his time.

\*\*\* SUBCASE 200611160923-1 CLOSED 01/12/2007 09:22:48 AM KDeocampo

\*\*\* CASE CLOSE 01/12/2007 02:42:03 PM MBrown  
I spoke w/cust H.Oberman at day phone#. Asked cust how inspect went at Lexus dlr. Cust sts he filed report w/NHTSA. RPM's on start-up of this veh is way too high. Cust sts rcvd info from factory rpt that veh inspected & is w/in Lexus specs. As a courtesy, Lexus will cover the dents on veh. Reiterated to cust my apologies for his experience w/LCS. I asked cust if there is anything at all that I can do to regain his satis & change his impression on cust satisfaction. At this time, cust req his concerns be doc at nat? hq. Thanked cust for his time.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10179255  
**Date of Incident:** 20061116  
**Vehicle:** 2006 TOYOTA CAMRY SOLARA  
**Location of Incident:** SAMMAMISH, WA

**NHTSA Summary:**  
THROTTLE LAG AT LOW SPEED AND FROM STOP IS INCONSISTENT AND HAS BEEN THE CAUSE FOR SEVERAL CLOSE CALLS WHEN PULLING INTO TRAFFIC. MANUFACTURER WAS INFORMED; DEALER INVESTIGATED; STATES THIS IS NORMAL AND NOTHING CAN BE DONE, THAT LAG IS "ACCEPTABLE". SOME INSTANCES HAVE BEEN SEVERAL SECONDS BEFORE ACTUAL THROTTLE RESPONSE. DRIVER HAS TO USE HARDER ACCELERATION TO COMPENSATE WHEN THIS HAPPENS. THIS IS A SAFETY ISSUE THAT TOYOTA IS AWARE OF BUT DECLINES TO ADMIT IT IS A PROBLEM. DRIVER IS VERY CONCERNED THAT THIS ISSUE WILL BE CAUSE OF AN ACCIDENT. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314245  
**Date of Incident:** 20061116  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** ORANGEVALE, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHENEVER THE CONTACT DROVE THE VEHICLE HE NOTICED THAT THE VEHICLE CONTINUED TO ACCELERATE UP TO 45 SECONDS WHEN THE RPM'S REACHED 3400. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE VEHICLE WAS PERFORMING NORMALLY. THE CONTACT HAS NOTICED THE FAILURE SINCE THE DAY THE VEHICLE WAS PURCHASED. THE CURRENT AND FAILURE MILEAGES WERE 60,000. UPDATED 03/19/10. \*LJ

C-721

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305878  
**Date of Incident:** 20061117  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** MASSAPEQUA PARK, NY

**NHTSA Summary:**  
I HAVE BEEN COMPLAINING OF THIS SAME PROBLEM (MY BRAKES FAIL ALSO WHEN GOING OVER ROUGH ROADS) SINCE I BOUGHT MY 2006 LEXUS RX400H. THEY HAVE BEEN TELLING ME ITS NORMAL AND DENY ITS EVEN A PROBLEM. EB: 4: NHTSA TODAY ANNOUNCED IT IS OPENING A FORMAL INVESTIGATION OF THE TOYOTA PRIUS HYBRID MODEL YEAR 2010 TO LOOK INTO ALLEGATIONS OF MOMENTARY LOSS OF BRAKING CAPABILITY WHILE TRAVELING OVER AN UNEVEN ROAD SURFACE, POTHOLE OR BUMP. THE AGENCY RECEIVED 124 REPORTS FROM CONSUMERS, INCLUDING FOUR ALLEGING THAT CRASHES OCCURRED. INVESTIGATORS HAVE SPOKEN WITH CONSUMERS AND CONDUCTED PRE-INVSTIGATORY FIELD WORK. GSAFETY IS OUR TOP PRIORITY. SAID TRANSPORTATION SECRETARY RAY LAHOOD. THAT IS WHY IN RECENT WEEKS NHTSA HAS ALSO ISSUED A CONSUMER ADVISORY ON THE RECALL OF SEVERAL MODELS OF TOYOTA VEHICLES AND THE PONTIAC VIBE INVOLVING PEDAL ENTRAPMENT AND STICKY ACCELERATOR PEDALS. WE WILL CONTINUE TO MONITOR THESE ISSUES CLOSELY. NEWS RELEASE

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313573  
**Date of Incident:** 20061117  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** NEW BRAUNFELS, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA TACOMA. THE CONTACT WAS DRIVING APPROXIMATELY 60 MPH AND STATED THAT THE VEHICLE SUDDENLY ACCELERATED OUT OF CONTROL INTO HEAVY TRAFFIC. THE DRIVER HAD TO MANUEVER INTO THE EMERGENCY LANE, SHIFT INTO NEUTRAL AND TURN OFF THE IGNITION. HE RE-STARTED THE VEHICLE AND TOOK THE VEHICLE TO THE DEALERSHIP. THE DEALER TOLD THE CONTACT THAT THE ACCELERATOR PEDAL MUST HAVE BEEN STUCK BESIDE THE FLOOR MAT BUT THE DRIVER SAW NO ENTRAPMENT DURING THE FAILURE. THE DEALER TOLD THEM THAT THERE WAS NOTHING THEY COULD DO AFTER INSPECTING THE FAILURE AND FINDING NO CAUSE. SHE HAD NOT CALLED THE MANUFACTURER TO-DATE. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS APPROXIMATELY 100,000. THE FAILURE MILEAGE WAS 35,072.

**Additional Summary:**

**Toyota ID Number:** 200611220974  
**NHTSA ODI Number:**  
**Date of Incident:** 20061119  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CHESTERFIELD, MO

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/22/2006 10:44:20 AM BDevereaux

Caller states: that on this past weekend she was driving the veh outside of a rest station where the veh began to surge forward. Cust adv that it was a very unpleasant feeling and could have been in a terrible

C-722

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

accident. She adv that she had to put the car in neutral and then resume driving. Cust adv that its currently at the dlr and they will be inspecting it on Friday.

\*\*\* CASE CLOSE 11/22/2006 10:44:45 AM BDevereaux  
Apol about experience and adv have doc concerns. Adv if further asst(nc) is needed, please feel free to give a c/b. Cust Thanked. No further fu is needed. Case can be closed.

**Additional Summary:**

**Toyota ID Number:** 200611200119  
**NHTSA ODI Number:**  
**Date of Incident:** 20061120  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** BROOKLYN, NY

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/20/2006 06:33:16 AM MBethay  
Caller states: driving and brakes stopped working no noise came from brakes. States pushed emergency brake and would not engage. States pushed a few more times and veh finally stopped. Cust states he does not feel safe in this veh and feels it is a Lemon. Cust states he will contact dlr and he will tell dlr about experience and does not want to have to pay a penny to have veh diag and rpr.

\*\*\* NOTES 11/20/2006 06:34:36 AM MBethay  
Cust states he wants specialist to call dlr before he goes in for appt so that dlr knows he will not be responsible for any cost. Cust very upset about situation.

\*\*\* PHONE LOG 11/21/2006 07:41:20 AM ASalceda Action Type: Outgoing call  
I cldd cust and he adv that he would not charge cust for diag fee.

\*\*\* PHONE LOG 11/21/2006 07:41:56 AM ASalceda Action Type: Outgoing call  
I cldd cust and was asked to call him back. IF CUST CALLS: Please adv cust to contact the dlr and schedule an appt to have the veh inspected. Please adv cust the dlr will not charge him for the diag fee.

\*\*\* SUBCASE 200611200119-1 CREATED 11/21/2006 07:42:11 AM ASalceda

\*\*\* EMAIL OUT 11/21/2006 08:00:14 AM TBenoit Action Type: External email  
Send to: [araceli\_salceda@toyota.com]  
CC List: [araceli\_salceda@toyota.com]  
Mr. Levy called in and I relayed notes per Araceli to have cust schedule a inspection with dlr and diagnostic fee will be waived.

\*\*\* DEALER MESSAGE: 11/22/06 07:32:12  
DEALER LEFT MESSAGE FOR CUST. TO CALL BACK FOR APT

\*\*\* EMAIL OUT 11/22/2006 11:25:55 AM JMKeel Action Type: External email  
Send to: [araceli\_salceda@toyota.com]  
CC List: [Nobody]

Cust sts is at the dlr and wants LCS to pay for windshield wipers. Apol and adv Lexus respectfully declines request. Adv diagnostic fee will be waived. Cust sts you dont know the feeling of almost dying. Isn't Lexus supposed to make cust happy? Sts believes he has a lemon, so what is he to do now sue Lexus? Sts it is the principle he is upset with. Apol and adv Lexus has to review further with the dlr his concerns once veh has been inspected.

\*\*\* NOTES 11/30/2006 08:49:01 AM ASalceda  
Dlr note: TECH FOUND RUBBER MAT WAS GETTING STUCK, REMOVE AND RELOCATE RUBBER MAT AND ROADTEST VEH -OK, PLUS CUST HAS BROKEN WIPER BLADE, DEALER WILL REPLACE UNDER 1-T GOODWILL AS PER SERVICE MANAGER BECAUSE CUST JUST PURCHASE A NEW VEH.

C-723

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 11/30/2006 08:52:20 AM ASalceda Action Type: Outgoing call  
I cldd cust and left him a voicemail asking him to contact me. IF CUST CALLS: Please adv cust that the dlr has adv they inspected him veh and found that the rubber mat got stuck and that is why he had the concern. Please adv cust that the dlr also adv that they replaced the wiper for him at no cost. Please adv cust we apol for his dissatisfaction and have doc his concerns. Please ask cust if he requires further assist.

\*\*\* PHONE LOG 12/05/2006 07:22:38 AM ASalceda Action Type: Outgoing call  
I cldd cust and left him a voicemail asking him to contact me. IF CUST CALLS: Please adv cust that the dlr has adv they inspected him veh and found that the rubber mat got stuck and that is why he had the concern. Please adv cust that the dlr also adv that they replaced the wiper for him at no cost. Please adv cust we apol for his dissatisfaction and have doc his concerns. Please ask cust if he requires further assist.

\*\*\* SUBCASE 200611200119-1 CLOSED 12/11/2006 05:30:39 AM ASalceda

\*\*\* CASE CLOSE 12/11/2006 05:31:00 AM ASalceda  
No response from cust. Case closed.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10267184  
**Date of Incident:** 20061120  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** PHOENIX, AZ

**NHTSA Summary:**  
MY WIFE WAS DRIVING OUR NEW 2006 TACOMA, MY 9 YEAR OLD AND I WERE IN THE BACK SEAT. MY WIFE BEGAN TO SCREAM BECAUSE THE TRUCK BEGAN TO ACCELERATE UNCONTROLLABLY, SHE WAS "STANDING" ON THE BRAKE PEDAL BUT IT DID NOT SLOW DOWN. THE ACCELERATION CONTINUANCE FOR A LITTLE UNDER A MILE BEFORE REGAINING CONTROL. LUCKILY THE TRAFFIC WAS MINIMAL, NO ACCIDENT OR INJURIES OCCURRED. THE TRUCK WAS TAKEN TO THE DEALERSHIP TO GET CHECKED OUT, CORRECTIVE ACTION WAS NOTHING BECAUSE THEY COULD NOT DUPLICATE. MILEAGE OF VEHICLE DURING FAULT WAS 6380. SINCE THAT TIME SMALL OCCURENCES HAVE TAKEN PLACE, SUCH AS AT A STOP LIGHT THE VEHICLE WANTS TO CREEP FORWARD ON ITS OWN. NOTHING EVER FOUND WHEN TAKEN TO THE DEALER. SEEING THE NEWS REPORT AND READING THE COMPLAINTS ONLY CONFIRM OUR SUSPICION OF THIS DEFECTIVE VEHICLE AND IT WILL BE TRADED IN. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308193  
**Date of Incident:** 20061120  
**Vehicle:** 2007 TOYOTA SOLARA  
**Location of Incident:** SCOTTSBORO, AL

**NHTSA Summary:**  
I TWICE WITHIN 1ST YEAR. THE CAR ACCELERATED QUICKLY WHILE I WAS DRIVING ON THE ROAD. IT WAS HARD TO STOP. I THOUGHT THE FLOOR MAT WAS UNDER THE GAS PEDAL. LATER, THE CAR SUDDENLY REVVED UP AND ACCELERATED AS I WAS LEAVING A PARKING LOT. AFTER I TOOK MY FOOT OFF OF THE GAS, IT KEPT INCREASING SPEED. NOTHING WAS IN THE WAY OF THE PEDAL THAT TIME. I WAS ABLE TO GAIN CONTROL. (THE SERVICE TECH TOLD ME THE EXPERIENCE I RELAYED TO HIM WAS NOT POSSIBLE.) STILL, THE CAR ACCELERATES BY ITSELF, MOST RECENTLY THREE DAYS AGO. I HAD IT

C-724

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SET AT 60 MPH ON CRUISE CONTROL. IT WOULDNET STAY AT 60. I HAD TO DECREASE THE CRUISE SPEED 3 OR 4 TIMES. I ROUTINELY HAVE TO MANUALLY REDUCE THE CRUISE CONTROL SPEED BY BUMPING THE LEVER DOWN. I HAVE BECOME USED TO THIS MALFUNCTION. TOYOTA EMPLOYEES DENIED A DEFECT AND REFUSED TO REPAIR THE FAULTY PARTS. DURING THE FIRST 18 MONTHS, I TOOK MY CAR IN APPROXIMATELY 20 TIMES. NO REPAIRS WERE MADE. 2. RAIN ENTERS ABOVE THE DRIVER'S SIDE WINDOW. ODI ID NUMBER:10242104 HAS BEEN ESTABLISHED BECAUSE OF THE SAME COMPLAINT ON THE SAME MAKE AND MODEL. 3. THE RIGHT FRONT TIRE HAD TO BE REPLACED TWICE DURING THE FIRST 6 MONTHS I HAD THE CAR BECAUSE THE TIRES IN THAT POSITION DAMAGED QUICKLY FOR NO LEGITIMATE CAUSE. I HAD TO BUY A WHOLE SET OF TIRES BEFORE THE CAR HAD 18,000 MILES ON IT BECAUSE THEY WERE WEARING SO BADLY THAT THEY WERE UNSAFE. THIS COINCIDES WITH ODI ID NUMBER:10269039 CITING THE SAME PROBLEMS ON ANOTHER 07 SOLARA CONVERTIBLE. 4. THE SOFT TOP HAS UNRAVELED IN TWO PLACES ABOVE THE FRONT WINDSHIELD AT THE SEAM WHERE IT IS SEWN TOGETHER. TOYOTA'S RESPONSE HAS VARIED FROM: NOTHING WRONG WITH IT, I MUST HAVE DAMAGED IT, AND IT ISN'ET COVERED UNDER WARRANTY. 5. THE ELECTRONIC SEAT STUCK. IT WAS LEFT IN A FORWARD POSITION (AS IF TO ALLOW ACCESS TO THE BACK SEAT). THE TECH SAID THE CAR DIDN'T HAVE POWER SEAT FUNCTIONS. I TOLD HIM I'D PAID FOR ONE ON MY ITEMIZED BILL AND I'D BEEN USING IT. UNREPAIRED, IT RESUMED WORKING BY ITSELF WEEKS LATER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10174071  
**Date of Incident:** 20061121  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CHESTERFIELD, MO

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

**Additional Summary:**

**Toyota ID Number:** 200611220619  
**NHTSA ODI Number:**  
**Date of Incident:** 20061122  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** RED BANK, NJ

**NHTSA Summary:**  
 \*\*\* PHONE LOG 11/22/2006 09:08:50 AM CGonzalez  
 Caller states: he was driving his friend's 2007 ES 350. He was driving veh and had to make a turnand accelerated. When he eased up off the gas, veh kept accelerating up to 60mph w/out him pressing on gas pedal. He pressed on brake and went down to 30 mph. He kept pressing on brakes and may have damaged brake. What happened is the carpet shifted forward to the exact space where the gas pedal is and kept accelerating. (VIN not provided, unable to locate in CPA).

\*\*\* NOTES 11/22/2006 09:09:44 AM CGonzalez  
 >>>Adv to have veh insp'd by a Lexus dlr. Cllr sts the veh belongs to his friend who will taake veh to dlr. He just wanted to doc encrns and sts he does not require further assistnc.

\*\*\* CASE CLOSE 11/22/2006 09:10:20 AM CGonzalez  
 Cllr sks to doc encrns w/ carpet and accelerator. Adv cllr his encrn has been doc at HQ for mgmt visibility. Cllr satis and sks no further assistnc. Case can be closed.

C-725

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10174239  
**Date of Incident:** 20061123  
**Vehicle:** 2002 TOYOTA TUNDRA  
**Location of Incident:** DENHAM SPRINGS, LA

**NHTSA Summary:**  
 MY '02 TOYOTA TUNDRA WOULD SUDDENLY NOT IDLE ON ITS ON. THEN IT WOULD RUN NORMALLY. THIS HAS HAPPENED TWICE NOW. NOW I HAVE TO PUSH THE GAS PEDAL HALF WAY TO THE FLOOR TO GET ANY RESPONSE. IN RESEARCHING THE PROBLEM I DISCOVERED THAT THERE ARE A LOT OF PEOPLE HAVING THE SAME PROBLEM. IT IS ALL RELATED TO EITHER THE THROTTLE POSITION SENSOR OR THE THROTTLE LEVEL SENSOR. THESE PARTS COST AROUND \$275 EACH. TOYOTA MECHANICS KNOW THERE IS A PROBLEM HERE BUT TOYOTA WILL DO NOTHING TO HELP. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10182834  
**Date of Incident:** 20061123  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** FOUNTAIN HILLS, AZ

**NHTSA Summary:**  
 I HAD A LIFE THREATENING EXPERIENCE IN MY 2007 LEXUS ES350 ON THANKSGIVING DAY 2006. I WAS DRIVING WITH 3 OTHER FAMILY MEMBERS TO PAYSON, AZ FROM FOUNTAIN HILLS, AZ. PAYSON IS IN THE MOUNTAINS AT HIGHER ELEVATION. I LIKE TO USE THE CRUISE CONTROL WHEN I AM DRIVING ANY DISTANCES. WHILE IN HEAVY TRAFFIC GOING UP A MOUNTAIN GRADE, THE CAR STARTED ACCELERATING BY ITSELF. THE FIRST THING I DID WAS HIT THE BRAKE, WHEN THAT DID NOT DISENGAGE THE CRUISE OR ACCELERATION, I STOMPED ON THE BRAKES WITH BOTH FEET. THE VEHICLE WAS NOW ACCELERATING AT OVER 100 MPH IN HEAVY TRAFFIC, THEN I FINALLY PUT THE CAR IN LOW WHICH DID FINALLY DISENGAGE THE CRUISE AND ACCELERATOR. THIS WAS A VERY SCARY EVENT. THE FOLLOWING DAY I IMMEDIATELY TOOK THE CAR IN WITH THIS COMPLAINT TO SCOTTSDALE LEXUS SERVICE DEPARTMENT. I HAD NO DOUBTS THAT THEY WOULD IMMEDIATELY TAKE CARE OF THIS LIFE THREATENING PROBLEM. TO MAKE A VERY LONG AND TIME CONSUMING STORY SHORT, I WAS TOLD TO DRIVE THE CAR UNTIL IT HAPPENED AGAIN AND THAT THEY HAD NEVER HEARD OF THIS PROBLEM BEFORE. PERHAPS THE NEXT TIME I WANT BE ABLE TO MISS ALL OF THE CARS THAT WERE IN MY WAY AND COULD JUST GO OVER THE EDGE OF THE MOUNTAIN. I HAVE SPOKEN TO A LOT OF LEXUS PEOPLE WITH NO RESULTS AND FINALLY DECIDED TO DROP IT UNTIL I HAD TIME TO TRY AND DEAL WITH THE SITUATION. I DID NOT GET A NEW LEXUS SO I COULD BE CONSUMED WITH MY TIME WASTED WITH INNUMERABLE PHONE CALL AND REPETITION OF STORIES. I PUT \$6000 DOWN ON MY NEW LEXUS LEASE THAT IS FOR 3 YEARS AND NOW HAVE A VEHICLE THAT I DO NOT FEEL SAFE TO DRIVE. I CERTAINLY WOULD NEVER SET THE CRUISE CONTROL AGAIN. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10181756  
**Date of Incident:** 20061123  
**Vehicle:** 2007 TOYOTA AVALON

C-726

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** COLUMBIA, MO

**NHTSA Summary:**  
 NHTSA - COMPLAINT  
 NOV 23, 2006: IN REPOSITIONING MY 2007 AVALON XLS IN THE DRIVEWAY OF MY SISTER'S HOUSE, I SLOWLY PULLED FORWARD TO RE-PARK AND APPLIED THE BRAKES TO STOP AND THE ACCELERATOR IMMEDIATELY WENT TO HIGH RPMs. I HAD TO BRAKE VERY HARD TO KEEP FROM HITTING MY BROTHER-IN-LAW AND HIS HOUSE. I WAS BRAKING AND TURNED OFF THE IGNITION. ON DEC 23, 2006 THE SAME PROBLEM OCCURRED TWO BLOCKS IN A ROW IN OUR CONGESTED DOWNTOWN AREA. THE 1ST TIME, I WAS STOPPING VERY SLOWLY; THE SECOND TIME I WAS BRAKING TO WAIT FOR A PARKING SPACE. THE 1ST TIME I TRIED CHANGING GEARS AND THEN TURNED OFF THE IGNITION. THE SECOND TIME I IMMEDIATELY TURNED OFF THE IGNITION. MY WIFE WAS A WITNESS. I DROVE THIS CAR FOR THE MONTH AFTER IT'S PURCHASE NEW (SEP 6, 2006), EVERY 2ND/3RD DAY FOR THE MONTH OF OCT 2006, AND OFF/ON DURING NOV 2006 WITHOUT THIS PROBLEM. I TOLD THE LOCAL DISTRICT TOYOTA PERSONNEL THAT I COULD NOT TRUST THIS PARTICULAR VEHICLE. IT HAS BEEN PARKED EITHER AT THE DEALERSHIP OR IN MY GARAGE ALMOST EVERY DAY SINCE DEC 23, 2006. THE DISTRICT TOYOTA PERSONNEL SAID THAT THEY DID NOT CONSIDER MY CAR UNSAFE BECAUSE THEY 'COULD NOT FIND ANY ERROR CODES' IN THE CAR'S SYSTEM, AND ON THE 102 MILE TEST DRIVE THEY DID, WITHOUT ME PRESENT, THEY DID NOT EXPERIENCE MY PROBLEM. THEY DID SIMULATE IT BY STEPPING ON THE BRAKE AND ACCELERATOR AT THE SAME TIME!!!! I WAS ON THE HIGHEST ALERT THE SECOND TIME IT HAPPENED ON DECEMBER 23RD! MY FOOT WAS NOT ON THE ACCELERATOR! I WAS BRAKING ALL THREE TIMES - OR ELSE MY BROTHER-IN-LAW WOULD HAVE BEEN INJURED, HIS HOUSE DAMAGED, AND CARS DOWNTOWN HIT. I RESENT THE INSINUATION THAT I WAS PUSHING BOTH PEDALS ALL THREE TIMES. NO EXPLANATION WHY I HAD NOT EXPERIENCED THIS PROBLEM IN THE NEARLY THREE MONTHS (WITH THE SAME SHOES ON) BEFORE THE PROBLEM FIRST AROSE. TOYOTA CLOSED MY PROBLEM REPORT AS 'SOLVED' EVEN THOUGH THE LOCAL SERVICE MANAGER STATED HE DID NOT CONSIDER IT 'SOLVED'. WHY? \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317549  
**Date of Incident:** 20061123  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** DAYTON, NV

**NHTSA Summary:**  
 2007 TOYOTA CAMRY ACCELERATION PROBLEM\*CW THE CONSUMER STATED WHILE DRIVING ON A TWO LANE SECTION OF THE HIGHWAY, THE VEHICLE ACCELERATED OUT OF CONTROL UP TO 90 MPH AND IT DIDN'T RESPOND TO ANY BRAKING EFFORT. EVEN AFTER SHIFTING THE AUTOMATIC TRANSMISSION INTO NEUTRAL, THE VEHICLE WOULD SIMPLY NOT SLOW DOWN, EVEN WITH BOTH FEET ON THE BRAKE. FINALLY, THE CONSUMER DECIDED TO TURN OFF THE KEY. ONCE THE KEY WAS TURNED OFF, THE VEHICLE FINALLY BEGAN TO SLOW DOWN. THE CONSUMER STATED THE PEDAL WAS NOT TRAPPED UNDER THE MAT AND HE BELIEVED THERE WAS SOME TYPE OF COMPUTER OR SOFTWARE PROBLEM, SINCE THE VEHICLE WAS PUT INTO NEUTRAL WITHOUT ANY EFFECT. \*JB UPDATED 03/29/10.\*JB

**Additional Summary:**

**Toyota ID Number:** 200701101549  
**NHTSA ODI Number:**  
**Date of Incident:** 20061127  
**Vehicle:** 2007 TOYOTA TACOMA

C-727

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:**

**NHTSA Summary:**  
 \*\*\* PHONE LOG 01/10/2007 04:26:09 PM DLombardo  
 Cust writes Toyota regarding issues with veh engine "surge" to 300-500 rpm everytime clutch depressed plus HOWLING sound coming from engine. Cust sts in letter he has taken veh to both dlr listed in case for problem. Both dlrshp do not know how to correct and have requested help from CA technical center but NO one at dlrshp has communicated with him over issues since taking veh to both dlrshps. NCR tried to call cust to obtain VIN # & left message w/ co-worker.  
 \*\*\* NOTES 01/10/2007 05:04:44 PM ETorres1  
 cllr sts c/b wanting to speak w/ DLombardo. NCR apol & adv DLombardo not avail. NCR did read cllr notes in case. Cllr thanked. NCR adv case #.  
 \*\*\* NOTES 01/10/2007 05:09:42 PM BGarduno  
 ATF, 12/29/06, 01/04/07  
 Ltr sts: reiterating same concerns as call. no further action needed.

\*\*\* CASE CLOSE 01/11/2007 08:19:13 AM DLR12086  
 CUSTOMER ALREADY TOLD AND SHOWN BY DEALER THAT THE CONDITION THAT EXISTS IS NORMAL AND THE SAME AS SAME TRUCK THAT WAS SHOWN TO HIM. THE REV CONDITION IS CUSTOMERS DRIVING HABBITIS NOT TRUCK TECH TEST DROVE NO CONDITION ON REVS  
 \*\*\* NOTES 01/22/2007 09:42:25 AM ASeates  
 Cust c/b & sks to speak w/ DLombardo. cust sts DLombardo is supposed to be assisting him with repairs on his veh. NCR apol & adv DLombardo is unavail but will send message to rep to c/b cust.  
 \*\*\* NOTES 01/23/2007 09:35:57 AM ABaker2  
 Cust c/b seeks to speak with DLombardo. ncr apol & adv cust he is not avail and ncr can assist. cust sts he is still having the same concerns. ncr apol 7 adv cust oer case notes. ncr adv cust dlr crm name and role and concerns have been doc. cust sts he is not happy with the veh. ncr apol & adv c/bSt the dlr would need to duplicate the concerns and his concerns have been doc

**Additional Summary:**

**Toyota ID Number:** 200611290902  
**NHTSA ODI Number:**  
**Date of Incident:** 20061128  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** MANCHESTER, MA

**NHTSA Summary:**  
 \*\*\* PHONE LOG 11/29/2006 10:37:57 AM MMendoza Caller states: She is the registered owner of her veh. She sts yesterday morning while pulling into a parking space the veh accelerated while her foot was on the brake & smashed into the side of the building. She was the only person in the veh & was wearing a seatbelt. She fls that something was wrong w/the veh b/c it accelerated by itself. She sts she noticed online that other Toy vehs have reported issues w/ uncontrollable acceleration. ....  
 \*\* NOTES 11/29/2006 10:37:57 AM MMendoza ...She is unsure of what she sks beyond inspection @ this time, however she would like the veh replaced if the cause of this incident is not found. She sts when the veh accelerated the veh reved very loudly. She had the veh towed to dlr1 & Svc Manager Tom "Biladou" has been working w/her. She fls something failed & caused this to happen. She sts she had whiplash & has pain in her back elbow and hips. She has been to a muscle therapist, she does not need medical...  
 \*\* NOTES 11/29/2006 10:37:58 AM MMendoza ...attention. She does not know how fast she was moving @ impact. She sts only damage was to front of her veh. She sts she fls the Airbags should have deployed but they did not. She would also like to know why this did not happen as well. She sts the veh

C-728

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

wasn't in any prev accidents. She sts the svc manager could not find anything wrong w/the veh but wanted her to contact Toy to have a FTS inspect the veh.

\*\* NOTES 11/29/2006 10:38:47 AM Mendoza NCR apol & adv would forward to case management for review. Adv case manager f/u by eob 2 busi days. Adv case #

\*\* SUBCASE 200611290902-1 CREATED 11/29/2006 01:32:36 PM SMoore

\*\* NOTES 12/01/2006 11:29:19 AM SMoore +OUTGOING CUST CALL+ LVM, adv calling to discuss cust request for inspection of veh. Provided 800#, ext. 73008

& ncr's business hours (5:00 am - 1:30 pm PST) for c/b.

\*\* NOTES 12/04/2006 06:19:00 AM SMoore +OUTGOING CUST CALL+ Left second message for cust adv calling to discuss cust request for inspection of veh.

Provided 800#, ext. 73008 & ncr's business hours (5:00 am - 1:30 pm PST) for c/b. +OUTGOING DLR CALL+ While speaking to region, ncr, c. ringer, adv dlr has contacted region inquiring when veh will be inspected. Region adv cm waiting on c/b from cust. NCR lvm for sm, tom b, inquiring if dlr has an alternate # for cust as ncr leaving msgs on cust home #.

\*\* NOTES 12/04/2006 06:19:20 AM SMoore Provided direct # for c/b.

\*\* NOTES 12/04/2006 06:41:17 AM SMoore +INCOMING CUST CALL+ Mr. smith c/b and provided details for legal tab. NCR adv of region, cust to be contacted w/in 3 bus days w/ inspection date. ==FCRP== LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY EXTERIOR AND INTERIOR PHOTOS

\*\* SUBCASE 200611290902-1 CLOSED 12/04/2006 06:42:36 AM SMoore Close subcase.

\*\* NOTES 12/04/2006 08:11:19 AM SMoore +INCOMING CUST CALL+ Mrs. smith now calling. NCR explained same info explained to spouse. Cust thanked ncr for info.

\*\* NOTES 12/04/2006 08:42:00 AM CRinger170 RCR confirmed an inspection date with cus for the FTS WZ to inspect veh on 12/7/06. \*\* CASE CLOSE

01/17/2007 10:31:06 AM CRinger 170 RCR has sent the contact report & photos to Carole Hargrave via FedEx.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10174741  
**Date of Incident:** 20061129  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** RIVERSIDE, CA

**NHTSA Summary:**  
 THIS MAY BE A REPEAT COMPLAINT BECAUSE I FILLED THIS OUT EARLIER BUT MY COMPUTER CRASHED. MY MOTHER AND SISTER HAD A MINOR ACCIDENT TODAY (11/29/2006, 12:10 P.M.) IN WHICH OUR 2005 TOYOTA CAMRY SURGED FORWARD FROM ITS PARKING SPACE WHERE MY MOTHER HAD PULLED IN INTO THE OPPOSITE PARKING SPACE AND INTO A PARKED FORD EXPLORER SUV, KNOCKING OFF THE EXPLORER'S FRONT LICENSE PLATE COMPLETELY ONTO THE GROUND. MY SISTER SAID SHE LOOKED DOWN TO SEE IF MY MOTHER'S FOOT WAS ON THE ACCELERATOR AND IT WAS NOT, IT WAS ON THE BRAKE PEDAL. SHE HEARD MY MOTHER SAY "I CAN'T STOP!" AS SHE STOOD ON THE BRAKE PEDAL. THE CAR SURGED FORWARD INTO THE PARKED EXPLORER ON ITS OWN ACCELERATION. WE HAD A TOYOTA IN THE EARLY 1980'S AND HAD THIS EXACT PROBLEM RESULTING IN ANOTHER CRASH. THIS HAS BEEN A PROBLEM FOR TOYOTA'S SINCE THEN. TOYOTA SHOULD HAVE FIXED THIS PROBLEM OVER THE LAST 20+ YEARS. BACK THEN THERE WAS NO INTERNET TO FILL OUT IMMEDIATELY AFTER THE CRASH TO COMPLAIN. \*JB

**Additional Summary:**

C-729

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200710251280  
**NHTSA ODI Number:**  
**Date of Incident:** 20061130  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
 \*\*\* PHONE LOG 10/25/2007 03:29:43 PM JFewel  
 RNT#071023-000438

Email states: "Problems that i am still having with my Tacoma  
 Now the reason i bought my truck is because both of my sisters have either a toyota or a lexus, also my mother has a lexus, they love their vehicles, so i went and bought my truck it has over 34k miles and i have had my truck in the shop at least 4 times within the year. My moms car had a recall on the tranny and they fixed it and got it done, so i would like to know what is wrong..."

\*\* NOTES 10/25/2007 03:30:41 PM JFewel  
 ...with my tranny, it shifts hard, when i am sitting at a red light the truck lunges forward it feels like some one has stuck me from behind, but that is not it, it is the tranny doing something it shouldnt. And North Park Toyota in Boerne said that one of his techs had to go to a special class or something like that and he asked those same questions about the trucks, had they didnt have an answer for him they just said that is just going to happen, what does that mean

\*\* NOTES 10/25/2007 03:31:10 PM JFewel  
 ...that there is problem with the truck that toyota cant fix, so they just leave it alone. Second, my starter, they have replaced the first one because it wasnt engaging and the starter wood just spin and not start the truck, so it is doing that again, now they say that it could be the sensor from the key to the sensor that is not working, i just dont understand it. And third, i was driving one day with my girl and i went to pass a car and i didnt smash the gas to the

\*\* NOTES 10/25/2007 03:31:12 PM JFewel  
 ...floor just pressed on it to pass and the truck bogged down as if it wernt getting enough fuel but then a couple seconds after that it kicked in and gave us whip lash, so these are the problems that i am having with my truck. So please help me get my truck back to the way it should."

\*\*\* SUBCASE 200710251280-1 CREATED 10/25/2007 03:33:21 PM JFewel  
 Thank you for contacting Toyota Motor Sales, U.S.A., Inc.

We apologize for your concerns with the transmission, starter and acceleration of your 2007 Tacoma. In order to properly assess your concerns, we have contacted the Customer Relations Manager at North Park Toyota/Boerne to further evaluate your Tacoma.  
 Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.  
 The Customer Relations Manager will contact you by the end of the business day, Tuesday, October 30, 2007. In the event you do not receive any contact from the dealership by this date, please contact us < http://toyota.custhelp.com/cgi-bin/toyota.cfp/php/enduser/std\_adp.php?p\_faaid=4164> with file #Incidents.c\$clarifycasenumbr.  
 Toyota Customer Experience

\*\*\* SUBCASE 200710251280-1 CLOSED 10/25/2007 03:33:36 PM JFewel  
 sent

\*\* NOTES 10/27/2007 01:08:31 PM JFewel  
 ATF - 10/27/2007 12:57 PM RNT#071023-000438

Email states: "thanks but i have been taking my truck there and the cant seem to find a problem with my truck just because the computer says there is nothing doesnt mean that is true. Since i have picked my truck up from there the shifting hard has continued. A tech that works there has been to a toyota tech class and has asked toyota about the shifting hard, and there reply is that they have heard of it but have no way of..."

\*\*\* NOTES 10/27/2007 01:09:24 PM JFewel

C-730

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

...fixing it, so in my ears i hear that there is a problem but they dont know how to fix so there is no problem. I am sorry but that just not right I am still paying for a truck that doesnt work right. please help me."

NCR sent an email reply advising we have forwarded the customer's additional comments to the CRM for review.

\*\* NOTES 10/27/2007 01:11:52 PM JFewel

We apologize; we have forwarded your additional comments to the Customer Relations Manager at North Park Toyota/Boerne for review.

The Customer Relations Manager will contact you by the end of the business day, Tuesday, October 30, 2007.

In the event you do not receive any contact from the dealership by this date, please contact us < http://toyota.custhelp.com/cgi-bin/toyota.cfp/php/enduser/std\_adp.php?p\_faaid=4164> with file #200710251280.

Toyota Customer Experience

\*\*\* DEALER NOTES: 11/02/07 16:36:08

SERVICE MANAGER CONTACTED CUST. SCHEDULED TO BRING TRUCK IN 11-05-07

\*\*\* CASE CLOSE 11/15/07 14:30:21 nalengr

REPROGRAMMED COMPUTER FRO SHIFTING ISSUES. CONTACTED TECHLINE ABOUT THE THUMP WHEN CUST COMES TO A STOP. TECHLINE ADVISED TO ADJUST REAR BRAKES. JOB COMPLETED CUST SATISFIED.

**Additional Summary:**

**Toyota ID Number:** 200612011652  
**NHTSA ODI Number:**  
**Date of Incident:** 20061201  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CHANTILLY, VA

**NHTSA Summary:**

\*\*\* PHONE LOG 12/01/2006 04:08:44 PM JHuang

Caller states: he was at a stop light and when he accelerated, the accelerator became stuck, and veh continued to speed up. Cust had to step on the brakes and turn off the car. Cust is very worried about concern and plans on bringing veh to dlr for inspection tomorrow.

\*\*\* CASE CLOSE 12/01/2006 04:09:25 PM JHuang

adv cust that veh does not have any recalls or known issues. Adv cust to call LCS back if he needs further assistance after speaking to dlr.

**Additional Summary:**

**Toyota ID Number:** 200612011652  
**NHTSA ODI Number:**  
**Date of Incident:** 20061202  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** WARWICK, RI

**NHTSA Summary:**

DT\*: THE CONTACT STATED THE HE WAS APPLYING THE BRAKE WHILE PULLING INTO A PARKING LOT WHEN THE VEHICLE LUNGED FORWARD. THE CONSUMER CONTINUED TO APPLY THE BRAKE BUT THE VEHICLE CONTINUED VERY SLOWLY FORWARD UNTIL IT WENT THROUGH A STORE'S GLASS WINDOW. THE POLICE DETERMINED THE CONTACT MUST HAVE ACCIDENTALLY DEPRESSED THE ACCELERATOR PEDAL, BUT THE CONTACT DENIED THE DETERMINATION. A POLICE REPORT WAS TAKEN, AND THE VEHICLE WAS

C-731

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NOT TAKEN TO A SERVICE DEALER.\*AK UPDATED 12/28/2006 - THE AIR BAGS DID NOT DEPLOY. \*NM

**Additional Summary:**

**Toyota ID Number:** 10307947  
**NHTSA ODI Number:** 20061202  
**Date of Incident:** 2006 LEXUS GS300  
**Vehicle:** 2006 LEXUS GS300  
**Location of Incident:** SANTA MONICA, CA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2006 LEXUS GS300. WHILE THE VEHICLE WAS PARKED BETWEEN TWO OTHER VEHICLES HE ATTEMPTED TO REVERSE WITH HIS FOOT ON THE BREAK AND WHEN HE ATTEMPTED TO CHANGED GEAR INTO DRIVE WITH HIS FOOT STILL ON THE BREAK HE HEARD A SURGE AND THE VEHICLE WANTED TO ACCELERATE AND THE RMP WAS READING 6,000. HE TOOK THE VEHICLE TO THE DEALER SEVERAL TIMES BUT THE DEALER STATED NOTHING IS WRONG WITH THE VEHICLE. THE FAILURE MILEAGE WAS 1,000 AND THE CURRENT MILEAGE WAS 31,000. HE RECENTLY TOOK THE VEHICLE BACK TO THE DEALER. THE DEALER CONTINUES TO STATE THAT NOTHING IS WRONG WITH THE VEHICLE. HE ALSO CONTACTED THE MANUFACTURER THE MANUFACTURER ALSO STATED NOTHING IS WRONG WITH THE VEHICLE. HE DOESNET DRIVER THE VEHICLE ON THE HIGHWAY. HE WANTED TO TRADE THE VEHICLE BUT THE DEALER TOLD HIM THEY WILL NOT TRADE THE VEHICLE. THE VIN WAS NOT AVAILABLE. LI

**Additional Summary:**

**Toyota ID Number:** 200612050013  
**NHTSA ODI Number:**  
**Date of Incident:** 20061205  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CYPRESS, TX

**NHTSA Summary:**

\*\*\* PHONE LOG 12/05/2006 05:30:45 AM TBenoit

Caller states: 07 ES 350. Cust has been experiencing the veh surging when she barely presses her foot on the gas. She took veh into Northside Lexus and they were not able to duplicate the problem. Cust was driving veh today when the veh surged again this time cust pressed the brake and the car was still going fwd like it was stuck in gear. Cust was able to get off the road safely. Cust did not have VIN or mileage of veh.

\*\*\* CASE CLOSE 12/05/2006 05:31:15 AM TBenoit

Apol to cust for veh concerns. I was able to get R/A on the line to further assist the cust with having veh towed. Cust required no further assistance.

**Additional Summary:**

**Toyota ID Number:** 10175272  
**NHTSA ODI Number:** 20061205  
**Date of Incident:** 2001 TOYOTA SEQUOIA  
**Vehicle:** 2001 TOYOTA SEQUOIA  
**Location of Incident:** AUSTIN, TX

**NHTSA Summary:**

2001 TOYOTA SEQUOIA. WHEN I SHIFTED FROM REVERSE TO DRIVE THE ENGINE ROARED TO A FULLY RACING ENGINE AND ACCELERATED FORWARD. HARD BRAKING COULD NOT

C-732

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SLOW THE VEHICLE AND IT HIT THE BACK OF A 2004 HONDA MINI-VAN THAT WAS PARKED, DOING EXTENSIVE DAMAGE BUT CAUSING NO INJURIES. \*JB  
Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10175843  
**Date of Incident:** 20061205  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** DORAVILLE, GA

**NHTSA Summary:**  
WHILE USING THE CRUISE CONTROL AT FREEWAY SPEED, DRIVING UP AN INCLINE, THE TRANSMISSION DOWNSHIFTED VIOLENTLY TWO GEARS FROM 5TH TO 3RD. ACTUAL SPEED ACCELERATION HAPPENED ENOUGH TO NEARLY CAUSE A REAR END COLLISION. I HAD TO MANUALLY CANCEL CRUISE CONTROL TO REGAIN SAFE CONTROL....\*JB  
**Additional Summary:**

**Toyota ID Number:** 200801300601  
**NHTSA ODI Number:**  
**Date of Incident:** 20061206  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 01/30/2008 10:54:24 AM DSHealey1  
Caller states: Concern w/engine operations. Sts engine periodically races vert loudly. Took veh to dlr for inspection. Dlr reprogrammed the ecu, issue continues. Clr disconnected.  
NEXT REP-IF cust c/b please handle accordingly. Thank You.

\*\*\* CASE CLOSE 01/30/2008 10:54:43 AM DSHealey1  
NEXT REP-IF cust c/b please handle accordingly. Thank You.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10219086; 10290122  
**Date of Incident:** 20061206  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** ALPHARETTA, JOHNS CREEK, GA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE GOING FORWARD INTO THE GARAGE AT 1 MPH ON DECEMBER 6, 2006, THE VEHICLE LUNGED FORWARD AND CRASHED THROUGH A WALL. THE FREEZER, STOVE, KITCHEN CABINETS, DESK, TABLE, AND CHAIRS WERE DAMAGED. ON A SECOND OCCASION, THE VEHICLE LUNGED FORWARD, BUT NO CRASH OCCURRED. ON JUNE 15, 2007, THE VEHICLE ACCELERATED AND CRASHED INTO THE WALL OF A GROCERY STORE, CAUSING EXTENSIVE DAMAGE. THE DEALER HAD THE VEHICLE AFTER EACH FAILURE AND PERFORMED BODY WORK ON THE VEHICLE; HOWEVER, THE CONTACT DID NOT KNOW WHAT MECHANICAL WORK WAS PERFORMED. WHEN HE ASKED FOR THE PAPERWORK, HE WAS DENIED. THE POWERTRAIN WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 24,000. UPDATED 03-18-08 \*BF THE CONSUMER STATED AIRBAGS NEVER DEPLOYED IN BOTH CRASHES. UPDATED 03/18/08 \*TR  
**Additional Summary:**

C-733

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10183408  
**Date of Incident:** 20061207  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** MANCHESTER, MA

**NHTSA Summary:**  
I WAS PULLING SLOWLY INTO A PARKING SPACE AND MY 2004 SIENNA VAN UNCONTROLLABLY ACCELERATED AND SMASHED INTO A BUILDING. \*JB  
**Additional Summary:**

**Toyota ID Number:** 200612080744; 200703300138  
**NHTSA ODI Number:**  
**Date of Incident:** 20061208  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 12/08/2006 11:09:59 AM JGetz  
Caller states: has a tacoma and adv the engine races up when you start veh when its cold and not cold. Clr sts did not know this until he got the veh home. Clr sts would not have purch veh if he knew this. Clr sts dlr warmed up car before he got into the veh

\*\*\* CASE CLOSE 12/08/2006 11:10:12 AM JGetz  
Ncr apol. Ncr adv clr documented concern. Ncr adv clr case # for ref  
\*\*\* NOTES 03/30/2007 07:14:45 AM RWright  
Clr c/b to adv that he has not heard from anyone yet. Dlr-Bryan-SM adv that there is no fix to his concern. Bryan adv that he has heard other complaints about the mechanics & adv he may spk to DP-Mr. Carter. He adv he placed a call this morning to Mr. Carter therefore waiting for his response. NCR apol then adv TOY has doc his concern & adv a new file has been created. .PA Case# 200703300138

\*\*\* PHONE LOG 03/30/2007 07:25:15 AM RWright  
PA  
PREV CASE# 200612080744

Caller states he is not happy w/the operation of his eng. It races up when you start the veh & stays there for approx 45 sec. Adv concern b/c the rpms raise while driving. He adv dlr-Bryan-SM is aware of his concerns as well as other cust w/same concerns then adv no resolution at this time but TOY us aware of this. He request concern be escalated. He adv that the veh sits in his driveway b/c he is not comfortable driving the veh in this cond.

\*\*\* NOTES 03/30/2007 07:26:00 AM RWright  
Ncr apol & adv cust that CEC will submit concern to Toyota Case Manager for further review. ncr reqt cust to allow 1bd for c/b. gave case#

\*\*\* SUBCASE 200703300138-1 CREATED 03/30/2007 02:38:29 PM SMOORE

\*\*\* NOTES 04/02/2007 01:24:29 PM DHughes  
Clr c/b request to speak with c/m. ncr apol and advd clr that case mgr is not avail. ncr advd clr will update case with request for c/b. ncr advd clr of call back in 1 bus day.

\*\*\* NOTES 04/02/2007 01:37:50 PM SMOORE  
-OUTGOING REGION CALL+  
RCR, c. ringer, sts its does want to inspect veh. Sts ok to send case to region.

-OUTGOING REGION CALL+  
Adv cust of region open, cust to be contacted w/in 3 bus days. Cust thanked ncr. Cust sts if veh can't be prtd, cust wants his money back for this veh.

\*\*\* NOTES 04/03/2007 07:35:33 AM CRinger170

C-734

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

RCR gave a copy of the case to the FTS GH on 4/2/07 w/ the FTS stating he will look at veh. On 4/3/07 RCR gave a copy of the case to DSPM CH for him to setup an inspection w/ the FTS.

\*\*\* NOTES 04/06/2007 12:34:36 PM SMOORE  
-OUTGOING CUST CALL+  
Cust sts has not recvd c/b from region. NCR apol, adv will review w/ region. Cust thanked ncr for fu.

-OUTGOING REGION CALL+  
LVM for rcr, c. ringer, inquiring about status of case, as cust has not been contacted yet.

\*\*\* NOTES 04/09/2007 11:48:27 AM SMOORE  
-OUTGOING REGION CALL+  
NCR adv by rcr, c. ringer, that factory rep was adv dlr was working w/ cust to trade veh.

-OUTGOING CUST CALL+  
Cust sts sls rep, jeremy, adv he would check into the option of trading veh w/ sls mngr, al, but never got back to him. Cust sts would like veh traded for a good trade in. NCR adv will review w/ dlr.

-OUTGOING DLR CALL+  
Sl's mngr, al, in a meeting. Receptionist, cindy, adv will have rep c/b. NCR thanked & provided direct # for c/b.

\*\*\* NOTES 04/09/2007 12:39:42 PM CRinger170  
DSPM CH spoke to RCR on 4/6/07, DSPM sts he spoke to dlr a few day prior w/ the dlr telling him that they are trying to trade the cust out of this veh and into another one. RCR asked DSPM if he could look into it further and see if cust needs veh inspected by him and or the FTS. DSPM will let RCR know when he hears anything.

\*\*\* NOTES 04/11/2007 07:12:29 AM SMOORE  
-INCOMING DLR CALL+  
Sl's Mngr, al, left message, but just adv to c/b, didn't give any info on case.

-OUTGOING DLR CALL+  
L/M for sls mngr, al, requesting c/b to discuss if dlr is working on trading cust out of veh. Adv if ncr doesn't answer, ok to leave info on voice mail.

\*\*\* NOTES 04/11/2007 01:05:53 PM SMOORE  
-OUTGOING DLR CALL+  
Sl's mngr, al, sts dlr is in negotiations w/ cust. Sts dlr & cust are going back & forth on trade in price. Sts they haven't come to an agreement yet.

-OUTGOING REGION CALL+  
Cust sts spoke w/ slsmn this morning and sts he's supposed to call later today w/ a final offer for the veh. Cust sts sls ncr to c/b tomorrow & cust will adv if decided to trade veh or if still requesting factory rep to get involved. NCR adv will fu tomorrow. Cust thanked ncr.

\*\*\* NOTES 04/12/2007 12:47:00 PM SMOORE  
-OUTGOING CUST CALL+  
Cust sts he and slsmn are still working some things out and sls ncr to fu tomorrow. Sts if trading veh doesn't work out, cust will be seeking factory rep inspection.

\*\*\* NOTES 04/13/2007 10:52:53 AM SMOORE  
-OUTGOING CUST CALL+  
Cust sts still deciding on whether he wants to pay money to trade it or keep veh and have rep inspect. Cust sts has ncr's info and will c/b if needed.

\*\*\* SUBCASE 200703300138-1 CLOSED 04/13/2007 10:53:06 AM SMOORE  
Close subcase.

\*\*\* NOTES 04/13/2007 10:58:23 AM SMOORE  
====5 POINT CLOSE====  
1. Summary: Customer states engine races up when you start the veh & stays there for approx 45 sec.  
2. Action Taken: SM

3. Resolution/Position: Dlr performed dlr adv characteristic of veh. Cust working w/ dlr to trade out of veh  
4. Customer Satisfied: Unknown  
5. Root Cause: Engine operation - Product

\*\*\* NOTES 04/17/2007 12:53:53 PM TStrong

C-735

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Clr stated that Cm wasn't available and the account would be notated that he called and Cm will return the call within 1 bus day.

\*\*\* NOTES 04/18/2007 01:33:27 PM SMOORE  
-OUTGOING CUST CALL+  
Cust sts dlr offered him a new veh for extra \$3k. Cust sts doesn't feel he should have to pay that much money. Sl's now wants factory rep to inspect veh. NCR adv region open, cust to be contacted w/in 3 bus days and ncr will continue to fu. Cust thanked ncr.

\*\*\* SUBCASE 200703300138-2 CREATED 04/18/2007 01:34:30 PM SMOORE  
\*\*\* NOTES 04/23/2007 10:00:06 AM SMOORE  
-OUTGOING REGION CALL+  
L/M for rcr, c. ringer, inquiring about inspection date for cust.

\*\*\* NOTES 04/24/2007 06:51:12 AM SMOORE  
-OUTGOING REGION CALL+  
RCR, c. ringer, sts his clarify system is down. Sts will c/b ncr with status once system is back up and running.

\*\*\* NOTES 04/25/2007 10:39:00 AM CRinger170  
RCR spoke to DSPM CH on 4/25/07, DSPM sts he will call the dlr to have a poss inspection done on the veh with the FTS GH.

\*\*\* NOTES 04/26/2007 07:15:03 AM SMOORE  
-OUTGOING DLR CALL+  
SM, dennis g, sts dspm, CH, is at dlr now and just told the other sm, bryan s, they will be setting an inspection w/ the customer.

\*\*\* NOTES 04/26/2007 11:05:21 AM SMOORE  
-INCOMING CUST CALL+  
Cust sts to know when veh will be inspected. NCR explained that rep was at dlr this morning and that dlr will be calling w/ inspection date. Adv ncr will fu tomorrow. Cust thanked ncr.

\*\*\* NOTES 04/27/2007 05:38:30 AM CRinger170  
RCR called DSPM CH on 4/26/07, DSPM sts he was at the dlr on 4/26/07 and went over this case with the SM. DSPM sts he will speak to the FTS GH to setup a date to inspect veh when the cust can bring the veh over on a ferry.

\*\*\* NOTES 05/02/2007 06:47:35 AM SMOORE  
-OUTGOING REGION CALL+  
RCR, c. ringer, sts hasn't recvd fu from factory rep.

\*\*\* NOTES 05/02/2007 11:08:03 AM CRinger170  
RCR called DSPM CH on 5/2/07 in regards to a poss inspection date w/ this cust. DSPM sts he has not been able to contact this cust yet and he will try to call the cust by the end of today.

\*\*\* NOTES 05/02/2007 01:09:18 PM SMOORE  
-INCOMING CUST CALL+  
Cust sts still hasn't recvd c/b from factory rep. NCR apol, adv it's still not the end of the business day there. Cust sts will wait.

-OUTGOING REGION CALL+  
Adv rcr, c. ringer, who adv will contact dspm.  
\*\*\* NOTES 05/02/2007 01:21:29 PM CRinger170  
RCR spoke to DSPM CH again on 5/2/07 to inform him in regards to the conversation that the cust just had with case mgr SM. DSPM sts he is at a dlr trying to finish up warranty paperwork and he will try to call the cust back today. If not, the DSPM sts he will call the cust back on 5/3/07 when he is in the office.

\*\*\* NOTES 05/02/2007 01:31:16 PM MFordiani  
NCR apol & adv clr would rev c/b at the end of 1 bus day. Cust would like to leave message that he has not rev any call from factory.

\*\*\* NOTES 05/03/2007 06:22:20 AM CRinger170  
DSPM CH left a msg w/ RCR on 5/2/07, DSPM sts he called the cust and spoke to him in regards to the idle concern. DSPM will contact FTS GH to get a few open inspection dates and then c/b cust to setup an inspection.

\*\*\* NOTES 05/03/2007 08:30:52 AM SMOORE

C-736

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

-OUTGOING CUST CALL+  
L/M adv ncr aware that cust has spoken w/ factory rep and that ncr will f/u after inspection. Provided 800#, ext. 73008 & ncr's business hours (5:00 am - 1:30 pm PST) in case cust sks to c/b.  
\*\*\* NOTES 05/07/2007 01:08:46 PM SMOORE  
-OUTGOING REGION CALL+  
RCR, c. ringer, sts will check status of case w/ rep.  
\*\*\* NOTES 05/08/2007 01:17:10 PM SMOORE  
-OUTGOING REGION CALL+  
RCR, c. ringer, sts will update case today.

\*\*\* CASE CLOSE 05/08/2007 01:46:31 PM CRinger170  
RCR spoke to DSPM CH. DSPM sts reviewed the RO's at dlr and then called cust to discuss. DSPM explained to cust that the dlr compared other alike veh that had the same as designed idling. DSPM sts no modifications will be done to alter the as designed idling. Cust did not want to bring veh to dlr since no changes will be done.  
\*\*\* NOTES 05/09/2007 11:22:01 AM SMOORE  
-OUTGOING CUST CALL+  
Cust confirmed speaking w/ dspm and being told veh operating as designed. Cust sts not happy w/ veh. Sts hopes toyota comes out w/ a fix. Sts in the future, may decide to file arb or contact ag's office. Cust thanked ncr for f/u call.  
\*\*\* NOTES 05/09/2007 11:23:54 AM SMOORE  
===== 5 POINT CLOSE =====  
1. Summary: Customer states engine races at start up  
2. Action Taken: SM/DSPM  
3. Resolution/Position: Factory rep inspected veh and confirmed engine operation is a normal characteristic of the veh  
4. Customer Satisfied: Unknown  
5. Root Cause: Engine performance - Product

\*\*\* SUBCASE 200703300138-2 CLOSED 05/09/2007 11:24:06 AM SMOORE  
Close subcase.  
**Additional Summary:**

**Toyota ID Number:** 200709121481  
**NHTSA ODI Number:**  
**Date of Incident:** 20061208  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 09/12/2007 05:40:47 PM DMorano  
Caller states: c/r sts when he going up a gravel road this past weekend and he had the veh in drive and took his foot off the brake and the engine made a loud noise and the engine stopped. c/r sts the auto trans seems to hesitate and ncr adv the drive by wire system. c/r sts when at a stop light with brakes applied the engine will rev and move the veh. c/r sts brakes have a spongy feel and no longer have a solid secure feel. c/r sts a police officer...  
\*\*\* NOTES 09/12/2007 05:40:47 PM DMorano  
.....pulled him over at a stop light and asked him why he was trying to get ready to drag race him and the cust at he was not trying to drag race the officer and that the engine revs which makes the truck body move when he has the brakes applied at a stop light. c/r sts the officer did not give him a ticket. c/r sts the rear truck sus also seems to drift and does not adhere to the road when he goes over bumps.  
\*\*\* CASE CLOSE 09/17/07 14:30:49 rulemgr  
SERVICE MANAGER ROBBIE CORTIS - SET APPT FOR CUST TUES 18TH FOR EVAL  
\*\*\* NOTES 10/08/2007 10:52:02 AM GGonzalez  
---Letter---dated--10/2/07--received--10/3/07

C-737

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Cust sts: He picked up his Tacoma after having the TSN done on the veh and he was very pleased with the service that he received. Cust adv he would like to let David Rugh and Robbie Curtis know that he was very satisfied with the service.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10175687  
**Date of Incident:** 20061208  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LITTLE ROCK, AR  
**NHTSA Summary:**

WE OWN A 2002 TOYOTA CAMRY LAST NIGHT MY WIFE, SON AND A FRIEND WERE SITTING AT A STOP LIGHT BEHIND ANOTHER CAR. WITH MY WIFE'S FOOT ON THE BRAKE, THE CAR REVVED UP AND LUNGED INTO THE BACK OF THE CAR IN FRONT OF HER. IMMEDIATELY AFTER HITTING HER ONCE, THE ENGINE REVVED UP EVEN HIGHER AND ACCELERATED INTO THE CAR AGAIN. HAD SHE BEEN FIRST IN LINE AT THE LIGHT, SHE WOULD HAVE BEEN THROWN INTO THE MIDDLE OF A BUSY FOUR LANE INTERSECTION AND MIGHT POSSIBLY NOT BE HERE TODAY. IF YOU HAVE ANY MORE INFO ON THIS, COULD YOU PLEASE SEND IT TO ME OR TELL ME WHERE IT COULD BE FOUND. \*JB  
**Additional Summary:**

**Toyota ID Number:** 200801290181  
**NHTSA ODI Number:**  
**Date of Incident:** 20061209  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 01/29/2008 07:26:56 AM AGutierrez  
Caller April Givens-daughter states: accelerator is sticking. Sts has taken veh to Dlr 11/07, 12/07, 1/08 & Dlr drove veh & unable to duplicate cnrm. Sts has to turn veh off to release accelerator, feels this is a safety cnrm. Sts Dlr is charging for loaner veh. Sks asst w/ cnrm. Ncr apol, explained warr/loaner veh param, adv CRM info, adv CRM w/ c/b w/ in 3 b/d.  
\*\*\* CASE CLOSE 02/01/08 14:30:30 rulemgr  
CALLED AND LEFT MESSAGE WITH CUSTOMER TO CALL ME BACK WATING IN RESPONSE FROM CUSTOMER. THERE IS REALLY NOTHING FURTHER THAT WE CAN DO AT THIS TIME WE HAVE R TEST DROVE THE VEH 3 TIMES AND FOUND NO CONCERNS ALSO WE HAVE CONTACTED THE TECH ASSISTANTS AND FOUND NO CONCERNS. AS FAR AS THE RENTAL GOES THE DAUGHTER DID NOT HAVE A CREDIT CARD SO WE USED HER DADS WHO DID AUTHORIZE  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315747  
**Date of Incident:** 20061209  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** WESTPORT, CT  
**NHTSA Summary:**

ON DEC. 9, 2006, OUR '05 LEXUS ES330 ACCELERATED SPONTANEOUSLY IN REVERSE DURING OUR (FORTUNATELY LONG) DRIVEWAY. BRAKING DID NOT STOP THE CAR. IN FACT, THE TIRES SQUEALED LOUDLY AS I BRAKED. I PUT THE CAR INTO NEUTRAL IN  
**Additional Summary:**

C-738

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ORDER TO STOP IT. WE IMMEDIATELY TOOK THE CAR TO A LEXUS REPAIR SHOP. THEY, OF COURSE, COULD FIND NOTHING WRONG. THEY MENTIONED HAVING RECEIVED SOME REPORTS OF FLOOR-MAT PROBLEMS CAUSING ACCELERATION, BUT COULDN'T TELL ME MORE. THE FLOOR-MAT ON THIS LEXUS WAS FIXED, SO THAT WASN'T THE PROBLEM. THIS INCIDENT ONLY HAPPENED ONE TIME. I THOUGHT THE PROBLEM WAS RELATED TO THE CRUISE CONTROL, BECAUSE MY BROTHER-IN-LAW HAD HAD A SIMILAR PROBLEM (GOING FORWARD THOUGH) THAT WAS DIAGNOSED AS THE CRUISE CONTROL CAUSING ACCELERATION. EVEN THOUGH LEXUS SAID MY CRUISE CONTROL CHECKED O.K., I NEVER USED IT AGAIN. WE DECIDED TO SELL THE CAR, & DID SO WITHIN 6 MONTHS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291063  
**Date of Incident:** 20061210  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** WESTWOOD, MA  
**NHTSA Summary:**

I BOUGHT A 2007 PRIUS FROM COPELAND TOYOTA-SCION DEALERSHIP. FROM THE BEGINNING, I NOTICED THAT IT ACCELERATES ON ITS OWN DURING THE DRIVE. FOR EXAMPLE, WHILE GOING AT 55 MPH, SUDDENLY, IT TRAVELS AT A HIGHER SPEED WITHOUT MY INTERVENTION. I FEEL LIKE BEING HYDROPLANING, LEAPING OR SHOOTING BY A FEW YARDS, AND THEN IT WOULD BE BACK TO NORMAL. INITIALLY, I DID NOT PAY ATTENTION TO IT, BUT I BROUGHT IT TO YOUR DEALERSHIP AND SPOKE ONE OF THEIR COUNSELORS NEARLY TWO YEARS AGO. I WAS TOLD THAT ONE OF YOUR TECHNICIANS WILL HAVE TO RIDE AND DIAGNOSE THE PROBLEM AND SINCE IT HAPPENS RANDOMLY, THERE IS NO WAY ANYONE ONE CAN DETECT. FIRST, I NOTICED THIS PROBLEM IN DECEMBER 2006. SINCE THEN, IT HAS BEEN HAPPENING ONCE IN A WAY. THE AVERAGE FREQUENCY CAN BE 3-5 TIMES A MONTH, AND IT COULD BE MORE BASED ON THE HIGHWAY USAGE. I WAS UNAWARE OF THE RAMIFICATIONS UNTIL THE RECENT RECALL NOTICE. I WANTED TO SEND THIS INFORMATION IN SEPTEMBER WHEN THE RECALL ON FLOOR MATS WAS ANNOUNCED. I AM MORE AND MORE CONCERNED ABOUT THIS UNPREDICTABLE SPEEDING ON ITS OWN WHICH COULD BE VERY DANGEROUS AS IT HAPPENED WITH SEVERAL CRASHES REPORTED (TODAY, I SAW A NEWS SEGMENT ON THE NBC TV INVOLVING A PRIUS). A CREEPING FLOOR MAT CAN GET THE GAS PEDAL STUCK, BUT WOULD NOT CAUSE SUDDEN ACCELERATION. SUDDEN ACCELERATION MAY BE MORE SEVERE IN THE CASES OF CRASHES, WHILE MINE IS LESS SEVERE, AT LEAST THUS FAR. IF THERE IS A FIX FOR THIS, I RATHER HAVE IT DONE AS SOON AS POSSIBLE, BEFORE IT GETS ANY WORSE. THANKS, AND I HOPE TO HEAR FROM YOU SOON. \*TR YOURS TRULY, S. CHAVALI  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10298314  
**Date of Incident:** 20061210  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** THORNTON, CO  
**NHTSA Summary:**

MY 2006 TOYOTA SIENNA'S ACCELERATOR GETS STUCK IN THE ACCELERATION POSITION. I WAS ENTERING THE HIGHWAY SO I WAS QUICKLY ACCELERATING TO MERGE WITH TRAFFIC AND ONCE I MERGED WITH TRAFFIC I RELEASED THE ACCELERATOR PEDAL TO ADJUST MY SPEED AND THE PEDAL REMAINED IN ACCELERATION MODE AND I WAS UNABLE TO STOP IT. I TRIED PRESSING THE BRAKE PEDAL TO STOP OR DECREASE THE ACCELERATION AND THAT DIDN'T WORK. I TRIED DEPRESSING THE ACCELERATOR  
**Additional Summary:**

C-739

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PEDAL AGAIN TO SEE IF IT WAS STUCK AND THAT DIDN'T WORK. EVENTUALLY THE ACCELERATION STOPPED ON ITS OWN. THIS HAS HAPPENED TO ME TWICE AND MY HUSBAND ONCE. SO FAR THIS HAS OCCURRED THREE TIMES SINCE WE HAD THE VEHICLE. I TOOK IT INTO A TOYOTA DEALER WHERE THEY RECORDED MY ISSUE ON THE SERVICE INVOICE ON 2/17/07 AND WERE UNABLE TO DUPLICATE THE ISSUE AND REMARKED THAT MY FLOOR MATS WERE UPSIDE DOWN AND THAT I SHOULD INSTALL THEM PROPERLY. \*TR  
**Additional Summary:**

**Toyota ID Number:** 200705030220  
**NHTSA ODI Number:**  
**Date of Incident:** 20061211  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 05/03/2007 08:24:46 AM RWright  
Caller states the accelerator is stuck upon going to 7k rpm's therefore shut veh off before it went higher. He was cnrmcd that when he turned veh back on it would do the same. Cust adv that this has happened once & is cnrmcd of it happening again. He also adv he is cnrmcd about grinding/rattling sound from brake system & adv he heard the same cnrm on an 07 veh. He adv that it does not due this regular drive. Cnrmcd that this would get louder. The HVAC is loud...  
\*\*\* NOTES 05/03/2007 08:25:04 AM RWright  
...& would like to have this inspected while other cnrms are expected.  
ncr apol then adv that TOY has doc cnrm & adv file sent to dlr-CRM for rvw then c/b w/in 3bd. gave file #  
\*\*\* NOTES 05/10/2007 06:51:28 AM SBaugh  
Caller c/b, sts has not heard back from dlr1(PLobb). C/r sts reiterates concerns raised in prev contacts. C/r sts no longer wants veh. NCR apol, adv process for veh inspection & rpr, ARB ppwk sent out, concerns documented\*\*\* CREATE NO RESPONSE NOTE 05/10/2007 06:51:32 AM by SBaugh  
This is no response message #1. Please call your customer immediately.  
\*\*\* NOTES 05/10/2007 06:54:41 AM SBaugh  
NCR created new case 200705100082 for ARB.  
\*\*\* CASE CLOSE 05/16/07 14:30:24 rulemgr  
DLR HAS NEVER DUPLICATED PROB AND NO ERROR CODES WERE PULLED WHEN CHECKED/ CUST HAS DECIDED IT APPEARS TO GO TO ARBITRATION AS HE NO LONGER WANTS VEHICLE  
**Additional Summary:**

**Toyota ID Number:** 200705100082  
**NHTSA ODI Number:**  
**Date of Incident:** 20061211  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 05/10/2007 06:54:17 AM SBaugh  
ARB  
See prev case 200705030220  
C/r sts: accelerator became stuck with throttle wide-open. C/r sts foot was completely off of pedals, had to shut veh off to avoid running into a house. C/r sts dlr has inspected veh & adv nothing wrong. C/r sts fls Toyota has abandoned him & veh is unsafe, no longer wants veh.  
NCR apol, adv arb ppwk mailed w/in 10-14 bus days, poss c/b, case#, updated CPA  
**Additional Summary:**

\*\*\* SUBCASE 200705100082-1 CREATED 05/11/2007 09:41:01 AM ECampos

C-740

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 05/11/2007 12:34:56 PM ECampus  
 OUTGOING DLR CALL - ncr contacted Pat Lobb Toyota/McKinney & spk to SM Dan who adv there is no hist of cust ever being at dlr.  
 \*\*\* NOTES 05/11/2007 12:46:39 PM ECampus  
 OUTGOING CUST CALL - ncr contacted cust who verified address. he adv took veh to Pat Lobb Toyota/McKinney but the power was out & they were not able to inspect veh. The veh was inspected by Toyota Of Richardson & cust was given a RO that read could not dup issue. He fls the dlr & Toy have turned their backs on the cust b/c they could not dup issue w/ pedal sticking. He wants veh rpreed but will file ARB if toy does not want to fix veh. ....  
 \*\*\* NOTES 05/11/2007 12:51:02 PM ECampus  
 ...ncr apol & adv of ARB parameters. ncr adv will send cust ARB ppwk. ncr adv cust of ARB parameters. ncr apol & adv cust Toy will not replace parts on veh unless dlr can dup issue & know parts are needed. ncr adv allow 10-14 bus days for ppwk.  
 \*\*\* NOTES 05/11/2007 12:58:40 PM ECampus  
 OUTGOING CUST CALL - ncr contacted Toyota Of Richardson & spk to serv rep Matt who adv veh came in on 3/7/07, w/ 3938 mi, cust reported when veh was started it went to 6k RPMs. The veh was tested & dlr was not able to dup cond.

\*\*\* SUBCASE 200705100082-1 CLOSED 05/11/2007 12:58:58 PM ECampus  
 \*\*\* NOTES 05/14/2007 08:15:29 AM ECastaneda  
 Mailed arb ppwk 05/14/07.  
 \*\*\* DEALER NOTES: 05/14/07 16:36:21  
 CUST HAS 2 REPAIR ORDERS STATING REVING PROBLEM. NEITHER TIME WAS A TECH ABLE TO DUPLICATE. ALSO THIS VEH HAS BEEN INVOLVED IN SOME BODY REPAIR.  
 \*\*\* DEALER NOTES: 05/14/07 16:36:21  
 UPON FURTHER INVESTIGATION, BODY WORK WAS DUE TO SOMETHING CUSTOMER CLAIMED THAT SVC HAD PUT DENT IN ROOF OF VEH AND THEN BROUGHT BACK FOR REPAIR 1 MONTH LATER, DUE TO, CUST CLAIM, NOT GOOD ENOUGH, 1ST RO 446687 IN JAN 07, DLR KEPT VEH OVERNIGHT TO REPRODUCE RPM RACING AND WAS NOT ABLE TO DUPLICATE, 2ND RO>>>>>  
 \*\*\* DEALER NOTES: 05/14/07 16:36:21  
 >>>450402, FEB 07 DLR SCANNED FOR CODES, NONE WERE FOUND, QUALITY ASSURANCE MGR FOUND MATS TO BE DOUBLED AND DUE TO THIS, PEDALS WERE NOT ABLE TO FUNCTION CORRECTLY.  
 \*\*\* DEALER NOTES: 05/14/07 16:36:21  
 CRM SPOKE TO CUSTOMER TO TRY TO ANSWER ANY QUESTIONS REGARDING PROCESS, CUST INFORMED CRM THAT PAT LOBB IS CLOSER TO HIM AND MAY BE MORE CONVENIENT TO MEET FOR ARBITRATION. CUST STATES NOT A C COMPRESSOR IS RATTLING AND WOULD LIKE REPAIRED TOOK TO PAT LOBB AFTER STORM AND NO ELECTRICITY WILL HAVE TO RETURN.  
 \*\*\* CASE CLOSE 06/27/2007 02:20:53 PM DMartin600  
 dlr has been unable to dupl cust concern therefore no rprs have been perf. cust seeks rprs but if no dupl/diag of manu/ concern then no rprs to be perf. arb appropriate next step.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10176320  
**Date of Incident:** 20061211  
**Vehicle:** 2006 TOYOTA SEQUOIA  
**Location of Incident:** TUCSON, AZ  
**NHTSA Summary:**

C-741

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

UNEXPLAINED ACCELERATION AT SLOW SPEED. ONCE WHEN TRYING TO PARK, VEHICLE ACCELERATED AND WENT OVER CURB AND INTO DITCH. ANOTHER TIME WHEN STARTING OUT FROM A STOP SIGN. TOOK TO DEALER AND THEY COULD NOT FIND ANY PROBLEMS WITH VEHICLE. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10175997  
**Date of Incident:** 20061212  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** BROWNS SUMMIT, NC  
**NHTSA Summary:**  
 ERRATIC CRUISE CONTROL. WILL NOT SET CONSISTENTLY. SHIFTS AND ACCELERATES VIOLENTLY. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303432  
**Date of Incident:** 20061212  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CYPRESS, TX  
**NHTSA Summary:**  
 I AM PLEASED TO SEE SOMETHING IS FINALLY BEING DONE ABOUT THE LEXUS ES 350 2007 ACCELERATION PROBLEM. I FILED A COMPLAINT IN DEC 2006, AS I WAS SPARED FROM A FATAL CRASH DUE TO THE ACCELERATION PROBLEM. THE RECALL THAT CAME OUT THE FOLLOWING SPRING WAS ONLY FOR LEXUS MATS AND I DID NOT HAVE A LEXUS MAT BUT HAD ANOTHER STORE BOUGHT MAT. THE 2007 RECALL PROGRAM DID NOT PROPERLY ADDRESS THE ISSUE. I DISCUSSED WITH THIS AGENCY AND SENT LETTERS TO TOYOTA IN JAPAN AND TO THE LEXUS HEADQUARTERS IN CA. I KEPT COPIES OF ALL CORRESPONDENCE SENT IN 2006 SO THEY KNEW ABOUT THE PROBLEM. I EVEN SENT COPIES OF COMPLAINTS POSTED ON THIS WEBSITE. AS THE LEXUS DEALERSHIP DENIED ANY REPORTABLE INCIDENCE. I AM SO DISAPPOINTED THAT PEOPLE DIED AFTER MY ATTEMPT TO GET SOMEONE TO LISTEN. I AM STILL FEARFUL OF OUR CAR, BUT CAN'T SELL IT FOR A FAIR PRICE SO WE HAVE CONTINUED TO DRIVE IT WITH MUCH CONCERN FOR NOT ONLY OUR FAMILY BUT OTHERS ON THE ROAD. THESE CARS SHOULD HAVE BEEN TAKEN OFF THE ROAD IN 2006. I STILL HAVE NIGHTMARES ABOUT THE CAR ACCELERATING AND PROBABLY WILL FOR A LIFETIME. I FEEL YOUR AGENCY SHOULD HAVE BEEN MORE AGGRESSIVE IN 2006 WHEN THIS FIRST STARTED. TOYOTA/LEXUS HAS FAILED THOSE WHO HAVE DIED OR BEEN INJURED AND ANY ADDITIONAL POTENTIAL INJURIES OR LOSSES THAT MAY OCCUR BEFORE APRIL 2010 WHEN THE NEW SOFTWARE AND PEDALS BECOME AVAILABLE WILL BE THEIR FALL AS WELL. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10176372  
**Date of Incident:** 20061214  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** RIO RANCHO, NM  
**NHTSA Summary:**  
 AT APPROX. 4:45 PM 12/14/06 WHILE IN PORTALES NM. I WAS CHECKING THE TRAFFIC BEHIND ME WHEN I HAD THE CLEAR TO BACK UP. SUDDENLY MY VEHICLE

C-742

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATED AND WENT INTO A BACKWARDS SPIN AND STOPPED AFTER IT SIDE SWIPE A TRUCK WHICH WAS ORIGINALLY PARKED BEHIND IT AND FACING IN THE OPPOSITE DIRECTION. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310672  
**Date of Incident:** 20061215  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** MORGAN, UT  
**NHTSA Summary:**

I PURCHASED A 007 TOYOTA AVALON LIMITED IN 11/2006 BEFORE A MONTH PASSED I HAD TO TAKE IT TO THE LOCAL DEALERSHIP IN VISALIA, CA. I TOLD THE SHOP MANAGER THE FOOTPEDAL HAD GOTTEN STUCK AND THE CAR WAS WIDE OPEN, I STOMPED ON THE GAS PEDAL AND IT WOULDN'T COME UP, THEN I REACHED DOWN AND GRABBED IT AND PULLED IT UP, I TOLD THE SHOP MANAGER IF I HAD BEEN IN TRAFFIC OR TOWN THERE WOULD HAVE BEEN INJURIES OR DEATH AND THIS WAS A SERIOUS PROBLEM. THEY CHECKED IT OUT AND TOLD ME I DIDN'T KNOW HOW TO DRIVE THE CAR AND IT WAS OK. I WAS A MAD CUSTOMER, THEN I TOLD HIM THERE WAS ALSO A PROBLEM WITH THE COMPUTER, THE THING WOULDN'T IDLE DOWN COMING UP TO A STOP SIGN, AND IF YOU PUT THE CAR IN NEUTRAL AS YOU BRAKING COMING UP TO A STOP IT WOULD ALMOST PUT YOU THROUGH THE WINDOW, AND THEY NEEDED TO FIX THIS, I GOT THE SAME ANSWER THE CAR IS OK. WELL BY THEN I REALLY MAD, BUT I ALSO KNEW THEN THEY HAD NO INTENTION OF FIXING OR ACKNOWLEDGING THERE WAS A PROBLEM, THE CAR HAS 85K MILES ON IT NOW AND I'M ON THE 3RD SET OF TIRES, 2ND SET OF BRAKES, 2ND SET OF ROTORS, AND HAD THE FRONT END ALIGNED AND NEW BOLTS INSTALLED IN THE FRONT END SO THE CAMBER COULD BE ADJUSTED, WHAT A CROCK OF SHIT, I HAVE BEEN ASKED TO LEAVE DEALERSHIPS FOR RAISING HELL ABOUT THIS CAR, I'VE ALSO SAID THE PAINT ON THIS CAR IS JUNK TO AND THEY REFUSE TO DO ANYTHING ABOUT IT. I HAVE THREE YEARS OF DIESEL AND GASOLINE MECHANICS, WAS THE TOP OF MY CLASS AND SOUGHT AFTER BY MANY LARGE CORPORATIONS WHEN I GRADUATED IN 1978, AND I USED TO WORK AT A CHEVY DEALERSHIP AS A LINE MECHANIC WHEN I GRADUATED. I CAN ASSURE YOU TOYOTA KNEW THEY HAD PROBLEMS, AND REFUSED TO DO ANYTHING AS FAR BACK AS 2006, IF I HAD THE EXTRA MONEY OR THE TIME I WOULD HAVE SUED THEM A LONG TIME AGO, BUT THEY ARE SO BIG AS A COMPANY I PROBABLY DIDN'T HAVE A CHANCE UNTIL NOW. I WILL BET YOU IF YOU INTERVIEW WORKERS AT THE TOYOTA PLANTS WHERE THE CARS WERE BUILT YOU WILL FIND THEY HAVE HAD GAS PEDALS STICK AT THE FACTORY TOO. WANT TO BET ME? \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10214759  
**Date of Incident:** 20061216  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. IN AN ATTEMPT TO PARK THE VEHICLE, IT SURGED FORWARD AND STRUCK A POST. THE CONTACT PLACED HER FOOT ON THE BRAKE PEDAL, SHIFTED INTO REVERSE, AND RELEASED THE BRAKE WHEN THE VEHICLE ACCELERATED BACKWARDS, SIDESWIPE A VEHICLE, JUMPED A CURVE, AND STRUCK ANOTHER VEHICLE BEFORE COMING TO A STOP. THE FRONT PASSENGER SUSTAINED HEAD INJURIES AND THE VEHICLE SUSTAINED APPROXIMATELY \$9,000 WORTH OF

C-743

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DAMAGES. A POLICE REPORT WAS FILED. THE SPEED WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 45,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314542  
**Date of Incident:** 20061216  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** LOS ALTOS, CA  
**NHTSA Summary:**

WHILE PULLING INTO A PARKING LOT MY 2005 LEXUS 330 SUDDENLY ACCELERATED AND WENT THROUGH A FENCE AND DID \$1784 IN DAMAGE TO THE CAR. I DO NOT BELIEVE I PUSHED ON THE ACCELERATOR PEDAL BUT PUSHED ON THE BRAKE PEDAL. SINCE THEN I HAVE NOT HAD A PROBLEM AND HAVE ROUTINE MAINTENANCE AT AN AUTHORIZED DEALER.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316223  
**Date of Incident:** 20061217  
**Vehicle:** 2005 TOYOTA MATRIX  
**Location of Incident:** DAYTON, OH  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA MATRIX. THE CONTACT STATED THAT WHENEVER SHE CAME TO A COMPLETE STOP THE VEHICLE ACTED AS IF IT WANTED TO ACCELERATE ALTHOUGH HER FOOT WAS ON THE BRAKE PEDAL. THE FAILURE OCCURRED INTERMITTENTLY. THE VEHICLE WAS TAKEN TO THE DEALER AND THEY WERE UNABLE TO DIAGNOSE THE FAILURE. THEY TEST DROVE THE VEHICLE AND WERE UNABLE TO DUPLICATE THE FAILURE SINCE IT OCCURRED INTERMITTENTLY AND STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE TOYOTA MANUFACTURER WAS CALLED SEVERAL TIMES BUT NO CLAIM WAS FILE. THE FAILURE MILEAGE WAS 19,000.  
**Additional Summary:**

**Toyota ID Number:** 200612181319  
**NHTSA ODI Number:**  
**Date of Incident:** 20061218  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** , CA  
**NHTSA Summary:**

\*\*\* PHONE LOG 12/18/2006 01:11:25 PM JFewel  
 RNT#061217-000075  
 Email states: "2006 Toyota Tacoma  
 1. I would like to purchase a light weight camper that is low profile, extends over the cab and the top raises/cranks up. Can you recommend manufacturers?  
 2. I bought the truck in South Dakota and soon after moved to southern California. After moving to California the truck now revs very high and at times up and down for a few minutes before getting down to normal idle speed. This only happens on cold starts..."  
 \*\*\* NOTES 12/18/2006 01:12:56 PM JFewel  
 ...explanation and the problem with the vehicle I am having. I have never had a vehicle that operated in this fashion. The vehicle now has 4,500 miles. When I start it in the morning it immediately revs to approximately 2,300 RPMs. I let it run for a couple of minutes and eventually it starts to drop in RPMs but

C-744

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

does not reach normal operating idle. I then put it in reverse and start to back out of my driveway at which time the engine revs way up once again and at  
 \*\*\* NOTES 12/18/2006 01:12:58 PM JFewel  
 ...and it was not a problem when I purchased the truck from Billion Motors in Sioux Falls, SD. After the problem began, I set up an appointment with Toyota of Carlsbad, Carlsbad, CA. I left it overnight which is not very convenient for me and they did a cold start the following morning. It revved high for them as well. They said it was operating normal and basically the computer system must have made an adjustment for California. I am not at all satisfied with this  
 \*\*\* NOTES 12/18/2006 01:13:00 PM JFewel  
 ...times revs up and down sporadically. Then, I drive away(hoping I have not awakened all of my neighbors) and after driving for a couple of minutes it will return to normal idle speed. This is not normal and I am unsatisfied with the response from the local Carlsbad dealership. Thanks for any help you can give me. It can not be good for the engine to rev high when cold.  
 Jim Kelly"

\*\*\* SUBCASE 200612181319-1 CREATED 12/18/2006 01:15:32 PM JFewel  
 Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
 We apologize for your concern regarding your Toyota's idle speed.  
 While we cannot diagnose your Toyota based on your email, and as you have not mentioned any warning lights coming on, your concern may be related to the way the engine alters its idle speed when cold, to allow the emissions system to warm up faster, which becomes more pronounced as the weather turns colder. By way of background, each year the government slightly tightens emissions standards so that vehicles emit less pollution.  
 Modern vehicles have a very sophisticated emissions system that only works when hot or warm. If the vehicle is cold, more emissions are produced.  
 The only way to heat the emissions components quickly up so they work properly is to run the engine faster when it is cold. The government wants engines and emissions systems to warm up as soon as possible so the emissions control systems work efficiently as soon as possible after a cold start.  
 You will notice that the engine will run fast when cold, (engine RPM higher) until the emissions components are properly warmed. By forcing the idle speed to stay higher, the engine turns faster and warms up more quickly than if it is allowed to idle normally as it does when it is warmed up. To accommodate the higher RPMs when the engine is cold, Toyota specifies the following engine oil, which aids cold start-up and high RPM in the cold engine:  
 Oil grade:  
 API grade SL "EnergyConserving" or ILSAC multigrade engine oil Recommended viscosity:  
 SAE SW70  
 SAE SW70 is the best choice for good fuel economy and good starting in cold weather.  
 In addition, we apologize for the concerns you experienced with your recent service at Toyota Carlsbad. You can be sure that Toyota is committed to providing the best possible service at Toyota dealerships and to making the service experience a favorable one. We encourage each dealership to maintain a professional level of performance at all times, and we were sorry to learn that you felt the service you received was less than satisfactory.  
 In the interest of customer satisfaction, we have contacted the Customer Relations Manager at Toyota Carlsbad to assist you with your concerns. The Customer Relations Manager will contact you by the end of the business day Thursday, December 21, 2006.  
 In the event you do not receive contact from the dealership by this date, please contact us <  
[http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\\_adp.php?p\\_faqid=4164](http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std_adp.php?p_faqid=4164)> with file #5Incidents.cSclarifycasenumber.  
 It is through correspondence such as yours that we are able to continue to improve Toyota dealership services, and we sincerely appreciate the time you have taken to bring this matter to our attention.  
 Toyota Customer Experience

\*\*\* SUBCASE 200612181319-1 CLOSED 12/18/2006 01:15:36 PM JFewel  
 sent

C-745

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* CASE CLOSE 12/19/2006 11:45:58 AM DLR04222  
 12/19/JODI CORNMAN, CR, SPOKE WITH CUSTOMER. CUSTOMER HAD VEHICLE DIAGNOSED BY TOYOTA CARLSBAD AND THE CONCERN WAS DEEMED NORMAL. KATIE LEWTER IN NEW CAR ACCESSORIES IS CONTACTING HIM REGARDING THE CAMPER SHELL INQUIRY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293632  
**Date of Incident:** 20061219  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
 FIRST, LET ME SAY THAT I AM AND REMAIN A SATISFIED TOYOTA CUSTOMER. HOWEVER, I HAVE EXPERIENCED THE "STUCK ACCELERATOR" TYPE OF INCIDENT IN MY 2003 CAMRY ON NUMEROUS OCCASIONS. AT FIRST, I CONSIDERED IT TO BE SOME SORT OF RARE EVENT. IT DID SEEM TO ME THAT THE FLOOR MAT AND THE ACCELERATOR PEDAL WERE SOMEHOW "JAMMED" WHEN THAT HAPPENED. CURRENTLY, WITH THE NEWS ABOUT OTHERS HAVING THE SAME EXPERIENCE, WITH NEWER MODELS OF CAMRY, I WANT TO ALERT NHTSA THAT THE PROBLEM MAY EXIST IN MODEL YEARS AS FAR BACK AS 2003.  
 \*TR NORMAN F CARNAHAN, PE, PHD

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10178672  
**Date of Incident:** 20061220  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** WALNUT CREEK, CA

**NHTSA Summary:**  
 THE CARE WOULD ACCELERATE WITHOUT INPUT FROM THE DRIVER. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310193  
**Date of Incident:** 20061220  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** SWEET WATER, AL

**NHTSA Summary:**  
 MY MOTHER'S 1998 TOYOTA CAMRY EXPERIENCED THE GAS PEDAL STICKING ON HER CAR ON A REGULAR BASIS, IN 2006, TO THE POINT THAT THE CAR WOULD NOT GO AFTER ATTEMPTING TO TAKE OFF AFTER A STOP OR AFTER STARTING UP THE CAR. THIS WAS EXPERIENCED OVER A 3 MONTH PERIOD WHEREIN IT WOULD TAKE ANYWHERE FROM 5-10 MINUTES BEFORE THE GAS PEDAL WOULD WORK TO TAKE OFF FROM THE STOP POINT. THIS CONTINUED UNTIL 12:06 AT WHICH TIME THE GAS PEDAL WOULD NOT ACCELERATE AT ALL WHILE SITTING AT A RED LIGHT ON A BUSY HIGHWAY IN THE MIDDLE OF TRAFFIC. SHE ATTEMPTED TO TAKE OFF FROM THE STOP POINT FOR OVER 30 MINUTES UNTIL SOMEONE PHONED THE POLICE TO REPORT THAT SHE WAS IN THE MIDDLE OF THE HIGHWAY AND COULD NOT TAKE OFF. THE POLICE SHOWED UP AND ATTEMPTED TO ACCELERATE THE CAR WITH NO SUCCESS. THE CAR WAS THEN PUSHED TO AN AUTO REPAIR SHOP WHO REPAIRED THE GAS PEDAL. SHE WAS CHARGED \$50 FOR THE REPAIR. THE TOYOTA RECALL COVERS ONLY THE CARS FROM 2007-2010, BUT THIS PROBLEM EXISTS ON CARS PRIOR TO 2007 AS THIS IS WHAT HAPPENED TO MY MOTHER'S 1998

C-746

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CAMRY. THIS NEEDS TO BE ADDRESSED BY TOYOTA ON MODELS PRE-2007 AS THERE IS UNCERTAINTY THAT THE REPAIR TO MY MOTHER'S GAS PEDAL IS A PERMANENT FIX.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10189487  
**Date of Incident:** 20061221  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CORONA, CA

**NHTSA Summary:**  
 UNEXPLAINED ACCELERATION / TIMING COVER SEAL TO THE ENGINE BLOCK MY 2007 ES350 ACCELERATED OUT OF CONTROL REACHING THE SPEED OF 95 MILES PER HOUR. THE ONLY WAY I WAS ABLE TO SLOW THE CAR DOWN WAS TO PUT THE CAR IN NEUTRAL. AND THEN IT BEGAN TO SLOW DOWN. I TOOK INTO TO MY LOCAL DEALER AND THEY WHERE NOT ABLE TO DIAGNOSE THE PROBLEM. IN APRIL OF 2207 I NOTICES MY ES350 HAD A SMALL OIL LEAK WHEN THE DEALER INSPECTED THE VEHICLE THY FOUND THAT THE TIMING COVER TO THE ENGINE BLOCK WAS POORLY SEALED AND WOULD NEED TO BE REPAIRED. I WAS TOLD THERE WAS A SERVICE BULLETIN OUT ON THE SEALS AND MY CAR WOULD NEED TO BE IN THE SHOP ABOUT A WEEK TO REPAIR. \*TR

**Additional Summary:**

**Toyota ID Number:** 200701290237  
**NHTSA ODI Number:**  
**Date of Incident:** 20061223  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
 \*\*\* PHONE LOG 01/29/2007 07:32:33 AM JSpencer  
 RNT#070121-000006  
 Mr. Barton is concerned w/ high idle speed when the engine is cold & feels is damaging engine.

\*\*\* SUBCASE 200701290237-1 CREATED 01/29/2007 07:32:59 AM JSpencer  
 Email sts  
 "Hi,  
 I purchased a 2006 Tacoma with the 4cyl. 5 speed.  
 When it is cold out and I start it to warm it up, it starts and idles at 2200 rpm's. I called the dealer and they say that it "normal" and can't be reprogrammed with the computer! It does idle down after a while. I have never had a Toyota cold idle at that high of RPM.  
 That motor is going to start knocking due to bearing failure before it is paid for. How can this be changed?  
 Thank you,  
 Rex Barton"  
 end email

\*\*\* SUBCASE 200701290237-1 CLOSED 01/29/2007 07:33:04 AM JSpencer  
 \*\*\* NOTES 01/29/2007 07:33:50 AM JSpencer  
 ATF-EMAIL dated 01/23/2007 03:28 PM, RNT#070121-000006  
 Email sts  
 "Hi,  
 I have written twice with a problem with my Tacoma but you have not responded.  
 Is there at least a phone number I can call?  
 Rex?  
 end email

C-747

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* SUBCASE 200701290237-2 CREATED 01/29/2007 07:55:40 AM JSpencer  
 start ncr response  
 ?Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
 We apologize for your concerns with the higher than expected idle speed from your 2006 Tacoma when it is cold.  
 This is the correct operation of your vehicle as the idle speed is increased to get the engine to normal operating temperatures as quickly as possible.  
 The concern you mention regarding running the vehicle at high RPM's when cold is no longer an issue because with most modern vehicles there is full oil circulation within 20 seconds of the engine being turned on. Also over time, a film of oil will start to develop on the internal moving parts of the engine that will not drain back to the pan, which will provide some protection right at start up.  
 After waiting that first 20 seconds, you can drive your vehicle normally with out concern for abnormal wear and tear.  
 Your email has been documented at our National Headquarters under file #5Incidents.cSclarifycasenumber.  
 If we can be of further assistance, please feel free to contact us <%20http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=4164>.  
 Toyota Customer Experience?  
 end ncr response

\*\*\* SUBCASE 200701290237-2 CLOSED 01/29/2007 07:55:43 AM JSpencer  
 sent

\*\*\* CASE CLOSE 01/29/2007 07:55:59 AM JSpencer  
 see subcase close.  
 \*\*\* NOTES 01/30/2007 12:25:50 PM RToussaint  
 ATF - EMAIL RNT #070119-000132, Did 01/19/2007 10:46 AM  
 Email states: "Hi,

I purchased a 2006 Tacoma with the 4cyl. 5 speed. When it is cold out and I start it to warm it up, it starts and idles at 2200 rpm's. I called the dealer and they say that it "normal" and can't be reprogrammed with the computer! It does idle down after a while. I have never had a Toyota cold idle at that high of RPM. That motor is going to start knocking due to bearing failure before it...  
 \*\*\* NOTES 01/30/2007 12:26:00 PM RToussaint  
 ...is paid for. How can this be changed?"  
 Thank you,  
 Rex Barton  
 \*\*\* NOTES 01/30/2007 12:53:35 PM RToussaint  
 EMAIL RESPONSE  
 <as-html>  
 Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
 Mr. Barton, we regret to hear of the concern involving your 2006 Tacoma.<p>  
 Our records indicate you were able to communicate your concerns via our 800-call center on 1/29/2007. We wish to assure you your concerns have been documented at our National Headquarters.<p>...  
 \*\*\* NOTES 01/30/2007 12:53:51 PM RToussaint  
 ...Although you have spoken with the Service department, we would like to refer you to our corporate liaison, the Customer Relations Manager, at the dealership to further evaluate your Tacoma. We feel confident he or she will address your concerns in a courteous and professional manner.<p>  
 Toyota Customer Experience  
 </as-html>

\*\*\* NOTES 02/08/2007 10:49:28 AM VStevens  
 Ltr sts: purch veh & not happy w/ cust sv. Ltr sts written 3xs & never received response. Ltr sts having concern & trying to get addressed. Ltr sts when it's cold & veh starts, idles at 2200 RPMs which cust sts thinks is to high for -8 degrees. Ltr sts cust wants to get it turned down so bearings don't go out.  
 \*\*\* NOTES 02/08/2007 11:34:25 AM VStevens  
 OUTGOING CALL NCR spoke to cust who adv cannot talk & hung up. NCR sent IN20.  
 \*\*\* NOTES 02/08/2007 11:36:44 AM VStevens

C-748

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NEXT REP: Please adv cllr that engine RMP rev at cold start is normal to help veh produce cleaner emissions. Please adv engine was designed to operate that way & will not harm engine. Per tech PCban.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10177059  
**Date of Incident:** 20061223  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BLACKSBURG, VA

**NHTSA Summary:**  
ON DEC 23, 2006, AROUND 11:20 AM, I WAS DRIVING AT ABOUT 5 MPH IN A PARKING LOT. AS I MADE A SLIGHT TURN TO THE LEFT TO STRAIGHTEN OUT, THE CAR SUDDENLY ACCELERATED AND HIT A PARKED CAR. THE BRAKES DID NOT WORK, EVEN WHEN FLOORED. THE CAR WOULD NOT STOP UNTIL IT PUSHED ANOTHER CAR UP ONTO THE SIDEWALK AND ITS WHEELS BUMPED UP AGAINST THE CURB. THE CAR WAS EVENTUALLY STOPPED BY TURNING OFF THE ENGINE USING THE KEY IN THE IGNITION. (TAKING MY FOOT OFF THE BRAKE PEDAL SEEMED TO MAKE IT GO FASTER.) THE WEATHER WAS SUNNY, BUT THE CAR HAD BEEN PARKED OUTSIDE IN THE RAIN THE TWO PREVIOUS DAYS. I HAD NOT USED THE CRUISE CONTROL ANYTIME RECENTLY BEFORE THE INCIDENT. WE HAVE NOT HAD ANY PROBLEMS WITH THIS CAR, ALTHOUGH OCCASIONALLY, THE RADIO TURN HAS TURNED ITSELF ON WHILE WE WERE DRIVING.  
\*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20061223  
**Vehicle:** 2005 LEXUS ES350  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**  
**Additional Summary:**  
They were leaving Parkway Plaza parking lot. Husband was driving out of parking lot. Tried to avoid cars and pedestrians. Husband was trying to brake and trying to lift accelerator with foot. Hit about three or four cars and one head-on, which finally stopped the car. Police and fire department came. Husband turned car back on and was unable to replicate. Car towed away. Wife called dealer and said she thought accelerator got stuck.

People in last vehicle hit had some injuries - not sure of extent - not seriously injured

Approx. \$13k in body work done. After the body work was done, brought car home, and it lunged into the garage. Called Karmy Mesa Lexus. Spoke with service manager Daniel Byron. Said the car lunged. Daniel said if they brought the car on the lot he would call the police. He said he didn't want anything to do with their car. Might not work there anymore.

No rubber mats in her car. Traded it in shortly after lunging in garage.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304695  
**Date of Incident:** 20061223  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** ANDOVER, MA  
**NHTSA Summary:**

C-749

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE FIRST ACCIDENT ON 12/23/2006 WAS A BIG ONE. IT WAS MY FIRST AND ONLY ACCIDENT. IT HAPPENED IN ROOSEVELT CIRCLE, MEDFORD, MA. I GOT INTO THIS ACCIDENT WHEN I WAS DRIVING MY 2001 CAMRY AT LESS THAN 30 MILES PER HOUR IN A LOCAL STREET BRIDGE, TRYING TO TURN TO THE LEFT, THERE WERE NO CARS AROUND, ONLY 2 OR 3 CARS FAR AWAY BEHIND ME. WHILE I WAS TURNING, SUDDENLY THE 2001 CAMRY WAS GOING OUT OF CONTROL. I JUST COULD NOT SLOW DOWN OR STOP THE CAR, NO MATTER WHAT I DID. IT KEPT MOVING AHEAD. I TURNED THE CAR TO THE LEFT AND THEN RIGHT. IT HIT THE LEFT AND RIGHT CURB OF THE STREET BRIDGE. MY CAR WAS DAMAGED VERY BADLY. FORTUNATELY I WAS OK. I REPORTED THE ACCIDENT TO THE MASSACHUSETTS MOTOR VEHICLE DEPARTMENT AND LOCAL POLICE DEPARTMENT, BUT I HAD NO IDEA ABOUT WHAT HAD HAPPENED. THE ONLY THING I COULD DO AT THAT TIME WAS TO REPLACE 4 TIRES AND TO REPLACE THE BRAKE SYSTEMS, BESIDES FIXING THE BODY AND THE DAMAGED ENGINE. I SPENT MORE THAN \$6000 TO FIX THE CAR AND SIX POINTS WAS ADDED INTO MY CAR INSURANCE. THE SECOND ONE IN 2009 WAS SIMILAR TO THE ONE IN 2006. IT WAS VERY SCARY. THERE WERE A LOT OF CARS AROUND AND IT COULD BE A HUGE ONE. MY SON WAS DRIVEN THE SAME CAR, 2001 CAMRY TO THE CHURCH IN CHELMSFORD, MA ON A FRIDAY EVENING. I WAS SITTING BESIDES HIM. HE WAS DRIVING ON THE LOCAL STREET IN LESS THAN 30 MILES PER HOUR AND WANTED TURN TO THE RIGHT AT AN INTERSECTION. SUDDENLY HE COULD NOT SLOW DOWN OR STOP THE CAR. HE ALMOST HIT THE CAR ON THE SIDE STREET WAITING FOR THE GREEN LIGHT. AFTER THAT HE STILL COULD NOT CONTROL THE CAR, THE CAR WAS MOVING AND MOVING AHEAD, AND FINALLY THE CAR WAS INACTIVELY STOPPED BY A SET OF BUSH AND A CURB IN A SMALL PARKING LOT. AGAIN I HAD NO IDEA WHAT HAD HAPPENED AT THAT TIME. BUT WHY WAS MY 2001 CAMRY OUT OF CONTROL? I AM WONDERING WHAT WOULD HAPPEN IF THE INCIDENT HAPPENS IN A HIGH WAY? MY SON OR I MIGHT BE KILLED! THAT IS REALLY SCARY!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295193  
**Date of Incident:** 20061225  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** VALENCIA, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE ACCELERATOR PEDAL WOULD BECOME STUCK DUE TO THE ENTRAPMENT OF THE FLOOR MAT. SHE USUALLY HAS TO MANUALLY REMOVE THE FLOOR-MAT TO PREVENT A CATASTROPHIC FAILURE. THE FAILURE OCCURRED EVERY TIME SHE OPERATED THE VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALER. THE TECHNICIAN STATED THAT SINCE HER VEHICLE WAS NOT INCLUDED IN RECALL NUMBER 09V388000 (VEHICLE SPEED CONTROL-ACCELERATOR PEDAL), SHE WAS INELIGIBLE FOR A FREE REMEDY. SHE CALLED THE MANUFACTURER, BUT COULD NOT REACH A REPRESENTATIVE. NO REPAIRS WERE MADE, BUT SHE WAS IN THE PROCESS OF REMOVING THE FLOOR-MAT. THE FAILURE MILEAGE WAS APPROXIMATELY 110,000. THE CURRENT MILEAGE WAS APPROXIMATELY 162,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10177184  
**Date of Incident:** 20061226  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** MOUN MORRIS, NY  
**NHTSA Summary:**

C-750

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WITH CRUISE CONTROL ENGAGED AT 55 MPH ANY INCREASE IN INCLINE WILL INITIATE A ONE OR TWO GEAR DOWNSHIFT AND SUBSTANTIAL THROTTLE APPLICATION. ALSO WHEN IN CRUISE CONTROL USING HAND CONTROL STALK TO INCREASE SPEED SLIGHTLY WILL INITIATE A ONE OR TWO GEAR DOWNSHIFT AND SUBSTANTIAL THROTTLE APPLICATION. BOTH OF THESE SITUATIONS CAN STARTLE THE DRIVER BECAUSE OF THE ABRUPT CHANGES AND COULD CAUSE AN ACCIDENT LEADING TO INJURY/DEATH. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317895  
**Date of Incident:** 20061226  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** LITTLE ROCK, AR

**NHTSA Summary:**  
MY 2005 LEXUS ES 330 HAD A SUDDEN ACCELERATION EVENT WHILE I WAS DRIVING IN MULTI-LANE TRAFFIC IN PENSACOLA, FLORIDA. I BRAKED WITH BOTH FEET, BUT THE ENGINE KEPT WINDING UP. I TURNED OFF THE KEY AND BROUGHT THE VEHICLE TO A STOP IN TRAFFIC. I PLACED THE CAR IN PARK, RE-STARTED THE ENGINE, AND IT CONTINUED TO INCREASE IN RPM'S. I TURNED OFF THE ENGINE AND THEN STARTED IT AGAIN. THAT TIME, THE ENGINE WAS AT NORMAL RPM'S. I PULLED OUT OF THE TRAFFIC INTO A PARKING LOT AND CALLED THE MOBILE LEXUS NUMBER. THEY SENT A TRUCK AND TRAILERED IT TO MOBILE WHERE THEY SAID THEY COULDN'T FIND ANY EVENT RECORDED ON THE COMPUTER AND THAT IT WAS PROBABLY A FLOOR-MAT ISSUE. I MADE NO ADJUSTMENTS TO THE FLOOR MAT OR THE ACCELERATOR PEDAL DURING MY EVENT. I THINK IT WAS SOMETHING ELECTRICAL. FORTUNATELY, I HAVE NOT HAD ANOTHER SUDDEN ACCELERATION EVENT, BUT I AM NOT REALLY COMFORTABLE WITH THE CAR. THIS EVENT IS RECORDED IN MY LEXUS SERVICE RECORD, CASE #063560031.  
**Additional Summary:**

**Toyota ID Number:** 200612270141  
**NHTSA ODI Number:**  
**Date of Incident:** 20061227  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 12/27/2006 07:25:38 AM GTraivs  
ARB NO PREV CASE Caller states: 07 Tacoma purch Nov 27, in shop 4 times, sts that dlr adv cust that needs to pursue buy back through toy. sts HVAC system continually fails, and dlr repeatedly replacing "clutch in ac system"  
\*\*\* NOTES 12/27/2006 12:45:00 PM SMoore  
-OUTGOING DLR CALL+  
SM, jason thomas, sts veh to dlr: 12/4/06 @ 676 miles, b/c engine racing. Found a/c compressor binding up, dragging the engine. Ordered compressor & clutch ro #240197. On 12/11/06 @ 1,167 miles, parts installed, ro # 240811. Sts veh back 12/14/06 @ 1400 miles because a/c light on. Dlr found same issue & replaced compressor, clutch & condenser, ro # 241141. Veh back for same concerns 12/26/06 @ 1500 miles. Dlr ordered compressor, clutch.  
\*\*\* NOTES 12/27/2006 12:52:25 PM SMoore  
and expansion valve, ro #242065. Sts dlr offered to evenly trade cust into like veh w/ same payments & everything, however, cust adv no longer sks to own a toyota & wanted her money back on the spot. Sts that is when dlr adv cust to contact cec. Sts the dspm is aware of cust concerns.  
\*\*\* NOTES 12/27/2006 12:53:15 PM SMoore  
-OUTGOING CUST CALL+

C-751

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LVM for cust, adv arb ppwrk being sent & form is avail in owner's rights notification booklet. Adv dlr's offer for even trade is avail. Adv if cust solely sks buyback, then arb would need to be pursued.  
\*\*\* NOTES 12/27/2006 01:36:18 PM SMoore  
-OUTGOING CUST CALL+  
Cust c/b sts very discouraged w/ veh. Cust adv of all the rprs. Sts veh at dlr & cust refuses to take it back. Sts declined dlr's offer b/c doesn't want another veh that will have problems. Cust sts will call "help me hank" to adv of experience. Sts next car payment & insurance are due on veh that cust isn't driving. Cust sts if doesn't win arbitration, will picket the dlr. NCR apol, adv info documented.  
\*\*\* NOTES 01/02/2007 10:06:49 AM MWinston  
Caller called to speak with Case Mgr. NCR apol & adv caller will forward to SMoore. NCR adv case # for ref. NCR adv f/u in 1 b/day. Cust thanked.  
\*\*\* NOTES 01/02/2007 10:12:34 AM ECastaneda  
Mailed arb ppwk 01/02/07.  
\*\*\* NOTES 01/02/2007 11:43:04 AM SMoore  
-OUTGOING CUST CALL+  
LVM on both #'s returning cust call.  
\*\*\* NOTES 01/02/2007 12:28:42 PM EHellmer  
caller c/b & sks to speak to SMoore. ncr apol and adv SMoore is not avail. cust sts submitted paperwork to pursue arb & decided to purch another veh instead of pursuing arb. she would like to cancel arb process. ncr adv c/b within 1 bus day. caller understood.

\*\*\* CASE CLOSE 01/03/2007 07:01:41 AM CRinger170  
DSPM TL sts dlr traded cust veh w/ an alike veh. Cust is now satisfied.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10179165  
**Date of Incident:** 20061227  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** BRONX, NY

**NHTSA Summary:**  
TL\* - THE CONTACT STATED THAT HIS 2006 TOYOTA RAV4 ACCELERATED WHILE HIS FOOT WAS ON THE BRAKE. THE CONTACT TOOK THE VEHICLE TO DEALER AND THE COMPUTER WAS REPLACED. ON 12/27/06 THE CONTACT STATED HE WAS INVOLVED IN AN ACCIDENT. WHILE HIS FOOT WAS ON THE BRAKE AND HE WAS STOPPED AT A LIGHT, THE VEHICLE LURCHED FORWARD AND STRUCK THE VEHICLE IN FRONT OF HIM. THE CONTACT HEARD A LOUD NOISE BEFORE THE INCIDENT. THE FAILURE MILEAGE ON THE VEHICLE WAS 94000. THE CONTACT WAS ABLE TO DRIVE THE VEHICLE. THERE WAS DAMAGE TO THE FRONT OF THE VEHICLE. THE DEALER TOLD THE CONTACT THAT THE FRONT END DAMAGE WILL NEED TO BE REPAIRED BEFORE THEY CAN DIAGNOSE ERRORS IN THE COMPUTER. THE CONTACT HAS A POLICE REPORT AND A REPAIR INVOICE FROM THE FIRST INCIDENT. \*NM WHEN MAKING TURNS LEFT OR RIGHT THE CONSUMER INDICATED THAT THE STEERING WHEEL FELT HARD. THE DEALER ORDERED A POWER STEERING COMPUTER. \*NM UPDATED 02/16/07 \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10179165  
**Date of Incident:** 20061227  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** BRONX, NY

**NHTSA Summary:**  
TL\* - THE CONTACT STATED THAT HIS 2006 TOYOTA RAV4 ACCELERATED WHILE HIS FOOT WAS ON THE BRAKE. THE CONTACT TOOK THE VEHICLE TO DEALER AND THE COMPUTER WAS REPLACED. ON 12/27/06 THE CONTACT STATED HE WAS INVOLVED IN AN ACCIDENT. WHILE HIS FOOT WAS ON THE BRAKE AND HE WAS STOPPED AT A LIGHT, THE VEHICLE LURCHED FORWARD AND STRUCK THE VEHICLE IN FRONT OF HIM. THE CONTACT HEARD A LOUD NOISE BEFORE THE INCIDENT. THE FAILURE MILEAGE ON THE VEHICLE WAS 94000. THE CONTACT WAS ABLE TO DRIVE THE VEHICLE. THERE WAS DAMAGE TO THE FRONT OF THE VEHICLE. THE DEALER TOLD THE CONTACT THAT THE FRONT END DAMAGE WILL NEED TO BE REPAIRED BEFORE THEY CAN DIAGNOSE ERRORS IN THE COMPUTER. THE CONTACT HAS A POLICE REPORT AND A REPAIR INVOICE FROM THE FIRST INCIDENT. \*NM WHEN MAKING TURNS LEFT OR RIGHT THE CONSUMER INDICATED THAT THE STEERING WHEEL FELT HARD. THE DEALER ORDERED A POWER STEERING COMPUTER. \*NM UPDATED 02/16/07 \*JB  
**Additional Summary:**

**Toyota ID Number:** 200612280968  
**NHTSA ODI Number:**  
**Date of Incident:** 20061228  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** BELLEVUE, WA

**NHTSA Summary:**

C-752

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 12/28/2006 01:15:15 PM Etorres  
 Cldr sts veh was out of control for ten minutes. Cust sts he thought he was going to die. Cust sts he was lucky not to hit anything and no damage was done to veh. Cust sts the veh was going 120 mph and he could not stop it. Cust sts his foot was completely off the accelerator and the veh kept going faster. Cust sts he was finally able to pull over to shoulder. Cust sts he cld 911 emergency and is getting the recording for call he made. Veh is at dlr and needs brake rpr

\*\*\* SUBCASE 200612280968-1 CREATED 12/29/2006 07:55:31 AM JBookman  
 \*\*\* NOTES 12/29/2006 07:55:49 AM JBookman  
 To: Lexus Of Bellevue SM Brian Winter  
 Please review cust concerns & advise if any furth assist can be provided. Please respond by 1/3/07, provide case notes & call me if you ave quest.  
 Thanks! & Have a Great Day! JaNea Bookman, LCS, 310-468-9676, M-F: 8:00a-4:30p PST.

\*\*\* PHONE LOG 01/03/2007 02:18:01 PM JBookman Action Type: Incoming call  
 DSPM advsd the cust is dissatis b/c he has not had any feedback from LCS. Cust has contacted the has a lawyer involved in cust cnerns. DSPM requested to contact the cust. Thanked.

\*\*\* PHONE LOG 01/03/2007 02:27:23 PM JBookman Action Type: Outgoing call  
 Cust sts he was driving on the freeway and he was merging onto the I-90. Cust sts when merging onto the freeway. Cust sts his veh was stuck at 4000 rpm and was locked for 3 to 4 minutes. Cust sts the veh was going 120 mph. Cust sts he tried to apply his brakes the veh will not stop. Cust sts the veh finally unlocked and the veh slowed down. Cust advsd the veh has been towed to the Lexus dlrship. Cust sts he was too scared to drive the veh, therefore the veh was towed that night. Cust sts the lawyer is communicating with the police department to get the recording to leave a msg for kids and wife. Cust sts he does not want to have his veh anymore. Cust advsd the SM Brian Winter advsd that he may have pressed the accelerator instead of the brakes. Cust went to the dlrship on Friday and they advsd they would have a the engineer specialist will have the veh insp on Tues or Weds. Cust sts he cld his lawyer after Lexus I would not f/u w/him. Cust sts he wants to have this cnern addressed and taken care of ASAP. Advsd cust I did like the opportunity to f/u w/him once I have more info. Cust thanked.

\*\*\* PHONE LOG 01/03/2007 02:28:14 PM JBookman Action Type: Outgoing call  
 Cld DSPM and advsd cust does not want his veh anymore. DSPM advsd he will f/u w/me once he has more info. Thanked.

\*\*\* PHONE LOG 01/03/2007 04:58:17 PM JBookman Action Type: Incoming call  
 DSPM I/m advsg me to contact him regarding cust cnerns. Thanked.

\*\*\* PHONE LOG 01/03/2007 04:58:34 PM JBookman Action Type: Outgoing call  
 Lfr vmail msg for DSPM, & req a c/b to discuss cust issues.

\*\*\* PHONE LOG 01/03/2007 05:06:33 PM JBookman Action Type: Incoming call  
 DSPM and I spk regarding cust cnerns. DSPM advsd to contact the cust and advsd he and the FTS will be there on Weds the 10th for insp. DSPM advsd to inquire the time to meet with the cust? Inquire in the morning or in the afternoon. DSPM advsd the cust may have his attorney and a mechanic during the insp. Thanked.

\*\*\* PHONE LOG 01/03/2007 05:15:29 PM JBookman Action Type: Outgoing call  
 Cld cust to communicate with him regarding his cnerns. Advsd cust that Lexus will like the opportunity to insp his veh on Wed the 10th. Cust sts he would like to meet with the DSPM and the FTS in the morning at 10 am. Advsd cust he is welcomed to have his attorney and a mechanic during the insp. Advsd cust I will contact him on Tuesday as a f/u call. Cust thanked.

\*\*\* PHONE LOG 01/03/2007 05:16:21 PM JBookman Action Type: Outgoing call

C-753

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Cld DSPM and advsd the cust would like to meet with the DSPM and the FTS in the morning at 10 am. DSPM thanked.

\*\*\* PHONE LOG 01/10/2007 08:04:42 AM JBookman Action Type: Outgoing call  
 Cld cust and spk w/him directly. Advsd I wanted to f/u w/him regarding his appt at 10 am. Cust thanked.

\*\*\* PHONE LOG 01/12/2007 02:39:24 PM JBookman Action Type: Outgoing call  
 Spk w/DSPM regarding cust cnerns. DSPM advsd the FTS and he performed an insp and did not find any trouble codes with his veh. Cust will need to rple a few items which consist of brakes, calipers and rotors. Per insp there was no mfr defect that caused the cust experience. DSPM advsd they took pics and video of the test performed. Performed insp and there was no indication the veh was experiencing a mfr defect. DSPM advsd cust he needs to perform the necessary rpr and they are not covered under warranty. Cust advsd he would communicate with his attrny and the dlr. Thanked. Cust does not require further assistnc. Case closed.

\*\*\* CASE CLOSE 01/12/2007 02:39:32 PM JBookman  
 Cust does not require further assistnc. Case closed.

\*\*\* SUBCASE 200612280968-1 CLOSED 01/12/2007 02:39:35 PM JBookman  
 Cust does not require further assistnc. Case closed.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10177384  
**Date of Incident:** 20061228  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** CANAL WINCHESTER, OH  
**NHTSA Summary:**  
 ACCELERATOR PEDAL STICKS WHEN TRYING TO ACCELERATE FROM A DEAD STOP OR SLOW ROLL. SOMETIMES IT TAKES A HARD STOMP TO BREAK FREE OR TO HOLD DOWN BRAKE PEDAL AND ACCELERATOR PEDAL AT SAME TIME WHEN STOPPED AT LIGHT OR STOP SIGN. PERSONALLY CHECKED COMPONENTS ASSOCIATED WITH PEDAL BUT CANNOT FIND ANYTHING OUT OF THE ORDINARY. SEEMS TO STICK WHEN ENGINE IS UP TO OPERATING TEMPERATURE. \*NM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10196744  
**Date of Incident:** 20061228  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** COTTEKILL, NY  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT THE COMPUTER THAT CONTROLS THE TRANSMISSION PREVENTS THE VEHICLE FROM MOVING WHEN THE ACCELERATOR IS DEPRESSED. OCCASIONALLY, THE VEHICLE SURGES TO HIGH SPEEDS WHEN THE ACCELERATOR PEDAL IS DEPRESSED. SHE STATED THAT SHE WAS ALMOST INVOLVED IN NUMEROUS CRASHES DUE TO THE FAILURE. TOYOTA STATED THAT THEY ARE AWARE OF THE FAILURE AND ARE WORKING ON A SOLUTION. HOWEVER, THEY CANNOT ASSIST THE CONTACT UNTIL THAT TIME. SHE STATED THAT THE CRUISE CONTROL SURGES 5-10 MPH OVER THE LIMIT IN WHICH IT IS SET. THE FAILURE CAUSES HER TO LOSE CONTROL OF THE VEHICLE. THE VIN AND ENGINE SIZE WERE UNKNOWN. THE CURRENT MILEAGE IS 7,000 AND FAILURE MILEAGE WAS 1,000.

C-754

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10204341  
**Date of Incident:** 20061228  
**Vehicle:** 2006 LEXUS GS300  
**Location of Incident:** LEESBURG, IN  
**NHTSA Summary:**  
 UNCONTROLLED ACCELERATION OF A 2006 LEXUS GS 300 OCCURRED DURING OVERTAKING OF ANOTHER VEHICLE ON A TWO LANE US HIGHWAY. CAR WAS TOWED TO A LEXUS DEALER (LEXUS OF FT. WAYNE INDIANA) WHERE IT WAS DETERMINED THAT THE DRIVER'S FLOOR MAT WAS JAMMED AGAINST THE ACCELERATOR PEDAL. THE DEALER STATED THAT THIS WAS THE ONLY CASE OF THIS TO THEIR KNOWLEDGE. AFTER SEEING THE NHTSA REPORT OF RECALL REGARDING DIFFERENT LEXUS VEHICLES WITH THE SAME PROBLEM I SUSPECT THAT NHTSA HAS NOT BEEN INFORMED OF THE POTENTIAL FOR THE PROBLEM TO BE MORE WIDESPREAD, POTENTIALLY REQUIRING A BROADER RECALL EFFORT. THE DATE OF THE INCIDENT (12/28/06) IS APPROXIMATE. I WOULD EXPECT THAT THE EXACT DATE IS AVAILABLE FROM THE DEALER. THE INFORMATION UNDER "EQUIPMENT" IS NOT ACCURATE AS THE CHOICES MAKE NO SENSE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313586  
**Date of Incident:** 20061228  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BATH (ADOLPHUSTOWN), 00  
**NHTSA Summary:**  
 MY 2003 TOYOTA CAMRY LE V6 INEXPLICABLY ACCELERATED WHILE I WAS DRIVING INTO MY GARAGE ON DEC 28 2006. THE CAR STRUCK THE BACK OF THE GARAGE WALL AND CAUSED THE WALL TO FAIL AND PARTIALLY FALL INTO MY HOUSES DEN. AT THE TIME I ASSUMED I HAD HIT THE ACCELERATOR INSTEAD OF APPLYING THE BRAKE. WHEN I THINK BACK THE CAR REALLY ACCELERATED HARD AND WHEN IT FIRST HIT THE WALL IT STOPPED THEN LURCHED FORWARD AGAIN. IN LIGHT OF ALL OF THE ISSUES SURROUNDING TOYOTAS AND UNINTENTIONAL ACCELERATION I SUSPECT THE CAR ACTUALLY ACCELERATED ON ITS OWN AND I DID NOT TOUCH THE ACCELERATOR ACCIDENTALLY. THE CAR WAS REPAIRED AND IS STILL OWNED BY OUR FAMILY. I AM RELUCTANT TO DRIVE IT GIVEN ALL OF THE ISSUES SURROUNDING TOYOTA ACCELERATION PROBLEMS.  
**Additional Summary:**

**Toyota ID Number:** 200702081276  
**NHTSA ODI Number:**  
**Date of Incident:** 20061230  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** NORRISTOWN PA, PA  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 02/08/2007 04:11:31 PM CNumata  
 Caller states: that he took back to dlr because of trans. Cust states that he slows down and then the veh accelerates. Cust states that the dlr told cust that its oper as designed. Cust states that he would be willing to receive an adjustment to the trans. Cust states that he loves the veh otherwise.

C-755

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* SUBCASE 200702081276-1 CREATED 02/12/2007 11:46:49 AM ASalceda  
 \*\*\* PHONE LOG 02/12/2007 11:48:01 AM ASalceda Action Type: Outgoing call  
 I cld cust and left him a voicemail asking him to contact me. IF CUST CALLS: Please advd cust I am currently reviewing his concerns and I will contact him once I have further info.  
 \*\*\* EMAIL OUT 02/12/2007 01:15:43 PM RAbenes2 Action Type: External email  
 Send to: [araceli\_salceda@toyota.com]  
 CC List: [Nobody]  
 Cldr c/b req to spk to rep. Apol & adv rep is unavail. Per notes, I adv cldr that ASalceda, is his dept spec, and will be reviewing his cnerns. Cldr provided cell phone #610-329-3375. I adv cldr that rep will c/b as soon as she has more info. Cldr satis.

\*\*\* EMAIL OUT 02/15/2007 04:49:45 PM TBenoit Action Type: External email  
 Send to: [araceli\_salceda@toyota.com]  
 CC List: [Nobody]  
 Mr. Branca called to check the status of his concerns. Advd cust that Araceli was still rw concerns and that she will be in contact with cust once she does have additional info.  
 \*\*\* NOTES 02/26/2007 12:55:34 PM ASalceda  
 Dlr note: TEST DROVE HIS CAR ON 2/7/07 AND FOUND CAR IS OPERATING AS DESIGNED.

\*\*\* PHONE LOG 02/26/2007 12:58:06 PM ASalceda Action Type: Outgoing call  
 I cld cust and adv him that we have reviewed his concerns with the dlr and they have confirmed that his veh is operating as designed. Cust dissatisfied and requested no further assist.

\*\*\* SUBCASE 200702081276-1 CLOSED 02/26/2007 12:58:11 PM ASalceda  
 \*\*\* CASE CLOSE 02/13/2007 11:54:00 AM DLR6370  
 TEST DROVE HIS CAR ON 2/7/07 AND FOUND CAR IS OPERATING AS DESIGNED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10179445  
**Date of Incident:** 20061230  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MOUNTAIN HOME, AR  
**NHTSA Summary:**  
 TL\* - WHILE BACKING UP OUT OF A PARKING LOT THE 2002 TOYOTA CAMRY SUDDENLY ACCELERATED. THE CONTACT APPLIED THE BRAKE WITH FULL FORCE IN ORDER TO STOP VEHICLE FROM ACCELERATING INTO A WALL. THE CONTACT TOOK VEHICLE INTO THE LOCAL MECHANIC AND THE MECHANIC REPLACED THE ACCELERATOR POSITION SENSOR. THE CURRENT MILEAGE IS 21265 AND THE FAILURE MILEAGE IS 21200.\*AK  
**Additional Summary:**

**Toyota ID Number:** 200707231417  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** ,  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 07/23/2007 01:36:56 PM ERiglin

C-756

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Caller states: when veh idle & when turn A/C on the veh jumps forward a lil bit. ncr apol adv per tech this is called idle up mode & to apply brake to resolve issue. cust unsatisfied w/ remedy & seeks to file complaint. ncr apol adv will doc complaint. adv case# cllr thanked.

\*\*\* CASE CLOSE 07/23/2007 01:37:04 PM ERigin  
ncr apol adv per tech this is called idle up mode & to apply brake to resolve issue. cust unsatisfied & seeks to file complaint. ncr apol adv will doc.

**Additional Summary:**

**Toyota ID Number:** 200705301557  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 05/30/2007 02:51:41 PM TMorita  
RNT#070528-000221

\*\*\* SUBCASE 200705301557-1 CREATED 05/30/2007 02:52:17 PM TMorita  
Email states:  
"I have a 2005 X-Runner Tacoma, VIN 5TETU22N85Z052408 that has a tendency to maintain engine speed after you let off the foot pedal. It is very noticeable when shifting up through the gears after every stop. When you let off the foot pedal, the engine speeds hangs at the current speed for a while before slowing down. You have to shift gears VERY slowly to avoid mismatching the engine speed, if you shift normal speed, the truck will lurch forward because the engine speed is still too high. I don't drive the vehicle through the winter, but now that the weather is descent, it is becoming a problem situation again. I work on drive-by-wire engines for another company, so know it can be addressed. I just can't do it for the Toyota.  
Please advise what can be done for the situation with my Tacoma. I like the truck, but am not going to stay with a vehicle that drives like this.  
Don McCaw  
dmccaw@forbin.net  
Dike, Iowa  
319-989-2026"

\*\*\* SUBCASE 200705301557-1 CLOSED 05/30/2007 02:52:19 PM TMorita

\*\*\* SUBCASE 200705301557-2 CREATED 05/30/2007 02:57:24 PM TMorita

Ncr's email reply:  
<as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
Mr. McGaw, we apologize for the concerns you are having with your 2005 Tacoma's gears.<p>  
Because we have not inspected your vehicle, in order to properly assess your concerns, we recommend you contact the Customer Relations Manager at your <a href="http://www.toyota.com/dealers/TARGET=BLANK">local Toyota dealership</a> to further evaluate your Tacoma.<p>  
Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.<p>  
Your email has been documented at our National Headquarters under file #Sincidents.c\$clarifycasenumber. If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=4164">TARGET=\_BLANK >contact us</a>.<p>  
Toyota Customer Experience

C-757

**Safety Research & Strategies**

**Update Report: Toyota Sudden Unintended Acceleration: Appendix C**

</as-html>

\*\*\* SUBCASE 200705301557-2 CLOSED 05/30/2007 02:57:26 PM TMorita

\*\*\* CASE CLOSE 05/30/2007 02:57:39 PM TMorita  
see subcase

\*\*\* SUBCASE 200705301557-3 CREATED 05/31/2007 02:55:00 PM TMorita  
RNT#070528-000221, dated and received 05/30/2007 04:57 PM

Email states:  
"I have been in contact with the local dealer - several times. No resolution, so that is why I am contacting you.  
Don McCaw"

\*\*\* SUBCASE 200705301557-3 CLOSED 05/31/2007 02:55:02 PM TMorita

\*\*\* SUBCASE 200705301557-4 CREATED 05/31/2007 02:59:50 PM TMorita

Ncr's email reply:  
<as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
We apologize if our response was unsatisfactory.<p>  
Please be advised that we rely on our dealerships for inspection, diagnoses, and repair.<p>  
Because we have not had the opportunity to physically inspect your vehicle, it would be inappropriate for us to advise you regarding the concerns you are experiencing with your 2005 Tacoma.<p>  
We recommend you contact the Customer Relations Manager at your <a href="http://www.toyota.com/dealers/TARGET=BLANK">local Toyota dealership</a> to further evaluate your 2005 Tacoma.<p>  
Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.<p>  
Your email has been documented at our National Headquarters under file #Sincidents.c\$clarifycasenumber. If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=4164">TARGET=\_BLANK >contact us</a>.<p>  
Toyota Customer Experience

\*\*\* SUBCASE 200705301557-4 CLOSED 05/31/2007 02:59:52 PM TMorita

\*\*\* CASE CLOSE 05/31/2007 03:00:03 PM TMorita

see subcase

\*\*\* SUBCASE 200705301557-5 CREATED 06/04/2007 12:27:26 PM TMorita  
RNT#070528-000221, dated and received 06/01/2007

Email states:  
"Tom  
I went to my local dealer, Dan Deery Toyota in Waterloo, IA. I talked to Jason Hesse, the service writer. He gave me a suggestion, but unfortunately it did not prove beneficial. When I went back I talked with the Service Manager, Brian Jensen. Brian & I went for a ride, and Brian was able to drive the vehicle and note the concern I had. Brian looked to see if there were any updated calibrations for the X-Runner and noted there were none. I asked if reflashing it might do some good (I sometimes do that in my Service work with drive by wire electronic controlled engines) but that was not pursued. Brian then consulted with Kim Michelsen, the Customer Relations Manager. Kim communicated with Adam Benlon, who I believe their area Service rep. Kim has not heard back from Adam, but Kim is continuing to get in touch with him and reporting to me. That is where we stand so far.

C-758

**Safety Research & Strategies**

**Update Report: Toyota Sudden Unintended Acceleration: Appendix C**

Kim will be gone next week, as will I, so no steps will be taken until 11 June at the earliest. Perhaps Adam Benlon will be able to offer some alternatives.  
Don McCaw"

\*\*\* SUBCASE 200705301557-5 CLOSED 06/04/2007 12:27:27 PM TMorita

\*\*\* SUBCASE 200705301557-6 CREATED 06/04/2007 12:31:49 PM TMorita

Ncr's email reply:  
<as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
Mr. McGaw, your update regarding your 2005 Tacoma is appreciated.<p>  
Please keep us informed.<p>  
Your email has been documented at our National Headquarters under file #Sincidents.c\$clarifycasenumber. If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=4164">TARGET=\_BLANK >contact us</a>.<p>  
Toyota Customer Experience

\*\*\* SUBCASE 200705301557-6 CLOSED 06/04/2007 12:31:50 PM TMorita

\*\*\* CASE CLOSE 06/04/2007 12:32:03 PM TMorita

see subcase

**Additional Summary:**

**Toyota ID Number:** 200706150872  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 06/15/2007 01:50:11 PM CMendoza  
Caller states: Owns 05. & had a personal situation that caused him to want to lay rubber. Deliberately slammed on accelerator & could not stop. Sits his veh slammed into another veh. Veh accelerator would not decelerate Sits Insurance Company took veh to Finley GMC in Kingsley, AZ (non TOY). Sits dlr was unable to duplicate action. Sits was not satisfied w/ response & requested to have Anderson TOY attempt to duplicate. Dlr was unable to duplicate action.  
\*\*\* NOTES 06/15/2007 01:50:12 PM CMendoza  
Cllr sts was able to duplicate concerns after several attempts on different roads. Feels concern w/ veh  
\*\*\* NOTES 06/15/2007 01:52:14 PM CMendoza

Reg Own: Larry Tunforss  
Driver Name: Larry Tunforss (Veh Owner)  
Date of Accident: 4/20/07  
Current Veh Location: Customer home address  
Has repair begun: Repairs completed  
Customer seeking: Bring to TOY attention at corporate level. Feels concerns could happen to other TOY owners. Seeks TOY to acknowledge concern & check files if have similar complaints. If TOY does, seeks TOY to address concern  
\*\*\* NOTES 06/15/2007 01:53:01 PM CMendoza  
Occupants: Wife. On passenger side  
Specific Injuries: Wife's neck & back due to whiplash  
What Failed: Took foot of accelerator & did not decelerate  
Location of damage: Rear. S5K in damages

C-759

**Safety Research & Strategies**

**Update Report: Toyota Sudden Unintended Acceleration: Appendix C**

Spec Veh Damage: Replaced passenger quarter panel, tailgate,bumper, paint work & sustained frame damage

\*\*\* NOTES 06/15/2007 01:53:51 PM CMendoza  
Airbags: Airbags did not deploy. Airbags light stayed on after accident & when veh was returned. Anderson TOY took care of airbag light on

Previous accidents: Sits none.  
\*\*\* NOTES 06/15/2007 01:54:04 PM CMendoza  
NCR apol and adv cllr that Case Mgr will contact cllr in 1 b/d adv cllr of case #.

\*\*\* SUBCASE 200706150872-1 CREATED 06/18/2007 07:43:16 AM JCabrera

\*\*\* NOTES 06/18/2007 10:10:19 AM JCabrera  
+OUTGOING CUST CALL+  
CM contacted cust at daytime#. Cust sts he is a fireman and on 4/20/07 @ approx 7:30 pm, he and his wife were leaving the parking lot of Firestation #2, when suddenly he stepped on the accelerator in reverse. Sits he then applied the brakes w/both feet, but veh failed stop and slammed into a parked ambulance. Sits he is not sure if accelerator pedal got stuck or if brakes failed to engage. Sits both he and his wife were wearing seatbelts and were not  
\*\*\* NOTES 06/18/2007 10:18:31 AM JCabrera  
injured, except his wife has complained of neck & back pain. Sits front airbags did not deploy. Sits no warning lights on prior to impact. Sits veh sustained rear end damage. Sits all body rpns have been complete & paid for by insurance company. Sits mechanical components have not been touched, such as accelerator & brake system. Sits took veh to Anderson Toy & was adv unable to dup concern. Sits since accident, veh failed to stop 1x in reverse. Cust sts had to use emergency  
\*\*\* NOTES 06/18/2007 10:22:59 AM JCabrera  
brake to stop veh. Cust is seeking for Toyota to inspect veh to determine what mechanical failure caused the accident. Cust fls may be related to brakes or accelerator pedal. Sits veh is currently located at his residence. Sits veh is driveable. CM adv case dispatched to region for FCRP. Adv region will contact cust eob 3 days. Cust thanked.

\*\*\* NOTES 06/18/2007 10:27:36 AM JCabrera

LEGAL REQUEST FIELD CONTACT REPORT W/MANY INTERIOR & EXTERIOR PHOTOS

\*\*\* SUBCASE 200706150872-1 CLOSED 06/18/2007 10:29:14 AM JCabrera

Closing subcase.  
\*\*\* NOTES 06/19/2007 06:58:17 AM JHansen150  
FTS called and L/M for customer on 6-18-07 at 5:40 PST asking for a call back to set up an appointment at Anderson Toyota on 7-16 or 7-17-07. FTS waiting for c/b from cust.  
\*\*\* NOTES 06/25/2007 02:41:25 PM JHansen150  
FTS called and spoke with customer on 6-25 at 2:25pm and confirmed the appointment on 7-16-07 after 1:00pm at Anderson Toyota in Kingman, AZ.

\*\*\* CASE CLOSE 07/18/2007 08:10:20 AM DRose150  
FTS, B Maloney, insp veh 07/16/07 at Anderson Toy, cust pres.FTS sts:Veh was repr'd as cust std.FTS ekd for codes, none fnd. Chkd for calibration updates, no app recalibration avail.FTS & Svc Mgr test driving veh w/sve hard rev accels & stops, some w/ABS activation.No dup of accel sticking or brks failing.During 5 mile test drive some brk squeal noted from frnt of veh.FTS created Tchev file w/snapshots of rev & forward accel then stopping.Active tests to electronic throttle were perf & opr'd norm.Visual insp of frt brks fnd some brk rotor glaze on both sides.Brk pads had suff material & not in need of repl.Brk & gas pdls in good working cond & elec conn were confirmed tight.Parking brk opr'd norm.Stall test per'd, brks hld veh during stall test. Veh was curr opr'g as designed, no dup of cust's concerns w/accel or brks malf.Results doc'd on back of RO & copy provided to cust.Cust seeks resp from Legal.Arb Adm will frwd docs via e-mail to C. Hargrave 07/18/07.

**Additional Summary:**

C-760

**Safety Research & Strategies**

**Update Report: Toyota Sudden Unintended Acceleration: Appendix C**

**Toyota ID Number:** 200709251074  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 09/25/2007 01:13:27 PM KWinegar  
Caller states: veh has an idling problem. when sitting at a stoplight or behind another veh the RPMs kick up 2-3000 RPMs, if the A/C or heat are on. It causes the truck to surge forward, dlr adv built to Toy specs. Concerned about if the vehicle being at a crosswalk & possibly hitting someone or something. At times the truck surges forward extremely strongly. Cust thinks it is dangerous. Cust sks complaint to be doc'd. NCR apol/adv to work w/ dlr to find repair...

\*\*\* CASE CLOSE 09/25/2007 01:13:36 PM KWinegar

NCR apol/adv to work w/ dlr to find repair. NCR adv would doc complaint at HQ. Adv case #.

\*\*\* NOTES 09/25/2007 01:14:52 PM KWinegar

...NCR adv would doc complaint at HQ. Adv case #.

**Additional Summary:**

**Toyota ID Number:** 200706191221  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 06/19/2007 01:39:48 PM JM Moore  
Caller states: Mr. Dold is calling.sts there has been a few incidents where after pressing the gas pedal the veh accelerates even after driver has released foot off the gas pedal.sts this issue is happening with this veh and would for toy to fix this concern

\*\*\* NOTES 06/19/2007 01:42:27 PM JM Moore

clr sts the issue is veh accelerates as if drivers foot is on the gas pedal even though drivers foot is not on the gas pedal

\*\*\* CASE CLOSE 06/19/2007 03:20:15 PM DLR04292

CUSTOMER REFUSED TO SIGN ESTIMATE THIS MORNING TO LOOK AT VEHICLE TO ATTEMPT TO DUPLICATE CONCERN. I EXPLAINED THAT THIS IS THE WAY IT IS DONE AND HE SAID HE WOULD NOT AUTHORIZE IT. I SAID THAT WOULD BE HIS CHOICE BUT WE COULDN'T LOOK AT IT WITHOUT AN AUTHORIZATION FROM HIM. HE HUNG UP ON ME.

**Additional Summary:**

**Toyota ID Number:** 200702150813  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 02/15/2007 12:31:57 PM MLove

Caller states:Took veh to shop yesterday.While driving in town gas hung wide open.Cust had to turn the switch off to get the veh to stop.Cust was driving in town & veh would not stop.Dlr inspected the veh should no concerns.Cust sts he feels this veh should be taken off the road immediately .he should be put in a

C-761

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

rental/loaner veh.Cust sts he was adv by dlr submitted worksheet to Toy & would hear back from dlr w/in 24hrs.

\*\*\* NOTES 02/15/2007 12:31:57 PM MLove

Ncr apol adv of case# adv case frwd to crm for rvw/fu w/in 1-3 bus days

\*\*\* NOTES 02/15/2007 12:32:46 PM MLove

Ncr apol adv dlr will have to duplicate concerns in order to determine fix for veh adv to allow dlr f/u w/dept dlr contacted for assist/suggestions.

\*\*\* NOTES 02/20/2007 07:42:13 AM CZacharie

Clr c/b to adv that CRM has not respond & that dlr told him they were waiting on reply from toy HQ. NCR apol & adv that crm has until close of bus day 2/20/07 to respond. Clr sts that he was online reading about other Tacoma owners having the same cond. Sks that his veh will start accelerating without him depressing the gas pedal & he had to turn veh off to stop it from accelerating. NCR apol & adv clr to wait until close of bus day for crm to respond.

\*\*\* NOTES 02/20/2007 11:40:11 AM RGovender

Clr sts would like to know what is going on w/ his veh not being repaired.Clr sts dlr has ran tests & veh operates normally.Clr sts would like to have CRM c/b asap.Ncr apol & adv clr will send note to DLR.

\*\*\* NOTES 02/20/2007 03:16:04 PM TWhite

Cust c/b sts spoke to Greg Walker SM who adv that Toy adv not to make any repairs to veh until concern can be duplicated.Sts he feels Toy doesn't care & sks escalation.Clr sts this is unacceptable & feels further action should be taken.Ncr apol & adv cust CM will f/u within 1 bus days.Ncr adv concerns have been doc & case # given.

\*\*\* SUBCASE 200702150813-1 CREATED 02/21/2007 11:39:26 AM QHolmes

RNT#070219-000197

02/19/2007 02:09 PM

Email states: I reported this on 2-15-07. The toyota dealership reported this on 2-14-07. Nobody from toyota has contacted me on this problem. This is a very serious and dangerous problem. I thought toyota was better in customer service than anybody else. I have read on the NHTSA website that this has happened to other people several times. I have a case # 200702150813. I would have hoped toyota would have got back to me or the dealership quickly considering the safety dangers of this.If i do not hear anything about this problem i will file a complaint with the NHTSA and contact the media if this is the only way to get this solved.

nrc states: Thank you for contacting Toyota Motor Sales, U.S.A., Inc. We are sorry to hear about the concern involving your Tacoma. We received your email and have subsequently forwarded your case to the appropriate offices of Toyota. A representative of Toyota will be in contact with you within 1 business days. We value you as a customer, and appreciate this opportunity to review your concerns. Your email has been documented at our National Headquarters

\*\*\* SUBCASE 200702150813-1 CLOSED 02/21/2007 11:39:28 AM QHolmes

\*\*\* CASE CLOSE 02/27/07 14:30:39 rulemrg

TALKED WITH CUSTOMER

\*\*\* NOTES 03/06/2007 12:20:10 PM JFewel

ATF - 02/20/2007 04:44 PM RNT#070220-000323

Email details concern. NCR acknowledged email.

\*\*\* SUBCASE 200702150813-2 CREATED 03/06/2007 12:20:52 PM JFewel

This is another reply of my toyota truck. The dealership called me today, and i was told that toyota said they new they had problems with this. They were also told not to replace anything until they can get it to happen. This is unacceptable response from toyota. This happens to be a safety issue and i will not forget about it. I have already filed a complaint with the NHTSA and my next step is the NATIONAL MEDIA

C-762

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

or whoever i can get to publicize this problem. I want someone from toyota to contact me about this very serious safety concern. I have contacted toyota customer care and all i get is we will document it. I WANT IT FIXED !!!!  
2-20-07

\*\*\* SUBCASE 200702150813-2 CLOSED 03/06/2007 12:21:00 PM JFewel

saved

\*\*\* SUBCASE 200702150813-3 CREATED 03/06/2007 12:31:13 PM JFewel

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

We apologize for your concern regarding the engine of your 2006 Tacoma.

We apologize; we understand the frustration of an intermittent condition. An intermittent condition is inherently frustrating because it happens some times and it does not happen at other times. In your situation, it has happened for you and it has not happened for the dealership.

We always contact the Toyota dealership even for intermittent concerns, because the likelihood increases that the dealership will be able to duplicate the condition as the time increases that the dealership has the opportunity to duplicate the cause.

Your Toyota dealership serves as Toyota's eyes and ears, we need to involve the dealership because they are able to inspect the vehicle hands - on and are trained to determine cause, condition and remedy. The first step to resolve any product concern is for the Toyota dealership to duplicate the condition, so that they can determine its cause and repair it. If a dealership is unable to duplicate a condition, Toyota can not take further steps. Because the odds improve that the condition will recur when the Toyota dealership is provided an additional opportunity to inspect the vehicle, the odds improve that the dealership will be able to duplicate the condition and determine its cause and its remedy.

You can be sure that Toyota is committed to providing quality service at our dealerships so as to meet our customers' various needs. Our dealer technicians are given extensive training and use state-of-the-art equipment in order to obtain speedy and accurate diagnoses. Moreover, Toyota supports the dealerships with additional technical assistance to aid them in unusual situations. Our goal is to serve our customers in the most professional, efficient way possible.

Please accept our apologies for any inconvenience or added expense you may have been caused in this matter. We note that the Customer Relations Manager at Cloninger Toyota reviewed all information pertinent to your case and rendered a decision, declining your request for a repair on behalf of Toyota, because Cloninger Toyota has been unable to duplicate the concern you reported. Because the Customer Relations Manager has been trained by Toyota, the decision rendered by this individual represents Toyota's position. Our review of the case indicates that all of Toyota's guidelines have been followed and we accordingly concur with the decision.

Toyota values you as a customer and we appreciate this opportunity to further review your request.

If we can be of further assistance, please feel free to contact us <[http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std\\_adp.php?p\\_faqid=4164](http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std_adp.php?p_faqid=4164)>.

Your email is documented at our National Headquarters under file #Sincidents.cSclarifycasenumber. For more Toyota information, please check out Toyota Express Lube

<<http://www.toyota.com/html/shop/dealers/lube/index.html>>; our Frequently Asked Questions <[http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std\\_adp.php](http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std_adp.php)>; ToyotaOwnersOnline.com <<http://toyotaownersonline.com/>>; our Glossary <<http://www.toyota.com/html/help/glossary.html>> and printable Do-It-Yourself Instructions <<http://www.toyotaownersonline.com/parts-service/diy.html>>.

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

Toyota Customer Experience

\*\*\* SUBCASE 200702150813-3 CLOSED 03/06/2007 12:31:18 PM JFewel

sent

\*\*\* CASE CLOSE 03/06/2007 12:31:41 PM JFewel

C-763

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

sent

\*\*\* NOTES 03/06/2007 12:50:24 PM JFewel

ATF - 03/06/2007 12:44 PM RNT#070220-000323

Email states: "I have fixed the problem! I traded for a new F-150 and

will not own another toyota. Ford or GM would have

replaced something like cruise control to try and

prevent this from happening again.

Sincerely a new ford owner"

\*\*\* NOTES 03/06/2007 12:51:40 PM JFewel

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

We apologize for your dissatisfaction.

Your feedback is appreciated.

Your email has been documented at our National Headquarters under file #Sincidents.cSclarifycasenumber.

If we can be of further assistance, please feel free to contact us <[http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std\\_adp.php?p\\_faqid=4164](http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std_adp.php?p_faqid=4164)>.

Toyota Customer Experience

**Additional Summary:**

**Toyota ID Number:** 200711130360

**NHTSA ODI Number:**

**Date of Incident:** 20070000

**Vehicle:** 2006 TOYOTA TACOMA

**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 11/13/2007 08:54:34 AM MWinston

Caller states 2006 Tacoma and is having a concern with accelerator getting stuck. Sts has been in twice for this same concern. Sts in the past 4 months has happened four times. Sts was told that a loaner will not be provided a loaner veh because it's less than 1 day for service. Sts when first took it in dlr ran a diag but have not been able to duplicate concerns. Sts has not have a FTS involvement. Sts veh is at dlr now. Caller seeks to have concerns with gas pedal resolved. NCR apol & adv cust will open to CRM for fu in 3 b/d. NCR adv case # for ref.

\*\*\* CASE CLOSE 11/15/2007 04:10:17 PM DLR04421

CUSTOMER IS GOING TO REMOVE ONE SET OF HIS FLLORMATS TO SEE IF THAT IS THE CAUSE OF THE ACCIDENTAL ACCELERATION. WE FOUND NO ISSUES WITH ACCELERATION.

**Additional Summary:**

**Toyota ID Number:** 200710230347

**NHTSA ODI Number:**

**Date of Incident:** 20070000

**Vehicle:** 2005 TOYOTA TACOMA

**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 10/23/2007 08:39:23 AM EStaples1

Caller states: Sks dlr to guarantee veh will not accelerate when brakes applied & veh to drive. Sts when brakes applied, veh accelerates. Sts taken to dlr 1/07 4/07 9/07, dlr unable to dupe. Sts while driving @ very slow speed, takes foot off accelerator, places foot on brake pedal, pedal goes to the floor, veh surges fwd. Sts 1 svc visit, dlr adv floor mats maybe cause of enm. Clr adv floor mats not in veh 4/07, 9/07, veh still surged fwd. Sts on another svc visit.>>

\*\*\* NOTES 10/23/2007 08:39:24 AM EStaples1

C-764

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

>>dlr adv Clr has foot on brake pedal & gas pedal @ the same time. Clr disagrees w/diag. Clr fls veh unsafe. Sts no CRM contact. Ncr apol, sent file to dlr, adv c/b w/in 3 b/d..ref#.  
\*\*\* NOTES 10/23/2007 08:42:16 AM EStapes1  
>>Clr adv not unhappy w/dlrshp, unhappy w/veh.

\*\*\* CASE CLOSE 10/24/2007 09:18:16 AM DLR31088  
CRM CALLED CUSTOMER AND EXPLAINED COULD NOT DUPLICATE. CALL US IF IT HAPPENS AGAIN AND GET IN RIGHT AWAY.

**Additional Summary:**

**Toyota ID Number:** 200710310414  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 10/31/2007 09:17:02 AM LRivera  
PA

No Prev Case  
Caller states: Vehicle idles extremely high when coming to a stop. Spk to Ricardo, Svc Advisor, states they have made 3 attempts to correct idling, issue seems to be corrected but returns after cust takes delivery of vehicle. Rep adv FTS was there yesterday & adv concern is normal characteristic of this veh. Cust sks permanent fix for high idle or may pursue lemon law. NCR apol & adv will fwd to CM, c/b 1 bus day.

\*\*\* SUBCASE 200710310414-1 CREATED 10/31/2007 10:04:24 AM PTImberlake  
\*\*\* NOTES 10/31/2007 10:04:55 AM PTImberlake  
++OUTGOING DLR CALL++ l/m for Leonard to call me with RO/FTS info

\*\*\* PHONE LOG 10/31/2007 10:24:29 AM PTImberlake Action Type: Incoming call  
++INCOMING DLR CALL++ spoke to Leonard, sts veh is manual transmission  
RO - 162526 - 10/10/06 - 10,003 - cust sts engine idles too high. dlr duplicated condition. dlr contacted TAS but no repairs done  
RO - 164669 - 11/14/06 - 10,723 - cust sts engine idles too high even when engine is warm. dlr duplicated condition, no DTC's. dlr replaced mass airflow sensor and engine idling at 700 RPM's, dlr cleaned fuel injectors.

RO - 168987 - 2/1/07 - 11,691 - cust sts engine idles to high and goes up to 3000 RPM's when engine is cold. dlr duplicated condition and found fuel trims to lean. sts TAS had dlr clean fuel induction and reset ECU memory.

RO - 171146 - 3/12/07 - 12,478 - cust sts engine still idling too high at 3000 RPM. dlr duplicated condition. dlr spoke to TAS who told dlr to have FTS inspect veh.  
RO - 177701 - 6/26/07 - 14,471 - cust sts periodically engine idling up to 2000 RPM's. sts FTS (JDonker) duplicated condition. FTS feel condition is due to cust's driving habit (cust using engine to slow veh down). FTS had dlr replace the clutch with update version of clutch regarding cust's driving habit. dlr sts new clutch made no difference.

RO - 179609 - 7/20/07 - 14,888 - cust sts periodically engine went go below 3000 RPM's. dlr duplicated condition. TAS has dlr replace accelerator pedal due to pedal values out of range.

RO - 184818 - 10/1/07 - 16,055 - cust sts veh idles too high. dlr sts no DTC's. dlr replace throttle body as it was open too far. sirs dlr kept RO open until 10/27/07 until FTS (Brian Melcher) could test drive veh. sts FTS test test drove and felt veh performing as designed and RPM's were high due to cust's driving habits.

\*\*\* NOTES 10/31/2007 12:22:46 PM PTImberlake  
++OUTGOING CUST CALL++ l/m @ alt ph# for cust to call me back. ncr attempted to call daytime ph#, no answer or answering machine  
\*\*\* NOTES 11/01/2007 02:03:47 PM PTImberlake

C-765

**Safety Research & Strategies**

**Update Report: Toyota Sudden Unintended Acceleration: Appendix C**

++OUTGOING CUST CALL++ l/m @ alt ph# for cust to call me back. ncr attempted to call daytime ph#, no answer or answering machine  
\*\*\* NOTES 11/02/2007 08:48:03 AM PTImberlake  
++OUTGOING CUST CALL++ l/m @ alt ph# for cust to call me back. ncr attempted to call daytime ph#, no answer or answering machine  
\*\*\* NOTES 11/06/2007 10:26:23 AM PTImberlake  
IN20 sent as cust is not calling back. ncr will reopen case if cust calls back

\*\*\* CASE CLOSE 11/06/2007 10:26:51 AM PTImberlake  
IN20 sent as cust is not calling back. ncr will reopen case if cust calls back

\*\*\* SUBCASE 200710310414-1 CLOSED 11/06/2007 10:26:58 AM PTImberlake close

**Additional Summary:**

**Toyota ID Number:** 200711080396  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 11/08/2007 08:58:51 AM KHaley  
PA—

(no previous cases)  
Caller states: noticed 1 mos ago when stopped at light intermittently transmission shifts down & veh moves forward as if someone bumped veh from behind. Took to dlr 5X for issue & dlr continues to adv doesn't dupe. On one visit dlr did dupe, but cannot do anything w/out changing rear end or transmission & not authorized to complete changes. Dlr adv DSPM would be out to inspect, but has not rcvcd call regarding this..

\*\*\* NOTES 11/08/2007 08:58:51 AM KHaley  
...Sks transmission response fixed when stopped & sks assurance occurrence will not occur out of warr & will have to pay. NCR apol & adv TOY stands by it's product & guarantees it under warr for 5/60K miles. Adv TOY would hope it lasts much longer, but only guarantees coverage for that time. Adv if out of warr & something occurs, CEC may review assist on individual case by case basis, but no guarantees on coverage. Adv may purch extended warr if sks further assurance &..

\*\*\* NOTES 11/08/2007 08:59:50 AM KHaley  
...gave #. Adv CM c/b in 1 b/d to help resolve issues now, while w/in warr. Clr doesn't have VIN & doesn't have name of anyone inparticular been working with.

\*\*\* SUBCASE 200711080396-1 CREATED 11/09/2007 05:54:58 PM MSherr

\*\*\* PHONE LOG 11/12/2007 02:33:34 PM KGohn Action Type: Outgoing call

++OUTGOING DLR CALL - TOY SAN JUAN CAP+  
NCR spk w/ svc adv Tony who adv the following for cust:

Date: 10/29/07 closed 10/31/07  
RO#: 364015  
Mileage: 48,959

Condition: Cust sts trans makes veh lurch forward after coming to a stop intermittently.  
Remedy: No rpr done

NCR spk w/ SM Trevor who adv dlr wasn't able to dup concern. Dlr adv there is a rearend hop. Sts operation is normal for veh. SM sts will contact FTS to come out and look at veh sometime this week. SM adv to adv cust will receive contact from dlr in the next 72 hours.

\*\*\* NOTES 11/12/2007 02:35:38 PM KGohn

C-766

**Safety Research & Strategies**

**Update Report: Toyota Sudden Unintended Acceleration: Appendix C**

++OUTGOING CUST CALL - 949-842-6570+

NCR l/m for cust adv dlr will be setting up appt w/ FTS sometime this week and will be contacting cust in the next 72 hours. NCR adv 800 #, log in ID of 73181 & adv NCR's hours are 7:15-3:45 PST.

\*\*\* NOTES 11/15/2007 08:12:51 AM KGohn

++OUTGOING DLR CALL - Toy/San Juan Capistrano+

NCR spk w/ svc adv Rich who adv FTS is trying to set up appt for cust to drive w/ him. NCR requested c/b from SM Trevor and adv can be reached at 310-468-9545.

\*\*\* NOTES 11/15/2007 03:21:24 PM TCrawford  
Cust called back adv that it is urgent that he speaks with CM. NCR apol & adv cust CM will return call by EOB day tomorrow.

\*\*\* NOTES 11/16/2007 08:00:33 AM KGohn

++OUTGOING DLR CALL - TOY SAN JUAN CAPISTRANO+

NCR spk w/ SM Trevor who adv is trying to set up appt w/ Scott (FTS) to inspect veh. SM adv FTS don't usually ride w/ the customer but will see what he can do. SM adv will contact NCR with information at 310-468-9545. NCR confirmed that SM has cust's contact information.

\*\*\* PHONE LOG 11/16/2007 12:34:48 PM KGohn Action Type: Outgoing call

++OUTGOING CUST CALL - 949-842-6570+

NCR spk w/ Mr. Carinchi who adv he hasn't heard back from dlr yet. Cust sts the truck didn't do this before and he feels it is abnormal. NCR adv no update avail. Cust sts can have appt on Monday, Wednesday, or Friday. NCR adv FTS must be able to dup to provide rpr. NCR adv dlr has adv that veh is operating as designed an once FTS inspects, Toy will stand w/ that position. Cust sts he has a friend with the same truck and his truck doesn't exhibit the same condition.

\*\*\* NOTES 11/16/2007 12:36:28 PM KGohn

++OUTGOING DLR CALL - TOY/SAN JUAN CAPISTRANO+

NCR l/m for SM Trevor adv cust would like appt on Monday, Wednesday, or Friday. NCR adv to please contact cust w/ appt date and NCR at 310-468-9545.

\*\*\* NOTES 11/16/2007 01:19:31 PM KGohn

++INCOMING DLR CALL+

NCR spk w/ SM Trevor who adv per cust, he does not want inspection. NCR adv will call cust to confirm what he wants to do.

\*\*\* NOTES 11/19/2007 08:43:48 AM KGohn

++OUTGOING CUST CALL - 949-842-6570+

NCR spk w/ Mr. Carinchi who adv he still wants FTS to inspect veh. NCR adv will contact dlr b/c dlr was under the impression he didn't want an inspection. Cust adv he doesn't want to wait another month.

\*\*\* NOTES 11/19/2007 08:57:12 AM KGohn

++OUTGOING DLR CALL - TOY/SAN JUAN CAPISTRANO+

NCR l/m w/ Jeff in svc b/c SM Trevor was unavailable. NCR adv can be reached at 310-468-9545.

\*\*\* NOTES 11/19/2007 09:41:06 AM KGohn

++INCOMING DLR CALL+

NCR received v/m from SM Trevor returning NCR's call.

\*\*\* NOTES 11/19/2007 09:42:40 AM KGohn

++OUTGOING DLR CALL - TOY SAN JUAN CAPISTRANO+

NCR spk w/ Glen in svc who adv SM Trevor is in a meeting. NCR adv will try back later.

\*\*\* NOTES 11/19/2007 10:58:20 AM KGohn

++OUTGOING DLR CALL - TOY SAN JUAN CAPISTRANO+

NCR spk w/ SM Trevor who adv he thought cust had appt at 4 today. NCR adv was not aware of this appt. NCR adv cust wants FTS to inspect. SM adv will research and c/b.

\*\*\* NOTES 11/19/2007 12:41:05 PM KGohn

++INBOUND DLR CALL+

NCR received v/m from SM Trevor who adv still has FTS scheduled to come in at 4:00 today.

\*\*\* NOTES 11/19/2007 12:42:45 PM KGohn

++OUTGOING CUST CALL - 949-842-6570+

NCR spk w/ Mr. Carinchi who adv can't bring veh in today b/c he didn't bring his truck w/ him.

\*\*\* NOTES 11/19/2007 12:45:56 PM KGohn

C-767

**Safety Research & Strategies**

**Update Report: Toyota Sudden Unintended Acceleration: Appendix C**

++OUTGOING DLR CALL - TOY SAN JUAN CAPISTRANO+

NCR spk w/ SM Trevor and adv cust can't bring veh in today and inquired about appt poss next Wed. SM adv will see if FTS can make appt for that date and will call NCR w/ update.

\*\*\* NOTES 11/21/2007 08:30:16 AM KGohn

++OUTGOING DLR CALL - TOY SAN JUAN CAPISTRANO+

NCR spk w/ SM Trevor who adv cust can bring veh in next Wednesday and drop veh off before noon for FTS inspection.

\*\*\* NOTES 11/21/2007 08:38:07 AM KGohn

++OUTGOING CUST CALL - 949-842-6570+

NCR spk w/ cust and adv FTS can come out on 11/28/07. Cust sts ok. NCR adv to contact SM Trevor to set everything up. Cust agreed.

\*\*\* NOTES 11/26/2007 08:54:26 AM ABranch

Cust calling, requesting to spk w/case mgr KGohn. Ncr apol & adv cust case mgr unavail, adv can forward msg to case mgr for c/b by w/in 1 b/d. Cust understood.

\*\*\* NOTES 11/26/2007 02:50:47 PM KGohn

++OUTGOING CUST CALL - 949-842-6570+

NCR spk w/ Mr. Carinchi who adv hasn't heard from dlr. Cust sts hasn't contacted dlr. NCR apol and adv he needs to initiate call to SM to set up appt details. Cust understood.

\*\*\* PHONE LOG 11/29/2007 08:11:25 AM KGohn Action Type: Outgoing call

++OUTGOING DLR CALL - TOY SAN JUAN CAPISTRANO+

NCR spk w/ SM Trevor Nordfelt adv the concern is with the an almost seized A/C compressor. SM adv veh was involved in a front end collision and it appears that the compressor was drained and refilled. SM adv cust needs to have rpr performed or the condition will persist and eventually the A/C compressor will seize. SM adv will c/b w/ RO details.

\*\*\* NOTES 11/29/2007 11:34:34 AM KGohn

++INTERNAL NOTES++

NCR spk w/ PChan who adv regular warranty on A/C compressor is 3/36 but if veh has been involved in accident causing damage, there is no coverage.

\*\*\* NOTES 11/29/2007 11:36:43 AM KGohn

++OUTGOING CUST CALL - 949-842-6570+

NCR l/m for cust requesting c/b. NCR adv can be reached at 800-331-4331 ext 73181 from 7:15-3:45 PST.

\*\*\* NOTES 11/30/2007 11:30:00 AM KGohn

++OUTGOING DLR CALL - TOY SAN JUAN CAPISTRANO+

NCR spk w/ svc adv Eddie who adv the following RO information.

Date: 11/28/07

RO#:366996

Mileage: 49987

Condition: Cust sts when coming to a stop, it feels like veh is bumped.

Remedy: No notes entered in computer.

\*\*\* NOTES 11/30/2007 11:31:52 AM KGohn

++OUTGOING CUST CALL - 949-842-6570+

NCR l/m for cust requesting c/b. NCR adv can be reached at 800-331-4331 ext 73181 from 7:15-3:45 PST.

\*\*\* NOTES 12/03/2007 12:27:01 PM KGohn

++OUTGOING CUST CALL - 949-842-6570+

NCR spk briefly w/ Mr. Carinchi who adv he will call back. Cust disconnected call.

\*\*\* NOTES 12/06/2007 01:08:09 PM NRaye

++OUTGOING CUST CALL++

CM spk w/cust & adv cm calling on behalf of Kristi who is out of the office today, & Kristi will be calling him back upon her return to further discuss case.

\*\*\* NOTES 12/07/2007 07:43:15 AM KGohn

++OUTGOING CUST CALL - 949-842-6570+

NCR l/m for cust req c/b. NCR adv Case Manager name, 800# and extension 73181. NCR adv office hours are 7:15-3:45 PST.

C-768

**Safety Research & Strategies**

**Update Report: Toyota Sudden Unintended Acceleration: Appendix C**

\*\*\* PHONE LOG 12/10/2007 12:23:14 PM KGohn Action Type: Outgoing call  
-OUTGOING CUST CALL - 949-842-6570+  
NCR spk w/ Mr. Carinchi who adv he drove w/ FTS and FTS adv he has an almost seized A/C compressor that is causing concern. NCR adv Toy relies on dlrs and FTS to make diag. Cust sts he took the A/C compressor out of the veh and it still has the same concern. NCR adv must rely in FTS diag. NCR adv A/C compressor is out of warr and Toy will not assist further. Cust understood.

\*\*\* CASE CLOSE 12/10/2007 12:27:03 PM KGohn  
==CLOSE SUMMARY==  
1. SUMMARY: Cust sts veh jerks when you come to a stop. FTS and dlr inspected and found an almost seized A/C Compressor. Dlr adv veh has been in frontal collision previously. NCR adv no assist as A/C compressor is out of warranty. Cust disagrees w/ dlr and FTS diag.  
2. ACTION TAKEN: Dealer and FTS involvement.  
3. RESOLUTION/POSITION: FTS and dlr inspected and found an almost seized A/C Compressor. Dlr adv veh has been in frontal collision previously. NCR adv no assist as A/C compressor is out of warranty. NCR adv Toy relies on FTS and dlr for inspection and diag  
4. CUSTOMER SATISFIED: Unknown  
5. ROOT CAUSE: Product - A/C Compressor.

\*\*\* SUBCASE 200711080396-1 CLOSED 12/10/2007 12:27:06 PM KGohn

**Additional Summary:**

**Toyota ID Number:** 200703140045  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 03/14/2007 06:07:14 AM MCotterell  
== PA ==  
RNW #070313-000380 Caller states: " Im not sure what to do with my truck. I took it in to Concord Toyota to get the radio repaired back in June of 2006 because it went out. When I got my truck back the check engine light was on. The representative told me to go home and bring it back the next day so that they could check it; so I went home. On my way home my truck gave a sudden jerk and lost speed. I went back to the dealer and explained to them what had happened. They told me to leave it and that they would find out what was wrong. It happened that they forgot to put in a fuse. What a mistake. As long as they fixed my truck I was not worried about it. But then a few weeks later it began to jerk at stops and as I was going down hill. I took the truck back they checked it ran the scanner on it and found nothing wrong with it. So now  
\*\*\* NOTES 03/14/2007 06:07:28 AM MCotterell  
speed. I went back to the dealer and explained to them what had happened. They told me to leave it and that they would find out what was wrong. It happened that they forgot to put in a fuse. What a mistake. As long as they fixed my truck I was not worried about it. But then a few weeks later it began to jerk at stops and as I was going down hill. I took the truck back they checked it ran the scanner on it and found nothing wrong with it. So now  
\*\*\* NOTES 03/14/2007 06:07:38 AM MCotterell  
it is jerking at stops again and I took it back to the dealer and they told me the same thing again. There is nothing wrong with it and that they reset my computer but again there is still something wrong with my truck and on top of it my CD player is giving me an error signal and not letting me play my CDs. They keep telling me that one thing does not have to do with the other but to me it seems like it does because I went in for my radio and the jerking  
\*\*\* NOTES 03/14/2007 06:07:52 AM MCotterell  
began and now i went back for the jerking and my radio is getting an error signal. I do not want to get stuck with a truck that is not going to function properly. What can I do about this. I am really concerned. I really like my truck and would hate to have to take it back. It is frustrating to keep hearing the same thing and to keep having to go back and forth. It's very time consuming and stressful. Please help me."  
\*\*\* NOTES 03/14/2007 06:13:29 AM MCotterell

C-769

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Ner adv emailer "We apologize for the jerking and audio concerns with your Tacoma and for your dissatisfaction with the quality of service provided by Antioch Toyota. <p>  
We forwarded your file to a Case Manager at Toyota Motor Sales to assist you with your concerns. The Case Manager will contact you by telephone by the end of the business day March 15, 2007. <p>"

\*\*\* SUBCASE 200703140045-1 CREATED 03/14/2007 08:05:34 AM MFranco

\*\*\* PHONE LOG 03/14/2007 01:08:15 PM MFranco Action Type: Incoming call  
==Outbound Cust Call==  
Ner apol for concern. Cllr sts had radio rpr in 6/06. Cllr sts when leaving dlr check eng light came on. Cllr sts Dlr adv cllr to take veh home and come back the next day. Cllr sts on the way home veh made a sudden jerk and veh lost speed. Cllr sts dlr adv cllr to put in a fuse. Cllr sts veh has been jerking since radio rpr. Cllr sts took back to the dlr and dlr reset the computer. Cllr sts now CD player gives an error signal. Cllr sts would like to take veh to another dlr. Ner adv cllr can take veh to any Toy dlr. Cllr sts will make appt w/ Toy of Walnut Creek on Thur. Ner adv will f/u on Fri after appt. Cllr thanked.  
\*\*\* NOTES 03/14/2007 05:07:39 PM MDosSantos  
NOTE TO Case Manager:caller sts made an appointment and sts dlr adv will not look at issue due to issue from another dlr. cllr sts no longer wants veh. and wants a new veh.ncr created Abrition case#200703140045

\*\*\* CASE CLOSE 03/16/2007 08:15:43 AM MFranco  
1) summary - cllr sts had radio repaired in 06/2006 and now CD player is giving an error signal and veh jerks  
2) action taken - contact cust & dlr  
3) resolution - cllr seeks ARB  
4) cust satisfied - no  
5) root cause - Audio system and transmission

\*\*\* SUBCASE 200703140045-1 CLOSED 03/16/2007 08:16:23 AM MFranco  
Ner closing subcase, cllr seeks ARB, dispatched to SF Region.  
\*\*\* NOTES 04/30/2007 10:46:06 AM MBates  
cllr S. Orellana c/b to speak w/ CM, NCR apol & adv CM not available & would be in contact w/in 1 b/d

**Additional Summary:**

**Toyota ID Number:** 200708221168  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 08/22/2007 01:48:01 PM EmCJendron  
MRA  
Caller states: veh surges forward right after he starts veh revs up to approx 3.5K RPM. Sts has to put veh in park immediately, & then veh revs down. Sis has happened 4X-5X times. Cllr sts dlr unable to duplicate. Cllr sts has safety encls & wants looked into further. NCR apol, gave case#, & offered CM c/b w/in 1 b/d.  
\*\*\* SUBCASE 200708221168-1 CREATED 08/22/2007 02:50:19 PM NRaye  
\*\*\* NOTES 08/23/2007 01:02:09 PM NRaye  
++OUTGOING DLR CALL++  
CM contact dlr to spk w/SM who is out of office today. CM L/M for SM to c/b.  
\*\*\* NOTES 08/23/2007 01:11:50 PM NRaye  
++OUTGOING CUST CALL++

C-770

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CM spk w/cust apol,explained cm role & adv cust cm in process of researching info regarding his case cm will call cust back when research complete.Cust sts veh begins to surge w/foot on brake&rear wheels begin to spin&cust put veh in park,fls veh should not be doing this&doesn't do this all the time,only sometimes. CM will fu once research complete.

\*\*\* PHONE LOG 08/23/2007 01:24:59 PM NRaye Action Type: Incoming call  
++INCOMING DLR CALL++  
CM spk w/Alton Wren(CRM)sts he will fax over RO info to cm

\*\*\* PHONE LOG 08/27/2007 10:20:32 AM NRaye Action Type: Incoming call  
==ATF==  
CM received fax of RO from CRM.  
-RO#55993 - 12/12/05@5,020mi quick lube& oil change  
- RO#12734 - 7/10/06@9,319mi oil & filter change,rotate 4 lug tires, cust sts veh surges at x's when put into reverse or drive,brakes,dlr adv not collected by cust  
- RO# 12920 - 7/13/06@9,319mi sublet rprs, dlr provided transportation assist/rental  
- RO# 16925 - 10/5/06@13,241mi dlr perform express oil change & rotate 4 lug tires  
- RO#24720 - 3/7/07@17,314mi cust sts driver mirror is loose  
- RO#24879 - 3/13/07@17,486mi cust sts 15k mi svc  
- RO#29977 - 6/4/07@21,224mi cust sts oil/filter change

\*\*\* PHONE LOG 08/27/2007 11:05:14 AM NRaye Action Type: Outgoing call  
++OUTGOING CUST CALL++  
CM spk w/cust apol,explained cm role. Cust sts he is not currently experiencing any current concerns w/veh,sts does maint at dlr&sts he hasn't experienced veh surging for last 5mths. CM adv cust Toy appreciates his comments,will doc his comments&cm closing case since cust having no concerns for cm to address&cm can only address issue at hand, if cust has concerns in future he can call back at anytime. Cust request Toy be aware b/c fls other Toy customers are experiencing this&maybe Toy may want to change some things  
\*\*\* NOTES 08/27/2007 11:40:10 AM NRaye  
CM closing case  
Summary: veh surges forward right after he starts veh revs up to approx 3.5K RPM, last incident happened 5 mths ago&hasn't happened since  
Action taken: dlr  
Resolution: last visit to dlr for surging was July, 06, no current concerns w/veh at this time per cust.  
Customer satisfied: Yes  
Root cause: Complaint-Product-Engine- Powertrain-Driving Response

\*\*\* CASE CLOSE 08/27/2007 11:40:55 AM NRaye  
CM closing case as cust is not having any concerns w/veh at this time.  
\*\*\* SUBCASE 200708221168-1 CLOSED 08/27/2007 11:41:10 AM NRaye

**Additional Summary:**

**Toyota ID Number:** 200704120492  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 04/12/2007 09:22:10 AM GTravis  
Caller states: PA Prev Case # 200703090763. cust sts that dlr has not been able to resolved, sts that the throttle in this veh intermettenly sticks and when it does occur, will not back off. sts dlr had veh for 7 days

C-771

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

previously, and dlr only provided a loaner veh for one day. sts on one trip to dlr, Mgr (no name avail) was preparing to test drive, and before leaving parking lot, cust sts that mgr stated that did not need to drive due to upon start up throttle was...  
\*\*\* NOTES 04/12/2007 09:22:10 AM GTravis  
...stuck to the floor. sts that dlr kept the veh for 7 days after this and never made any repairs. cust sts now seeks to have veh prop diag and repaired or replaced.

\*\*\* SUBCASE 200704120492-1 CREATED 04/12/2007 03:32:45 PM KSpillane  
\*\*\* NOTES 04/13/2007 10:23:22 AM KSpillane  
-OUTGOING CALL TO DLR+ SM Robert Swiatek sts 3/6/07 @ 11,258 mi, cust sts when passing, throttle stuck open & rpms fluctuated. Sts dlr insp veh & road tested & unable to duplicate any abnormalities. Sts 3/7/07 @ 11,284 mi, cust sts accelerator sized & DSPM authorized 1 day loaner and veh kept until 3/13/07. Sts dlr inspected & road tested veh and unable to duplicate any abnormalities.  
\*\*\* NOTES 04/13/2007 03:42:12 PM KSpillane  
-OUTGOING CALL TO CUST+ NCR called cust and phone rang 20x's and no v/m available.  
\*\*\* NOTES 04/16/2007 08:44:36 AM NRRedd  
ncr grabbed case from previous case manager KSpillane

\*\*\* PHONE LOG 04/16/2007 01:30:10 PM NRRedd Action Type: Outgoing call  
OUTGOING CALL TO CUSTOMER  
Caller sts first time cust dropped off was for inspection, sts forgot to do the oil change so dlr kept veh two more days, sts then went to dlr to test drive but dlr came back & adv the pedal did get stuck so dlr would keep the veh, sts wanted loaner veh for 1 day, sts went to pick up veh after 2 days & adv no rprs, sts request know why prev dlr service manager adv pedal stuck. Caller sts veh does not coast right, sts high gas mileage, sts throttle still running high. Caller sts told dlr who adv test drove 20 miles but no rprs. Caller sts first time veh oil was changed & warning light comes on. Caller sts dlr service left carpet full of grease stains, sts tired of having to return to dlr for service issues.  
ncr apol & adv cust dlr will need to duplicate concerns, sts vehicle had no check engine warning light & no stored error codes, sts all other service concerns have been documented, cust understood.  
\*\*\* NOTES 04/16/2007 01:37:41 PM NRRedd  
ncr adv cust of arb process, adv owners warranty rights notification book, adv 7-10 business days to receive ppwk  
\*\*\* NOTES 04/16/2007 01:42:50 PM NRRedd  
NOTES FOR CASE .....refer to new ARB case# 200704161292

\*\*\* SUBCASE 200704120492-1 CLOSED 04/17/2007 07:22:18 AM NRRedd  
see notes  
\*\*\* CASE CLOSE 04/17/2007 07:22:37 AM NRRedd  
1. SUMMARY: Cllr sts cnrm w/veh pedal got stuck, throttle stuck open & rpms revved.  
2. ACTION TAKEN: Dealer, DSPM  
3. RESOLUTION/POSITION: Dealer kept vehicle for 2 days, could not duplicate concern and not problems found  
4. CUSTOMER SATISFIED: No, see Arb Case# 200704161292  
5. ROOT CAUSE: Product-Throttle Body - Engine

**Additional Summary:**

**Toyota ID Number:** 200703151171  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

C-772

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 03/15/2007 03:20:09 PM DMorano  
Caller states: would like to verify if his cruise control is working per specs. sts he has called the dlr and they gave him the cec number to call. sts the veh seems to go up to high rev (8 rpm) and does not go from 4th gear to 3rd gear but down to second. ncr adv the this sounds like normal drive by wire system and he would feel this going up a grade. sts his 2005 6 cyl. Tundra did not have the same cruise control concerns.

\*\*\* CASE CLOSE 03/16/2007 03:20:32 PM DLR04215  
CUSTOMER SHOWED HOW CRUISE CONTROL WORKS IN THE HILLS, HAPPY CUSTOMER

**Additional Summary:**

**Toyota ID Number:** 200705160243  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 05/16/2007 08:16:18 AM DHughes  
Writer states: veh has ticking noise coming from rmg and veh surges ahead when veh is stopped @ red lights. Sts driver side window has rattle when rolled down a little. Sts veh will shift hard and cust sts that sure if this is connected to surge of eng. Sts dlr needs to set up some time to complete these warr rpr. Ncr unable to contact cllr. Ncr sent IN20. Next rep please handle accordingly.

\*\*\* CASE CLOSE 05/16/2007 08:16:29 AM DHughes  
Ncr unable to contact cllr. Ncr sent IN20. Next rep please handle accordingly.  
\*\*\* NOTES 06/05/2007 08:35:49 AM ABranch  
VEH OWNERSHIP EXPERIENCE SURVEY  
(Dated 06.04.2007; Received 06.04.2007)  
Survey comments reiterates same cnrm addressed in case regarding engine ticking noise. In addition to comments regarding drivers side window rattle when slightly opened. Sts veh shift on occasions, not sure if surges are connected correctly. Sts would need to set up time to take veh to dlr to rpr engine cnrm under warr. Sts tailgate could also be stronger & dark grey coloring dash paint flaking.  
\*\*\* NOTES 06/05/2007 08:38:50 AM ABranch  
OUTBOUND CALL  
Ncr called cust, unable to contact. No IN20 sent, was sent per previous rep, waiting for cust response regarding engine cnrms addressed.

**Additional Summary:**

**Toyota ID Number:** 200703301026  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/30/2007 02:46:06 PM KOshiro  
Caller states: The differential was leaking only after a week of owning veh. The box squeaks & has to be oiled all the time, especially when the weather changes. The passenger side airbag light had to be repaired to make sure that it was operating correctly. Sts that the front windshield was leaking & dlr adv that it was related to the seal around the windshield & had repaired. Sts most recently the blower for the heater makes a loud noise. Sts that her rims are pitted.  
...Usually speaks w/ Justin in the svc dept. This last time regarding the heating system spoke w/ another rep in the svc dept. Sts has an appt @ 9 A.M. @ dlr tomorrow for the heating system. Sts while going downhill

C-773

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

in drive it feels like its downshifting very quickly & revs the engine & has to step on the gas to get it stopped.

\*\*\* CASE CLOSE 04/07/2007 08:18:40 AM DLR37176  
HEATER MOTOR REPLACED UNDER EXTRA CARE WARRANTY. SRV MGR TEST DROVE VEHICLE WITH CUST. FOUND VEHICLE DROVE AS DESIGNED

**Additional Summary:**

**Toyota ID Number:** 200710150671  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/15/2007 09:54:16 AM DHughes  
Caller states: his son advd sometimes the veh continues to surge as if the gas pedal is stuck. Sts even when he applies the brake the veh will continue to move. Sts when the problem happen his son has to put veh in natural and the eng will go close to red line. Cllr sts he has taken the veh to Toy dlr's 3x for concern. Sts took veh 2x to dlr1 and 1x to dlr2 for concern. Sts both dlr are unable to duplicate the problem.  
\*\*\* NOTES 10/15/2007 09:55:01 AM DHughes  
...Sts he has spoken to Bob the ASM @ dlr who advd cllr that his floor matt could cause this type of concern. Cllr wants Toy HQ to request a factory rep inspect the veh. Ncr apol and advd cllr of case number & 1-3 b/d to hear back from dlr crm.  
\*\*\* CASE CLOSE 10/24/07 14:30:34 rmleng  
CUSTOMER IS USING 2 FLOORMATS WHICH, PER TECHLINE, MAY CAUSE ACCEL PEDAL TO STICK. SEE TECHLINE CAS #072850095. THERE ARE NO TROUBLE CODED AND WE HAVE NEVER DUPLICATED CUSTOMER'S CONCERN. CUSTOMER WAS ADVISED TO USE ONLY 1 FLOORMATS

\*\*\* NOTES 10/31/2007 02:57:48 PM ARussell  
cllr c/b sts never received call from dlr CRM. cllr sts the first time the veh accelerated on it's own there was only 1 floormat. cllr sts he did add the all weather floormat but has since removed it. ncr apol and adv of dlr notes. ncr adv dlr will only attempt a repair if they can duplicate concern. ncr adv cust of ARB process. ncr adv cust can work w/ dlr in attempts to trade in veh. ncr adv will add notes to case.

**Additional Summary:**

**Toyota ID Number:** 200701050016  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 01/05/2007 05:38:58 AM DPouncy  
Caller states: he has a 2006 Tacoma. Sts accelerator got stuck to the floor when he was driving & he could not slow down. Sts manage to get off the hwy & stop veh. Sts RPM was stuck at 5k. Sts when he starts veh in the morning it goes to 2700 RPM. Sts has been to dlr & adv that veh is working normal.  
\*\*\* CASE CLOSE 01/05/2007 05:40:27 AM DPouncy  
Ncr apol, adv cllr that concerns are doc at Nhg & Toyota must rely on dlr diag. Ncr offered case # & dlr open for CRM involvement. Cllr sks for ncr to explain what RPM should be. Ncr adv cllr dlr has to assist in resolving product related concerns. Cllr became upset & disconnected.

**Additional Summary:**

C-774

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200707181114  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 07/18/2007 02:01:13 PM DMorano  
Caller states: cllr sts on 6/12/07 the check engine light came on and the radiator was punctured and the engine sized because all the fluid came out of the radiator. cllr sts the engine temp gauge did not go to hot but stayed in between C and H. cllr sts his insurance company will not pay for the sized engine but just the radiator. cllr sts the dlr est the cost of the engine and cat convert repair to be about \$18,000 dollars. cllr sts would like his case escalated.

\*\*\* CASE CLOSE 07/20/2007 03:24:02 PM DLR04187  
ALREADY OFFERED CUSTOMER 10% OFF OF TOTAL REPAIR. EQUAL TO \$1161.00 OFF OF REPAIR.  
\*\*\* NOTES 07/27/2007 03:50:08 PM TThorp  
Cllr sts that he has never received a c/b from CRM. NCR apol & adv will leave message for CRM to call him back @ daytime phone#.  
\*\*\* NOTES 08/01/2007 02:43:05 PM DMendoza  
Cust c/b : Sts that he has not been contacted by dlr CRM. NCR apol & adv dlr has already offered 10% OFF OF TOTAL REPAIR. EQUAL TO \$1161.00 OFF OF REPAIR. Cust sts that he would like a sup c/b. NCR adv sup will c/b w/in 1 b/d. Cust req that he be contacted at 7 am @ 661-428-8946. NCR adv will doc preference.

\*\*\* NOTES 08/02/2007 05:39:59 PM KRoss  
Cllr sts needs to spk w/ a Sup. Sts did not rcvd a c/b. NCR apol & adv Sup not avail, adv c/b by eob on Friday. NCR sent a screen shot to Sup Aric White.  
\*\*\* NOTES 08/03/2007 01:40:34 PM AWhite  
==SUPERVISOR CALL==  
Ncr spk w/cust who sts he paid \$18k for shortblock rplcm on 7/19 b/c check engine light came on 6/12 but no other warnings came on in veh & it overheated. Sts while idling @ stop light on 7/28 the engine began to shake & rough idle then it began to surge & buck. He went to dlr again on 7/31 & dlr advd not to drive veh b/c one of the spark plug coils have failed. Cust is going to pick up veh today but dlr advd him to contact CEC for region-->>

\*\*\* NOTES 08/03/2007 01:41:06 PM AWhite  
...involvement as cust fls veh must be further inspected. Ncr placed call to dlr asm Chris & advd dlr must coordinate region inspection as dlr asserts veh is performing as designed. Chris advd dlr will take care of concerns regarding case.  
\*\*\* NOTES 08/06/2007 12:27:20 PM AWhite  
INCOMING DLR CALL  
CRM BROOKLAN ROSALES c/b stating cust was advd to contact CEC for documentation of concerns but DID NOT adv cust to contact CEC to have CEC coordinate DSPM inspection as the dlr can coordinate that themselves. Brooklan advd she will contact cust directly today to adv cust, dlr will coordinate inspection by DSPM upon next regularly scheduled visit. Ncr thanked & disconnected.  
\*\*\* NOTES 12/27/2007 01:26:11 PM AVaron  
Cllr dld back & still seeking reimbursement for rprs. Sts never heard back from anyone & still waiting for inspection from DSPM. NCR apol & adv cllr would email A.White in re to following up w/ cllr for possible reimb of service on veh.  
\*\*\* NOTES 01/02/2008 07:59:31 AM AWhite  
==OUTGOING DLR CALL==  
Ncr spk w/dlr CRM Andy Papis who advd cust had engine rplcd b/c veh overheated as cust drove veh w/out coolant. Andy advd a rock hit radiator causing all coolant to leak out, cust attempted to file claim w/his insurance co but after their inspection of coolant leaking all down side of veh, they declined stating

C-775

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

cust should have known leak was present. Cust subsequently paid for engine rplcm. Andy advd approx 1k mi after engine rplcm, check.  
\*\*\* NOTES 01/02/2008 07:59:34 AM AWhite  
?engine light came on & dlr found O2 sensor was cause due to previous overheating condition & it was not rplcd when engine was. Andy advd he spk w/DSPM when issue first happened & after dlr inspection found rock was cause of coolant leak leading to engine failure, all assist was denied as condition was not due to manu defect. Andy advd O2 sensor was rplcd & veh is currently performing as designed & no further assist is avail. Ncr thanked & advd will contact cust to adv  
\*\*\* NOTES 01/02/2008 08:06:11 AM AWhite  
==OUTGOING CUST CALL==

Ncr attempted to contact cust but he was unavail. Ncr left a v/m message advising check engine light was due to O2 sensor was cause from previous overheating condition & it was not rplcd when engine was. Ncr advd dlr CRM Andy Papis advd veh is currently performing as designed & if cust sks further info, he may contact dlr CRM Andy Papis directly for further info.  
\*\*\* NOTES 01/02/2008 08:15:32 AM JCasillo  
Cust called stating that he would like to spk w/ AWhite. Cust sts he just missed his call. NCR apol & adv AWhite is not avail. Adv cust of prev rep notes, cust still wanted to spk w/ AWhite. Cust was advd will request a c/b from AWhite w/in 1 b/d. Cust sts wants to be contacted after 9am PST. NCR adv will let AWhite know.  
**Additional Summary:**

**Toyota ID Number:** 200710020285  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/02/2007 08:20:54 AM BCrathers  
Cllr sts: he recently came back from Canada. Went into a headwind & put veh in c/e. Sts when he turned c/e off the veh would stay in 5th gear & would not drop down to 4th gear. Sts he contacted dlr & dlr adv concern due to software malfunction & there's nothing they can do. Sts when is gets to 4th gear it stays in 4th gear at 3k rpm.  
Cllr sks to know if concern is common.  
Ncr apol. Adv not a common concern & to take veh to dlr for physical diag. Provided case#.

\*\*\* CASE CLOSE 10/02/2007 08:21:03 AM BCrathers  
Ncr apol. Adv not a common concern & to take veh to dlr for physical diag. Provided case#.  
\*\*\* NOTES 10/02/2007 08:43:59 AM AGutierrez  
Caller c/b sts veh has cruise control cnrms. Sts veh will run in high gear with out going down a gear. Sts took veh to Dlr reg cnrms & was adv no rpr avail. Sts brother has Honda & cnrms don't happen in brothers veh. Sks assist w/ rpr. Sks to spk w/ manu engineer. Ncr apol, adv cust to work w/ Dlr reg cnrms. Cllr thanked.

\*\*\* NOTES 10/23/2007 08:14:11 AM JRhines  
Cllr sts: Doesn't his cruise control on veh. Made an appt w/ dlr to speak w/ regional rep. Has been 3 weeks. Has not heard back from dlr about appt yet. Cruise control will not hold speed. Cllr sks appt w/ DSPM. NCR apol & adv cust to contact CRM, adv CRM will f/u w/n 3 b/d, NCR confirmed case #.  
\*\*\* NOTES 10/23/2007 09:26:32 AM GKrasemann  
cust c/b sts dlr is giving the brush off. sts wants dspm to look at veh. sts still having same cnrms. ncr contacted JIM SM at dlr who adv c/b to cust by eob 10/30. ncr adv cust SM working to set up appt w/ DSPM. cust thanked.  
\*\*\* NOTES 10/23/2007 09:35:50 AM MWinston  
Caller Jim (SM) called to speak with GKrasemann. NCR apol & adv caller not avail and will forward req for c/b. Caller thanked.

C-776

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* CASE CLOSE 10/23/2007 09:56:27 AM DLR26012  
DSPM IS ON VACATION THE WEEK OF 10/22-10/26. WILL CALL DSPM ON MODAY 10/29 TO  
SET UP CALL OR VISIT BETWEEN CUST & DSPM. WILL CONTACT CUST WITH THE  
INFORMATION.

**Additional Summary:**

**Toyota ID Number:** 200705100063  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 05/10/2007 06:36:29 AM QHolmes  
RNT#070508-000201

\*\*\* SUBCASE 200705100063-1 CREATED 05/10/2007 06:45:31 AM QHolmes  
Email states: After 86,000 miles in a little over 2 years on the 05 tacoma, these items listed below are ones I've experienced and also have several forum topics. You should use guys like me to test your new tacoma/tundra instead of just the factory testers and TRD. Shame so many problems should have been caught during testing and repaired by now. Myself and my friend my not purchase a new tacoma this year due especially because of item #1 and the countless issues with the new tacomas. I'd love to test your vehicles and give you feedback, just supply the vehicles and actually do something with my inputs. How do I know any of these items will be fixed if I buy a 2008 tacoma?  
1. Upper control arm to close to tire sidewall (approx 3/8 inch) which prevents previous tacoma owners from running small, medium, or heavy duty snow/mud chains on the 265/70/16 or similar 17 inch rims. Impacts hunters, bikers, campers impacted.  
2. The cruise control in Denver or elsewhere is dangerous on some models. The cruise control needs to drop down 1 gear and allow a little more time for 4th gear to catch vehicle up to speed setting but instead many times kicks down to 3rd gear very quickly just to get vehicle from 65-68 to 70 mph cruise setting.  
3. If the tailgate load limit is weak due to the new plastic bed, then remove it or change the mount points of the tailgate.  
4. The front end on my 05 has no bumper cushion to speak of. A walking speed accident encured 4,000 in damage since the front bumper has no impact cushion and crumbled all the way into the grill & hood.  
5. People love adding suspension lifts and larger tires. Enlarge the wheel well areas 1-2 inches to allow for this and you'll sell more trucks.  
6. Truck bottoms out to easy with half load in the bed on my shortbed crewcab on minor ruts. Beef up the leaf springs, they should get stiffer when loaded, not stay the same softness.  
7. The hinges on the storage compartments in the plastic bed rust like crazy. Use better meta or plastic.  
8. Rugged trail tires ride comfy but the tread depth is only half what almost any other tire would have. My rugged trails tread depth new looked like any other tires after 30,000 miles. Not great for off road peace of mind.  
9. If you're using some type of ceramic brake pads, then stop or change brands. I think they are to slick for stopping heavy loads like my 2,800 pound bass boat (which has surge brakes). I replaced them with semi metallic and I think they stop better with towed loads.  
10. The auto transmission has harsh indecisive lurches when using in manual switch mode between gear 1-2.  
11. Can you make it easier to perform a drain and fill on the tranny fluid. I was told you can't just fill up the fluid until it drains out of the overflow without jumpering a wire or two let the engine warm up to said temp, switch gears, stand on your head and spin 7 times. Come on!!!!  
12. Radio control display on dash catches to much light and can't read the display, tilt it down some.  
13. Increase the size of the additional tranny cooler on tow package, seems pretty small for up to 6,500 pounds and the tranny gets hot. There's room for one twice as big.

C-777

**Safety Research & Strategies**

**Update Report: Toyota Sudden Unintended Acceleration: Appendix C**

14. The floor mats with the 2 hooks are cheesy and most likely are causing some of the accelerator/gas pedal sticking problems. Maybe build sleeve slots by the pedals and sleeves or hooks on the rear end of mats. At least some cleats on the bottom.  
In summary there are many good things about the new tacoma such as, mileage, looks, room, power but not many design/problem items that are disappointing many previous tacoma owners and the new ones. Feel free to contact me if I can be of service.  
=

nrcr states: Thank you for contacting Toyota Motor Sales, U.S.A., Inc. We appreciate your interest in the Tacoma! We make every effort to manufacture a quality product by researching, testing, and constantly monitoring performance. Consumer opinion and perception also play an active role in our ongoing efforts to lead the automobile industry in quality, innovation, styling, and reliability. It is through communications such as yours that we become aware of the reactions and expectations of our customers. For additional information please reference the URL's below:  
Title: TOYOTA TRUCK NATION URL: www.toyotatrucknation.com  
Title: Toyota Truck Customizing URL: http://www.toyotatruckcustomizing.com  
Title: TRD (Toyota Racing Development) URL: http://toyota.custhelp.com/cgi-bin/toyota.cfm?php/enduser/std\_adp.php?p\_faaid=4252&p\_created=985200480  
Title: Toyota's 50th Anniversary site URL: www.toyota50h.com  
Your email has been documented at our National Headquarters

\*\*\* SUBCASE 200705100063-1 CLOSED 05/10/2007 06:45:33 AM QHolmes

\*\*\* CASE CLOSE 05/10/2007 06:45:55 AM QHolmes  
see subcase notes.

\*\*\* NOTES 05/23/2007 01:15:04 PM RWright  
C/lr req to know when the new MY 2008 Crew Cab would be out. Adv TOY has upgraded the suspension b/c it bottoms out. He is trying to figure out what to purch a Nissan Frontier. He adv that he is cnrd and clearcance when running this veh w/snow chains. Also the rear tailgate change to support heavier weight. Req again to know if prev cnrms are addressed in new MY. He adv he can be c/b @ 720-847-5140. NCR thanked for inq then adv will c/b w/in 7-10 bd. cust satis.  
\*\*\* NOTES 06/22/2007 01:15:18 PM RWright  
OUTGOING - NCR attempted contact cust, no avail to adv that there is no new info re 2008 Tacoma at this time. Adv he may try later into the summer re. No further rvw at this time.  
\*\*\* NOTES 07/31/2007 01:16:09 PM KWilson  
--ATF--  
RNT # 070731-000212  
Dated & Revd: 07/31/2007 12:33 PM  
E-mail verbatim "Dear Toyota, 31 Jul 07  
I finally got fed up with inability to run snow or mud chains and the weak rear leaf springs on the new tacomas and was thinking of getting a forerunner for my wife, but went with a Honda Pilot and sadly a Nissan Frontier to replace my 05 Tacoma. I could not stomach buying a \$33,000 out the door for a Tacoma double cab, 4X4, topper, auto, with new rims, tires, and ...  
\*\*\* NOTES 07/31/2007 01:16:34 PM KWilson  
...and lift kit, and new leaf springs just so I could run thick snow/mud chains and so the back end load capacity didn't bottom out all the time. I paid \$6,000 dollars less easily for the Nissan out the door for a double cab, 4X4, w/topper and don't have to modify it to run chains and the ride is a little better. On top of that your interest rates and incentives for year end closeout are not competitive with anyone else.  
After 94,000 miles (10,000 towing a 2,800...  
\*\*\* NOTES 07/31/2007 01:16:55 PM KWilson  
...800 pd bass boat) in a little over 2.5 years on the 05 tacoma, these items listed below are ones I've experienced and also have several forum topics. You should use guys like me to test your new tacoma/tundra instead of just the factory testers and TRD. Shame so many problems should have been caught during testing and repaired by now. Myself and my friend my not purchase a new tacoma this year due especially because of item #1 and some of the issues with the new ...  
\*\*\* NOTES 07/31/2007 01:17:18 PM KWilson

C-778

**Safety Research & Strategies**

**Update Report: Toyota Sudden Unintended Acceleration: Appendix C**

...tacomas. I'd love to test your vehicles and give you feedback, just supply the vehicles and actually do something with my inputs.  
1. Upper control arm to close to tire sidewall (approx 3/8 inch) which prevents previous tacoma owners from running small, medium, or heavy duty snow/mud chains on the 265/70/16 or similar 17 inch rims. Impacts hunters, bikers, campers impacted.  
2. The cruise control in Denver or elsewhere is dangerous on some models. The cruise control...  
...in Denver or elsewhere is dangerous on some models. The cruise control needs to drop down 1 gear and allow a little more time for 4th gear to catch vehicle up to speed setting but instead many times kicks down to 3rd gear very quickly and redlines just to get vehicle from 67 to 70 mph cruise setting.  
3. Stop making those stick on overfenders above the wheel well, mold them as part of the body panels.  
4. The front end on my 05 has no bumper cushion to speak of. ...  
\*\*\* NOTES 07/31/2007 01:18:09 PM KWilson  
...A walking speed accident encured 4,000 in damage since the front bumper has no impact resistance cushion and crumbled all the way into the grill & hood.  
5. People love adding spacer lifts or just larger tires. Enlarge the wheel well areas 1-2 inches to allow for this and you'll sell even more trucks.  
6. Truck bottoms out to easy with half load in the bed on my shortbed double cab on minor ruts. Beef up the leaf springs, they should get stiffer when loaded, not ...  
\*\*\* NOTES 07/31/2007 01:18:35 PM KWilson  
...stay the same softness. The are to spongy with 500 pounds in the cab and another 500-600 in the bed. My 1995 and 1998 never bottomed out that easily as the 2005 did with the same weight.  
7. The hinges on the storage compartments in the plastic bed rust like crazy. Use better metal or plastic.  
8. Rugged trail tires ride comfy but the tread depth is only half what almost any other tire would have. My rugged trails tread depth new looked like any other tires after...  
\*\*\* NOTES 07/31/2007 01:18:55 PM KWilson  
...30,000 miles. Not great for off road peace of mind.  
9. If you're using some type of ceramic brake pads, then stop or change brands. I think they are to slick for stopping heavy loads like my 2,800 pound bass boat (which has surge brakes). I replaced them with semi metallic and I think they stop better with towed loads.  
10. The auto transmission has harsh indecisive lurches when using in manual switch mode between gear 1-2.  
11. Can you make it easier to perform ...  
\*\*\* NOTES 07/31/2007 01:19:19 PM KWilson  
...a drain and fill on the tranny fluid. I was told you can't just fill up the fluid until it drains out of the overflow without jumpering a wire or two let the engine warm up to said temp, switch gears, stand on your head and spin 7 times. Come on!!!! I did my first drain & refill at 45,000 and then took it to Toyota dealer at 90,000 and then it leaked from the drain plug for a week and I had no easy way to tell if there was enough fluid in it. Had to take to ...  
\*\*\* NOTES 07/31/2007 01:19:45 PM KWilson  
...dealer 2 more times to fix it. Make the transmission fluid with a thicker metal tube and a screw in type device from the top under the hood so still encloses the system & handle the pressure, but allows the owner to tell if fluid level is gone.  
12. Radio control display on dash catches to much light and can't read the display, tilt it down some.  
13. Increase the size of the additional tranny cooler on tow package, seems pretty small for up to 6,500 pounds and ...  
\*\*\* NOTES 07/31/2007 01:20:19 PM KWilson  
...the tranny gets hot. There's room for one twice as big. At least you offer one which is good idea.  
14. The floor mats with the 2 hooks are cheesy and most likely are causing some of the accelerator/gas pedal sticking problems. Maybe build sleeve slots by the pedals and sleeves or hooks on the rear end of mats. At least some cleats on the bottom.  
15. Sure would be nice to have a steel mount point to secure things in the bed from theft with a cable and lock ...  
\*\*\* NOTES 07/31/2007 01:20:51 PM KWilson

C-779

**Safety Research & Strategies**

**Update Report: Toyota Sudden Unintended Acceleration: Appendix C**

...like bicycles, etc. The old tacomas I could run a cable thru the tie down points and secure things at least somewhat. Maybe some anchors that drop down in to the bed or rails when not in use for that would be nice.  
In summary there are many good things about the new tacoma such as, storage, mileage, looks, room, power, tow ability, smoothness, but to many design/problem items that are disappointing many previous tacoma owners and the new ones. It was very ...  
\*\*\* NOTES 07/31/2007 01:21:28 PM KWilson  
...sad to have to buy the Nissan because the Tacoma looks much better but the Tacoma doesn't fit my needs and the price was a big factor.  
Sure would love to test the Tundra for you. My friend is really looking at one but if he can't? run snow/mud chains on it I assure you he'll go to another brand.  
Feel free to contact me if I can be of service.  
Take the off roaders and outdoorsman into account on your vehicles and may one day I'll be back.  
Billy J. Armour  
\*\*\* NOTES 07/31/2007 01:24:50 PM KWilson  
Via e-mail nrcr responded:  
Dear Mr. Armour:  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
We apologize for your dissatisfaction with the 2005 Tacoma and hope that we may one day gain you back as a customer.  
Your feedback is appreciated. It is through comments such as yours that we are able to review and improve our products.  
Your email has been documented at our National Headquarters under file # 200705100063. If we can be of further assistance, please...  
\*\*\* NOTES 07/31/2007 01:24:58 PM KWilson  
...feel free to contact us ->20http://toyota.custhelp.com/cgi-bin/toyota.cfm?php/enduser/std\_adp.php?p\_faaid=4164-  
Toyota Customer Experience

**Additional Summary:**

**Toyota ID Number:** 200712101551  
**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 12/10/2007 03:12:31 PM CZacharie  
Caller states: (previous case 200711301011) While going from 4th to 5th gear, the trans grinds at a hi RPM of approx 4500. S/s veh pops out of gear at times, making it hard in gear. Took veh to Thousand Oaks Toy & test drove w/ a svc adv, who could not get the veh in reverse. The Svc Adv mentioned there is a grinding noise. S/s dir had concerns w/c/r driving veh at 85mph to dupl cond. Sks perm fix & toy HQ involvement & to take veh to Delh Toy Of Simi Valley  
\*\*\* NOTES 12/10/2007 03:32:54 PM CZacharie  
NCR apol & offered to open to case mgr. NCR gave clr case# & adv that case mgr will call within 1 bus day.

\*\*\* SUBCASE 200712101551-1 CREATED 12/11/2007 07:29:49 AM KGohn

\*\*\* PHONE LOG 12/11/2007 11:30:18 AM KGohn Action Type: Outgoing call  
-OUTGOING DLR CALL - THOUSAND OAKS TOY+  
NCR spk w/ CRM who adv cust wants to test drive w/ svc adv at 85 mph. Dlr refused to exceed speed limit to dup concern.  
Date: 11/30/07

C-780

**Safety Research & Strategies**

**Update Report: Toyota Sudden Unintended Acceleration: Appendix C**

RO#: 512090

Mileage: 19,855

Condition: Cust sts trans grinds while shifting from 4th to 5th gear and sticks in reverse.

Remedy: No concern found b/c dlr couldn't dup concern at 85 mph. Shop foreman adv that veh is operating fine at normal speeds.

\*\*\* NOTES 12/11/2007 11:38:03 AM KGohn

Per Owner's Manual pg 165 Shifting Points for 6-speed models is:

1 to 2 or 2 to 1 - 15 mph

2 to 3 or 3 to 2 - 25 mph

3 to 4 or 4 to 3 - 40 mph

4 to 5 or 5 to 4 - 45 mph

5 to 6 or 6 to 5 - 50 mph

\*\*\* NOTES 12/11/2007 11:39:57 AM KGohn

+OUTGOING CUST CALL - 818-441-9759+

NCR l/m for cust req c/b. NCR adv Case Manager name, 800# and extension 73181. NCR adv office hours are 7:15-3:45 PST.

\*\*\* PHONE LOG 12/12/2007 10:15:15 AM KGohn Action Type: Outgoing call

+OUTGOING DLR CALL - DCH TOYOTA OF SIMI VALLEY+

NCR spk w/ Paul in svc who adv cust came in 2x. SM is not avail and no v/m avail at this time.

Date: 9/13/07

Mileage: 17946

RO#: 259679

Condition: Cust sts right lower side skirt won't stay up

Remedy: Dlr special ordered part

7/24/07 @ 17,408 miles - Cust sts rear plastic piece was coming off.

\*\*\* NOTES 12/12/2007 10:16:50 AM KGohn

+OUTGOING CUST CALL - 818-441-9759+

NCR spk w/ cust who adv he is hearing a grinding noise from 4th to 5th gear. Cust sts he has to go and will c/b.

\*\*\* NOTES 12/12/2007 01:01:25 PM RWright

Clr c/b req to spk to KGohn. Req to know what her responsibility is. NCR thanked for calling then adv that

KGohn is not avail at this time then adv Case Mgr handles cust case from beginning to TOY position & is the highest escalation. Adv will forward req for a c/b w/ in 1bd. Clr understood.

\*\*\* PHONE LOG 12/13/2007 12:39:27 PM KGohn Action Type: Outgoing call

+OUTGOING CUST CALL - 818-441-9759+

NCR spk w/ cust who adv the sve adv said he felt a grinding noise. Cust adv that the master tech adv him

to shift at 4K RPMs. Cust is concerned that the veh doesn't redline until 5500 RPMs. Took veh to dlr to

test drive again but dlr adv he wouldn't drive w/ the cust b/c he drives too fast. Cust sts the veh also pops

out of gear but very intermittently and he is not too concerned w/ this issue. Cust sts dlr management at

Thousand Oaks Toy were condescending. Cust sts would like to work w/ DCH Toy in Simi Valley but will

be going out of town for a few weeks. Cust is concerned his warranty will run out. NCR apol and adv

warranty on trans is 5/60 clutch concerns may be different. NCR adv if warranty parameters of concern, Toy

has the ability to review for out of warranty assist. NCR adv to c/b when he gets back from vacation.

NCR adv cust dlr will need to be able to dup in order to recommend a pr. NCR adv dlr must abide by all

traffic laws in order to dup. Cust sts there is a hill near the dealer that might help him get the RPMs higher.

NCR adv to work w/ dlr on how to dup concern. Cust sts he purch this veh b/c it was marketed as a high

performance veh and to him shifting at 4K RPMs is not high performance. NCR apol and adv concerns

doc at HO w/ dlr experience and veh. NCR adv to c/b when he is ready to address concern. Cust agreed.

\*\*\* NOTES 12/17/2007 07:58:03 AM KGohn

+OUTGOING DLR CALL - DCH TOY OF SIMI VALLEY+

NCR spk w/ SM Steve and adv cust is hearing a grinding noise between 4th and 5th gear. NCR adv cust

will probably be contacting the dealer after the 1st of the year to address the issue. NCR adv SM that the

cust has already been adv that the dlr must obey traffic laws to diag and dup.

C-781

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

\*\*\* NOTES 12/28/2007 07:28:11 AM KGohn

NCR closing case pending cust c/b.

\*\*\* CASE CLOSE 12/28/2007 07:30:21 AM KGohn

==CLOSE SUMMARY==

1. SUMMARY: Cust sts veh is sticking between 4th and 5th gear. Cust sts veh revs too high. Cust unsatis b/c truck marketed as high performance and he doesn't feel shifting before the redline is high performance. Cust to c/b when ready to address at different dlr for 2nd opinion.

2. ACTION TAKEN: Dealer

3. RESOLUTION/POSITION: Dlr inspected and recommended shifting prior to redlining. Cust to take to 2nd dlr for 2nd opinion.

4. CUSTOMER SATISFIED: Unknown

5. ROOT CAUSE: Product - manual transmission.

\*\*\* CASE CLOSE 12/28/2007 07:30:22 AM KGohn

==CLOSE SUMMARY==

1. SUMMARY: Cust sts veh is sticking between 4th and 5th gear. Cust sts veh revs too high. Cust unsatis b/c truck marketed as high performance and he doesn't feel shifting before the redline is high performance. Cust to c/b when ready to address at different dlr for 2nd opinion.

2. ACTION TAKEN: Dealer

3. RESOLUTION/POSITION: Dlr inspected and recommended shifting prior to redlining. Cust to take to 2nd dlr for 2nd opinion.

4. CUSTOMER SATISFIED: Unknown

5. ROOT CAUSE: Product - manual transmission.

\*\*\* SUBCASE 200712101551-1 CLOSED 12/28/2007 07:30:53 AM KGohn

Additional Summary:

Toyota ID Number: 200709210710

NHTSA ODI Number:

Date of Incident: 20070000

Vehicle: 2005 TOYOTA TACOMA

Location of Incident:

NHTSA Summary:

\*\*\* PHONE LOG 09/21/2007 12:06:19 PM KThomas

Caller states: Veh @ dlr on 9/17/07 @ 21k mi for cruise control & mpg. Cust sts the concern began on 4/01/07. Dlr adv the cust the veh is operating normally & dlr adv cust to contact CEC to get the concern documented & case# given. Cust sts the veh began downshifting while cruise control is on. Dlr check veh & found no abnormal concerns.

\*\*\* NOTES 09/21/2007 12:06:20 PM KThomas

Case # provided.

\*\*\* CASE CLOSE 09/21/2007 12:06:50 PM KThomas

Ncr apol & adv concerns have been documented & if dlr sts veh operating normally, toy will concur w/dlr

& cust can obtain 2nd opinion from another toy dlr. Case # provided.

Additional Summary:

Toyota ID Number: 200705010972

NHTSA ODI Number:

Date of Incident: 20070000

Vehicle: 2006 TOYOTA TACOMA

Location of Incident:

C-782

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

NHTSA Summary:

\*\*\* PHONE LOG 05/01/2007 12:56:49 PM QHolmes

RNT#070430-000268

Email states: WHEN I STOP AT A SIGNAL, THE TRANS KICKS OUT AND THEN RIGHT BACK IN AND I HAVE NOT TAKEN MY FOOT OFF THE BRAKE. THIS IS GOES WITH A SMALL CLUNK SOUND. I TOOK IT IN AND THEY SAID IT SHIFTS PROPERLY. NOW IT IS DOING IT UP TO THREE TIMES QUICKLY. CLUNK CLUNK CLUNK AND LURCH LURCH LURCH. I AM AFRAID THAT IT WILL HAPPEN WHEN I PUT MY FOOT ON THE GAS PEDAL AND I WILL LOOKING FOR A TRANSMISSION. SAME THING IS HAPPENING TO A CLIENT OF MINE BUT>>>

\*\*\* NOTES 05/01/2007 12:57:14 PM QHolmes

>>>AND HIS ONLY HAS 13K ON IT. PLEASE HELP THANKS RON CHAVARRIA /BARBARA HENRY

\*\*\* CASE CLOSE 05/01/2007 01:05:21 PM QHolmes

We apologize for the concern you are experiencing with your transmission. In order to assess if your transmission concerns are normal, your Tacoma will need to be inspected. We recommend you discuss the condition further with your local Toyota dealership, as their technicians are specifically trained in the diagnosis and repair of Toyota vehicles. If your Toyota dealership has already inspected your vehicle and found it to be operating normally, we would concur with their findings. Your email has been documented at our National Headquarters

Additional Summary:

Toyota ID Number: 200712180107

NHTSA ODI Number:

Date of Incident: 20070000

Vehicle: 2006 TOYOTA TACOMA

Location of Incident:

NHTSA Summary:

\*\*\* PHONE LOG 12/18/2007 06:45:56 AM QHolmes

RNT#071212-000157

Email verbatim: i took my 2006 tacoma in for repairs because my cruise control was doing something i have never seen any vehicle do. if i have the cruise control set, and i'm coasting on the freeway at approximately 70 mph (around 2000 rpm's), and i hit a slight increase (mean a very small slope), my engine races to 5000-6000 rpm's. it's as if i pressed the accelerator to the floor. the service guys stated there was no problem. i have talked to other....

\*\*\* NOTES 12/18/2007 06:47:54 AM QHolmes

...mechanics who have told me that this is not normal and needs to be fixed before it ruins the engine or transmission. please tell me what needs to be done. thanks Jason

\*\*\* CASE CLOSE 12/18/2007 06:58:50 AM QHolmes

Mr. Will, We apologize for your dissatisfaction with the cruise control system. Within the limits of the engine's capabilities, cruising speed can be maintained up or down grades. However, changes in vehicle speed may occur on steeper grades. Therefore, if you need acceleration (for example, when passing or going up a "small slope") depress the accelerator pedal enough for the vehicle to exceed the set speed.

When you release it, the vehicle will return to the speed set prior to the acceleration. Please note: if Sterling McCall Toyota has already inspected your cruise control system and found it to be operating normally, we would concur with their findings. Your email has been documented at our National Headquarters

\*\*\* CASE CLOSE 12/18/2007 06:58:50 AM QHolmes

Mr. Will, We apologize for your dissatisfaction with the cruise control system. Within the limits of the engine's capabilities, cruising speed can be maintained up or down grades. However, changes in vehicle speed may occur on steeper grades. Therefore, if you need acceleration (for example, when passing or going up a "small slope") depress the accelerator pedal enough for the vehicle to exceed the set speed.

When you release it, the vehicle will return to the speed set prior to the acceleration. Please note: if Sterling

C-783

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

McCall Toyota has already inspected your cruise control system and found it to be operating normally, we would concur with their findings. Your email has been documented at our National Headquarters

Additional Summary:

Toyota ID Number: 200709190348

NHTSA ODI Number:

Date of Incident: 20070000

Vehicle: 2006 TOYOTA TACOMA

Location of Incident:

NHTSA Summary:

\*\*\* PHONE LOG 09/19/2007 08:27:37 AM LLeisy1

Caller states: Cruise control is overly aggressive. Clr sts has read on serveral internet blogs this is common. Clr sts cruise control speeds up and down shifts aggressively. Clr sts veh is downshifting in a slight decline.

Clr sts dlr has inspected this vehicle already and deemed operating as designed. Clr feels this is common and wants to know what Toyota. Clr sts this is a computer glitch in ECM for a 4 speed...

\*\*\* NOTES 09/19/2007 08:30:30 AM LLeisy1

...NCR apol adv that this is not a common concern w/Toyota. NCR adv will doc concern here and gave case #

\*\*\* CASE CLOSE 09/19/2007 08:30:49 AM LLeisy1

See notes:

Additional Summary:

Toyota ID Number: 200709190348

NHTSA ODI Number:

Date of Incident: 20070000

Vehicle: 1999 TOYOTA AVALON

Location of Incident: STUDIO CITY, CA

NHTSA Summary:

Additional Summary:

Zaitoon Shaikh experienced SUA on a California Highway in 2007. She was forced to run her vehicle into a median barrier, because she could not stop the vehicle.

Toyota ID Number:

NHTSA ODI Number:

Date of Incident: 20070000

Vehicle: 2007 TOYOTA CAMRY

Location of Incident: NAUGATUCK, CT

NHTSA Summary:

Additional Summary:

I have owned the 2007 Camry LE for 2+ years. About 2 days after we bought it I tried out the cruise control on an interstate. That's when the accelerator took off...within a few seconds I was doing almost 90mph...and couldn't stop. Luckily I was on a slight incline and there wasn't much traffic. I was about ready to throw the tranny into Park but it then stopped...all in all, about 30 seconds of "terror". I contacted Toyota via email (and, I think, phone call to the dealer) and was thanked for my contact. We've never used the cruise control since then...and I knew full well, it wasn't any "carpet/mat" problem. I also knew the potential cost to Toyota could be enormous if it was a serious mechanical problem and costly to repair. This could be a long lasting and devastating problem for Toyota.

Toyota ID Number:

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

C-784

**NHTSA ODI Number:**  
**Date of Incident:** 20070000  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:**  
**NHTSA Summary:**  
**Additional Summary:**  
my girlfriend had a 2003 corolla she purchased new from colonial toyota in rhode island. in 2007 she was making a turn and insisted the accelerator stuck and she panicked and hit a telephone pole and totaled the car. we informed the insurance company but they said there was a problem with the car. she still insists that the car sped up with out her touching the accelerator. the vehicle at the time of the accident had less than 20,000 miles.

**Toyota ID Number:** 200701121134  
**NHTSA ODI Number:**  
**Date of Incident:** 20070100  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 01/12/2007 02:32:18 PM JAshby  
Caller states: owns 05 Tacoma. sts while driving their veh in cruise control, sts tried to pass a veh on freeway & advd wanted to disengage their cruise control but sts cruise control stayed engaged into cruise control position. sts they tried to press & release cruise control switch but advd their veh stayed in cruise control. sts they tried to step onto brakes & advd that did not work. sts they moved gear out of drive position & sts finally cruise control disengaged.  
\*\*\* NOTES 01/12/2007 02:32:18 PM JAshby  
...sts they have not contacted their local Toy dlr to advise dlr of their concern w/ their cruise control  
\*\*\* CASE CLOSE 01/22/2007 08:21:57 AM DLR05034  
SPOKE W/CUST. AND SCHEDULED AN APPOINTMENT TO HAVE VEH. INSPECTED AND TO VERIFY CONCERN. CUSTOMER IS BRINGING IN 1.26.07.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10202081  
**Date of Incident:** 20070101  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** WORCESTER, MA  
**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHEN THE CONTACT DEPRESSED THE ACCELERATOR PEDAL, THE VEHICLE HESITATED. APPROXIMATELY 3-4 SECONDS LATER, THE VEHICLE ACCELERATED WITHOUT WARNING. THE DEALER STATED THAT THE COMPUTER CAUSED THE FAILURE AND THEY REPROGRAMMED THE COMPUTER. HOWEVER, THE FAILURE CONTINUED. THE CONTACT ALSO STATED THAT WHEN HE DEPRESSED THE BRAKE PEDAL IT EXTENDED TO THE FLOORBOARD AND THE STOPPING DISTANCE INCREASED. THE DEALER HAS NOT INSPECTED THE VEHICLE. THE SPEED WAS UNKNOWN. THE FAILURE MILEAGE WAS 500 AND CURRENT MILEAGE WAS 41,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304658  
**Date of Incident:** 20070101

C-785

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** DURANGO, CO  
**NHTSA Summary:**  
ON OUR 2006 TOYOTA TACOMA 4-CYLINDER 5-SPEED MANUAL TRANSMISSION, WHICH WE BOUGHT NEW, WHEN YOU LIFT OFF THE GAS AND PRESS IN THE CLUTCH TO SHIFT, THE ENGINE RPM'S DO NOT DROP AS THEY SHOULD, THEY REMAIN HIGH AND EVEN INCREASE. THIS HAS BEEN THE CASE SINCE IT WAS ALMOST NEW. NORMALLY WHEN YOU SHIFT THE RPM SHOULD DROP BETWEEN SHIFTS - INSTEAD THE REVS STAY CONSTANT OR INCREASE BETWEEN SHIFTS. THIS IS NOT A PROBLEM WITH "UNINTENDED ACCELERATION" BUT RATHER THE THROTTLE GETTING "HUNG" WHEN IN NEUTRAL BETWEEN SHIFTS. EVEN TAPPING ON THE GAS PEDAL DOES NOT CAUSE THE REVS TO DROP, THEY STAY HIGH OR INCREASE. I ORIGINALLY THOUGHT IT WAS A TOYOTA "FEATURE" TO SMOOTH OUT SHIFTS, BUT AFTER ALL THE PRESS, I HAVE COME TO THINK IT IS A STICKY THROTTLE ISSUE, WHETHER DUE TO MECHANICAL ISSUES (STICKY CABLE, STICKY THROTTLE LINKAGE) OR ELECTRONIC ISSUES. I CONTACTED TOYOTA ONLINE SEVERAL MONTHS AGO, GOT A CONFIRMATION THAT THEY HAD RECEIVED THE COMPLAINT, BUT THAT IS THE LAST I HAVE HEARD. I PUT IN A REQUIRED MONTH/YEAR/DATE, BUT REALLY IT IS AN ONGOING PROBLEM SINCE THE CAR WAS ALMOST NEW.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304776  
**Date of Incident:** 20070101  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** PORT HUENEME, CA  
**NHTSA Summary:**  
THIS COMPLAINT IS RELATED TO THE RECENT REPORTS OF UNINTENDED ACCELERATION. EVER SINCE MY 2007 AVALON WAS NEW, I HAVE EXPERIENCED A RAPID ACCELERATION WHEN THE CRUISE CONTROL TRIES TO RETURN TO THE PRE-SELECTED SPEED AFTER BRING SLOWED BY THE LASER GAP DISTANCE CONTROLLER OR WHEN SELECTING A HIGHER PRESET SPEED SETTING. THIS CONDITION IS MOST PREVALENT AS THE DIFFERENCE BETWEEN SET SPEED AND ACTUAL SPEED INCREASES. INITIALLY, I THOUGHT THAT IT WAS MERELY A DESIGN QUIRK THAT WAS JUST SLIGHTLY IRRITATING. HOWEVER, SINCE LEARNING ABOUT OTHER MORE SERIOUS COMPLAINTS OF UNINTENDED ACCELERATION, I'M THINKING THAT I COULD HAVE A MORE SERIOUS PROBLEM IN THE FUTURE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304697  
**Date of Incident:** 20070101  
**Vehicle:** 1999 TOYOTA RAV4  
**Location of Incident:** LITTLETON, CO  
**NHTSA Summary:**  
I SUBMIT THAT THE MOST RECENT RECALL (JAN. 2010) FOR STICKING GAS PEDALS EXTENDS TO OLDER YEAR MAKE/MODELS OF TOYOTA VEHICLES. MY 1999 TOYOTA RAV 4'S GAS PEDAL HAS BEEN STICKING NOW FOR ABOUT 3 YEARS, MOSTLY IN THE WINTER. I PRESS IT AND IT GETS STUCK AND I HAVE TO PUSH MY FOOT DOWN HARDER ON IT TO ACCELERATE. HOWEVER, THE PEDAL DOES SPRING BACK OKAY, AT LEAST AT THIS POINT. I'VE HAD IT LUBED RECENTLY AND THAT DIDN'T HELP AT ALL.  
**Additional Summary:**

C-786

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308357  
**Date of Incident:** 20070101  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** BROOKLYN, NY  
**NHTSA Summary:**  
RE: TOYOTA AVALON VIN# 4T1BK36B57U237210 AS PER MY CONVERSATION WITH TOYOTA, MY CAR HAS HAD INVOLUNTARY ACCELERATION SINCE THE DAY WE LEASED IT. EACH TIME I WAS TOLD NO PROBLEM COULD BE FOUND, IT IS NOT A CASE OF THE PEDAL STICKING BECAUSE THE CAR HAS JUMPED MANY TIMES WHEN I WAS NOT PRESSING THE PEDAL AT ALL. THEREFORE, I DO NOT HAVE CONFIDENCE THAT THE PROPOSED FIX WILL SOLVE MY PROBLEM.  
**Additional Summary:**

**Toyota ID Number:** 200701021234  
**NHTSA ODI Number:**  
**Date of Incident:** 20070102  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 01/02/2007 01:08:01 PM BRapadas1  
Caller states: was referred to CEC to start a case. Sts the veh accelerate at a red light unexpectedly & brakes locked. The veh is not driveable b/c the brakes locked. Sts ran into veh in front of him. Sts there were no indicator lights on. Sts seat belt retracted but airbags did not deploy. Sts the was no police report filed. The veh is at the dlr. Sts this is the 4th issue he has had since he purch veh in Nov of 2006. Cust would like veh replaced....  
\*\*\* NOTES 01/02/2007 01:08:01 PM BRapadas1  
... Cust sts does not like drive by wire feature b/c of issues he had going up/down hills in his area. Sts there was lagging when accelerating.  
\*\*\* SUBCASE 200701021234-1 CREATED 01/02/2007 03:28:36 PM RVrachan  
===FCR===  
Pur veh Nov 6 & 1st week steering wheel had a wobble, dlr inspected but & couldn't dup & balanced tires but still there. Then brakes developed a shimmy around 40 MPH, felt like warped rotor. In the 1st few days he pur sitting at a stop veh rev's & happens 1 or 2 X per day, cllr sts has reported this each time it happened. Cllr sts also had a rattle in dash & it was the cover over air bag & took 2 trips to dlr to repair. Cllr re-surfaced rotors, ...  
\*\*\* NOTES 01/04/2007 03:07:10 PM RVrachan  
..., repaired air bag cover. Then around 18 MPH brakes developed a shake again, now this incident happened.  
LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY EXTERIOR AND INTERIOR PHOTOS  
\*\*\* NOTES 01/08/2007 11:48:11 AM CPaul600  
1/8 left msg f/cust at busines #  
\*\*\* SUBCASE 200701021234-1 CLOSED 01/12/2007 09:56:06 AM JCabrera  
Closing subcase-Case sent to region for inspection. Region has received case.  
\*\*\* NOTES 01/23/2007 02:40:05 PM CPaul600  
fts inspected on 1/12/07 & found brakes to be locked up due to a defect in manufacture/gst4 contacted c. hargraves @ tms legal and she reviewed and is willing to offer only repairs to the brakes/toyota will not repurchase the vehicle/gst 4 left msg for cust on 1/23 cust out til 1/24/

C-787

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* CASE CLOSE 02/06/2007 01:58:37 PM CPaul600  
gst4 sent email to cust stating will offer to repair brakes/cust appected rprs and dlr ordered necessary parts per FTS and vehicle repaired/  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319129  
**Date of Incident:** 20070102  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** LITTLE ELM, TX  
**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2006 TOYOTA AVALON. THE CONTACT WAS DRIVING APPROXIMATELY BETWEEN 0-5 MPH ON NORMAL ROAD CONDITIONS; PROCEEDING TO MAKE A LEFT TURN, A NOISE WAS COMING FROM THE ENGINE COMPARTMENT, FOLLOWED BY HESITATION. THE DRIVER CONTINUED AND THE VEHICLE RESUMED TO NORMAL OPERATION. THERE WAS A SEPARATE OCCASION THE ENGINE IDLED EXCESSIVELY HIGH WITH AN UNEXPECTED ACCELERATION WHILE IN THE "REVERSE" POSITION. IN ADDITION, A LOUD NOISE EXPELLED FROM THE ENGINE LIFTER. THE FAILURES OCCURRED WHENEVER THE VEHICLE WAS IN OPERATION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER ON FIVE SEPARATE OCCASIONS FOR THE IDENTICAL FAILURES. TECHNICIAN WAS UNABLE TO DUPLICATE THE FAILURES. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALFUNCTIONS. THE FAILURE MILEAGE WAS 500. JS  
**Additional Summary:**

**Toyota ID Number:** 200701031487  
**NHTSA ODI Number:**  
**Date of Incident:** 20070103  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** , NM  
**NHTSA Summary:**  
\*\*\* PHONE LOG 01/03/2007 05:12:18 PM MLove  
Caller states: On 1/3/07 had accident veh located at daughter in laws home 4 other occupants seatbelts were worn, speed less than 5mph, coming to a stop sign, accelerator failed, hit back end of another veh frontal grill damaged, airbags did not deploy, no previous accidents, no airbag warning lights on prior, cust sts had an appt for acceleration concern that was noticed wks ago appt was sched for wednesday 1/10/07.  
\*\*\* NOTES 01/04/2007 07:37:00 AM ASates  
cust cb & sks to know if she should drive the veh. NCR apol & advd that its best that she not drive the veh & have the veh inspected first to ensure that the accelerator is not sticking & the veh is operating properly & to allow the CM to discuss the case further. cllr thanked.

\*\*\* SUBCASE 200701031487-1 CREATED 01/04/2007 11:38:09 AM HFinney  
\*\*\* NOTES 01/05/2007 12:24:06 PM HFinney  
===FCR===  
Cust sts while driving and coming to a stop her veh suddenly surged forward and hit the rear of a veh in front of her. Sts she was driving less than 5 mph and veh surged forward. Cust sts that the veh is inspected for proof of potential product failure. NCR advd cust that information has been documented and will be forwarded to the region for review.  
LEGAL REQUESTS FIELD CONTACT REPORT W/ MANY AND EXTERIOR PHOTOS  
\*\*\* SUBCASE 200701031487-1 CLOSED 01/05/2007 12:24:37 PM HFinney  
NCR advd cust that information has been documented and will be forwarded to the region for review.

C-788

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 01/09/2007 11:42:29 AM JHansen150

Vehicle is at Las Cruces Toyota. FTS will be traveling to Las Cruces on Jan. 29th and inspecting vehicle on the 30th. FTS spk with Matt @ LCT and also left a message req call back at the contact number for the customer.

\*\*\* NOTES 01/10/2007 08:07:33 AM KGohn

Clr David Tafuya c/b to adv will need to leave truck at dlr until regional manager gets to dlr to inspect veh. Sits needs a veh to drive in the interim. NCR apol and adv needs to speak w/ HFinney but case manager is not avail. Adv will receive c/b in 1 b/d.

\*\*\* CASE CLOSE 02/02/2007 01:47:53 PM JHansen150

Reg FTS insp veh on 1/30/07 at Las Cruces Toyota in Las Cruces, NM. FTS sts, "Seatbelt on insp & normal op of d/r's and ft pass's seat found. No DTCs present in veh's ECU. Veh had damage to grill, L and R headlamp mounting brackets and paint damage to f/r bumper cover. FTS found no diag info or fluid leaks. Brake pedal was in correct position and firm. FTS found normal op of eng idle speed and accel. FTS perf several light, moderate, hard and ABS stops. FTS found normal op of brake syst." Cust cont FTS after insp & req results. FTS adv cust "no anomallies found." Cust sks resp from TMS Legal. FTS adv Legal would contact cust directly w/results after review of insp rpt & pics. RCR will forward all docs electronically to C\_Hargrave today.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10182045  
**Date of Incident:** 20070103  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** COQUITLAM, 00  
**NHTSA Summary:**

I WAS DRIVING DOWN HILL ALONG ABOUT 50 KM/H. I NOTICED STOP LIGHTS AND CARS SPINNING AND SLIDING EVERYWHERE. I GENTLY TOOK MY FOOT OFF THE THROTTLE TO START ENGINE BRAKING AND AS USUAL NOTHING HAPPENS IMMEDIATELY. WORSE, TRUCK STARTED TO ACCELERATE BECAUSE OF RPM HANG PROBLEM ON EVERY MANUAL TRANSMISSION EQUIPPED MODEL (MY COMPLAINT TO DEALER WAS IGNORED TWICE). THIS IS NOT EXACTLY A PLACE WHERE YOU CAN PUSH THE BRAKES EVEN WITH ABS BECAUSE IT ALSO IS AN OFF SLOPE TURN. INSTEAD OF SLOWING DOWN GRACEFULLY, THE RPM HANG ACTUALLY ACTS LIKE A CRUISE CONTROL. COMBINED WITH THE DOWNHILL AND THE RPM HANG I AM NOT DECELERATING AT ALL! SUDDENLY THE ECU FINALLY DECIDES TO CLOSE THE THROTTLE (FUEL CUT OFF). AT THIS POINT TRUCK TAIL OF MY TRUCK SLIDE TO THE RIGHT AND TO THE LEFT. ONLY MY 20 YEAR EXPERIENCE AND GOOD LUCK LET ME AVOID A FATAL ACCIDENT. THE NON-LINEAR THROTTLE RESPONSE IS NOT SAFE. THIS IS JUST DANGEROUS HOW THE ECU IS PROGRAMMED! MAYBE BECAUSE ONLY <10% OF ALL TRUCKS HAVE MANUAL TRANSMISSIONS TOYOTA DOESN'T WANT TO HEAR ABOUT IT. TOYOTA MUST ISSUE ECU PATCH FOR MANUAL TRANSMISSION MODELS V6 TACOMA, FJ CRUISER TO ELIMINATE 1 RPM HANG WHEN SHIFTING 2.HIGH RPM (1450) WHEN ROLLING DOWNHILL IN NEUTRAL OR WITH CLUTCH DEPRESSED 3.MAKE LINEAR THROTTLE RESPONSE. \*JB

**Additional Summary:**

**Toyota ID Number:** 200701200192  
**NHTSA ODI Number:**  
**Date of Incident:** 20070104  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

C-789

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 01/20/2007 09:48:08 AM MSherr

WRITTEN

Ltr written by Steven Skattebo did 1/4/07, rcv'd 1/8/07 states: he is not pleased w/performance of cruise control b/c it suddenly downshifts. He nearly rear ended another car. Dlr adv cond is normal. He wants cond fixed or a refund of \$1,400.

\*\*\* NOTES 01/20/2007 09:48:08 AM MSherr

OUTGOING CALL TO CUST  
NCR eld cust to fu with enrms. Cust not avail. NCR left msg.  
NCR prepared & mailed IN20 ltr.

\*\*\* CASE CLOSE 01/20/2007 09:48:22 AM MSherr

Please see case notes.

**Additional Summary:**

**Toyota ID Number:** 200701040792  
**NHTSA ODI Number:**  
**Date of Incident:** 20070104  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** SAN CLEMENTE, CA  
**NHTSA Summary:**

\*\*\* PHONE LOG 01/04/2007 11:58:36 AM KPatron

Caller states:a week ago exiting the 5 freeway he applied gas to and the veh zoomed off and he couldn't stop it. He then slammed on the gas pedal again and then the veh stopped. The veh accelerated and then decelerated on its own. Dlr gave the cust a loaner veh and veh is sitting in the garage until the veh is inspected to find out what is going on with the veh. Has spk to the owner and was adv to call LCS.

\*\*\* SUBCASE 200701040792-1 CREATED 01/05/2007 12:41:40 PM JBookman

\*\*\* PHONE LOG 01/05/2007 01:22:31 PM JBookman Action Type: Outgoing call

Clld cust and spk w/him directly. Advsd cust I would need to communicate w/the FTS to have an insp date for his veh. Advsd cust I understand Lexus Mission Viejo has provided a loaner veh for him. Pls advsd cust I will contact him once I have an insp date. Thanked.

\*\*\* PHONE LOG 01/12/2007 05:50:33 PM JBookman Action Type: Outgoing call

Clld cust and spk w/him directly. Cust sts that he was merging onto the freeway and once he was merging he tried to brake b/c trucks were coming. Cust advsd when he applied to the brakes the veh would not stop. Therefore he pressed on the accelerator to get out of the way for the oncoming trucks. Cust sts is was a sunny day in San Clemente and he was driving about 40-45 mph merging onto the freeway. Cust did not contact his insurance company b/c there was no accident. Cust sts his veh is driveable, but is located at his home. Cust would like to have his veh inspected for further assistnc. Advsd cust I will fu w/him on Tues. Thanked.

\*\*\* NOTES 01/17/2007 01:12:36 PM JBookman

Fwd case to WAO w/email for inspection date.

\*\*\* PHONE LOG 01/23/2007 12:49:06 PM JBookman Action Type: Incoming call

FTS Bruce Bivens l/m on my vm regarding cust enrms. FTS BBivens inquired how Lexus would like to rev the FCR report for the cust inspection.

\*\*\* PHONE LOG 01/23/2007 12:49:52 PM JBookman Action Type: Outgoing call

Clld FTS BBivens and l/m on his vm advsing he can fwd the FCR report and pictures via email or interoffice. Advsd FTS BBivens I will print and file. Thanked.

\*\*\* PHONE LOG 01/24/2007 11:54:11 AM JBookman Action Type: Outgoing call

C-790

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Clld cust to communicate w/him regarding his enrms. Advsd cust per inspection with the FTS it was advsd his veh is operating as designed. Cust sts he would like a c/b b/c he is not satis with the findings. Advsd cust if I do not get a chance to contact him today, I will speak with him tomorrow. Advsd cust if he wants additional information he is also welcomed to communicate with the legal department in writing. Cust thanked.

\*\*\* PHONE LOG 01/26/2007 02:33:08 PM JBookman Action Type: Outgoing call

Clld cust to spk w/him directly. Cust advsd he does not own the veh anymore. Apol for the inconvenience. Case closed.

\*\*\* CASE CLOSE 01/26/2007 02:33:25 PM JBookman

Cust does not require further assistnc. Case closed.

\*\*\* SUBCASE 200701040792-1 CLOSED 01/26/2007 02:33:28 PM JBookman

Cust does not require further assistnc. Case closed.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10192435  
**Date of Incident:** 20070105  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** DAYTON, OH  
**NHTSA Summary:**

WE BOUGHT A 2007 LEXUS ES 350 IN NOVEMBER. AT ~1,000 MILES ON THE ODOMETER I HAD ONE EPISODE OF UNWANTED ACCELERATION. I WAS MERGING ONTO THE HIGHWAY. I WAS TRYING TO KEEP A CONSTANT SPEED BUT THE CAR ACCELERATED IN THE BLINK OF AN EYE. I DO NOT REMEMBER THE SPECIFICS. I THINK I WAS GOING ABOUT 30 AND THE CAR ZOOMED TO 60. I PUT MY FOOT ON THE BRAKE AND THE CAR SLOWED DOWN. I DO NOT REMEMBER THE EXACT DATES SO I AM ESTIMATING FOR THE ENTRY BELOW. I HAVE ALSO HAD SOME PROBLEMS WITH STOPPING. I WOULD SLOW TO STOP AND PUT MY FOOT ON THE BRAKE BUT THE CAR WOULD CONTINUE TO LURCH FORWARD. THERE AGAIN I JUST KEPT PUSHING HARD ON THE BRAKES. THIS DID NOT OCCUR AT A RAPID RATE OF SPEED. SINCE I HAD THE RUBBER FLOOR MATS REINSTALLED I HAVE NOT NOTICED IT. I DROPPED THE CAR OFF AT THE DEALERSHIP IN MAY OF 2007. I EXPLAINED THAT I HAD HEARD THERE HAD BEEN SOME PROBLEMS WITH THE BLACK RUBBER MATS AND I REQUESTED THEY INSTALL THEM PROPERLY. I HAD TRIED TO INSTALL THEM MYSELF BUT WAS UNABLE TO REMOVE THE CARPET MATS THAT CAME WITH THE CAR SO THE MATS HAD BEEN SITTING ON TOP OF THE CARPET MATS. THE DEALERSHIP CHECKED OUT THE CAR AND SAID IT WAS OKAY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10200693  
**Date of Incident:** 20070107  
**Vehicle:** 2007 LEXUS GS350  
**Location of Incident:** SCHERTZ, TX  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 LEXUS GS350. WHILE PARKED, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A BRICK WALL, WITHOUT ANY PRESSURE TO THE ACCELERATOR PEDAL. THE DEALER WAS UNABLE TO DETERMINE THE CAUSE OF FAILURE. THE CURRENT MILEAGE WAS 4,000 AND FAILURE MILEAGE WAS 200.

**Additional Summary:**

C-791

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200701081348; 200703120805; 200701160499; 200703301000; 200701250844  
**NHTSA ODI Number:**  
**Date of Incident:** 20070108  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 01/08/2007 01:39:39 PM MDosSantos

Caller states:07 Tacoma having issue with drivability, dlr adv normal issue, clr sts 6 speed manual and sts veh will keep rpms while out of gear,sts veh will jump if you shift to fast veh will jump, also sts when slowing down he pushes in the clutch and veh will jump up to \$2000. clr would like to drive another V6 six speed to see if issue occurs in other veh., sts spoke john defalko, ncr apol & adv case#, adv dispatch case to CRM. CRM will fu. within 3 business days.

\*\*\* CASE CLOSE 01/11/07 14:30:35 rulemgr

TALKED TO MR WILSON ON 01/09/07, EXPLAINED THAT WE HAVE CONTACTED TECHNICAL SUPPORT AND WE DID CHECK FOR CODES ETC ON HIS VEHICLE, THERE WERE NO DEFECTS FOUND AT THIS TIME, WE DO HAVE A 6 SPEED MANUAL VEH COMING IN LIKE HIS SO THAT WE CAN COMPARE BUT HIS VEH DOES HAVE AN ELECTRIC CONTROLLED THROTTLE SYSTEM AND IS DIFFEENT THAT HE WAS US TO DRIVING BEFORE AND IF THERE IS A PROBLEM WE WILL TAKE CAROF IT CUST HAS ONLY HAD VEHICLE FOR 3 TO 4 DAYS.

\*\*\* NOTES 01/16/2007 08:33:13 AM TMtoria

Clr sts went to David Maus Toyota, test drove veh with service technician, Rick, on 1/16/2006. who acknowledged that transmission seemed abnormal. Cust has appointment with Deland Toyota for 1/19/2007. Sits working with Mike Frieze at Deland Toyota, Service Manager, who drove the Tacoma and could not confirm or deny that it was a mfg issue. (3rd visit). ;

\*\*\* PHONE LOG 03/12/2007 11:04:03 AM MZimmerman

===TMC CONTACT-0033464-01===

Mr. Wilson sts the gas pedal in his truck sticks and causes the vehicle to accelerate on it's own. Mr. Wilson sts he has contacted TMS and has been advised the condition is normal. Mr. Wilson sts he traded a 99 Tacoma for his new truck and is disappointed with the vehicle. Mr. Wilson sts he is concerned that the vehicle is unsafe. Mr. Wilson sts he has been offered Arbitration, but he doesn't want to pursue Arbitration.

\*\*\* PHONE LOG 03/12/2007 11:10:49 AM MZimmerman Action Type: Incoming call

Previous case #'s 200701250844, 200701160499, and 200701081348.

\*\*\* PHONE LOG 03/12/2007 12:19:21 PM MZimmerman Action Type: Outgoing call

Exec Offices called Mr. Wilson who advised he filed for Arbitration and there will be a hearing on 3/29. Mr. Wilson sts if he doesn't get satisfaction from Arbitration, he will pursue Lemon Law. Mr. Wilson sts he would like one of 2 things: 1) Toyota to pay off his Tacoma and compensate him for damages, or 2) Replace his Tacoma with a Tundra and give him an interest free APR on the remaining balance on the Tacoma. Mr. Wilson sts he purchased the vehicle for work and his work has been compromised because of the concerns he has had with the vehicle. Mr. Wilson sts he test drove a truck with an automatic transmission and liked the way it handled. Mr. Wilson sts he ordered a vehicle with a manual transmission thinking it would handle similar to the automatic. Mr. Wilson sts he tows approximately 6000lbs and felt a manual transmission would hold up better than an automatic. Mr. Wilson sts he ordered the vehicle with all of the options he wanted. Mr. Wilson sts when he went to the dealer to pick the vehicle up the sales rep advised him that he was having difficulty driving the vehicle. Mr. Wilson sts the sales rep attributed the difficulty he was having on being inexperienced driving a stick shift. Mr. Wilson sts when he was driving the vehicle home he noticed that the throttle appeared to be sticking. Mr. Wilson sts he brought the vehicle back to the dealer, they contacted TAS, and TAS advised the vehicle was operating as designed and needed some time to get used to his driving habits. Mr. Wilson sts he took the vehicle back to the dealer several more times and each time was advised there was no manufacturing caused issue. Mr. Wilson sts the vehicle also tends to accelerate on it's own. Mr. Wilson sts when he is stopped the vehicle will begin shaking, he'll

C-792

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

engage the clutch, the rpm's will rev to 3500 rps, and the vehicle will surge forward. Mr. Wilson sts he doesn't feel comfortable driving the vehicle, so it has been parked in his driveway since the beginning of February. Mr. Wilson sts he has made 2 payments on the vehicle, but has been unable to drive it. Mr. Wilson sts he purchased a used 93 4Runner to use for transportation. Mr. Wilson sts he had to rent a Uhaul truck today because he had to haul some items for work. Mr. Wilson sts he spoke with the GM at the dealer who advised he could not take the vehicle back and sell it to another customer because of the numerous inspection. Mr. Wilson sts he is very disappointed with how he has been treated by the dealer and Toyota. Mr. Wilson sts he has owned several Toyotas and would like Toyota's assistance. Exec Offices apologized and advised Mr. Wilson, per case # 200701250844, it appears a Lemon Law case has begun for his vehicle. Exec Offices thanked Mr. Wilson for taking the time to advise Toyota of his concerns and advised his comments have been documented. Exec Offices recommended Mr. Wilson continue working through the Arbitration and Lemon Law processes for a resolution to his concerns. Exec Offices advised Mr. Wilson of Exec's phone number in case he would like to follow-up after the Arbitration and Lemon Law hearings have been completed. Exec Offices advised Mr. Wilson that there are no guarantees that any additional assistance could be provided once decisions have been made by the Lemon Law Admin and NCDS. Mr. Wilson understood and thanked Exec Offices for the follow-up.

\*\*\* CASE CLOSE 03/12/2007 12:43:10 PM MZimmerman  
====SUMMARY OF TMC CONTACT-0033464-01====  
1) States concern with the gas pedal sticking and the vehicle accelerating on it's own.  
2) Seeks Toyota to replace or buy back his vehicle.  
3) Exec Offices called Mr. Wilson and advised him that his case is currently being handled by NCDS and will go to Lemon Law if NCDS doesn't offer a satisfactory resolution. Exec Offices thanked Mr. Wilson for contacting Toyota and advised his concerns have been documented. Exec Offices recommended Mr. Wilson continue working with NCDS and Lemon Law, but offered phone number if he needs to call back.  
4) Customer satisfied: Unknown  
5) Root cause: Product--manual transmission shift feel and acceleration feel.  
\*\*\* NOTES 03/15/2007 09:31:52 AM MZimmerman  
Exec Offices returned call from Mr. Wilson who advised he is in the process of mailing his documents for review under Arbitration and Lemon Law and would like to know if Exec Offices would like copies. Exec Offices advised Mr. Wilson that he can send his documents and they will be added to his file.  
\*\*\* NOTES 03/29/2007 02:40:21 PM MZimmerman  
Exec Offices returned call from Mr. Wilson. Mr. Wilson sts the Arbitration hearing took place yesterday and he feels the Arbitrator will rule in his favor. Mr. Wilson sts he requested reimbursement for his postage expense, but doesn't feel the Arbitrator will award him the cost of postage. Mr. Wilson sts he would like to know if he can pursue Lemon Law to get the cost of postage back. Exec Offices recommended Mr. Wilson research Lemon Law for his state because each  
\*\*\* NOTES 03/29/2007 02:40:21 PM MZimmerman  
state has different Lemon Law guidelines. Exec Offices advised Mr. Wilson that Lemon Law is typically a resource for consumers to use when they feel there is a product related issue. Mr. Wilson sts he would like to know if she should contact Exec Offices back once an Arbitration decision has been made. Exec Offices advised Mr. Wilson he can follow-up if he likes, but doesn't have to. Mr. Wilson understood and thanked Exec Offices for the time.  
\*\*\* NOTES 04/19/2007 08:31:21 AM MZimmerman  
Exec Offices returned call from Mr. Wilson who advised he received a response from NCDS and they have denied his request for a replacement vehicle. Mr. Wilson sts he is surprised with the Arbitrator's decision and is dissatisfied with Toyota's response to his concern. Mr. Wilson sts he would like to know if there is anything else Exec Offices can do to assist. Exec Offices apologized and advised concurrence with the Arbitrator's decision. Exec Offices advised  
\*\*\* NOTES 04/19/2007 08:31:22 AM MZimmerman  
Mr. Wilson that he has the option of pursuing his case through FL, but Toyota would not be able to replace his vehicle at this time.  
\*\*\* NOTES 06/21/2007 01:52:52 PM MZimmerman  
Exec Offices returned call from Mr. Wilson who advised he won his Lemon Law case and Toyota is buying his vehicle back. Mr. Wilson sts he doesn't know how much he will be refunded for his vehicle, but would

C-793

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

like to know if Toyota can offer him loyalty assistance towards another vehicle. Mr. Wilson sts he feels if Toyota wants to retain him as a customer they would be willing to offer him additional compensation. Exec Offices apologized and advised Mr. Wilson that Toyota  
\*\*\* NOTES 06/21/2007 01:52:53 PM MZimmerman  
would not be able to offer compensation in addition to the compensation he is receiving from Lemon Law. Mr. Wilson understood and thanked Exec Offices for the follow-up;

\*\*\* PHONE LOG 01/16/2007 08:42:50 AM TMorita  
Potential Arbitration -  
Previous file: 200701081348  
Caller states: Chris Wilson, calling. 07' Tacoma having issue with drivability, dlr adv normal issue, clr sts 6 speed manual and sts veh will keep rpms while out of gear,sts veh will jump if you shift to fast veh will jump, also sts when slowing down he pushes in the clutch and veh will jump up to \$2000. clr would like to drive another V6 six speed to see if issue occurs in other vts, sts spoke john defalco  
\*\*\* NOTES 01/16/2007 08:43:15 AM TMorita  
..., ncr apol & adv case#, adv dispatch case to CRM, CRM will f.u. within 3 business days.  
\*\*\* NOTES 01/16/2007 08:44:10 AM TMorita  
...Clr sts went to David Maus Toyota, test drove veh with service technician, Rick, on 1/16/2006. who acknowledged that transmission seemed abnormal. Cust has appointment with Deland Toyota for 1/19/2007. Sts working with Mike Frieze at Deland Toyota, Service Manager, who drove the Tacoma and could not confirm or deny that it was a mfg issue. (3rd visit).

\*\*\* RETURN 01/16/2007 08:46:24 AM SABoolian  
Add VIN and resend.  
\*\*\* SUBCASE 200701160499-1 CREATED 01/16/2007 09:30:09 AM JFonseca  
\*\*\* NOTES 01/17/2007 01:02:20 PM JFonseca  
---Internal Notes TMS---  
Clr found in CPA all info concurs.  
\*\*\* NOTES 01/17/2007 01:21:32 PM JFonseca  
---OUTGOING CALL TO DLR, Deland Toyota---  
CM spk to SM was adv is on a ride and drive on new Tundra. CM spk to John Defalco and he adv has known Chris Wilson for a # of yrs. He will be happy to contact him to have him compare of other veh if same make and model.  
\*\*\* NOTES 01/17/2007 01:23:36 PM JFonseca  
Date: 1/8/07  
RO: 134045  
Mileage: 548  
Condition: rpms rise to 2K when shifting between gears  
Remedy: test driven and veh oper as designed.  
Repairs covered under warranty: n/a  
Clr will be contacted to compare his veh with others of same make and model. SM will also be adv CM thanked.  
\*\*\* NOTES 01/17/2007 01:28:35 PM JFonseca  
---OUTGOING CALL TO DLR,David Maus Toyota---  
CM spk to Trigg  
Date: 1/16/2007  
RO: 741621  
Mileage: 940  
Condition: RPM's seems to be higher when shifting.  
Remedy: normal oper conditions-- compared to another veh of same make and model  
Repairs covered under warranty: n/a  
\*\*\* NOTES 01/17/2007 03:23:55 PM JFonseca  
---OUTGOING CALL TO CUST---

C-794

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

CM called cust- Chris Wilson and adv calling from TMS,CM who will be handling case CM will continue to work with clr, the dealer region in an attempt to resolve concern. CM will be involved with case from beginning to end and will be final point of contact. CM adv will prov a survey at end of case. Verified if alt # avail. Verified cust info. req e-mail. sales@thewbnc.com  
\*\*\* NOTES 01/17/2007 03:27:03 PM JFonseca  
Deland Toyota and David Maus Toyota are dlrs involved. Deland adv cannot compare to another veh and aptt set for this Fri. David Maus adv they cannot dup concern. Clr test drove veh and concern dup and adv other toys perform the same. Sts veh throttle thickens. Sts yesterday was driving truck and at 55 mph a lady pulled over side of road and sts decided to do a u-turn and sts clr had to slam on brakes and sts when clutch was pulled in it slowed really fast and RPM's  
\*\*\* NOTES 01/17/2007 03:37:38 PM JFonseca  
jumped up another 500 rpms while clr trying to brake. Clr does not feel safe with veh. Clr seeking veh to perform as it should. Clr sks what other avenues left. CM adv if dlr diag on Fri sts veh oper as designed or cannot dup concern last avenue left with TMS is Arb b/c 2 dlrs prov same outcome. CM explained Arb process. Clr adv if dlr sts veh oper as designed or cannot dup concern clr will pursue Arb. CM understood.  
\*\*\* NOTES 01/17/2007 03:38:24 PM JFonseca  
CM adv will have Alt CM f'u in regards to veh inspection status b/c CM gone for region visit. Clr understood  
\*\*\* NOTES 01/19/2007 12:10:49 PM JFonseca  
---OUTGOING CALL TO DLR, Deland Toyota---  
CM req to spk to SM. CM adv he is n.a. CM req v.m. CM left v/m req status of case.  
\*\*\* NOTES 01/22/2007 02:20:00 PM ECampos  
OUTGOING DLR CALL- ncr contacted serv Director Mike Frazee who adv test drove veh w/ cust & after test contacted SET tech who adv veh operating as designed. RPM are set higher for emissions reasons.  
\*\*\* NOTES 01/23/2007 08:52:02 AM ECampos  
OUTGOING CUST CALL- ncr contacted cust & l/m requesting c/b to CEC. ncr provided tel#, case # and hours of operation.  
\*\*\* NOTES 01/23/2007 12:02:46 PM JGetz  
Clr sts would like to spk to case mgr. Ncr apol. Ncr adv clr case mgr is not available.  
\*\*\* NOTES 01/23/2007 12:03:27 PM JGetz  
& adv will l/m and case mgr 1 b/dy for c/b  
\*\*\* NOTES 01/23/2007 12:28:16 PM RWright  
Clr Chris Wilson-Owner c/b req to spk to ECampos-CM. ncr rvwd file then adv of prev noted. Attempted to contact ECampos & found not avail. adv file updated w/req for c/b. cust satis then adv either contact# would reach him.  
\*\*\* NOTES 01/23/2007 02:40:04 PM VStevens  
Clr sts wants to speak w/ CM. NCR apol & adv not avail. Clr sts can be contacted at anytime on his cell. Clr sts when will he be contacted. NCR apol & adv w/in 1 bus day & possibly today.  
\*\*\* NOTES 01/24/2007 08:46:33 AM ECampos  
OUTGOING CUST CALL- ncr contacted cust who adv is not satisfied w/ the performance of the veh & toy's position on this matter. He fls there is a serious drivability issue w/ veh & he does not feel safe in veh. He's also concerned for the longevity on the veh. ncr apol & adv will doc comments re dissatisfaction w/ veh & Toy. ncr adv cust of ARB parameter. He adv is not sure if he wants to File ARB. He will think about his options.  
\*\*\* NOTES 01/24/2007 08:47:25 AM ECampos  
...nrc adv will be closing case but cust can call CEC & request ARB if he wants to pursue matter further. He understood.  
\*\*\* CASE CLOSE 01/24/2007 08:50:00 AM ECampos  
====5 POINT CLOSE====  
1. Summary: Having issue with drivability.  
2. Action Taken: internal  
3. Resolution/Position: normal characteristic for veh  
4. Customer Satisfied: NO  
5. Root Cause: Product, RPM setting is higher for emissions.

C-795

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

\*\*\* SUBCASE 200701160499-1 CLOSED 01/24/2007 08:50:05 AM ECampos  
\*\*\* NOTES 02/16/2007 04:43:52 PM SABoolian  
Cust c/b sts dlr did 4th final repair attempt today. Cust seeks to know if any other resolution with toyota. Cust seeking replacement vehicle. Ncr adv ARB is process if that is what cust is seeking. Cust understood.  
\*\*\* NOTES 05/25/2007 08:11:25 AM ECampos  
INCOMING CUST CALL- Chris Wilson calling he adv has taken veh to 3 different indept mechanics & all had adv there is a problem w/ the throttle body. he takes the veh to the dlr & they are issue can not dup or is working as designed. he fls the dlr will not perform rpr if the check engine light comes on. ncr apol & adv Toy does not accept indept diag. ncr adv cust can continue work w/ dlr or can file ARB. He adv still not happy but will continue to deal w/ veh;  
\*\*\* PHONE LOG 03/30/2007 02:22:34 PM JSpencer  
PA - no previous case  
RNT#070329-000280  
EMAIL STS  
\*2007 Tacoma Lemon  
I have been a loyal Toyota owner for the past 16 years. Jan. 6th 2007 I purchased a new 2007 Tacoma 4x4. I am very displeased with this truck. The truck accelerates on its own and the throttle sticks. I almost ran over a man walking from his car because of the truck accelerating on its own. This happened in the beginning of Feb. I do not drive this dangerous truck anymore. Its just parked in my...  
\*\*\* NOTES 03/30/2007 02:22:56 PM JSpencer  
...driveway as I make payments on it. My dealer, of 16 years also, has been horrible about resolving this. I have run in to brick wall after brick wall trying to get help with this. I am so shocked that nobody cares at Toyota. My next step is to call the news and give them a first hand demonstration."  
END EMAIL  
\*\*\* SUBCASE 200703301000-1 CREATED 03/30/2007 02:32:28 PM JSpencer  
EMAIL STS  
"Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
We apologize for the continuing concerns you are having with your 2007 Toyota Tacoma and that it has not been permanently repaired.  
We understand the added frustration you can experience having this situation occur on your brand new vehicle and we have created a case management system to address them. The case manager assigned to your case will be your point of contact during the review of your specific situation.  
We have advised the case manager of the contact information that you provided in your email and they will follow up with you by the end of business Monday, April 2nd.  
Your email has been documented at our National Headquarters under file #Sincidents.cClarifycasenumbr.  
If you can be of further assistance, please feel free to contact us <%20http://toyota.custhelp.com/cgi-bin/toyota.cfp/pg/enduser/std\_adp.php?p\_faqid=4164>.  
Toyota Customer Experience"  
END EMAIL  
\*\*\* SUBCASE 200703301000-1 CLOSED 03/30/2007 02:32:30 PM JSpencer  
\*\*\* SUBCASE 200703301000-2 CREATED 04/02/2007 05:55:01 AM JFonseca  
\*\*\* NOTES 04/02/2007 08:24:16 AM JFonseca  
---Internal Notes TMS---  
CPA sts veh registered to a business, Wilson Business Network Inc. Address concurs.  
\*\*\* NOTES 04/02/2007 08:42:57 AM JFonseca  
---OUTGOING CALL TO DLR,Deland Toyota---  
Case Mgr req to spk to SM Mike Frazee adv test driving a veh John adv veh is under a business. He adv more than 3 r/o's for concern. He will fax r/o's within the next 30 minutes.  
\*\*\* NOTES 04/02/2007 09:53:49 AM JFonseca  
---Internal Notes TMS---

C-796

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Case mgr revd message adv fax cannot be sent until 1pm EST. Also, cllr has pursued arb and hearing was held at dr.

\*\*\* NOTES 04/02/2007 09:54:12 AM JFonseca  
Arb hearing held 3/29/2007.

\*\*\* NOTES 04/02/2007 10:02:15 AM JFonseca  
---Internal Notes TMS---

Following case found under cllr's VIN, Wilson Business Network  
200703120805- Exec team  
200701160499- Case mgr E Campos  
20070250844- Lemon law case  
200701081348- CEC and dlr CRM involved.  
\*\*\* NOTES 04/02/2007 11:08:54 AM JFonseca  
===INCOMING DLR Fax, Deland Toyota===  
Date: 2/16/2007  
RO: 13630  
Mileage:2558/2567  
Condition: cllr sts when you press the clutch in veh RPMs stay approx 2 seconds before and then drop to shift gears (final repair attempt)  
Remedy: D.O.M. test drove veh 9 miles, could not confirm any defect of material or workmanship. Contacted technical assistance center to verify operation of vehicle was normal tech center agrees that this veh does drive and feel

\*\*\* NOTES 04/02/2007 11:10:14 AM JFonseca  
different than 5 speed, HOWEVER, operation is normal.  
Repairs covered under warranty: n/a

\*\*\* NOTES 04/02/2007 11:11:47 AM JFonseca  
Date: 2/16/2007  
RO: 136030  
Mileage: 2558-2567  
Condition: at times truck accelerates with foot on brake then must depress clutch to stop.  
Remedy: could not duplicate concern, no defects found in material or workmanship  
Repairs covered under warranty: n/a

\*\*\* NOTES 04/02/2007 11:13:27 AM JFonseca  
Date: 2/16/2007  
RO: 136030  
Mileage: 2558-2567  
Condition: at one time brake pedal went to the floor.  
Remedy: could not confirm condition, no leaks detected and under test drive brakes worked normal, no defects found in material or workmanship.  
Repairs covered under warranty: n/a

\*\*\* NOTES 04/02/2007 11:17:32 AM JFonseca  
Date: 1/19/2007  
RO:134684  
Mileage: 1221/1226  
Condition: veh rpm's stay up for approx 2 seconds after push in of the clutch, clutch bangs into gear unless you shift real slow.  
Remedy: no codes in system, tech support confirmed normal condition with this veh for emissions, no defects found in material or workmanship.  
Repairs covered under warranty: n/a

\*\*\* NOTES 04/02/2007 11:20:28 AM JFonseca  
Date: 1/8/2007  
RO: 134045  
Mileage: 548/548  
Condition: RPMS rise to 2K when shifting between gears Condition lasts 1-2 seconds  
Remedy: could not duplicate, no defects found in parts and workmanship.  
Repairs covered under warranty: n/a.

C-797

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 04/02/2007 11:32:42 AM JFonseca  
===OUTGOING CALL TO DLR,Deland Toyota===  
Case Mgr req to spk to SM Mike Frazee. Adv he is n/a.Call transferred to v/m. Req c/b in regards to Arb hearing outcome.

\*\*\* NOTES 04/02/2007 11:41:38 AM JFonseca  
---Internal Notes TMS---

No contact # on case avail to reach cust. Case mgr using # on r/o and cpa, 386-860-2224.

\*\*\* NOTES 04/02/2007 11:52:14 AM JFonseca  
===OUTGOING CALL TO CUST===  
Case mgr called 386-860-2224. Adv. Cllr n/a at the time to take call.

\*\*\* NOTES 04/02/2007 11:59:32 AM JFonseca  
===INCOMING DLR CALL,  
SM adv Arb hearing was 3/29/07 and NCDS rep adv 10 days for final position. Rep Ray Hernandez representing SET.

\*\*\* NOTES 04/03/2007 01:30:53 PM JFonseca  
---Internal Notes TMS---

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

\*\*\* NOTES 04/03/2007 01:43:33 PM JFonseca  
===OUTGOING CALL TO CUST===  
Case Mgr called cust and adv calling from TMS.Cllr sts veh registered to Wilson Business Network Inc. Adv no one in Toyota will replace veh.Case mgr apol and adv cllr has already escalated case to ARB within TMS.Toy is waiting for Arbitrator from NCDS to provide final decision.Toy will abide by final decision made by NCDS rep whether it is cllr's favor or Toyota.Cllr understood and adv wants case mgr to doc he is dissatisfied with

\*\*\* NOTES 04/03/2007 01:45:05 PM JFonseca  
product and may not purch another toy in the future. He is a long time toyota owner and is not happy with outcome and sts arbitrator from NCDS may side with cllr b.c gas pedal did get stuck. Case mgr adv will doc and apol for experience.Cllr thanked.

\*\*\* NOTES 04/03/2007 01:46:38 PM JFonseca  
Case mgr adv cllr has other options to pursue outside of TMS. Case mgr is associate of Toyota and cannot adv or recommend of options.

\*\*\* NOTES 04/03/2007 01:52:48 PM JFonseca  
---Internal Notes TMS---

Case updated to Wilson Business Network Inc

\*\*\* CASE CLOSE 04/03/2007 01:53:06 PM JFonseca  
Five Point Closing  
Summary:truck accelerates on its own and the throttle sticks Resolution/Position:DLR, SET DSPM Ray Hernandez  
Satisfied (Y/N): No  
Root Cause (drill down to component/product/truck accelerates on its own and the throttle sticks.

\*\*\* SUBCASE 200703301000-2 CLOSED 04/03/2007 01:53:14 PM JFonseca  
\*\*\* NOTES 04/04/2007 01:16:59 PM QHolmes  
RNT#070403-000168  
04/03/2007 12:59 PM  
Email states:No one ever even called me

=

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

\*\*\* NOTES 04/05/2007 06:37:38 AM QHolmes  
RNT#070403-000162  
04/03/2007 12:44 PM  
Email states: no one called me back. This is par considering all the troubles I am Having. Is someone going to get back with me?

C-798

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

\*\*\* PHONE LOG 01/25/2007 01:33:34 PM KCravin  
===Lemon Law===Previous Case #s200701160499, 200701081348. Motor Vehicle Defect Notification rec'd via certified mail. Cust. sts. veh. has been to the dlr at least 3x due to issues with the throttle sticks causing engine to race during up shifting, when stopping and accelerating. Per the MVDN cust. seeks a Final Repair Attempt.

\*\*\* CASE CLOSE 02/19/2007 12:55:59 PM JPalazzo500  
DOM Ray Hernandez performed FRA, test drove veh 9 miles and was unable to duplicate any of the cust concerns. DOM could not confirm any defect in parts or workmanship. Veh is operating as designed.

**Additional Summary:**

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**Toyota ID Number:** 200701090634  
**NHTSA ODI Number:** 10178183  
**Date of Incident:** 20070108  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** CLEVELAND, OH  
**NHTSA Summary:**  
TL\* - THE CONTACT STATED THE VEHICLE ACCELERATED UNEXPECTEDLY WHILE DRIVING. THE CONTACT STATED THAT MOST OF THE INCIDENTS OCCURRED WHILE THE HE WAS PULLING INTO A PARKING SPACE. THE CONTACT STATED THE HE HAD FOUR MINOR CRASHES DUE TO THE VEHICLE ACCELERATING. IN THE LATEST INCIDENT THE VEHICLE ACCELERATED ACROSS A FIVE LANE HIGHWAY AND CRASHED INTO A UTILITY POLE. THE WEATHER CONDITIONS WERE DRY, AND WAS NOT AWARE OF THE VEHICLE'S SPEED. THE DRIVER WAS INJURED, AND TAKEN IN AN AMBULANCE TO THE HOSPITAL. THE DRIVER SUSTAINED BURNS FROM THE SEAT BELTS. THE AIR BAGS DID NOT DEPLOY. THE CONTACT STATED THAT HE HAD PREVIOUSLY TAKEN THE VEHICLE TO THE DEALER, AND THEY COULD NOT FIND ANYTHING WRONG. THE CONTACT HAS THE REPAIR ORDER, AND THE POLICE REPORT.\*AK UPDATED 02/06/07.\*JIB

**Additional Summary:**

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**Toyota ID Number:** 200701090634  
**NHTSA ODI Number:** 10178183  
**Date of Incident:** 20070109  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CYPRESS, TX  
**NHTSA Summary:**  
\*\*\* PHONE LOG 01/09/2007 09:46:56 AM VWendlestadt1  
Caller states: His veh has a life-threatening safety concern that has been been addressed to the customer's satisfaction. Cust wants to doc veh concern in the event that a future incident results in death or injury. Veh accelerates uncontrollably and it has been difficult to stop veh. Cust wants additional measures taken to address the concern.

\*\*\* PHONE LOG 01/09/2007 09:48:00 AM VWendlestadt1 Action Type: Incoming call  
Cldd Carole Hargrave, TMS Legal. Reviewed concern addressed in letter. C. Hargrave requested letter be forwarded to her attention for further cust assist. I thanked Legal Dept rep.

\*\*\* CASE CLOSE 01/09/2007 09:50:21 AM VWendlestadt1  
Forwarded case to C. Hargrave, TMS Legal for further assist.

C-799

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

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**Toyota ID Number:** 200701100091  
**NHTSA ODI Number:** 20070110  
**Date of Incident:** 20070110  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** ,  
**NHTSA Summary:**  
\*\*\* PHONE LOG 01/10/2007 06:50:56 AM GTravis  
Caller states: dlr adv cust to call NCR, sts 06 Tacoma, purch approx 4 mths ago, sts has been at dlr for 2 1/2 wks, sts dlr provided loaner, sts that when pushed accelerator the accelerator sticks to the floor. sts that had to place veh in neutral and get out of veh and physically pull accelerator up with hands, sts that dlr ordered gas pedal assy and David (mgr) called cust and adv cust part arrived but cant install due to dlr could not duplicate. cust sts that was...

\*\*\* NOTES 01/10/2007 06:50:56 AM GTravis  
able to duplicate the issue for times and that this is a safety issue that cust wants resolved. sts that veh is at dlr know. sts does not have last name of David

\*\*\* NOTES 01/10/2007 06:52:24 AM GTravis  
sts when this issue occurs, the brakes are not strong enough to stop veh. sts that uses veh to transport kids and wants issue resolved

\*\*\* NOTES 01/10/2007 06:53:11 AM GTravis  
sts that does not have vin # avail.

\*\*\* SUBCASE 200701100091-1 CREATED 01/11/2007 06:13:43 AM JFonseca  
\*\*\* NOTES 01/12/2007 06:53:48 AM JFonseca  
---Internal Notes TMS---

Case has no VIN. CM cannot locate cllr with info prov in case.

\*\*\* NOTES 01/12/2007 07:08:32 AM JFonseca  
===OUTGOING CALL TO DLR,Dave Edwards Toyota, Inc. ===  
CM spk to SM David,  
Date:12/28/2006  
RO: 237234  
Mileage: 2393  
Condition:gas pedal stuck to floor cannot stop trk had to use hand to pull up pedal. Veh revved all the way to wide open throttle  
Remedy: veh at dlr for almost 2 wks road tested total of 144 miles on diff days cannot dup SET tech contacted adv no known concerns and not to attempt any repair.  
Repairs covered under warr: N/A

\*\*\* NOTES 01/12/2007 07:22:56 AM JFonseca  
DLR has adv cannot dup concern.Cllr seeking to have an FTS involved. VIN Veh to be p/u 1/5/07. Cllr dec. As of Tues veh still sitting at dlr.Regina Williams from SET spk to FTS Kevin Pilotte adv no point to have him come to dlr.Cllr seeking someone from Region to call him.Regina adv to have cllr contact TMS and ask for regional contact from SET.

\*\*\* NOTES 01/12/2007 07:24:33 AM JFonseca  
---Internal Notes TMS---

cllr found in cpa with VIN prov by dlr. Case updated.

\*\*\* NOTES 01/12/2007 07:27:09 AM JFonseca  
===OUTGOING REGION CALL===  
CM spk to SET analyst and was adv case not needed to be dispatched to SET.FTS Kevin Pilotte adv no point to have him come to dlr.CM can confirm Toyota's position from all parties within toy corporate, region and dealer. CM thanked.

\*\*\* NOTES 01/12/2007 02:14:39 PM JFonseca  
===OUTGOING CALL TO CUST===

C-800

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CM called cust and adv calling from TMS,CM who will be handling case.CM will continue to work with cllr, the dealer and region in an attempt to resolve concern.CM will be involved with case from beginning to end and will be final point of contact.CM adv will prov a survey at end of case. Verified if alt # avail.Verified cust info. req e-mail. none avail.  
\*\*\* NOTES 01/12/2007 02:18:33 PM JFonseca  
Dave Edwards Toyota, Inc. Sits only dlr involved and sts is not satisfied with outcome.Adv gas pedal sticks to the floor and occurs intermittently.Cllr did not report at first b/c he was really busy.Cllr sts veh was at dlr for approx 2 wks Cllr p/u veh yesterday. Dlr adv veh is oper within toy specs.Cllr feels veh is not safe.CM apol for concern and adv CM has worked with SM and SET analyst was adv FTS will not come look at veh if dlr cannot duplicate concern.

\*\*\* NOTES 01/12/2007 02:20:57 PM JFonseca  
As case managers we confirm Toyota's position from all parties within toy corporate, region and dealer and adv TMS will not be sending FTS to dlr to inspect.CM adv cllr can take veh to dlr if concern can be duplicated.CM adv veh is still within warr and can be taken to any TOY dlr.  
\*\*\* NOTES 01/12/2007 02:25:08 PM JFonseca

Five point closing  
Summary: gas pedal sticks to the floor intermittently  
Action Taken: dlr, set contacted by phone  
Resolution/Position:cannot duplicate concern  
Customer Satisfied (Y/N): unknown  
Root Cause (drill down to component/product): gas pedal sticks to the floor intermittently

\*\*\* CASE CLOSE 01/12/2007 02:25:51 PM JFonseca  
closed

\*\*\* SUBCASE 200701100091-1 CLOSED 01/12/2007 02:26:16 PM JFonseca

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10242787  
**Date of Incident:** 20070111  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** TAMARAC, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. AFTER PURCHASING THE VEHICLE ON OCTOBER 31, 2006, THE CONTACT NOTICED THAT THERE WAS A LACK OF ACCELERATION IN THE VEHICLE. WHILE ATTEMPTING TO ACCELERATE FROM A COMPLETE STOP, THE VEHICLE HESITATED. THE ACCELERATOR PEDAL WAS DEPRESSED TO THE FLOOR, BUT THE VEHICLE STILL HESITATED TO PICK UP SPEED AND THEN SUDDENLY SPED OFF. THE DEALER FOUND NO FAILURES; HOWEVER, THEY LATER ASKED HER TO BRING THE VEHICLE BACK FOR REPAIRS. AFTER THE REPAIRS, THE VEHICLE CONTINUED TO LACK ACCELERATION. THE CONTACT RETURNED TO THE DEALER AND REPAIRED AGAIN. THE VEHICLE WAS SERVICED A TOTAL OF SEVEN TIMES AND THE DEALER STATED THAT THEY "UPDATED" THE VEHICLE; HOWEVER, THE FAILURE PERSISTS. THE FAILURE MILEAGE WAS 3,000 AND CURRENT MILEAGE WAS 26,500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304717  
**Date of Incident:** 20070112  
**Vehicle:** 1999 TOYOTA AVALON  
**Location of Incident:** STUDIO CITY, CA

C-801

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 1999 TOYOTA AVALON. THE CONTACT STATED THAT WHILE DRIVING AND TRYING TO CHANGE LANES, THE VEHICLE BEGAN TO ACCELERATE OUT OF CONTROL. IT BEGAN SWAYING FROM ONE LANE TO THE NEXT. SHE TRIED TO DEPRESS THE BRAKE PEDAL BUT THE VEHICLE WAS UNRESPONSIVE. SHE HIT THE CENTER DIVIDER TO STOP THE VEHICLE BECAUSE SHE HAD NO CONTROL AND COULD NOT STOP THE VEHICLE. THE CONTACT WAS INJURED AND THE VEHICLE WAS TOTALED. A POLICE REPORT WAS TAKEN AT THE SCENE. SHE CALLED THE MANUFACTURER AFTER THE ACCIDENT AND HAD THE VEHICLE TOWED TO A DEALERSHIP. WHEN INSPECTED, THE DEALER STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE ACCIDENT OCCURRED IN 2007. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 16,000.

**Additional Summary:**

**Toyota ID Number:** 200710260715  
**NHTSA ODI Number:**  
**Date of Incident:** 20070113  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/26/2007 12:09:12 PM EMcClendon  
MRA

Cllr sts: have been exper problems w/3 dlrs, that denied anything wrong w/veh, but cllr sts Tachometer seems to be sticking at all speeds. Sits speeds are higher than usual & sts sometimes gets stuck at a certain RPM & sts fls a lack of torque when depressing gas from 0 to 4th throttle. Sits last week, someone pulled out in front of him while driving at 45MPH & sts he slammed on brakes, & sts when re-accelerated, sts he felt that something wasn't right...

\*\*\* NOTES 10/26/2007 12:13:14 PM EMcClendon  
...& sts fls when tires locked, fls drive shaft locked & sts fls something not right along the drive line. Cllr sts wants to know if any recalls out on veh. NCR adv unable to locate any recalls for Vin#. Cllr sts really want veh rpr'd. NCR offered CM c/b w/in 1 b/d. Cllr said OK (NCR took Relay call from Relay Operator 9062)

\*\*\* SUBCASE 200710260715-1 CREATED 10/29/2007 10:19:02 AM BGarduno

\*\*\* PHONE LOG 10/29/2007 11:17:17 AM BGarduno Action Type: Outgoing call  
+OUTGOING CALL TO DLR (Milton Martin Toy)+  
NCR spk w/Paul, svc adv who adv the following r/o info for concern:  
Date: 10/24/07  
RO#: 205018  
Mi: 17,836

Cond: cust sts eng RPM is getting stuck at random RPMs, refer to ltr for more info  
Remedy: veh operating w/in factory specifications, no action taken at this time  
Paul sts cust has a speech impediment, cust ltr indicates concern w/RPM getting stuck and having a delay at shift points after slamming on brakes last week. dlr test drove veh and found no concerns w/veh. cust has huge tires on truck which may have locked up and caused concerns.

\*\*\* NOTES 10/29/2007 11:22:19 AM BGarduno  
+OUTGOING CALL TO DLR (Gary Force Toy)+  
NCR spk w/Chuck, svc adv who adv the following r/o info for concern:

Date: 10/18/07  
RG#: 171568  
Mi: 17,455  
Cond: cust sts veh has lack of power, hesitation when taking off. trans slips when going from 5th to 4th  
Cause: 01-74 poor program TSB EG011-07

C-802

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Remedy: technician road tested veh, normal acceleration. no prob found. upd software. fluids ok.  
\*\*\* NOTES 10/29/2007 02:48:37 PM BGarduno  
+OUTGOING CALL TO CUST+  
Relay Operator 0078S (888-877-5379)  
NCR l/m adv Case Manager name, phone#, and office hrs requesting a c/b.  
\*\*\* NOTES 10/30/2007 10:04:12 AM DVance  
Cust eld requesting to speak with CM. Adv that CM not avail but I did IM the CM and elled Tier 2. CM Brenda on the other line but adv will /b. Cust requests to adv CM that he is deaf and when she returns the call, please ask for Josh.  
\*\*\* NOTES 10/30/2007 10:33:33 AM JMoor1  
Cust eld (relay call) requesting to speak with CM. CSR apol and adv cust C/M would contact within 1B/D.  
\*\*\* NOTES 10/30/2007 12:09:05 PM KGohn  
+OUTGOING CUST CALL - 770-945-8838+  
Relay Operator CA5200 (800-255-0135)  
NCR attempted to contact cust and after several rings, relay operator adv there was no answer or v/m avail. No msg left.  
\*\*\* NOTES 10/31/2007 10:18:05 AM RPerez  
caller called wants C/M to call her uncle Ray at 770-945-8838 and tell him what time is a good time for cust to call C/M since she is hearing impaired and needs assistance from an operator and C/M cannot call her  
\*\*\* NOTES 10/31/2007 10:34:33 AM BGarduno  
+OUTGOING CALL TO CUST+  
Relay Operator 08444 (888-877-5379)  
NCR spk w/Roy who adv cust will c/b using TTY machine. NCR adv phone# and extension.

\*\*\* PHONE LOG 10/31/2007 11:01:10 AM BGarduno Action Type: Incoming call  
ARB  
+INCOMING CUST CALL+  
Relay Operator 7303  
NCR spk w/Mr. Brendle who reiterated the same concerns. he fls the concern is w/the torque converter and wants it rplcd or another veh. he also took veh to Toy of Mall Georgia who adv that they didn't find anything abnormal. NCR apol and expl that 3 different toy dlrs have test drove not found anything abnormal w/veh. adv dlr can't rplc torque converter b/c dlr hasn't found that there a prob w/the torque converter. cust sts since toy can rpr veh he would like to pursue arb. NCR apol and adv arb is what toy offers if he no longer wants veh and educated cust on arb process. adv arb ppwk mailed w/in 10-14 bus days. adv to refer to owner's warr rights notification booklet for more info.  
\*\*\* NOTES 10/31/2007 11:24:20 AM BGarduno  
+OUTGOING CALL TO DLR (Toy Mall of Georgia)+  
NCR spk w/Norma in svc who adv cust came in for svc on 9/13/07 for veh inspection and oil change. nothing doc on r/o of cust specific concerns.

\*\*\* SUBCASE 200710260715-1 CLOSED 10/31/2007 11:25:51 AM BGarduno

\*\*\* CASE CLOSE 11/01/2007 07:04:24 AM JPJalazzo500  
Cust has requested ARB paperwork. Veh has been to 3 diff Toyota dealers for cust stated concern. No abnormal operating characteristics are present on the vehicle. TSB was performed on veh. Veh was then test driven by tech and was operating as designed. No additional defects or concerns have confirmed by dlr. REG closing case will abide by terms of ARB  
\*\*\* NOTES 11/01/2007 10:11:30 AM JStorrs  
Mailed arb ppwk.

**Additional Summary:**

**Toyota ID Number:** 200702050450  
**NHTSA ODI Number:**

C-803

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20070113  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 02/05/2007 08:59:04 AM VStevens  
Caller states: wants to know why engine revs so high at cold start. Cllr sts veh revs at 2000RPMs. Cllr sts worried that engine wear. Cllr sts thinks

\*\*\* CASE CLOSE 02/05/2007 08:59:20 AM VStevens  
NCR thanked & adv case #. NCR apol & adv engine designed to rev high around 22-2300RPMs. NCR adv helps w/ producing cleaner emissions.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305761  
**Date of Incident:** 20070113  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BURBANK, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 5 MPH IN A PARKING LOT THE VEHICLE ACCELERATED AND CAUSED HER TO CRASH INTO A WALL. THE VEHICLE WAS DAMAGED. THE CONTACT WAS INJURED AND TRANSPORTED TO THE HOSPITAL. A POLICE REPORT IS AVAILABLE IF NEEDED. THE DEALER WAS NOT CONTACTED. THE FAILURE MILEAGE WAS 4,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302513  
**Date of Incident:** 20070115  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** MOSCOW MILLS, MO

**NHTSA Summary:**  
IN JANUARY 2007 I RECEIVED DELIVERY ON A NEW 2007 TOYOTA COROLLA. IN THE WEEKS FOLLOWING DELIVERY I EXPERIENCED WHAT I WOULD DESCRIBE AS A STUCK ACCELERATOR ON SEVERAL OCCASIONS. I WOULD BE DRIVING AND WITHOUT APPARENT REASON THE VEHICLE ENGINE WOULD RACE. FOLLOWING THESE OCCASIONS I WOULD CHECK TO SEE IF THE MAT WAS ON THE ACCELERATOR, BUT COULD NOT ATTRIBUTE THE INCIDENT SPECIFICALLY TO THAT. I REPORTED THESE INCIDENTS TO MY DEALER, PAPAS TOYOTA, IN ST. PETERS, MO, AND THEY REPORTED THAT THEY COULD NOT FIND A PROBLEM WITH THE VEHICLE. AFTER THE FIRST FEW MONTHS, THE INCIDENTS SEEMED TO STOP. BECAUSE OF THE RECENT SIMILAR ISSUES WITH TOYOTA VEHICLES, I BELIEVE THAT THE 2007 MODEL TOYOTA SHOULD ALSO BE EVALUATED.\*CW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310712  
**Date of Incident:** 20070115  
**Vehicle:** 2006 TOYOTA 4RUNNER  
**Location of Incident:** PUYALLUP, WA  
**NHTSA Summary:**

C-804

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AT THE TIME OF THE ACCIDENT IN JANUARY OF 2007 I WAS DRIVING A 2006 TOYOTA 4RUNNER. I AM AWARE THAT THIS VEHICLE ISN'T IN THE RECALL LIST, BUT IT SEEMS HIGHLY POSSIBLE THAT MY ACCIDENT COULD HAVE BEEN A RESULT OF THE ISSUES THAT ARE BEING BROUGHT TO LIGHT. I WAS ACCELERATING FROM A STOP THROUGH A TRAFFIC LIGHT WHEN A TRUCK IN FRONT OF ME SUDDENLY STOPPED. I REAR ENDED THE VEHICLE. IT SEEMED LIKE THE 4RUNNER JUST CONTINUED TO PICK UP SPEED AND WOULDN'T STOP. I HAD OVER 20K IN DAMAGE. THE 4RUNNER WAS UNDER A LEASE AT THE TIME AND WHEN THE LEASE CAME UP IN 2009 I RETURNED IT TO THE DEALER. DESPITE BEING REBUILT IT DIDN'T SEEM TRUSTWORTHY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10347026  
**Date of Incident:** 20070115  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** T OR C, NM

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2006 TOYOTA TACOMA. THE CONTACT STATED THAT WHEN COMING TO A COMPLETE STOP WHEN THE VEHICLE ACCELERATED FORWARD ON ITS OWN AND REAR ENDED ANOTHER VEHICLE IN FRONT OF HIM. THERE WERE FRONT END DAMAGES AND THERE WERE NO INJURIES. THE VEHICLE WAS TAKEN INTO THE DEALER WHERE THEY STATED THAT THEY COULD NOT DUPLICATE THE PROBLEM. THE CONTACT TRADED IN THE VEHICLE BECAUSE HE FELT THAT THIS VEHICLE WAS A SAFETY ISSUE. THE VIN IS NOT AVAILABLE. THE FAILURE AND CURRENT MILEAGE WAS 19000 CV

**Additional Summary:**

**Toyota ID Number:** 200701170166  
**NHTSA ODI Number:**  
**Date of Incident:** 20070117  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 01/17/2007 07:21:04 AM MWinston  
Caller states 2007 Tacoma. Sfs when was attempting to accelerate the pedal hit the floor causing the vehicle to fish tail. Sfs finally when braked vehicle it went into a ditch. Sfs when restarted the vehicle and press the gas pedal to accelerate notice that the RPM became very high. Sfs feels something could be wrong with vehicle. Caller seeks to have vehicle looked at to insure safety. NCR apol & adv caller will open to CRM for fu in 3 b/days. NCR adv case # for ref.  
\*\*\* NOTES 01/17/2007 10:31:36 AM JSpencer  
ATF-EMAIL dated 01/16/2007 06:07 PM, RNT#070116-000255  
Email sts  
"Stuck accelerator !  
My 07 Tacoma is 2 weeks old and today driving in heavy traffic, i stepped down on the accelerator and the truck just took off and I nearly ran into several vehicles. I braked as hard as I could and veered on to the shoulder. I had to shut the engine off. I waited a few minutes and then started the truck again the engine raced and I hit the accelerator hard and it bounced back and...  
\*\*\* NOTES 01/17/2007 10:31:54 AM JSpencer  
...then worked right."  
end email  
  
\*\*\* SUBCASE 200701170166-1 CREATED 01/17/2007 10:35:46 AM JSpencer  
start ncr response

C-805

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

"Thank you for contacting Toyota Motor Sales, U.S.A., Inc. We apologize for your concerns with the accelerator pedal on your 2007 Tacoma. According to our records, you contacted us by telephone this morning regarding your accelerator pedal concerns. At that time we contacted the Customer Relations Manager (CRM) at Ehrlich Toyota to follow up with you by end of business Monday, January 22nd to try and diagnose what happened. Your email has been documented at our National Headquarters under file #Sincidents.c\$clarificationnumber. If we can be of further assistance, please feel free to contact us <%20http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=4164>.  
Toyota Customer Experience"  
end ncr response

\*\*\* SUBCASE 200701170166-1 CLOSED 01/17/2007 10:35:50 AM JSpencer  
sent  
\*\*\* NOTES 01/17/2007 10:36:28 AM JSpencer  
ncr apol for concerns & adv per previous contact, comments doc at toy hq & forwarded to dlr to attempt to diag what happened. ncr adv crm f/u w/ in 3 business days.  
\*\*\* DEALER NOTES: 01/17/07 14:58:00  
SPOKE W/CUST TODAY. STATES HAS NOT HAD ACCELERATION PROBLEM SINCE THAT ONE TIME. HE WILL CALL TO SET APPOINTMENT WHEN HE KNOWS WHAT HIS SCHEDULE IS, POSSIBLY JAN. 19 OR JAN. 20.  
\*\*\* DEALER NOTES: 01/22/07 15:29:28  
CUST STATED IN PREVIOUS CONTACT 01/17/2007 THAT HE HAD NOT EXPERIENCED ANOTHER ACCELERATION PROBLEM WITH TACOMA & WOULD CALL TO SCHEDULE APPT AS SOON AS WORK SCHEDULE ALLOWED. LEFT VOICE MAIL TODAY TO SEE HOW TACOMA IS PERFORMING, REQUESTED CUST TO CALL ME BACK W/QUESTIONS & SCHEDULE APPT

\*\*\* CASE CLOSE 01/22/2007 03:37:17 PM DLR05064  
F/U TO PHONE CALL ON 1/17/2007 WHEN CUST STATED AT THAT TIME THAT HE HAD NOT HAD ANY FURTHER ACCELERATION PROBLEMS WITH TACOMA SINCE 1ST TIME. PHONE CALL TODAY-LEFT VOICE MAIL ASKING CUST TO CALL ME BACK IF HE HAS HAD ANOTHER ADDTL PROBLEMS & REMINDED CUST THAT HE STATED HE WOULD CALL TO SET APPT WHEN HIS WORK SCHEDULE FREED UP SOME TIME.  
\*\*\* DEALER NOTES: 01/24/07 09:02:32  
CUST HAS SCHEDULED APPOINTMENT FOR THURSDAY, 01/25/2007 @ 9:30 A.M. TO HAVE ACCELERATION ISSUE INSPECTED  
\*\*\* DEALER NOTES: 01/26/07 11:15:40  
CUST BROUGHT VEH IN FOR INSPECTION RE: ACCELERATION PROBLEM. DISCOVERED CUST HAD ALL WEATHER MATS ON TOP OF TACOMA MATS. TOP MAT CREPT UP UNDER GAS PEDAL CAUSING IT TO STICK. ADVISED CUST TO REMOVE ALL WEATHER MAT ON DRIVER SIDE. TACOMA APPEARS TO BE OPERATING AS DESIGNED PER TECH. F/U 01/29/07 W/CUST  
\*\*\* DEALER NOTES: 01/31/07 10:24:27  
SPOKE W/CUST TODAY. TACOMA SEEMS TO BE RUNNING OK - HAS NOT HAD ANY MORE INSTANCES OF GAS PEDAL STICKING. REQUESTED CUST TO KEPT ME INFORMED IF ANYTHING CHANGES OR THE ACCELERATION ISSUE RETURNS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10182047  
**Date of Incident:** 20070117  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** DEDHAM, MA

C-806

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
ON THREE DIFFERENT OCCASIONS, WHILE DRIVING MY 2006 TOYOTA AVALON XLS, I PRESSED DOWN ON THE GAS PEDAL TO PASS ANOTHER VEHICLE AND THE GAS PEDAL CONTINUED TO DEPRESS ON ITS OWN AFTER I TOOK MY FOOT OFF OF IT. I STOOD ON THE GAS PEDAL AND IT TOOK ABOUT 5 SECONDS FOR THE PEDAL TO DISENGAGE AFTER ACCELERATING VERY RAPIDLY. THE THIRD TIME, I HAD TO SHUT OFF THE IGNITION. I AM AFRAID TO PRESS HARD ON THE GAS PEDAL AT THIS POINT AS IT IS A VERY FRIGHTENING SITUATION. A LESS EXPERIENCED DRIVER WOULD GET INJURED. I WILL NOT LET ANYBODY ELSE DRIVE MY CAR BECAUSE OF THIS. THE DEALER HAD NO EXPLANATION WHICH I FIND VERY DISTURBING. HELP!! \*JB

**Additional Summary:**

**Toyota ID Number:** 200702160089  
**NHTSA ODI Number:**  
**Date of Incident:** 20070118  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 02/16/2007 07:27:51 AM BJennings  
Caller states: Lisa White calling on behalf of son Zack Jacobs. Driver and registered owner is Zack Jacobs. Caller sts 2-3 weeks ago on a Friday, son was going approx 35mph when throttle felt like it was stuck and back end of the truck swerved. Veh hit embankment, slowed and driver turned keys to shut off veh. Sfs towed to Marks Auto Body and was told a component on top of motor was stuck. Mother unsure which part, but was not the throttle. Sfs towed to Team Toyota>>>  
\*\*\* NOTES 02/16/2007 07:27:51 AM BJennings  
and dlr referred caller to CEC. Mechanic turned on veh and motor is still stuck. Sfs veh still at dlr. Son's right shoulder is injured but hasn't seen doctor. Sfs underneath of veh is damaged and no repairs have been performed. Sfs insurance claimed mechanical defect w/ truck. Sfs driver was wearing seatbelt. Caller believes son applied brakes. No airbag deploy. No prior accidents w/ veh. Insurance: Hartford Northeast Auto Team 2, 800-280-0555 ext 27222>>>  
\*\*\* NOTES 02/16/2007 07:29:20 AM BJennings  
>>>Driver has police report. Sfs police report says road conditions not a factor and no citations issued. NCR apol and adv case #. NCR adv c/b from case manager w/in 1 B/D, EOB Tuesday 2/20.  
  
\*\*\* SUBCASE 200702160089-1 CREATED 02/16/2007 09:17:30 AM NRRedd  
  
\*\*\* PHONE LOG 02/16/2007 09:22:04 AM NRRedd Action Type: Outgoing call  
OUTGOING CALL TO DEALER  
Dir SM Skyler Roth unavail, ncr spk to ASM Ryan adv veh is over at bodyshop & adv to spk to Rick. ncr left voicemail message for Dir Bodyshop Mngr Rick to c/b  
  
\*\*\* PHONE LOG 02/16/2007 10:00:55 AM NRRedd Action Type: Outgoing call  
OUTGOING CALL TO DEALER BODYSHOP  
Dir Bodyshop Rick advised a tow truck p/u veh from accident on 1/26/07 but veh was not towed to dlr bodyshop until 2/7/07. Bodyshop Rick advised no repairs have begun on vehicle, adv has not even touched vehicle as poor weather conditions have limited dlr, sts visual inspection appears not much damage to vehicle, sts the right front headlight & bumper cover need replaced, sts b/c dlr has not touched veh yet has not completed estimate to insurance company. Dir Rick advised he spoke to Dir SM Skyler and adv cust they would need to contact toyota to make a claim if they feel cause of accident was due to throttle body sticking. Dlr adv cust current claim is w/Hartford Insurance.  
  
\*\*\* PHONE LOG 02/16/2007 12:38:53 PM NRRedd Action Type: Outgoing call  
===FCRP===

C-807

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Caller: Lisa White, sts is the Mother of driver & adv will need to spk w/her. Caller sts son was driving veh on 1/26/07 @ approx 5:30 pm, caller sts it just began to snow so road conditions were not dry but it was not icy or heavily wet at time and driver was wearing seatbelt. Caller sts veh was 8 days old, and had no check engine or warning lights on veh. Caller sts does not know exact location of accident but happen on Rt 151 in PA. Caller sts the local Police came to scene, sts no contact police info, readily avail. Caller sts son was driving approx 35 mph when veh had sudden surge of engine rev, sts driver tried to brake when back end of truck started to swerve sideways, sts steered vehicle off road to prevent from hitting vehicle in front and veh hit embankment, sts that slowed veh down & cust sts son was able to turn veh off to stop. Caller sts no ambulance or fire department came to scene & cust sts son injuries are sore muscle pain down right arm & in between shoulder blades, has not been to a doctor. Caller sts initially the veh was towed to Mark Coopers Autobody, Chester, VA. Caller sts the indep felt something was stuck on engine and adv cust to contact insurance. Caller sts contacted Hartford Northeast Auto, Team 2 at 800-280-0555 ext 27222. Claim# PA0006956240, Caller sts an agent went to indep Mark Coopers Autobody and looked at veh and advised customer if they felt cause of failure was a material defect to take vehicle to Team Toyota Dlr. Caller sts next had veh towed to Team Toyota and received a call from Dir Sales Rep Bill Ellis who told cust to come to dlr to get rental vehicle. Caller sts went down and Dir Sales Bill advised customer Dlr has been instructed not to touch vehicle and customer is to contact Toyota to open a case, sts dlr will not touch or rpr vehicle without a factory rep inspection. Cust sts son is afraid to drive vehicle and requests a new vehicle, no adv veh must not have any rprs, adv will receive a c/b from regional office w/in 3 business days, adv inspection of veh can take up to 30 days & up to another 30 days to receive inspection results in writing. Cflr req toyota to inspect veh for why throttle or engine stuck and new vehicle.  
LEGAL REQUESTS FIELD CONTACT REPORT W/MANY INTERIOR AND EXTERIOR PHOTOS

\*\*\* SUBCASE 200702160089-1 CLOSED 02/16/2007 12:44:12 PM NRRedd  
see notes  
\*\*\* NOTES 02/20/2007 05:17:46 AM MAllen220  
RCR forwarding case for assignment to FTS for inspection. RCR also forwarding copy of case to RCRM for review.  
  
\*\*\* CASE CLOSE 03/08/2007 07:42:16 AM MAllen220  
FTS Kyle Whitaker inspected vehicle 02/27/07 found no codes and vehicle is functioning as designed high revving actually due to fan rubbing cowel not exceeding normal cold start RPM.  
\*\*\* NOTES 04/11/2007 12:05:35 PM MDavis  
Please c/b Lisa on 304-794-8053 cell #.  
**Additional Summary:**

**Toyota ID Number:** 200701181361  
**NHTSA ODI Number:**  
**Date of Incident:** 20070118  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** OBLONG, IL

**NHTSA Summary:**  
\*\*\* PHONE LOG 01/18/2007 03:19:26 PM SKim2  
Caller states: Her accelerator stuck and she could not stop veh on Route 33 Robinson, IL. She sts veh reached speeds of over 90mph. She sts she road brake for about 15 miles and it got down to about 40mph and the girl that was with her shoved veh gear in park position to stop veh. Veh was towed by Roadside Assistance to Kenny Kent Lexus just now and it should be at dlr. She is frightened to drive veh after this point. Salesman Mark Emil adv that she should contact LCS.  
  
\*\*\* SUBCASE 200701181361-1 CREATED 01/22/2007 08:53:44 AM RAbenes2  
  
\*\*\* PHONE LOG 01/22/2007 08:55:20 AM RAbenes2 Action Type: Incoming call  
Rcvd cll from rep. Spk to cust & she sts she is in a loaner and veh is at dlr. Cflr sts spk to George in svcs. Cflr does not feel safe in veh and no longer wants veh. I adv cflr that I will fu by eob this week. Cflr states.

C-808

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 01/22/2007 08:56:08 AM RAbenes2

To: Kenny Kent Lexus CSM Lee Ramirez

Please review cust acceleration concerns & advise if any furth assist can be provided. Please respond by 1/24/07, provide case notes & call me if you have quest.

Thanks! Have a Great Day! Ryan Abenes, LCS, 310-468-3946, M-F: 7am-3:30pm PST.

\*\*\* PHONE LOG 01/24/2007 10:21:26 AM RAbenes2 Action Type: Outgoing call

Spk to Lee Ramirez, CSM, who adv will research & f/u w/ me. CSM adv will c/b w/ info & agreed that we should get DSPM involved.

\*\*\* EMAIL OUT 01/25/2007 05:44:23 AM SHarris Action Type: External email

Send to: [ryan\_abenes@toyota.com]

CC List: [Nobody]

Cust cld to spk w/ RAbenes. Apol & adv RAbenes is unavail. Adv cust RAbenes is scheduled to arrive at 7:00 am PST. Adv cust RAbenes is looking into her encrns & once he has more info he will c/b. Cust adv she will be avail at 618-592-4712 all day until 4:00pm CST. Adv cust I will relay msg. Cust thanked.

\*\*\* PHONE LOG 01/25/2007 12:24:29 PM RAbenes2 Action Type: Incoming call

Revd vm from Lee Ramirez, CSM, who adv that dlr's FTS inspected veh who adv that there were no codes to indicate any malfunction in the veh. CSM adv that they will take care of brakes.

\*\*\* PHONE LOG 01/25/2007 01:02:22 PM RAbenes2 Action Type: Incoming call

Revd cll from rep. Spk to cust & I adv her that the FTS has inspected the veh, but no codes have been found. Cust is not satis and does not feel safe in veh. I adv cust that the next step is for me to contact DSPM and we shall discuss her request. I adv cust that the final step is arbitration. I adv cust that I will f/u w/ cust. Thanked cust.

\*\*\* PHONE LOG 01/25/2007 01:08:44 PM RAbenes2 Action Type: Incoming call

Spk to Jarmenta, DSPM, who adv me that he is aware of veh. DSPM adv me that it is unlikely that Lexus will take back veh. DSPM adv me that he will keep me updated w/ what he will decide. Thanked DSPM.

\*\*\* NOTES 01/25/2007 01:12:56 PM RAbenes2

Emailed Jarmenta, DSPM.

\*\*\* PHONE LOG 01/29/2007 02:17:07 PM RAbenes2 Action Type: Outgoing call

Spk to Lee Ramirez, CSM, who adv me that GM is willing to work out a trade for cust. CSM will contact cust to inform her of offer, and will f/u w/ more info.

\*\*\* EMAIL OUT 01/30/2007 09:36:43 AM MJilani Action Type: External email

Send to: [ryan\_abenes@toyota.com]

CC List: [Nobody]

CSM contacted cust and adv her that they are looking for another vehicle for her. Cust thanks RAbenes and appreciates his help.

\*\*\* EMAIL OUT 02/01/2007 09:26:11 AM SHarris Action Type: External email

Send to: [ryan\_abenes@toyota.com]

CC List: [Nobody]

Cust cld to spk w/ RAbenes. Apol & adv cust RAbenes is unavail. Cust adv Lee, District Mgr adv cust that she would be responsible for mileage at \$1100 in order to get another veh. Then a dlr rep, from Kenny Kent Lexus, Mark Immel, sls person adv cust she would have to pay \$5K for a new veh. Then Chris cld cust and adv she would have to pay \$4K for a new veh. Cust adv she does not understand what is going on when she was adv by the dist mgr all she had to pay was \$1100 for a new veh. Cust adv she can be reached at . Apol & adv cust I will have RAbenes f/up. Cust thanked.

\*\*\* PHONE LOG 02/02/2007 09:13:38 AM RAbenes2 Action Type: Outgoing call

C-809

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Spk to Butch Hancock, GM, who adv that cust was provided an estimated price for a trade-in. However, based on the info, GM adv me that cust was looking to trade in for a more higher end veh like an RX, which would imply a higher cost. GM adv me that the final quote was around \$3600.

\*\*\* PHONE LOG 02/02/2007 11:27:18 AM RAbenes2 Action Type: Outgoing call

Cld #618-592-3771 & left vm.

IF AVAIL: pls transfer x63946

\*\*\* EMAIL OUT 02/02/2007 11:57:01 AM DSavickas Action Type: External email

Send to: [ryan\_abenes@toyota.com]

CC List: [Nobody]

Cust cld for Mr. Abenes. Adv cust Mr. Abenes is in and will likely f/u by eob. Cust sts she hopes so because her veh is still at dlr and she does not want another weekend to pass. Cust request c/b at # and thanked for call.

\*\*\* PHONE LOG 02/02/2007 01:41:24 PM RAbenes2 Action Type: Incoming call

Revd cll from rep. Spk to cust & I apol & adv that Lexus respectfully declines cust's request to rplc the veh. I adv cust that I spk to Butch Hancock, GM, and I adv cust about the different trade-in offers. I adv cust that the discrepancy comes from the fact that cust was looking into a higher end model. Cust sts that is not correct. Cust would like the same model, just not her current veh. I adv cust to contact Butch Hancock, GM, directly b/c Lexus does not assist in sales negotiations. Cust understood & sks no further assistance from LCS.

\*\*\* CASE CLOSE 02/02/2007 01:41:39 PM RAbenes2

Revd cll from rep. Spk to cust & I apol & adv that Lexus respectfully declines cust's request to rplc the veh. I adv cust that I spk to Butch Hancock, GM, and I adv cust about the different trade-in offers. I adv cust that the discrepancy comes from the fact that cust was looking into a higher end model. Cust sts that is not correct. Cust would like the same model, just not her current veh. I adv cust to contact Butch Hancock, GM, directly b/c Lexus does not assist in sales negotiations. Cust understood & sks no further assistance from LCS.

\*\*\* SUBCASE 200701181361-1 CLOSED 02/02/2007 01:41:47 PM RAbenes2

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10179191

**Date of Incident:** 20070118

**Vehicle:** 2007 LEXUS ES350

**Location of Incident:** OCEANSIDE, CA

**NHTSA Summary:**

TL\* - THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT IS THE ORIGINAL OWNER OF THE VEHICLE AND IMMEDIATELY OBSERVED THE CRUISE CONTROL WAS NOT OPERATING PROPERLY. THE CONTACT NOTICED WHILE DRIVING AT 55 MILES PER HOUR THE VEHICLE'S CRUISE CONTROL CAUSED THE VEHICLE TO ACCELERATE. THE CONTACT FIRST NOTICED THAT THE CRUISE CONTROL WASN'T FUNCTIONING PROPERLY AT THE TIME OF PURCHASE ON OCTOBER 11, 2006. UPDATE (FEBRUARY 21, 2007): MR. TOWERS SAID THAT WHEN THE CRUISE CONTROL IS ON, THE VEHICLE FREQUENTLY ACCELERATE BEYOND ITS SET SPEED AND KEEP GOING. ONCE HE GOT A SPEED TICKET BECAUSE OF IT. SINCE, HE WAS ALERT TO THE MALFUNCTION AND ABLE TO DISENGAGE THE CRUISE CONTROL USUALLY AFTER THE VEHICLE EXCEEDED THE SET SPEED BY 10 TO 15 MPH. THE MALFUNCTION SEEM TO OCCUR WHEN OTHER CARS ARE AROUND. AT FIRST, HE THOUGH OTHER CARS WERE SLOWING DOWN, BUT LATER REALIZE THAT IT WAS HIS CAR SPEEDING UP. HE BOUGHT THE CAR FROM AN INTERNET DEALER AND WASN'T SURE IT

C-810

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HAD THE "INTELLIGENT" CRUISE CONTROL. AFTER COMPLAINING TO TOYOTA, THEY BOUGHT THE VEHICLE BACK.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10180658

**Date of Incident:** 20070118

**Vehicle:** 2007 LEXUS ES350

**Location of Incident:** YONKERS, NY

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10310503

**Date of Incident:** 20070118

**Vehicle:** 2005 TOYOTA MATRIX

**Location of Incident:** MILFORD, MA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2005 TOYOTA MATRIX. WHILE DRIVING 5 MPH OUT OF A PARKING SPACE, THE VEHICLE ACCELERATED INTO AN INTERSECTION AND CRASHED INTO THE REAR OF ANOTHER VEHICLE. AS SHE DEPRESSED THE BRAKE PEDAL, THE VEHICLE WOULD NOT STOP UNTIL THE CRASH OCCURRED. NO ONE WAS INJURED. THERE IS A POLICE REPORT IF NEEDED. THE VEHICLE WAS DRIVEN TO THE DEALER. A TOYOTA FIELD ENGINEER INSPECTED THE BRAKES STATING THAT THE FAILURE WAS NOT RELATED TO THE BRAKES. THE CRASH OCCURRED 20 DAYS AFTER THE VEHICLE WAS PURCHASED. THE CONTACT IS THE SECOND OWNER OF THE VEHICLE. THE FAILURE MILEAGE WAS 14,000 AND THE CURRENT MILEAGE WAS 60,000.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10181114

**Date of Incident:** 20070119

**Vehicle:** 2007 TOYOTA CAMRY

**Location of Incident:** HICKSVILLE, NY

**NHTSA Summary:**

TL\* - THE CONTACT HAS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT WHEN THE VEHICLE SLOWED DOWN OR WAS STARTING FROM A STOP, AND WHEN PRESSING THE ACCELERATOR PEDAL THE VEHICLE WOULD HESITATE. THE CONTACT EXPLAINED THAT HE TOOK THE VEHICLE TO THE DEALER, AND THEY TOLD HIM THAT THERE WAS A COMPUTER PROBLEM. A TOYOTA REPRESENTATIVE LOOKED AT THE VEHICLE WHILE AT THE DEALER, BUT THEY SAID THAT THE VEHICLE WAS WORKING PROPERLY. THEY ADJUSTED THE COMPUTER, BUT WHEN HE DROVE THE VEHICLE AGAIN IT WAS WORSE.

C-811

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE CONTACT EXPLAINED THAT THIS TIME WHEN THE HESITATION OCCURRED HE WAS STARTING FROM A STOP AND HE HAD TO PRESS THE ACCELERATOR PEDAL TO THE FLOOR, AND WAS ALMOST WAS REAR ENDED BECAUSE THE VEHICLE FAILED TO RESPOND CORRECTLY. \*AK

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10186745

**Date of Incident:** 20070120

**Vehicle:** 2005 TOYOTA TUNDRA

**Location of Incident:** SPARKS, MD

**NHTSA Summary:**

TL\* - THE CONTACT STATED THAT ON TWO SEPARATE OCCASIONS WHILE DRIVING THE 2005 TOYOTA TUNDRA WITH 28,000 FAILURE MILEAGE THE VEHICLE LURCHED FORWARD WITH HIS FOOT DEPRESSED ON THE BRAKE PEDAL. THE IGNITION HAD TO BE TURNED OFF TO STOP THE VEHICLE. THE VEHICLE WAS TAKEN TO A DEALER, AND THEY FOUND NOTHING WRONG. THE CONTACT RECEIVED RECALL 05V123000 PERTAINING TO VEHICLES WITH DUAL EXHAUST. \*AK

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10303343

**Date of Incident:** 20070121

**Vehicle:** 2007 TOYOTA YARIS

**Location of Incident:** TROY, MI

**NHTSA Summary:**

WHEN THE ENGINE IS RUNNING IT WILL ACCELERATE AND DECELERATE BY ITSELF WITHOUT ME EVEN TOUCHING THE GAS PEDAL. THERE DOESN'T SEEM TO BE ANY PATTERN AS THIS HAPPENS RANDOMLY - WHEN I AM DRIVING ALONG, SLOWING DOWN TO TURN A CORNER, WHEN I AM STOPPED, BASICALLY AT ANY TIME. DEALERSHIP CAN'T FIX IF THEY DON'T SEE THE PROBLEM HAPPENING. HAS HAPPENED RANDOMLY OVER THE LAST 3 YEARS AT LEAST 20 TIMES. LAST TIME WAS 1/21/10. NO MATS IN VEHICLE FOR PEDAL TO STICK, AND PEDAL IS NOT STICKING. HAPPENS WHEN DON'T EVEN TOUCH PEDAL IN NEUTRAL ENGINE REVS UP. \*TR

**Additional Summary:**

**Toyota ID Number:** 200701220831

**NHTSA ODI Number:**

**Date of Incident:** 20070122

**Vehicle:** 2007 LEXUS ES350

**Location of Incident:** CYPRESS, TX

**NHTSA Summary:**

\*\*\* PHONE LOG 01/22/2007 10:32:35 AM VWendlestad1

Refer to prev case 200612061328

TMC Contact: She prev copy of email sent to dlr Svc Advisor. Cust fls veh cond is life threatening and wants to have everything doc at Lexus and TMC HQ in case anything should happen to her or her family due to intermittent acceleration of veh. Cust also wants to have veh cond eliminated from her veh before there is another occurrence.

\*\*\* SUBCASE 200701220831-1 CREATED 01/22/2007 10:32:59 AM VWendlestad1

\*\*\* PHONE LOG 01/25/2007 08:31:36 AM VWendlestad1 Action Type: Outgoing call

C-812

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Cld Michael Lorch, SM, Westside Lexus, left v/m. Outgoing message adv SM not avail until 1/29/07. Adv calling to discuss cust veh concerns. Ask for c/b at 310-468-9126.

\*\*\* PHONE LOG 01/29/2007 01:19:16 PM VWendlestadt1 Action Type: Outgoing call  
Cld Michael Lorch, SM, Westside Lexus. Adv calling to discuss cust correspondence. Ask for c/b at 310-468-9126.

\*\*\* PHONE LOG 01/31/2007 09:12:25 AM VWendlestadt1 Action Type: Incoming call  
Michael Lorch, SM, Westside Lexus, left v/m to adv he can be reached at 281-582-8654 or on his cell phone 281-541-7454.

\*\*\* PHONE LOG 01/31/2007 09:20:10 AM VWendlestadt1 Action Type: Incoming call  
Cust cld and ask if I had cld dlr. I adv cust I had cld SM and left v/m. Cust had just finished speaking w/ SM. SM adv cust trans must be replaced. Cust informed dlr he will not accept the veh b/c he has lost confidence in the veh. SM adv he must have Lexus auth to pursue veh replacement and the veh must be rpr in any event. Cust is very frustrated and sks a quick resolution to the matter. I adv cust I will speak with Mike as soon as I am able and need to speak w/ others before decision to replace his veh is reached. I will call when more info avail. Cust thanked.

\*\*\* PHONE LOG 01/31/2007 09:40:04 AM VWendlestadt1 Action Type: Incoming call  
Cld Michael Lorch, SM, Westside Lexus. Dlr and FTS determined veh cond was due to aftermarket floor mats. The concern has been doc thoroughly at dlr. SM is very confident of diagnosis b/c there were no trouble codes in ECU, the ABS brake sys still worked, (if it had failed the brakes still would not work) and there was no issue with the accelerator. It is extremely unlikely that both the accelerator and the brakes would fail simultaneously. I thanked SM.

\*\*\* PHONE LOG 01/31/2007 12:02:26 PM VWendlestadt1 Action Type: Outgoing call  
Cld cust, left v/m. Adv calling to discuss concerns w/ veh outlined in letter to TMC. Ask cust to c/b at her convenience. I can be reached at 310-468-9126.

\*\*\* PHONE LOG 02/01/2007 10:30:27 AM VWendlestadt1 Action Type: Incoming call  
Cust returned call. Cust very concerned that she has found 6 instances of sudden acceleration in ES 350 veh(s) on the NHTSA web site. The most recent she just discovered yesterday. Cust is disappointed that Lexus and dlr response has been to deny there is a concern. The SM at Westside Lexus could not satisfactorily demonstrate how the floor mat could have both caused the acceleration and the brakes to fail in stopping her veh. Cust does not want to drive veh any longer and she is driving the family's 5 yr old Toy while her husband is driving the new ES 350. Cust wants Lexus to do something that will restore her confidence in the veh by replacing something or doing some kind of rpr to her veh. She fls she should not have arb as her only recourse. I adv cust I will do some additional research w/in the co to see if there is anything else Lexus can offer at this time. Cust would like to be reimbursed for towing bill she incurred when after an incident on one of the parkways in Houston she left her veh to go to a Donut shop to call her husband and returned to find her veh had been towed. I ask cust to send tow bill to my fax at 310-381-6634 and we will review her request. Cust thanked. I will call back in a few days to adv what I have learned.

\*\*\* PHONE LOG 02/20/2007 01:39:53 PM VWendlestadt1 Action Type: Incoming call  
Cld Yanay Weaver, ACSM, Southern Area. Outgoing message adv ACSM is out of office until 2/23/07. Left v/m and ask for c/b at 310-468-9126 to discuss cust veh concerns.

\*\*\* PHONE LOG 02/22/2007 05:57:56 AM VWendlestadt1 Action Type: Outgoing call  
Yanay Weaver, ACSM Southern Area returned call and adv Aliene Paboojian in TMS Legal has all the info about cust veh. ACSM recomb contacting Aliene. I thanked ACSM.

\*\*\* PHONE LOG 02/23/2007 01:55:20 PM VWendlestadt1 Action Type: Outgoing call  
Cld A. Paboojian, TMS Legal. Outgoing message Aliene out of office today. Left v/m and ask for c/b at 310-468-9126 when she returns.

C-813

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

\*\*\* PHONE LOG 02/26/2007 09:50:20 AM VWendlestadt1 Action Type: Incoming call  
Aliene Paboojian cld, left v/m to adv she had sent a letter to cust advising her veh is operating as designed. If further questions Aliene can be reached on her cell phone, 310-849-3673.

\*\*\* PHONE LOG 02/26/2007 09:52:49 AM VWendlestadt1 Action Type: Incoming call  
Cld cust, left v/m. Adv after checking, there is nothing further that can be done about the concern she raised w/ her veh. It has been doc at Lexus HQ and she has rcvd a response letter from TMS Legal. If any further questions, I can be reached at 310-468-9126.

\*\*\* CASE CLOSE 02/26/2007 09:53:33 AM VWendlestadt1  
Adv cust per TMS Legal, veh is operating as designed, nothing further avail at this time. Concerns have been doc at Lexus HQ.

\*\*\* SUBCASE 200701220831-1 CLOSED 02/26/2007 09:53:40 AM VWendlestadt1  
Closed case.

\*\*\* NOTES 02/27/2007 08:02:44 AM VWendlestadt1  
Sent case closure email to TMC.

#### Additional Summary:

Toyota ID Number: 200701230977

NHTSA ODI Number:

Date of Incident: 20070123

Vehicle: 2007 LEXUS ES350

Location of Incident: FALL RIVER, MA

NHTSA Summary:

\*\*\* PHONE LOG 01/23/2007 11:43:24 AM KHirai

Caller states: Cust is calling from Travelers Insurance on behalf of cust, Carol Lavelle, who owns 07 ES 350. Cust was traveling on Interstate 287. Cust took her foot off the gas pedal, but the veh kept on accelerating. Cust ended up hitting another veh. There were a total of 8 veh's involved in the accident. Insurance company feels the throttle stuck and thus are sending out an investigator to inspect the veh soon.

\*\*\* NOTES 01/23/2007 11:43:28 AM KHirai

Notes Cont: Veh is currently at the body shop. Veh hasn't been inspected at a Lexus dlr. Travelers Insurance is seeking to recoup money from Lexus if their inspector feels there is a defect present. Therefore, Travelers Insurance wants to allow Lexus the opportunity to inspect the veh.

\*\*\* SUBCASE 200701230977-1 CREATED 01/24/2007 04:39:46 PM KPatron

\*\*\* PHONE LOG 01/25/2007 04:40:37 PM KPatron Action Type: Outgoing call  
Cld cust at and l/m to c/b at 1-800-255-3987.

Please transfer cust to x62515.

\*\*\* EMAIL OUT 01/30/2007 12:50:42 PM SHarris Action Type: External email

Send to: [karyna\_patron@toyota.com]

CC List: [Karyna\_Patron@Toyota.com]

Carl Lange cld from St. Paul Travelers Ins company to spk w/ KHirai. Apol & adv KHirai is not avail.

Cust adv he is looking to have the veh inspected & was told to follow up w/ Lexus HQ. Mr. Lange adv he can be contacted at 516-982-8993 to move fwd w/ the cust veh cnerns. Adv cldr I would fwd cnerns to the appropriate people. Cldr thanked.

\*\*\* PHONE LOG 02/01/2007 08:26:11 AM KPatron Action Type: Outgoing call  
Cld and he is clling on behalf of the cust b/c the insurance company is doing an investigation and that at this time the veh will remain untouched until Lexus has the opportunity to inspect the veh. I adv Collin that

C-814

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

the inspection date could take up to 3-4 weeks but it could be sooner. appreciates the c/b when the date is scheduled.

\*\*\* NOTES 02/05/2007 01:01:50 PM LRyan330

Assigned to FTS for inspection. Will update once inspection date is arranged.

\*\*\* NOTES 02/13/2007 06:26:57 AM LRyan330

PIR inspection completed 2/13/2007.

\*\*\* NOTES 02/20/2007 01:15:41 PM LRyan330

Eastern Area Close Notes, Lorraine Ryan, CS Analyst. PIR inspection completed. Veh operating as designed.

\*\*\* PHONE LOG 02/20/2007 02:05:30 PM KPatron Action Type: Outgoing call

Cld, and l/m to c/b at 1-800-255-3987.

Please adv him that Lexus has conducted the inspection and at this time has inspected the veh and has found that the veh was found to be operating as designed. If no further asst(nc) please close case. Thank you.

\*\*\* PHONE LOG 02/22/2007 09:35:38 AM KPatron Action Type: Outgoing call

Cld and l/m to c/b at 1-800-255-3987.

Please adv him that Lexus has conducted the inspection and at this time has inspected the veh and has found that the veh was found to be operating as designed. If no further asst(nc) please close case. Thank you.

\*\*\* SUBCASE 200701230977-1 CLOSED 03/01/2007 06:30:40 AM KPatron

\*\*\* CASE CLOSE 03/01/2007 06:31:14 AM KPatron

Closed case since the cust did not c/b to inform the inspection found the veh to be operating as designed.

#### Additional Summary:

Toyota ID Number:

NHTSA ODI Number: 10181486, 10180652

Date of Incident: 20070124

Vehicle: 2007 TOYOTA TACOMA

Location of Incident: WEST NEWTON, PA

NHTSA Summary:

I WAS STOPPED WAITING FOR ONCOMING TRAFFIC AT RT. 136 WEST NEWTON PA. WITH MY FOOT ON THE BRAKE THE TRUCK ACCELERATED SO HARD THE BRAKE WOULD NOT HOLD IT EVEN WITH FULL PRESSURE APPLIED. THE ONCOMING CAR MISSED ME BY INCHES. AFTER TRYING TO GET TOYOTA TO TAKE CARE OF IT WITH NO LUCK, I TRADED THE TRUCK IN WITH ONLY 3000 MILES ON IT. I AM VERY CONCERNED THAT THE TRUCK WILL BE SOLD TO SOMEONE THAT MAY HAVE THE SAME PROBLEM AND NOT BE AS FORTUNATE AS I WAS. \*JB

#### Additional Summary:

Toyota ID Number: 200701250133

NHTSA ODI Number:

Date of Incident: 20070125

Vehicle: 2007 TOYOTA TACOMA

Location of Incident:

NHTSA Summary:

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

Caller states: had sudden acceleration when veh was stopped and he was pushed into oncoming traffic but was not involved in an accident. dlr adv no error codes were found. feels there is something wrong with the

C-815

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

veh & he is afraid to drive the veh. he had both feet on the brake & veh would not stop accelerating. since veh was purch the veh has lurched forward about 12x but has never accelerated as rapidly as it did yesterday, and his foot was not near the gas pedal. ...

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

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

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

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

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

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

ARB

OUTGOING CALL TO CUSTOMER

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

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

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

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

see notes

\*\*\* CASE CLOSE 01/29/2007 06:01:33 AM DSImonsBaker800

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

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

Mailed arb ppwk 01/29/07.

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

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

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

OUTGOING REG E-MAIL

C-816

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10188471, 10182749  
**Date of Incident:** 20070125  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** FALMOUTH, ME

**NHTSA Summary:**  
WHILE DRIVING MY NEW LEXUS ES350 ON THE INTERSTATE IN JANUARY 2007, THE CAR SUDDENLY ACCELERATED OUT OF CONTROL. AS I APPLIED THE BRAKE INITIALLY WITH ONE FOOT AND THEN BOTH FEET. I ALSO PUSHED THE IGNITION BUTTON AND TRIED EVERYTHING I COULD THINK OF TO SLOW THE VEHICLE-NOTHING SEEMED TO HELP. THE ENGINE CONTINUED TO POWER THE CAR FORWARD. EVENTUALLY THE CAR RAN OFF THE ROAD INTO A SNOW BANK. LEXUS AND THE DEALER (LEXUS OF PORTLAND MAINE) CLAIMED THEY COULD FIND NO PROBLEM WITH THE CAR. WE ARE HOPEFUL FOR SOME TYPE OF RESOLUTION EITHER FROM LEXUS OR THE DEALER. WE WOULD BE INTERESTED IN HEARING FROM OTHERS WHO HAVE EXPERIENCED SIMILAR PROBLEMS WITH A LEXUS.  
\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10181057  
**Date of Incident:** 20070126  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** FALMOUTH, MA

**NHTSA Summary:**  
I WAS DRIVING MY 2006 TOYOTA RAV4 WHEN I APPLIED THE BRAKES FROM ABOUT 25 MPH TO STOP FOR TRAFFIC AT A LIGHT. AS I APPLIED THE BRAKE THE ENGINE ACCELERATED AND I HAD TO STAND HARD ON THE BRAKE TO KEEP FROM HITTING THE CAR IN FRONT OF ME. AFTER A FEW SECONDS THE ENGINE SPEED CAME BACK TO NORMAL. AT THAT TIME I DOUBLE CHECKED MY FOOT POSITION ON THE BRAKE PEDAL AND AM CONFIDENT THAT I WAS IN NO WAY CONTACTING THE ACCELERATOR PEDAL.  
\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10191074, 10191073  
**Date of Incident:** 20070127  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ARVADA, CO

**NHTSA Summary:**  
2007 CAMRY XLE 4-CYLINDER PURCHASED IN APRIL 2006. CAR UNPREDICTABLY HESITATED AND JERKED UPON ACCELERATION. SOMETIMES THE HESITATION LASTED A SECOND, WHILE OTHER TIMES IT LASTED AT LEAST THREE SECONDS. OCCURRED MOST OFTEN WHEN ACCELERATING FROM COASTING, WHILE CHANGING LANES, OR WHILE ACCELERATING THROUGH A TURN. CRUISE CONTROL WAS JERKY, AND CONSTANTLY REVVED THE ENGINE BEFORE ENGAGING. IN JANUARY AND FEBRUARY, I HAD TWO SAFETY RELATED INCIDENTS. WHILE PROCEEDING THROUGH A LEFT TURN ON HARD PACKED SNOW I ATTEMPTED TO ACCELERATE THROUGH THE END OF THE TURN AND THE CAR HESITATED THEN GRABBED, CAUSING THE FRONT WHEELS TO SPIN AND

C-817

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LOOSE TRACTION. I STOPPED THE CAR IN THE FAR LEFT ONCOMING LANE OF TRAFFIC. A SIMILAR INCIDENT OCCURRED WHILE DECELERATING IN A LEFT TURN LANE AND APPROACHING A RED LIGHT AT A LARGE INTERSECTION. WHILE APPROACHING, THE LIGHT TURNED GREEN. I ACCELERATED AND BEGAN THE TURN AND THE ENGINE REVVED AND ENGAGEMENT WAS DELAYED, CAUSING THE FRONT WHEELS TO LOSE TRACTION. IN BOTH CASES I WAS MOVING SLOWLY, AND HAD A LEFT TURN ARROW SO THERE WAS NO ONCOMING TRAFFIC AND NO ACCIDENT OCCURRED. AT PRESENT, I AM CAREFUL WHEN MAKING TURNS WITH ONCOMING TRAFFIC, ACCELERATING, CHANGING LANES OR PASSING SLOWER VEHICLES. I HAVE ATTEMPTED TO ADJUST THE ACCELERATION SO AS NOT TO INCREASE THE RPM'S SO MUCH THAT THE CAR WILL JERK FORWARD WHEN THE TRANSMISSION ENGAGED. HOWEVER, IT WAS IMPOSSIBLE TO COMPENSATE FOR THIS PROBLEM. I HAVE SPOKEN WITH THE DEALERSHIP BY PHONE. IN FEBRUARY I WAS TOLD THAT THEY WERE NOT FAMILIAR WITH ANY SUCH PROBLEM. ALSO, THEY STATED THAT SOME HESITATION WAS NORMAL. I WAS ADVISED THAT I SHOULD WAIT UNTIL A BETTER SOLUTION HAS BEEN DEvised. IN MARCH I REQUESTED THAT THEY MAKE A NOTE OF THIS PROBLEM, AND WAS TOLD THAT THEY COULD NOT DOCUMENT MY COMPLAINT OVER THE PHONE. I MUST LEAVE IT WITH THEM TO LET SOMEONE ELSE TAKE IT FOR A DRIVE. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285754  
**Date of Incident:** 20070127  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** GREENSBURG, LA

**NHTSA Summary:**  
I WAS ENTERING A CAR WASH ON HWY51 IN AMITE CITY, LA. I LIGHTLY TAPPED THE ACCELERATOR. THE CAR LUNGED FORWARD AS IF I HAD STOMPED THE ACCELERATOR. I TOOK MY FOOT OFF THE GAS. IT CONTINUED TO ACCELERATE AS QUICKLY AS POSSIBLE. I USED TO BRAKES WITH NO RESULTS. I PUT MY FULL WEIGHT ON THE BRAKES WITH NO RESULTS. I WAS TERRIFIED AS I ZOOMED OUT OF THE CAR WASH AND INTO AN AREA WHERE THERE IS HEAVY PEDESTRIAN AS WELL AS VEHICULAR TRAFFIC. I COULD TELL THAT I WAS GOING AS FAST AS THE CAR WOULD GO. I QUICKLY SCANNED THE AREA AND SAW THAT NO ONE WAS DIRECTLY IN FRONT OF ME. I CROSSED THE SIDEWALK, PINE STREET AND THE PARKING LOT OF A CONVENIENCE STORE. I HIT A TELEPHONE POLL, AN IRON POLL AND A LARGE POLL ON A SIGN FOR GAS. BOTH MY LEGS WERE BROKEN. BOTH BONES WERE BROKEN JUST ABOVE THE ANKLE ON THE LEFT LEG. THE LARGE BONE WAS BROKEN JUST BELOW THE KNEE ON THE RIGHT LEG. I STILL HAVE PROBLEMS WITH BOTH. MY DAUGHTER WAS DYING WITH CANCER. I WAS IN THE HOSPITAL, LATER REHAB, THEN A NURSING HOME WHILE I RECOVERED. I WAS NOT RELEASED UNTIL LATE MARCH. WAS NOT ABLE TO SEE MY DAUGHTER WHO LIVED IN TEXAS. I WENT TO SEE HER AS SOON AS I WAS RELEASED. SHE DIED A MONTH LATER, NOT BEING WITH HER AND HER FAMILY DURING THAT TIME WAS AS BAD AS THE INJURIES. ALL LAWYERS STATED THAT IT WOULD BE TOO EXPENSIVE TO PURSUE. TOYOTA EXAMINED THE CAR AND POO POOED THE IDEA THAT THEY WERE IN ANY WAY RESPONSIBLE. I WAS VERY WORRIED ABOUT SOMEONE HAVING A WORSE ACCIDENT.  
\*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10254167  
**Date of Incident:** 20070128  
**Vehicle:** 2005 TOYOTA TACOMA

C-818

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** MEXICO, NY

**NHTSA Summary:**  
HAVE SINCE HAD 4 SITUATIONS OF "SUDDEN ACCELERATION" A VERY HORRIFYING EXPERIENCE. DATE AND APPROX MILES: 1/28/07-16,000.4/11/07-19,000-9/18/07-26,000.12/20/08-42,600. 1ST INCIDENT-STOPPED AT STOP SIGN WITH FOOT FIRMLY ON BRAKE PEDAL. TRUCK FORCEFULLY LURCHES FORWARD WITH TIRES SCREECHING. CALLED DEALERSHIP TO NOTIFY THEM, WAS SUGGESTED THAT IT COULD HAVE BEEN THE FLOOR MAT. I SAID POSSIBLY BUT DIDN'T REALLY THINK SO. 2ND INCIDENT-VERY SIMILAR TO 1ST. 3RD INCIDENT-WHILE SLOWLY PULLING INTO A PARKING SPACE WITH A CURB AHEAD I SLOWLY APPLIED BRAKES TO COME TO A STOP BEFORE HITTING CURB. AS BRAKES ARE APPLIED TO STOP, THE TRUCK MAKES A LOUD REVVING SOUND AND IS VERY FORCEFULLY LURCHING FORWARD WHILE THE TIRES ARE MAKING A VERY LOUD SCREECHING SOUND. 4TH INCIDENT-WHILE STOPPED IN TRAFFIC WITH MY FOOT ALREADY FIRMLY ON THE BRAKE PEDAL, WAITING FOR THE TRAFFIC TO CHANGE THE TRUCK VERY SUDDENLY LUNGES FORWARD WHILE TIRES ARE MAKING A SCREECHING SOUND. I QUICKLY SWERVED INTO THE LEFT LANE JUST MISSING THE REAR END OF THE CAR AHEAD OF ME. THANKGOD THERE WAS NO TRAFFIC COMING IN THE LEFT LANE AS I SWERVED INTO IT OR IT WOULD HAVE BEEN A MULTI CAR ACCIDENT NOT TO MENTION POSSIBLE INJURIES OR DEATH. 2ND,3RD&4TH TIME TRUCK WAS TAKEN TO DEALERSHIP. SAME OLD STORY EACH TIME.NOTHING SHOWED UP,EVERYTHING SEEMS TO BE WORKING OK, WE COULD NOT DUPLICATE IT. 1/7/09 TALKED WITH TOYOTA FIELD SPECIALIST. WAS ASKED IF I COULD DUPLICATE IT, I SAID NO. WAS TOLD IF YOU CANT DUPLICATE IT I GUESS WE CANT FIX IT. IF WE COULD DUPLICATE IT WE WOULD FIX IT. I GUESS THERE IS A 2ND PROBLEM AS WELL IF THE ONBOARD COMPUTER DOES NOT SHOW THIS PROBLEM IS OCCURING. BELIEVE ME IT IS! THIS IS A VERY SERIOUS SITUATION WHICH NEEDS TO BE ADDRESSED SOON BEFORE AN ACCIDENT,INJURY OR DEATH OCCURS. THERE SEEMS TO BE NOTHING I CAN DO AS TOYOTA CANNOT DUPLICATE THE PROBLEM OR MAYBE DOESNT WANT TO ACKNOWLEDGE THE PROBLEM. WHAT AM I TO DO? JUST WAIT AROUND AND WAIT FOR THE 5TH TIME? \*TR 10253233 UPDATED 1/29/08 \*CN UPDATED 01/30/09.\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10182352  
**Date of Incident:** 20070129  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** NEW CITY, NY

**NHTSA Summary:**  
TL\* - THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING AT 55 MPH THE CONTACT'S VEHICLE BEGAN TO ACCELERATE, IN AN ATTEMPT TO STOP THE VEHICLE THE CONTACT CRASHED INTO A SIGN. THERE WERE NO INJURIES. THE MECHANIC ATTEMPTED TO DIAGNOSE THE FAILURE ON 2 PREVIOUS OCCASIONS AND FOUND THE VEHICLE TO BE OPERATING NORMALLY. ALSO, THE MECHANIC DIAGNOSED THE VEHICLE AFTER THE CRASH OCCURRED AND THE COMPUTER REPORT READ: CANNOT DUPLICATE CUSTOMERS CONCERN. NO CODES IN SYSTEM AT THIS TIME. THE VEHICLE WAS ROAD TESTED APPROXIMATELY 25 MILES AND NO FAILURE OCCURRED. THE MECHANIC ADVISED THE CONTACT OF RECALL 06V096000, AIR BAGS. CURRENT MILEAGE, AND FAILURE MILEAGE WERE 7000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10204045  
**Date of Incident:** 20070130

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-819

**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** AUGUSTA, GA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 30-45 MPH, THERE WAS A THREE SECOND DELAY WHEN ATTEMPTING TO ACCELERATE. THE DEALER STATED THAT THIS WAS A NORMAL OCCURRENCE AND DID NOT MAKE ANY REPAIRS. THE FAILURE MILEAGE WAS 430 AND CURRENT MILEAGE WAS 4,800. THE CONSUMER STATED TOYOTA AND THE PARENT COMPANY STATED THERE IS NO FIX AT THE PRESENT TIME. UPDATED 11/1/07 \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291374  
**Date of Incident:** 20070130  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** KODAK, TN

**NHTSA Summary:**  
PURCHASED A 2007 CAMRY LE, 4 DOOR, ON 12/12/06. CRUISE CONTROL HAS FAILED MANY TIMES. WHEN GOING DOWN HILL WITH THE CRUISE ON THE CAR WILL KEEP ACCELERATING TO VERY UNSAFE SPEEDS. THIS STARTED FROM THE DATE OF PURCHASE. I WENT THROUGH ARBITRATION IN MARCH OF 2007 AND WAS TOLD BY THE ARBITRATOR "THAT THERE HAS BEEN AN UNREASONABLE AMOUNT OF REPAIR ATTEMPTS FOR THE SAME NONCONFORMIST THAT WILL IMPAIR THE USE, VALUE AND SAFETY OF THE VEHICLE SINCE DEC.2006". THE PROBLEM HAS NOT BEEN CORRECTED AND I DON'T USE THE CRUISE CONTROL. I HAVE FOUND THAT THIS PROBLEM HAS CAUSED DEATHS, THE LATEST IN CALIFORNIA, AND SEVERAL WRECKS EVEN IN THE AREA WHERE I LIVE. HOW MANY LIVES MUST BE TAKEN BEFORE TOYOTA WILL STEP UP TO BAT AND MAKE A RECALL ON THIS DEFECTIVE CRUISE CONTROL. THE FLOOR MATS THAT TOYOTA IS SAYING WILL CAUSE THIS PROBLEM MIGHT BE IN PART THE CAUSE BUT CERTAINLY NOT THE ROOT OF THE PROBLEM. I HAVE BEEN TRYING TO GET THIS SITUATION ADDRESSED SINCE THE PURCHASE OF THIS VEHICLE AND THE NEAR WRECKS THAT I HAVE ALMOST ENCOUNTERED TO NO AVAIL. THE ARBITRATOR DID AGREE WITH MY COMPLAINTS BUT AS STATED ABOVE THERE HAD NOT BEEN ENOUGH ATTEMPTS PROVIDED BY THE DEALERSHIP TO CORRECT THE PROBLEM. HOW MANY TIMES MUST ONE TAKE A VEHICLE TO THE DEALERSHIP WITH THE SAME COMPLAINT BEFORE ANY ACTION WILL BE TAKEN. I FEEL MY LIFE IS MORE IMPORTANT THAN THE RUNAROUND THAT I HAVE RECEIVED FROM TOYOTA AND THIS IS A VERY SERIOUS SAFETY MALFUNCTION OF THE VEHICLE. I HAVE ALL SORTS OF DOCUMENTATION TO BACK MY COMPLAINT AND MY 2007 CAMRY IS NOT THE ONLY VEHICLE ON THE ROAD WITH THIS SAFETY ISSUE. I WAS TOLD BY TOYOTA THAT THE DESIGN HAD BEEN CHANGED WITH THE 2007S AND CERTAINLY THE SYMPTOMS ARE CONSISTENT WITH CONTROL SYSTEM MALFUNCTION BUT THEY DID NOT KNOW HOW TO FIX THE PROBLEM. \*TR  
**Additional Summary:**

**Toyota ID Number:** 200701310201  
**NHTSA ODI Number:** 20070131  
**Date of Incident:** 20070131  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** FALMOUTH, MA

**NHTSA Summary:**  
\*\*\* PHONE LOG 01/31/2007 07:42:58 AM JMCKee1  
Christopher Ward from dlr (on speaker phone w/ present) adv had an usafe exp in veh. very upset sts while traveling Thurs morning at 8 am for a dentist appt on the Turn Pike Connector,veh had unwanted

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-820

acceleration over hundred yards. Sfs was traveling 50-55mph following a truck, veh started to accelerate. Sfs put foot on brake but veh kept going faster, there was black smoke coming from front and rear of veh.  
\*\*\* NOTES 01/31/2007 07:42:58 AM JMcKee1  
contd... Sfs four workers helped her from veh after she had gone off the side of the road into snow. sfs will seek legal and unspecified damages. Sfs is aware of the number of complaints reported to NHTSA. Sfs has taken pictures of scene.

\*\*\* SUBCASE 200701310201-1 CREATED 01/31/2007 08:01:27 AM JBookman

\*\*\* PHONE LOG 01/31/2007 11:02:24 AM JBookman Action Type: Incoming call  
Spk w/Michelle Cervantes regarding cust enrms. MCervantes advsd to inquire if the cust has their insurance company involved. MCervantes advsd to get all the info regarding the cust enrms police report, insurance info etc and if further assistnc is needed fwd info to JHuang and KPratt. Thanked.

\*\*\* NOTES 02/05/2007 02:53:26 PM KRotola330  
I spoke with the customer today @ 5:30 regarding the FTS inspection scheduled tomorrow @ Lexus of Portland. He wanted to be able to question the FTS at the inspection I advised that is not the purpose of the inspection and that he would receive a letter in writing from LCS. He felt this practice was secretive. He wanted to speak to his attorney. I advised we will not inspect this vehicle until we hear from his attorney. I advised him to contact HQ.

\*\*\* PHONE LOG 02/07/2007 04:40:03 PM JBookman Action Type: Outgoing call  
Cldd cust and his phone continued to ring w/out a vm.

IF CUST CALLS: Pls adv and thank cust for giving LCS the opportunity to review his enrms. Pls adv cust once I have more info I will fu with him. Thanks.

\*\*\* PHONE LOG 02/07/2007 04:42:06 PM JBookman Action Type: Outgoing call  
Cldd and l/m on Karen Rotola vm for further assistnc. Thanked.

\*\*\* NOTES 02/08/2007 05:57:52 AM KRotola330  
This customer has obtained an attorney- all communication needs to go through his atty. Chris Branson, 207-523-8213 A formal letter was sent on 2/7/07 offering inspection. Waiting to hear back from counsel.

\*\*\* PHONE LOG 02/08/2007 09:44:00 AM JBookman Action Type: Incoming call  
KRotola cldd and l/m on my vm regarding cust enrms. KRotola advsd the cust has a paid counsel, therefore all communication with the customer should not occur. KRotola advsd she has sent a formal lr to cust yesterday. KRotola advsd not to communicate w/the cust and she will be handling the cust enrms. Thanked.

\*\*\* PHONE LOG 02/08/2007 09:46:16 AM JBookman Action Type: Outgoing call  
Cldd and l/m on KRotola vm advsing I appreciate the update and I will not contact the cust. Thanked.

\*\*\* NOTES 02/08/2007 09:54:57 AM JBookman  
Emailed KRotola.

\*\*\* SUBCASE 200701310201-2 CREATED 02/26/2007 02:44:52 PM VWendlestadt1

\*\*\* SUBCASE 200701310201-1 CLOSED 02/26/2007 03:17:56 PM JBookman

\*\*\* SUBCASE 200701310201-2 CLOSED 02/27/2007 01:25:36 PM VWendlestadt1

\*\*\* NOTES 04/02/2007 11:47:33 AM JBookman  
Per email from CSA, KRotola, LCS can close case. CSA KRotola is communicating w/cust atty.

\*\*\* CASE CLOSE 04/02/2007 11:47:43 AM JBookman  
Per email from CSA, KRotola, LCS can close case. CSA KRotola is communicating w/cust atty.

Additional Summary:

C-821

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Toyota ID Number:  
NHTSA ODI Number: 10182004  
Date of Incident: 20070131  
Vehicle: 2007 TOYOTA FJ CRUISER  
Location of Incident: FOXBORO, MA  
NHTSA Summary:  
ENGINE ACCELERATES TO 1500 RPM WHEN I TAKE MY FOOT COMPLETELY OFF THE THROTTLE WHEN DRIVING AT SLOW SPEEDS (UNDER 1500 RPM). THIS CAUSES THE VEHICLE (MANUAL TRANSMISSION) TO SPEED UP INSTEAD OF SLOWING DOWN, EXACTLY THE OPPOSITE OF THE "ENGINE BRAKING" THAT ONE WOULD EXPECT. I FEEL THIS PRESENTS A MAJOR SAFETY HAZARD WHEN DRIVING IN TRAFFIC AND /OR ICY ROAD CONDITIONS. \*JB  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10194225  
Date of Incident: 20070131  
Vehicle: 2007 TOYOTA CAMRY  
Location of Incident: OXFORD, NC  
NHTSA Summary:  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE VEHICLE HESITATES WHEN THE CONTACT DEPRESSES THE ACCELERATOR PEDAL. TOYOTA STATED THAT NOTHING COULD BE DONE BECAUSE IT WAS A DESIGN FLAW. THE CONTACT BELIEVES THAT THE VEHICLE IS UNSAFE AND DANGEROUS. HE STATED THAT WHEN MERGING INTO TRAFFIC AT 60-65 MPH, THE VEHICLE MAY OR MAY NOT PICK UP SPEED WHEN THE ACCELERATOR PEDAL IS DEPRESSED. THE CURRENT MILEAGE IS 3,890 AND FAILURE MILEAGE WAS 1,000.  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10330516  
Date of Incident: 20070131  
Vehicle: 2007 TOYOTA TACOMA  
Location of Incident: BATESVILLE, AR  
NHTSA Summary:  
TOYOTA 2007 TACOMA. SICE NEW ,THE TRUCK HAS BEEN VERY UNFORGIVING ...THE BRAKE PEDAL AND ACCELAER PEDAL ARE PLACED SO CLOOSE TOGETHER , THAT ITS NOT A QUESTION OF COULD, BUT ANSWER IS YES. ITS HAPPENED TO ME, SISTER BORROWED IT,AND I WARNED ABOUT THE PROBLEM,SHE STILL RAN INTO THE REAR OF ANOTHER VEHICLE. THE TRUCK IS DANGEROUS. IM USED TO IT. BUT STILL IF I HAVE BOOTS ON, I HAVE TROUBLE. THE PEDALS ARE SO CLOOSE, AND NEARLY THE SAME HEIGHT, I CANT BELIEVE THIS VERY DANGEROUS DESIGN HASNT BEEN IDENTIFIED AND REPAIRED. I DARE NOT LOAN MY TRUCK TO ANYONE. BECAUSE OF PAST EXPERIENCE. ITS JUST NOT SAFE!!! I SHOULDNT HAVE TO CHANGE THE ORIGINAL DESIGN, BUT, TO MAKE IT SAFE I MIGHT HAVE TOO. COME ON TOYOTA ,THIS IS A PROBLEM. LETS FIX IT..  
Additional Summary:

Toyota ID Number: 200702120164  
NHTSA ODI Number:  
Date of Incident: 20070200  
Vehicle: 2005 TOYOTA TACOMA  
Location of Incident:

C-822

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

NHTSA Summary:

\*\*\* PHONE LOG 02/12/2007 07:02:55 AM JHahn  
Caller states: went to dlr re matter with cruise control sts has gone there three times and has not been able to repair the concerns. Cust sts also was having concerns w/ the dome light and mud flaps, sts that Karen Clemens assisted and resolved issues. Sfs that dome light would not turn on when door opened and two mudflaps were missing rivets. Sfs that dlr adv that mudflaps are not covered under warranty sts that if ice builds up underneath the mudflaps it will cause  
\*\*\* NOTES 02/12/2007 07:02:56 AM JHahn  
them to break. Cust is not happy. Sfs that dome light and mudflaps were taken care of the third time he was there for cruise control but nothing was done on the cruise control.

\*\*\* CASE CLOSE 02/12/2007 07:10:12 AM JHahn  
OUTGOING CALL TO CUST- Ncr contacted cust, no answer. Sent IN20. NEXT REP: When cust calls please probe to see if matter is cruise control and check for correct address. IF cust is having ongoing issues w/ cruise control and is under warranty may want to send to case manager.  
\*\*\* NOTES 08/23/2007 04:06:05 PM MDosSantos

Caller sts dlr also put wrong oil in veh sts put 10W-30 instead of 5W-30, dlr adv this is the normal weight for veh, clr sts Cruise control is still having issue, dlr adv veh operating normally, clr sts veh will down shift gears and go to aprox 4500RPMs, clr sts issue only happened intermittently, clr sts spoke to brandon svc rep, and svc manager sts svc manager adv bring veh in for oil change, clr declined, ncr adv Per Tech RogerM 10W-30 should not harm veh....

\*\*\* NOTES 08/23/2007 04:08:03 PM MDosSantos  
...but for best fuel efficiency toy recommends 5W-30, ncr apol and offered dlr open, clr declined, ncr adv may take veh to another dlr for second opinion adv concerns doc'd here at HQs.

Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10191743  
Date of Incident: 20070201  
Vehicle: 2007 TOYOTA CAMRY  
Location of Incident: LINCOLNTON, NC

NHTSA Summary:  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 45 MPH, THE VEHICLE HESITATED. THE CONTACT HAS TAKEN THE VEHICLE TO THE DEALER WHO ADVISED HER TO PRETEND THAT THERE IS AN EGG UNDERNEATH THE ACCELERATOR PEDAL. THE DEALER STATED THAT THEY WOULD NOT PERFORM THE REPAIR, BUT OFFERED TO SCHEDULE AN APPOINTMENT. THE REPRESENTATIVE STATED THAT THEY WOULD ALSO NOT REPAIR THE VEHICLE. THE ISSUE WAS REPORTED TO A NEWSPAPER AGENCY. WHILE DRIVING LAST WEEK, THE CONTACT'S WIFE AND DAUGHTER WERE ALMOST INVOLVED IN A CRASH. THE CONTACT PLAYED A RECORDING OF THE MEETING BETWEEN THE DEALER AND HIMSELF. THE RECORDING STATED THAT THEY REFUSED TO REPAIR THE VEHICLE AND TOLD THE CONTACT TO LEAVE AFTER BEING THERE FOR FIVE HOURS. THEY DEALER OFFERED ANOTHER VEHICLE, BUT STATED THAT IN ORDER TO HAVE THE VEHICLE, THEY WOULD NEED \$12,000. THE VIN AND ENGINE SIZE WERE UNKNOWN. THE CURRENT MILEAGE IS 7,000 AND FAILURE MILEAGE WAS 100.  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10285689  
Date of Incident: 20070201  
Vehicle: 2007 TOYOTA RAV4  
Location of Incident: COMMERCE TOWNSHIP, MI

C-823

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

NHTSA Summary:  
TL\*THE CONTACT OWNS A 2007 TOYOTA RAV4. WHILE DRIVING OUT OF THE DRIVEWAY THE FLOOR MAT STARTED TO SLIP UNDER THE BRAKE AND ACCELERATOR PEDAL. THE CONTACT HAS REMOVED THE FLOOR MATS. THE CONTACT IS AWARE OF THE SAFETY RISK SINCE THE VEHICLE COULD ACCELERATE AND CAUSE A CRASH. THE CURRENT MILEAGE WAS 20,000 AND THE FAILURE MILEAGE WAS 1,000.  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10308140  
Date of Incident: 20070201  
Vehicle: 2006 TOYOTA HIGHLANDER HV  
Location of Incident: FLORENCE, MA

NHTSA Summary:  
2006 HIGHLANDER HYBRID 4WD. SURGE WHEN BRAKING AND GOING OVER BUMPS. SINCE 2007, ON MANY REPEATED OCCASIONS, WHEN I GO OVER BUMPY ROADS AND BRAKING, I HAVE BEEN EXPERIENCING A SLIGHT ACCELERATION SURGE WHEN BRAKING. EVERY TIME I BRING MY HIGHLANDER INTO THE TOYOTA DEALER I ASK IF THEY KNOW ABOUT THE PROBLEM, WHAT CAUSES IT, AND IF THERE IS ANY SERVICE INFORMATION OR BULLETIN ON IT. FORM NOTES--I CHECKED SERVICE BRAKES. THIS APPLIES TO THE REGULAR BRAKING SYSTEM-THIS TERM IS NOT CLEAR. AS TO WHAT MILEAGE--THIS IS A CONTINUING ONGOING PROBLEM SO THERE IS NO WAY TO INDICATE THAT ANSWER IN YOUR BOXES. SIMILARLY THIS HAS HAPPENED AT A WIDE RANGE OF SPEEDS, 15-35 MPH SO YOUR FORM DOES NOT PROVIDE A WAY TO INDICATE THAT.  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10181575  
Date of Incident: 20070203  
Vehicle: 2004 LEXUS ES  
Location of Incident: COLLEGE PARK, GA

NHTSA Summary:  
TL\* THE CONTACT CALLED REGARDING THE 2004 LEXUS ES 330. THE CONTACT WAS TURNING INTO A PARKING SPACE AND THE CONTACT'S VEHICLE HESITATED AND THEN SUDDENLY ACCELERATED AND HIT THE VEHICLE PARKED DIRECTLY IN FRONT. THERE WERE NO WARNING INDICATORS. THE CONTACT'S VEHICLE SUSTAINED FRONT END DAMAGE. THE HEADLIGHTS BROKE AND THE HOOD WAS DENTED. THE AIRBAGS DID NOT DEPLOY. THE CONTACT STATED THAT THE HER VEHICLE WENT UNDERNEATH THE VEHICLE IN FRONT. THE OTHER VEHICLE SUSTAINED MINOR DAMAGE. THE VEHICLE WAS DRIVABLE, AND HAS BEEN TAKEN TO A REPAIR SHOP. THE DEALER WILL DO A DIAGNOSTIC CHECK ON THE VEHICLE. A POLICE REPORT WAS FILED. \*AK  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10181803  
Date of Incident: 20070203  
Vehicle: 2003 TOYOTA CAMRY  
Location of Incident: MARIETTA, GA

NHTSA Summary:  
SUDDEN ACCELERATION OF 2003 CAMRY WITH 27,000 MILES ON IT. I WAS PARKED, HAD FOOT ON BRAKE, TURNED CAR ON. PUT CAR IN DRIVE WHILE FOOT STILL ON BRAKE AND CAR SURGED FORWARD. THIS WAS SO FRIGHTENING AS A MOM AND CHILD WERE

C-824

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

WALKING IN FRONT OF MY CAR. I SMASHED MY FOOT ON THE BRAKE, PUT CAR IN PARK AND TURNED MOTOR OFF TO MAKE IT STOP. \*JB  
Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10182412  
**Date of Incident:** 20070203  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** DELAND, FL

**NHTSA Summary:**  
TL\* THE CONTACT WAS HAVING PROBLEMS WITH THE 2007 TOYOTA TACOMA. THE THROTTLE STROKE WHILE DRIVING AND TRYING TO STOP. THE TRUCK WILL NOT STOP, IT ACCELERATED AT ALL TIMES UNEXPECTEDLY. HE TOOK THE VEHICLE TO THE DEALER AND THEY TOLD HIM THAT THE COMPUTER WAS LEARNING HOW TO DRIVE. THAT THE FAILURE WAS NORMAL, AND THAT ALL TOYOTA VEHICLES WENT THROUGH THAT PROCESS. IT WAS TAKEN TO THE DEALER FOR REPAIRS AT LEAST THREE TIMES, AND THEY COULD NOT FIND THE CAUSE OF THE PROBLEM. JUST LAST WEEK HE WAS IN THE PARKING LOT DRIVING AT 5 MPH AND THE VEHICLE ACCELERATED UNEXPECTEDLY. THE CURRENT AND FAILURE MILEAGE WERE 2300 MILES. \*AK  
Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304279  
**Date of Incident:** 20070203  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** SPRINGFIELD GARDENS, NY

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 1999 TOYOTA CAMRY. THE CONTACT STATED WHEN HE STEPS ON THE ACCELERATOR PEDAL THE VEHICLE HESITATES BEFORE IT TAKES OFF. THE CONTACT CALLED THE MANUFACTURER AND WAS TOLD TO TAKE THE VEHICLE IN TO THE DEALER. THE VIN NUMBER IS UNKNOWN. THE FAILURE MILEAGE WAS 130,000.  
Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310740  
**Date of Incident:** 20070203  
**Vehicle:** 2001 LEXUS ES300  
**Location of Incident:** HERNDON, VA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2001 LEXUS ES 300. THE CONTACT STATED WHILE DRIVING AT 45 MPH THE CONTACT APPLIED THE BRAKES THE VEHICLE CONTINUED TO ACCELERATE. THE CONTACT APPLIED BOTH FEET TO THE BRAKE PEDAL AND THE VEHICLE STILL WOULD NOT SLOW DOWN. THE VEHICLE CRASHED INTO A WALL CAUSING DAMAGE TO THE FRONT DRIVER SIDE OF THE VEHICLE. THE CONTACT DID NOT SUFFER ANY INJURIES DURING THE CRASH. THE CONTACT FEELS THE ACCELERATOR PEDAL STUCK AND CAUSED THE VEHICLE TO ACCELERATE AND CRASH. THE CONTACT HAS NOT CALLED THE MANUFACTURER AT THIS TIME. FAILURE MILEAGE WAS 50,000.  
Additional Summary:

**Toyota ID Number:**

C-825

Safety Research & Strategies  
Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**NHTSA ODI Number:** 10312922  
**Date of Incident:** 20070204  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** HEPHZIBAH, GA

**NHTSA Summary:**  
I WAS IN THE DRIVE THROUGH LINE AT MCDONALD'S IN MADISON GEORGIA. AFTER PAYING FOR MY ORDER, I PRESS THE ACCELERATOR TO MOVE UP TO THE NEXT WINDOW AND "ZOOM" MY CAR ACCELERATED AND REAR ENDED A TRUCK IN FRONT OF ME. MY PASSENGER NOR I WERE INJURED. JUST SHAKEN UP A BIT. THE CAR CONTINUED TO ACCELERATE EVEN AFTER RUNNING INTO THE TRUCK. I TURNED OFF THE CAR TO STOP THE ACCELERATION. THIS INCIDENT HAS ONLY OCCURRED ONCE. HOWEVER, THE CAR FEELS LIKE IT PUSHES OFF QUICKLY MOST OF THE TIME. AS A RESULT OF THE CRASH MY ENTIRE FRONT END WAS DAMAGED AND HAD TO BE REPAIRED. THE TOYOTA REPAIRMAN TOLD ME THEY COULD NOT FIND ANYTHING THAT WOULD CAUSE THE CAR TO ACCELERATE. THEY FIX THE DAMAGE CAUSE BY THE CRASH.  
Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10183576  
**Date of Incident:** 20070205  
**Vehicle:** 2003 TOYOTA TACOMA  
**Location of Incident:** SAN JOSE, CA

**NHTSA Summary:**  
TL\* THE CONTACT PURCHASED ON 07/29/03 A 2003 TOYOTA TACOMA FOUR DOOR DBL CAB. THE FIRST FAILURE OCCURRED ON 4/25/04 WHILE SLOWLY PULLING INTO A PARKING PLACE WITH AND LIGHTLY ACCELERATING. THE ENGINE REVVED SO FAST THE TRUCK DROVE OVER THE PARKING STRIP AND CRASHED INTO A PILLAR ON THE SIDEWALK, CAUSING \$5000.00 WORTH OF DAMAGE TO TRUCK, AND \$6000.00 DAMAGE TO THE PILLAR. DURING THE SECOND OCCURRENCE ON 10/09/06 VEHICLE STOPPED AT A RED LIGHT AND THE ENGINE ACCELERATED SO THE CONTACT PUT IT IN TO NEUTRAL AND ENGINE REVVED FASTER. THE DRIVER THEN SHIFTED THE VEHICLE BACK INTO DRIVE AND ENGINE RETURNED TO NORMAL IN A COUPLE SECONDS. DURING THIRD OCCURRENCE ON 02/05/07 WHILE STOPPING AT A RED LIGHT THE ENGINE REVVED AND WENT BACK TO NORMAL BEFORE THE CONTACTS COULD TURN OFF THE KEY. IF THERE HAD BEEN A CAR IN FRONT OF THE CONTACTS VEHICLE IT WOULD HAVE CAUSED A CRASH. THE FIRST TWO TIMES THE CONTACT TOOK THE TRUCK TO THE DEALER. EACH TIME THEY COULD NOT FIND ANYTHING, AND GENTLY SUGGESTED THAT MAYBE THE ACCELERATOR AND BRAKES WERE BOTH ENGAGED AT THE SAME TIME. FIRST TIME THE CONTACTS FOOT WAS ON THE ACCELERATOR, AND THE OTHER TIMES IT WAS ONLY ON THE BRAKES, THAT WAS THE FIRST TIME THE CONTACT CHECKED. THE SERVICE MANAGER ADVISED HER NOT TO DRIVE THIS VEHICLE. SO SHE RENTED A VEHICLE FOR A COUPLE DAYS. THEY HAD SOMEONE FROM TOYOTA COME TO CHECK IT OUT, BUT THEY COULD NOT FIND ANYTHING WRONG. \*AK  
Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 20070205  
**Date of Incident:** 2005 Toyota CAMRY  
**Vehicle:** 2005 Toyota CAMRY  
**Location of Incident:** BAKERSFIELD, CA  
**NHTSA Summary:**  
Additional Summary:

**Toyota ID Number:**

C-826

Safety Research & Strategies  
Update Report: Toyota Sudden Unintended Acceleration: Appendix C

"SAN LUIS OBISPO, CA - On February 5, 2007, Bulent and Anne Ezal were headed to lunch at the Patrin Point Restaurant in Prismo Beach, California. The restaurant is nestled on the edge of a cliff, affording dramatic views of the Pacific Ocean below. The parking lot was downhill of the restaurant, so Ezal rode the brakes of his 2005 Camry as he approached a parking space. He was at a complete stop, when the Camry suddenly accelerated, jumping a small curb, crashing through a fence and over the bluff. The vehicle fell 70 feet to the rocks below, and turned over once, coming to rest in the surf. Anne Ezal died of her injuries in the crash. Bulent Ezal later recovered."

**Toyota ID Number:** 200702061214  
**NHTSA ODI Number:**  
**Date of Incident:** 20070206  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** EAST HILLS, NY

**NHTSA Summary:**  
\*\*\* PHONE LOG 02/06/2007 02:18:36 PM RABenes2  
Caller states: mother was driving and veh would not stop. Cldr sts mother took veh into a parking lot and drove around in circles, but veh would not slow down. Cldr sts veh ran into a parked veh. Cldr sts veh is at an indep b/s, and no rprs have been done yet. Cldr sts when he arrived at the scene, the veh was still running.

\*\*\* PHONE LOG 02/06/2007 02:21:24 PM RABenes2 Action Type: Incoming call  
I apol & adv cust that the process for an FTS to inspect veh takes up to 3-4 weeks. Cldr would like to know if Lexus would be able to provide a loaner veh. I apol & adv cldr that FTS reps are traveling reps, and that Lexus does not charge cust's for an inspection. I adv cldr that veh needs to be in its current state for an FTS to inspect veh. Cldr sts is Lexus willing to provide a rental veh. I apol & adv Lexus does not provide rental assistance, that is up to his insurance co. Cldr sts ins. co. will not wait for Lexus to inspect veh. I adv cldr that I can forward his cerns for an FTS to inspect veh, but I adv that it is not likely for the status of ETA for FTS inspection to change from 3-4 weeks.

\*\*\* EMAIL OUT 02/07/2007 11:41:31 AM KHirai Action Type: External email  
Send to: [ryan\_abenes@toyota.com]  
CC List: [Ryan\_Abenes@Toyota.com, Karyna\_Patron@Toyota.com]  
Cust cld seeking an update. Apol and adv cust: the dept specialist is tentatively scheduled to return a call to him by the end of tomorrow's business day. Cust stated: the veh needs to be inspected now or Lexus needs to assist his mother w/rental veh. Apol and adv cust: the inspection will take approx 3-4 weeks (possibly longer, dependent on the FTS' schedule). Lexus can provide cust a decision regarding rental veh ass/reimbursement once the veh is inspected. Cust can contact his insurance company to obtain ass w/rental veh in the meantime. Cust agreed to wait for the dept specialist's return call.

\*\*\* PHONE LOG 02/08/2007 04:08:16 PM KPatron Action Type: Outgoing call  
Cldd cust at 516-487-4000 and l'm to c/b at 1-800-255-3987.  
Please adv cust that at this time Lexus understands that cust was involved in an accident and is resting to have the veh inspected and that I have forwarded his concerns to have the veh inspected so as soon as I have the date for the inspection I will c/b the cust but please adv the cust that it can take up to 3-4 weeks and Lexus is not responsible for any rental expenses or rprs. Once the inspection is completed the cust may have the veh rprd that is up to the cust, we just please ask the cust to make sure the veh is untouched until the veh is inspected. Thank you.  
\*\*\* NOTES 02/09/2007 05:44:26 AM LRyan330  
Will assign to FTS to inspect vehicle.

\*\*\* EMAIL OUT 02/09/2007 09:09:39 AM MBrown Action Type: External email  
Send to: [karyna\_patron@toyota.com]  
CC List: [lorraine\_ryan@toyota.com]

C-827

Safety Research & Strategies  
Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Attorney, Derrick Rubin called on behalf of cust. I advised cust the f/u is currently assisting another cust and I would take a msg. He states he would like the f/u to contact him at 516-773-8300. I asked cust if he has written any letters to Toyota Legal. He states he has not and would rather speak to Karyna. I advised cust that I would forward the request, but she is not obligated to speak with him about the current case. Cust understood and ended the call.  
\*\*\* NOTES 02/09/2007 09:22:02 AM LRyan330  
Requesting sales and service documents from dealer.

\*\*\* PHONE LOG 02/14/2007 05:56:35 PM GHolland Action Type: Incoming call  
Customer's attorney email to LCS on 02/07/2007 at 1:32 PM:  
My name is Derrick Rubin. I am the attorney for Charlotte Levine who was injured in a car accident with her brand new Lexus ES350 automobile on Tuesday, February 6th, 2007, in Roslyn, New York. Due to some defect with the automobile which, upon information and belief, has less than 1,000 miles on the odometer, caused the car to suddenly accelerate. The car would not stop moving even though the brake was fully applied. Mrs. Levine, unable to turn off the engine by pushing the ignition button and unable to stop the movement of the car by the application of the brake, had to intentionally crash the car to stop same. Please have a member of your legal department contact me at my office to discuss this matter.  
Derrick Rubin, Esq.  
1010 Northern Blvd., Suite 300  
Great Neck, NY 11021  
516-773-8300

\*\*\* PHONE LOG 02/14/2007 05:57:08 PM GHolland Action Type: Outgoing call  
NCR email to cust on 02/13/2007 at 2:53 PM:  
We apologize for the delay in addressing your email. You will receive a response to your inquiry shortly, however if you would like an immediate response, we encourage you to contact us via phone at 800-255-3987, so that you may speak to a Lexus agent directly. Our hours of operation are 5AM-6PM Monday through Friday, and 7AM-4PM on Saturday.  
Again, we apologize for any inconvenience you may have experienced due to this delay.

\*\*\* PHONE LOG 02/15/2007 12:06:39 PM KPatron Action Type: Outgoing call  
Cldd Lorraine Ryan, analyst at the eastern area office, and sts that in reference to spking to the cust lawyer I should spk to Brian Lauterbach, the CSM. Thankd Lorraine.

\*\*\* SUBCASE 200702061214-1 CREATED 02/15/2007 12:08:28 PM KPatron  
\*\*\* NOTES 02/15/2007 12:28:27 PM BLauterbach330  
Contacted Derrick Rubin, atny for cust. Mr. Rubin stated the cust has suffered no physical injuries. He also stated he would like to be present during the FTS inspection. I explained to him that he would not be able to ask questions to the FTS as the FTS job is to gather data and review the vehicle. Mr. Rubin stated he understands. When asked for a copy of the police report, Mr. Rubin stated he was not in possession of one. I asked that he send us a copy once...  
\*\*\* NOTES 02/15/2007 12:29:20 PM BLauterbach330  
rec'd and we would get back to him once we have a date for the FTS to review. Confirmed location of vehicle per legal tab. Gave Mr. Rubin my contact phone # and information.  
\*\*\* NOTES 02/15/2007 12:35:16 PM LRyan330  
Assigned to FTS on 2/9/2007.

\*\*\* PHONE LOG 02/15/2007 12:35:50 PM KPatron Action Type: Incoming call  
Brian Lauterbach, CSM at the area, cld to let me know to leave this case untouched and that he will contact the lawyer and that in inspection will be set up and a report will be conducted but until then to not be involved with this cust concerns since there is a claim according to the lawyer some type of injury. Thankd Brian.  
\*\*\* NOTES 02/16/2007 07:08:26 AM LRyan330  
FTS is scheduled to inspect vehicle next week.  
\*\*\* NOTES 02/20/2007 11:38:44 AM VWendelstadi

C-828

Safety Research & Strategies  
Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Attached correspondence from Insurance Co attorney dated 2/12/07 and revd 2/20/07.

\*\*\* NOTES 02/20/2007 11:39:10 AM VWendlestadt1

Forwarded attorney correspondence to Carole Hargrave, TMS Legal for response.

\*\*\* NOTES 02/21/2007 07:25:26 AM BLauterbach330

call attorney Derrick Rubin as the FTS would like to inspect today, informed that Derrick Rubin is out of the country for the entire week, FTS will inspect vehicle at this time as attorney not available to be present during inspection.

\*\*\* NOTES 02/21/2007 11:51:32 AM LRyan330

PIR inspection completed 2/21/2007.

\*\*\* NOTES 02/22/2007 06:22:34 AM KPatron

Per PIR report the veh was found to be operating as designed.

\*\*\* NOTES 02/26/2007 09:24:27 AM BLauterbach330

Derrick Rubin, Cust attny, called in tdy. Advised Mr. Rubin that the vehicle was inspected and no problems were found with vehicle. TMS Legal would be sending Mr. Rubin a formal response to his letter.

\*\*\* SUBCASE 200702061214-1 CLOSED 02/26/2007 12:38:56 PM KPatron

\*\*\* CASE CLOSE 02/26/2007 12:44:07 PM KPatron

Informed cust attorney by BLauterbach, eastern area CSM that the veh was inspected and no problems were found with the veh and TMS Legal would be sending Mr. Rubin a formal response to his letter. Cust understood and seeks no further asst(nc).

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10183821  
**Date of Incident:** 20070206  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** ROSLYN, NY

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10217467  
**Date of Incident:** 20070206  
**Vehicle:** 2006 SCION XA  
**Location of Incident:** ARLINGTON, VA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA SCION XA. WHILE DRIVING 5 MPH, THE VEHICLE ACCELERATED TO 15 MPH. THE BRAKE PEDAL WAS DEPRESSED; HOWEVER, THE VEHICLE WOULD NOT STOP AND CRASHED INTO A TREE. THE VEHICLE WAS RESTARTED AND THE THROTTLE WAS FULLY ENGAGED. THE VEHICLE WAS TOWED TO THE DEALER AND THEY STATED THAT THE FAILURE WAS DUE TO THE AFTERMARKET ROSTRA CRUISE CONTROL

C-829

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SWITCH. THE FAILURE PREVIOUSLY OCCURRED WITHOUT A CRASH AND THE DEALER PREVIOUSLY RECOMMENDED THAT THE CRUISE CONTROL BE DISCONNECTED. THE CRUISE CONTROL WAS NOT DISCONNECTED BECAUSE THE DEALER STATED THAT THE FAILURE HAD BEEN REPAIRED. THE FAILURE MILEAGE WAS 13,200 AND CURRENT MILEAGE WAS 13,200. UPDATED 3/4/08 \*CN UPDATED 03/04/08 \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314132  
**Date of Incident:** 20070206  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** NASHVILLE, TN

**NHTSA Summary:**

MY 04 LEXUS ES 330 HAD UNEXPLAINED THROTTLE INCREASE WHILE DRIVING ON HWY AT ABOUT 50 MPH. I WAS ABLE TO IMMEDIATELY PUT IT IN NEUTRAL AND IT STOPPED. I TURNED OFF THE ENGINE AND CALLED LOCAL LEXUS DEALERSHIP WHO ADVISED ME TO BRING IT TO THEM. WHEN I STARTED ENGINE AGAIN IT DROVE OK.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316010  
**Date of Incident:** 20070206  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** PALATINE, IL

**NHTSA Summary:**

WHILE ATTEMPTING TO ENTER FREEWAY, AFTER PASSING THROUGH TOLLBOOTH, VEHICLE LOCKED AT 40 MPH, UNABLE TO ACCELERATE OR BRAKE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10195918  
**Date of Incident:** 20070207  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CLIFTON, NJ

**NHTSA Summary:**

I PURCHASED A 2007 CAMRY LE/2.4 LITER 4 CYLINDER AUTOMATIC TRANSMISSION ON OCTOBER 28 2006. NOTICED SOME HESITATION ON ACCELERATION AT 5000 MILES ON ODOMETER. HESITATION WAS APPARENT WHEN DEPRESSING ACCELERATOR FOR QUICK PICK UP, SUCH AS MERGING ONTO HIGHWAY. SEEMED TO BE JUST A NUISANCE, NOW BUT AFTER READING OTHER COMPLAINTS I AM BECOMING CONCERNED, ESPECIALLY WHEN MOST DEALERSHIPS COULD NOT FIX THE PROBLEM. WHAT WAS MY RECOURSE IF THIS BECAME A BIGGER PROBLEM. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304444  
**Date of Incident:** 20070209  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** COATESVILLE, PA

**NHTSA Summary:**

C-830

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\* THE CONTACT OWNS A 2002 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE STARTING THE VEHICLE UP AND WHILE HAVING HIS FOOT ON THE BRAKE THE VEHICLE ACCELERATED ON ITS OWN. AFTER HE SHIFTED THE VEHICLE INTO NEUTRAL AND THEN TO PARK AND TURNED IT OFF, THERE WAS SMOKE COMING THROUGH HOOD FROM THE ENGINE. THE DEALER WAS CONTACTED AND THEY STATED THAT IT WAS IMPOSSIBLE FOR THIS TO HAPPEN. THE DEALER DIAGNOSED THE VEHICLE AND FAILURE COULD NOT BE DUPLICATED. THERE HAVE BEEN NO REPAIRS DONE TO THE VEHICLE. THE FAILURE MILEAGE WAS 35000 AND CURRENT MILEAGE WAS 53000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10182654  
**Date of Incident:** 20070211  
**Vehicle:** 2007 TOYOTA CAMRY HV  
**Location of Incident:** GEORGETOWN, TX

**NHTSA Summary:**

CRUISE CONTROL VARIES SPEED BY 7 MPH HOUR WHEN ENGAGED DURING NON FLAT TERRAIN CAUSING A SAFETY ISSUE WITH CARS FOLLOWING. WHEN ON FLAT TERRAIN THE CRUISE CONTROL MAINTAINS ITS TARGET SPEED WITHIN +/- 1 MPH WITH NO PROBLEMS. THE SAFETY ISSUES OCCURS WHEN THE VEHICLE ENCOUNTERS ROLLING HILLS, THE CRUISE CONTROL WILL ALLOW THE SPEED TO DECREASE BY AS MUCH AS 5 MPH WHILE DESCENDING DOWN THE HILL, THEN AS IT BEGINS TO CLIMB WILL AGGRESSIVELY ACCELERATE TO 2 MPH OVER THE TARGET SPEED. WHEN THE ROAD FLATTENS OUT AGAIN IT WILL MAINTAIN THE ORIGINAL TARGET SPEED. AT HIGHWAY SPEEDS, 70 MPH, THIS CAUSES SAFETY ISSUES ESPECIALLY WHEN TRAFFIC CONDITIONS ARE MODERATE TO HEAVY IN THAT TRAFFIC FOLLOW WILL NOT HAVE ANY INDICATION THAT THE SPEED IS SLOW BY 5 MPH. THIS IN TURN WILL CAUSE A HAZARDOUS SITUATION WHERE A COLLISION COULD OCCUR. THIS HAS BEEN REPORTED TO THE LOCAL TOYOTA DEALER AND TOYOTA SUPPORT RESPONDED THAT ALL IS WORKING WITHIN PARAMETERS AND NO ADJUSTS ARE PLANNED. CASE # 200701250758 HAS BEEN OPENED WITH TOYOTA CUSTOMER RELATIONS WITH NO PROMISE OF ACTION. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20070211  
**Date of Incident:** 20070211  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** , NY

**NHTSA Summary:**

Lives in NY - had accident in LA with a Hertz rental car

Pulling out of parking garage - car approaching at high speed - hit the brake to avoid the collision - vehicle accelerated at a rapid speed - striking several vehicles - throttle up with a noise like a jet engine - assure us that she did not hit the gas - quickly enough to steer the car away from a brick wall - Hit in the chest with a air bag

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311750  
**Date of Incident:** 20070211  
**Vehicle:** 2003 TOYOTA 4RUNNER  
**Location of Incident:** FOUNTAIN VALLEY, CA

C-831

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
ERRATIC THROTTLE RESPONSE AND ERRATIC/UNPREDICTABLE/DIFFICULT TO PREDICT BRAKE APPLICATION. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10182990  
**Date of Incident:** 20070212  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** ORLANDO, FL

**NHTSA Summary:**

VAN WAS PUT IN REVERSE AND IT ACCELERATED ON ITS OWN AND HIT CAR BEHIND, QUICKLY PUT IT ON DRIVE AND W/OUT PRESSING ACCELERATOR, IT SURGED FORWARD. LUCKILY THERE WERE BOXES BETWEEN THE VAN AND THE WALL. BROUGHT IT TO TOYOTA, SAID THEY FOUND NOTHING WRONG WITH THE VAN AND THAT THE WARRANTY WONT COVER. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310874  
**Date of Incident:** 20070212  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** TROY, MI

**NHTSA Summary:**

2004 TOYOTA COROLLA--DRIVING ON RIGHT MOST LANE AT SPEED ABOUT 25 MILES BECAUSE SNOWING HAD STARTED. DATE 02-12-2008 ON I 96 EAST NEAR INKSTER, EXIT. SUDDENLY CAR TURNED INTO LEFT LANE AND ACCELERATED TO VERY HIGH SPEED. CROSSED 3 LEFT LANES AND CRASHED ON TO CONCRETE BARRIER BETWEEN EAST AND WEST LANES. DUE TO START OF SNOWING, ALL TRAFFIC WAS MOVING VERY SLOW. SO ALL CARS IN OTHER LANES STOPPED. MY COROLLA DID NOT HIT ANY OTHER VEHICLE. POLICE GAVE TICKET FOR SPEEDING. (POLICE DEPT-LIVONIA, MI-POLICE. CAR WAS TOTAL WRECK WITH FRONT DAMAGE AND CHASSIS BENDING OUTWARD ON RIGHT SIDE. CAR WAS TAKEN TO TROY COLLISION. TROY, MI. CITIZEN INSURANCE DECLARED TOTAL. THOUGH I WAS NOT INJURED, IT IS CLOSE TO WORST CRASH AND I HAD TO BUY NEW CAR SPENDING \$10,000 EXTRA. I HAD NO ANSWER FOR SUDDEN ACCELERATION AND VEHICLE TURNING AND CRASHING. NOW I KNOW THIS WAS EXACTLY WHAT IS REPORTED NOW-SUDDEN ACCELERATION AND CAR GOING OUT OF CONTROL -A DEFECT IN THE CAR. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10182586  
**Date of Incident:** 20070213  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** BOLINGBROOK, IL

**NHTSA Summary:**

I WAS DRIVING ON INTERSTATE 55 I WENT TO PASS A SEMI TRUCK. MY SPEED AT THIS TIME WAS 65 MPH. I STEPPED ON THE ACCELERATOR AND STARTED TO CHANGE LANES. THE TRANSMISSION DOWN SHIFTED TO A PASSING GEAR AND THE THROTTLE WAS WIDE OPEN AND IT STAYED THAT WAY. I SHUT OFF THE IGNITION AND TURNED IT BACK ON. THE THROTTLE WAS STILL WIDE OPEN. I TRIED THIS A TOTAL OF THREE TIMES, NOW I AM GOING WELL OVER 80 MPH. I FINALLY LEFT THE IGNITION OFF AND COASTED OVER TO

C-832

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10212458  
**Date of Incident:** 20070213  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BALLSTON SPA, NY

**NHTSA Summary:**  
THE CRUISE CONTROL/TRANSMISSION ON MY 2007 CAMRY CAUSES THE CAR TO OPERATE IN AN UNSAFE MANNER. WHEN THE CRUISE CONTROL IS ENGAGED, DUE TO ITS SENSITIVITY, THE TRANSMISSION GOES THROUGH A SERIES OF ABRUPT DOWNSHIFTS CAUSING THE CAR TO ACCELERATE AND EXCEED THE CRUISE CONTROL SPEED SETTING. AT THIS POINT, THE CAR LOOSES SPEED AND THE TRANSMISSION THEN SHIFTS BACK INTO OVERDRIVE. THE DOWNSHIFTING STARTS AGAIN UNTIL THE SPEED CONTROL SETTING IS EXCEEDED. ON A LONG HILL, IT IS NOT UNCOMMON FOR THE TRANSMISSION TO SEQUENCE BETWEEN OVERDRIVE AND THIRD GEAR FOUR OR FIVE TIMES. THE EXCEEDING OF THE CRUISE CONTROL SETTING IS VERY DANGEROUS. I HAVE HAD TO ENGAGE THE BRAKES TO AVOID AN ACCIDENT WITH TRAFFIC AHEAD OF ME. I HAVE BROUGHT THE CAR BACK TO THE DEALER FOR THIS PROBLEM AND HAVE BEEN TOLD THAT HE CAN DO NOTHING UNTIL TOYOTA COMES UP WITH A FIX. I HAVE WRITTEN TWO LETTERS TO TOYOTA ASKING THEM TO FIX THIS PROBLEM. THEY HAVE NOT REPLIED TO EITHER LETTER. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316432  
**Date of Incident:** 20070214  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** HUNTINGTON BEACH, CA

**NHTSA Summary:**  
RE: 2007 LEXUS RX350. RESPONSE TIME FROM GAS PEDAL ACTION TO CAR RESPONDING IS SLOW (ABOUT 2-3 SEC.). I NEVER KNOW WHEN THE CAR IS GOING TO START/STOP MOVING. THE START DELAY IS CONSTANT. ACCELERATION REDUCTION IS ALSO 2-3 SEC. AND INFREQUENT. THE MOST RECENT PROLONGED ACCELERATION EVENT IS DOCUMENTED IN YOUR APPROXIMATE INCIDENT DATE SPACES. IF I NEED TO TRY TO GET OUT OF ANOTHER DRIVERS PATH AND STEP ON THE GAS IN ORDER TO "MOVE", THE REAR END SQUEALS AND CONTROL IS SACRIFICED. TWO DIFFERENT LEXUS DEALERS HAVE SEEMED UNCONCERNED AND HAVE NOT EVEN DOCUMENTED MY COMPLAINTS.

**Additional Summary:**

C-833

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293500  
**Date of Incident:** 20070215  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** ARNOLD, MD

**NHTSA Summary:**  
TL\* THE CONTACT OWNED A 2005 TOYOTA 4RUNNER. WHEN ATTEMPTING TO SHIFT LANES AT 30 MPH, THE ACCELERATOR PEDAL BECAME STUCK. AFTER REPEATED BRAKE APPLICATION SHE WAS ABLE TO STOP THE VEHICLE. THE VEHICLE WAS TOWED TO THE DEALERSHIP, BUT THE TECHNICIAN COULD NOT IDENTIFY THE CAUSE OF THE FAILURE. SHE WAS ABLE TO TRADE THE VEHICLE FOR ANOTHER VEHICLE AT THE DEALERSHIP. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 20,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312462  
**Date of Incident:** 20070215  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** ALBANY, NY

**NHTSA Summary:**  
HIT GARAGE WITH 2007 TOYOTA RAV4 WHILE MOVING IT IN DRIVEWAY AT LOW SPEED. INCIDENT HAPPENED AFTER A LARGE SNOW STORM AND VEHICLE WAS BEING MOVED TO CLEAR AREA AFTER SNOW WAS REMOVED. IT SEEMED LIKE THE GAS PEDAL STUCK OR THE BRAKES FAILED. NO INJURIES JUST A DENT IN THE FRONT BUMPER. THE FAILURE HAS NOT OCCURRED AGAIN. THE VEHICLE WAS BROUGHT TO TOYOTA DEALER (LIA TOYOTA IN SCHENECTADY NY) AND CONCERN ABOUT POSSIBLE BRAKE FAILURE WAS EXPRESSED. THE DEALER CHECKED THE BRAKES AND DID A DIAGNOSTIC COMPUTER CHECK. THEY TOLD ME "THAT THE DIAGNOSTIC INDICATED EVERYTHING WAS FINE" AND GAVE ME A \$700 ESTIMATE TO REPAIR THE FRONT BUMPER DAMAGE. I DROVE THE VEHICLE HOME AND HAD THE DENT REPAIRED AT A LOCAL BODY SHOP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310732  
**Date of Incident:** 20070216  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** CUMBERLAND, VA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2003 TOYOTA COROLLA. THE CONTACT STATED HIS VEHICLE WAS PARKED AND AS HE TURNED THE IGNITION ON WITH HIS FOOT ON THE BRAKE THE VEHICLE ACCELERATED INTO A CEMENT WALL. THE VEHICLE'S FRONT FENDER WAS BADLY DAMAGED. THE CONTACT STATED HE WAS INJURED BUT DID NOT GO TO THE HOSPITAL. THE POLICE WAS NOT CALLED BEFORE TOWING THE VEHICLE FROM THE SCENE TO A BODY REPAIR CENTER. AT THAT TIME OF THE COMPLAINT THE VEHICLE HAD NOT TAKEN TO THE DEALER. THE TOYOTA MANUFACTURER HAD NOT BEEN CALLED. THERE WAS ONLY NORMAL MAINTENANCE PERFORMED ON THE VEHICLE. THE FAILURE MILEAGE WAS 58,479 AND THE CURRENT MILEAGE IS 116,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315206

C-834

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20070217  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** KALAMAZOO, MI

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10183019  
**Date of Incident:** 20070218  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** FAIRLAWN, NJ

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE CONTACT PUT THE VEHICLE IN REVERSE AND IT ACCELERATED ON ITS OWN WITHOUT WARNING. THE CONTACT STATED THAT HIS FOOT REMAINED ON THE BRAKE PEDAL AND THE VEHICLE CONTINUED TO ACCELERATE. IT LUNGED FORWARD OVER A CURVE AND HIT A TREE. THE REAR AXLES WERE DAMAGED. THE VEHICLE WAS TOWED. THE FAILURE AND CURRENT MILEAGE WAS 49,000. THERE WERE NO INJURIES. A POLICE REPORT WAS TAKEN, AND THE CONTACT HAD PHOTOS OF THE VEHICLE. THE VEHICLE HAS NOT BEEN DIAGNOSED AT THIS TIME. 8AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328516  
**Date of Incident:** 20070218  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** ENGLEWOOD, NJ

**NHTSA Summary:**  
2004 LEXUS ES330 SUDDEN ACCELERATION \*GR THE CONSUMER STATED WHEN SHE ATTEMPTED TO TURN AROUND IN THE PARKING LOT, THE VEHICLE ACCELERATED OUT OF CONTROL. STRUCK A SIGN AND ANOTHER VEHICLE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318804  
**Date of Incident:** 20070219  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** GOBLES, MI

**NHTSA Summary:**

C-835

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL-THE CONTACT OWNS A 2006 TOYOTA PRIUS. THE CONTACT STATED THAT ON ABOUT TWELVE OCCASIONS, THE VEHICLE SUDDENLY ACCELERATED WHILE THE CRUISE CONTROL WAS ACTIVATED. HE NOTICED THE ACCELERATION WOULD OCCUR ON A SMALL DECLINE AND SOMETIMES AN INCLINE. IT WOULD DOWNSHIFT AND THEN "FLOOR ITSELF" SOMETIMES UP TO 80-90 MPH. HE HAD TO DISENGAGE THE CRUISE CONTROL TO KEEP FROM LOSING ALL CONTROL. HE DID NOT TAKE THE VEHICLE TO THE DEALERSHIP FOR THE PROBLEM AND DID NOT SPEAK WITH THE MANUFACTURER. IN APRIL 2009 DURING A TIME OF INCLEMENT WEATHER, HE TRIED TO PASS ANOTHER VEHICLE ON THE HIGHWAY AT APPROX 40 MPH AND GOT CAUGHT IN A PILE OF "SLUSH" ON THE HIGHWAY, SLID SIDEWAYS AND HIT A GUARDRAIL. THE VEHICLE WAS TOTALED. THERE WERE NO INJURIES BUT A POLICE REPORT WAS TAKEN. ADDITIONALLY, WHEN HE FIRST DROVE THE VEHICLE, HE NOTICED PUFFS OF SMOKE EMIT FROM THE DASHBOARD AND TOOK THE VEHICLE TO THE DEALERSHIP. THE DEALER NEVER INSPECTED THE VEHICLE AND TOLD HIM THAT NOTHING WAS WRONG WITH IT. THE CURRENT MILEAGE WAS APPROXIMATELY 60,000. THE FAILURE MILEAGE WAS APPROXIMATELY 600-BK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10183308  
**Date of Incident:** 20070220  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** PRESCOTT, AZ

**NHTSA Summary:**  
I WAS DRIVING NORTH OUT OF PHOENIX ARIZONA ON I-17 JUST PAST BLACK CANYON CITY, WITH MY CRUISE CONTROL SET AT 75 MPH. THERE IS A VERY LONG HILL GOING NORTH TO SUNSET POINT. PRIOR TO APPROACHING THE HILL I CANCELED THE CRUISE SO THAT THE TRANSMISSION WOULDN'T HUNT GEARS. I DROVE UP THE HILL AT 65 TO 75 MPH (NO CRUISE). WHEN I MADE THE TOP OF THE HILL AT SUNSET POINT AND LEVELED OUT, I ACCELERATED THE VEHICLE TO 75 MPH AND HIT RESUME. THE ENGINE RACED TO 5200 RPM. I REDLINE AT 5700 RPM. THE TRANSMISSION DID NOT FOLLOW SUITE. IT WAS AS IF I WAS IN NEUTRAL, REVVING THE ENGINE. I IMMEDIATELY CANCELED THE CRUISE AND DROVE A MILE OR SO WITHOUT CRUISE, THEN DECIDED TO TRY IT AGAIN. EVERYTHING WORKED NORMAL. I HAVE BEEN IN CONTACT WITH MY DEALERS SERVICE DEPT. AND THEY ARE BAFLED. THEY HAVE NOT LOOKED AT IT AS YET DUE TO THEIR SCHEDULE. AS SOON AS THEY CAN GET ME IN THEY WILL. THEY DID SAY THAT THERE SHOULD HAVE BEEN A CHECK ENGINE LIGHT, BUT THERE WAS NOT. THEY ARE HOPING THAT THE ONBOARD COMPUTER RECORDED IT. NOT ONLY IS THIS A MAJOR SAFETY HAZARD, BUT IT COULD HAVE CAUSED MY ENGINE TO BLOW UP. I'M NOT SURE WHAT REACTION MY WIFE WOULD HAVE HAD. SHE DRIVES ALL THE VEHICLES WE HAVE AND THEY BOTH HAVE CRUISE, YET SHE IS NOT THAT FAMILIAR WIT RPM'S AND REDLINES AND THE ISSUE THAT FOLLOW. WHEN I HAVE ALLOWED THE CRUISE TO PULL ME UP AN INCLINE IT USUALLY DROPS 1 OR TWO GEARS AND THE RPM'S ARE AROUND 3000 TO 3200. THIS I CONSIDER NORMAL. I HAD A 1999 TOYOTA TACOMA WITH A SIX CYLINDER ENGINE AND CRUISE. SO I AM VERY FAMILIAR WITH THE SYSTEM. I PURCHASED THE VEHICLE FROM TIM'S TOYOTA IN PRESCOTT. I ALSO BROUGHT TO THEIR ATTENTION A NOISE THAT I HEARD IN THE RIGHT FRONT SUSPENSION AND THEY ARE GOING TO TAKE CARE OF IT UNDER A NEW RECALL THAT HAS NOT EVEN BEEN SENT TO CUSTOMERS, NOR WAS THE SERVICE DEPT AWARE OF IT. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310296  
**Date of Incident:** 20070220

C-836

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LITHIA, FL

**NHTSA Summary:**  
APPLIED BRAKES AS EXITING FREEWAY RAMP, FELT LIKE I WAS AT A STOP. THE BRAKE PEDAL THEN DEPRESSED ALL THE WAY TO THE FLOOR AND I TAPPED THE CAR IN FRONT OF ME. MY CAR SUSTAINED MINOR DAMAGE TO THE FRONT BUMPER WHERE THE HITCH MET THE BUMPER. NO SUSTAINED DAMAGE TO THE OTHER VEHICLE. NO REPORTS FILED. DAMAGE IS STILL ON VEHICLE, NOT REPAIRED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319399  
**Date of Incident:** 20070220  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** ATOKA, TN

**NHTSA Summary:**  
I PULLED INTO HANDICAPPED PARKING SPACE AT A LOCAL RESTAURANT AND WHEN I TOOK MY FOOT OFF THE ACCELERATOR, MY 2004 TOYOTA COROLLA UNEXPECTEDLY ACCELERATED, CAUSING MY CAR TO JUMP CURB AND PROCEED FORWARD APPROXIMATELY 30 FEET WHERE IT CRASHED INTO SIDE OF RESTAURANT. I AM FAIRLY CERTAIN I DID NOT HAVE MY FOOT ON THE ACCELERATOR AND ABSOLUTELY DID NOT KEEP IT ON THE ACCELERATOR AFTER IT JUMPED THE CURB AND PROCEEDED INTO THE BUILDING.

**Additional Summary:**

**Toyota ID Number:** 200708081514  
**NHTSA ODI Number:**  
**Date of Incident:** 20070221  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/08/2007 04:32:55 PM LRivera  
Cust writes: Veh experiencing issue upon acceleration, will go from 2000 RPM's - 5,000 RPM's when veh is on cruise control or overdrive. Dlr could not duplicate, cust feels there is an issue with the cruise control and skts to have vehicle properly fixed. NCR called, spk to Mr. Kulstad, adv to role of CRM, c/b within 3 bus days.

\*\*\* NOTES 08/16/2007 04:40:30 PM HLyons  
Mr. Kulstad c/b to speak w/ Lisa. NCR probed to see if he was working w/ crm & what the status of his case was. Cust adv he thinks he knows how to fix the problem but hasn't heard back from Renee (crim in 1 week. Would like to let Lisa know he is continuing to work w/ dlr to resolve issue if they can duplicate it. Cust requested a c/b from Lisa. NCR adv will send message for c/b. Cldr thanked. NCR sent LRivera screen shot.

\*\*\* CASE CLOSE 08/14/2007 08:11:26 AM DLR04583  
CUST TRIED TO FIX THE PROBLEM. COULD NOT BE DUPLICATED, WILL COME NACK WHEN ABLE TO DUPLICATE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10183253  
**Date of Incident:** 20070221

C-837

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** FLORENCE, SC

**NHTSA Summary:**  
YESTERDAY GOING HOME, I TOOK THE INTERSTATE. TRYING THE LOWER SPEED (FOR BETTER MILEAGE), I WAS GOING 60 MPH WITH THE CC SET. TRAFFIC CAME UP ON ME AND I FELT MY TRUCK WAS IN DANGER, SO I USED MY FOOT TO INCREASE TO 70 MPH. WHEN I REACHED 70 MPH, I PRESSED SET ON THE CC SWITCH FOR IT TO SET TO THE CRUISE AT 70 MPH. I REMOVED MY FOOT FROM THE PEDAL AND MY TRUCK SLOWED DOWN TO 60 MPH, THEN DOWN SHIFTED AND SCREAMED LIKE CRAZY UNTIL IT HAD PASSED 70 MPH, THEN SLOWED BACK DOWN TO 70 MPH. I WAS ABOUT TO REPRODUCE IT 3 MORE TIMES BEFORE GETTING OFF THE INTERSTATE. I'M SURE IT WOULD DO THE SAME AT LOWER SPEEDS, BUT DID NOT HAVE A CHANCE TO CHECK IT. \*NM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10183278  
**Date of Incident:** 20070221  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** MOUNTAIN VIEW, CA

**NHTSA Summary:**  
SIENNA UNCONTROLLED ACCELERATION!! IT HAPPENED TO OUR 2006 SIENNA YESTERDAY 2/21/2007 - MY WIFE WAS ABOUT TO STOP THE CAR WHILE PARKING IT AT A PARKING SPACE, SUDDENLY IT ACCELERATED (VERY FAST) AND KNOCKED DOWN A TREE AND SCRATCHED A COUPLE OF PARKED CARS. IT TOOK A TREE, SOME BUSHES AND A DOUBLE RAISED CURBS TO STOP THE VAN. THE BUMPER WAS DAMAGED (BY THE TREE) AND THE RIGHT SIDE OF VAN DENTED. MY WIFE IS A CAREFUL DRIVER (AND WITH OUR TWO TODDLERS INSIDE!) AND SHE IS VERY SURE SHE DID NOTHING WRONG. WE ARE VERY CONCERNED TO DRIVE IT AGAIN IF THE REPAIR SHOP CANNOT FIND DEFECT WITH THE VAN. I HAVE A SIMILAR ACCIDENT REPORT HERE: HTTP://TOWNHALL-TALK.EDMUNDS.COM/WEBX?14@@F105086/0 \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10184420  
**Date of Incident:** 20070221  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** FLAGGSTAFF, AZ

**NHTSA Summary:**  
TL - THE CONTACT CALLED REGARDING A 2007 TOYOTA CAMRY. THE CONTACT STATED THE CRUISE CONTROL WAS SET TO 65 MPH. THE VEHICLE ACCELERATED TO 90 MPH. THE CONTACT STATED HE STEPPED ON THE BRAKES AND THE VEHICLE SLOWED DOWN. THE CONTACT HAS NOT USED THE CRUISE CONTROL AGAIN. THE CONTACT TOOK THE VEHICLE IN FOR DIAGNOSIS AND WAS TOLD THE 2007 CRUISE CONTROL SYSTEM IS NOT DESIGNED WELL AND THAT THERE IS NOTHING THEY CAN DO. THE FAILURE MILEAGE WAS 4000. KB THIS CONDITION ONLY OCCURS WHEN THE CONSUMER IS GOING DOWN A STEEP HILL. NO PROBLEM WAS EXPERIENCED OTHER THAN ON STEEP DOWN HILL ROADWAYS. THIS MAY BE A NORMAL CONDITION AS THE VEHICLE APPARENTLY DOES NOT APPLY THE BRAKE TO CONTROL VEHICLE SPEED, ACCORDING TO THE OWNER'S MANUAL AND THE DEALERSHIP. \*DSV

**Additional Summary:**

**Toyota ID Number:**

C-838

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10323201  
**Date of Incident:** 20070221  
**Vehicle:** 2007 TOYOTA CAMRY SOLARA  
**Location of Incident:** LITTLETON, CO

**NHTSA Summary:**  
2007 TOYOTA SOLARA. CONSUMER STATES UNINTENDED ACCELERATION. \*TGW THE CONSUMER STATED HE EXPERIENCED SUDDEN ACCELERATION FOR THE FIRST FEW MONTHS AFTER THE VEHICLE WAS PURCHASED. THE CONSUMER STATED THE VEHICLE WOULD LURCH FORWARD WHILE AT A STOP LIGHT OR STOP SIGN. IT DIDN'T HAPPEN EVERY TIME, ONLY INTERMITTENTLY. WHEN IT DID HAPPEN, THE ENGINE WAS ACCELERATING AND THE CONSUMER HAD TO PRESS VERY HARD ON THE BRAKE OR PLACE THE TRANSMISSION IN NEUTRAL TO PREVENT THE VEHICLE FROM GOING ANY FURTHER. THE CONSUMER ALSO COMPLAINED OF A ROUGH IDLE. THE ROUGH IDLE WAS DUE TO CRACK IN THE SPARK PLUG. A FEW TIMES THE VEHICLE WOULD ACCELERATE WHILE ON THE HIGHWAY. ALSO, THE CHECK ENGINE LIGHT ILLUMINATED. \*JB

**Additional Summary:**

**Toyota ID Number:** 200702230662  
**NHTSA ODI Number:**  
**Date of Incident:** 20070223  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** SEAFORD, NY

**NHTSA Summary:**  
\*\*\* PHONE LOG 02/23/2007 10:49:39 AM ZForeman  
Caller states: Cust calling about her 07 ES 350 w/1,300 miles. Cust sts veh accelerates on its own while driving and while braking. Cust sts veh air conditioning is also malfunctioning. Cust sts temp of 65 degrees is warmer than it should be. Veh has been svc at Lexus of Massapequa; a field tech has also driven the veh to diag cust concerns. Field tech found no fault with the veh. Cust is not satisfied w/tech diag and req asstnc from LCS. Cust is also unhappy w/svc

\*\*\* SUBCASE 200702230662-1 CREATED 02/27/2007 08:25:21 AM ASalceda  
\*\*\* NOTES 02/27/2007 08:25:44 AM ASalceda  
To: SM  
Please review cust concerns and please contact me to further discuss. Thank you!

\*\*\* PHONE LOG 02/27/2007 08:27:08 AM ASalceda Action Type: Outgoing call  
I cld cust and left her a voicemail asking her to contact me. IF CUST CALLS: Please adv cust that I am currently reviewing her concerns with the dlr and I will contact her once I have further info.

\*\*\* EMAIL OUT 02/27/2007 12:36:09 PM JMinami Action Type: External email  
Send to: [araceli\_salceda@toyota.com]  
CC List: [Nobody]  
Cust c/b, adv cust that ASalceda is reviewing her issue & has contacted the dlr to gather more info. Adv cust her call will be noted & ASalceda will c/b once more info to her situation is gathered.

\*\*\* PHONE LOG 03/03/2007 11:02:50 AM ASalceda Action Type: Outgoing call  
I cld cust and left her a voicemail asking her to contact me. IF CUST CALLS: Please adv cust I have reviewed her concerns with the dlr and they have confirmed that her veh was inspected by an FTS and to be operating within Lexus specifications. Please adv cust that we apol for her dissatisfaction. The dlr has adv the a/c was not blowing cold air because the a/c button was not push. Please adv cust we have doc her dissatisfaction.

\*\*\* EMAIL OUT 03/03/2007 11:26:44 AM Training01 Action Type: External email  
Send to: [araceli\_salceda@toyota.com]

C-839

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CC List: [Nobody]  
KLee does that cllr sts: Cust called and req ASalceda. I adv cust ASalceda is currently unavail and adv cust of notes. I adv cust veh is operating w/in Lexus specifications and that a/c button was not depressed which is why the a/c did not blow cold air. Cust sts this was not the main concern. Cust sts the main concern is the acceleration and surges on its own at around 20 mph & that the a/c was rprd at prior visit to dlr. Cust sts the a/c was recalibrated by the dlr tech. Cust sts dlr tried to attempt to resolve concern but that the veh now accelerates at all speeds now even when she is attempting to stop. Cust req a c/b. Cust sts her concern was not regarding the a/c. Cust sts the concern was that even at 65 degrees Fahrenheit was blowing hot air and had nothing to do with the a/c blowing cold air. Cust req a c/b from a supervisor and from ASalceda. I adv cust of 1 b/d turn around for sup c/b.

\*\*\* SUBCASE 200702230662-1 CLOSED 03/07/2007 06:22:29 AM ASalceda

\*\*\* PHONE LOG 03/12/2007 06:29:50 AM ASalceda Action Type: Outgoing call  
I cld cust and adv her that I have reviewed her concerns with the dlr and they have confirmed that her veh was inspected by a FTS and her veh was found to be operating as designed. Cust very dissatisfied with out come. Apol to cust and adv her that her concerns have been doc. Cust would like a letter stating that the veh is operating as designed. Adv cust that I would have letter mailed to her.

\*\*\* NOTES 03/12/2007 06:46:02 AM ASalceda  
Forwarded letter to KDeOcampo for approval.

\*\*\* SUBCASE 200702230662-2 CREATED 03/12/2007 06:46:19 AM ASalceda  
\*\*\* NOTES 03/15/2007 06:45:25 AM KDeOcampo  
Ltr approved & forward to mailroom.

\*\*\* SUBCASE 200702230662-2 CLOSED 03/15/2007 11:35:09 AM ASalceda

\*\*\* CASE CLOSE 02/27/2007 11:34:07 AM DLR63102  
12/18/06 CS VEHICLE JUMPS AT 20 MPH. WE RESET ECU... 2/7/07 COMPLAINS OF ACCEL ON ITS OWN. AREA FTS DROVE CAR AND FOUND IT TO BE OPERATING NORMALLY. COMPLAINED OF A/C BLOWING HOT, CUST DID NOT HAVE "A/C" BUTTON ON SO AIR WAS NOT GETTING COLD.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10185364  
**Date of Incident:** 20070223  
**Vehicle:** 2006 TOYOTA CAMRY SOLARA  
**Location of Incident:** CHANDLER, AZ

**NHTSA Summary:**  
I OWN A 2006 TOYOTA SOLARA 6 CYL. AND THE CAR HAS A PROBLEM WHEN WHEN YOU ACCELERATE FROM A SLOW PACE (AS WHEN YOU START TO MERGE INTO A BUSY STREET OR FREEWAY) THE CAR ACTUALLY HESITATES. THERE IS A 1/2 TO 2 SECOND DELAY OR LAG BEFORE THE CAR ACTUALLY KICKS IN AND ACCELERATES. I ACTUALLY HEAR AND SEE THE RPM'S REV UP ON ONE OF THE GAUGES, BUT THE CAR IS NOT ACCELERATING OR SHIFTING AS IT SHOULD BE. IT IS TOYOTA'S RESPONSIBILITY TO DO A REFRESHING FOR A COMPUTER UPDATE! THIS IS ALL THAT IS NEEDED TO CORRECT THE PROBLEM AND I DEMAND THAT IT BE DONE BEFORE AN ACCIDENT HAPPENS! THIS PROBLEM IS VERY DANGEROUS AND HAS THE POTENTIAL TO CREATE A DEADLY ACCIDENT. I HAVE TAKEN MY 2006 TO TWO TOYOTA DEALERSHIPS IN THE PHOENIX AREA AND HAVE NOT GOTTEN THE HELP NEEDED TO TAKE CARE OF THIS SERIOUS MATTER. I AM NOT PLEADING WITH NHTSA TO HELP ME WITH THIS MATTER AND I WANT TO BRING THIS TO THE ATTENTION OF THE PUBLIC, TOYOTA, THE DEALERSHIPS, THE

C-840

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

GOVERNMENT AND EVERYONE WHO CAN HELP WITH GETTING THIS MATTER TAKEN CARE OF. IF I AM IN AN ACCIDENT BECAUSE OF THIS PROBLEM I WILL HOLD EVERYONE INVOLVED RESPONSIBLE AS I FEEL I AM HAVE TOLD ALL THOSE WHO CAN HELP EVERYTHING I CAN AND I GET NO RESPONSE! I WANT THIS PROBLEM TO BE TAKEN VERY SERIOUS AND I EXPECT TO BE HEARD AND SOMEONE TO CONTACT ME WITHIN A REASONABLE AMOUNT OF TIME. I KNOW IN FACT TOYOTA IS AWARE OF THIS PROBLEM AND HAS ORDERED THE MECHANICS, SERVICE WRITERS AT THE DEALERSHIPS TO WITHHOLD THIS INFORMATION FROM CUSTOMERS. I ALSO KNOW THAT TOYOTA HAS CORRECTED THE PROBLEM WITH THE 2007 TOYOTA CAMRY. I ALSO OWN A 2000 TOYOTA SOLARA 6 CYLINDER AND THIS CAR HAS NO SUCH PROBLEM WITH IT HESITATING. I ALSO DROVE A 2007 TOYOTA CAMRY, LOANER CAR, THAT DID NOT HAVE THIS PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314403  
**Date of Incident:** 20070225  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** PHOENIX, AZ

**NHTSA Summary:**  
PULLED INTO A PARKING SPACE AND APPLIED BRAKE. ENGINE ACCERATED CAUSING VEHICLE TO JUMP A CURB AND STRIKE A TREE WITH THE ENGINE STILL RACING. IN A FEW SECONDS, THE ENGINE RETURNED TO IDLE. THIS IS THE SECOND TIME THIS OCCURED. THE FIRST TIME, I CONCLUDED THAT I HAD CAUGHT THE EDGE OF MY SHOE ON THE ACCELERATOR PEDAL. HOWEVER, THIS TIME, BEFORE RELEASING THE BRAKE, I LOOKED AT MY FOOT AND IT WAS CLEAR OF THE ACCELERATOR PEDAL. I KNOW THERE IS A MAJOR TOYOTA RECALL FOR SIMILAR PROBLEM. HOWEVER, THIS MODEL IS NOT INCLUDED IN THE UNINTENTIONAL ACCELERATION PROBLEM. AFTER THESE TWO INCIDENTS, I'M CONCERNED THAT PROBLEMS ALSO EXIST WITH THIS MODEL TOYOTA AND IT NEEDS TO BE INVESTIGATED.

**Additional Summary:**

**Toyota ID Number:** 200801071353  
**NHTSA ODI Number:**  
**Date of Incident:** 20070226  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 01/07/2008 01:21:28 PM ABaker2  
Caller states: he has a rod blown on the engine of his new vehicle. cust sts at 900 miles he noticed a ticking noise coming from the vch and they advised the concern is normal, cust sts he notices some surging and the vehicle would die, cust sts the vch would intermit shoot him 4-5 feet in an intersection, cust seeks to have the concern repaired and covered under warranty, cust sts he has been working with Pat in the service dept, cust sts he doesn't have a car and  
\*\*\* NOTES 01/07/2008 01:21:46 PM ABaker2  
seeks to have the repair covered under warranty  
\*\*\* NOTES 01/08/2008 02:27:20 PM VWhite  
Clt sts previously dlr was unable to locate broken seals in windshield so how can he expect them to find engine problem upset with SM who commented he should have given him the 20.00 that the mechanic was paid. SM cldd cust today advd that regional rep declined assistance problem due to abuse. Clr not happy with this decision. NCR advd the case not yet documented.  
\*\*\* NOTES 01/08/2008 03:42:46 PM VWhite

C-841

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Clr cldd back NCR ref to CRM for an appointment with the regional rep. Clr not pleased that no assistance for concern.

\*\*\* NOTES 01/09/2008 01:04:15 PM EStaples1

Clr c/b re identical cnrm. Clr adv not happy w/RGN decision. Clr fls prev dlr (South Coast Toy) did not properly address his cnrm which resulted in current rpr. Sks to escalate RGN decision. Ner apol, adv no further escalation re cnrm (per case notes did 1/8/08. Clr adv RGN office declined rpr under warr due to abuse). Clr request trf to survey line. Ner trfd call. OUTBOUND: Ner c/b dlr, left msg w/CRM & SM requesting dlr to add case notes & close since Clr adv>

\*\*\* NOTES 01/09/2008 01:07:39 PM EStaples1

>>RGN office declined rpr under warr.

\*\*\* CASE CLOSE 01/09/2008 01:12:20 PM DLR04356

DSPM DECLINED ASSISTANCE DUE TO ABUSE.

**Additional Summary:**

**Toyota ID Number:** 200702261053  
**NHTSA ODI Number:**  
**Date of Incident:** 20070226  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** PICKERINGTON, OH

**NHTSA Summary:**  
\*\*\* PHONE LOG 02/26/2007 11:57:46 AM AGivens

Cust is very upset w/ his Easton Lexus b/c his 2007 ES 350 got stuck in cruise control, accelerated to 90mph and he could not get it to stop. Cust ended up damaging his brakes and has engine noise as well because he had to place car in park at that speed. Veh was towed to dlr and service rep Kevin told him his mat got in the way. Veh is currently at dlr. Cust is angry and scared to drive veh and has already contacted an atty.

\*\*\* NOTES 02/27/2007 10:29:39 AM AGivens

Cust cldd back in regards to no one calling him back yet about his veh. I told cust that tomorrow would be 2 b/d and if he has not had any contact that he could c/b

\*\*\* SUBCASE 200702261053-1 CREATED 03/19/2007 11:51:46 AM KHirai

\*\*\* NOTES 03/19/2007 11:53:44 AM KHirai

To: SM Todd Shook (614-478-2002)

From: Kevin Hirai, LCS 310-468-4934

Can you please provide the dealership's diagnosis? Has the customer's concerns been addressed with DSPM or the Area Office? Your response is greatly appreciated.

\*\*\* PHONE LOG 03/28/2007 11:26:22 AM KHirai Action Type: Outgoing call

Addressed customer's concern w/SM Todd Shook. Dlr determined the issue was due to the fact the all season floor mats were on top of the regular mats. Dlr confirmed the cust installed the all season floor mats (not dlr). Germain Lexus of Dublin brought cust out of veh and got cust into a new ES.

\*\*\* PHONE LOG 03/28/2007 05:02:33 PM KHirai Action Type: Outgoing call

Cld 614-323-0830 and left a msg on the voicemail asking the cust to return my call at LCS 800# + prompt 4. \*\*\* If cust calls, please transfer or adv cust: Pd first like to apol for the delay in f/u. I addressed his concerns w/Germain Lexus of Easton. I confirmed that Germain Lexus of Dublin asst cust in getting out of veh. Lexus Apol for any inconveniences cust incurred. Please ask cust if further asst is req from LCS. Thanks.

\*\*\* PHONE LOG 03/29/2007 07:54:24 AM KHirai Action Type: Outgoing call

Cld 614-323-0830 and apol to cust for the delay in f/u. I addressed his concerns w/Germain Lexus of Easton. I confirmed that Germain Lexus of Dublin asst cust in getting out of veh. Lexus Apol for any

C-842

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

inconveniences cust incurred. Cust stated: Germain Lexus of Dublin and their GM were very helpful. Cust appreciated what the dlr did. Cust felt Germain Lexus of Easton was not helpful. Apol and adv cust I have documented his concerns at Nat HQ's for mgmt and dlr review. Cust satisfied and thanked LCS for f/u. Cust declined further asst from LCS. Case can be closed.

\*\*\* CASE CLOSE 03/29/2007 07:56:10 AM KHirai

Cust w/07 ES 350 sought asst in getting out of veh. Addressed customer's concerns w/Germain Lexus of Easton SM Todd Shook. Adv cust: I confirmed that Germain Lexus of Dublin asst cust in getting out of veh. Lexus Apol for any inconveniences cust incurred. I have documented his concerns at Nat HQ's for mgmt and dlr review. Cust satisfied and declined further asst from LCS. CASE CLOSED.

\*\*\* SUBCASE 200702261053-1 CLOSED 03/29/2007 07:56:20 AM KHirai

**Additional Summary:**

**Toyota ID Number:** 200707310755  
**NHTSA ODI Number:**  
**Date of Incident:** 20070226  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 07/31/2007 11:34:50 AM KKeckeisen  
Caller states: Danville Toyota had replaced his trans 3x already for rough shifting concerns. Sks it is so rough the engine revs & tires squeal & his coffee spills out of his cup. Sks dlr has tried reprogramming his computer w/o success. Sks John SM has adv they want to replace trans again. Sks dlr has been more than accommodating, rcvd loaner every time. Sks not happy Toy is replacing trans w/ rebuilt trans, sks a brand new trans to be put in or given new veh.  
\*\*\* NOTES 07/31/2007 11:35:53 AM KKeckeisen  
PA  
No Prev Cases

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

\*\*\* PHONE LOG 07/31/2007 01:22:12 PM NRRedd Action Type: Outgoing call

OUTGOING CALL TO DEALER

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

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

OUTGOING CALL TO CUSTOMER

ner called Day# - adv was gone from work, called Alt# & 1/m req cust to call back

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

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

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

OUTGOING CALL TO DEALER

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

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

OUTGOING CALL TO CUSTOMER

Clt sts same cnrms w/transmission, sts been cnrm since 1K miles, sts cnrm that used transmission is being used in veh, sts test drove 3 like model vehicles and non-drive like custs veh, sts really happy w/dlr

C-843

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

service Johnny & Tech, sts been really good to custs sts cnrm w/longevity of veh, sts after 2nd replacement engine, sts same thing w/engine rev and back tires began to spin, sts returned to dlr and johnny added more fluid, sts so far it has not acted up again but still has great deal of doubt, sts really loves his truck added a number of accessories - hood scoop, running boards to get into vehicle, window shades, rear mats and TRD seat covers, sts right now willing to work w/toyota

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

\*\*\* NOTES 08/01/2007 12:31:29 PM NRRedd

OUTGOING CALL TO DSPM

ner left message for dspm to c/b

\*\*\* NOTES 08/01/2007 01:32:45 PM NRRedd

ner sent fyi email to DSPM, req to know if ok for vsa offer once cust confirms veh rprd

\*\*\* NOTES 08/01/2007 01:33:47 PM NRRedd

INBOUND EMAIL FROM DSPM

DSPM sent reply email 1:23 pm pst advising ok if ner would like to make vsa platinum warranty offer

\*\*\* NOTES 08/06/2007 09:29:12 AM CSilao

+OUTGOING CUST CALL+

NCR 1/m at day#, adv of CEC# & NCR direct extension x73081.

\*\*\* NOTES 08/06/2007 09:30:56 AM CSilao

+OUTGOING CUST CALL+

NCR 1/m at alt#, adv of CEC# & NCR direct extension x73081.

\*\*\* NOTES 08/06/2007 11:46:06 AM DHkenius

clr c/b sks to spk w/ CSilao, sts tried her ext #73081 & it did not work. NCR apol & adv clr left a VM for Caley, rep sks to know is there a better time or # for a c/b. clr sts please have her c/b on cell #434-489-9448 anytime. NCR adv clr will document.

\*\*\* PHONE LOG 08/06/2007 11:56:16 AM CSilao Action Type: Outgoing call

+OUTGOING CUST CALL+

Is still having issue w/ noise while veh is in 1st gear. Veh is not slamming into gear. Dlr adv computer is learning the trans & the way he drives. Dlr adv to drive veh for about 300mi & he will go back to dlr. Is extremely satisfied w/ Toy, accepts g/w offer. NCR adv of 1x g/w offer to provide platinum extended warr through Toy XtraCare, coverage is for 7/100, \$0 deductible. NCR adv cust to c/b when he takes veh back to dlr.

\*\*\* NOTES 08/06/2007 02:24:40 PM CSilao

NCR opened case# 200708061637 for VSA agreement.

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

\*\*\* CASE CLOSE 08/13/2007 06:55:14 AM CSilao

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

**Additional Summary:**

**Toyota ID Number:** 200710010822  
**NHTSA ODI Number:**  
**Date of Incident:** 20070227  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/01/2007 11:15:00 AM MLove

C-844

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Caller states:owns 2007 Tacoma & Corolla not happy w/either veh.cust sts cruise control is dangerous & can cause accidents.it works intermittently.Cust sts came down hill doing 50-55mph.all of a sudden,it was as if someone stepped on the gas.almost had an accident.Dlr adv the motor is too small.another dlr adv it is the chip that is the concern.Cust thinks it is in all toyota's.called NHTSA.would like to sched appt for Wed  
\*\*\* NOTES 10/01/2007 11:15:01 AM MLove  
Ncr apol adv case doc adv cust to f/u w/dlr at time of appt.provided case# or cust can speak to crm of dlr adv role of crm.

\*\*\* CASE CLOSE 10/08/2007 09:10:01 AM DLR24066  
ARRANGED SERVICE VISIT WITH CUSTOMER, CANCELED BY CUSTOMER, WILL RESCHEDULE

**Additional Summary:**

**Toyota ID Number:** 200709130410  
**NHTSA ODI Number:**  
**Date of Incident:** 20070227  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 09/13/2007 09:23:19 AM GTravis  
Caller states: PA NO prev Case # sts that when shift from 4th, to 5th veh maintains the rev level and dlr, sts this issue has been occurring since new. sts spk to dlr personell (no name avail) who adv cust known condition and to contact Toy. sts that also, after veh sits for about a day, veh brakes will "sound horrible" and that it will happen a few times and then go away, only in reverse. sts also when rolls window down partially, glass will rattle significantly.

\*\*\* SUBCASE 200709130410-1 CREATED 09/14/2007 06:21:56 AM ABaker2

\*\*\* NOTES 09/14/2007 01:06:02 PM ABaker2

->OUTGOING DLR CALL+

Case Mgr called dlr and adv no service history or open ro's

\*\*\* NOTES 09/14/2007 01:09:04 PM ABaker2

->OUTGOING CUST CALL+ Case Mgr called cust left a msg provided 800# with X73086 and business hours (5:00am-1:30 pm pst) for a c/b

\*\*\* NOTES 09/17/2007 06:19:51 AM ADuran

Cust requested to speak to CM. NCR apol & adv CM unavailable will document call, & CM will c/b w/in 1 b/d, Hm#315-348-6424.

\*\*\* NOTES 09/17/2007 09:24:38 AM McCastro

Cust called back. NCR apol & adv cust CM will return call by EOB day tomorrow. Best number to contact cust is 315-348-6424

\*\*\* NOTES 09/17/2007 09:26:28 AM ABaker2

->OUTGOING CUST CALL+ Case Mgr called and spoke with cust sts he has drove the veh over the weekend and no longer having the leaking concerns. Case Mgr thanked and adv cust for sales concerns can open case to dlr cust declined. Case Mgr advised cust closing case.

\*\*\* NOTES 09/17/2007 09:27:31 AM ABaker2

->INTERNAL TMS NOTES+ PLEASE DISREGARD PREV CASE NOTES

\*\*\* NOTES 09/17/2007 09:35:18 AM ABaker2

->OUTGOING CUST CALL+ Case Mgr called and spoke with cust sts he is having concerns with his door window noise and also veh engine rev and brake concern. cust sts he hasn't taken the veh to the dlr for a inspection and seeks to have the concern resolved Case Mgr apol & adv cust veh would need to be inspected by the dlr, cust sts he hasn't spoken to the dlr or the SM. Case Mgr adv cust dlr open and a c/b within 3 bus days

\*\*\* CASE CLOSE 09/18/2007 06:56:13 AM DLR31148

C-845

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SERV. MGR TOLD CUST WE ARE UNABLE TO DIAG OVER PHONE CUST IS SCHEDULED ON SEPT 25 TO COME IN FOR DIAG OF HIS CONCERNS. IF CONCERNS PRESENT DEALERSHIP WILL WORK TO RECTIFY CONCERNS

\*\*\* SUBCASE 200709130410-1 CLOSED 09/20/2007 12:24:10 PM ABaker2

Case Mgr closing sub case

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10183785  
**Date of Incident:** 20070227  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** STONY POINT, NY

**NHTSA Summary:**

2003 TOYOTA CAMRY ACCELERATED OUT OF CONTROL AND REAR ENDED SECOND VEHICLE AND THEN A BUILDING BEFORE STOPPING. OPERATOR ATTEMPTED TO STOP THE VEHICLE BY FULLY DEPRESSING BRAKES, PUMPING BRAKES AND SHIFTING TO NEUTRAL TO NO AVAIL. VEHICLE WAS BROUGHT TO DEALER FOR PROBLEM IN 06/06 AND AGAIN IN 02/07. IN 06/06 DEALER STATED THERE WAS A COMPUTER PROBLEM AND AN ADJUSTMENT WAS MADE. IN 02/07 DEALER STATED THEY COULD NOT FIND ANY PROBLEM. OPERATOR STATE HE HAD FOUR FAILURES BEFORE SERVICING IN 2006 AND ONLY ONE FAILURE BEFORE BRINGING IT IN IN 2007. THERE WAS DIRECT FRONTAL IMPACT THAT CAUSED EXTENSIVE DAMAGE, NEITHER AIR BAG DEPLOYED. \*NM

**Additional Summary:**

**Toyota ID Number:** 200703230324  
**NHTSA ODI Number:**  
**Date of Incident:** 20070228  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 03/23/2007 09:10:05 AM JSpencer  
RMT#070320-000329  
NR: Summers sks clarification & rpr if necessary of slight revving when shifting between 4th & 5th gears & w/ high RPMs at cold start up.

\*\*\* SUBCASE 200703230324-1 CREATED 03/23/2007 09:11:11 AM JSpencer

EMAIL STS

"Hello--I recently purchased a new 2006 Tacoma four wheel drive,standard cab,2.7 liter engine,manual transmission. I noticed when shifting from fourth to fifth gears,there is a slight revving of the engine when the clutch is depressed. This does not seem to occur when shifting 1-2-3,or 3-4. My question is,whether this is normal,or if I should have it checked? (There are less than 1,000 miles on the Tacoma)Also, can you tell me approximately what the cold start up idle speed is on this model? Mine seems to start around 2400-2600 rpm and slowly lower to the 500-700 rpm range once the motor is warm. I just want to make sure this is proper,and i'm not ignoring something that could damage the motor..Thanks in advance for your assistance,and thanks for making the most dependable vehicles in the world!"  
END EMAIL

\*\*\* SUBCASE 200703230324-1 CLOSED 03/23/2007 09:11:13 AM JSpencer

thanks

\*\*\* SUBCASE 200703230324-2 CREATED 03/23/2007 09:11:44 AM JSpencer

START NCR RESPONSE

C-846

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

"Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
We apologize for your concerns with your 2006 Tacoma.  
In order to properly assess your concerns with the engine revving between fourth and fifth gear, we recommend you contact the Customer Relations Manager at your local Toyota dealership  
<http://www.toyota.com/dealers> to further evaluate your Tacoma.  
Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.

Regarding the cold start idle speed, your vehicle is operating as designed, as the idle speed is increased to get the engine to normal operating temperatures as quickly as possible.  
There is no issue running the vehicle at high RPM's when cold because with most modern vehicles there is full oil circulation within 20 seconds of the engine being turned on. Also over time, a film of oil will start to develop on the internal moving parts of the engine that will not drain back to the pan, which will provide some protection right at start up.

After waiting that first 20 seconds, you can drive your vehicle normally with out concern for abnormal wear and tear.

Your email has been documented at our National Headquarters under file #Sincidents c\$claircasenumber.

If we can be of further assistance, please feel free to contact us <%20http://toyota.custhelp.com/cgi-bin/toyota.cfm/php/enduser/std\_adp.php?p\_faajid=4164>.  
Toyota Customer Experience"

END NCR RESPONSE

\*\*\* SUBCASE 200703230324-2 CLOSED 03/23/2007 09:11:48 AM JSpencer

sent

\*\*\* CASE CLOSE 03/23/2007 09:11:57 AM JSpencer

see subcase close.

**Additional Summary:**

**Toyota ID Number:** 200703290138  
**NHTSA ODI Number:**  
**Date of Incident:** 20070300  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** FARMINGVILLE, NY

**NHTSA Summary:**

\*\*\* PHONE LOG 03/29/2007 07:28:44 AM EOrdemann  
Caller states: While she was driving her 07 ES350 the engine started racing and the veh accelerated. Cust sts she had to slam both feet on the brake to stop the veh. She put the veh in neutral, then park to keep the veh from accelerating. Cust had veh towed to Lexus of Smithtown. Dlr and DSPM could not diagnose veh. Cust sts she will not drive the veh anymore b/c she feels very unsafe.

\*\*\* EMAIL OUT 04/04/2007 07:55:30 AM MJilani Action Type: External email

Send to: [shrona.harris@toyota.com]

CC List: [eric\_ordemann@toyota.com]

Cust called and wants to know the status of her concerns. She adv that she was contacted by the National hwy dept and would like someone from LCS to f/u with her.

\*\*\* PHONE LOG 04/04/2007 12:20:22 PM ABeltran Action Type: Outgoing call  
Spoke w/Brant DSPM he adv that it needs to be sent to the area office as a PIR. I adv that I will do so.

\*\*\* PHONE LOG 04/04/2007 12:28:40 PM ABeltran Action Type: Outgoing call

C-847

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LM for cust to give me a c/b\*\*\*\*\*If cust c/b please transfer or adv that I am looking into her issue thanks.

\*\*\* NOTES 04/04/2007 12:30:30 PM ABeltran

To: Area office

Cust needs to have a PIR completed for the veh accelerating.

Please let me know what I need to do next.

Thanks

Amber.

\*\*\* SUBCASE 200703290138-1 CREATED 04/04/2007 12:42:10 PM ABeltran

\*\*\* NOTES 04/04/2007 12:53:25 PM LRyan330

Spoke with FTS regarding report. Will update once report is received.

\*\*\* NOTES 04/04/2007 12:56:32 PM LRyan330

FTS was at Lexus of Smithtown on March 29th on other business when veh was towed in. FTS inspected vehicle.

\*\*\* PHONE LOG 04/09/2007 05:26:48 AM ABeltran Action Type: Incoming call

Cust cld & adv that the dlr adv her that the Lexus rep looked at the veh & everything was found to be operating as designed. Cust adv that the dlr said the mats were installed properly. Cust adv that she does not feel comfortable about driving the veh any more because they could not find the issue. Cust adv that she would rather the dlr fix an issue than tell her there is no issue. Cust is worried that it may happen again. I apol to the cust & adv that I am waiting for info on the inspection form the FTS. I adv that I will give her a c/b in the next 5 bus days no later than April 17. Cust adv that she will wait to here from me.

\*\*\* NOTES 04/13/2007 05:59:29 AM LRyan330

EASTERN AREA CLOSE NOTES: Lorraine Ryan, CS Analyst. Vehicle was operating as designed and the Area cannot offer re-purchase assistance.

\*\*\* PHONE LOG 04/17/2007 06:34:52 AM ABeltran Action Type: Incoming call

Cld the cust & adv that I did revl the info on the inspection of her veh. I adv that it was found to be operating as designed & there is no further asst that Lexus will be able to provide to her. Cust was dissat & asked why her veh raced? I adv that at the time the FTS looked at the veh he was not able to find anything abnormal w/the veh. Cust understands & requires no further asst.

\*\*\* SUBCASE 200703290138-1 CLOSED 04/17/2007 06:35:40 AM ABeltran

\*\*\* CASE CLOSE 04/17/2007 06:35:44 AM ABeltran

FTS inspected the veh & found the veh to be operating as designed. Cust was adv.

**Additional Summary:**

**Toyota ID Number:** 200703020533  
**NHTSA ODI Number:**  
**Date of Incident:** 20070300  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** WOODLAWN, OH

**NHTSA Summary:**

\*\*\* PHONE LOG 03/02/2007 10:03:53 AM CNumata  
Caller states: that two days in a row when they pushed the accelerator and it sped up so much and she couldn't get it to slow down.  
Veh is at the dlr now. Dlr adv cust that the floor mats cause it. Dlr adv cust to call LCS. Cust was adv by dlr that they would send an engineer to inspect veh. Can not find VIN in KM. Cust was working w/SM, Ken and was adv that it may take 1-2 weeks before concern is resolved. Cust has a loaner vehicle.  
\*\*\* NOTES 03/07/2007 01:45:24 PM MHayes

C-848

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Cust c/b again & sts that dlr informed him that FTS came out, but dlr did not adv cust that FTS came out until car had already been inspected. Cust is cnrncd b/c no one from the dlr or LCS called him to set an appointment w/ FTS. Cust sts that he does not trust this response from the dlr & will not return loaner veh until he hears from LCS. Cust fls that dlr is rushing him to bring loaner veh back.

\*\*\* NOTES 03/09/2007 12:13:00 PM ZForeman  
Cust calling to s/w KHirai. Cust sts he was adv by dlr Lexus of Rivercenter to contact rep. Dlr sts they have not been contacted by LCS. Cust sts he would like to know the name of field tech who svc his veh. Cust sts hes unhappy he was not made aware that the tech was at the dlr. Cust sts he feels the dlr has not addressed his true veh concerns. Cust sts he would have liked to witness the inspection done by the tech and had been given the part which was replaced.

\*\*\* SUBCASE 200703020533-1 CREATED 03/12/2007 02:52:32 PM KHirai

\*\*\* PHONE LOG 03/12/2007 02:55:07 PM KHirai Action Type: Outgoing call  
Left mssg on CSM Ken Kocher's voicemail req a return call to address the customer's concern.

\*\*\* PHONE LOG 03/12/2007 04:18:35 PM KHirai Action Type: Outgoing call  
Addressed customer's concern w/CSM Ken Kocher. FTS Dan Pfeiffer inspected veh. There were no codes indicating there were issues w/veh. It appears the rubber winter floor mat was rubbing on the accelerator pedal. The cust apparently did not remove the extra plastic cover on the winter floor mat. There was an area on that portion of the winter floor mat that had been worn. Dlr had originally delivered the veh to the cust during the summer. The veh had regular floor mats at that time. Cust acknowledged to the dlr that he installed the winter floor mats. CSM Ken provided cust the FTS' preliminary diagnosis/insight. Dlr put back the regular floor mats and cust stated they would test drive veh for a few days to see if the issue is still present. Cust picked up veh Friday afternoon and returned the dlr's loaner veh at that time.

\*\*\* PHONE LOG 03/13/2007 08:47:08 AM KHirai Action Type: Outgoing call  
Cld 513-871-7082 and left a mssg on the voicemail asking the cust to return my call at LCS 800# + prompt 4. Expl in the mssg that I would attempt to contact the cust on the other tel# LCS has on file.

\*\*\* PHONE LOG 03/13/2007 08:48:55 AM KHirai Action Type: Outgoing call  
Cld 513-821-0346 and the lady answering the phone stated cust doesn't work there. Apol to the lady. \*\*\* If cust calls, please transfer. Thanks.

\*\*\* PHONE LOG 03/14/2007 03:32:01 PM KHirai Action Type: Outgoing call  
Addressed customer's concern w/CSM Ken Kocher. FTS Dan Pfeiffer inspected veh. There were no codes indicating there were issues w/veh. It appears the rubber winter floor mat was rubbing on the accelerator pedal. The cust apparently did not remove the extra plastic cover on the winter floor mat. There was an area on that portion of the winter floor mat that had been worn. Cust stated: the floor mat was approx 4-5 inches away from the pedal. Therefore, customer's wife, Mrs. Monica Wilkins, doesn't feel FTS diagnosis was correct. Cust did acknowledge the mats may have caused the issue. Cust put the regular mats back in veh. Cust doesn't drive veh. Customer's wife is the primary driver and she hasn't adv him of any issues. Adv cust I have documented his concerns at Nat HQ's. Cust satisfied and req no further asst from LCS. Case can be closed.

\*\*\* NOTES 03/15/2007 08:01:15 AM KHirai  
Note: In regards to the previous documentation, I cld 513-871-7082 and spoke to cust. I did not mention Dan Pfeiffer's name to cust as indicated in the notes. I referred to FTS as Lexus technical advisor.

\*\*\* CASE CLOSE 03/15/2007 08:02:36 AM KHirai  
Cust w/07 ES 350 seeked to address his concerns regarding FTS inspection. Addressed customer's concern w/Lexus Rivercenter CSM Ken Kocher. Addressed customer's concerns during T'u call. Adv cust I have documented his concerns at Nat HQ's. Cust satisfied and req no further asst from LCS. CASE CLOSED.

\*\*\* SUBCASE 200703020533-1 CLOSED 03/15/2007 08:02:46 AM KHirai

C-849

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Additional Summary:

**Toyota ID Number:** 200704200611  
**NHTSA ODI Number:**  
**Date of Incident:** 20070301  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 04/20/2007 11:08:36 AM TMorita  
RNT#070420-000048  
Email states: "When shifting (putting in the clutch) after removing my foot from the gas peddle the trucks rpm's ?increase? for a few seconds before they decrease I've have had the truck looked at by Toyota service and they say the that is how the manual Tacoma's run I've also had the accelerator stick open once while shifting (but only once) and think that was a fluke."

\*\*\* SUBCASE 200704200611-1 CREATED 04/20/2007 11:14:52 AM TMorita  
Ncr's email reply:  
<as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
We apologize for your dissatisfaction with your 2007 Tacoma's manual transmission.<p>  
We have not identified a manufacturer's cause or concern with the 2007 Tacoma's clutch, throttle, or transmission.<p>  
Please be advised that we rely on our dealerships to address concerns which are warrantable, or which have been identified by a Special Service Campaign, (manufacturer's recall).<p>  
In order to properly assess your concerns, we recommend you contact the Customer Relations Manager at your <a href="http://www.toyota.com/dealers"TARGET=BLANK">local Toyota dealership</a> to further evaluate your Tacoma.<p>  
Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.<p>  
Your email has been documented at our National Headquarters under file #Sincidents.c&clarifycasenumber. If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cgi?php/enduser/std\_adp.php?p\_faqid=4164"TARGET=BLANK">contact us</a>.<p>  
Toyota Customer Experience  
</as-html>

\*\*\* SUBCASE 200704200611-1 CLOSED 04/20/2007 11:14:53 AM TMorita

\*\*\* CASE CLOSE 04/20/2007 11:15:17 AM TMorita  
see subcase

Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10184331  
**Date of Incident:** 20070301  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** SILVER SPRING, MD  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2003 TOYOTA AVALON. WHILE PARKING THE VEHICLE THE ACCELERATOR PEDAL ENGAGED WITHOUT WARNING. THE CONTACT WAS DRIVING 6 MPH. THE CONTACT DEPRESSED THE BRAKES AND THE VEHICLE WOULD NOT STOP, AND

C-850

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

ITM CRASHED INTO A PARKED FORD PICK UP TRUCK. THE ROAD CONDITIONS WERE NOT A FACTOR. THE VEHICLE WAS TOWED AND THE CONTACT WAS UNABLE TO DRIVE THE VEHICLE. THE CONTACT SUSTAINED A SHOULDER INJURY DUE TO THE SEAT BELT. THE PASSENGER IN THE FRONT SEAT STATED DUE TO THE AIRBAG DEPLOYMENT SHE WAS HAVING HEARING PROBLEMS AND EXPERIENCED DISCOMFORT TO HER TEETH. THE PASSENGER IN THE BACK SEAT EXPERIENCED CHEST PAINS. THE VEHICLE HAS NOT BEEN INSPECTED TO DETERMINE THE REASON FOR THE UNEXPECTED ACCELERATION. THE CURRENT AND FAILURE MILEAGE WAS 35,000. \*AK

Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10197326  
**Date of Incident:** 20070301  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PAGELAND, SC  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 20 MPH, THE VEHICLE WOULD HESITATE WHEN HE DEPRESSED THE ACCELERATOR PEDAL. THE VEHICLE WOULD THEN SURGE FORWARD AFTER APPROXIMATELY 50-80 FEET WITHOUT WARNING. THE DEALER STATED THAT THIS WAS A NORMAL OCCURRENCE. THE FAILURE MILEAGE WAS 150 AND THE CURRENT MILEAGE WAS 14,000. THE VIN WAS UNAVAILABLE.

Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20070301  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** , CA  
**NHTSA Summary:**  
**Additional Summary:**  
Lieff Cabasser Heimann & Bernstein, LLP filed lawsuit against Toyota Motor Corporation on February 16, 2010

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319793  
**Date of Incident:** 20070301  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** CATONSVILLE, MD  
**NHTSA Summary:**  
S10 APPROPRIATE HANDLING RE SUDDEN UNINTENDED ACCELERATION FM OWNER OF A 2003 TOYOTA AVALON. \*KB WHILE PULLING INTO A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED, RESULTING IN A SERIOUS ACCIDENT.

Additional Summary:

**Toyota ID Number:** 200708220268  
**NHTSA ODI Number:**  
**Date of Incident:** 20070302  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** ,  
**NHTSA Summary:**  
\*\*\* PHONE LOG 08/22/2007 08:01:16 AM VWhite

C-851

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Caller states: with c/c on going up any incline veh downshifts more then one gear and engines speeds up. Ctr states is aware will downshift going up hill but veh downshifts too aggressive down to 2nd gear or lower straight from drive. Veh shutters when in downshifts. It can even be a small hill at about 60 mph not towing anything. Pur new 03/07, had oil change 08/21/07 at dlr #1 Vancouver Toyota advd dlr of concern was advd nothing that can do adv to call TMS.

\*\*\* NOTES 08/23/2007 09:17:02 AM JNortz130  
FTS Benjamin Melcher is visiting the dealership this afternoon and will review the concern with shop foreman/Dave Griffin.  
\*\*\* NOTES 08/27/2007 03:19:58 PM JNortz130  
Region called the dlrshp to speak to shop foreman/Dave G. and found him to be on vacation this week. Region called FTS/Ben M. and left a voice mail message for him to call me regarding this situation.  
\*\*\* NOTES 08/27/2007 03:40:29 PM JNortz130  
Region called the FTS/Ben M. and left a voice mail message asking him to call back regarding the outcome on his inspection etc  
\*\*\* NOTES 08/28/2007 09:40:28 AM JNortz130  
Region spoke to FTS/Ben M. on meeting w/shop foreman regarding cust. concern. FTS was there for 2 hours and the Shop Foreman wasn't available. FTS will be in the office on the morning of 8/29/2007 and we will get together and call the tech. at the dlrshp. Shop Foreman is on vacation this week.  
\*\*\* NOTES 08/28/2007 09:44:56 AM JNortz130  
Region called the customer and left a voice mail message on the first no. Left name, date,time and phone no. and asked to be called back. Region called the second no. and spoke to cust. wife. Waiting to hear back from the customer.  
\*\*\* NOTES 08/28/2007 10:17:15 AM JNortz130  
Cust. called back and explained his concern. While in cruise control going up a hill the vehicle downshifts too far according to the customer. Cust. has to dis-cont. the cruise. Cust. would like to meet w/an FTS and have an inspection and road test to determine if this is a problem or if its normal. Cust. hasn't been in another like vehicle. Will suggest that to FTS. Advised cust. that I would contact him after speaking to an FTS.  
\*\*\* NOTES 08/29/2007 03:42:22 PM JNortz130  
Region called the customer to set up an appt. w/FTS/Ben M. FTS can meet w/customer to road test and inspect cust. concern on 9/7/2007 at Beaverton Toyota ( 12:00pm ). Cust. asked that the FTS call him to see if he could arrange a meeting at Toyota of Vancouver on the same day because he knows where there is hills in the area where he can demonstrate his concern. FTS will call the cust. and work out a time.  
\*\*\* NOTES 09/05/2007 11:13:55 AM JNortz130  
FTS/Ben Melcher met with customer on the 31st of Aug. at 10:30am to inspect and road test his vehicle for the concerns mentioned. According to the FTS the customer's vehicle was found to be operating as designed. No manufacturing defects were noted. FTS advised customer that he would contact Toyota of Vancouver and they would contact him if there were any soft ware changes made in the future.

\*\*\* CASE CLOSE 09/05/2007 11:17:25 AM JNortz130  
Region FTS/Ben M. met w/customer on the 31st of Aug. at the Toyota of Vancouver. A road test and inspection was completed and according to the FTS the vehicle is operating as designed. This was explained to the customer and he was satisfied with the results.

Additional Summary:

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303233  
**Date of Incident:** 20070304  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** HIWASSEE, GA  
**NHTSA Summary:**  
I OWNED A 2006 TOYOTA AVALON. WHILE DRIVING ON MOUNTAIN ROAD, AS I ROUNDED A CURVE, MY CAR SEEMED TO SURGE. A DOG CROSSED IN FRONT OF ME AS I CAME INTO

C-852

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

THE CURVE. I SLAMMED ON BRAKES AND COULD NOT GET CAR TO STOP I SPUN OUT OF CONTROL AND HIT THE BANK ON EVERY CORNER OF CAR AS WELL AS HEAD ON. CAR FINALLY CAME TO REST ABOUT 150 YARDS FROM WHERE I BEGAN BRAKING. I WAS SHAKEN UP BUT NOT HURT. I AM NOW CONVINCED MY GAS PEDAL STUCK OR SOMETHING ELECTRONICALLY HAPPENED. MY HUSBAND ASKED ME WHAT HAPPENED AND I TOLD HIM I HONESTLY COULD NOT EXPLAIN WHAT HAPPENED. MY VEHICLE WAS A TOTAL LOSS AND MY INSURANCE PAID; HOWEVER, I PURCHASED A 2007 AVALON AND I AM EXTREMELY NERVOUS LIVING HERE IN THE MOUNTAINS AND DRIVING THIS CAR. I DONT HAVE VIN OR MILEAGE HANDY BUT CAN GET INFO FROM MY INSURANCE AGENT IF NECESSARY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319371  
**Date of Incident:** 20070305  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** ALISO VIEJO, CA

**NHTSA Summary:**  
PURCHASED 2003, TOYOTA, COROLLA, VIN: INXBR32E732042375 WITH DAUGHTER. VEHICLE WAS PURCHASED FROM TOYOTA OF ORANGE IN CALIFORNIA. TWO DAYS LATER A HIT AND RUN DRIVER FORCED VEHICLE TO SKID ACROSS FIVE LANES ON INTERSTATE 10 IN ONTARIO, CALIFORNIA, AND LANDED ATOP CENTER DIVIDER. THE VEHICLE WAS SENT TO REPAIR SHOP AND "REPAIRED" AFTER APPROXIMATELY 5-8 MONTHS. HOWEVER, THE CAR WAS NEVER PROPERLY REPAIRED, AND I COMPLAINED TO BOTH TOYOTA, AND TO THE INSURANCE COMPANY. ALL STATE, BUT TOYOTA ADMANTLY STATED THE VEHICLE WAS WITHOUT PROBLEMS. THE CAR WAS CONTINUALLY IN THE SHOP FOR THE BRAKES. EVENTUALLY THE CARPET CAUSED THE ACCELERATOR TO BECOME STUCK AND THE CAR WENT OUT OF CONTROL. I WAS FORCED TO REACH DOWN WHILE THE CAR MOVING AND PULL THE CARPET WITH BOTH HANDS TO RELEASE THE ACCELERATOR. STEPPING ON THE BREAKS DID NOT HELP. NEITHER TOYOTA REPAIR NOR ALLSTATE WOULD HELP RESOLVE OUR COMPLAINTS SINCE 2003. WE WERE SIMPLY TOLD THAT THE VEHICLE WAS FINE. ADDITIONALLY I BELIEVE THE FRAME IS BENT, LACK OF INTERLOCKING BREAKS CAUSING SKIDS, BREAKS ARE SOFT AND DROP TO FLOOR, AND POOR STEERING COLUMN. THIS CAR IS DANGEROUS AND IS IMPOSSIBLE TO DRIVE WITHOUT INVOLVING NEAR MISS ACCIDENT EPISODES. THE CAR SKIDS IF GOING AS LITTLE AS 5-10 MILES PER HOUR. I OFFERED TO GIVE THE CAR AWAY TO ANYONE WHO WAS WILLING TO INVESTIGATE MY COMPLAINTS, ALL TO NO AVAIL. I JUST RECENTLY LEARNED THAT ONE OF THE PROBLEMS I HEARD IN THE THE BRAND NEW CAR WAS A HOLE IN THE EXHAUST SYSTEM. TOYOTA CONTINUALLY DENIED THIS FOR 5-6 YEARS, THEN BY ACCIDENT A VERY YOUNG NEWLY EMPLOYED STAFF AT TOYOTA OF ORANGE, INFORMED US THAT OUR COMPLAINT ABOUT LOUD AIR SOUNDING NOISE WAS A HOLE IN THE EXHAUST, WHICH HAD BEEN CONTINUALLY MAKING THE NOISE, AND BURNING OF EYES (MIGRAINES). THE BRAKES WERE REPAIRED EVERY 2-4 MONTHS OR LESS UNTIL I JUST REPORTED LESS FREQUENTLY. THE CAR IS NOW NO LONGER UNDER WARRANTY. CURRENTLY IT NEEDS SAME BRAKES, ROTORS, DRUMS, CALIPERS, AND SHOCKS AS ALWAYS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10209497  
**Date of Incident:** 20070306  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** DUPONT, WA

C-853

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
MY 2005 TOYOTA PRIUS ACCELERATED EVEN WHEN THE ACCELERATOR PEDAL WASNT DEPRESSED. THE BRAKES WERE BURNED OFF THE CAR IN AN ATTEMPT TO BRING THE VEHICLE TO A STOP. THE CAR CRASHED INTO THE SIDE OF A GAS STATION. THERE WERE NO INJURIES TO PEOPLE, BUT THE CAR WAS DESTROYED BY THE IMPACT AND A FIRE. THE SIDE OF THE GAS STATION WAS DAMAGED. \*TR

**Additional Summary:**

**Toyota ID Number:** 200710260088  
**NHTSA ODI Number:**  
**Date of Incident:** 20070307  
**Vehicle:** 2007 TOYOTA TACOMA

**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 10/26/2007 06:25:51 AM QHHolmes  
RNT#071025-000249

Email verbatim: When my truck is at operating temperature and I shift from 4th gear into 5th the rpm's at the rpm that I shift out of 4th until the clutch is released again. This only happens between 4th and 5th, why? Obviously once the clutch is engaged the rpm's match where they should be. Meaning no clutch slippage. I have a 2007 tacoma 4x4 regular cab with a 5 speed. P.S. A friend has an 2002 with the same issue.

\*\*\* CASE CLOSE 10/26/2007 06:38:34 AM QHHolmes

We apologize for the concern you are experiencing with your higher engine speed, or RPM. Because we are unable to directly inspect your vehicle, we are not in a position to provide a technical diagnosis of the concern you are experiencing. In order to assess if your RPM concerns are normal, your Tacoma will need to be inspected. We recommend you discuss the condition further with Newburgh Toyota, as their technicians are specifically trained in the diagnosis and repair of Toyota vehicles. Your email has been documented at our National Headquarters

\*\*\* NOTES 10/30/2007 12:38:11 PM RFukuda  
--ATF-- Email Dated & Rcvd:10/26/2007 02:15 PM  
RNT #071026-000411

E-mail verbatim "200710260088 is the case number from a prior email. My concern or question is why only when shifting from 4th to 5th when the truck is warm the rpm's do not drop when the clutch is disengaged and my foot is off the accelerator. This only happens when warm and between 4th & 5th. The dealer took a new truck and it does the same thing as mine and my friends. Is this a program issue? It...  
\*\*\* NOTES 10/30/2007 12:39:24 PM RFukuda  
...makes getting on to the highway annoying where there is a noticeable jerk when 5th is engaged." END EMAIL

\*\*\* SUBCASE 200710260088-1 CREATED 10/30/2007 03:23:12 PM RFukuda

Via email ncr responded:

Dear Mr. LaSusa:

We again apologize for the concerns you are experiencing with your 2007 Tacoma.

We are not aware of any known concerns you described on the 2007 Tacoma. We have checked your VIN (Vehicle Identification Number) 5TEPX42N77Z386789 and determined that your 2007 Tacoma is currently not involved in any Special Service Campaigns and there are no Technical Service Bulletins that would address the concerns you describe.

As advised previously, since we are not in a position to inspect your vehicle, we are unable to diagnose the concern and determine the appropriate repairs. Therefore, we would like to refer you to the Customer Relations Manager at your local Toyota dealership <<http://www.toyota.com/toyotaApp/dealers>> where your vehicle can receive expert service from Toyota technicians. Each Toyota dealership has, on site, a Customer Relations Manager to oversee the various operations and address any concerns a customer may have.

C-854

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

If you prefer, we would need you to provide us with the name of the Toyota dealership you would like to work with and daytime phone number and alternate phone number, we would be happy to contact them for you in order to open up the lines of communication between you and the dealership and ask the Customer Relations Manager to contact you within 3 business days. Please let us know.  
Toyota values you as a customer, and we appreciate this opportunity to review your case.  
Toyota Customer Experience  
END RESPONSE

\*\*\* SUBCASE 200710260088-1 CLOSED 10/30/2007 03:23:16 PM RFukuda

sent

\*\*\* NOTES 10/30/2007 03:25:56 PM RFukuda

NOTES: Per AGrajeda, We are not aware of any known concerns about this matter and there are no Technical Service Bulletins that would address the concerns the cust describe. Ncr offered CRM open. Since the cust did not provide dlr name or phone # (the phone# in Clarify case is from KM) in the original email he sent, ncr adv to provide those info if he wants dlr open.

\*\*\* CASE CLOSE 10/30/2007 03:26:15 PM RFukuda

Adv it is not known concern, no SSC involved, no TSB about this matter (Per AGrajeda), adv to contact CRM, adv if dlr name and phone# provided can CRM open

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10184576  
**Date of Incident:** 20070307  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** LINCOLN, NE

**NHTSA Summary:**  
TL\*- THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE COMING OUT OF THE CAR WASH AND SWITCHING THE POSITION GEAR FROM NEUTRAL TO DRIVE THE VEHICLE ACCELERATED TO ALMOST 50 MPH FOR ABOUT 20-30 SECONDS, CAUSING IT TO CRASH INTO A POLE. THE CONTACT TRIED TO APPLY THE BRAKE, BUT COULD NOT STOP THE VEHICLE. CONTACT CAN PROVIDE PICTURES IF NEEDED. THE CURRENT AND FAILURE MILEAGE WERE BOTH 17,000.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10187258  
**Date of Incident:** 20070307  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HOLLISTER, CA

**NHTSA Summary:**  
THROTTLE AND TRANSMISSION HESITATION WHEN STARTING OUT FROM STOP, AND WHEN ATTEMPTING TO INCREASE SPEED, IE: HAZARD AVOIDANCE, FOLLOWED BY SPEED OVERTHOOT. CRUISE CONTROL OVER REACTED TO SLIGHT GRADE INCREASE, SUCH AS AN OVERPASS, BY DOWN SHIFTING THE TRANSMISSION 1 TO 2 GEARS AND ACCELERATING PAST SET SPEED BY 7 TO 10 MPH. CAR WILL SLOW TO SET SPEED AND REPEAT THE DOWN SHIFTING AND ACCELERATION UNTIL THE CRUISE CONTROL WAS TURNED OFF OR THE ROAD WAS LEVELED. DURING LONG UP HILL DRIVING THE CRUISE CONTROL HAS TO BE TURNED OFF COMPLETELY AS IT PRESENTED A GREAT POSSIBILITY OF CAUSING AN ACCIDENT. THE DEALER MAINTAINED S THAT THE ENGINE, TRANSMISSION, AND CRUISE CONTROL OPERATED NORMALLY. \*AK

**Additional Summary:**

C-855

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334992  
**Date of Incident:** 20070307  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** LINCOLN, NE

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 2 MPH THERE WAS AN UNEXPECTED INCREASE OF ACCELERATION CAUSING THE VEHICLE TO CRASH INTO A STEEL POLE. THE FRONTAL AIRBAG DEPLOYED WITH THE LEVEL OF IMPACT. THE CONTACT SUSTAINED SEVERE INJURIES TO THE HEAD AND NECK. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER. THE BODY DAMAGES TO THE VEHICLE WAS ESTIMATED AT THE COST OF \$16,000. THE CAUSE FAILURE HAD NOT BEEN DETERMINED AT THAT TIME. IN ADDITION, THE IDENTICAL UNINTENDED ACCELERATION FAILURE OCCURRED FOUR YEARS LATER. THERE WERE NO INJURIES IN THAT INCIDENT. THE VEHICLE IS IN THE PROCESS OF BEING REPAIRED AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS APPROXIMATELY 23,000.

**Additional Summary:**

**Toyota ID Number:** 200703080937  
**NHTSA ODI Number:**  
**Date of Incident:** 20070308  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/08/2007 12:27:32 PM JFewel  
RNT#070303-000165

Email states: "Hanging Throttle  
When accelerating to highway speed at the 4th to 5th shift at 65 mph, RPMs continue at 3000 with foot off throttle and clutch disengaged. Will continue to hold 3000 until vehicle coasts down to 55 mph. Dealership claims Toyota says this is normal. I cannot believe this is a normal behavior."

\*\*\* SUBCASE 200703080937-1 CREATED 03/08/2007 12:29:11 PM JFewel

Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
We apologize for the concerns you experienced with your recent service at Bitterroot Toyota and regarding the throttle of your 2006 Tacoma.

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

You can be sure that Toyota is committed to providing the best possible service at Toyota dealerships and to making the service experience a favorable one. We encourage each dealership to maintain a professional level of performance at all times, and we were sorry to learn that you felt the service you received was less than satisfactory.

In the interest of customer satisfaction, we have contacted the Customer Relations Manager at Bitterroot Toyota to assist you with your concerns. The Customer Relations Manager will contact you by the end of the business day Tuesday, March 13, 2007.

In the event you do not receive contact from the dealership by this date, please contact us <[http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\\_adp.php?p\\_faqid=4164](mailto:toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std_adp.php?p_faqid=4164)> with file #Incidents.c&clarifycasenumber.

It is through correspondence such as yours that we are able to continue to improve Toyota dealership services, and we sincerely appreciate the time you have taken to bring this matter to our attention.

C-856

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Check out our Online Toyota Technical Information <http://techninfo.toyota.com/> available by short- and longer-term subscription as a lower-cost alternative to purchasing a repair manual, and at no charge, recommended service intervals <http://www.toyotapartsandservice.com/smg/main.php>.  
For more Toyota information, please see Toyota Express Lube <http://www.toyota.com/html/shop/dealers/lube/index.html>, ToyotaOwnersOnline.com <http://toyotaownersonline.com/>, our Glossary <http://www.toyota.com/html/help/glossary.html> and printable Do-It-Yourself Instructions <http://www.toyotaownersonline.com/parts-service/diy.html>. Toyota manuals <http://smg.toyotapartsandservice.com/pubs.php?v=&y=&int\_id=&done=1> are available for purchase.

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

\*\*\* SUBCASE 200703080937-1 CLOSED 03/08/2007 12:29:17 PM JFewel sent

\*\*\* CASE CLOSE 03/13/2007 09:32:14 AM DLR25051  
SERVICE MANAGER SPOKE WITH CUSTOMER AND EXPLAINED THAT CONCERN IS NORMAL FOR THIS VEHICLE. CUSTOMER IS UNWILLING TO BELIEVE THIS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305353  
**Date of Incident:** 20070308  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** EDINA, MN

**NHTSA Summary:**

I HAVE A 2007 TOYOTA CAMRY HYBRID. I REPORTED THIS ISSUE TO THE DEALERSHIP TWICE, ONCE SHORTLY AFTER I GOT THE IN CAR IN 2007 AND AGAIN IN 2008 WHEN IT WENT IN FOR ROUTINE MAINTENANCE. THE ISSUE: ON OCCATION, WHEN I REMOVE MY FOOT FROM THE ACCELERATOR PEDAL AND DEPRESS THE BRAKE PEDAL THE CAR WILL "SURGE" FORWARD MOVING FROM AN ALMOST IMPERCEVABLE AMOUNT UP TO ABOUT A FOOT. THIS IS NOT A CONSISTENT PROBLEM AND DOES NOT HAPPEN OFTEN. IT SEEMS TO HAPPEN MOST OFTEN IN THE FIRST FEW MINUTES OF DRIVING AND I HAVE NOTICED IT MORE WHEN THE CAR IS ON AN INCLINE BUT IT HAS HAPPENED AT OTHER TIMES. THIS IS NOT A FLOOR MAT ISSUE - MY FLOOR MAT HAS THE LOCKING MECHANISM TO KEEP IT FROM SLIDING AND WHEN CHECKED IT HAS NEVER BEEN UNDER OR AROUND EITHER THE BRAKE OR ACCELERATOR. THE INITIAL RESPONSE FROM THE DEALORSHIP WAS THAT THE CAR COULD NOT, UNDER ANY CIRCUMSTANCES, MOVE FORWARD IF THE BRAKE WAS DEPRESSED AND THAT I PROBABLY JUST NOTICED THE ENGINE GOING FROM GAS TO HYBRID AND THOUGHT IT MOVED. THE SECOND COMPLAINT RECEIVED MUCH THE SAME REACTION. I WAS SHOCKED THAT THE HYBRIDS WERE NOT RECALLED WITH THE ACCELERATOR ISSUE BUT GIVEN PRIOR COMPLAINTS THE DEALORSHIP HAS AGREED TO CHECK THE CAR AGAIN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10184759  
**Date of Incident:** 20070310  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** HAVRE DE GRACE, MD

**NHTSA Summary:**

C-857

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WE HAVE HAD TWO INCIDENTS WITH OUR 2006 TOYOTA TACOMA TRUCK. I. MY WIFE, WAS DRIVING ROUTE 40 WHEN AFTER RED LIGHTS THE ENGINE SUDDENLY STARTED SPEEDING UP W/O ANY WARNING OR ALARM. HAVING HER FOOT OFF THE ACCELERATOR PEDAL DIDN'T HAVE ANY IMPACT. SHE HAD TO BRAKE AS MUCH SHE COULD TO CONTROL THE CAR. SHE WAS ABLE TO PULL TO PULL OFF BUT STILL COULDN'T CONTROL THE ENGINE. THE ENGINE DIDN'T EVEN SHUT DOWN WHEN TURNING THE KEY. CHANGING THE SELECTOR LEVER TO NEUTRAL WAS IMPOSSIBLE AS THE ENGINE TOOK FULL RPM. SOMEHOW AFTER SOME "TRIAL AND HORROR" SHE WAS ABLE TO SHUT AND RESTART THE ENGINE AND EVENTUALLY THE CAR WAS BACK IN CONTROL. THE SITUATION HAD BEEN REALLY SCARY. I WASN'T THERE SO I COULD NOT FULLY APPRECIATE WHAT HAD HAPPENED WHEN SHE DESCRIBED THE SITUATION. II. MY WIFE DIDN'T DARE TO USE THE CAR BEFORE I CAME BACK FROM A BUSINESS TRIP. YESTERDAY - SATURDAY 3/10 - I WAS DRIVING THE TRUCK THE FIRST TIME AFTER THE PREVIOUS INCIDENT. THERE WAS A SLOW DOWN IN THE TRAFFIC WHEN SUDDENLY THE ENGINE DID THE SAME AS ABOVE. I WAS ON A MIDDLE LANE AND COULDN'T DO ANYTHING BUT BRAKE AS HARD AS I COULD. HAVING HAZARD LIGHTS ON AND SLOWING THE SPEED CAREFULLY I WAS ABLE STOP ON THE HIGHWAY W/O ANYBODY DRIVING ON US. I SHUT AND RESTARTED THE ENGINE COUPLE OF TIMES W/O ANY IMPACT. EACH TIME ENGINE STARTED AS IF THE ACCELERATOR PEDAL WOULD BE PUSHED DOWN. I STARTED THE CAR AND PUSHING THE BRAKE PEDAL HARD I WAS ABLE TO CONTROL THE TRUCK AND DRIVE TO NEXT RED LIGHTS. AFTER SOME BRAKING AND RESTARTING THE CAR WAS AGAIN SUDDENLY BACK IN CONTROL. THE DEFECT DESCRIBED ABOVE COULD EASILY CAUSE A CRASH WITH SERIOUS INJURY OR EVEN DEATH WHEN HAPPENING IN A HEAVY TRAFFIC OR BAD WEATHER CONDITIONS. WE DON'T DARE TO DRIVE THE TRUCK BEFORE IT IS THE DEFECT IS IDENTIFIED AND FIXED. IT WILL BE IMPORTANT TO UNDERSTAND WHAT CAUSED THE PROBLEM AND HOW IT WAS FIXED. I HAVE NOTIFIED TOYOTA DEALER AND THEY WILL PICK UP THE TRUCK TOMORROW. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310146  
**Date of Incident:** 20070310  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** FRANKLIN LAKES, NJ

**NHTSA Summary:**

2006 TOYOTA AVALON - DURING FIRST YEAR OF OWNERSHIP, VEHICLE ENGINE REVVED STRONGLY WHILE APPLYING THE BRAKE WHILE GOING ABOUT 30 MPH. THE CAR SOUNDED LIKE IT WANTED TO GO 60 MPH OR MORE AND LEACHED, BUT I WAS ABLE TO STOP IT BY PRESSING HARDER ON THE BRAKE THIS HAPPENED ON 2 OR 3 OCCASIONS. AT FIRST I THOUGHT I WAS JUST NOT USE TO THE VEHICLE AND HIT THE BRAKE AND GAS PEDAL TOGETHER, BUT I HAD SERIOUS DOUBTS. I NOW REALIZE I WAS EXPERIENCING THE CURRENT PROBLEM. IT ONLY HAPPENED DURING THE FIRST YEAR OF DRIVING AND HAS NOT HAPPENED TO ME SINCE. I DOUBT THIS WAS DUE TO A STUCK PEDAL, BUT SOME ELECTRONIC ISSUE IS AT FAULT (PERHAPS THE CRUISE CONTROL SYSTEM).

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312596  
**Date of Incident:** 20070310  
**Vehicle:** 1995 TOYOTA PREVIA  
**Location of Incident:** SAINT JOHNS, MI

**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-858

PROBLEM OF UNINTENDED ACCELERATION. WE HAVE A 1995 PREVIA. ABOUT 3 YRS BACK THE VAN WOULDA ACCELERATE AT ITS OWN. LUCKILY WE DID NOT HAVE ANY ACCIDENTS. FIRST MY WIFE NOTICED IT. THEN I STARTED DRIVING THE VAN AND NOTICED IT TOO. SCARED US, REALLY SCARY. I HAD TO PRESS ON BRAKE PEDAL FORCEFULLY TO SLOW DOWN AND STOP. TOOK IT TO LANSING TOYOTA DEALER. THE HEAD ENGINEER THOUGHT IT WAS ONE KIND OF SENSOR WHICH WAS ABOUT \$350.00. ONCE IT WAS REPLACED, IF IT STILL DID THE SAME, HE WOULD REPLACE ANOTHER SENSOR THAT WOULD COST \$600.00. WE FIRST REPLACED THE FIRST SENSOR AND STILL IT WOULD ACCELERATE ON ITS OWN. SO WE ENDED UP REPLACING THE OTHER SENSOR AND THAT SOLVED THE PROBLEM. WE HAVE NOT HAD ANY UNINTENDED ACCELERATION PROBLEM SINCE THEN. WE NEVER REPORTED IT 3 YRS AGO (THOUGH WE WERE TOLD TO) AS WE THOUGHT WITH AGING OF THE VEHICLE IT COULD CAUSE THESE KIND OF PROBLEMS AND NOT BE NECESSARILY DUE TO MANUFACTURING DEFECTS. BUT READING ABOUT OTHER TOYOTA CUSTOMERS PROBLEMS WE DECIDED TO REPORT IT NOW AS IT MAY HELP OTHER CUSTOMERS/KEEP THEM SAFE. WE HAVE MOST OF THE RECORDS RELATED TO ABOVE REPAIRS AT SPARTAN LANSING TOYOTA. IF YOU NEED MORE INFORMATION PLEASE LET US KNOW. THANKYOU.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20070312  
**Vehicle:** 2004 Toyota SIENNA  
**Location of Incident:**

**NHTSA Summary:**

**Additional Summary:**

I went into parking lot and placed my foot on brake so that this Sienna stopped at the parking lot and I tried to shift gear to P position but suddenly this car jumped over raised pedestrian road and ran into shop and crashed. I tried to step on brake but no use to stop such monster power. Lucky enough nobody injured but left huge property damage. I called Toyota dealer to report this serious car problem but dealer is not interested to hear "sudden acceleration problem" but just ask me to bring body shop to fix the car damage first (interested in money making, not the safety of car) and going to check the car later. (I do not expect that Toyota admits the car problem and pay all the damage.) Fixing out side of car is not important to me, I want to know Toyota can see the problem and able to fix... How can I drive this monster car again... to seek another victim...

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308038  
**Date of Incident:** 20070312  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**

I PURCHASED A USED TOYOTA CAMRY, 2003 MODEL, FROM A SAN ANTONIO, TEXAS CAR DEALER IN JANUARY, 2007. AT THE TIME THE CAR HAD ABOUT 103,000 MILES. I WAS DRIVING ON THE HIGHWAY AT ABOUT 65 MILES PER HOUR WHEN SUDDENLY THE CAR'S ENGINE REVVED UP. THERE WAS A EASILY PERCEPTIBLE JOLT AND THE VEHICLE ACCELERATED BY ITSELF. ABOUT 2-3 SECONDS LATER I STEPPED ON THE BRAKE PEDAL, VERY HARD. THE CAR ACCELERATION RATE WENT SLIGHTLY DOWN, ENGINE RPM'S STILL HIGH, AND I COULD BARELY KEEP CONTROL OF THE CAR, SO I BECAME CONCERNED (ALMOST FEARED) OF LOSING CONTROL OF THE VEHICLE. AFTER ABOUT 30-40 SECONDS, RPM'S WENT BACK TO MORE NORMAL LEVELS, ALTHOUGH THE VEHICLE ENGINE WAS STILL ACCELERATED. AT THAT MOMENT I WAS DRIVING AT ABOUT 65 MILES PER HOUR AND IF I HAD LET GO ON THE BRAKE THE CAR WOULD HAVE ACCELERATED ON ITS OWN.

C-859

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AFTERWARDS, AND FOR ABOUT 15 MINUTES (15-16 MILES) I TOOK MY FOOT OFF THE BRAKE AND GAS PEDALS AND THE CAR CRUISED ON ITS OWN AT ABOUT 65 MPH. I FINALLY GOT HOME, PARKED THE CAR AND NEXT TIME I USED IT, EXPERIENCED NO PROBLEMS. I DON'T RECALL IF I HAD SIMILAR INCIDENTS LATER ON.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322762  
**Date of Incident:** 20070313  
**Vehicle:** 1997 TOYOTA CAMRY  
**Location of Incident:** AVON, MA

**NHTSA Summary:**

ON MARCH 13, 2007 AT APPROXIMATELY 9:30 P.M. AS I WAS EXITING A PARKING LOT AND TURNED LEFT ON PAGE STREET IN STOUGHTON, MASS. MY 1997 TOYOTA CAMRY STARTED TO ACCELERATE. THERE WAS A CAR WITH TWO OCCUPANTS STOPPED AT A RED LIGHT APPROXIMATELY 1/5 OF A MILE IN FRONT OF ME. AS I ACCELERATED FASTER AND FASTER WITH MY 9 YEAR OLD GRANDDAUGHTER IN THE BACK SEAT I TRIED TO STOP. THE CAR STARTED TO SHAKE VIOLENTLY AND MY GRANDDAUGHTER STARTED TO SCREAM "GRAMS, WHATS WRONG WHAT'S WRONG" I KNEW I DIDN'T WANT TO HIT THE CAR IN FRONT OF ME AS THEY HAD NO IDEA I WAS SPEEDING TOWARDS THEM, AND I KNEW I WOULD SERIOUSLY HURT OR KILL THEM IF I HIT THEM AT MY ACCELERATED SPEED. SO AS I APPROCHED THE INTERSECTION I VEERED TO THE LEFT AS IT WAS AN INDUSTRIAL PARK AND MOST OF THE BUILDINGS WERE CLOSED, BUT I DIDN'T MAKE THE COMPLETE TURN AND HIT THE GUARD RAIL AND SMASHED THRU IT AND MY CAR GOT CAUGHT ON TOP OF AN FIRE HYDRANT AND STOPPED. I REMEMBER HITTING AND THEN EVERY THING WENT QUIET. MY GRANDDAUGHTER WAS SCREAMING AND I ASKED HER IF SHE WAS ALRIGHT. SHE WAS COHERANT AND THE TWO PEOPLE THAT WERE IN THE CAR AT THE LIGHT KNOCKED ON MY WINDOW AND CALLED THE POLICE. I WAS REMOVED FROM MY CAMRY BY THE FIRE DEPARTMENT AND TRANSPORTED TO THE HOSPITAL WHERE I STAYED FOR TWO DAYS. MY GRANDDAUGHTER WAS ALSO TAKEN TO THE HOSPITAL BUT RELEASED. NO ONE BELIEVED ME THAT I DID NOT ACCELERATE THE CAR MYSELF. THE INSURANCE INVESTIGATOR STATED THE GAS PEDAL WAS NOT STUCK AND THAT WAS THE ONLY THING THEY LOOKED FOR IN THE CAR. I WAS OUT OF WORK FOR THREE MONTHS. I ALMOST LOST MY HOME. ALL OF MY INSURANCE FORMS STATE THE ACCELERATION I EXPERIENCED INCLUDING THE POLICE REPORT MY CAR WAS DEEMED TOTALED. WHEN I WENT BACK TO THE SCENE OF THE ACCIDENT I REALIZED HOW LUCKY WE WERE THAT MY CAR WAS CAUGHT UNDERNEATH BY THE HYDRANT AS IT WAS HEADED INTO A VERY DEEP DROFF AND SURELY WOULD HAVE FLIPPED OVER AND DROPPED APPROXIMATELY 15 FEET. NOW WITH THE RECALL I AM VINDICATED BUT VERY ANGRY!!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325490  
**Date of Incident:** 20070313  
**Vehicle:** 2006 TOYOTA MATRIX  
**Location of Incident:** MERCEDES, TX

**NHTSA Summary:**

MY SON BOUGHT THE 2006 TOYOTA MATRIX IN 2006. IN 2007 MY SON WAS DRIVING VERY SLOW AND HIT THE CAR IN FRONT OF HIM. HE NEVER HAS HAD AN ACCIDENT AND NO TICKETS. HIS CAR WAS DAMAGE, A TOTAL OF \$6,429.41 WAS FIX AT RON'S AUTOBODY & PAINT INC. 1314 N. CLOSNOR, EDINBURG, TX 78539 BECAUSE HE FOUND OUT HE DIDN'T HAVE FULL COVERAGE, HE ONLY HAD LIABILITY AND KNEW THE DEALERSHIP WOULD

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-860

CHARGE MORE . WE NEVER TOOK THE TIME TO FIND OUT IF THE CAR HAD ACCELERATION OR BRAKES PROBLEMS. THE CAR HAS ACCELERATION& BRAKE PROBLEMS BECAUSE MY SON SAID THE BRAKES DIDNT RESPONSE & CAR KEPT ON GOING,AND HE SAYS THE BRAKES STILL DON'T RESPONSE QUICKLY AND I MYSELF DROVE THE CAR LAST YEAR AND I PRESS THE BRAKES AND CAR JUST KEPT ON GOING AND I WAS GOING SLOW TO STOP ON A YELLOW LIGHT AND RECEIVED A TICKET BY MAIL, I HAD A CLEAN RECORD. I DID CALL FRANK SMITH TOYOTA AND I WAS TOLD WE WOULD BE CHARGE TO LOOK AT IT AND AFRAID THEY WILL CHARGE US TOO MUCH MONEY. OUR SON IS STILL DRIVING THE CAR. HE DOES DRIVE VERY SLOW TO GO TO WORK. HE HAS 3 CHILDRENS THAT HE HAS AS PASSENGERS. DONT KNOW WHAT TO DO. HOPE IT DOESNT HAPPEN AGAIN. I THINK THE DEALERSHIP SHOULD LOOK AT IT WITHOUT CHARGING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10258722  
**Date of Incident:** 20070315  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** NORTH PORT, FL

**NHTSA Summary:**  
 I JUST NOTICED OTHERS HAD COMPLAINTS ABOUT THIS ISSUE TOO ON YOUR SITE. I BROUGHT IT TO THE ATTENTION OF THE DEALER AND THEY HAD NO FIX EXCEPT TO REMOVE ONE OR THE OTHER AL THOUGH THE STANDARD CLIP DOES NOT WORK WELL WITH THEIR MUDDER MATS. I WAS ENTERING THE HIGHWAY FROM THE RAMP AND PRESSED DOWN TO ACCELERATE TO MOVE INTO TRAFFIC AND THE TRUCK ACCELERATED AS HARD AND FAST AS IT COULD. I FOUND MYSELF HAVING TO WEAVE THROUGH TRAFFIC LIKE I WAS IN A NASCAR RACE. WHEN I FINALLY FOUND A CLEAR PATH TO THE SHOULDER I SWERVED ONTO IT AND SHUT THE TRUCK OFF. IT WOULD NOT SLOW DOWN AND I COULD NOT SHIFT INTO NEUTRAL. I HAD TO BE GOING ABOUT 60 AT THE TOP OF THE ONRAMP AND WELL OVER 100, PROBABLY FASTER. WHEN I FINALLY WAS ABLE TO SHUT IT OFF. I GOT OUT OF THE TRUCK TO TAKE A BREAK AND CALM DOWN AND UPON RETURNING TO THE TRUCK I NOTICED THAT THE "MUDDER MATS" I BOUGHT FROM A TOYOTA SITE SLIPPED FORWARD ENOUGH TO WEDGE ITSELF UNDER THE GAS PEDAL. I STAY AWARE OF THE POSITION OF THE MAT MORE FREQUENTLY NOW AND KEEP IT SLID BACK BUT THERE IS NO RESTRAINT FOR IT THAT WILL GO THRU BOTH THE FLOOR LINER THAT PROTECTS MORE OF THE FLOOR AREA AND THE MUDDER MAT ON TOP OF IT. I BOUGHT BOTH AT THE TUNDRA PARTS SITE. I HOPE THAT THERE WILL BE SOME WARNING FOR OTHERS MADE BIG AND DRAMATIC ENOUGH TO BRING ATTENTION TO THIS PROBLEM TO AVOID HAVING THIS HAPPEN TO ANOTHER. I WAS VERY LUCKY TO HAVE SURVIVED THIS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312534  
**Date of Incident:** 20070315  
**Vehicle:** 2006 LEXUS RX330  
**Location of Incident:** BREA, CA

**NHTSA Summary:**  
 PROBLEM WITH SUDDEN ACCELERATION WITH 2006 LEXUS RX330. I HAD CRUISE CONTROL SET AT 65MPH WITH MY FOOT OFF PEDAL AND THEN THE VEHICLE SUDDENLY ACCELERATED TO 90 AND GOING FASTER IN A SPLIT SECOND. I HIT THE BRAKES AND LUCKILY THE VEHICLE SLOWED DOWN. MY WHOLE FAMILY WAS IN THE CAR AND WERE ALL TERRIFIED. I CALLED THE DEALER, LEXUS OF WESTMINSTER, NEXT DAY TO

C-861

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

REPORT THE PROBLEM. THE SERVICE TECHNICIAN SIMPLY IGNORED MY CLAIM AND INDIFFERENTLY TOLD ME THAT HE NEVER HEARD OF SUCH PROBLEM AND BRING MY CAR IF IT HAPPENS AGAIN IN THE FUTURE. HE DID NOT OFFER TO CHECK IT OUT AND I STOPPED USING CRUISE CONTROL OF THAT VEHICLE. IT WAS A LEASE AND CAR WAS RETURNED LAST YEAR. WHEN I HEARD THIS NEWS ABOUT ACCELERATION PROBLEM WITH TOYOTA VEHICLE RECENTLY, I GOT CONCERNED ABOUT SAFETY OF CURRENT OWNER OF THE VEHICLE WHOEVER IT MAY BE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314193  
**Date of Incident:** 20070315  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** FLORENCE, TX

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA PRIUS. WHENEVER THE CONTACT PLACED THE VEHICLE IN PARK OR NEUTRAL THE VEHICLE SUDDENLY SURGED FORWARD WITHOUT WARNING. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 54,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312648  
**Date of Incident:** 20070316  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** COOLIDGE, AZ

**NHTSA Summary:**

TL\* -THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY BETWEEN 60-65 UNDER NORMAL CONDITIONS, PROCEEDING TO A COMPLETE STOP. THERE WAS A SUDDEN ACCELERATION. IMMEDIATELY, PRESSURE WAS APPLIED TO THE BRAKE PEDAL AND THE VEHICLE SLOWED DOWN. THE VEHICLE WAS ABLE TO CONTINUE OPERATION. THE IDENTICAL FAILURES OCCURRED ON THREE SEPARATE OCCASIONS. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALFUNCTION. THE FAILURE MILEAGE WAS 11,000. UPDATED 03/11/10 \*BF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314172  
**Date of Incident:** 20070316  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** PITTSBURGE, PA

**NHTSA Summary:**

TL\*HE CONTACT OWNS A 2006 TOYOTA COROLLA. HE STATED THAT WHILE DRIVING 40 MPH AND APPLYING THE BRAKES, THE VEHICLE ACCELERATED ON ITS OWN AND CRASHED INTO ANOTHER VEHICLE. THERE WERE MINOR INJURIES AND THERE WERE ALSO FRONT END DAMAGES. A POLICE REPORT IS AVAILABLE AND THE VEHICLE WAS REPAIRED. THE DEALER WAS CONTACTED AND THEY STATED THAT THEY HAD TO GET IN CONTACT WITH THE CORPORATE OFFICE. THE FAILURE MILEAGE WAS 8000 AND THE CURRENT MILEAGE WAS 10400.

**Additional Summary:**

C-862

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319176  
**Date of Incident:** 20070316  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** LATROBE, PA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2006 LEXUS ES350. ON MARCH 16 2007 SHE ATTEMPTED TO PASS AT 30MPH GOING UP HILL WHEN SHE PULLED OUT TO PASS THE VEHICLE THE GAS PEDAL STUCK. SHE WAS ABLE EXIT THE HIGHWAY PULL OVER ON THE INSIDE OF THE ROAD AND PULLED THE EMERGENCY BRAKE TO BRING THE VEHICLE TO A STOP. SHE HAD HER FOOT ON THE BREAK AT ALL TIME AND THE VEHICLE CONTINUED TO ACCELERATE. THE VEHICLE WAS TOWED TO THE DEALER. THE DEALER STATED THE FLOOR MAT CAUSED THE GAS PEDAL TO STICK. SHE HAS NOT EXPERIENCED THE FAILURE A AGAIN. THE FAILURE MILEAGE WAS 6,045 AND THE CURRENT MILEAGE WAS 35,000. LI

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10188333  
**Date of Incident:** 20070318  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PRAIRIE CITY, OR

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY LE. WHILE DRIVING 65 MPH, THE CONTACT ACTIVATED THE CRUISE CONTROL. SHE ACCELERATED TO 75 MPH WHILE ATTEMPTING TO PASS A VEHICLE WITH THE CRUISE CONTROL STILL ACTIVATED. THE CONTACT ATTEMPTED TO DECELERATE BY TAPPING THE BRAKE PEDAL TO RELEASE THE CRUISE CONTROL. AFTER THREE TO FOUR ATTEMPTS, THE CRUISE CONTROL FAILED TO SHUT OFF. THE VEHICLE FELT AS IF IT WOULD ACCELERATE AND THE CRUISE CONTROL REMAIN ACTIVATED. THE VEHICLE BEGAN DECELERATING ONCE HER FOOT REMAINED ON THE BRAKE PEDAL. OTHERWISE, IF SHE WERE TO RELEASE THE PEDAL, THE VEHICLE WOULD ACCELERATE AGAIN. THE CONTACT PULLED OFF THE ROAD, APPLIED THE EMERGENCY BRAKE, AND SHUT OFF THE VEHICLE. WHEN SHE RESTARTED THE VEHICLE, IT BEGAN OPERATING NORMALLY, HOWEVER SHE DID NOT ACTIVATE THE CRUISE CONTROL AGAIN. THE TOYOTA DEALER COULD NOT LOCATE THE CAUSE OF FAILURE. A COUPLE OF WEEKS LATER, A MECHANIC INSPECTED THE VEHICLE AND ALSO FOUND NO FAILURE. THE CURRENT MILEAGE IS 16,700 AND FAILURE MILEAGE WAS 16,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311124  
**Date of Incident:** 20070318  
**Vehicle:** 1999 TOYOTA AVALON  
**Location of Incident:** COLUMBUS, OH

**NHTSA Summary:**

AT ABOUT 5:00 P.M. MARCH 18, 2007, AS I WENT TO PICK UP MY 96 YEAR OLD MOTHER AT THE RETIREMENT COMMUNITY, I STOPPED MY 1999 TOYOTA AVALON UNDERNEATH THE DRIVE-THROUGH CANOPY TO WAIT FOR HER. AS I WAITED THERE, I NOTICED THAT A CAR HAD PULLED UP BEHIND ME AND WAS PREPARING TO DISCHARGE AN ELDERLY PASSENGER SO I PROCEEDED AROUND THE CIRCULAR DRIVE TO GET OUT OF THEIR WAY. AS I SLOWLY CIRCLED AROUND THE DRIVE BACK TOWARD THE ENTRANCE I NOTED THE OTHER CAR HAD CLEARED OUT. AS I COASTED TOWARD THE ENTRANCE I NOTED A

C-863

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SMALL GROUP OF PEOPLE ON THE SIDEWALK WALKING TOWARD THE ENTRANCE IN FRONT OF ME. AS I CONTINUED SLOWLY BACK TOWARD THE ENTRANCE, I FELT MY VEHICLE ACCELERATE VIOLENTLY TOWARD THE GROUP OF PEDESTRIANS. ENGAGING THE BRAKE PEDAL WITH BOTH FEET, I GRADUALLY BROUGHT MY VEHICLE UNDER CONTROL AND CONTINUED TO A SAFE STOP WHERE I SHUT OFF THE IGNITION. IT WAS A TERRIFYING FEELING TO FEEL THE SURGE OF POWER THAT I WAS BARELY ABLE TO CONTROL AND TO REALIZE THAT WITH THE PEOPLE WALKING IN FRONT OF ME I COULD HAVE INJURED OR KILLED SOMEONE. THE PEOPLE WERE ONLY ABOUT 30 FEET IN FRONT OF ME. I CALLED MY HUSBAND TO COME PICK UP MY MOTHER AND ME AS I WAS AFRAID TO DRIVE THE CAR. I REPORTED THE INCIDENT TO MY TOYOTA DEALER WHO SCHEDULED AN INSPECTION. THE SERVICE DEPARTMENT, AFTER CLASSIFYING THE INCIDENT AS UNINTENDED ACCELERATION, PROCEEDED TO CLEAN THE THROTTLE BODY, CLEAN THE FUEL INJECTORS, AND DE-CARBON THE COMBUSTION CHAMBERS. THE THROTTLE BODY HAD PREVIOUSLY BEEN SERVICED AT 45,900 MILES, (AN INTERVAL OF 43,240 MILES). A SERVICE INTERVAL OF 50,000 MILES IS RECOMMENDED BY THE TOYOTA DEALER. ALTHOUGH THERE WAS POTENTIAL FOR GREAT HARM TO PEDESTRIANS, THIS WAS THE ONLY INCIDENT OF UNINTENDED ACCELERATION THAT WE EXPERIENCED WITH THIS CAR DURING THE FOUR YEARS THAT I OWNED IT. ON FEB 13, 2008, I SOLD THE VEHICLE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10186390  
**Date of Incident:** 20070319  
**Vehicle:** 2007 TOYOTA FJ CRUISER  
**Location of Incident:** LENEXA, KS

**NHTSA Summary:**

MY VEHICLE EXPERIENCES RPM GAIN WHEN TRYING TO STOP, AND A THE RPM'S NEVER RESIDED BETWEEN SHIFTS OF GEARS OR UNTIL THE VEHICLE WAS BELOW 5 MPH. ON SEVERAL OCCASIONS DURING EMERGENCY SAFETY STOPS THE VEHICLE HAS ACTUALLY ACCELERATED DURING THE BRAKING PROCESS. TOYOTA EXPLAINED THAT THESE RPM CONDITIONS WERE DUE TO NEW TECHNOLOGY IN AUTOMOBILES \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307137  
**Date of Incident:** 20070320  
**Vehicle:** 1986 TOYOTA MR2  
**Location of Incident:** DIAMOND BAR, CA

**NHTSA Summary:**

I OWN AN 1986 TOYOTA MR2 WITH A 4AGE ENGINE AND MANUEL TRANSMISION. I WAS DRIVING AROUND THE NEIGHBORHOOD WHEN I APPROACHED A NEIGHBORHOOD INTERSECTION. THE ENGINE STARTED TO "REV" REALLY HIGH AND I PUT THE CAR INTO NEUTRAL. I SAT AT THE INTERSECTION FOR A WHILE TRYING TO FIND OUT WHAT THE PROBLEM WAS. THIS WAS THE FIRST AND ONLY TIME IT HAS HAPPENED TO ME. SO I STARTED TO JIGGLE THE LIMP GAS PEDLE. SOON AFTER I LOOKED IN THE ENGINE BAY AND HAD SEEN THAT A RUBBER PEICE WAS JAMED UNDER THE THROTLE LINKAGE. THE PEICE OF RUBBER WAS A CAP TO PREVENT WATER FROM GOING INTO AND RUINING THE THROTLE LINKAGE. I DROVE HOME AND LATER ON WENT TO A SPECIALIST THAT TOLD ME TO REMOVE THE RUBBER PEICE FROM LETTING THAT HAPPEN TO ME. I HOPE THIS INFORMATION CAN HELP, MAYBE THE NEWER TOYOTAS HAVE THE SAME PROBLEM. ANOTHER INCIDENT WAS WHEN I BROUGHT THE SAME VEHICLE TO GET IT SMOGED. ME

C-864

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND MY MOM FINISHED AND LEFT TO GO HOME. WITHIN THE NEXT COUPLE OF INTERSECTIONS I LOOKED BACK AND NOTICED SPARKS SHOOTING UP FROM THE ENGINE BAY. I TOLD MY MOTHER WHOM DIDN'T BELIEVE METO STOP. THE CAR DIED IN THE MIDDLE OF THE INTERSECTION, THEN MY MOTHER AND I EVACUATED THE VEHICLE. THE ENGINE BAY BURST INTO FLAMES AND LUCKY THERE WAS A FIREDEPARTMENT NEAR BY. WE FOUND OUT THAT THE HOOD PROP HAD FALLEN ONTO THE BATTERY WHICH SHORTED OUT THE ELECTRICS AND CAUSED NEAR BY PLASTIC TO CATCH ON FIRE. THE REAR HOOD WAS RUINED, PAINT, WINDOW, WIREHARNES, AND OTHER PEICES. THE FIREDEPARTMENT SAID WE WERE LUCKY THAT THE FLAME DIDNT RUPTURE THE FUEL IN THE CAR. HE SHOWED THAT THE FLAME WAS RIGHT NEXT TO THE PLACE YOU FILL YOUR CAR WITH GAS. THE CAR WAS TOWED AWAY AND AN OFFICER WROTE UP A REPORT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317350  
**Date of Incident:** 20070320  
**Vehicle:** 2005 TOYOTA MATRIX  
**Location of Incident:** ROSEVILLE, CA

**NHTSA Summary:**  
MY WIFE EXPERIENCE AN ACCELERATION OF OUR 2005 TOYOTA MATRIX ABOUT 3 YEARS AGO. WE DID NOT THINK MUCH OF IT AT THE TIME, BUT WITH THE CURRENT RECALLS WE THOUGHT IT WOULD BE INCLUDED. IT WAS NOT, TOYOTA WILL NOT LOOK AT IT OR REPLACE IT. THEY SAID IT MUST BE DONE AT OUR OWN EXPENSE. I FILED A COMPLAINT WITH TOYOTA. THE CASE NUMBER IS 1003113923. I FEEL THAT TOYOTA IS NOT LOOKING FURTHER IN MORE PROBLEMS, AND IS STILL NOT ADDRESSING THE ISSUES AT HAND. THE DEALER OR CUSTOMER SERVICE DID NOT REALLY CARE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334501  
**Date of Incident:** 20070320  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** LINCOLN, NE

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE TRAVELING 2 MPH THE CONTACT NOTICED THAT THE VEHICLE HAD SUDDENLY ACCELERATED WITHOUT WARNING CAUSING THE CONTACT TO CRASH INTO A NEARBY POLE. THE CONTACT HAD INJURED HER HEAD AND NECK DURING THE CRASH AND A POLICE REPORT WAS FILED FOR THE INCIDENT. THE VEHICLE HAS NOT BEEN DIAGNOSED AND THERE WERE NO PRIOR WARNINGS. THE FAILURE MILEAGE WAS 26000 AND THE CURRENT MILEAGE WAS 54000. BML  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10201004  
**Date of Incident:** 20070321  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** COLUMBIA, SC

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. A FEW DAYS AFTER PURCHASING THE VEHICLE, THE CONTACT REALIZED THAT THE VEHICLE WILL NOT ACCELERATE PAST 20  
**Additional Summary:**

C-865

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MPH WHEN MERGING INTO TRAFFIC. THE ENGINE RPMs ARE HIGH AND THEN THE VEHICLE UNEXPECTEDLY ACCELERATES. SHE MUST DEPRESS THE ACCELERATOR PEDAL ALL THE WAY TO THE FLOOR IN ORDER TO MERGE PROPERLY. THE VEHICLE WAS TAKEN TO THE DEALER SIX TIMES, BUT THEY CANNOT DUPLICATE THE FAILURE. THE DEALER STATED THAT THE VEHICLE WAS DESIGNED TO PERFORM IN THAT MANNER. THE FAILURE MILEAGE WAS 200 AND CURRENT MILEAGE WAS 11,000. UPDATED 01-16-08. \*KB \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10186513  
**Date of Incident:** 20070322  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** FARMINGVILLE, NY

**NHTSA Summary:**  
ON 3/22/07 AT APPROXIMATELY 6:30 P.M. I WAS EXITING THE PARKING LOT OF ISLAND 16 CINEMA. AS I WAS DRIVING TO THE STOP SIGN THAT MERGES WITH I495 EAST BOUND SERVICE ROAD MY 2007 LEXUS ES 350 SUDDENLY ACCELERATED ON ITS OWN. I IMMEDIATELY STEPPED WITH BOTH FEET ON THE BRAKES. THE CAR'S ENGINE CONTINUED TO RACE. I THEN PUT THE CAR INTO NEUTRAL IN ATTEMPT TO STOP THE ENGINE FROM RACING. THIS ALSO DID NOT WORK. I WAS NOW STOPPED ON THE SIDE OF THE ENTRANCE RAMP WITH THE ENGINE STILL RACING IN NEUTRAL AND MY FEET ON THE BRAKES. I THEN PUT THE CAR INTO PARK AND THE ENGINE STOPPED RACING AFTER A FEW SECONDS. I IMMEDIATELY CALLED LEXUS OF SMITHTOWN AND I HAD THE CAR TOWED TO THE DEALERSHIP AS I WAS AFRAID TO DRIVE THE CAR. ON THURSDAY 3/29/07 I WAS INFORMED BY BOB MARTINEZ THE MANAGER OF SMITHTOWN LEXUS THAT THE CAR WAS INSPECTED BY RICK HOLDEN A LEXUS FIELD REP WHO RAN TWO SYSTEM CHECKS ON THE BRAKES AND ACCELERATION AND STATED THAT THE VEHICLE WAS OPERATING O. K. MR. MARTINEZ THEN STATED THAT I COULD CALL THE LEXUS HEADQUARTERS TO LODGE A COMPLAINT WHICH I DID. I SPOKE WITH ERIC ORDEMANN WHO STATED THAT SOMEONE WOULD CONTACT ME IN TWO DAYS.\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10189802  
**Date of Incident:** 20070322  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** KODAK, TN

**NHTSA Summary:**  
I PURCHASED A NEW 2007 TOYOTA CAMRY IN JUNE 2006. AFTER RETURNING THE CAR TO THE DEALERSHIP SEVERAL TIMES BECAUSE OF THE SLUGGISH ACCELERATION FROM A STOP WAS CONSISTENT AND THE PASSING GEAR DOWNSHIFT FELT DELAYED AS IF THERE WAS A COMMUNICATION LAG BETWEEN THE TCM AND ACTUAL SWITCHING OF THE SHIFT SOLENOIDS AT SPEEDS LESS THAN 50 MPH. THE CRUISE CONTROL WILL NOT SET SPEED. ON STEEPER GRADES AND ON THE INTERSTATE THE DOWN SHIFTS ARE VERY FREQUENT AND AT TIMES VERY DRAMATIC. WHEN CRESTING A STEEP HILL THE TRANSMISSION DOWN SHIFTS AT THE CREST AND TAKES 2 OR 3 SECONDS TO RELEASE THE THROTTLE, PICKING UP ANYWHERE FROM 10 TO 15 MPH AND I HAVE TO BREAK SUDDENLY IN ORDER TO SLOW THE CAR DOWN. I WAS TOLD BY TOYOTA REPRESENTATIVE THAT A TECHNICAL SERVICE BULLETIN CAME OUT IN SEPTEMBER OF 2006 FOR AN ECM CALIBRATION ENHANCEMENT TO SHIFTING PERFORMANCE AND SMOOTHNESS AND THIS NEW COMPUTER SOFTWARE HAD TO BE DOWNLOADED IN THE CAR AND THIS WOULD RECALIBRATE ECM (PCM) ENGINE & TRANSMISSION. THE  
**Additional Summary:**

C-866

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CATCHER TO THIS IS THAT THE CUSTOMER HAS TO REQUEST THIS DOWNLOAD BEFORE THE DEALERSHIP WILL FOLLOW THROUGH. IF YOU DONT KNOW ABOUT THE BULLETIN HOW CAN AN AVERAGE CUSTOMER REQUEST THIS? THE DOWNLOAD WAS PERFORMED ON THIS CAR BUT DIDN'T HELP ANY. THE DEALERSHIP TOOK THE CAR BACK AND I WAS GIVEN A NEW ONE IN DEC. 2006. SAME THING WITH THIS ONE. I HAVE BEEN THROUGH NATIONAL CENTER FOR DISPUTE SETTLEMENT WITH AN APPOINTED ARBITRATOR WHO HAD THE CAR INSPECTED BY AN ASE INDEPENDENT INSPECTOR. HE AGREED WITH THE ABOVE BUT IN CONCLUSION STATED THAT TOYOTA SHOULD "DIAGNOSE AND REPAIR AS NECESSARY". I FEEL THAT THIS IS A NO WIN SITUATION FOR THE CONSUMER AND TOYOTA KNOWS ALL ABOUT THE PROBLEMS BUT JUST DOESN'T KNOW HOW TO CORRECT THEM. BECAUSE OF THE LACK OF SAFETY THE "LEMON LAW" SHOULD BE PUT INTO EFFECT AND THESE CARS RECALLED. TOYOTA IS NOT GOING TO TAKE RESPONSIBILITY UNLESS FORCED. THIS IS MY FIRST AND LAST TOYOTA VEHICLE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323211  
**Date of Incident:** 20070322  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** MABLETON, GA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2007 TOYOTA TACOMA. THE VEHICLE ACCELERATED WHILE DRIVING 10 MPH IN PARKING LOT. THE CONTACTS FOOT STRAYED OVER FROM THE GAS PEDAL TO THE BRAKE PEDAL, BUT THE VEHICLE DID NOT SLOW DOWN. THE FAILURE DID NOT CAUSE AN ACCIDENT. THE CONTACT FEELS THE BRAKE AND GAS PEDAL ARE TO CLOSE TOGETHER. THE PEDALS ARE 2 1/2 INCHES APART AND THE SAME LEVEL. THE CONTACT FEELS THAT THE ACCELERATION PROBLEM COULD BE WITH PEOPLE WITH LARGE SIZE FEET. ONCE THE CONTACT LIFTED HIS FOOT OFF OF BOTH PEDALS THE VEHICLE STOPPED. THE VIN NUMBER WAS NOT AVAILABLE AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS 40000 AND THE CURRENT MILEAGE WAS 40000. RL  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10186045  
**Date of Incident:** 20070323  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** HUNTINGTON BEACH, CA

**NHTSA Summary:**  
THE GAS PADDLE ON MY LEXUS ES350 WAS LOCKED AND NOT RELEASED AFTER I DEPRESSED THE GAS PADDLE TO ITS FULL STROKE AND REMOVED MY FOOT DURING DRIVING AND ON PARK. THIS WAS A SERIOUS SAFETY FAULT THAT CAUSED THE CAR TO CONTINUE ACCELERATING EVEN AFTER REMOVING FOOT FROM THE GAS PADDLE. \*AK  
**Additional Summary:**

**Toyota ID Number:** 200711260611  
**NHTSA ODI Number:**  
**Date of Incident:** 20070324  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

C-867

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 11/26/2007 09:31:31 AM KNp!  
Clt Randy Blackmore (dlr ASM) directed by SM to call & file a product liability claim for cust. Sts veh was brought to dlr & owner claims veh had unwanted acceleration & hit another veh. ASM sts owner of veh wants toy to insp veh & FTS Jim Tilly is scheduled to be a dlr 11/27/07. ASM sts FTS Jim Tilly requested dlr to contact CEC to expedite the prwrk. ASM sts he thinks was towed in & veh does not have visible damage.

\*\*\* SUBCASE 200711260611-1 CREATED 11/26/2007 01:51:24 PM RVrachan  
\*\*\* NOTES 11/26/2007 01:59:07 PM RVrachan  
OUTGOING CUST CALL: CM c/b cust, cust at work & didn't have insurance information but sts this surge has happened to his son 2X, cust sts went online & read many cases of Tacomas unwanted surge, cust wanted CM to have the URL, <http://www.vsmv.com/video/14296659/index.html > Cust sts he will email his wife to Call CM back w/all other requested information.

\*\*\* NOTES 11/26/2007 03:24:25 PM RVrachan  
INCOMING CUST CALL: Matthew Deutchman c/b, wanted to know what Toy is going to do & if inspection takes a while will Toy provide a loaner. Cust did not have the insurance information, CM adv will dispatch to region to see if Jim can inspect tomorrow per case notes. CM will get the insurance info & add to case when possible.

\*\*\* NOTES 11/26/2007 03:31:25 PM RVrachan  
===FCRP===  
Cust sts veh accelerated when he first pur veh but didn't cause an accident. Sts happened again & cust took to dlr, dlr blamed the floor mats. Cust sts happened again & veh RPM went all the way up, veh red-lined & took off and hit a Ford Explorer, cust sts foot on brake wouldn't stop veh. Cust unable to provide insurance info today. CM adv will add info when provide but will dispatch case to region since Jim may inspect veh tomorrow.....

\*\*\* NOTES 11/26/2007 03:33:48 PM RVrachan  
...Cust wants to know if Toy will pay for repairs if inspection shows it is Toy fault. CM adv after inspection can answer some of his questions but Toy must inspect veh first. Cust feels after viewing the video on the internet that this is a concern Toy should take care of. CM apol & adv will forward to the Region for inspection. CM adv cust will get a written report.

LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY EXTERIOR AND INTERIOR PHOTOS  
\*\*\* NOTES 11/27/2007 02:15:49 PM RVrachan  
INCOMING CUST CALL: Cust c/b, sts Jim inspected veh & adv Randy Blackmore who called cust back from dlr adv that Jim/FTS did not find anything out of the normal. Cust upset & wants to know where to go next, sts he wants his son to drive a safe vehicle. Cust wanted to know if he could speak to Jim Thiele directly, CM adv will email region, no promise however, cust feels that the technique dlr is using may not detect a prob, cust convinced there is a prob due to the.....  
\*\*\* NOTES 11/27/2007 02:16:01 PM RVrachan  
...video he found online.

\*\*\* SUBCASE 200711260611-1 CLOSED 11/30/2007 10:46:02 AM RVrachan  
Subcase Closed.

\*\*\* CASE CLOSE 12/05/2007 05:28:25 PM Edotson120  
Ltr did 12/4/07 sent advsg cust veh operates as designed.

**Additional Summary:**

**Toyota ID Number:** 200710230724  
**NHTSA ODI Number:**  
**Date of Incident:** 20070324  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

C-868

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

\*\*\* PHONE LOG 10/23/2007 10:44:39 AM KHaley  
Caller(Ronald, cust husband) states: when going up grade cruise control decreases 2-3 mph, then will try to compensate for drop & will increase roughly 5 mph from where was set. Went to dlr who adv is controlled by ECU & not adjustable. Cllr doesn't agree w/ diag & sks c/c fixed. NCR apol & adv TOY relies on dlr for diag, therefore must concur w/ dlr diag. Adv may take to another TOY dlr for a second opinion. Adv of reg role & CRM role & adv CRM c/b in 3 b/d

\*\*\* CASE CLOSE 11/05/2007 11:57:06 AM DLR37177  
INFORMED MR KRALIC THAT THERE NO ADJUSTMENT THAT CAN BE MADE AND THAT HIS TACOMA IS OPERATING PROPERLY AND AS DESIGNED

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322161  
**Date of Incident:** 20070325  
**Vehicle:** 2001 TOYOTA COROLLA  
**Location of Incident:** MAINEVILLE, OH

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2001 TOYOTA COROLLA. IN MARCH 2007 WHILE PARKING THE VEHICLE THERE WAS SUDDEN ACCELERATION AND THE VEHICLE BUMPED THE BUILDING DAMAGING THE FRONT END OF THE BUMPER. THE VEHICLE WAS TOWED TO A REPAIR SHOP AND REPAIRED. NO ONE WAS INJURED THE POLICE CAME BUT NOT SURE IF A REPORT IS AVAILABLE. THE DEALER OR THE MANUFACTURE WAS NOT INFORMED OF THE ACCELERATION WITH THE VEHICLE. THE FAILURE MILEAGE WAS 60,000....M/W  
**Additional Summary:**

**Toyota ID Number:** 200705030575  
**NHTSA ODI Number:**  
**Date of Incident:** 20070327  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 05/03/2007 10:54:49 AM JFewel  
RNT#070501-000122  
Email states: "Cold Start Revolutions  
I have a 2007 Tacoma. At cold start, the engine revs to 2000, drops to 1700, then after a few seconds drops to about 1400 then after about 30 seconds drops to about 1000. Is this normal? It seems awfully high and noisy and a waste of gas."

\*\*\* SUBCASE 200705030575-1 CREATED 05/03/2007 11:04:09 AM JFewel  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
We apologize for your concern regarding your 2007 Tacoma's idle speed.  
While we cannot diagnose your Tacoma based on your email, and as you have not mentioned any warning lights coming on, your concern may be related to the way the engine alters its idle speed when cold, to allow the emissions system to warm up faster, which becomes more pronounced as the weather turns colder. By way of background, each year the government slightly tightens emissions standards so that vehicles emit less pollution.  
Modern vehicles have a very sophisticated emissions system that only works when hot or warm. If the vehicle is cold, more emissions are produced.

C-869

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

The only way to heat the emissions components quickly up so they work properly is to run the engine faster when it is cold. The government wants engines and emissions systems to warm up as soon as possible so the emissions control systems work efficiently as soon as possible after a cold start.  
You will notice that the engine will run fast when cold, (engine RPM higher) until the emissions components are properly warmed. By forcing the idle speed to stay higher, the engine turns faster and warms up more quickly than if it is allowed to idle normally as it does when it is warmed up. To accommodate the higher RPMs when the engine is cold, Toyota specifies the following engine oil, which aids cold start-up and high RPM in the cold engine:  
Oil grade:  
API grade SL "Energy/Conserving" or ILSAC multigrade engine oil Recommended viscosity:  
SAE 5W/30  
SAE 5W/30 is the best choice for good fuel economy and good starting in cold weather.  
Toyota values you as a customer, and we appreciate this opportunity to answer your question!  
Your email has been documented at our National Headquarters under file #Incidents.c\$clarificationnumber.  
If we can be of further assistance, please feel free to contact us <http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faqid=4164>.  
Check out our Online Toyota Technical Information <http://techinfo.toyota.com/> available by short- and longer-term subscription as a lower-cost alternative to purchasing a repair manual, and at no charge, recommended service intervals <http://smg.toyotapartsandservice.com/owners.php>.  
For more Toyota information, please see Toyota Express Lube <http://www.toyota.com/html/shop/dealers/lube/index.html>, ToyotaOwnersOnline.com <http://toyotaownersonline.com/>, our Glossary <http://www.toyota.com/html/help/glossary.html> and printable Do-It-Yourself Instructions <http://www.toyotaownersonline.com/parts-service/diy.html>.  
Toyota manuals <http://smg.toyotapartsandservice.com/pubs.php?v=&y=&int\_id=&done=1> are available for purchase.  
See Genuine Toyota Accessories <http://www.toyota.com/vehicles/accessories.html> for the Toyota of your choice.  
Toyota Customer Experience

\*\*\* SUBCASE 200705030575-1 CLOSED 05/03/2007 11:04:13 AM JFewel sent  
\*\*\* CASE CLOSE 05/03/2007 11:04:26 AM JFewel sent  
\*\*\* SUBCASE 200705030575-2 CREATED 10/31/2007 05:55:15 AM QHolmes  
RNT#071030-000248  
10/30/2007 12:01 PM  
Email verbatim:I have a 2007 Tacoma, at start up the engine ROARS. EVERYBODY turns to look at the truck thinking "why is he racing his engine like that?" In the morning, it's so noisy it wakes the whole family up. If I had known it was going to be that noisy, I NEVER would have bought one. Isn't there anything that can be done about the very excessive noise? If not, I'm going to trade it in for a Honda Ridgeline and never buy another Toyota.

nr states:Mr. Ohearn, We apologize for the concern you are experiencing with your engine. In order to assess if the sounds coming from your engine are normal, your 2007 Tacoma will need to be inspected. We recommend you discuss the condition further with Sandra Spence, the Customer Service Manager at Both Toyota, as their technicians are specifically trained in the diagnosis and repair of Toyota vehicles. If your Toyota dealership has already inspected your vehicle and found it to be operating normally, we would concur with their findings. Your email has been documented at our National Headquarters  
\*\*\* SUBCASE 200705030575-2 CLOSED 10/31/2007 05:55:17 AM QHolmes  
\*\*\* CASE CLOSE 10/31/2007 05:55:35 AM QHolmes  
nrc apol & adv cust would doc concerns at hq. nrc referred cust to dlr cnc. nrc gave cust a case #.

C-870

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10186290  
**Date of Incident:** 20070327  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** FOLLY BEACH, SC

**NHTSA Summary:**  
CRUISE CONTROL DID NOT DISENGAGE UPON PRESSING BRAKE PEDAL. HYDRAULIC BRAKES WOULD NOT STOP VEHICLE. METHOD USED TO STOP VEHICLE INCLUDED PUTTING VEHICLE IN NEUTRAL AND APPLYING EMERGENCY/PARKING BRAKE. NARROWLY AVOIDED COLLISION WITH OTHER VEHICLES WHICH HAD STOPPED BY SQUEEZING BETWEEN THEM AND THE CONCRETE MEDIUM. MY VEHICLE WAS SCRAPPED ON DRIVERS SIDE BUT NO OTHER VEHICLE WAS DAMAGED (THANK GOD!). COULD NOT DUPLICATE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311156  
**Date of Incident:** 20070327  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HUNTLEY, IL

**NHTSA Summary:**  
I AS PULLING INTO A PARKING SPACE, CAR ACCELERATED - JUMPED A CURB, HITTING A TREE AND BROKE MY NOSE,AND DAMAGED THE WHOLE FRONT OF MY CAR. ON JUNE 27, 2009 I WAS PULLING INTO A PARKING SPACE AGAIN, CAMRY ACCELERATED HITTING THE SUV IN FRONT OF MY CAR. TOOK IT IN TO PAULY TOYOTA IN CRYSTAL LAKE, IL AND THEY SENT ME AWAY SAYING THERE IS NOTHING WRONG WITH MY 2007 CAMRY. I ALSO HAD TWO VERY NEAR ACCIDENTS, BUT I WAS ABLE TO STOP IN TIME. I AM DEATHLY AFRAID TO DRIVE THIS CAR. I DONT KNOW WHEN IT WILL ACCELERATE AGAIN. AND THE DEALER REFUSES TO HELP ME OUT. PLEASE HELP ME! \*TR  
**Additional Summary:**

**Toyota ID Number:** 200703280184  
**NHTSA ODI Number:**  
**Date of Incident:** 20070328  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** YORK, PA

**NHTSA Summary:**  
\*\*\* PHONE LOG 03/28/2007 07:59:04 AM MGIbert  
Cust owns ES 350. Cust sts husband was driving the veh when the veh accelerated from 35 to 90 mph without provocation. Cust sts that brakes would not work and cust took nearby exit. Cust sts that the car decelerated on its own and he put the veh in the park position to stop the veh. Cust sts they took veh to Sam at Lexus of Towson. Cust sts that veh belongs to her company. Cust sts she is afraid to be in veh.

\*\*\* SUBCASE 200703280184-1 CREATED 03/29/2007 06:31:31 AM VEIAssal  
\*\*\* NOTES 03/29/2007 06:32:26 AM VEIAssal  
To: SM Scott Johnson (410) 769-9400 cell 443-632-2910

From: Vickey El Assal  
310-468-2201

C-871

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

310-381-6078

Please review customer concerns & please give me a call back w/in 2 days to discuss customer's issues. Thanks. Have a wonderful day!

\*\*\* PHONE LOG 03/30/2007 12:31:53 PM VEIAssal Action Type: Incoming call  
Spoke to Scott Johnson, he adv that the cust all weather floor mats got stuck on the gas pedal and the veh accelerated. Scott adv that the he took out the other mat under the floor mats, which corrected the concern. This is the fix for this concern.

\*\*\* PHONE LOG 03/30/2007 12:39:09 PM VEIAssal Action Type: Incoming call  
Called and LM for cust to call back, if cust calls, \*\*\*\*\*Please apol to cust for his experience with his ES 350. Please adv cust that Vickey has spoken to SM, Scott Johnson who adv that all weather floor mats got stuck on the acceleration pedal. The dlr has adv that they removed the regular mats that were under the all weather mats. This is the solution to the concern. Please adv that the dlr did also run the veh under the computer and found no codes. Please reassure the cust that the veh has no issues. Please inquire if cust sks further info. Thanks.

\*\*\* PHONE LOG 04/04/2007 10:09:05 AM VEIAssal Action Type: Incoming call  
Called and LM for cust to call back, if cust calls, \*\*\*\*\*Please apol to cust for his experience with his ES 350. Please adv cust that Vickey has spoken to SM, Scott Johnson who adv that all weather floor mats got stuck on the acceleration pedal. The dlr has adv that they removed the regular mats that were under the all weather mats. This is the solution to the concern. Please adv that the dlr did also run the veh under the computer and found no codes. Please reassure the cust that the veh has no issues. Please inquire if cust sks further info. Thanks.

\*\*\* CASE CLOSE 04/10/2007 06:49:46 AM VEIAssal  
Called and LM for cust to call back, if cust calls, \*\*\*\*\*Please apol to cust for his experience with his ES 350. Please adv cust that Vickey has spoken to SM, Scott Johnson who adv that all weather floor mats got stuck on the acceleration pedal. The dlr has adv that they removed the regular mats that were under the all weather mats. This is the solution to the concern. Please adv that the dlr did also run the veh under the computer and found no codes. Please reassure the cust that the veh has no issues. Please inquire if cust sks further info. Thanks.

\*\*\* SUBCASE 200703280184-1 CLOSED 04/10/2007 06:50:04 AM VEIAssal  
\*\*\* NOTES 04/12/2007 10:44:39 AM VEIAssal  
Spoke to Scott Johnson and he adv that was a mix up with our RS and the dlr was charged for a tow and David had asked him to contact me for an authorization number. Authorization number is 912119, for 195.00.  
**Additional Summary:**

**Toyota ID Number:** 10215233  
**NHTSA ODI Number:** 20070328  
**Date of Incident:** 20070328  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** WEEKI WACHEE, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA COROLLA. WHILE DRIVING 2 MPH, THE CONTACT DEPRESSED THE BRAKE PEDAL, BUT DEPRESSED THE ACCELERATOR PEDAL AS WELL. THE VEHICLE STRUCK A POLE. THE BUMPER WAS SCRATCHED. HE STATED THAT THE BRAKE AND ACCELERATOR PEDALS WERE TOO CLOSE TO ONE ANOTHER. THE FAILURE MILEAGE WAS 5 AND CURRENT MILEAGE WAS 5,000. UPDATED 02-14-08 BF \*  
UPDATED 02/14/08 \*TR  
**Additional Summary:**

C-872

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331281  
**Date of Incident:** 20070329  
**Vehicle:** 2007 LEXUS GS350  
**Location of Incident:** CHATTANOOGA, TN

**NHTSA Summary:**  
I WAS DRIVING IN TRAFFIC WHEN VEHICLE SUDDENLY AND UNEXPECTEDLY ACCELERATED. WHEN I APPLIED THE BRAKES, IT DID NOT SEEM TO HAVE ANY EFFECT. THE VEHICLE KEPT SPEEDING UP OUT OF CONTROL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310689  
**Date of Incident:** 20070330  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** WESLEY CHAPEL, FL

**NHTSA Summary:**  
MY TOYOTA CAMRY 2006, PURCHASED ON 3/29/06 WAS INVOLVED IN TWO MAJOR ACCIDENTS AND IT WAS TOTTALLED AFTER THE SECOND MAJOR ACCIDENT WHICH OCCURRED ON 3/30/07. ON THE FIRST MAJOR ACCIDENT, MY WIFE WHO WAS DRIVING THE VEHICLE, TRIED TO STOP THE VEHICLE AT THE SIGNAL, INSTEAD IT RACED FORWARD ON ITS OWN AND HIT ANOTHER VEHICLE. ON THE SECOND MAJOR INCIDENT, AFTER STOPPING THE CAR AND ALLOWING ANOTHER CAR TO PASS ON THE SAME ROAD IN THE OPPOSITE DIRECTION, SHE MADE A LEFT TURN AND THE CAR ACCELERATED UNCONTROLLABLY AND HIT A BIG TREE STANDING AT AN ELEVATED PART OF THE ROAD. BY LOOKING AT THE SCENE ANYBODY CAN COME TO THE CONCLUSION THAT SOME KIND OF MALFUNCTIONING OF THE ACCELERATION MECHANISM HAS HAPPENED. IN BOTH OF THESE MAJOR ACCIDENTS, NONE OF THE AIR-BAGS DEPLOYED. THE SAME CAR HAD ANOTHER SIMILAR INCIDENT BUT NO PROPERTY WAS DAMAGED AND THEREFORE, THAT INCIDENT WAS NOT REPORTED TO POLICE BUT A CO-WORKER DROVE THE VEHICLE OUT OF THE RETAINING POND. IN THIS INCIDENT, MY WIFE AFTER PARKING THE CAR, TRIED TO PULL IT A LITTLE FURTHER AND THEN THE CAR JUMPED ACROSS THE CONCRETE BUMP AND FELL INTO THE RETAINING POND. LUCKYLY THERE WAS NO WATER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10186801  
**Date of Incident:** 20070331  
**Vehicle:** 2004 LEXUS ES  
**Location of Incident:** HERCULES, CA

**NHTSA Summary:**  
ACCELERATION DELAY OF UP TO 2 FULL SECONDS. \*JB

**Additional Summary:**

**Toyota ID Number:** 200704251498  
**NHTSA ODI Number:**  
**Date of Incident:** 20070400  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

C-873

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 04/25/2007 04:44:00 PM MDosSantos

Letter states: 07/ Tacoma Canadian veh Purchased at Destination Toyota in Burnaby B.C. in 11/2006, issue with RPMs "spiking" when clutch is depressed, sts RPMs will also drop to 1100 RPMs and then go back up to 1400-1450 and hang there. sts was in an accident due to concern, sts took to dlr 2RX(Openroad Toyota in BC) and was adv operating as normal, sts was in snow and took foot off of gas to slow down veh would slow down in time due to RPMs "hanging" sts pushed on...

\*\*\* NOTES 04/25/2007 04:44:00 PM MDosSantos  
...brakes to slow veh and ECU decided to cut fuel to the engine, clr sts hit veh in front of him due to issue, clr sts has found issue with 2005-2007 tacoma v6 Manual transmissions and FJ Cruisers with V6 Manual Transmissions, clr sts Hond had an similar issue and has addressed this with a ECU reflash. clr is considering selling veh or persuing lemon law.  
\*\*\* NOTES 04/26/2007 08:55:31 AM MDosSantos  
nrcr sent modified IN20 Approved per Sup MPuliti, NEXT REP: pls adv Concern doc'd here and adv cust to contact Toyota of Canada for further assistance.

\*\*\* CASE CLOSE 04/26/2007 09:01:48 AM MDosSantos  
nrcr sent modified IN20 Approved per Sup MPuliti, NEXT REP: pls adv Concern doc'd here and adv cust to contact Toyota of Canada for further assistance.

\*\*\* CASE CLOSE 04/26/2007 09:06:38 AM MDosSantos  
nrcr sent modified IN20 Approved per Sup MPuliti, NEXT REP: pls adv Concern doc'd here and adv cust to contact Toyota of Canada for further assistance.

\*\*\* NOTES 02/07/2008 09:49:45 AM JSuarez  
Cust ell'd to see what the status was on his complaint. NCR apol & adv cust that concerns were doc @ Toy CEC & he would need to contact Toy of Canada for further assist. NCR supplied Toy of Canada contact info to cust. No further assist needed.

**Additional Summary:**

**Toyota ID Number:** 200704041311  
**NHTSA ODI Number:**  
**Date of Incident:** 20070400  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 04/04/2007 03:28:41 PM JChoice  
Caller states: sts veh will make a noise and will lurch when veh goes into reverse or into 1st gear, sts veh will not respond so cust has to apply more gas, sts has had dlr s/m and toy tech duplicate concern, sts toy tech adv that veh is running normally, sts was adv that cust concern is a gear switching problem that is not severe enough to be rprd, sts has owned 3 toy's in the past and has not had concern before, sts has not spoken w/ GRM...

\*\*\* NOTES 04/04/2007 03:28:42 PM JChoice  
...sts was upset and as she was driving off, cust hit another veh, sts sls personnel at dlr drove by cust while she was crying waiting for the police and began to laugh at cust, sts cust veh pulled off the bumper of another custs veh, sts dlr parked cust veh too close to the veh that she hit, sts is very upset and experience will make cust never buy another toy veh again.

\*\*\* NOTES 04/04/2007 03:31:28 PM JChoice  
...sts multiple dlr personnel drove by cust in golf carts and laughed at cust, cust requests to speak to DSPM regarding shift feel in veh.

\*\*\* DEALER NOTES: 04/13/07 14:00:16  
I TALKED WITH CASANDRA LONGWELL ON 11/10/2007 REGARDING CONCERN BECAUSE THE CONCERN ON OUR WORK ORDER DOES NOT MATCH WHAT IS ON THE OPEN CASE SHE IS GOING TO CALL ME BACK WHEN SHE CAN BRING HER TRUCK FOR US TO TRY AND DUPLICATE THE CONCERN. SHE SAID SHE DID NOT SAY WHEN SHE COULD COME IN.

C-874

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* CASE CLOSE 04/13/2007 02:06:07 PM DLR43022  
WE ARE WAITING FOR THE CUSTOMER TO BRING BACK THE TRUCK TO TRY AND DUPLICATE THE CONCERN, THE OPEN CASE CONCERN COMPARED TO OUR WORK ORDER CONCERN ARE DIFFERENT. SHE DID NOT GIVE ME A TIME AND DID NOT WANT TO COMMIT TO ONE.

**Additional Summary:**

**Toyota ID Number:** 200704230106  
**NHTSA ODI Number:**  
**Date of Incident:** 20070400  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** MADISONVILLE, KY

**NHTSA Summary:**  
\*\*\* PHONE LOG 04/23/2007 06:37:14 AM MGilbert  
Cust sts that at slow speeds the RPMs are shifting rapidly. Cust sts that the veh is hard to stop. Cust sts that when he depresses the brakes, the RPMs surge upward. Cust sts that he is afraid to drive the veh. Cust sts that R/A adv that they can tow the veh but he will need to contact Kenny Kent Lexus to arrange svc and loaner. R/A 7041578.

\*\*\* PHONE LOG 04/23/2007 06:48:29 AM MGilbert Action Type: Outgoing call  
Spoke with George, SM at Kenny Kent Lexus who adv that if veh is towed in to dlr today and the concern can be fixed today then he will be able to return veh to cust's residence. Dlr adv that if it is a concern that requires more than one day's work then he should be able to get cust in a loaner veh during that rpr. Thanked dlr for info.

\*\*\* PHONE LOG 04/23/2007 06:57:30 AM MGilbert Action Type: Outgoing call  
Called cust and adv him of the information from dlr. Cust sts that this is satisfactory. Conferenced in R/A to have veh towed to dlr. R/A 7041578. Denise from R/A adv that they will pickup veh within the hour and would be able to provide cust with 15 min advanced notice of arrival.

\*\*\* CASE CLOSE 04/23/2007 07:19:01 AM MGilbert  
Adv that SM at dlr adv they can provide reunite if rprs can be completed today or a loaner if rprs take more than a day. Authorized R/A to tow veh.

\*\*\* PHONE LOG 04/23/2007 10:06:23 AM JMcKee1 Action Type: Incoming call  
Cust sts he is very frustrated b/c he has been waiting for R/A for almost 2 hours. Sts has to skip work today b/c R/A has taken so long and for a brand new veh should not have this issue. Apol for delay and adv will contact R/A and check status of tow. I spoke to Nick and he adv tow truck is approximately 5 mins away. Cust sts not true b/c he has been waiting longer. Cust sts if R/A is running late then another tow truck company should be avail to assist. Adv comments documented at LCS for management visibility.

\*\*\* SUBCASE 200704230106-1 CREATED 04/23/2007 03:50:10 PM LHHeyn

\*\*\* PHONE LOG 04/23/2007 03:56:20 PM LHHeyn Action Type: Outgoing call  
LM for SM George Schauman to fup on the cust concerns.

\*\*\* PHONE LOG 04/24/2007 08:21:36 AM LHHeyn Action Type: Outgoing call  
Contacted the SM George Schauman he std that the cust veh is currently being inspected at the dlr. The SM sts that I may contact him back tomorrow for another update. I thanked him for the asst.  
\*\*\* NOTES 04/24/2007 08:22:27 AM LHHeyn  
SM std that the cust was put into a Lexus Loaner veh.

\*\*\* PHONE LOG 04/26/2007 08:54:23 AM LHHeyn Action Type: Outgoing call

C-875

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SM Close Notes: CUSTOMER PICKED UP VEHICLE 4/25 - NO PROBLEMS WERE FOUND WITH VEHICLE/TRANSMISSION OPERATION AND DEALER DOCUMENTED FOR CUSTOMER

\*\*\* PHONE LOG 04/26/2007 09:29:37 AM LHHeyn Action Type: Outgoing call  
LM for SM George Schauman to fup on the cust concerns. The SM sts that the Diagnostic Specialist Dave test drove the veh with the cust and inspected the veh and adv that the veh was operating as designed at the time it was inspected. Compared the veh to another veh and sts that the veh operated the same. SM sts that he doc the cust concerns and reiterated the cust warr. The SM sts that the cust adv the he was concerned b/c of info he read on the internet. The SM sts that the cust returned the loaner and picked up his veh 4/25. I adv that I read contact the cust to fup.

\*\*\* PHONE LOG 04/26/2007 10:25:55 AM LHHeyn Action Type: Outgoing call  
Contacted the cust to fup on his concerns. Cust sts that the veh was inspected but his concerns are still there. The cust sts that he is not comfortable with the veh. Cust sts that when he presses the brakes he can feel the veh braking. The cust sts that he feels a difference between 300 to 500 RPM's and sometimes between 1100 to 1300 RPM's. The cust sts that he feels that the veh surges as well. He sts that he also feels the veh hunting for gears. The cust sts that the dlr inspected the veh and compared the veh with similar veh. The cust sts that he still feels the same issue and feels that the issue has not been resolved to his satisfaction. The cust sts that he test drove the veh with the DS and sts that they test drove the veh on the freeway and std that the other veh drove differently than his veh. The cust sts that the DS kept the veh and inspected the veh. The cust sts that he was told by the DS that the veh may need a new trans. The cust sts that then two days later after the inspection took place he was told that the veh was fine. The cust sts that he is concerned. Cust sts that this is his first Lexus. Cust sts that the RPM's fluctuate and jump back and forth. The cust sts that he doesn't understand why there was a difference between the two veh. The cust sts that the sales person contacted him to ask if the DS inspected the veh. The cust sts that the sales person adv that the cust concerns were doc in the cust service history. The cust sts that the mileage is the same - 11 miles and feels that the dlr didn't test drive the veh again after they test drove the veh together. The cust sts that he is disappointed in the performance of the veh. The cust sts that his family owns seven Toyota veh and none of them perform this way. The cust sts that he is concerned about his safety and is afraid that he may rear end somebody. The cust sts that he purch the veh on 4/16 and is very disappointed. Cust sts that he drives back and forth from Kentucky to the east coast b/c of work. The cust sts that his main concern is with safety and wants to know why the veh is hunting for gears. The cust would like to have another dlr inspect the veh. The cust sts that he is so concerned b/c he commutes 750 miles each way every week. Cust sts that he loves the veh and is just concerned about the safety of his particular veh. I apol for the cust concern and adv that I would be happy to asst the cust in scheduling an appt at the dlr of his choice. I adv the cust that I have doc his concerns at HQ and adv that we are happy to asst in any way that we can. I std that the diagnosis may be the same at Lexus of Nashville but adv that if that if a second inspection will provide piece of mind to the cust then he is certainly entitled to have the veh inspected at another dlr. Cust understood. Cust adv that he would like to have the veh inspected at Lexus of Nashville. Harold, at Lexus of Nashville in Brentwood at Exit 69, scheduled an appt for the cust at 3:00 PM 4/27. James Abert is the service consultant. Ronny Travis is the DS and he will test drive the veh with the cust 4/27. I adv the cust that I will be out of the office on 4/27 but adv that I would fup with him on 4/30. Cust satis.

**Additional Summary:**

**Toyota ID Number:** 200704190496  
**NHTSA ODI Number:**  
**Date of Incident:** 20070400  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CORONA QUEENS, NY  
**NHTSA Summary:**

\*\*\* PHONE LOG 04/19/2007 10:45:36 AM JMinami

C-876

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Custs sts veh over accelerated on the highway for 100 yds. Franchise tow took veh to his house then tow to Lexus of Queens. Cust sts would rather have veh taken to Prestige Lexus. Was adv that r/a tow veh to the nearest dlr. Cust sts does not want the veh & sts there are no floor mats under pedals.

\*\*\* CASE CLOSE 04/19/2007 10:46:10 AM JMinami  
Apol r/a will tow veh to the nearest Lexus dlr. Every Lexus dlr is capable of veh rpr. Cust sts he will call Lexus of Queens.

**Additional Summary:**

**Toyota ID Number:** 200704030152

**NHTSA ODI Number:**

**Date of Incident:** 20070401

**Vehicle:** 2007 LEXUS ES350

**Location of Incident:** DETROIT, MI

**NHTSA Summary:**

\*\*\* PHONE LOG 04/03/2007 07:30:25 AM TBenoit

Caller states: 07 ES 350 7k miles. Cust sts that over the weekend she was driving her veh when the veh suddenly accelerated and jump the curb causing damage to the 2 front tires and the alignment. Cust called R/A and they sent a person out and the AAA. At that time cust sts she turned the veh back on and the engine was running higher than normal and the AAA rep told her to pull her mat back in veh and that caused the veh to run lower.

\*\*\* SUBCASE 200704030152-1 CREATED 04/05/2007 08:24:25 AM JMartinez

\*\*\* PHONE LOG 04/05/2007 08:41:13 AM JMartinez Action Type: Outgoing call  
Cust sts all weather mats appeared to have engaged the accelerator which caused beh to accelerate. Cust sts she was adv by roadside that this was a cnrm that Lexus had with the veh. Cust sts she addressed this w/dlr an was not given much information and was adv to contact LCS for assistance with the veh rpr totaling \$3,800. Cust sts veh will be ready on 4/09. I adv cust I would contact her by then. Cust seeks assistance with rprs. Cust sts when roadside loaded veh on to truck the vehicle was turned on and was idling high wich was resolved by pulling the mat away from the accelerator.

\*\*\* EMAIL OUT 04/11/2007 08:53:47 AM ZForeman Action Type: External email

Send to: [jose\_g\_martinez@toyota.com]

Cust calling to s/w JMartinez. I adv cust rep is unavail at this time. I adv cust I would let rep know she called.

\*\*\* NOTES 04/11/2007 02:03:17 PM JMartinez

Incoming from CSM Todd Hamilton who adv he would look into cust concerns and f/u with me when more information was available. CSM sts that woud should probably be addressed with cust insurance company b/c it was an accident. CSM thanked.

\*\*\* PHONE LOG 04/11/2007 02:15:07 PM JMartinez Action Type: Outgoing call

Cld cust to advise that what she encountered was an accident and should be handled by her insurance company. Cust sts that her all weather matt was stacked on top of her regular matt. She believes that this is why the mat got stuck on her accelerator pedal. Cust sts she understands that this was an accident but feels that Lexus should cover her \$500 deductible because they sold her the veh with the all weather mats on top her regular mats which she sts caused veh to accelerate. Cust sts she was adv by roadside that this was a concern with the Lexus veh. I adv cust I would review her rjst and f/u with her by 4/11/2007. Cust thanked.

\*\*\* NOTES 04/12/2007 11:50:23 AM JMartinez

Cld SM Adam Stanton and left vm msg rjstng c/b to discuss cust cnrms.

\*\*\* NOTES 04/16/2007 09:59:45 AM JMartinez

C-877

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Recvd call from SA Donald on 04/13 who sts customer veh is ready and cust is waiting to pick up veh. SA sts SM Adam Stanton asks if LCS is going to cover cust's deductible. I adv SA Donald LCS would waive cust \$500 deductible as a g/w gesture to the customer. I provided g/w auth # 958008 for the amount of \$500.

\*\*\* PHONE LOG 04/16/2007 10:05:10 AM JMartinez Action Type: Outgoing call  
Cld cust to f/u. Cust sts that everything is fine with her veh and is very happy she is back in her veh. Cust sts she is appreciative for the g/w assistance in waiving her insurance deductible. Cust sts she feels Lexus really cares about its customers. Cust sts she seeks no further assistance from LCS and thanks LCS for assistance. Case can be closed.

\*\*\* SUBCASE 200704030152-1 CLOSED 04/16/2007 10:05:38 AM JMartinez

\*\*\* CASE CLOSE 04/16/2007 10:06:16 AM JMartinez

Cust sts that everything is fine with her veh and is very happy she is back in her veh. Cust sts she is appreciative for the g/w assistance in waiving her insurance deductible. Cust sts she feels Lexus really cares about its customers. Cust sts she seeks no further assistance from LCS and thanks LCS for assistance. Case can be closed.

**Additional Summary:**

**Toyota ID Number:** 10313873

**NHTSA ODI Number:** 20070401

**Date of Incident:** 20070401

**Vehicle:** 2005 LEXUS ES330

**Location of Incident:** HAWTHORNE, NJ

**NHTSA Summary:**

2005 LEXUS ES330. HESITATION & STUMBLING ON ACCELERATION. ALSO TRANSMISSION WILL NOT DOWNSHIFT. THIS IS A WELL DOCUMENTED PROBLEM WITH THE 2005 MODEL YEAR ES330. THERE WAS ONE REVISION OF TRANSMISSION SOFTWARE/FIRMWARE PROVIDED BUT IT DID NOT FIX THIS PROBLEM. AFTER SEVERAL COMPLAINTS THE LEXUS DEALER STATED "THERE'S NOTHING MORE WE CAN DO." SEVERAL INTERNET POSTINGS SUGGEST THAT THIS "DELAY" OR HESITATION IS DESIGNED IN. ALSO, IF WHILE ENTERING A HIGHWAY, FOR EXAMPLE, THE GAS PEDAL IS DEPRESSED, RELEASED AND DEPRESSED AGAIN THERE IS A MUCH LONGER 2-3 SECOND DELAY UNTIL POWER IS DELIVERED AND TO GET PROPER UPSHIFTS AND DOWNSHIFTS I HAVE TO SHIFT THE AUTOMATIC TRANSMISSION MANUALLY. THE LEXUS DEALER WAS/IS VERY FAMILIAR WITH THIS PROBLEM BUT HAS NO FIX BEYOND WHAT WAS PROVIDED FOR BACK IN 2005 BY LEXUS. THIS SHOULD BE FURTHER INVESTIGATED ALONG WITH THE CURRENT CROP OF TOYOTA/LEXUS THROTTLE PROBLEMS. THANKS!

**Additional Summary:**

**Toyota ID Number:** 10315881

**NHTSA ODI Number:** 20070401

**Date of Incident:** 20070401

**Vehicle:** 2003 TOYOTA CAMRY

**Location of Incident:** SHELBURNE, MA

**NHTSA Summary:**

I AM THE OWNER OF A 2003 4 CYLINDER CAMRY. I BOUGHT THE CAR USED IN AUGUST, 2006. IN THAT YEAR AND THE YEAR AFTER, I HAD 2 OR 3 ACCELERATION PROBLEMS WHEN I PUT MY FOOT ON THE BRAKE. I THOUGHT IT WAS MY FAULT DUE TO THE NEW PLASTIC FLOOR MATS I HAD INSTALLED OR WAS DUE TO THE FACT THAT WHEN I PUT MY FOOT ON THE BRAKE PEDAL, MY FOOT EXTENDED OVER THE END OF THE PEDAL AND WHEN I PRESSED DOWN, I HIT THE ACCELERATOR AS WELL. I HAVE HAD NO INCIDENTS SINCE

C-878

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:** 10320460

**NHTSA ODI Number:** 20070401

**Date of Incident:** 20070401

**Vehicle:** 2003 TOYOTA COROLLA

**Location of Incident:** DELRAY BEACH, FL

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2003 TOYOTA COROLLA. THE CONTACT WAS IN AN ACCIDENT DUE TO SUDDEN ACCELERATION ON THIS VEHICLE. THE CONTACT WAS STOPPED AT A LIGHT. WHEN THE CONTACT BEGAN TO PULL OFF THE ENGINE ROARED FORWARD. THE CONTACT LOST CONTROL AND HIT A CURB. THEN WENT UP A HILL HIT A TREE AND ROLLED OVER THREE TIMES. THE ENGINE WAS STILL ROARING WHEN THE VEHICLE CAME TO A STOP. THE VEHICLE WAS RULED DESTROYED BY THE INSURANCE COMPANY. THE FAILURE MILEAGE WAS 45000 AND THE CURRENT MILEAGE WAS 45000.RL

**Additional Summary:**

**Toyota ID Number:** 200707180386

**NHTSA ODI Number:**

**Date of Incident:** 20070402

**Vehicle:** 2007 TOYOTA TACOMA

**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 07/18/2007 08:57:44 AM JSugar

Caller states: Concerned about performance of transmission. Fls like trans has mind of its own. When coming to intersection slows down veh, steps on gas a bit & trans drops to very low gear, engine revs, pauses, and then lurches forward. Took veh to dlr for 5k mile svc who advd concern happening on tacoma & camry's. Sts 90% of time veh works fine but in slow speed (notices when cornering) veh drops to low gear & rpm's jump up. Never sure what veh will do...

\*\*\* NOTES 07/18/2007 08:57:44 AM JSugar

Fls like veh trying to make the decision & control rather than let driver decide. Asked svc people if trans could be adjusted but told nothing could be done. Sts dlr personnel have been responsive & helpful.

\*\*\* CASE CLOSE 07/18/2007 08:58:17 AM JSugar

NCR apol & thanked cust for documenting concern. NCR advd no ssc's for veh @ time but cust would be advd of ssc's for veh. NCR advd case #.

**Additional Summary:**

**Toyota ID Number:** 10187367

**NHTSA ODI Number:**

**Date of Incident:** 20070402

**Vehicle:** 2004 TOYOTA COROLLA

**Location of Incident:** BROOKLYN, NY

**NHTSA Summary:**

TL\*- THE CONTACT STATED THAT WHILE DRIVING THE 2004 TOYOTA COROLLA WITH 31000 FAILURE MILEAGE. AT 15 MPH WITH FOOT ON THE GAS PEDAL THE VEHICLE RACED UP TO 35 MPH AND THE RPM'S RACED BETWEEN 4 AND 5 ON THE GAUGE. THE CONTACT IMMEDIATELY APPLIED THE BRAKE AS HARD AS HE COULD, AND PUT THE VEHICLE INTO NEUTRAL. HE ALSO APPLIED THE GAS, ALLOWING THE VEHICLE TO STOP IDLING. THE VEHICLE WAS AT THE DEALER BEING LOOKED AT CONCERNING THIS PROBLEM. THE CURRENT MILEAGE WAS 32,000.\*AK UPDATED 04/30/07. \*JB

C-879

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:** 10187616

**NHTSA ODI Number:** 20070402

**Date of Incident:** 2007 TOYOTA RAV4

**Vehicle:** 2007 TOYOTA RAV4

**Location of Incident:** RED OAK, IA

**NHTSA Summary:**

TL\*- THE CONTACT STATED THAT WHEN THE 2007 TOYOTA RAV4 WAS TEST DRIVEN ON JANUARY 3, 2007 THE ACCELERATION AND CONTROL ON THE VEHICLE WAS NOT STABLE. AT TIMES THE VEHICLE ACCELERATED ABRUPTLY EVEN IF THE ACCELERATOR WAS SLIGHTLY DEPRESSED. THREE WEEKS AFTER THE VEHICLE WAS PURCHASED HE NOTICED THAT WHEN DEPRESSING THE ACCELERATOR PEDAL THE VEHICLE WOULD ACCELERATE, BUT IT WOULD NOT REACH THE DESIRED SPEED. THEN AFTER A FEW SECONDS THE VEHICLE WOULD ACCELERATE AGAIN. THE CONTACT STATED THAT WHEN TURNING CORNERS WITH THE ACCELERATOR WAS DEPRESSED THE VEHICLE WOULD SPEED UP. IT REMAINED STEADY FOR A FEW SECONDS AT A CONSTANT SPEED THEN IT PROCEEDED TO ACCELERATE ABRUPTLY. THE CONTACT STATED THAT WHEN DRIVING ON THE HIGHWAY IF ANOTHER VEHICLE SLOWED DOWN IN FRONT OF THE CONTACTS VEHICLE, TRYING TO SPEED UP AGAIN WAS ALSO A PROBLEM. THE VEHICLE ACCELERATED AND STAYED STEADY AT ANY GIVEN SPEED, BUT THEN AFTER A FEW SECONDS IT WOULD ACCELERATE TO A HIGHER SPEED WITHOUT WARNING. THE CONTACT TOOK THE VEHICLE TO THE DEALERSHIP, AND WAS TOLD THESE VEHICLES DID NOT HAVE A CABLE GOING FROM THE GAS PEDAL TO THE MECHANISM THAT GIVE GAS TO THE VEHICLE. THIS SYSTEM WAS ELECTRIC IN THE 2007 MODELS. THE FAILURE MILEAGE WAS 1,500, AND THE CURRENT MILEAGE WAS 3,500. \*AK UPDATE 5/3/07\*TR

**Additional Summary:**

**Toyota ID Number:** 10314958

**NHTSA ODI Number:** 20070402

**Date of Incident:** 2004 TOYOTA CAMRY

**Vehicle:** 2004 TOYOTA CAMRY

**Location of Incident:** ARLETA, CA

**NHTSA Summary:**

ON APRIL 02, 2007 I HAD A CAR ACCIDENT. I WAS DRIVING MY 2004 TOYOTA CAMRY LE DOOR SEDAN. AS I WAS DRIVING TO MY WAY TO ARIZONA. TO VISIT SOME FAMILY MEMBERS I WAS DRIVING IN A NORMAL SPEED OUT OF THE SUDDEN THE PEDAL OF DE ACCELADATOR DID NOT WORK I TRIED TO CONTROL MY CAR BUT IT WAS IMPOSSIBLE TO STOPPED THE CAR. AS CONSEQUENCE THE CAR FLIP OVER AND I GOT INJURED. ON THE SAME WEEK OF APRIL 02, 2007 I HAD TAKEN MY CSR TO A TOYOTA DEALER TO DO A FULL SERVICE. ON APRIL SECOND A TOYOTA DEALER ASSOCIATES CALLED MEBUT I WAS NOT THERE SO MY MOM ANSWERED THE PHONE AND THE REPRESENTAIVE FROM TOYOTA HAD CALLED TO SEE HOW MY BREAKS WERE WORKING.

**Additional Summary:**

**Toyota ID Number:** 10187139

**NHTSA ODI Number:** 20070403

**Date of Incident:** 2003 LEXUS ES

**Vehicle:** 2003 LEXUS ES

**Location of Incident:** WEST DESMOINE, IA

**NHTSA Summary:**

C-880

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2003 LEXUS 300 ES. THE CONTACT STATED THAT THE VEHICLE AUTOMATICALLY ACCELERATED WHILE ATTEMPTING TO PULL INTO A PARKING SPACE. THE CONTACT DEPRESSED THE BRAKE PEDAL, BUT THE VEHICLE CONTINUED TO ACCELERATE. THE VEHICLE STOPPED ONLY AFTER IT JUMPED A CURB. THE VEHICLE WAS TOWED TO A DEALER, BUT NO FAILURE WAS FOUND. THE CONTACT HAS THE REPAIR INVOICE AND PICTURES. THE CURRENT AND FAILURE MILEAGE WERE 50,313.\*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10187040  
**Date of Incident:** 20070404  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MASON, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY, AND STATED THAT HE SET THE CRUISE CONTROL AT 65 MPH. WHILE THE VEHICLE WAS GOING UP HILL THE CRUISE CONTROL DECREASED FROM 65 MPH TO 55 MPH. ONCE THE VEHICLE WAS GOING DOWN HILL THE VEHICLE ACCELERATED TO ALMOST 80 MPH. THE CONTACT TOOK VEHICLE TO THE DEALER, AND THEY STATED THAT THE CRUISE CONTROL WAS DESIGNED TO OPERATE THE WAY IT DID. THE FAILURE MILEAGE WAS AT 6,400. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10189655  
**Date of Incident:** 20070404  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** BROOKFIELD, WI

**NHTSA Summary:**  
THE VEHICLE OWNER CLAIMS THAT THE VEHICLE SUDDENLY ACCELERATED AND THAT SHE APPLIED THE BRAKES BUT THE VEHICLE DID NOT SLOW DOWN. SHE ALSO TRIED THE EMERGENCY BRAKE BUT THAT DID NOT SLOW THE VEHICLE EITHER. SHE THEN HIT ANOTHER VEHICLE AND THAT STOPPED HER VEHICLE. THE VEHICLE THEN STARTED ON FIRE AFTER THE COLLISION.\*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306398  
**Date of Incident:** 20070404  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** SANTA CLARITA, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA PRIUS. WHILE DRIVING APPROXIMATELY 25 MPH ON AN UNEVEN AND WINDING ROAD THE VEHICLE ACCELERATED TO A HIGH SPEED. SHE WAS FORCED TO CHANGE DIRECTION AND CRASHED INTO A DITCH WHICH CAUSED THE TIRES TO BLOW OUT. THE UNDER CARRIAGE WAS DESTROYED THE VEHICLE WAS DESTROYED. TOYOTA REPLACED GAVE THE CONTACT A 2007 TOYOTA PRIUS SINCE THE 2006 PRIUS WAS DESTROYED. THE CONTACT SUSTAINED INJURIES. SINCE THE CRASH INVOLVED ONE VEHICLE A POLICE REPORT WAS NOT FILED. TOYOTA TOWED THE VEHICLE TO THE CLOSEST DEALER. THE VIN NUMBER WAS UNKNOWN. THE FAILURE MILEAGE WAS 17,000.  
**Additional Summary:**

C-881

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314581  
**Date of Incident:** 20070404  
**Vehicle:** 2006 TOYOTA HIGHLANDER HV  
**Location of Incident:** VENTURA, CA

**NHTSA Summary:**  
2006 TOYOTA HIGHLANDER HYBRID CRASHED AFTER SUDDEN UNBRAKABLE ACCELERATION WITH \$13,500 DAMAGE. TOYOTA INVESTIGATED AND SAID DRIVER HIT GAS INSTEAD OF BRAKE DESPITE VEHEMENT DENIALS BY DRIVER.  
**Additional Summary:**

**Toyota ID Number:** 200707210023  
**NHTSA ODI Number:**  
**Date of Incident:** 20070405  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 07/21/2007 07:49:23 AM KNgn1  
Clr sts loy toy. Sts at dir 2X for difficulty w/ shifting of 6 spd manual trans. Sts fls engine does not drop in RPM during shifting & thus making it hard to shift & veh jerks. Sts spk w/ SM JD Lutrell & a tech had test drove. Sts dir advd normal & nothing can be done. Sts was surprised there is no fix or TSB. Sts found that a neighbor had the same concern & had trade in the veh b/c of that.

\*\*\* SUBCASE 200707210023-1 CREATED 07/24/2007 06:11:06 AM NRaye

\*\*\* NOTES 07/24/2007 02:39:33 PM NRaye

++OUTGOING DLR CALL++

CM contact dlr to spk w/SM who was unavailable L/M on V/M for SM to c/b.

\*\*\* NOTES 07/24/2007 03:34:29 PM NRaye

++OUTGOING DLR CALL++

CM spk w/Shawna Childress(ASM)sts

- 283666 - 6/11/07@1325mi cust sts alarm goes off all the time on it's own, dlr rplcd shock sensor.no open RO's

\*\*\* NOTES 07/24/2007 03:36:26 PM NRaye

++OUTGOING CUST CALL++

CM spk w/cust who was unavailable. L/M on V/M for cust to c/b. cm avail mon-fri 6am -2:30 pm PST.

\*\*\* NOTES 07/24/2007 04:17:25 PM LMartinez

NCR apol & adv Cust cm not avail, states he wont be home till friday. Will be calling back then to see if cm is avail.

\*\*\* PHONE LOG 07/27/2007 09:28:32 AM NRaye Action Type: Incoming call

++INCOMING CUST CALL++

Clr Michael Baker c/b returning cm's call.CM apol,explained cm role&ask cust if veh insp for shifting concern b/c no RO regarding insp for shifting concerns.Cust sts concern w/alarm has been resolved & he took veh to dlr for shifting concern,mch drove veh about 30 min&adv standard motor working as designed,sts work order was never written up,he just took veh into dlr one day after work,sts he says the handicap driving veh&feel may dangerous,sts was looking on different websites&other cust are saying they experience same thing but that's how eng is made&design.Cust sts dlr adv normal,sts dlr is great&very nice about situation.CM apol,adv cust Toy appreciates his feedback,will doc his comments&adv if dlr hasn't diag or confirmed a defective component needing rpr or replacement,no rprs will be made to his veh&it is comments such as his that help to make changes in future productions.cust only sks to voice his concerns.CM adv cust closing case. cust understood.

\*\*\* NOTES 07/27/2007 09:32:28 AM NRaye

CM closing case

C-882

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Summary: shifting concern

Action taken: dlr

Resolution: no RO opened for shifting concern & cust sts he did take to dlr who adv veh operating normal.

Customer satisfied: Yes

Root cause: Complaint -Product-Manual Transmission-Difficulty Shifting

\*\*\* CASE CLOSE 07/27/2007 09:32:53 AM NRaye

CM closing case as cust only wants to doc his concerns&no RO written up regarding his shifting concern but dlr adv cust veh operating under normal cond.

\*\*\* SUBCASE 200707210023-1 CLOSED 07/27/2007 09:38:31 AM NRaye

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305797  
**Date of Incident:** 20070406  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** RICHARDSON, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT HIS VEHICLE SUDDENLY ACCELERATED WHEN HE DECREASED HIS HIGHWAY SPEED TO 40 MPH. THE VEHICLE SLOWED DOWN AND ACCELERATED WHEN THE BRAKES WERE ENGAGED. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALER. THE MANUFACTURER INFORMED THE CONTACT THAT HIS VEHICLE WAS NOT INCLUDED IN THE RECALL SINCE HIS VIN BEGAN WITH THE LETTERS A AND J. THE FAILURE MILEAGE WAS 36,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311468  
**Date of Incident:** 20070406  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** TRIADAPLHIA, WV

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA AVALON. WHILE DRIVING 55 MPH ON AN INCLINE SHE ATTEMPTED TO PASS ANOTHER VEHICLE AND NOTICED THAT THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. THE BRAKES WOULD NOT STOP THE VEHICLE UNTIL SHE TURNED IT OFF IN ORDER TO STOP IT FROM ACCELERATING. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THE CONTACT WAS INFORMED THAT THE FLOOR MAT BECAME STUCK UNDER THE ACCELERATOR PEDAL. THE CONTACT STATED THAT THE VEHICLE WOULD SURGE OCCASIONALLY WHILE DRIVING AT VARIOUS SPEEDS. THE CURRENT AND FAILURE MILEAGES WERE 47000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10191830  
**Date of Incident:** 20070408  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** THE VILLAGES, FL

**NHTSA Summary:**

C-883

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10289824  
**Date of Incident:** 20070409  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 25 TO 30 MPH PROCEEDING TO A COMPLETE STOP AND APPLYING PRESSURE TO THE BRAKE PEDAL. THE VEHICLE BEGAN TO SURGE FORWARD WITHOUT WARNING. THE CONTACT WAS ABLE TO CONTINUE DRIVING NORMALLY; HOWEVER, THE FAILURE OCCURRED INTERMITTENTLY. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE TECHNICIAN WAS UNABLE TO DUPLICATE THE FAILURE. THE CONTACT HAD CONCERNS OF THE SAFETY RISK INVOLVED. THE VIN WAS UNAVAILABLE. THE FAILURE MILEAGE WAS 15,000. THE CURRENT MILEAGE WAS 38,000.  
**Additional Summary:**

**Toyota ID Number:** 200704100077  
**NHTSA ODI Number:**  
**Date of Incident:** 20070410  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 04/10/2007 07:04:59 AM SBaker  
Caller states: Sts transmission surges when merging into traffic. Sts rpm's go up when taking foot off of gas inbetween shifts. Sts has spoken with two dealers and they said engine parameters are set & can not be changed. Sts has spoken with Dave at dlr. Sts a service tech road with cldr & said there is nothing they can do. Sts would like a factory rep to look at veh.

\*\*\* CASE CLOSE 04/13/2007 10:37:14 AM DLR37156

4-11-07 @ 5:50PM SPOKE WITH MR MICHEL, HE WAS HERE ON 4-5-07 AND DROVE WITH TECH, TECH EXPLAINED THAT HE NEEDS TO LET OFF THE ACCELERATOR SOONER WHEN PUSHING IN THE CLUTCH. TECH DEMONSTRATED AND CUSTOMER WAS OK AT THAT TIME. DURING MY CONVERSATION WITH HIM HE EXPLAINED THAT HE SHIFTS AT EXACT RPM'S NO MATTER WHAT THE CONDITIONS (BASED ON THE MANUALS INSTRUCTIONS, HE EXPLAINS). I ASKED HIM TO COME IN AND I WILL DRIVE WITH HIM. AND IF AT THAT TIME HE STILL HAS CONCERNS I WILL ARRANGE A MEETING WITH DSPM ON THE 20TH. HE IS TO CONTACT ME BY SPM ON THE 13TH.

\*\*\* DEALER NOTES: 04/16/07 05:42:02

4-12-07 @ 3PM, MR MICHEL CONTACTED ME AND AT THAT TIME REQUESTED TO MEET WITH THE DSPM ON 4-20-07. I REMINDED HIM THAT HE WAS TO COME IN AND RIDE WITH ME FIRST, BUT THAT WAS NOT ACCEPTABLE TO HIM, HE WANTED A MANUFACTURES REP AND ONLY A MANUFACTURES REP. I MADE THE ARRANGEMENTS FOR 4-20-07 @ 10:30AM.

C-884

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311496  
**Date of Incident:** 20070410  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SPARKS, NV

**NHTSA Summary:**

IN APRIL 2007 I HAD AN ACCIDENT WITH MY 2003 TOYOTA CAMRY. I WAS BACKING OUT OF A PARKING SPOT AND PUT THE CAR IN DRIVE, IT ACCELERATED GREATLY. I PUT ON THE BRAKES AND IT WOULD NOT STOP. I HIT ANOTHER CAR AND A FENCE BEFORE I COULD THROW IT INTO PARK AND STOP IT. HAD I GONE THRU THE FENCE, I WOULD HAVE GONE INTO A DEEP Ravine AND I WOULD NOT BE HERE TO TELL THE STORY. I TOLD THE INSURANCE COMPANY THAT DAY THAT THERE WAS SOMETHING WRONG WITH THE CAR, IT WOULD NOT STOP. I TOLD THEM THEY SHOULD CONTACT TOYOTA ABOUT IT. THEY TOLD ME NOT TO WORRY, THEY WOULD COVER THE DAMAGES - AROUND \$6000. I TOLD THE GARAGE THAT REPAIRED THE CAR THAT IT WOULD NOT STOP. HE SAID I HAD TO HAVE HAD MY FOOT ON THE ACCELERATOR AND NOT THE BRAKE. NO I DID NOT HAVE MY FOOT ON THE ACCELERATOR AND IT TOLD HIM SO. I TOLD CARSON CITY TOYOTA SERVICE MANAGER THAT SOMETHING WAS WRONG WITH THE CAR AND LATER WHEN RECALLS STARTED, AGAIN TOLD HIM. HE SAID I COULD NOT PROVE IT. HAD ANYONE BEEN LISTENING TO ME 3 YEARS AGO, LIVES MIGHT HAVE BEEN SAVED. I AM STILL ANGRY ABOUT IT AND AM LOOKING TO REPLACE THE CAR AS SOON AS I CAN. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312132  
**Date of Incident:** 20070410  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** FRONT ROYAL, VA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA PRIUS WHICH WAS PURCHASED IN SEPTEMBER 2006. HE STATED THAT WHILE DRIVING AT SPEEDS OF LESS THAN 40 MPH APPROACHING A STOP SIGN HE REMOVED HIS FOOT FROM THE ACCELERATOR PEDAL, INSTEAD OF SLOWING DOWN THE VEHICLE MAINTAINED THE SPEED IT WAS TRAVELING. HE THEN DEPRESSED THE BRAKE PEDAL AND THE BRAKES WOULD NOT RESPOND. THERE WAS NO RESISTANCE IN THE BRAKE PEDAL AND IT THEN IT EXTENDED TO THE FLOORBOARD. THE SPEED DECREASED SLOWLY AND HE CONTINUED TO PUSH THE BRAKE PEDAL INTO THE FLOORBOARD UNTIL THE VEHICLE EVENTUALLY CAME TO A STOP. THE DEALER ADVISED HIM THAT THERE WAS NOTHING WRONG WITH THE PEDAL OR THE BRAKES AND THAT HE SHOULD REMOVE THE FLOOR MATS FROM THE VEHICLE. THE FLOOR MATS WERE NOT CLOSE ENOUGH TO THE BRAKE OR ACCELERATOR PEDAL. WHEN THE FAILURE OCCURRED, NO REPAIRS HAVE BEEN MADE TO THE VEHICLE. ON TWO ADDITIONAL OCCASIONS, THE CONTACT EXPERIENCED THE SAME FAILURE. HE ALSO RECEIVED A LETTER FROM TOYOTA IN REGARDS TO A RECALL CAMPAIGN ID NUMBER: 09V388000, VEHICLE SPEED CONTROL ACCELERATOR PEDAL, HOWEVER, HE WAS NOT AWARE IF HIS VEHICLE WAS INCLUDED IN THE RECALL OR NOT. THE VIN WAS NOT ACCEPTED. THE FAILURE MILEAGE WAS UNKNOWN AND THE CURRENT MILEAGE WAS APPROXIMATELY 70,000.

**Additional Summary:**

C-885

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10188142  
**Date of Incident:** 20070412  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** URBANDALE, IA

**NHTSA Summary:**

WE HAD A DRIVING INSTRUCTOR CONDUCTING A CLASS USING THE 2007 AVALON. THE INSTRUCTOR WAS DRIVING AND ACCELERATED TO PASS A VEHICLE AT APPROXIMATELY 35 MPH AND THE ACCELERATORS STUCK AND THE CAR REACHED 8000+ RPMs THE INSTRUCTOR HAD TO ENGAGE THE BRAKE AND PUT THE CAR IN NEUTRAL AND THE CAR WOULD NOT TURN OFF, USING THE PUSH BUTTON START. IT FINALLY TURNED OFF AFTER NUMEROUS TRIES ON THE PUSH BUTTON. ONCE THE MOTOR TURNED OFF THE ACCELERATOR THEN CAME UP SLOWLY BY ITS SELF. WE CALLED THE DEALERSHIP, AND WERE TOLD IT MUST HAVE BEEN THE FLOOR MATS. THERE WERE THREE PEOPLE IN THIS CAR AND THEY ALL SAW THE SAME THING. THE FLOOR MATS HAD NOTHING TO DO WITH THIS PROBLEM. WE HAD THE DEALER GO OVER THE CAR AND AGAIN WERE TOLD THERE WAS NOTHING WRONG. WE HOWEVER DO NOT BELIEVE THEIR FINDINGS. \*AK

**Additional Summary:**

**Toyota ID Number:** 200704130672  
**NHTSA ODI Number:**  
**Date of Incident:** 20070413  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** LATROBE, PA

**NHTSA Summary:**

\*\*\* PHONE LOG 04/13/2007 11:31:59 AM RDong  
Caller states: On 3/16, she was leaving PA and the roads were icy. Traffic was very slow. She was driving at the time this happened. She was driving behind 3 trucks @ 45 mph and the spray behind the trucks was pretty bad. She adv she could not see very well so she passed the trucks. She accelerated & the veh took off. The CC was off, and the veh took off & she could not stop the veh. She was braking & she was still going 60 mph. She got around the trucks & cont'd...

\*\*\* PHONE LOG 04/13/2007 11:34:24 AM RDong Action Type: Incoming call  
Continued...into another lane and decided to take the exit & her foot was on the brake the entire time & she was still going 40 mph. She pulled over into a gravel lot & hit the parking brake. Her husband adv her smoke came out of the exhaust. She did not have any srvc on her cell phone. She cld 911 & was connected to a towing srvc. While waiting for the tow guy, she jiggled the gas pedal & it seemed to stick a little. The tow guy came & he mq if he could start the veh. The tow man started the veh & drove the veh onto the tow truck. She adv she has all weather floor mats. The veh was towed to St. Albans WV. The SM @ Love Lexus adv her that all weather mats were not supposed to be used together w/ the other mats on the veh. She adv when she got back from vacation she got a summary of what the dlr did & the dlr adv her there were no codes present. She adv she was not confident the issue arose b/c of the all weather floor mats. She took the veh to Germain Lexus & adv the dlr she was very concerned. Germain adv her they had an experience like this as well. She adv she is concerned b/c if it was the mat, she would not have any worry, but she cannot duplicate it. She adv she is still not over this. I apol for the experience & adv this could be very startling & scary to go through something like that. I apol & adv that Lexus is aware that if an all weather floor mat is put over an existing floor mat, it is possible something like this may occur. I adv we are actually in the process of sending customers letters about it as well. I adv if she'd like, I can fwd this to a dept specialist who can review w/ the dlr, but from the information provided, there were no abnormal codes stored after inspection by both Love & Germain Lexus. Cust adv she understood but would appreciate a fu to c/b. I adv I would fwd the req & it would be 2 B/D. Cust thanked for the attention to her cnrn.

\*\*\* SUBCASE 200704130672-1 CREATED 04/16/2007 05:37:56 AM ABeltran

C-886

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 04/17/2007 08:42:24 AM ABeltran Action Type: Outgoing call  
Cld the cust & apol for her situation w/the veh. Cust adv that she is mostly concerned w/the conflicting reports that she rcvd from Love Lexus. She adv that they 1st told her that there were codes about the acceleration of the veh & then she rcvd a report that said there were no codes. I apol to the cust for the confusion. I adv that since the codes have been cleared I would not be able to get the same codes again, but I can speak w/the dlr as why there was conflicting info. Cust adv that Frank SM was suppose to call her & he never did. I apol to her & adv that I will speak w/the dlr & then get back to her in 3-5 bus days.  
\*\*\* NOTES 04/17/2007 08:44:55 AM ABeltran  
To: Frank 304-727-7777  
From: Amber Beltran  
310-468-2647  
310-381-6394

Please review customer concerns & please give me a call back w/in 2 days to discuss customer's issues. Thanks. Have a wonderful day!  
Amber

\*\*\* NOTES 04/18/2007 12:37:07 PM ABeltran

Dlr notes  
ASM CALLED CUST.NO PROBLEMS SINCE HERE 03/16/07.ASM REASSURED THAT FLOOR MAT HAD HIT ACCELERATOR TO CAUSE SITUATION IN MARCH.CUST REASSURED OF WARRANTY ON VEHICLE.

\*\*\* PHONE LOG 04/18/2007 12:43:06 PM ABeltran Action Type: Outgoing call  
Cld the cust & asked if she spoke w/the dlr? She adv that she did & she is satis now. She adv that the dlr was able to answer all of her questions. I asked if there was anything further that I can do for her? Cust said no.

\*\*\* SUBCASE 200704130672-1 CLOSED 04/18/2007 12:43:52 PM ABeltran

\*\*\* CASE CLOSE 04/18/2007 12:43:54 PM ABeltran

Dlr spoke w/the cust & explained what happened. Cust was very satis.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315914  
**Date of Incident:** 20070413  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** LARCHMONT, NY

**NHTSA Summary:**

I PULLED INTO MY GARAGE DURING EARLY AFTERNOON AND CAME TO THE USUAL STOP FACING THE WALL. MY FOOT WAS STILL ON THE BRAKE AND I HAD NOT YET PUT THE CAR INTO PARK. SUDDENLY THE CAR LURCHED FORWARD AND HIT THE WALL WITH GREAT ENOUGH FORCE TO DEPLOY THE AIR BAG. THE BAG FRACTURED MY STERNUM IN TWO PLACES. AT THE TIME I WAS NOT AWARE OF THE PREVALENCE OF UNINTENDED ACCELERATION PROBLEMS AND DID NOT REPORT IT. THERE HAVE BEEN NO EPISODES SINCE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304962  
**Date of Incident:** 20070415

C-887

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SIERRA VISTA, AZ

**NHTSA Summary:**

WHILE MY 2005 TOYOTA CAMRY WAS IN DRIVE, WITH MY FOOT ON THE BRAKE, SITTING STILL, WAITING FOR MY WIFE TO GET IN THE CAR, THE CAR REVVED TO MAX RPMs WITH NO CHANGE OF MY FOOT POSITION. MY FOOT PRESSING FIRMLY ON THE BRAKE WAS NOT ENOUGH TO KEEP THE CAR FROM ACCELERATING FORWARD. I PUMPED THE BRAKE ONCE AT THIS POINT AND THE BRAKE PEDAL WENT ALL THE WAY TO THE STOP. I THEN JAMMED THE VEHICLE IN PARK, JUST BEFORE COLLISION. THE GAS PEDAL DID NOT MOVE DURING THIS INCIDENT. I REPORTED IT TO TOYOTA AND WAS TOLD THAT THEY WERE SORRY THAT MY FLOOR MAT HAD CAUSED A PROBLEM??? RE: INCIDENT: 090929-000573. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312318  
**Date of Incident:** 20070415  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ORLANDO, FL

**NHTSA Summary:**

MY 2007 CAMRY ON SEVERAL OCCASIONS DURING THE FIRST FEW MONTHS OF OPERATION IN APRIL AND MAY 2007 SURGED OR LUNGED WITHOUT CAUSE. THERE WERE NO INJURIES AND NO REPAIR, NO INCIDENTS OCCURRED IN THE PAST TWO YEARS. ONE INCIDENT OCCURRED WHEN STARTING UP FROM A STOP SIGN BESIDE SCHOOL CHILDREN WAITING AT A BUS STOP. ANOTHER INCIDENT OCCURRED WHEN I SLOWLY MANEUVERED TO PARK IN A TIGHT SPACE BETWEEN TWO CARS. BOTH DRIVING INSTANCES REQUIRED FINE CONTROL AND VERY LITTLE GAS. BOTH INSTANCES OCCURRED ON COLD MORNINGS, A SHORT DISTANCE AND A SHORT TIME AFTER STARTING TO DRIVE IN THE MORNING. THE CAR UNEXPECTEDLY REVVED LOUDLY AND LUNGED FORWARD, I BRAKED HARD, THEN IT SORT OF STALLED BECAME UNRESPONSIVE AND LAGGED BEFORE RETURNING TO NORMAL CONTROL. THESE INCIDENTS WERE SCARY, COULD HAVE CAUSED PERSONAL OR PROPERTY INJURY AND OCCURRED WITHOUT ANY KNOWN CAUSE. THE CAR SEEMED CONFUSED. THE OTHER PREDOMINANT DRIVER OF THE CAR HAD SIMILAR EXPERIENCES. MY CAR IS SUBJECT TO RECALLS. I HAVE REMOVED THE FLOOR MAT BUT NOT TAKEN IT FOR THE ACCELERATOR PEDAL REPAIR. I BELIEVE THE PROBLEM IS A COMPUTER GLITCH AND NOT THE FLOOR MAT OR THE GAS PEDAL. I RECEIVED A FLOOR MAT RECALL NOTICE EARLY IN OWNERSHIP, ON MY FIRST MAINTENANCE VISIT TO TOYOTA I WAS TOLD THAT MY FLOOR MAT WAS NOT THE DEFECTIVE ONE. SUBSEQUENT LETTERS HAVE SAID TO REMOVE THE MAT AND STATED THAT NO REPAIR IS READY, THEY WILL CONTACT ME. I TRIED TO CALL THE DEALER TWO WEEKS AGO TO ASK ABOUT A REPAIR AFTER NEWS REPORTS AND FURTHER RECALLS. MY CALL WAS PLACED ON HOLD FOR SO LONG, I HUNG UP AND HAVEN'T CALLED BACK. I THINK MY CAR HAS A POTENTIAL DANGEROUS PROBLEM BUT I DO NOT BELIEVE THAT TOYOTA IS CABLE OR WILL ADDRESS THAT PROBLEM AT THIS TIME. MY VIN NUMBER DOES NOT INDICATE MY CAR IS ELIMINATED FROM THE RECALL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313883  
**Date of Incident:** 20070415  
**Vehicle:** 2002 TOYOTA LAND CRUISER  
**Location of Incident:** WALNUT, CA  
**NHTSA Summary:**

C-888

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2002 TOYOTA LAND CRUISER. WHILE DRIVING APPROXIMATELY 10 MPH, THE VEHICLE ACCELERATED TO 40 MPH CRASHING INTO HER SPOUSE WHO SUSTAINED A BROKEN LEG. THE VEHICLE WAS NOT INSURED WHEN THE CRASH OCCURRED. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS UNKNOWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316158  
**Date of Incident:** 20070415  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** KENOSHA, WI

**NHTSA Summary:**

LEXUS RX400H, ACCELERATED WHILE BRAKES WERE APPLIED CAUSING AN ACCIDENT. ALSO THE VEHICLE'S BRAKES WERE SUCH THAT THERE WAS A SLIGHT DELAY THAT HAD TO COMPENSATED FOR OR YOU WOULD PASS INTERSECTIONS OR TURNS. THE VEHICLE STILL ACCELERATES AT TIMES WHEN BRAKES ARE APPLIED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314209  
**Date of Incident:** 20070416  
**Vehicle:** 2002 TOYOTA MR2  
**Location of Incident:** CICERO, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 TOYOTA MR2. THE VEHICLE HAS EXPERIENCED UNEXPECTED ACCELERATION. WHEN THE VEHICLE WAS DRIVING 35 MPH OFF OF AN ON RAMP AND STARTING TO ACCELERATE. THE VEHICLE CONTINUED TO ACCELERATE EVEN AFTER TAKING HIS FOOT OFF OF THE GAS PEDAL. THE FAILURE MILEAGE WAS 43,000. THE CURRENT MILEAGE WAS 60,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318415  
**Date of Incident:** 20070416  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BISMARCK, ND

**NHTSA Summary:**

TL THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT SINCE PURCHASE, THE DRIVER STATED THAT THE THROTTLE DID NOT SEEM TO BEHAVE NORMALLY; IT SEEMED TO BE VERY SENSITIVE BECAUSE IT WOULD RESPOND VIOLENTLY EVEN WITH THE SLIGHTEST TAP ON THE ACCELERATOR PEDAL. THE DRIVER EXPERIENCED THE PROBLEM EVERY TIME SHE DEPRESSED THE PEDAL. THE CONTACT TOOK THE VEHICLE TO THE DEALERSHIP AND THE DEALER REPAIRED THE VEHICLE ACCORDING TO RECALL 10V017000. HOWEVER, THE DRIVER STILL EXPERIENCED THE SAME PROBLEM. HE CALLED THE MANUFACTURER BUT COULD NOT GET THROUGH TO THE MANUFACTURER. THE VEHICLE HAD NOT BEEN REPAIRED AGAIN YET. THE CURRENT MILEAGE WAS APPROXIMATELY 23,400. THE FAILURE MILEAGE WAS APPROXIMATELY 11,700-BK

**Additional Summary:**

**Toyota ID Number:**

**C-889**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10191371  
**Date of Incident:** 20070417  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** SPRINGDALE, AR

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE DRIVING 2 MPH THE VEHICLE ACCELERATED WITHOUT WARNING, WHICH CAUSED THE VEHICLE TO CRASH INTO A BUILDING. THE ROAD CONDITIONS WERE CLEAR. THE VEHICLE WAS TOWED TO THE DEALER. THE DEALER STATED THAT THEY WERE UNABLE TO DIAGNOSE THE FAILURE. THE FAILURE AND CURRENT MILEAGE WAS 5,500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10297294  
**Date of Incident:** 20070417  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** FREDERICKSBURG, TX

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 LEXUS RX350. WHILE DRIVING BETWEEN 35-40 MPH SHE EXPERIENCED UNINTENDED VEHICLE ACCELERATION. CONSEQUENTLY SHE REAR-ENDED THE PROCEEDING VEHICLE. BOTH DRIVERS OF EACH VEHICLE RECEIVED BRUISES FROM THE IMPACT. A POLICE REPORT WAS AVAILABLE. THE VEHICLE RECEIVED \$13,000 WORTH OF DAMAGES. A REPRESENTATIVE FROM THE MANUFACTURER WAS SENT TO INSPECT HER VEHICLE. THE INSPECTOR COULD NOT LOCATE A DEFECT IN HER VEHICLE. THE FAILURE MILEAGE WAS 12,179.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20070417  
**Date of Incident:** 20070417  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** , NY

**NHTSA Summary:**

On April 17, 2007 purposefully hit a pole to avoid oncoming traffic. Needed hip replacement - done in August 2009. Had the mat stacked on top of the regular mat. Just stopped at a stop light and then accelerated from the light when the incident occurred. Engineer's report (Allan Dahle Inc.) concluded floor mat.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331193  
**Date of Incident:** 20070417  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**

TOYOTA ACCELERATION COMPLAINT MARCH 24, 2010 ODI NUMBER 10321792. SAFETY ISSUE - 2006 TOYOTA CAMRY LE ON GOING PROBLEM - THE VEHICLE'S ENGINE WILL REV UP AND LURCH FORWARD WHILE AT A DEAD STOP. ENGINE WILL ACCELERATE AND LURCH FORWARD ON ITS OWN. SENSATION APPEARS AS IF THERE IS ANOTHER VEHICLE DIRECTLY BEHIND OURS PUSHING IT. ENGINE IS SPECIFICATIONS UP TO STANDARDS. IT MANIFESTS AT ALL SPEEDS, BUT MORE NOTICEABLE AT LOW SPEEDS AND AT STOPS. MY WIFE WAS STOPPED AND IDLING AT A TRAFFIC STOP SIGN ON EAST VESTAL FACING

**C-890**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

EASTBOUND AT AND THE INTERSECTION OF PLEASANTON ROAD HERE IN SAN ANTONIO, TEXAS. SHE WAS WAITING TO MAKE A RIGHT HAND TURN ONTO NORTHBOUND PLEASANTON ROAD. WHILE SHE WAS STOPPED A NORTHBOUND BICYCLIST TRAVELING ON THE SIDEWALK TO HER LEFT BEGAN CROSSING THE STREET. HE WAS RIDING UPON HIS BIKE AND WHEN HIS BIKE WAS RIGHT IN FRONT OF THE VEHICLE THE AUTOMOBILE LURCHED FORWARD AND KNOCKED HIM DOWN. MY WIFE HAD HER FOOT ON THE BRAKE HOWEVER; THIS INCIDENT OCCURRED VERY QUICKLY THAT SHE COULD NOT REACT FAST ENOUGH TO PREVENT THE AUTOMOBILE FROM HITTING THE BICYCLIST. THE BICYCLIST ASSURED MY WIFE THAT HE WAS NOT INJURED. HE HAD CHECKED HIS BICYCLE AND IT WAS NOT DAMAGED AND THAT THE POLICE DID NOT NEED TO BE CALLED. THE ACCIDENT SO UPSET MY WIFE THAT SHE ENDED GOING BACK HOME AND NOT GOING TO WORK THAT DAY. THE CONTACTED THE TOYOTA SERVICE TECHNICIAN ASSURED US THAT THIS ACTIVITY WAS NORMAL FOR TOYOTA'S. THIS IS WHY I AM REPORTING THIS PROBLEM. THIS PROBLEM NEEDS TO BE SURFACED AND ADDRESSED. I AM SURE THAT THERE ARE OTHER TOYOTA CAMRY OWNERS THAT ARE SUFFERING FROM THE SAME PROBLEM AS WE ARE. I HAVE TODAY CONTACTED TOYOTA CORPORATION HERE IN THE UNITED STATES AND THE COMPANY HAS NOT ADDRESSED MY CONCERN OR EVEN ACKNOWLEDGES RECEIVING MY COMPLAINT. THE BOTTOM LINE IS THAT I WANT THIS PROBLEMS FIXED. THANK YOU FOR YOUR ATTENTION. ARTHUR GALLEGOS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10192755  
**Date of Incident:** 20070418  
**Vehicle:** 2001 LEXUS LS430  
**Location of Incident:** ST LOUIS, MO

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2001 LEXUS LS430. WHILE DRIVING 3 MPH, THE VEHICLE ACCELERATED WITHOUT WARNING. THE CONTACT BELIEVED THAT THE CAUSE OF FAILURE WAS DUE TO THE FLOOR MATS BEING CAUGHT UNDERNEATH THE ACCELERATOR PEDAL. THERE IS DEFECT INVESTIGATION #PE07016 FOR THE 2007 LEXUS ES350. THE CONTACT WANTED TO HAVE HER VEHICLE INCLUDED IN THE INVESTIGATION. THE VIN AND ENGINE SIZE WERE UNAVAILABLE. THE CURRENT MILEAGE IS 62,000 AND FAILURE MILEAGE WAS 61,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304061  
**Date of Incident:** 20070418  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** RIVERSIDE, CA

**NHTSA Summary:**

PURCHASED NEW 2007 TOYOTA CAMRY. SOON AFTER PURCHASE REALIZED THERE WERE A LOT OF ISSUES WITH THIS CAR, ONE BEING A STICKY GAS PEDAL. THAT WHEN ACCELERATING FROM A SLOW SPEED, ( FOR EXAMPLE, A YELLOW LIGHT), THE CAR BOGS DOWN THE PEDAL FEELS STICKY THEN KICKS IN REAL HARD AND THE CAR ACCELERATES FORWARD VERY FAST. THIS OCCURS ABOUT 2 TIMES A WEEK AND WE THOUGHT IT WAS JUST HOW THE VEHICLE WAS MADE. ON 01/23/2009 WE TOOK THE VEHICLE TO A TOYOTA DEALERSHIP FOR MULTIPLE ITEMS WITH ONE BEING THE STICKY PEDAL, AND ANOTHER HAPPENED TO BE A PINGING NOISE DURING ACCELERATION SUCH AS GETTING ON A FREEWAY WITH AN INCLINE. THE CORRECTION FOR THE STICKY PEDAL WAS " UNABLE TO VERIFY AND ADVISED THE CUSTOMER TO HAVE A THROTTLE

**C-891**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BODY AND FUEL INJECTION SERVICE \$99.95 + TAX" THE CORRECTION FOR THE ENGINE CLATTER NOISE WAS " PERFORMED A ECU MEMORY RESET RE PROGRAMMING. TRANSMISSION AND ENGINE IS WORKING PER FACTORY STANDARDS AT THIS TIME". THE ECU MEMORY RESET WAS THE ONLY WORK PERFORMED IN WHICH WE PAID \$85.00. AFTER LEAVING TOYOTA WE FOUND THAT THE PEDAL PUSHED DOWN VERY EASY AND SMOOTH, WITHIN A 2 WEEK PERIOD WHILE THIS LASTED WE NEVER HAD AN ACCELERATOR ISSUE. BUT AFTER 2 WEEKS THE PEDAL WENT BACK TO BEING STICKY AND HAVING ACCELERATOR ISSUES AGAIN. WE TOOK THE VEHICLE BACK TO TOYOTA AND TOLD THEM THAT THE ECU MEMORY RESET FIXED OUR PEDAL AND ASKED IF THEY COULD LOOK INTO IT. THEY DID NOT AND WE LEFT WITH A STICKY PEDAL STILL. NOW WITH THE INFORMATION IN THE MEDIA ABOUT THE STICKING ACCELERATORS, THE FLOOR MATS AND NOW THE WORN PEDAL ASSEMBLY. I BECAME CONCERNED BECAUSE THIS STARTED WHEN MY VEHICLE WAS BRAND NEW. I CALLED TOYOTA CUSTOMER SERVICE LINE AND LET THEM KNOW OF MY PROBLEM AND CONCERNS, THE REP TOLD ME TO CALL THE NEAREST DEALER AND MAKE AN APPOINTMENT FOR THEM TO LOOK INTO THIS, AND SUGGESTED THAT I DO NOT DRIVE THE CAR. THE DEALER WILL ONLY PERFORM THE RECALL WORK AND WHEN THEY GET THE TRAINING AND PARTS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306459  
**Date of Incident:** 20070418  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** SAN PEDRO, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY. WHILE DRIVING 45 MPH THE VEHICLE ACCELERATED TO 120 MPH. THE CONTACT COULD NOT CONTROL OR STOP THE VEHICLE AND ACCELERATED THROUGH TEN TRAFFIC LIGHTS, CRASHED INTO A POLE, ROLLED OVER THREE TIMES INTO THE RAILROAD TRACKS. THE CONTACT SUSTAINED MAJOR INJURIES AND WAS TRANSPORTED TO THE HOSPITAL. DUE TO THE SEVERITY OF THE INJURIES THE CONTACT IS UNABLE PERFORM HER DAILY FUNCTIONS. THE VEHICLE WAS DESTROYED. A POLICE REPORT IS AVAILABLE IF NEEDED. THE VEHICLE WAS TOWED BY THE INSURANCE COMPANY. A TOYOTA REPRESENTATIVE INSPECTED THE VEHICLE AND COULD NOT FIND ANY DEFECTS IN THE ACCELERATOR PEDAL OR DETERMINE THE CAUSE OF THE FAILURE. THE CONTACT DROVE TO TOYOTA HEADQUARTERS AND WAS ADVISED TO WRITE A LETTER WHICH HE HAS NOT RECEIVED A RESPONSE TO DATE. THE FAILURE MILEAGE WAS 16,000.

**Additional Summary:**

**Toyota ID Number:** 200705010439  
**NHTSA ODI Number:** 20070419  
**Date of Incident:** 20070419  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** ,

**NHTSA Summary:**

Callr states he has enerns w/getting veh to start. The other cnern is that the veh RPM's race up to 5-6k's. This has happened a few times already. Cust adv that they are both of age & enend that they would get stranded. He adv that the veh is approx 100 miles out. Req assist OUTGOING - ncr contacted Sergio-SM who adv he is waiting for cust to arrive (10am appoint) & plans to take good care of him in addressing his enerns.

\*\*\* NOTES 05/01/2007 09:47:52 AM RWright

ncr apol then adv that TOY has doc cnern & adv file sent to dlr-CRM for rvw then c/b w/in 3bd. gave file#

**C-892**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* CASE CLOSE 05/03/07 14:30:51 rulemgr  
SERVICE MANAGER SPOKE TO CUSTOMER AND CUSTOMER WILL BE HERE TODAY AT 10:00 AM. SERVICE MANAGER WILL MAKE SURE TO TAKE CARE OF THE CUSTOMER'S CONCERNS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10217380  
**Date of Incident:** 20070419  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** DELRAY BEACH, FL  
**NHTSA Summary:**  
PURCHASE 2007 TOYOTA CAMRY, APRIL 19, 2007 FROM KING TOYOTA, DEERFIELD BEACH, FLORIDA. ALMOST IMMEDIATELY THE CAR BEGAN HAVING SHIFTING PROBLEMS. IT HESITATED AND WHEN DRIVING AROUND 40 MILES AN HOUR WHEN THE GAS PEDAL WAS RELEASED, IT JERKED AND WHIPPED YOUR BODY. THEN, WHEN GIVING IT THE GAS, IT HESITATED AND THEN JERKED FORWARD. COMPLAINED AND COMPLAINED AND WAS TOLD THAT MAYBE WHEN I BROUGHT IT IN FOR ITS 3000 MILE CHECK-UP, TOYOTA WOULD HAVE A TECH BULLETIN FOR REPAIR. THE TECH BULLETIN WAS NOT AVAILABLE UNTIL AFTER I CONTACTED TOYOTA DIRECTLY AND WAS TOLD THAT I SHOULD REQUEST TECH BULLETIN U6606. I BROUGHT THE CAR TO THE DEALERSHIP AND A NEW CHIP WAS INSTALLED THAT SOLVED THE PROBLEM FOR A SHORT PERIOD OF TIME. ABOUT THE EARLY PART OF OCTOBER IT BEGAN TO CHANGE. IN ADDITION TO HESITATING AND JERKING, IT NOW KEEPS GOING AT 40 MILES AN HOUR EVEN WHEN THE FOOT IS TAKEN OFF OF THE GAS PEDAL. IT WILL KEEP GOING TWO OR THREE BLOCK FROM 40 MILES AN HOUR, SLOWLY DOWN TO 30 MILES AN HOUR. IN OTHER WORDS, WHEN YOU ATTEMPT TO SLOW DOWN BECAUSE OF TRAFFIC, YOU MUST PUT FULL POWER ON THE BRAKE PEDAL OR YOU WILL CONTINUE TO GO AT THE SAME RATE OF SPEED. VERY DANGEROUS AS WELL AS WEARING BRAKES MUCH FASTER THAN NORMAL. IT STILL HESITATES AND JERKS WHEN APPLYING THE GAS PEDAL BUT NOW, INSTEAD OF JERKING YOU WHEN RELEASING THE GAS, IT JUST KEEPS GOING. DEALER HAS NO ANSWER AND TOLD ME THAT THEY HAVE HAD COMPLAINTS LIKE MINE WITHOUT A SOLUTION. CAN'T TOYOTA BE PRESSURED INTO SOLVING THE PROBLEM. THE NEW CHIP MADE A DIRECT OPPOSITE SITUATION...JERKING THE CAR WHEN GAS RELEASED TO "FULL SPEED AHEAD". \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10189528  
**Date of Incident:** 20070420  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CENTRAL POINT, OR  
**NHTSA Summary:**  
INTERMITTENTLY, BUT NOT OFTEN, WHEN TAKING MY FOOT OFF OF THE GAS, THE CAR WOULD INCREASE IN SPEED AND THE ENGINE WOULD SPEED UP, BUT WOULD QUIT WHEN I BRAKED. WHEN ACCELERATING TO PASS VEHICLES, I NOTICED THAT ON OCCASION THE ENGINE WOULD HESITATE AND THEN GRAB SUDDENLY AND THEN SHOOT OFF, BUT WOULD SLOW DOWN WHEN I TOOK MY FOOT OFF OF THE ACCELERATOR. ON APRIL 20 MY CAR HAD ABOUT 2,300 MILES ON IT. WHEN I GAVE THE CAR SOME GAS TO GET UP TO SPEED TO ENTER THE BUSY FREEWAY, AS SOON AS I DID THE ACCELERATOR LOCKED AND FELT LIKE IT WAS IN PASSING GEAR. IT WAS AT 85 MPH WHILE BRAKING AS I ENTERED THE FREEWAY. THE ENGINE WAS REVVING LOUDLY AFTER I GOT IT INTO

C-893

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NEUTRAL. AFTER ABOUT +/- MILE, IT SLOWED ENOUGH SO I SHOVED IT INTO PARK BUT IT WOULD NOT SHUT OFF. AS IT FINALLY DID DISENGAGE, THE ENGINE WAS STILL REVVING AT A HIGH SPEED WHILE ENTIRE CAR SHUTTERED, SHOOK AND MADE LOUD NOISES. I KEPT MY FEET ON THE BRAKE WHILE I CALLED LEXUS 24 HOUR ROAD SERVICE. I WAS VERY LUCKY THAT NO ONE WAS INJURED. THE CAR HAS BEEN AT LEXUS FOR 11 DAYS AT THIS POINT. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308821  
**Date of Incident:** 20070420  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** NORMAL, IL  
**NHTSA Summary:**  
CRUISECONTROL. IF CRUISE IS SET AT 70 MPG AND YOU RELEASE IT BY THE BRAKE THEN TRY TO RESUME THE CRUISE AFTER THE VEHICLE HAS GONE TO 65 IT WILL ACCELERATE TO 72 OR 74 THEN DROP TO 70. I WILL NOT LET THIS HAPPEN NOW BY LETTING THE SPEED GET TO WHATEVER I HAD BEFORE, THEN RESUME TO THE ORIGINAL SPEED. I CAN DUPLICATE THIS ANY TIME. THE DEALER SAID THIS WAS THE WAY IT NOW WORKED. MY 1998 AVALON DOES NOT DO THIS WHEN CRUISE IS TURNED ON.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312586  
**Date of Incident:** 20070421  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** GREEN VALLEY, AZ  
**NHTSA Summary:**  
MY 2005 TOYOTA CAMRY ACCELERATED SUDDENLY IN 2007. I SLAMMED ON THE BRAKES TO AVOID HITTING THE CONCRETE MEDIAN ON THE FREEWAY. THE CAR WENT INTO A SPIN AND STOPPED. THE TRAFFIC WAS LIGHT SO NO ONE WAS HURT. I TOOK THE CAR TO THE DEALER IN BURIEN, WA. THEY SAID THERE WAS NOTHING WRONG WITH THE CAR AND GAVE ME A WRITTEN REPORT SAYING THAT THEY WERE UNABLE TO VERIFY THE CONCERN. I WANT TO REPORT THIS EVENT SO THAT IT CAN BE INCLUDED IN THE INFORMATION THAT IS BEING GATHERED REGARDING SUDDEN ACCELERATION IN TOYOTA CAMRYS. THIS IS A 2005 SO TOYOTA NEEDS TO EXPAND THEIR PARAMETERS TO INCLUDE MY CAR. JUDY MAURY (520) 777-4003  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10192390  
**Date of Incident:** 20070424  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** WAKEFIELD, MA  
**NHTSA Summary:**  
2005 TOYOTA AVALON ACCELERATION SURGE WHEN BRAKING. ALMOST REAR ENDED STOPPED VEHICLE. WENT TO DEALER THEY COULD NOT DUPLICATE THE PROBLEM. \*TR  
**Additional Summary:**

**Toyota ID Number:** 200704270639  
**NHTSA ODI Number:**

C-894

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20070425  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
\*\*\* PHONE LOG 04/27/2007 11:26:00 AM ESTaples1  
Caller states: 2 months ago while in Chicago, stopped @ a light, veh surged fwd. Sts 3 wks ago stopped in driveway of gas station, veh surged fwd again. Sts had to turn veh to the right side of road to avoid hitting another veh. Sts 2 dys ago while driving downhill, attempted to slow down, veh surged fwd (up to 80mph), rear tires spinning. Sts veh finally stopped @ 500 yards. Sts dlr unable to dupe cnrm. Sks factory rep to inspect veh. Ner apol, sent file to dlr, adv>>  
\*\*\* NOTES 04/27/2007 11:26:01 AM ESTaples1  
>>c/b w/in 3 b/d...ref#

\*\*\* CASE CLOSE 05/08/2007 01:34:02 PM DLR41062  
COULD NOT DUPLICATE CUSTOMERS CONCERN.  
\*\*\* NOTES 05/14/2007 08:52:23 AM ESTaples1  
Clr c/b sts no response from dlr. Ner apol, placed on hold, c/b dlr to verify info provided by Clr. OUTBOUND:Ncr c/b dlr. Dlr receptionist adv CRM (Amanda) no longer works for dlrship. Ner left voicemail w/SM requesting SM to c/b Clr. Ner reopened task & issued "no response" since dlr notes do not indicate dlr f/u w/Clr.  
\*\*\* NOTES 05/14/2007 08:54:07 AM ESTaples1  
Ner unable to issue "no response", however, left msg w/SM request c/b Clr asap.  
\*\*\* CASE CLOSE 05/15/07 14:30:31 rulemgr  
COULD NOT DUPLICATE CUSTOMERS CONCERN  
\*\*\* NOTES 05/23/2007 03:27:23 PM MDosSantos  
Caller sts dlr has looked at veh 2Xs and unable to duplicate, sts was driving veh up an off ramp 5/22/07 and pushed brakes sts veh "took off on him again" sts 3X issue has occurred, sts veh accelerated to aprox 60MPH and took him 50yds to get veh into control, clr sts afraid to drive veh now, sts spoke to svc manager and sts noone has contacted since the middle of april, sts has not spoken to CRM.per sup Ehellmer ner created new case and dispatched to CM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319235  
**Date of Incident:** 20070425  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CONYERS, GA  
**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2002 TOYOTA CAMRY. THE CONTACT STATED THAT THE DRIVER OF THE VEHICLE WAS DRIVING APPROXIMATELY 40 MPH WHEN THE INCIDENT OCCURED. THE CONTACT STATED THAT THE DRIVER OF THE VEHICLE HAD PUT HIS FOOT ON THE BRAKE, BUT THE VEHICLE STILL ACCELERATED. THE CONTACT STATED THAT THE VEHICLE CRASHED INTO ANOTHER VEHICLE AND WAS TOTALED. THE CONTACT STATED THAT THE WEATHER WAS SUNNY AND WAS NOT A FACTOR. THE CONTACT PROVIDED NO VIN AT THIS TIME. THE APPROXIMATE FAILURE MILEAGE WAS 65,000. THE APPROXIMATE CURRENT FAILURE MILEAGE WAS 65,000. RG  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10350911  
**Date of Incident:** 20070426  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** WINTER GARDEN, FL

C-895

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
2004 LEXUS ES330. CONSUMER STATES ACCELERATOR PROBLEMS \*TGW. THE CONSUMER STATED WHEN SHE CHANGED THE GEAR FROM PARK TO REVERSE, THE VEHICLE SUDDENLY ACCELERATED, HIT A FENCE AND CONTINUED TO ACCELERATE EVEN THOUGH HER FOOT WAS ON THE BRAKE. THE CONSUMER BELIEVED THE ACCELERATOR BECAME STUCK. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322465  
**Date of Incident:** 20070428  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BELLAIRE, TX  
**NHTSA Summary:**  
RE: NOTIFICATION CASE #245324 DATED ON 03/17/2010 THE INCIDENT HAPPENED ON A BECHTEL-TOWER VISITOR PARKING IN HOUSTON, TX. I PASSED THE ENTRANCE GATE, MADE TWO 90 DEGREE TURNS AND POSITIONED CAR BETWEEN PARKING LINES. SUDDENLY, I HEARD A HORRIFIED SOUND COMING OUT FROM THE ENGINE. MOTOR WAS ROARING LIKE A WILD LION. I PRESSED THE BRAKE BUT IT DID NOT PREVENT THE ACCIDENT. LIKE A ROCKET THE VEHICLE OVERRUN THE CURB AND LANDSCAPING COLLIDING INTO A LARGE TREE. THE SEATBELT SAVED MY LIFE, HOWEVER THE WHOLE FRONT BODY OF THE VEHICLE WAS SMASHED AND THE ESTIMATED DAMAGE WAS NEAR \$8,000. THE BECHTEL SECURITY GUARD OFFICER WAS CONTACTED IMMEDIATELY. THE INCIDENT HAS BEEN DOCUMENTED AND RECORDED IN BECHTEL SECURITY FILE. LATER THIS YEAR WHEN TOYOTA "UNINTENDED ACCELERATION" PROBLEM WAS REVEALED I CONTACTED THE TOYOTA MOTOR SALES DEPARTMENT. THEY INSPECTED THE VEHICLE AND DETERMINED THAT ALL TESTS PERFORMED SAFELY. FOR YOUR CONVENIENCE, THE FOLLOWING ATTACHMENTS HAVE BEEN MAILED TO YOUR OFFICE ON MARCH 24, 2010: \* A COPY OF MY LETTER SUBMITTED TO TOYOTA MOTOR SALES, U.S.A., TORRANCE, CA. THIS LETTER PERTAINS ALL EVENTS AND DETAILS RELATED TO THE INCIDENT. \* REPORT OF STERLING MCCALL TOYOTA TESTINGS PERFORMED ON FEBRUARY 10, 2010. I GREATLY APPRECIATE YOUR TIME AND CONSIDERATION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10191171  
**Date of Incident:** 20070430  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** EXCELLO, MO  
**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE DRIVING DOWNHILL AT 60 MPH WITH THE CRUISE CONTROL ACTIVATED, THE VEHICLE WENT INTO OVERDRIVE AND ACCELERATED FORWARD WITHOUT WARNING. THE VEHICLE'S RPM ACCELERATED FROM TWO TO MORE THAN FIVE WITHIN SECONDS. THE DEALER STATED THAT THIS IS THE VEHICLE'S NORMAL OPERATION. THE CURRENT AND FAILURE MILEAGES WERE 1,900.  
**Additional Summary:**

**Toyota ID Number:** 200705301322  
**NHTSA ODI Number:**  
**Date of Incident:** 20070500  
**Vehicle:** 2005 TOYOTA TACOMA

C-896

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 05/30/2007 01:39:51 PM KAdams230

Caller states: RO# 260432 - cust sts veh exp engine surge & struck veh in front - Cust had veh towed to dlr. Dlr check EFI system - no problem found. Dlr checked brakes - no codes - no problem found. Test drove veh, unable to duplicate engine surge. No Repair made. Cust has aftermarket floor mats - did not appear to be bunched under pedals. DSPM adv dlr to cont cust to adv findings. Cust needs to p/u veh & cont ins co. Cust adv ASM will not p/u veh & refuses to

\*\*\* NOTES 05/30/2007 01:41:11 PM KAdams230

KA - Cust refuses to p/u veh, pay for dam to other veh refused to pay towing & inspection time. Dlr closed RO pending conversation w/SM 5/31.

\*\*\* CASE CLOSE 05/30/2007 01:42:16 PM KAdams230

KA - Cust will not accept no defect found & refuses to p/u veh.

\*\*\* NOTES 06/06/2007 11:49:54 AM LRivera

Caller, Mr. Gregory, c/b to inquire about case status. NCR apol & adv notes indicate that dlr has checked brakes, no code found, no problems. Dlr could not duplicate concern w/engine surge. Cust request letter stating vehicle is safe to drive. NCR adv no letter would be issued from CEC. Adv to request r/o from dlr indicating what was checked on the vehicle..

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10192140

**Date of Incident:** 20070501

**Vehicle:** 2005 TOYOTA CAMRY

**Location of Incident:** MILL VALLEY, CA

**NHTSA Summary:**

2005 CAMRY CUSTOMER STATES THAT HE FELT SURGES FROM DRIVING THE CAR\*\*NAR\*\*CC THE CONSUMER STATED WHENEVER SHE SLOWS DOWN AND ACCELERATE, OR CHANGE LANES THE VEHICLE THROWS HER BACK AND FORTH AT TIMES. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10193523

**Date of Incident:** 20070501

**Vehicle:** 2007 TOYOTA CAMRY SOLARA

**Location of Incident:** RIVERVIEW, FL

**NHTSA Summary:**

I HAVE A 2007 TOYOTA SOLARA SLE. I EXPERIENCED THROTTLE / SHIFT LAG WHEN STARTING OUT FROM A DEAD START. THE TACHOMETER WILL JUMP TO 1500 OR HIGHER RPMs BEFORE THE CAR MOVES. \*AK

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10195271

**Date of Incident:** 20070501

**Vehicle:** 2007 TOYOTA CAMRY

**Location of Incident:** LEOMINSTER, MA

**NHTSA Summary:**

C-897

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 20 MPH OR GREATER, THE VEHICLE HESITATED AND FAILED TO ACCELERATE. THE DEALER ACKNOWLEDGED THE FAILURE, BUT WAS UNABLE TO DIAGNOSE THE CAUSE OF FAILURE. THE CONTACT STATED THAT THE FAILURE WAS MORE PREVALENT WHEN DRIVING UPHILL. THE VIN AND ENGINE SIZE WERE UNKNOWN. THE CURRENT MILEAGE IS 4,000 AND FAILURE MILEAGE WAS 200.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10196400

**Date of Incident:** 20070501

**Vehicle:** 2006 TOYOTA CAMRY

**Location of Incident:** ESCONDIDO, CA

**NHTSA Summary:**

I HAD PULLED SLOWLY INTO A PARKING SPACE. I HAD MY FOOT ON THE BRAKE. I WAS STOPPED. I WAS PUTTING THE CAR INTO THE PARK POSITION WHEN THE CAR SUDDENLY SURGE FORWARD AT A HIGH RATE OF SPEED. MY FOOT WAS ON THE BRAKE THE ENTIRE TIME. THE CAR WENT OVER THE CEMENT BLOCK INTO THE PARKING SPACE, JUMPED OVER A CEMENT CURB ONTO A GRASSY CENTER ISLAND AND FINALLY STOPPED WHEN I HIT A TREE. I HAVE PICTURES OF SKID MARKS ON THE GRASSY AREA AND THE PAVEMENT TO SHOW THAT I HAD MY FOOT ON THE BRAKE AND I WAS TRYING TO STOP THE CAR. THE CAR WAS TOTALED, AND I SUSTAINED BRUISES FROM THE AIRBAG AND THE SEAT BELT. I CONTACTED TOYOTA. THEY SENT AN ENGINEER. TO INSPECT THE CAR. THE ENGINEER SAID THAT HE COULD NOT RECREATE THE PROBLEM AND NOTHING WAS WRONG WITH THE CAR. I KNEW THAT MY FOOT WAS ON THE BRAKE, NOT THE GAS PEDAL. EVEN IF IT WAS ON THE GAS PEDAL, I WAS PARKING AND CERTAINLY WOULD NOT HAVE STOMPED ON THE GAS PEDAL TO MAKE THE CAR SURGE OUT OF CONTROL AS IT DID. \*AK

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10304982

**Date of Incident:** 20070501

**Vehicle:** 2007 TOYOTA TACOMA

**Location of Incident:** DAVIS, CA

**NHTSA Summary:**

ON TWO OR THREE OCCASIONS THE BRAKES WERE SOFT ON SLOW SPEED STOPS AT INTERSECTIONS. THE EXPERIENCE CAN BE DESCRIBED AS A ROLLING STOP. I HAD TO REALLY STOMP ON THE BRAKES TO GET THEM TO GRAB AND/OR COME TO A COMPLETE STOP. DEALER EXAMINED THE BRAKES AND FOUND NOTHING WRONG. BRAKES STILL DON'T FEEL NORMAL LIKE OTHER CARS; THEY SEEM OK, BUT BELOW AVERAGE. I'M STILL VERY CONCERNED OVER THE BRAKING ABILITY ON MY 2007 TOYOTA TACOMA AND WISH A INVESTIGATION TO SEE IF THERE IS A LINK TO ACCELERATOR/ELECTRONIC PROBLEM. FLOOR MAT WAS NOT AN ISSUE AT THE TIME.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10311410

**Date of Incident:** 20070501

**Vehicle:** 2005 TOYOTA PRIUS

**Location of Incident:** WINSTON-SALEM, NC

**NHTSA Summary:**

C-898

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THERE WERE THREE ONE-CAR CRASHES IN MY 2005 PRIUS, THE FIRST ON 1 MAY 2007, THE SECOND ON 16 NOV 2009, AND THE THIRD ON 1 DEC 2009. ALL WERE IN FORSYTH COUNTY, NC. THE FIRST WAS AN INEXPLICABLE CRASH INTO THE EXIT GATE FROM MY COMMUNITY. THE SECOND AND THIRD CRASHES WERE SUDDEN, UNCONTROLLABLE ACCELERATIONS INTO BRICK WALLS WHILE TRYING TO PARK THE CAR IN DESIGNATED, MARKED PARKING SPACES. THE FIRST CRASH CAUSED PERSONAL INJURY AND WAS REPORTED TO THE LOCAL POLICE. THE SECOND AND THIRD CRASHES WERE NOT. ALL THREE CRASHES CAUSED SIGNIFICANT VEHICLE DAMAGE. I BECAME AFRAID TO DRIVE THE CAR ANY LONGER, AND SO I TRADED IT IN TO THE LOCAL TOYOTA DEALER ON 1 DEC 2009 FOR A NEW 2010 PRIUS. I HAVE WRITTEN TO THE LIABILITY CLAIM DEPT OF TOYOTA, ASKING FOR COMPENSATION, BUT HAVE NOT RECEIVED ANY, AS OF THIS DATE (17FEB10). THE DATA BELOW REFERS TO THE FIRST CRASH. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10316160

**Date of Incident:** 20070501

**Vehicle:** 2003 TOYOTA CAMRY

**Location of Incident:** NEW YORK, NY

**NHTSA Summary:**

2003 TOYOTA CAMRY, SUDDEN UNINTENDED ACCELERATION WHILE PARKING VEHICLE SUDDENLY ACCELED, JUMPED A PARKING BLOCK, AND CRASHED INTO A TREE.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10318221

**Date of Incident:** 20070501

**Vehicle:** 2007 TOYOTA HIGHLANDER HV

**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

A MONTH OR TWO AFTER I BOUGHT MY 2007 HIGHLANDER HYBRID IN MARCH OF 2007, I HAD TWO INCIDENTS WHERE MY CAR ACCELERATED FOR ME. BOTH TIMES I WAS ON THE FREEWAY, TRAVELING AT APPROXIMATELY 65 MPH. BOTH TIMES, I FELT A SURGE OF POWER FOR ABOUT 7 - 8 SECONDS. THE TWO INCIDENTS HAPPENED MAYBE A MONTH APART. I TOLD MY HUSBAND ABOUT IT AT THE TIME AND HE ASSURED ME IT WAS JUST BECAUSE I WASN'T USED TO MY NEW CAR. I KNOW FOR SURE THAT WASN'T THE REASON. ALMOST THREE YEARS LATER I HAVEN'T HAD ANY MORE SURGES BUT I DO HAVE TWO SMALL CHILDREN. I AM HYPER AWARE OF THE FACT THAT THERE IS SOMETHING WRONG WITH TOYOTA VEHICLES AND THEY HAVE YET TO FIGURE IT OUT. IF WE COULD AFFORD IT, WE'D GET RID OF THIS CAR IMMEDIATELY AND GET A NEW ONE. BUT WE CAN'T.

**Additional Summary:**

**Toyota ID Number:** 200705031227

**NHTSA ODI Number:** 20070502

**Date of Incident:** 2007 TOYOTA TACOMA

**Vehicle:** 2007 TOYOTA TACOMA

**Location of Incident:**

**NHTSA Summary:**

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

Driver: Randall Deveny(Spouse)

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

C-899

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Injuries: none  
Speed of Impact: 4-5mph -After Impact: 0mph  
Component Failed: @ this time unknown  
Brakes applied during impact  
Collision: Front-bumper, grill, parking lights  
Type of Impact: w/ oncoming veh. Oncoming veh hit in front and side  
Airbag: non-deploy  
1st accident  
Repair: none @ this time  
\*\*\* NOTES 05/03/2007 04:53:38 PM AGutierrez  
Sts began to brake for oncoming veh while leaving parking lot, veh accelerated uncontrollably while braking. Collided w/ oncoming veh. Sts feels may be throttle cable or computer, has not been determined & this time  
\*\*\* NOTES 05/03/2007 04:58:06 PM AGutierrez  
Sks compensation w/ rpr. Ncr apol, adv CM w/ t/u w/ c/b in 1 b/d to further discuss. Clr thanked.

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

\*\*\* NOTES 05/04/2007 10:15:11 AM RVrachen  
OUTGOING CUST CALL: ncr left cust v/m w/request for c/b, adv am following up on her call to Toy HQ, left 800# & x 73024.

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

===FCRP===

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

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

Road conditions: Slightly wet

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

Farmers Group

Adj: Joel Buckholt 501-227-7227

Policy: 1815 723 15 28

Claim: 101-009-4847

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

5 Fair Hill Cir, Little Rock, AR 72205-4801 (in customer's driveway)

Customer sts had an...

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

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

LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY EXTERIOR AND INTERIOR PHOTOS

PHOTOS

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

Subcase Closed

\*\*\* CASE CLOSE 05/21/2007 02:47:56 PM CMcWilliams600  
GST SPOKE TO CUSTOMER AND MADE ARRANGEMENTS TO HAVE FTS INSPECT VEHICLE FOR UNINTENDED ACCELERATION. FTS INSPECTED VEHICLE ON 5/16/07 AT LANDERS TOYOTA AND PERFORMED THOROUGH INSPECTION. UNABLE TO FIND ANY MANUFACTURING DEFECTS THAT WOULD HAVE CAUSED THE VEHICLE TO ACCELERATING ON ITS OWN. BRAKE FLUID LEVEL WAS FULL. BRAKE PEDAL HAD A NORMAL FEEL AND DIDNT FAIL WHEN STEADY PRESSURE APPLIED. THE BRAKES FUNCTIONED CORRECTLY AND HELD ENTIRE VEHICLE WHEN ACCELERATOR PEDAL WAS DEPRESSED. TIRES WERE IN GOOD SHAPE. VEHICLE WAS EQUIPPED WITH AFTERMARKET FLOOR MATS THAT WERE INSTALLED ON TOP OF REGULAR MATS. THE AFTERMARKET MATS WERE NOT ATTACHED WITH THE FLOOR CLIPS THAT HOLD MATS FROM SLIDING

C-900

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FORWARD. ACCELERATOR PEDAL DID NOT BIND OR CONTACT ANYTHING WHEN DEPRESSED AND WHEN IT WAS RELEASED WOULD TURN TO ITS ORIGINAL POSITION. THE STEERING WHEEL TURNED FROM LEFT TO RIGHT WITHOUT ANY BINDINGS, OR TIGHT SPOTS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10189635  
**Date of Incident:** 20070502  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** PARMA, OH

**NHTSA Summary:**  
I HAD A RAPID ACCELERATION PROBLEM WITH MY 2005 TOYOTA COROLLA YESTERDAY. THE ENGINE RPM WENT TO ABOUT 50,000RPM. BEFORE ANY DAMAGE OCCURRED I SHUT THE VEHICLE OFF. WHEN STARTING UP AGAIN THERE SEEMED TO BE NO PROBLEM. I IMMEDIATELY CALLED THE DEALER AND AFTER CHECKING OUT THE VEHICLE THEY COULD NOT FIND A PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10189649  
**Date of Incident:** 20070503  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** TAMARAC, FL

**NHTSA Summary:**  
I OWN A 2007 TOYOTA CAMRY SE THE TRANSMISSION LAGS BEHIND THE ENGINE SOMETIMES & THEN DESPERATELY TRIES TO CATCH UP BY AGGRESSIVELY DOWNSHIFTING TO HIGH RPM'S(AROUND 4000 TO 4500). WHEN MAKING TURNS THE CAR LOSES POWER AND THEN SHIFTS ERRATICALLY TO RETURN TO SPEED. WHEN GOING UP A SLIGHT HILL THE PEDAL HAS TO BE PUSHED TO THE FLOOR TO MAKE THE CAR GET UP TO SPEED, AND THEN TAKES OFF LIKE A ROCKET. I AM NOT AN AGGRESSIVE DRIVER BUT THIS POWER TRAIN WANTS YOU TO DRIVE LIKE ONE. I HAD THE CAR BACK TO THE DEALER TWICE WITH NO CORRECTION, ALL THEY SAY IS SORRY THAT'S THE WAY IT IS DESIGNED. I FEEL THIS IS A SAFETY HAZARD DUE TO THE FACT THAT IT BOGS DOWN WHEN YOU DON'T WANT IT TO & THEN LURCHES FORWARD TO COMPLICATE MATTERS. I CAN'T UNDERSTAND TOYOTA ENGINEERS DESIGNED & MARKETED A POWER TRAIN THAT IS A POTENTIAL HAZARD TO THE PUBLIC AND THE DRIVERS WHO OWN THESE CARS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328740  
**Date of Incident:** 20070503  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** MILWAUKEE, WI

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 TOYOTA COROLLA. WHILE SLOWING DOWN AT A TRAFFIC LIGHT, THE ENGINE SUDDENLY REVVED AND ACCELERATED THROUGH THE INTERSECTION. THE CONTACT IMMEDIATELY TURNED THE VEHICLE OFF AND RESTARTED IT; THE ENGINE RESET ITSELF. THE CONTACT CALLED THE DEALERSHIP AND WAS TOLD THAT THE MATS WERE PROBABLY THE CAUSE OF THE SUDDEN ACCELERATION. THE CONTACT PULLED THE MATS AWAY FROM THE ACCELERATOR

C-901

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PEDAL AND THE FAILURE HAD NOT OCCURRED SINCE. SHE ALSO CALLED THE MANUFACTURER IN JANUARY 2010 AND FILED A COMPLAINT. THE FAILURE MILEAGE WAS APPROXIMATELY 65,000. THE CURRENT MILEAGE WAS APPROXIMATELY 85,000.

**Additional Summary:**

**Toyota ID Number:** 200707020551  
**NHTSA ODI Number:**  
**Date of Incident:** 20070504  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 07/02/2007 09:12:21 AM TBishop  
Cllr sts the cruise control is a problem. Sts when starting up a small hill, the veh will downshift. Sts when the cruise control is not on, & going up a hill, the veh will not shift down. Sts would like to file a complaint against the cruise control. Sts feels is uses an ample amount of fuel & is not happy w/ this feature. Sts has taken the veh to the dlr for insp & dlr adv there were no abnormalities, but have heard other complaints.

\*\*\* CASE CLOSE 07/02/2007 09:16:27 AM TBishop

Ncr apol & adv will doc complaint of cruise contrl at HQ. Gave case#.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10193988  
**Date of Incident:** 20070505  
**Vehicle:** 2001 LEXUS ES300  
**Location of Incident:** WARRENTON, VA

**NHTSA Summary:**  
ON 2 RECENT OCCASIONS (NOV 13, 2006 AND MAY 5, 2007) MY WIFE WAS PULLING INTO A PARKING SPACE AND SHIFTING THE CAR INTO PARK WHEN THE CAR ACCELERATED RAPIDLY AND SLAMMED INTO A WALL. BOTH INCIDENTS WERE ALMOST IDENTICAL. EXTENSIVE DAMAGE WAS DONE TO THE FRONT SHEET METAL (ABOUT \$9,000 ON EACH INCIDENT). IT'S POSSIBLE THAT MY WIFE STEPPED ON THE ACCELERATOR WHEN SHE THOUGHT SHE WAS STEPPING ON THE BRAKE BUT SHE SWEARS THAT THIS DID NOT HAPPEN. ALSO, IT IS UNLIKELY THAT THIS HAVE HAPPENED TWICE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311149  
**Date of Incident:** 20070505  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** AMHERST, VA

**NHTSA Summary:**  
I LOVE MY PRIUS BUT A DIFFERENT STORY HERE. I THINK. I BOUGHT A NEW 2005 TOYOTA PRIUS. WHEN IT WAS APPROXIMATELY 2 YEARS OLD WITH APPROXIMATELY 40 THOUSAND MILES ON IT (3 YEARS AGO) THE GAS PEDAL STUCK AND IT WAS NOT RELATED TO A FLOOR MAT. I WAS ACCELERATING GETTING UP TO THE 55MPH SPEED LIMIT WHILE ALSO CLIMBING A HILL GOING OUT OF TOWN INTO THE MOUNTAINS. WHEN I CRESTED THE HILL AND LET UP OFF THE GAS IT JUST KEPT GOING. IT WAS QUITE LUCKY THAT IT HAPPENED ON A STRAIGHTAWAY JUST BEFORE THE MOUNTAIN CURVES AND DROP OFFS. AS A LIFELONG PROFESSIONAL DRIVER WITH EXPERIENCE OPERATING JUST ABOUT ANYTHING MY FIRST LEARNED REACTION WAS TO DIG MY HEELS IN AND PULL

C-902

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE FLOOR MAT BACK. IT'S HAPPENED TO ME IN OTHER VEHICLES. I GLANCED DOWN AND THERE WERE NO OBSTRUCTIONS AT THE PEDAL. MY SEVERELY DISABLED SON WAS WITH ME. AUTOMATICALLY, I STARTED KICKING THE GAS PEDAL. AFTER SEVERAL KICKS IT SLOWED. NO PROBLEM SINCE. NEVER REPORTED THE INCIDENT. JUST FIGURED A WEIRD GLITCH. HAD NOT TRIED BRAKES YET. NOR NEUTRAL. IT'S A DIFFERENT KIND OF CAR. A BIT SCARED TO TRY TO TURN IT OFF WHILE GOING DOWN THE ROAD. I HAD ALREADY SPOTTED A DECENT PLACE TO DITCH THE CAR WITH MINIMAL DAMAGE. I HAD REACHED 75 TO 80 MPH WHEN KICKING THE PEDAL STOPPED IT. IT'S A COMPUTER THING. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10203253  
**Date of Incident:** 20070507  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ANAHEIM, CA

**NHTSA Summary:**  
MY WIFE AND I PURCHASED A 2007 CAMRY LE, 4-CYLINDER, 5-SPEED FROM TOYOTA OF ORANGE IN ORANGE CALIFORNIA. EVER SINCE OUR TEST DRIVE WE'VE EXPERIENCED LACK OF ACCELERATION (HESITATION) FROM A STOP OR AFTER SLOWING DOWN TO TURN OR PROCEED, SHIFTING PROBLEMS (CONSTANT UP AND DOWN SHIFTING AT CERTAIN SPEEDS; CAR NOT SURE WHICH GEAR TO BE IN AND FEELS LIKE THE CAR IS SURGING) AND UNABLE TO USE THE CRUISE CONTROL DUE TO ACCELERATING TOO QUICKLY DUE TO DOWNSHIFTING AND THEN OVERSHOOTING THE SET SPEED. SOME OF THESE SYMPTOMS ARE SPORADIC; YOU NEVER KNOW IF THE CAR IS GOING TO MOVE OR NOT WHEN STEPPING DOWN HARD AND QUICKLY ON THE GAS PEDAL. SOMETIMES IT "RED-LINES" BEFORE ACCELERATING, OTHER TIMES THERE IS BARELY ANY RESPONSE AT ALL. REPORTED IT TO THE DEALER 3 TIMES, HAD THE SOFTWARE UPDATED WITHOUT NOTICEABLE IMPROVEMENTS. EG036-07 IS THE LATEST ECM UPDATE, WE WOULD NEVER HAVE PURCHASED THIS VEHICLE IF WE HAD ONLY RESEARCHED THE CAR BEFOREHAND ON THE INTERNET. ME AND MY WIFE COULD NEVER GET USED TO THE GAS PEDAL. BECAUSE THE CAR RESPONDED DIFFERENTLY EVERY TIME. ONE DAY MY WIFE CAME FROM WORK AND ATTEMPTED TO PARK THE CAR INTO A SPOT ON THE PARKING STRUCTURE, SHE PRESSED THE GAS PEDAL AND THE CAR ACCELERATED REALLY FAST DRIVING THROUGH THE WALL ALMOST INTO THE COMMUNITY POOL. I HAVE STOPPED MAKING PAYMENTS ON THE CAR SINCE THE CAR IS SITTING IN THE GARAGE AND VERY UPSET WITH TOYOTA SINCE I REPORTED THE PROBLEM TO THE DEALER 3 TIMES AND CALLED TOYOTA CORP ON THE PHONE AND RECEIVED NO HELP. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291379  
**Date of Incident:** 20070508  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** QUINCY, MA

**NHTSA Summary:**  
VEHICLE HAS A HIGH IDLE UNTIL IT WARMS UP. IN THE MORNING IT COULD GO TO 1 1/2 TO 2 RPM'S. I CAN PULL OUT OF MY PARKING SPOT WITHOUT EVER TOUCHING THE GAS PEDAL. ONCE AT A SET OF LIGHTS IT STILL IS REVVING. IT DOES NOT GO DOWN TO 0 RPM'S EVEN AT THE LIGHTS, WHEN I'M AT A COMPLETE STOP. HAD IT CHECKED SEVERAL TIMES AT TOYOTA ON MORRISSEY BLVD. THEY PERFORMED A DIAGNOSTIC AND FOUND THE IDLEAIR CONTROL VALVE MALFUNCTIONING. THEY REPLACED IDLE AIR CONTROL VALVE AND TESTED SYSTEM WITHIN NORMAL LIMITS. THAT WAS ON 8-28-07. THE FIRST

C-903

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TIME WAS ON5-07-07 TECH FOUND FRONT EXHAUST PIPE HAD AN INTERNAL FAILURE CAUSING VEHICLE TO RUN ABNORMALLY AND LACK POWER. CAUSE INTERNAL FAILURE OPEN CIRCUIT. REPLACED FRONT PIPE SUB ASSEMBLY. AFTER THIS I LEFT IT OVER NIGHT BECAUSE IT STILL WAS REVVING THEY TOLD ME IT WAS A STUCK VALVE AND THEY FIXED IT BUT COULD HAPPEN FROM TIME TO TIME. STILL HAPPENS. I HAD CONTACTED SUSAN WORNICK AND SHE TOLD ME TO CONTACT YOU. THANK YOU SANDRA CARREIRA P.S. I HAVE ALL MY RECEIPTS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301933  
**Date of Incident:** 20070508  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** TOPSFIELD, MA

**NHTSA Summary:**  
2006 TOYOTA HIGHLANDER HYBRID SOMETIMES SURGES FORWARD ON BRAKING. SEEMS UNPREDICTABLE AS TO WHEN IT MIGHT HAPPEN. BOTH MY WIFE & MYSELF HAVE EXPERIENCED THIS ON SEVERAL OCCASIONS. I WONDER IF IT IS RELATED TO THE OTHER SUDDEN ACCELERATION RECALL OF OTHER MODEL YEARS. I SEE THE 2007 TO 2010 CAMRY IS PART OF THE RECALL. MY UNDERSTANDING IS THAT THE HIGHLANDER SHARES A LOT OF PARTS WITH THAT MODEL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316208  
**Date of Incident:** 20070508  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** OAK FOREST, IL

**NHTSA Summary:**  
2002 CAMRY LE WAS PARKED IN LARGE MALL PARKING LOT. WHEN STARTED AND PUT INTO DRIVE, CAR BEGAN TO ACCELERATE AS I PRESSED THE ACCELERATOR PEDAL. AS I APPLIED THE BRAKE, THE CAR CONTINUED RAPIDLY ACCELERATING BY ITSELF EVEN THOUGH MY FOOT WAS OFF THE PEDAL. BRAKES DID NOT FUNCTION AT ALL. CAR CONTINUED TO INCREASE SPEED. I DOWNSHIFTED TO NEUTRAL AND CAR SUDDENLY STOPPED WITH A JOLT. I DROVE THE CAR TO LOCAL TOYOTA DEALER WHERE IT WAS TESTED. RESULT:"COULD NOT DUPLICATE CONCERN. VEHICLE OPERATING AS DESIGNED." THIS HAPPENED ONLY ONCE. CAR NOW HAS 51,000 MILES ON IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304731  
**Date of Incident:** 20070509  
**Vehicle:** 2006 SCION XB  
**Location of Incident:** COQUILLE, OR

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2006 SCION XB. THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED WHILE HER HUSBAND WAS DRIVING. THE ENGINE BEGAN TO REV UP SO THE DRIVER DEPRESSED THE BRAKE PEDAL. HOWEVER, THE VEHICLE WOULD NOT STOP ACCELERATING. HE TURNED OFF THE IGNITION, RE-STARTED THE VEHICLE AND PULLED TO THE SIDE OF THE ROAD. AFTER RE-STARTING THE VEHICLE, THE FAILURE NO LONGER OCCURRED. THE CONTACT HAD NOT TAKEN THE VEHICLE TO THE DEALERSHIP BUT DID CONTACT THE MANUFACTURER; SHE WAS TOLD THAT HER MODEL

C-904

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WAS NOT INCLUDED IN RECALL 10V017000. THE VEHICLE HAD NOT BEEN REPAIRED TO DATE. THE CURRENT MILEAGE WAS APPROXIMATELY 21,717. THE FAILURE MILEAGE WAS APPROXIMATELY 7,000

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329733  
**Date of Incident:** 20070509  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** WESTERVILLE, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA RAV4. WHILE COMING TO A STOP AT A RED LIGHT WITH HIS FOOT ON THE BRAKE THE ENGINE REVVED UP. THE VEHICLE WOULD HAVE LURCHED FORWARD IF HIS FOOT HAD NOT BEEN ON THE BRAKE. THE VEHICLE WAS TAKEN TO THE DEALER AND A DIAGNOSTIC TEST WAS DONE AND THE DEALER COULD NOT DUPLICATE THE FAILURE. THE TOYOTA MANUFACTURER WAS CALLED AND STATED BECAUSE THE DEALER CANNOT DUPLICATE THE FAILURE THERE IS NOTHING THAT CAN BE DONE. THE FAILURE AND CURRENT MILEAGE WAS 5,404&MW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10192885  
**Date of Incident:** 20070510  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** COCKEYSVILLE, MD

**NHTSA Summary:**  
VEHICLE SURGES FORWARD WHEN AIR CONDITIONER ON. HAZARD AT TRAFFIC LIGHTS. WILL DRIVE ITSELF FORWARD UP HILLS AND ALONG FLAT ROADS WITHOUT ACCELERATOR BEING TOUCHED WHEN AC IS ON. THE HIGHER THE AC FAN SPEED THE FASTER THE VEHICLE GOES. DEALER DOES NOT HAVE "COMPUTER PROGRAM" TO FIX. THIS IS A SAFETY HAZARD. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311332  
**Date of Incident:** 20070510  
**Vehicle:** 2007 TOYOTA YARIS  
**Location of Incident:** BURBANK, CA

**NHTSA Summary:**  
I BOUGHT 2007 TOYOTA YARIS 4 DOOR SEDAN WITH AUTOMATIC. WHEN I USED CRUISE CONTROL, IT HAD AT LEAST TWO TIMES SUDDEN ACCELERATION. THE ENGINE SUDDENLY MADE HUGE NOISE FOR THE ACCELERATION, AND I WAS SCARED AND IMMEDIATELY CANCELED IT. ALTHOUGH IT CAN BE CANCELED, IT IS STILL A SAFETY ISSUE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320311  
**Date of Incident:** 20070510  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MINNEAPOLIS, MN

C-905

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

CAR WITH ONLY 314 MILES. BRAND NEW. EXITED HIGHWAY AND CAME TO A STOP AT END OF CLOVERLEAF. UPON ACCELERATION FORWARD FOR A RIGHT TURN ONTO CROSS STREET THE CAR SURGED TO FULL SPEED CAUSING DRIVER TO MAKE A VERY SHARP (15 FT) RIGHT TURN INTO THE SIDEWALK OF THE OVERPASS BRIDGE. HIGH CURB DESTROYED FRONT END BUT SAVED DRIVERS LIFE FROM CRASHING THROUGH GUARD RAIL AND FALLING TO THE HIGHWAY SURFACE. TOYOTA CLAIMED DRIVER ERROR. DRIVER HAS PERFECT DRIVING RECORD. POLICE REPORT NOTES PROBABLE MECHANICAL FAILURE OF SOME SORT. CAR REPAIRED AND RETURNED TO SERVICE. DRIVER IS NOW FEARFUL TO DRIVE THE \$30,000 CAR. CAR WAS A 2007 TOYOTA CAMRY. HAS BEEN RECALLED AND REPAIRED, BUT NO CONFIDENCE NOW. SHOULD BE ADDED TO THE DATA BASE. VIN # 1GNDT13W8R0158766  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313119  
**Date of Incident:** 20070511  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MARLTON, NJ

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 20 MPH AND ATTEMPTING TO STOP THE VEHICLE, IT ACCELERATED ON ITS OWN. THE CONTACT APPLIED THE BRAKE PEDAL AND THE VEHICLE BEGAN TO RESPOND NORMALLY. THE VEHICLE WAS TAKEN TO THE DEALER WHO STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE ACCELERATION OCCURRED ONCE AGAIN AND ONCE AGAIN THE VEHICLE WAS TAKEN TO THE DEALER WHO DIAGNOSIS INDICATED THAT THE CODE NEEDED TO BE RESET FOR THE TRANSMISSION. THE VEHICLE NO LONGER ACCELERATES ON ITS OWN. THE FAILURE MILEAGE WAS 4000 AND THE CURRENT MILEAGE WAS 10000. UPDATED 3/16/10 \*CN  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320734  
**Date of Incident:** 20070511  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** WHEELING, WV

**NHTSA Summary:**  
OUR 2003 TOYOTA COROLLA HAS TWICE MYSTERIOUSLY ACCELERATED. FIRST IN '07 CAUSING EXTENSIVE DAMAGE TO AUTO AND PROPERTY. DEALER DIDNT TAKE SERIOUSLY AND CLAIMED DRIVER ERROR THAT HE HAD FOOT ON ACCELERATOR INSTEAD OF BRAKE. CAR WAS REPAIRED AND RETURNED. ON 1/11/10 IT ACCELERATED A SECOND TIME WHILE I WAS GOING DOWNHILL WITH FOOT ON BRAKE. STOPPED CAR BY THROWING INTO NEUTRAL. TOYOTA WAS NOTIFIED AND GIVEN CASE NUMBER 100115005. DEALER CHECKED CAR ON 1/15/10 AND COULD NOT DUPLICATE PROBLEM. HAVE DOCUMENTATION BUT ARE UNABLE TO CONTACT TOYOTA FOR FOLLOW-UP.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10191079  
**Date of Incident:** 20070512  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ARVADA, CO

C-906

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
CRUISE CONTROL IS EXTREMELY ERRATIC AND IS COMPLETELY UNUSABLE. ITS IS SCARY AND DANGEROUS. I HAVE TRIED TO USE IT ABOUT 5 OR 6 TIMES. ALWAYS A PROBLEM. THIS MAY BE RELATED TO THE ACCELERATION HESITATION AND ENGINE REVING PROBLEMS PREVIOUSLY REFERENCED. ODI NUMBER 10191074. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315877  
**Date of Incident:** 20070513  
**Vehicle:** 2006 SCION TC  
**Location of Incident:** LANCASTER, CA

**NHTSA Summary:**  
IN MAY 2007 I HAD A REAR END ACCIDENT WITH ANOTHER CAR WHERE MY CAR WOULD NOT STOP WHEN I PUT ON THE BRAKE. THE OTHER CAR MOVED FORWARD AND MY CAR STILL WOULD NOT STOP AND HIT IT AGAIN. IT FINALLY STOPPED WHEN I PUT IT IN PARK. IT SEEMED TO ME THE ACCELERATOR WAS OVERPOWERING THE BRAKE. IT HAPPENED ON TWO OTHER OCCASIONS. I HAVE TAKEN IT TO THE TOYOTA DEALERSHIP TWICE FOR IT TO INVESTIGATED, ONCE AFTER THE ACCIDENT AND AGAIN LAST YEAR. THEY COULD NOT DUPLICATE IT AND TOLD ME THE CAR USES DRIVE BY WIRE TECHNOLOGY AND IT WAS IMPOSSIBLE FOR WHAT I AM EXPERIENCING TO BE OCCURRING. NOW THE SERVICE MANAGER WILL NOT EVEN RETURN MY CALLS. CALLS TO TOYOTA CUSTOMER RELATIONS WERE MET WITH YOU NEED TO CALL SCION CUSTOMER RELATIONS AND WHEN THEY TRANSFER ME THE CALL DISCONNECTS. I OWN A 2006 SCION TC. I TOOK THE DRS. SIDE FLOOR MAT OUT LAST SUMMER AND NOW WITH ALL THE PRESS AND TOYOTA SAYING THERE IS NOTHING WRONG WITH MY CAR I AM AFRAID TO DRIVE IT. I OWNE MORE THAN IT IS WORTH, SO I AM FINDING DIFFICULTY IN EVEN REPLACING IT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292580  
**Date of Incident:** 20070514  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** BAKERSFIELD, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA PRIUS. WHILE DRIVING APPROXIMATELY 70 MPH WITH THE OVER DRIVE SYSTEM ACTIVATED, THE VEHICLE ACCELERATED WITHOUT WARNING WHEN BRAKES WERE ENGAGED. IMMEDIATELY, THE OVERDRIVE CONTROL SWITCH WAS DEACTIVATED AND THE VEHICLE SLOWED DOWN. THE CONTACT WAS ABLE TO RESUME NORMAL OPERATION. THE FAILURE RECCURRED AND HAS NOT BEEN REPAIRED. THE CONTACT HAD CONCERNS OF THE SAFETY RISK INVOLVED. THE VIN WAS UNAVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE 33,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308560  
**Date of Incident:** 20070515  
**Vehicle:** 2007 TOYOTA HIGHLANDER HV  
**Location of Incident:** SANTEE, CA

**NHTSA Summary:**  
I BELIEVE MY 2007 TOYOTA HIGHLANDER HYBRID HAS THE SAME BRAKING PROBLEMS AS DESCRIBED WITH THE TOYOTA PRIUS. I HAD THIS PROBLEM SINCE DAY ONE OF

C-907

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PURCHASE AND I WAS TOLD IT WAS NORMAL. HERE IS MY DESCRIPTION OF MY BRAKING PROBLEM. WHEN I AM TRAVELING ON THE HIGHWAY OR CITY DRIVING, WHENEVER I PUSH ON THE BRAKE PEDAL YOU CAN FEEL NORMAL BRAKING ALSO YOU CAN SEE THE DASH GAUGE NEEDLE POINTING TO THE BLUE AS IT RECHARGES THE BATTERIES AND THEN THE VEHICLE COMES TO A STOP. EVER SO OFTEN, WHEN I AM BRAKING I CAN FEEL THE VEHICLE LETTING UP ON THE BRAKING, HOWEVER I HAVE NOT DECREASED MY FOOT PRESSURE AND THE NEEDLE ON THE DASH GOES FROM THE BLUE TO NORMAL AND THE VEHICLE MOVES FORWARD WITH MOMENTUM AND I MUST INCREASE MY FOOT PRESSURE ON THE BRAKE PEDAL VERY QUICKLY TO RE-GAIN MY ORIGINAL BRAKING PRESSURE. THIS HAPPENS TO ME ABOUT ONCE A WEEK, AND I HAVE LOOKED A THE BATTERY STATUS AND IT SEEMS TO ME THAT THE BATTERY STILL NEEDS MORE CHARGING. IT WAS VERY SCARY AT FIRST BUT NOW I AM USE TO IT. I HAVE NO IDEA IF THIS IS NORMAL OR NOT, HOWEVER THE DESCRIPTION OF THE PRIUS PROBLEMS SOUNDS JUST LIKE MINE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315740  
**Date of Incident:** 20070515  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**  
ABOUT 3 YEARS AGO, I EXPERIENCED A SUDDEN ACCELERATION IN MY 2005 TOYOTA CAMRY V6. IT WAS AN UNUSUALLY RAINY DAY IN SOUTHERN ARIZONA. AS I EXITED A FREEWAY OFF-RAMP TO COME TO A STOP, IT FELT LIKE THE ABS SYSTEM TOOK OVER THE BRAKING. MY FOOT WAS ON THE BRAKE PEDAL, BUT THE CAR BRAKED, THEN ACCELERATED RAPIDLY, FISHTAILING A BIT ON THE WET PAVEMENT. I PUMPED THE BRAKE PEDAL AND WAS ABLE TO STOP A FEW FEET PAST THE STOP SIGN. LUCKILY, THERE WERE NO OTHER CARS ON THE RURAL ROAD WHERE I EXITED--THE FRONT PART OF MY CAR WAS PAST THE STOP SIGN AND OUT IN THE ROAD FOR PERPENDICULAR TRAFFIC. I WAS PERPLEXED BY THE SHORT BURST OF ACCELERATION, BUT ATTRIBUTED IT TO THE ADVANCED BRAKING SYSTEM. I HAD NEVER HAD THAT TAKE CONTROL BEFORE. MAYBE THIS INFO CAN HELP IN YOUR CURRENT INVESTIGATION OF THE SUDDEN ACCELERATION IN TOYOTA CAMRYS. THIS WAS THE ONLY TIME I EXPERIENCED THE ACCELERATION. THE CAR HAS BEEN IN FOR ROUTINE MAINTENANCE. I ASKED MY MECHANIC TO CHECK THE BRAKES SINCE THE PEDAL SEEMS TO BE "SOFT"--IT GOES DOWN A BIT BEFORE ENGAGING THE BRAKES. MECHANIC FINDS NO PROBLEMS WITH BRAKES. TC  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10192351  
**Date of Incident:** 20070518  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CENTRALIA, IL

**NHTSA Summary:**  
MY DAUGHTER AND FRIENDS WERE DRIVING IN MY 2007 LEXUS ES 350 ON A 2 LANE HWY. AS THEY APPROACHED A SPEED ZONE THE DRIVER NOTICED THE CRUISE CONTROL LIGHT WAS ON WITHOUT BEING ENGAGED. SHE TURNED IT OFF. IT CAME ON AGAIN. SHE TAPPED THE BRAKES TO TURN IT OFF AND THE CAR LURCHED FWD. SHE TRIED TO SLOW THE CAR BUT WHEN SHE BRAKED THE CAR ACCELERATED. SHE CONTINUED TO BRAKE BUT THE CAR KEPT SPEEDING UP. SHE SHIFTED THE CAR INTO NEUTRAL BUT THE CAR SPED UP. SHE TRIED THE EMERGENCY BRAKE, PUSHING THE START/STOP BUTTON, BUT

C-908

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE CAR WOULD NOT TURN OFF. SHE KEPT REPEATING THESE ACTIONS BUT THE CAR CONTINUED OUT OF CONTROL. THE DRIVER WAS STANDING ON THE BRAKE WITH BOTH FEET TRYING TO STAY ON THE ROAD AS IT APPROACHED SPEEDS OF 90MPH WITH NO BRAKES. AS THEY APPROACHED A 4 WAY STOP THE FRONT PASSENGER SEAT DESPERATELY THREW THE CAR INTO PARK AT 90MPH. THE CAR LURCHED AND SKIDDED APPROX 150 FT TO THE SIDE OF THE ROAD. WHEN I ARRIVED AT THE SCENE I CALLED OUR SALESMAN TO INFORM HIM OF THE INCIDENT AND OUR CAR WOULD BE TOWED IN. HE ASKED ME HOW MANY FLOOR MATS I HAD IN THE CAR, AND I TOLD HIM ONLY THE TWO THEY SOLD ME, THE CARPETED ONE AND THE ALL-WEATHER RUBBER MAT. HE TOLD ME THEY HAD JUST ISSUED A RECALL ON THE RUBBER MAT AS IT WAS SLIDING FWD AND JAMMING ACCELERATORS. I CHECKED AND OUR MAT WAS JAMMING THE ACCELERATOR. AFTER MY CAR WAS EXAMINED BY LEXUS FIELD TECHS THEY DETERMINED THE CAR HAD ACTED AS DESIGNED AND THE EXPENSES FOR A REPLACED TRANSMISSION AND NEW BRAKE SYSTEM WOULD BE MINE- NOT COVERED BY WARRANTY. I DISPUTED THIS AND THEY OFFERED TO REPAIR THE CAR AT NO CHARGE. IF FLOOR MATS WERE CONTRIBUTORY TO THIS POTENTIALLY FATAL INCIDENT THEY WERE NOT THE ONLY DANGEROUS ELEMENT. THE CRUISE CONTROL ISSUES, INABILITY TO STOP THE CAR IN AN EMERGENCY SITUATION BY PRESSING THE STOP BUTTON, AND THE THROTTLE SEEMINGLY OVERRIDING THE OTHER SYSTEMS IN A "SUDDEN ACCELERATION" PATTERN ARE ALL VERY STRONG CONCERNS I HAVE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10196169  
**Date of Incident:** 20070518  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ST LOUIS, MO

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE'S POWER IS WEAK AND THE ACCELERATOR PEDAL MUST BE DEPRESSED TO THE FLOOR. THERE ARE NO WARNING INDICATORS PRESENT WHEN THE FAILURE OCCURS. THE VEHICLE LUNGES FORWARD AND THE GEARS ARE DIFFICULT TO SHIFT. THE DEALER DIAGNOSED THE VEHICLE AS HAVING SOFTWARE FAILURE, WHICH THEY REPROGRAMMED. THE PURCHASE DATE AND A VALID VIN WERE UNKNOWN. HOWEVER, THE FAILURE STILL PERSISTS. THE CURRENT MILEAGE IS 1,920 AND FAILURE MILEAGE WAS 13.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310502  
**Date of Incident:** 20070518  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** CLERMONT, FL

**NHTSA Summary:**  
ALREADY HAVE A CASE NUMBER, REPORTED ON 1/22/2010. I HAD A HORRIBLE ACCIDENT IN MAY OF 2007 WHERE THE PEDAL BECAME STUCK AND THE CAR ACCELERATED AND I WAS UNABLE TO GET THE BRAKES TO WORK. I HIT ANOTHER VEHICLE. WHILE DRIVING BACKWARDS OUT OF A PARKING SPACE IN A GROCERY STORE PARKING LOT. I HAVE HAD TO PAY EXTRA INSURANCE PREMIUMS EVERY SIX MONTHS AND HAVE THAT ACCIDENT ON MY RECORD. THE FL HWY PATROL OFFICER SAID THE ACCIDENT WAS DUE TO BRAKE FAILURE. ONE OF THE WITNESSES WAS AN OFF-DUTY LAKE COUNTY SHERIFF'S OFFICER SAID HE HEARD THE ACCELERATION AND COULD NOT BELIEVE THAT SOMEONE WAS ACCELERATING IN THE PARKING LOT OF A PUBLIX SUPERMARKET. I

**C-909**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WOULD LIKE TO KNOW WHAT TOYOTA IS GOING TO DO TO HELP CAR OWNERS WHO HAVE HAD ACCIDENTS TO CORRECT THEIR DRIVING RECORDS AND TO CONTACT INSURANCE COMPANIES TO HELP THE INSURED TO RECOUP EXTRA MONIES PAID BECAUSE THE CAR HAS BAD EQUIPMENT, WHICH TOYOTA SHOULD HAVE RECALLED LONG AGO.. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10353287  
**Date of Incident:** 20070519  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** RICHMOND, IN

**NHTSA Summary:**  
MAY 19TH OF 2006, MY 2002 TOYOTA RAV 4 4X4 WAS IN AN ACCIDENT. IT WAS HIT IN THE FRONT PASSENGER SIDE DOING 25-30MPH. AFTER STRUCK, I APPLIED THE BRAKED TWICE, WHILE THE CAR CONTINUED TO ACCELERATE AT AN INCREASING HIGH SPEED, RESULTING IN HITTING A GLASS BUS STOP ENDING UP HITTING A BRICK SCHOOL. IT CONTINUE ACCELERATE ALTHOUGH UNABLE TO GO ANYWHERE. NO INJURIES REPORTED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10191292  
**Date of Incident:** 20070520  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** BILLERICA, MA

**NHTSA Summary:**  
I OWN A 2006 TOYOTA RAV4 4CYL, 4WD. I CURRENTLY HAVE JUST UNDER 15K MILES AND I'VE HAD AN ISSUE WITH THE CAR HESITATING (OR THE THROTTLE LAGGING), AT TIMES, USUALLY ONE A WEEK OR SO, IF I PUSH ON THE GAS PEDAL WHEN I NEED TO SPEED UP, IT'S AS IF NOTHING HAPPENS. I HAVE TO LET THE PEDAL GO AND PUSH IT AGAIN TO SPEED UP. IT USUALLY HAPPENS IF I'M TRYING TO MERGE INTO FASTER TRAFFIC, OR AT TIMES WHEN I'M TAKING A SLOW TURN AND THEN GO TO SPEED UP AFTERWARDS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10193769  
**Date of Incident:** 20070520  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** ROLLING MEADOWS, IL

**NHTSA Summary:**  
ON MAY 20, 2007 WHEN I WAS DRIVING IN A HIGH TRAFFIC PRIVATE PARKWAY THE VEHICLE SUDDENLY ACCELERATED AND HIT THREE OTHER CARS. THE ROAD HAD A VERY GENTLE UP SLOPE AND A SMALL CURVE. THE ENGINE WAS ROARING VERY LOUD AS I TRIED VERY HARD TO BRAKE, BUT THE BRAKE WAS NOT EFFECTIVE. I HIT THREE CARS, RIGHT, FRONT AND FRONT RIGHT, ONE OF THE BY STANDER TOLD ME THAT HER PARENTS HAD A SIMILAR EXPERIENCE WITH THE SAME MODEL CAR LESS THAN A WEEK BEFORE THAT ON A HIGHWAY. ALSO, THE FRONT CAR PASSENGER REPORTED THAT SHE HEARD AN UNUSUAL LOUD ENGINE NOISE FROM MY CAR IN THE POLICE REPORT. LATER, THE INSURANCE COMPANY'S ASSESSOR INFORMED ME THAT THERE WAS A MEMORANDUM FROM THE MANUFACTURER TO INSURANCE COMPANIES ABOUT THE ALL WEATHER FLOOR MAT FOR THIS MODEL. COULD CAUSE SUDDEN ACCELERATION ON THE THROTTLE. I REPORTED THE ACCIDENT TO THE CUSTOMER SERVICE SPECIALIST

**C-910**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FROM THE MANUFACTURER ON MAY 21, 2007. THEY HAVE SENT A FIELD TECHNICIAN TO INSPECT THE CAR ON JUNE 7, 2007, AND HE CONCLUDED THERE WAS NO MECHANICAL PROBLEM WITH THE CAR. THE SPECIALIST TOLD ME TO SUBMIT ANY CAR RENTAL EXPENSE CLAIM THROUGH THE INSURANCE COMPANY, AND ANY FURTHER ACTION WILL HAVE TO DEAL DIRECTLY WITH THEIR LEGAL DEPARTMENT. I ALSO TALKED WITH TWO SERVICE STAFFERS FROM 2 DIFFERENT DEALERSHIPS, AND THEY INFORMED ME THAT THEY WERE AWARE OF THE FLOOR MAT PROBLEM ABOUT THE SAME MODEL OF MY CAR. SINCE THEN I HAVE FOUND 18 SIMILAR COMPLAINTS ABOUT THE SAME MODEL CAR IN THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION WEB SITE. I WANT THE MANUFACTURER TO REIMBURSE ALL MY CAR RENTAL EXPENSES AND TO REPLACE MY CAR BECAUSE I HAVE NO CONFIDENCE ABOUT THE CAR WARRANTY, AND I SHOULD NOT BE BEARING THE DEPRECIATION COST FOR A CRASHED CAR. THE MANUFACTURER SHOULD RECALL ALL THE CARS THAT HAVE THE FLOOR MAT PACKAGE.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290867  
**Date of Incident:** 20070520  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** LAKE VILLA, IL

**NHTSA Summary:**  
TWO (2) SEPARATE INCIDENTS: BOTH TIMES, ACCELERATOR STUCK AND CAR HAD TO BE PUT INTO NEUTRAL AND BRAKE PEDAL AND PARKING BRAKE USED TO STOP VEHICLE. DEFINITELY NOTHING STUCK ON/UNDER ACCELERATOR EITHER TIME. HAD TO TURN OFF THE ENGINE ASAP TO STOP THE ENGINE FROM RACING TO VERY HIGH RPM'S. 1. HAPPENED FIRST WHEN PARALLEL PARKING THE CAR. SPEED < 5MPH. APPROX MAY, 2007. CLEAR WEATHER. APPROX 60 DEGREES. HAPPENED AGAIN WHEN CAR WAS RESTARTED IMMEDIATELY. CAR WAS PARKED FOR SEVERAL HOURS. STARTED AND OPERATED OK WHEN RESTARTED AFTER THIS BREAK. 2. HAPPENED AGAIN WHEN APPROACHING A STOP SIGN FROM ABOUT 45 MPH. APPROX SEPT, 2008. PARTLY CLOUDY WEATHER. NO RAIN. APPROX 60 DEGREES. CAR WAS THEN PARKED FOR SEVERAL HOURS. OPERATED OK WHEN RESTARTED AFTER THIS BREAK. NOT SURE OF EXACT DATES BUT IT COULD BE RECONSTRUCTED FROM DEALER RECORDS, IF NECESSARY. TOOK TO TWO SEPARATE TOYOTA DEALERS AND WAS TOLD BY EACH: "...NOTHING WRONG WITH CAR". "CAN'T DUPLICATE THE PROBLEM." "KEEP AN EYE ON IT..." \*TR

**Additional Summary:**

**Toyota ID Number:** 200708140019  
**NHTSA ODI Number:**  
**Date of Incident:** 20070521  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/14/2007 05:43:22 AM THarris  
Caller states: Concerned w/ the c/c operation. The veh downshifts all the time. Its very annoying, so rarely uses it. The dlr adv nothing can be done. Dont believe thats true. Can use the accelerator w/out downshifts. While engaging the c/c downshifts with the slightest incline.

\*\*\* CASE CLOSE 08/14/2007 05:43:28 AM THarris  
NCR apol & adv if dlr adv veh is oper as designed, no assistance can be offered. NCR adv veh will downshift. NCR adv comments docd. Cllr thanked.

**Additional Summary:**

**C-911**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303943  
**Date of Incident:** 20070521  
**Vehicle:** 2005 TOYOTA TUNDRA  
**Location of Incident:** CORRAL DE TIERRA, CA

**NHTSA Summary:**  
2005 TOYOTA TUNDRA -- 3 TIMES IT SPED UP ON ITS OWN. EITHER FLOORMAT AND/OR ACCELERATOR. THIRD TIME THERE WAS A CRASH, INTO OUR RETAINING WALL IN OUR DRIVEWAY. I TRIED TO GET PEOPLE TO PAY ATTENTION, CONTACTED CUSTOMER SERVICE, ETC., AT TOYOTA, NO ONE BELIEVED IT. ALSO INSURANCE COMPANY SAID IT WAS DRIVER'S FAULT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303604  
**Date of Incident:** 20070522  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** SANTA BARBARA, CA

**NHTSA Summary:**  
I WAS DRIVING MY CAR INTO AN UNDERGROUND PARKING LOT. I PUT ON THE BRAKES AND THEY WOULD NOT ENGAGE. I TRIED AGAIN. I EVENTUALLY SLAMMED INTO THE WALL AT THE END OF THE PARKING LOT. MY CAR CAUGHT ON FIRE AND I WAS HURT, TAKEN TO THE HOSPITAL. THE CAR WAS INSPECTED AND FOUND TO HAVE NO BRAKE PROBLEMS, SO I WAS DEEMED AT FAULT FOR THE ACCIDENT. THIS WAS BEFORE WE FOUND OUT ABOUT THE FLOOR MAT AND ACCELERATOR PROBLEMS WITH TOYOTAS. MY INCIDENT WAS OBVIOUSLY ONE OF A RUNAWAY CAR. IT WAS A 2007 TOYOTA HIGHLANDER. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10197169, 10293768  
**Date of Incident:** 20070523  
**Vehicle:** 2004 LEXUS GX470  
**Location of Incident:** CAMARILLO, CA

**NHTSA Summary:**  
SUDDEN ACCELERATION PROBLEM OCCURRED WHEN A 2004 GX-470 DECELERATED FROM 30 MPH TO APPROXIMATELY 2 MPH TO TURN LEFT INTO A DRIVEWAY WHEN THE VEHICLE ACCELERATED FULL THROTTLE AND COLLIDED WITH A PARKED CAR IN THE DRIVEWAY. THERE WERE TWO PASSENGERS IN THE VEHICLE, ONE IN THE FRONT NEXT TO THE DRIVER THE SECOND AN INFANT IN A CAR SEAT IN THE BACK CENTER POSITION OF THE VEHICLE. THE SUDDEN ACCELERATION WAS COINCIDENT AS THE DRIVER INITIATED THE TURN INTO THE DRIVEWAY, THE FRONT CAR TIRES WERE FULLY TURNED TO THE LEFT AND THE PASSENGER IN THE FRONT SEAT OPENED THE FRONT LEFT CAR DOOR TO EXIT THE VEHICLE BEFORE IT WAS FULLY STOPPED. THE SUDDEN ACCELERATION PUSHED THE PASSENGER EXITING THE VEHICLE BACK INTO HIS SEAT AND HE NEVER WAS ABLE TO EXIT THE VEHICLE. IT SHOULD BE NOTED THAT THIS PROBLEM OCCURRED IN SOUTHERN CALIFORNIA AND THERE WERE NO ADDITIONAL MATS IN THE VEHICLE OTHER THAN THE ORIGINAL LEXUS CAR MATS. IN ADDITION A POSSIBLE RELATED SYMPTOM OCCURRED TWICE OVER THE FOUR YEAR HISTORY OF THE VEHICLE. THE VEHICLE HAS BEEN SENT BACK TO LEXUS IN WHICH IT WAS REPORTED THAT WHEN THE VEHICLE WAS IN PALM SPRINGS AND THE TEMPERATURE WAS OVER 110

**C-912**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DEGREES THAT THERE WERE ACCELERATION PROBLEMS WITH THE VEHICLE. LEXUS RETURNED THE VEHICLE INDICATING THAT THEY COULD NOT REPEAT THE PROBLEM BUT DID NOT INVESTIGATE THE PROBLEM UNDER THE HEAT CONDITIONS. EVEN AFTER THE ACCIDENT LEXUS REFUSES TO TEST THE VEHICLE UNDER THE HEAT CONDITIONS. THE DAY OF THE ACCIDENT THE TEMPERATURE WAS ABOUT 75 DEGREES. THE PASSENGER IN THE FRONT SEAT IS AN ELECTRONIC ENGINEERING THAT RUNS A COMPANY THAT IS KNOWN IN THE INDUSTRY AS RESOLVING INTERMITTENT PROBLEMS IN THE MOST COMPLEX SYSTEMS OF DEPARTMENT OF DEFENSE (DOD) (E.G. F-14, EA-6B). HIS OBSERVATION DURING THE ACCIDENT IS THAT THERE WAS EXTREMELY LOW PROBABILITY THAT THE DRIVER COULD OF MOVED THEIR FOOT FROM BREAK THAT WAS USED TO DECELERATE THE VEHICLE TO THE POINT WHEN THE SUDDEN ACCELERATION STARTED. \*JB. SUDDEN ACCELERATION PROBLEM OCCURRED WHEN A 2004 GX-470 DECELERATED FROM 30 MPH TO APPROXIMATELY 2 MPH TO TURN LEFT INTO A DRIVEWAY WHEN THE VEHICLE ACCELERATED FULL THROTTLE AND COLLIDED WITH A PARKED CAR IN THE DRIVEWAY. THERE WERE TWO PASSENGERS IN THE VEHICLE, ONE IN THE FRONT NEXT TO THE DRIVER THE SECOND AN INFANT IN A CAR SEAT IN THE BACK CENTER POSITION OF THE VEHICLE. THE SUDDEN ACCELERATION WAS COINCIDENT AS THE DRIVER INITIATED THE TURN INTO THE DRIVEWAY, THE FRONT CAR TIRES WERE FULLY TURNED TO THE LEFT AND THE PASSENGER IN THE FRONT SEAT OPENED THE FRONT LEFT CAR DOOR TO EXIT THE VEHICLE BEFORE IT WAS FULLY STOPPED. THE SUDDEN ACCELERATION PUSHED THE PASSENGER EXITING THE VEHICLE BACK INTO HIS SEAT AND HE NEVER WAS ABLE TO EXIT THE VEHICLE. IT SHOULD BE NOTED THAT THIS PROBLEM OCCURRED IN SOUTHERN CALIFORNIA AND THERE WERE NO ADDITIONAL MATS IN THE VEHICLE OTHER THAN THE ORIGINAL LEXUS CAR MATS. IN ADDITION A POSSIBLE RELATED SYMPTOM OCCURRED TWICE OVER THE FOUR YEAR HISTORY OF THE VEHICLE. THE VEHICLE HAS BEEN SENT BACK TO LEXUS IN WHICH IT WAS REPORTED THAT WHEN THE VEHICLE WAS IN PALM SPRINGS AND THE TEMPERATURE WAS OVER 110 DEGREES THAT THERE WERE ACCELERATION PROBLEMS WITH THE VEHICLE. LEXUS RETURNED THE VEHICLE INDICATING THAT THEY COULD NOT REPEAT THE PROBLEM BUT DID NOT INVESTIGATE THE PROBLEM UNDER THE HEAT CONDITIONS. EVEN AFTER THE ACCIDENT LEXUS REFUSES TO TEST THE VEHICLE UNDER THE HEAT CONDITIONS. THE DAY OF THE ACCIDENT THE TEMPERATURE WAS ABOUT 75 DEGREES. THE PASSENGER IN THE FRONT SEAT IS AN ELECTRONIC ENGINEERING THAT RUNS A COMPANY THAT IS KNOWN IN THE INDUSTRY AS RESOLVING INTERMITTENT PROBLEMS IN THE MOST COMPLEX SYSTEMS OF DEPARTMENT OF DEFENSE (DOD) (E.G. F-14, EA-6B). HIS OBSERVATION DURING THE ACCIDENT IS THAT THERE WAS EXTREMELY LOW PROBABILITY THAT THE DRIVER COULD OF MOVED THEIR FOOT FROM BRAKE THAT WAS USED TO DECELERATE THE VEHICLE TO THE POINT WHEN THE SUDDEN ACCELERATION STARTED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10191798  
**Date of Incident:** 20070524  
**Vehicle:** 2005 LEXUS SC  
**Location of Incident:** STUDIO CITY, CA

**NHTSA Summary:**

I AM AN OWNER OF A LEXUS SC-430, 2005 MODEL WITH 15428 MILES ON THE ODOMETER. THE CAR RECENTLY UNDERWENT A 15,000 MILE SERVICE. ON ARRIVING HOME AT 1:30 PM I STOPPED THE V CAR IN FRONT OF THE GARAGE AND THE DOOR WAS CLOSED. I WAS ABOUT TO REACH FOR THE GARAGE DOOR OPENER BUTTON IN THE CAR WHEN IT SUDDENLY AND SPONTANEOUSLY ACCELERATED FULL THROTTLE, WITHOUT FOOT ON THE ACCELERATOR. I APPLIED THE BRAKES BUT TO NO EFFECT. THE CAR DROVE THROUGH THE METAL GARAGE DOOR AND STOPPED WHEN IT HIT THE BACK OF

C-913

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

IN MAY 2007, I LEASED A 2007 TOYOTA CAMRY SE. THE HESITATION IN ACCELERATION IS REALLY BAD AND CAN BE VERY DANGEROUS ESPECIALLY ON THE HIGHWAY. IN ORDER FOR ME TO BE GET ACCELERATION, I MUST FLOOR THE GAS PEDAL. TOYOTA SHOULD DO A RECALL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10210943  
**Date of Incident:** 20070526  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** WARMINSTER, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 CAMRY LE. THE CONTACT STATED THAT THE TAKE OFF SPEED WAS VERY SLOWLY. THE VEHICLE WOULD ACCELERATE TO A NORMAL SPEED WHEN THE PEDAL WAS DEPRESSED TO THE FLOORBOARD. THE DEALER STATED THAT THE ACCELERATION FUNCTIONS WAS EQUIPPED WITH A FLYBYWIRE THAT IS NOT CONNECTED TO THE PEDAL. THEREFORE ACCELERATION WOULD BE SLOWER. THEY CONCLUDED THE OCCURRENCE WAS NORMAL. THE CURRENT MILEAGE AS 4,200 AND FAILURE MILEAGE WAS 800. UPDATED 01-11-08. \*KB THE CONSUMER STATED WOULD LIKE A RECALL ON THIS PART. UPDATED 12/31/07 \*TR

**Additional Summary:**

**Toyota ID Number:** 200801041388  
**NHTSA ODI Number:**  
**Date of Incident:** 20070528  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** ,

**NHTSA Summary:**

\*\*\* PHONE LOG 01/04/2008 03:50:17 PM HLyons  
Caller states: Was going down hill & tried to stop at red light but the veh continued to accelerate. Sts slowed it down then put in Neutral then in drive and everything was fine. Cust sks to know if this is a common concern w/ this veh.

\*\*\* CASE CLOSE 01/04/2008 03:50:23 PM HLyons

NCR advd not known concern, will doe at toy hq.

**Additional Summary:**

**Toyota ID Number:** 200708210193; 200710020316  
**NHTSA ODI Number:**  
**Date of Incident:** 20070528  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** ,

**NHTSA Summary:**

\*\*\* PHONE LOG 08/21/2007 07:37:35 AM LLLeis1  
RNW#070819-000156.

Email sts. \* Dear Toyota Executive Management,  
I am writing to share with you my concern with the recent purchase of my Tacoma. I have taken the vehicle into the dealership multiple times to correct the issues that I am experiencing. My first visit to report my finding on July 10, 2007, a mechanic was not available and was asked to come back. My second visit on July 18, 2007, after taking the mechanic on a test drive, the mechanic documented ...  
\*\*\* NOTES 08/21/2007 07:37:57 AM LLLeis1

C-915

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE GARAGE WALL. THE FIRE DEPARTMENT WAS SUMMONED TO OPEN THE DOOR ON MY SIDE. I WAS DRIVEN TO THE HOSPITAL BY PARAMEDICS BUT SUFFERED ONLY MINOR INJURIES, SUSTAINING CUTS FROM THE WINDSHIELD AND INJURIES FROM THE DEPLOYMENT OF THE AIRBAG. THE CAR HAD A 50-50 CHANCE OF BEING DECLARED A TOTAL WRITE OFF.\*AK I HAVE REQUESTED MY INSURANCE COMPANY (MERCURY INSURANCE) TO HAVE THE CAR EXAMINED FORENSICALLY IN ORDER TO TRY TO DETERMINE THE CAUSE OF THE MALFUNCTION. AS YET I DO NOT KNOW WHETHER THEY HAVE ACTED OR INTEND TO ACT UPON MY REQUEST. I AM A CARERFUL DRIVER AND HAVE NOT HAD AN ACCIDENT OR A MOVING TRAFFIC VIOLATION SINCE 1974.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10191935, 10308272  
**Date of Incident:** 20070524  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** CAMBRIA HEIGHTS, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA CAMRY. THE DEALER STATED THAT THE VEHICLE'S FRONT BRAKES WERE OUT OF ROUND AND CAUSED THE VEHICLE TO PULSATE. THE DEALER RESURFACED THE FRONT ROTORS AND SANDED THE FRONT BRAKE PADS. WHILE DRIVING 40 MPH UNDER NORMAL DRIVING CONDITIONS, THE VEHICLE SUDDENLY ACCELERATED AND FAILED TO STOP. THE CONTACT WAS UNABLE TO STEER THE VEHICLE AND CRASHED INTO A CEMENT WALL. THE DRIVER SUFFERED BRUISES ON BOTH LEGS, A HAND, AND CHEST. THE VEHICLE WAS DESTROYED AND TOWED. THE CURRENT AND FAILURE MILEAGES WERE 10,000. IN MAY 2007, MY I WAS DRIVING MY 2006 TOYOTA CAMRY WHEN IT SUDDENLY ACCELERATED TO AN UNCONTROLLABLE SPEED, THE STEERING KEPT VEERING TO THE LEFT AND THE BRAKES DID NOT STOP THE CAR. THE CAR WENT DOWN ABOUT 30 FEET INTO A GULLY BEFORE SLAMMING INTO A CEMENT COLUMN. THE CAR WAS TOTALLY DESTROYED AND I SUSTAINED INJURIES. IN A SERIES OF CORRESPONDENCE TOYOTA MOTOR SALES DENIED ANY DEFECT IN THE CAR AND MADE NO ATTEMPT TO PAY DAMAGES. I HAD PREVIOUSLY TAKEN THE CAR TO THE DEALERS FOR BRAKES ADJUSTMENT AND I COMPLAINED OF A CLUMSINESS WHEN ACCELERATING; THE DEALER ADJUSTED THE BRAKES BUT SAID THAT THE NOISE AND CLUMSINESS WAS THE NORMAL ACCELERATION FOR THE THROTTLE FOR THE V6 ENGINE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10193735  
**Date of Incident:** 20070525  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** SCARSDALE, NY

**NHTSA Summary:**

SUDDEN ACCELERATION RESULTING IN A CRASH. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10202963  
**Date of Incident:** 20070526  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HUNTERSVILLE, NC

**NHTSA Summary:**

C-914

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

...response is "No problem found at this time". My third visit on July 28, 2007, again test drove with another mechanic, this time no documented notes, however, was given an explanation from the service advisor that this is "Normal" conditions for this vehicle. Listed are the following issues:  
Issue #1: The Tacoma is shifting precariously on it own without pressing on the accelerator nor the brakes.  
Issue #2: The engine lunges forward while at a stop.  
Issue #3: ...

**Additional Summary:**

\*\*\* NOTES 08/21/2007 07:38:19 AM LLLeis1  
...The engine has a loss of power when coasting.  
I have shared my concerns with the dealership, and even test drove with a several mechanics that observed the random shifting of either the engine rpm or transmission shifting. The results that I am receiving from the dealership, is that this is "Normal conditions" of this vehicle is not acceptable. I can assure you that what I am claiming here is NOT NORMAL, by any means. I am a 3x Toyota owner. Neither one of my ...  
\*\*\* NOTES 08/21/2007 07:39:02 AM LLLeis1  
...the engine rpm or transmission shifting. The results that I am receiving from the dealership, is that this is "Normal conditions" of this vehicle is not acceptable. I can assure you that what I am claiming here is NOT NORMAL, by any means. I am a 3x Toyota owner. Neither one of my previous owners has acted in the way this Tacoma i/has. The shifting is rough and abnormal. The power loss is very concerning. It does not take a professional mechanic to ...

\*\*\* NOTES 08/21/2007 07:39:35 AM LLLeis1  
...to experience what I am stating. I urge you to look into this matter and to resolve it expeditiously. I look forward to your response on how this will be resolved.  
Sincerely,  
Jason Tong"

\*\*\* NOTES 08/21/2007 07:43:21 AM LLLeis1

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

\*\*\* SUBCASE 200708210193-1 CREATED 08/21/2007 07:46:50 AM LLLeis1

NCR email sts, "<as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
We apologize for your transmission concern.<p>  
Because we are unable to directly inspect your vehicle, we are not in a position to provide a technical diagnosis of the vehicle.<p>  
In order to properly assess your concerns, we have contacted the Customer Relations Manager at Toyota Of Walnut Creek to further evaluate your 2007 Tacoma.<p>  
Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.<p>  
The Customer Relations Manager will contact you by the end of the business day, Thursday, August 23rd. In the event you do not receive any contact from the dealership by this date, please <a href = "http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faq\_id=4164"TARGET=\_BLANK ">contact us</a> with file #Sincidents.c&claritycasenumber.<p>  
Toyota Customer Experience  
</as-html>"

\*\*\* SUBCASE 200708210193-1 CLOSED 08/21/2007 07:46:52 AM LLLeis1

\*\*\* DEALER NOTES: 08/21/07 14:45:55

L/M 8/21/07 @ 2:30PM

\*\*\* CASE CLOSE 08/22/2007 02:09:29 PM DLR04189  
I SPOKE TO CUST 8/22 2:30PM HE WANTS TO HAVE AN F.T.S. LOOK AT HIS VEHICLE HE WILL BE ONLY BE ABLE TO COME IN ON TUES. OR THURSD. EITHER AT 7AM OR 6PM. HE NEEDS 3 DAYS ADVANCE NOTICE TO BRING HIS VEH. IN. DSPM J JACKSON, SERV.MGR AL SPLENDORIO HAVE ALREADY BEEN NOTIFIED, THEY WILL WORK TOGETHER TO SCHEDULE APPT. FOR F.T.S. TO COME OUT TO LOOK AT VEHICLE.

C-916

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* SUBCASE 200708210193-2 CREATED 08/29/2007 11:20:52 AM QHolmes  
RNT#070828-000373  
08/28/2007 07:26 PM  
Email states: Dear Toyota Corporate Executives, I received a call from Lynnelle Holden (Customer Relations) from the Walnut Creek Dealership on 8/21/07. We discussed the issues at hand and went over each item of concern. Lynnelle was very professional throughout the investigative period. After documenting my concern, she followed up with a call within the same day to confirm the lead time required for a follow-up appointment with a technician from corporate. I stated my availability with Lynnelle and requested a 3 day notice to arrange my schedule to meet with the corporate technician. As of today 8/28/07 and I have not heard from Lynnelle. Instead, I received an email survey from: Elaine Matsuda Corporate Customer Relations Manager Customer Services Division on 8/27/07. I completed the survey today with much dismay and am waiting for someone to take charge of my mechanical issues. I am very disappointed and concerned with the way Toyota has treated this situation. If I do not hear from the Corporate Division with a resolution by August 31, 2007, I presume that Toyota is not going to rectify my concerns and leave me no choice other than to report my experience to BBB (Better Business Bureau, 7 On Your Side & to exercise my rights as a consumer. I truly hope that this is not the case. Sincerely, Jason Tong 925-813-1060 =  
nrc states: Thank you for contacting Toyota Motor Sales, U.S.A., Inc. On 8/21/2007, our office contacted Lynell Holden, the Customer Service Manager of Toyota of Walnut Creek on your behalf. We apologize that you have not received a recent phone call from Lynell Holden. Please note: your concerns are being documented at our National Headquarters under file #Sincidents.c\$Clarifycasenumber. For immediate assistance, we recommend you contact Lynell Holden directly for a new update on your case. For further assistance, please contact us at 1-800-331-4331, with file #Sincidents.c\$Clarifycasenumber.

\*\*\* SUBCASE 200708210193-2 CLOSED 08/29/2007 11:20:53 AM QHolmes  
\*\*\* CASE CLOSE 08/29/2007 11:21:13 AM QHolmes  
see subcase notes.  
\*\*\* NOTES 09/05/2007 12:54:55 PM KWWilson  
--ATF--  
RNT # 070901-000051  
Dated & Rcvd: 09/01/2007 07:27 AM  
E-mail verbatim "Dear Toyota Executive Management,  
Re: National Headquarters under file #200708210193.  
Pursuant to your recommendation:  
\*\*For immediate assistance, we recommend you contact Lynell Holden directly for a new update on your case.\*\*  
\*\*  
I called on 8/30/07 to ask for Lynell Holden. The response I received is that "She was off today". I then decided to drive into the dealership on 8/31/07 ...  
\*\*\* NOTES 09/05/2007 12:55:25 PM KWWilson  
...to ask for Lynell Holden. The response I received is that "She was off today". I then decided to drive into the dealership on 8/31/07 and ask for Lynell again. This time I was informed that she is on L.O.A. I then ask who is taking responsibility in her place. The response I received was "NO ONE". I find this very precarious as this is consistent with the neglect that I have received since bringing this complaint to this dealership.  
I then ask for the manager ...  
\*\*\* NOTES 09/05/2007 12:55:35 PM KWWilson  
...in charge. I was given the name Al Splendorio. He too was gone for the day. At this juncture Toyota gives me no choice other than to exercise my rights as a consumer. I have been very patient in dealing with this dealership and the Customer Relations Department and are fed up. Why am I constantly pursuing Toyota to provide a solution when I consistently receive resistance?  
Jason Tong"  
\*\*\* NOTES 09/05/2007 01:05:34 PM KWWilson

C-917

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Via e-mail ncr responded:  
Dear Mr. Tong:  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
We apologize for your dissatisfaction with Toyota of Walnut Creek.  
According to the information Toyota of Walnut Creek has provided us, the Service Manager Al Splendorio is currently working with our Field Technical Specialist to schedule an inspection of your 2007 Tacoma. Toyota of Walnut Creek will contact you directly once they have confirmed when a Field ...  
\*\*\* NOTES 09/05/2007 01:05:41 PM KWWilson  
...Technical Specialist will inspect your Tacoma. Please be aware our Field Technical Specialist may have prior commitments, so we appreciate your patience in this matter.  
Your email has been documented at our National Headquarters under file #200708210193. If we can be of further assistance, please feel free to contact us <http://toyota.cushelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faaid=4164>.  
Toyota Customer Experience  
\*\*\* NOTES 09/25/2007 12:51:20 PM QHolmes  
RNT#070922-000070  
09/22/2007 09:11 AM  
Email states: Dear Kym Wilson, It has been over 2 weeks and no one from Toyota has contacted me to rectify my concerns regarding the Tacoma. I have been patient throughout this ordeal and STILL am not getting any resolution from Toyota. Please contact me at 925-813-1060 as to how Toyota wants to resolve this claim. Regards, Jason Tong  
=  
OUTGOING CALL: Ncr spk w/Al Splendorio, Service Manager, who adv would reseach cust conc & f/u.  
\*\*\* NOTES 09/25/2007 12:56:09 PM QHolmes  
nrc sts: We appreciate the opportunity to address your concerns. We received your email and will research your concerns. Our office will follow up with you by Friday, September 25, 2007. We value you as a customer, and appreciate this opportunity to review your concerns. Your email has been documented at our National Headquarters  
\*\*\* NOTES 09/28/2007 10:33:15 AM QHolmes  
OUTGOING CALL: ncr called spk w/Al Splendorio, Service Manager, who adv would f/u with cust today via phone.  
=  
Email states: Mr. Tong, Al Splendorio, the Service Manager at Toyota of Walnut Creek, advised our office you would be contacted today with an update on file #Sincidents.c\$Clarifycasenumber. If we can be of further assistance, please feel free to contact us.  
\*\*\* NOTES 10/02/2007 08:20:27 AM QHolmes  
RNT#070929-000053  
09/29/2007 08:26 AM  
Email verbatim:As expected, Mr. Al Splendorio DID NOT make any effort to contact me as your email stated. Enough is enough! Please escalate this message to your Director of Customer Care at Toyota Headquarters. I would like to correspond via email or by phone with the highest authority at Toyota Headquarters as I have been continually ignored. This ordeal is an embarrassment to the Toyota Corporation. After making three Toyota.....  
\*\*\* NOTES 10/02/2007 08:21:13 AM QHolmes  
...purchases over the past 20 years and to be treated like this is unacceptable. What happened to "Taking care of your customers"? Even Lexus (Subsidiary Company of Toyota) is known to have the best customer service in the United States. Where is the consistency? I am requesting that the Director of Toyota Customer Care from Headquarters contact me to resolve my issues with my Tacoma. The dealership where I purchased my vehicle IS NOT the answer nor is this....  
\*\*\* NOTES 10/02/2007 08:34:53 AM QHolmes  
...stall tactic that I am experiencing. Again, I can be reached at 925-813-1060. Regards, Jason Tong  
=  
NCR CREATED NEW PA CASE#200710020316;  
\*\*\* PHONE LOG 10/02/2007 08:36:33 AM QHolmes

C-918

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Prev Case#200708210193  
Cust states: Issue #1: The Tacoma is shifting precariously on its own without pressing on the accelerator nor the brakes. Issue #2: The engine lurches forward while at a stop. Issue #3: The engine has a loss of power when coasting. The results that I am receiving from the dealership, is that this is "Normal conditions" of this vehicle is not acceptable. I can assure you that what I am claiming here is NOT NORMAL by any means.  
\*\*crn & svc mgr involved  
\*\*\* NOTES 10/02/2007 08:37:00 AM QHolmes  
nrc states: We are sorry to hear about the concern involving your Tacoma. We received your email and have subsequently forwarded your case to the appropriate offices of Toyota. A representative of Toyota will be in contact with you within 1 business days. We value you as a customer, and appreciate this opportunity to review your concerns. Your email has been documented at our National Headquarters  
\*\*\* SUBCASE 200710020316-1 CREATED 10/02/2007 01:24:42 PM RVrachan  
\*\*\* NOTES 10/03/2007 12:04:27 PM RVrachan  
OUTGOING DLR CALL: CM left v/m for Al, svc mgr to c/b.  
\*\*\* NOTES 10/03/2007 12:05:53 PM RVrachan  
OUTGOING CUST CALL: CM c/b cust, left v/m w/800# & X 73024. Adv cust am researching his concern, adv cust to c/b if questions.  
\*\*\* NOTES 10/04/2007 09:43:13 AM RVrachan  
INCOMING DLR CALL: Al c/b, sts he advised cust to call the 800# then he will get an FTS involved. Sts will contact the FTS to get involved.  
\*\*\* NOTES 10/04/2007 12:41:38 PM RVrachan  
INCOMING CUST CALL: cust c/b, wanted to make sure that Region was involved, CM adv cust, per AT's request CM has sent an email to Jennifer Jackson & Paul Blomdal as a f/u to get regional involvement.  
\*\*\* NOTES 10/05/2007 07:43:59 AM DArtiago  
INTERNAL TO TMS  
Ncr sent an email to SF Region to update.  
\*\*\* NOTES 10/05/2007 09:35:58 AM EDotson120  
E-mailed reps.  
\*\*\* NOTES 10/09/2007 07:52:48 AM DArtiago  
ATF  
Rightfax received 10/9  
Ro# 705192  
Date: 9/4/07  
Miles: 10,241  
Performed 5k mile interval svc  
Ro# 699922  
Date: 8/6/07  
Miles: 6,978  
Cust sts car shifts unusually, RPM raises before shift  
Ro# 698233  
Date: 7/28/07  
Miles: 5,924  
Cust requests tech to road test veh for driveability concern  
Ro# 696387  
Date: 7/18/07  
Miles: 5,012  
Performed 5k mile interval svc, adv dlr of trans shift concern  
\*\*\* NOTES 10/10/2007 10:01:02 AM DArtiago  
OUTGOING CUST CALL  
Ncr left message requesting cust c/b to discuss case. Ncr number and hours avail (x73014, 6-2:30pm).  
\*\*\* NOTES 10/11/2007 08:02:24 AM DArtiago  
INCOMING CUST CALL  
Caller sts he hasn't heard from the dlr regarding the inspection. The tech(s) make him feel like he's making up the issue and giving responses to protect the dlr. Caller requested to speak with the owner of the dlr and

C-919

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

also EMatsuda, cr corp mgr. Ncr apol for the situation and adv his case has been escalated at the corp offices and I will respond on behalf of EMatsuda. Ncr asked cust to try to remain patient while the inspection process continues.  
\*\*\* NOTES 10/11/2007 08:02:55 AM DArtiago  
Ncr adv cust once further details are avail, I will f/u as soon as possible. Caller understood and thanked for the assistance.  
\*\*\* NOTES 10/12/2007 07:38:55 AM DArtiago  
OUTGOING EMAIL  
Ncr email SF Region requesting an update on possible FTS inspection.  
\*\*\* NOTES 10/12/2007 10:18:10 AM EDotson120  
FTS, P. Blomdal, has requested that the dlrshp be contacted to inquire if cust drove like veh to determine/validate normal trans shifting.  
\*\*\* NOTES 10/12/2007 01:22:13 PM DArtiago  
OUTGOING DLR CALL  
Ncr l/m for Al 925-260-1225, requesting to know if they have been able to confirm the shifting is normal or abnormal by testing other veh similar to the customers. Ncr left direct contact number for c/b.  
\*\*\* NOTES 10/15/2007 12:16:19 PM DArtiago  
OUTGOING DLR CALL  
Ncr spoke with Al who requested a c/b on the dlr line. Ncr called dlr phone number, no answer on voicemail.  
\*\*\* NOTES 10/16/2007 11:28:31 AM DArtiago  
OUTGOING DLR CALL  
Ncr l/m for Al, svc mgr, requesting a c/b to discuss the case.  
\*\*\* NOTES 10/16/2007 01:15:10 PM DArtiago  
INCOMING DLR CALL  
Al, svc mgr, l/m to adv everything was faxed to DSPM Jennifer Jackson who will contact the FTS and make contact with the customer.  
\*\*\* NOTES 10/16/2007 01:23:22 PM DArtiago  
OUTGOING DLR CALL  
Ncr spoke with Will Haley in svc. Caller sts dlr test drove cust veh, other stock veh, checked for TSB's, and determined it was a characteristic of the vehicle. Ncr sent update to SF Region.  
\*\*\* NOTES 10/22/2007 12:08:15 PM DArtiago  
INTERNAL TO TMS  
Ncr sent an update request to SF Region.  
\*\*\* NOTES 10/29/2007 02:43:17 PM SMoore  
\*\*\*HELPING CASE MANAGER TODAY\*\*\*  
-OUTGOING CUST CALL+  
NCR adv calling on behalf of case manager, david. Adv calling to confirm if factory rep has called cust. Cust sts no & he's very angry about not receiving a c/b. Cust sts he is ready to file arbitration. NCR apol, adv will contact region & ncr or david will f/u tomorrow. Cust thanked.  
-OUTGOING REGION CALL+  
Adv regional analyst, o. dotson, of cust concerns. Analyst sts will review w/ dspm & c/b ncr & david to adv.  
\*\*\* NOTES 10/30/2007 02:09:17 PM DArtiago  
INTERNAL TO TMS  
Ncr sent an update request to SF Region.  
\*\*\* NOTES 10/31/2007 12:57:04 PM DArtiago  
INTERNAL TO TMS  
DSPM, J Jackson attempted to contact the cust to discuss case.  
\*\*\* NOTES 11/08/2007 08:44:00 AM DArtiago  
INTERNAL TO TMS  
Ncr sent an email to SF Region requesting to know if case could be closed.  
\*\*\* NOTES 11/08/2007 09:54:08 AM DArtiago  
INCOMING EMAIL  
Per SF Region, DSPM has provided contact number for f/u, okay to close.

C-920

**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* CASE CLOSE 11/08/2007 10:33:03 AM D'Arigo

- 1) Summary: Caller sts veh is shifting on its own without pressing on the accelerator, eng lunges forward while at a stop, eng has a loss of power when coasting
- 2) Action Taken: Dealer, Region
- 3) Resolution/Position: Dlr found issues a characteristic of the veh, inspection results were forwarded to the regional office, DSPM to contact cust with inspection results
- 4) Customer Satisfied: Unknown
- 5) Root Cause: Engine

\*\*\* SUBCASE 200710020316-1 CLOSED 11/08/2007 10:33:14 AM D'Arigo

Subcase closed.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10193512  
**Date of Incident:** 20070528  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
VEHICLE ACCELERATED RAPIDLY AND WOULD NOT STOP, EVEN AFTER REPEATED ATTEMPTS TO BRAK CREATING AN EXTREMELY DANGEROUS SITUATION WHILE DRIVING ON INTERSTATE. I EVENTUALLY WAS ABLE TO PUT THE CAR INTO NEUTRAL, AND THE ENGINE RACED VIOLENTLY, AND TURN OFF THE IGNITION. AFTER CALLING LEXUS ROADSIDE ASSISTANCE, WHILE WAITING FOR THE ASSISTANCE TO ARRIVE, I NOTICED THAT THE ACCELERATOR PEDAL HAD BEEN WEDGED IN THE RUBBER FLOOR MAT. I HAVE NOT YET DETERMINED IF THE INCIDENT DAMAGED THE ENGINE OR BRAKES. \*AK  
**Additional Summary:**

**Toyota ID Number:** 200705292011  
**NHTSA ODI Number:**  
**Date of Incident:** 20070529  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 05/29/2007 05:19:27 PM DMorano

Caller states: sts when he shifts from 5th to 4th gear the veh revs and goes faster instead of slowing. sts he made an appointment with the dlr for this sat. 6/2/07 to have the trans inspected.

\*\*\* CASE CLOSE 06/05/2007 08:54:20 AM DLR05034  
CRM TEST-DRIVE VEHICLE WITH CUSTOMER PREVIOUSLY AND SPOKE W/CUSTOMER RECENTLY RE CONCERN. DLR MADE CUST AWARE THAT IS A NORMAL PROGRAM OF THE ECU. CUSTOMER FEELS UNSAFE, CONTACTED FTS WHO WILL MEET CUSTOMER AT MOUNTAIN STATES TOYOTA 6.7.07 TO INSPECT VEH. FTS INDICATED THAT IS NORMAL AS WELL, BUT WILL RIDE WITH CUSTOMER TO CONFIRM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10192954  
**Date of Incident:** 20070529  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** MIDDLETOWN, NY

C-921

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA CAMRY. WHILE PULLING OUT OF A PARKING SPOT DRIVING 2 MPH, THE VEHICLE STARTED TO SPIN OUT OF CONTROL AND HIT A PARKED VEHICLE. THE CONTACT DID NOT REMEMBER IF SHE WAS APPLYING THE ACCELERATOR. THE ROAD CONDITIONS WERE CLEAR. THE VEHICLE WAS TOWED TO THE DEALER AND THEY WERE UNABLE TO DUPLICATE THE FAILURE. THE POWER TRAIN INFORMATION WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 26,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10192866  
**Date of Incident:** 20070530  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** OMAHA, NE

**NHTSA Summary:**  
MAY 30, I WAS PULLING INTO A PARKING SPACE AT KIEWIT MIDDLE SCHOOL WITH MY TACOMA. WHILE I WAS APPROXIMATELY 5-10 FEET FROM THE CAR IN FRONT THE ENGINE BEGAN RACING. MY FOOT WAS NOT ON THE ACCELERATOR, IT WAS FIRMLY ON THE BRAKE. THE ENGINE CONTINUED REVVING AND THE BRAKES FINAL GAVE AND I HIT THE CAR AHEAD. AS IT IS I DAMAGED THE FRONT OF MY TACOMA, AS WELL AS THE REAR OF CAR AHEAD OF ME. I AM SURE IF THERE WERE NOT A VEHICLE AHEAD AT SUCH A CLOSE DISTANCE GREAT DAMAGE AND INJURY WOULD HAVE BEEN INCURRED. I DO NOT FEEL THAT CURRENTLY THE VEHICLE IS SAFE TO DRIVE. I CONTACTED TOYOTA, NATIONAL -- THEY TOLD ME THAT IT WAS OK AND TO TAKE IT HOME. I FELT SO STRONGLY THAT THE VEHICLE WAS NOT SAFE THAT I IMMEDIATELY TRADED IT IN FOR A NISSAN -- IF YOU NEED MORE INFORMATION OF WOULD LIKE TO SPEAK WITH OTHERS THAT SAW WHAT HAPPENED PLEASE LET ME KNOW. I HAVE ALSO KEPT ALL RECEIPTS AND DOCUMENTATION FROM TOYOTA. BTW -- ACCORDING TO TOYOTA -- YOU GUYS DON'T EXIST. -- I STUMBLED UPON YOUR INFORMATION IN THE BACK OF MY NEW NISSAN'S OWNER MANUAL.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10200973  
**Date of Incident:** 20070530  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CORNWALL ON HUDSON, NY

**NHTSA Summary:**  
2007 LEXUS ES350-I ADULT PASSENGER SAT IN THE FRONT SEAT AND I NOTICE THAT THE AIRBAG OFF INDICATOR LIGHT WAS ON. 2- I HAVE EXPERIENCED A DANGEROUS SUDDEN SURGE OF ACCELERATION WHEN BRAKING, EVEN WITH ALL WEATHER MAT PROPERLY SECURED. I BELIEVE THE SURGE MAY BE A SOFTWARE AND/OR SENSOR FLAW. 3- WHEN THE ENGINE IS FIRST STARTED (COLD-AFTER SITTING), THE MECHANICAL ENGINE NOISE IS VERY PRONOUNCED AS IF PROPER LUBRICATION IS NOT OCCURRING. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295380  
**Date of Incident:** 20070530  
**Vehicle:** 2007 LEXUS IS350  
**Location of Incident:** INGLEWOOD, CA  
**NHTSA Summary:**

C-922

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\* THE CONTACT OWNS A 2007 LEXUS IS350. WHILE PARKING, THE VEHICLE RAPIDLY ACCELERATED OVER AN EMBANKMENT HIT A FENCE AND THEN ROLLED OVER. A POLICE REPORT WAS AVAILABLE. THE VEHICLE WAS TOWED TO THE DEALER AND REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS 200.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10192384  
**Date of Incident:** 20070601  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** MAPLE VALLEY, WA

**NHTSA Summary:**  
HERE IS THE DESCRIPTION I GAVE MY LOCAL LEXUS DEALER ALONG WITH THE PHOTOGRAPHS OF THE WITNESS MARKS OF THE IMPACT TO THE DOOR. LEXUS IS EVALUATING THE CAR. I HAVE ASKED FOR A FACTORY ASSISTED REPLACEMENT CAR OF A DIFFERENT MODEL. THEY HAVE NOT RESPONDED YET. DAVE, ATTACHED IS THE EXTRACT FROM THE NHTSA ON THIS PROBLEM WITH THE ES350 MODEL ALONG WITH THE MEASUREMENTS ON THE GARAGE DOOR AND PHOTOS OF THE CAR. THERE IS THE DESCRIPTION: I WAS WATCHING MY WIFE SLOWLY (3-5 MPH) APPROACH OUR GARAGE DOOR WHEN THE CAR SUDDENLY LURCHED FORWARD AND CRASHED INTO OUR GARAGE DOOR AT 10-15 MPH. MY WIFE SAID HER FOOT WAS HOVERING OVER THE BRAKE AFTER TRANSITIONING FROM THE THROTTLE AS THE CAR WAS COASTING TOWARD THE DOOR. SHE JAMMED ON THE BRAKE BUT COULDN'T GET IT STOPPED FAST ENOUGH TO KEEP FROM HITTING THE DOOR. I'M A LICENSED PROFESSIONAL MECHANICAL ENGINEER AND OWN A DRIVE A FERRARI F355 SPIDER FOR FUN SO I AM VERY FAMILIAR WITH HOW A CAR SUSPENSION AND BODY ANGLE RESPONDS TO ACCELERATION AND BRAKING. IT LOOKED TO ME LIKE THE CAR LAUNCHED BUT WAS IMMEDIATELY FORCED INTO A NOSE DOWN ATTITUDE AS MY WIFE WAS DESPERATELY TRYING TO STOP. UNLIKE LIKE THE AUDI PROBLEM OF A FEW YEARS AGO HAD SHE MISTAKENLY HIT THE THROTTLE SHE WOULD HAVE NEVER BEEN ABLE TO HIT THE DOOR IN A NOSE DOWN ATTITUDE AND THERE WOULDN'T HAVE BEEN TIME TO TAKE HER FOOT OFF THE GAS AND ONTO THE BRAKE - AS A RESULT - IT HAD TO BE AN UNCOMMANDED ACCELERATION. THE CAR LAUNCHED IN A WAY THAT WOULD BE CONSISTENT OF AT LEAST 2500 RPM MINIMUM. I MADE SOME VERY CAREFUL WITNESS MARK MEASUREMENTS ON THE BROKEN GARAGE DOOR AND THE IMPACT POINT FOR THE LICENSE PLATE SCREW IS 3/8 OF AN INCH LOWER THAN ITS NORMAL FREE STANDING HEIGHT ON THE CAR INDICATING SHE MUST HAVE HAD HER FOOT ON THE BRAKE BY THE TIME OF THE IMPACT THUS RULING OUT THE AUDI SCENARIO. MAKE NO MISTAKE THIS IS NOT THE FLOOR MAT PROBLEM AND WE RESTARTED THE CAR TO CONFIRM THE CRUISE CONTROL WAS OFF. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285697  
**Date of Incident:** 20070601  
**Vehicle:** 2002 TOYOTA ECHO  
**Location of Incident:** GLEN ELLYN, IL

**NHTSA Summary:**  
TOYOTA FLOOR MAT OVER ACCELERATOR- THIS HAPPENED TO ME! MORE THAN ONCE! I DISCOVERED WHAT IT WAS THE SECOND TIME IT HAPPENED. I PULLED THE EMERGENCY BRAKE AND PUT THE CAR IN NEUTRAL BOTH TIMES. TOYOTA ECHO, 2002. \*TR  
**Additional Summary:**

C-923

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302225  
**Date of Incident:** 20070601  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** MELROSE PARK, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS 2007 TOYOTA TUNDRA. HE PURCHASED THE VEHICLE BRAND NEW IN MAY OF 2007. IN JUNE OF 2007 WHILE HE WAS DRIVING 55 MPH ON THE HIGHWAY AND ATTEMPTING TO PASS A VEHICLE, THE VEHICLE SUDDENLY ACCELERATED. HE WAS ABLE TO STOP THE VEHICLE BY PUTTING THE GEAR IN NEUTRAL AND DRIVING ON THE SIDE WALK TO AVOID A CRASH IN ORDER TO TURN THE VEHICLE OFF. HE EXPERIENCED THE FAILURE THREE TIMES. HE TOOK THE VEHICLE TO TWO TOYOTA DEALERS WHO STATED THAT NOTHING WAS WRONG WITH THE VEHICLE. YET, THE FLOOR MAT MAY HAVE CAUSED THE VEHICLE TO ACCELERATE. HE ADVISED THE DEALERS THAT HE DID NOT HAVE THE FLOOR MAT IN HIS VEHICLE WHEN THE FAILURE OCCURRED. HE TOOK THE VEHICLE TO A GMC DEALER WHO STATED THAT IT COULD BE A COMPUTER FAILURE. HE ALSO ASKED THE DEALER IF HE COULD TRADE THE VEHICLE WHEN HE EXPERIENCED THE FIRST FAILURE. THE DEALER STATED THAT THEY COULD NOT TAKE THE VEHICLE BACK. THE FAILURE MILEAGE WAS 9,000 AND THE CURRENT MILEAGE WAS 75,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302557  
**Date of Incident:** 20070601  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MIDDLETOWN, CT

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. SHE PURCHASED THE VEHICLE IN JUNE OF 2007 AND WITHIN A FEW MONTHS SHE CONTACTED THE DEALER BECAUSE THE VEHICLE HESITATED WHEN MAKING TURNS AND DECREASING SPEED. WHEN THE DRIVER ENGAGED THE ACCELERATOR PEDAL THE SPEED RAPIDLY INCREASED WITHOUT WARNING. THE DEALER STATED THAT THERE WAS NO FIX FOR THE FAILURE; HOWEVER, THEY REPROGRAMMED THE COMPUTER SYSTEM. THE DEALERS ENGINEER INSPECTED THE VEHICLE AND CONCLUDED THAT IT WAS A NORMAL STANDARD FOR THE VEHICLE TO HESITATE AND THAT SOME MODELS WERE WORSE THAN OTHERS. THE FAILURE MILEAGE WAS 9,084 AND THE CURRENT MILEAGE WAS 26,898.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303100  
**Date of Incident:** 20070601  
**Vehicle:** 2005 TOYOTA SEQUOIA  
**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**  
SEQUOIA 2005 2WD. THE 2005 SHOULD BE RECALLED. (1) WHILE PULLING INTO A PARKING SPOT AT ABOUT 5 MPH, THE CAR SUDDENLY ACCELERATED, DRIVING OVER A PARKING CURB & DOWN A HILL. (2) AFTER COMING TO A COMPLETE STOP AT A STOP SIGN, I TAPPED ON THE GAS TO GO & THE CAR SUDDENLY ACCELERATED, LURCHING FORWARD. AFTER THIS HAPPENED I TOOK THE CAR TO THE DEALER, WHO INSPECTED IT & FAILED TO FIND A PROBLEM. FLOOR MATS WERE NO WHERE NEAR THE BRAKE & IS NOT POSSIBLE THAT THE GAS PEDAL STUCK, BECAUSE IT ACCELERATED SUDDENLY. IF THE GAS PEDAL MERELY GOT STUCK, THEN THE CAR WOULD HAVE CONTINUED

C-924

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FORWARD AT THE SAME RATE OF SPEED, BUT IN MY CASE IT ACCELERATED SUDDENLY BOTH TIMES. TW\* \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303438  
**Date of Incident:** 20070601  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** LAKEWAY, TX

**NHTSA Summary:**  
I HAVE ALWAYS NOTICED THAT MY 2007 TOYOTA RAV4 SEEMED TO HAVE A SUDDEN BURST OF ACCELERATION WHEN I START TO MOVE. I ASKED A MECHANIC ONE TIME IF THIS COULD BE ADJUSTED AND WAS TOLD THERE WAS NOTHING THAT COULD BE DONE. I AM NOW WONDERING IF THE SAME ELECTRONIC THROTTLE CONTROL THAT IS CAUSING PROBLEMS ON THE LATER RAV4S IS ON MY RAV4. I BET IT IS THE SAME PROBLEM. I THOUGHT THERE WAS A MECHANICAL THROTTLE AND NOW I HEAR IT IS AN ELECTRONIC THROTTLE. IF ELECTRONIC, THEN I WOULD THINK A CHANGE IN THE COMPUTER CODE THAT CONTROLS THE THROTTLE WOULD FIX THE A PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317745  
**Date of Incident:** 20070601  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** HORSESHE BEND, ID

**NHTSA Summary:**  
ON MAY 9, 2007 WE PURCHASED A NEW 2007 TOYOTA HIGHLANDER. ABOUT A MONTH LATER IT UNEXPECTEDLY ACCELERATED AND RAN THROUGH THE END OF OUR CARPORT WHILE BEING DRIVEN IN TO PARK. LUCKILY NO ONE WAS IN FRONT OF IT. THE AUTO SUSTAINED ABOUT \$650 IN DAMAGES AND THE CARPORT RECEIVED SIMILAR MONITARY DAMAGES. ABOUT A MONTH LATER WE HAD A SIMILAR INCIDENT WHILE PARKING IN A PARKING LOT. AT FIRST WE ATTRIBUTED THE INCIDENTS TO MY WIFES FOOT SOMEWAY SLIPPING OFF THE BRAKES AND ON TO THE ACCELERATOR. NOW, AFTER THE RECENT NATIONAL PUBLICITY, WE ARE NOT SO SURE. PERHAPS THE ACCELERATOR MECHACHISIM OR SOFTWARE IN THIS VEHICLE IS DEFECTIVE IN THIS MODEL TOYOTA ALSO. IN THE MEAN TIME, I NOW WONDER IF THIS MODEL VEHICLE IS SAFE TO DRIVE. I WILL BRING THIS ISSUE UP TO OUR TOYOTA DEALER IN THE NEAR FUTURE. I HOPE THIS INFORMATION WILL BE USEFUL IN HELPING THE GOVERNMENT AND TOYOTA TO SOLVE THIS IMPORTANT ISSUE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320247  
**Date of Incident:** 20070601  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BEDFORD, TX

**NHTSA Summary:**  
SUMMER 2007, DRIVING FROM BEDFORD, TX TO SOUTHWEST FORT WORTH, 2003 TOYOTA CAMRY SUDDENLY ACCELERATED FROM NEAR STOP CONDITION TO MUCH HIGHER SPEED FOR TWO OR MORE BLOCKS. NOT SURE HOW FAST IT WAS GOING. DON'T RECALL DETAILS. THIS NEVER HAPPENED AGAIN. STILL OWNS CAR.

**Additional Summary:**

C-925

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SPEEDS FROM A COMPLETE STOP AND APPLYING THE GAS PEDAL. THIS OCCURRED SEVERAL TIMES. I TOOK MY CAR TO MY DEALER BILL PAGE. TOYOTA IN FALLS CHURCH, VA. THE FIRST TIME THE ACCELERATION OCCURRED WAS AFTER 2 YEARS AND IN MARCH 2007. I WAS ON CONSTITUTION AVENUE, RIGHT LANE IN DC--WHICH EITHER TURNS RIGHT OR GOES STRAIGHT. CONSTITUTION AVENUE IS 3 OR 4 LANES EACH EAST AND WESTBOUND--I WAS HEADING EASTBOUND. WHEN THE LIGHT TURNED GREEN, THE CAR IN FRONT OF ME TURNED RIGHT, THANK GOODNESS BECAUSE AS I TOOK MY FOOT OFF THE BRAKE AND UNTO THE GAS, MY CAR SHOT FORWARD SO FAST MY BRAKES WOULDN'T STOP MY CAR. UPON SLAMMING ON THE BRAKES WHICH WERE SHUDDERING SO BADLY, I THOUGHT MY CAR WAS NEVER GOING TO STOP AND HIT THE NEXT CAR (RUSH HOUR). I STOPPED SHORT OF HITTING THAT CAR. I WAS SO SCARED. MY SERVICE MANAGER SAID COULDN'T REPRODUCE AND THAT THERE WAS NOTHING WRONG WITH MY BRAKES OR CAR. HE TOLD ME THAT THE SHUTTERING IS NORMAL WHEN I SLAM ON MY BRAKES--A SAFETY FEATURE TO STOP THE CAR. COMPUTER SAID NOTHING WRONG. HAD THE ACCELERATION PROBLEM AT LEAST 3 MORE TIMES. I WAS AT A PARKING METER, 1ST SPACE. GOT INTO MY CAR, TURNED ON THE KEY, RELEASED MY EMERGENCY BRAKE, AND TOOK MY FOOT OFF THE BRAKE AND UNTO THE GAS. I WANTED TO MAKE A RIGHT TURN. THERE WERE 2 PEOPLE ON THE SIDEWALK, AND THANKFULLY THEY DID NOT WALK IN FRONT OF MY CAR--I WOULD HAVE RUN OVER THEM. MY CAR TOOK OFF SO FAST FROM A STOPPED POSITION THAT I HAD A HARD TIME STOPPING MY CAR. IMMEDIATELY TOOK MY 2005 CAMRY TO THE DEALER. AGAIN SERVICE MANAGER TOLD ME COMPUTER SAYS THERE IS NOTHING WRONG WITH MY CAR--THINK COMPUTER/SOFTWARE GLITCH. LAST WEEK TOYOTA CORP SAID WON'T FIX B/C NOT ON RECALL AND ONLY INTERMITTENT, WHICH IS THE PROBLEM. TOLD ME I OWN THE CAR, IT'S OUT OF WARRANTY WON'T PAY TO FIX. HELP! WHEN DRIVING IT'S LIKE RUSSIAN ROULETTE! \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10201655  
**Date of Incident:** 20070608  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** DOVER, TN

**NHTSA Summary:**  
OVER A PERIOD OF SEVERAL MONTHS AFTER PURCHASING A NEW 2007 TOYOTA TACOMA, I EXPERIENCED FIVE INCIDENTS OF BRAKE/ACCELERATION PROBLEMS FINALLY RESULTING IN A CRASH. FIRST INCIDENT: STOPPED AT A TRAFFIC LIGHT WITH MY FOOT ON THE BRAKE, THE TRUCK LUNGED FORWARD A FEW FEET. THE DEALERSHIP TOLD ME THEY COULD NOT FIND ANY PROBLEM. A MONTH LATER, STOPPED IN A GAS STATION DRIVE WITH MY FOOT ON THE BRAKE WAITING TO EXIT, THE REAR WHEELS BEGAN SPINNING OUT OF CONTROL. I PRESSED ON THE BRAKE AS HARD AS I POSSIBLY COULD TO KEEP FROM ENTERING TRAFFIC. THREE WEEKS LATER, APPROACHING THE BOTTOM OF A HILLY SHARP TURN, I TAPPED THE BRAKES TO SLOW DOWN. AGAIN THE REAR WHEELS ACCELERATED TO A HIGH RATE OF SPEED. I COULD NOT STOP THE TRUCK TO KEEP FROM STRIKING A VAN IN FRONT OF ME SO I CROSSED OVER A DOUBLE YELLOW LINE TO AVOID A COLLISION. IT TOOK ABOUT A THOUSAND YARDS TO GAIN CONTROL. THE DEALERSHIP SAID, "WE CAN'T FIX THE PROBLEM" UNTIL WE CAN DUPLICATE IT". I CALLED TOYOTA OF AMERICA, AGAIN ONLY TO BE TOLD THAT TOYOTA COULD DO NOTHING. THE FOURTH INCIDENT OCCURRED ON AN ENTRANCE RAMP TO A HIGHWAY. I TAPPED THE BRAKES TO SLOW DOWN. THE VEHICLE ACCELERATED TO A HIGH RATE OF SPEED. I GOT IT UNDER CONTROL QUICKLY. FINALLY THE FIFTH AND FINAL INCIDENT. COMING OUT OF NASHVILLE WHERE IT WAS RAINING HARD, I GOT FURTHER NORTHBOUND ON THE I-24 WHERE IT WAS RAINING LESS AND THE PAVEMENT WAS WET. WHILE IN THE SHOULDER LANE, A VEHICLE IN THE LEFT LANE STARTED MOVING OVER

C-927

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321914  
**Date of Incident:** 20070601  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** MOUNTAIN VIEW, HI

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2007 TOYOTA TUNDRA. WHILE TRYING TO PASS ANOTHER VEHICLE THE ACCELERATOR PEDAL STUCK AND THERE WERE NO FLOOR MATS IN THE VEHICLE. THE DRIVER KEPT POUNDING ON THE ACCELERATOR PEDAL TO GET IT UNSTUCK. THE FAILURE SPEED WAS APPROXIMATELY 45 MPH. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER, NO REPAIRS HAVE BEEN MADE. THE FAILURE MILEAGE WAS 100. THE CURRENT MILEAGE WAS 32000.-TS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307863  
**Date of Incident:** 20070606  
**Vehicle:** 2006 SCION XA  
**Location of Incident:** SOUTH SAN FRANCISCO, CA

**NHTSA Summary:**

TL--THE CONTACT OWNS A 2006 SCION XA6. THE CONTACT STATED AS HE WAS DRIVING AT 10MPH THE THRODDLE STUCK THE SPEED INCREASE CONTACT HIT THE CURVE AND BLEW THE TIRE THEREFORE TEARING THE FENDER DAMAGING THE VEHICLE. NO ONE WAS HURT NO REPORT WAS FILE. THE VEHICLE WAS TOWED TO HER HOME. THE MANUFACTURE WAS CALL AND A REPORT WAS FILE. THE FAILURE MILEAGE WAS 12,689

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10335064  
**Date of Incident:** 20070606  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** GEORGETOWN, TX

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA TUNDRA. WHILE IDLING, THE VEHICLE SUDDENLY BEGAN TO ACCELERATE. THE CONTACT STATED THAT WHILE THE AIR CONDITIONER WAS ON, THE RPM'S WOULD SUDDENLY INCREASE. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALERSHIP BUT THE DEALER COULD FIND NOTHING WRONG WITH THE VEHICLE. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS APPROXIMATELY 64,000. THE FAILURE MILEAGE WAS APPROXIMATELY 500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310886  
**Date of Incident:** 20070607  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** ARLINGTON, VA

**NHTSA Summary:**

2005 TOYOTA CAMRY XLE--BEGINNING IN MARCH 2007 MY CAMRY BEGAN TO ACCELERATE FROM A STOPPED POSITION. MY CAMRY WOULD TAKE OFF AT HIGH

C-926

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TO THE RIGHT CAUSING ME TO TAP MY BRAKES. THE REAR WHEELS ACCELERATED TO A VERY HIGH RATE OF SPEED CAUSING THE TRUCK TO HYDROPLANE. THE REAR END OF THE TRUCK SPUN AROUND TO THE LEFT AND, STILL ACCELERATING ON ITS OWN, DROVE INTO THE EMBANKMENT, FIRST SKIDDING SIDEWAYS THEN THE TRUCK BEGAN TO ROLL SEVERAL TIMES. IT STRUCK A RUT CAUSING IT TO GO AIRBORNE FINALLY LANDING ON ITS ROOF. IT ROLLED SEVERAL MORE TIMES COMING TO A STOP IN A DITCH ON THE DRIVERS DOOR. I WAS TRANSPORTED TO THE HOSPITAL. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311725  
**Date of Incident:** 20070609  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** NEW HAVEN, MO

**NHTSA Summary:**

TL--\*THE CONTACT OWNS A 2004 TOYOTA SIENNA. THE CONTACT WAS DRIVING APPROXIMATELY 35 MPH ON NORMAL ROAD CONDITIONS. THERE WAS PRESSURE APPLIED TO THE ACCELERATOR PEDAL, FOLLOWED BY AN UNEXPECTED ACCELERATION AND SURGE. THE DRIVER APPLIED EXCESSIVE FORCE TO THE BRAKE PEDAL AND THE VEHICLE SLOWED DOWN. THE VEHICLE WAS ABLE TO CONTINUE OPERATION WITH CAUTION. THE FAILURES OCCURRED INTERMITTENTLY. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALFUNCTIONS. THE FAILURE MILEAGE WAS 47,000. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303866  
**Date of Incident:** 20070610  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** LOVELAND, CO

**NHTSA Summary:**

THIS IS IN REGARD TO THE TOYOTA GAS PEDAL. RECALL. I HAVE A 2006 RAV4 AND DID IN FACT EXPERIENCE AN ACCELERATION PROBLEM ONCE BACK IN 2007 OR 2008. IT WAS VERY BRIEF AND THE CAR RECOVERED QUICKLY. I WAS ONLY GOING 35 OR 40. I PLAYED WITH THE GAS PEDAL AND IT STOPPED. IT DID NOT HAPPEN AGAIN, BUT NOW AM CONCERNED BECAUSE ACCORDING TO THE VIN NUMBER AND YEAR OF MY CAR, IT ACTUALLY ISN'T INCLUDED IN THE RECALL AND MAYBE THE RECALL NEEDS TO BE EXPANDED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315044  
**Date of Incident:** 20070611  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HERMON, ME

**NHTSA Summary:**

PURCHASED A 07 CAMRY FROM DOWN EAST TOYOTA IN MAINE. 6-2-07 NOTICED NEXT DAY A DANGEROUS HESITATION PROBLEM WITH CAR. CALLED DET SERVICE DEPT 2-4-07 WITH COMPLAINT I WAS TOLD TO DRIVE FOR A WEEK SO CAR COULD LEARN DRIVING HABITS, SO I DID. PULLED INTO TRAFFIC SEVERAL TIMES THAT WEEK AND FEW TIMES THE CAR WOULD HESITATE AND JUMP FORWARD, ON 6-11-07 CALLED DET SERVICE DEPT AGAIN BECAUSE THAT MORNING TRYING TO PULL OUT OF DRIVEWAY CAR HESITATED

C-928

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

JUMPED FORWARD ALMOST HITTING A UPS TRUCK, VERRY DANGEROUS!! WHILE TALKING TO SERVICE DEPT THIS TIME I WAS TOLD THAT DRIVING THE CAMRY FOR A WEEK WOULD NOT HELP THE HESITATION PROBLEM BUT NOT TO WORRY BECAUSE LIKE THE 07 V6 CAMRY THEY HAD TO PULL ALL OFF THE LOT FOR TRANSMISSION PROBLEMS WHEN AND IF TOYOTA COMES UP WITH A FIX THEY WOULD LET ME KNOW. I TRADED THE CAMRY BACK IN BECAUSE OF THE DANGEROUS HESITATION PROBLEM AND LOST 7000.00 IN TEN DAYS?? WHEN I QUESTIONED KEVIN KELLY THE GENERAL MGR I WAS TOLD BY HIM THAT HE DID HOLD A GUN TO MY HEAD TO BUY THE CAMRY OR TO TRADE IT BACK IN, AND NOTHING I COULD DO ABOUT LOSING 7000.00 BECAUSE HE CAN DO AS HE WANTS. THE SALESMAN DON SCOTT TOLD US THAT THE SATURDAY HE SOLD US OUR CAMRY HE SOLD THREE AND TWO HAVE COME BACK BECAUSE OF THIS PROBLEM. TRACY SIMPSON AT PAPER SIGNING TOLD US THAT SHE ALSO HEARD OF THIS PROBLEM. WITH BEING TOLD NO FIX FOR A DANGEROUS PROBLEM LIKE THIS, TRADING A CAR BACK IN IN 10 DAYS LOSING 7000.00 IS JUST WRONG!!! NOW TO THIS DATE THREE TSB'S OUT FOR THIS DANGEROUS PROBLEM THAT BECOMES NORMAL WHEN TSB FAIL TO FIX PROBLEM. IS THIS DANGEROUS HESITATION PROBLEM RELATED TO THE SO CALLED FLOOR MAT TURNED TO GAS PEDAL PROBLEM?? JUST NOT RIGHT FOR DET OR TOYOTA TO KEEP GETTING AWAY WITH THIS???

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10193381  
**Date of Incident:** 20070613  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BIRMINGHAM, AL

**NHTSA Summary:**

I SLOWED DOWN THE CAR AT THE END OF AN INTERSTATE EXIT RAMP TO CHECK FOR TRAFFIC AND THINKING I HAD ENOUGH TIME TO CROSS THE INTERSECTION I GAVE IT GAS AND GOT VERY LITTLE ACCELERATION. WHEN I PUSHED THE GAS TO THE FLOOR I STILL GOT NO MORE ACCELERATION. I WROTE THE TOYOTA SERVICE DEPARTMENT TO MAKE AN APPOINTMENT TO BRING IT IN AND RECEIVED THE RESPONSE THAT THEY WERE AWARE OF THE PROBLEM, BUT AT THIS TIME THERE WAS NO SOLUTION SO DO NOT BRING THE CAR IN. IF THERE HAD BEEN MORE TRAFFIC IN THAT SITUATION IT WOULD HAVE CAUSED A WRECK. ACCELERATION IS ALSO VERY ERRATIC WHEN USING CRUISE CONTROL. GOING UP A SLIGHT HILL WILL CAUSE THE MOTOR TO RACE. ALSO, IT REQUIRES QUITE A LOT OF FORCE TO STOP THE CAR. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303787  
**Date of Incident:** 20070614  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** PORT RICHIEY, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA SIENNA. WHILE DRIVING 65 MPH THE VEHICLE ACCELERATED AND MOVED TO ONE SIDE OF THE ROAD; HOWEVER, AFTER THE ENGINE SHUT OFF IT RESET AND BEGAN DRIVING NORMALLY. THE CONTACT STATED THAT THE DUPLICATE FAILURE OCCURRED IN 2009 AND THE ACCELERATOR PEDAL WAS STUCK. THE CONTACT HAD TO REACH DOWN AND PULL THE PEDAL FROM THE STUCK POSITION. THE VEHICLE WAS TAKEN TO THE DEALER WHO STATED THAT THERE WAS NOTHING WRONG WITH IT. THE CONTACT STATED THAT THE FAILURE OCCURRED AT LEAST THREE TO FOUR TIMES. THE TOYOTA MANUFACTURER HAS NOT BEEN NOTIFIED. THE FAILURE MILEAGE WAS 42,000.

C-929

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** WHITING, NJ

**NHTSA Summary:**

I OWN A 2006 TOYOTA PRIUS. I EXPERIENCED TWO DIFFERENT TIMES UNINTENDED ACCELERATION. I CANT TELL EXACTLY WHAT WAS GOING ON AT THE TIME. I HIT THE BRAKE & SHUT OFF THE CRUISE CONTROL. ENGINE RETURNED BACK TO NORMAL. I WOULD GUESS IT WOULD PERTAIN TO SOME MALFUNCTION IN THE CRUISE. ANY OTHER SAME COMPLAINTS? \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310975  
**Date of Incident:** 20070615  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** FRIDLEY, MN

**NHTSA Summary:**

MALFUNCTION WITH THE ACCELERATOR PEDAL. IT WAS STICKING AS I WAS ON A HIGHWAY DOING 50 MILES AN HOUR. IT INCREASED TO 70 MILES AN HOUR, AT WHICH TIME I APPLIED BRAKES AND THEY DID NOT WORK I HAD TO PULL OVER TO SHOULDER AND WAS DRIVING DOWN SHOULDER WHERE I PUT CAR INTO NEUTRAL AND APPLIED THE BRAKES PUT CAR INTO PARK THEN CAR FINALLY STOPPED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316832  
**Date of Incident:** 20070615  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** JOHNS CREEK, GA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA PRIUS. IMMEDIATELY AFTER THE VEHICLE WAS TURNED ON IT LUNGED FORWARD WHILE HIS FOOT WAS ON THE BRAKE PEDAL. WHEN HE APPLIED PRESSURE TO THE BRAKES AGAIN IT STOPPED ACCELERATING AND BEGAN TO PERFORM NORMALLY. THE FAILURE HAS OCCURRED FOUR ADDITIONAL TIMES. THE DEALER WAS CONTACTED AND THEY STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE VEHICLE WAS NOT DIAGNOSED AND NO REPAIRS WERE MADE TO THE VEHICLE. THE FAILURE MILEAGE WAS 28000 AND THE CURRENT MILEAGE WAS 34000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322441  
**Date of Incident:** 20070615  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** REVERE, MA

**NHTSA Summary:**

NEW CAR LESS THEN 1 MO. OLD WIFE AND I NOTICED ACCELERATION SURGES. REPORTED TO DEALER. DEALER STATED TRANSMISSION IS ADJUSTING TO DRIVERS. DEALER ADJUSTS, NO NEW PARTS. SURGE STILL HAPPENS, ONCE IN A WHILE, NOT ALOT. AT LOW SPEEDS 20 TO 30 MPH

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10193671

C-931

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10194702  
**Date of Incident:** 20070615  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** SOPHIA, WV

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 1999 TOYOTA CAMRY. THE CONTACT EXPERIENCED A HESITATION IN THE ACCELERATOR PEDAL THAT CAUSED IT TO STICK WHILE DRIVING. WHEN SHE DEACTIVATES THE CRUISE CONTROL, THE FAILURE WORSENS. RECALL # 01V012000 (VEHICLE SPEED CONTROL) APPLIES TO THIS DEFECT, HOWEVER, SHE HAS NOT RECEIVED A NOTICE. THE MANUFACTURER STATED THAT THEY DO NOT HAVE ANY RECALL INFORMATION AND ARE UNABLE TO BE OF ASSISTANCE. THE CURRENT AND FAILURE MILEAGES WERE 116,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10196533  
**Date of Incident:** 20070615  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** THE VILLAGES, FL

**NHTSA Summary:**

AT LOW SPEEDS, WHEN NORMALLY PRESSING THE GAS PEDAL, THE AUTOMOBILE HESITATES FOR AN EXTENDED PERIOD AND THEN "JERKS" FORWARD AFTER THIS DELAY. THERE APPEARS TO BE A "DEAD SPOT" IN THE ACCELERATION PEDAL POSITION WHERE THE CAR ACCELERATION HESITATES. WHEN PULLING INTO A TRAFFIC LANE, THIS UNEXPECTED HESITATION LEAVES THE CAR OCCUPANTS IN A DANGEROUS SITUATION OF BEING HIT BY OTHER AUTOMOBILES. THE CONDITION IS AT ITS WORST WHEN THE AUTOMOBILE ENGINE HAS NOT FULLY WARMED. I FEEL THE UNEXPECTED HESITATION AT LOW SPEEDS OF MY AUTOMOBILE IS A SIGNIFICANT SAFETY CONCERN AND MAY RESULT IN SERIOUS INJURY OR DEATH OF AUTOMOBILE OCCUPANTS IF NOT CORRECTED. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10197801  
**Date of Incident:** 20070615  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** CAMARILLO, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA AVALON. WHILE DRIVING 5 MPH, THE VEHICLE ACCELERATED WITHOUT WARNING AND CRASHED INTO A BRICK COLUMN. THE DEALER STATED THAT THE FLOOR MAT COULD HAVE CAUSED THE VEHICLE TO ACCELERATE. THE CURRENT AND FAILURE MILEAGES WERE 8,373.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10268360  
**Date of Incident:** 20070615  
**Vehicle:** 2006 TOYOTA PRIUS

C-930

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20070616  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** ROSEMEAD, CA

**NHTSA Summary:**

2007 TOYOTA TUNDRA DC 5.7L LIMITED. I WAS DRIVING ON THE FREEWAY AND I WENT TO PASS ANOTHER VEHICLE WHEN I GOT INTO THE NEXT LANE AND ANOTHER CAR CHANGED LANES IN FRONT OF ME AND I WAS FORCED TO SLAM THE BRAKES. THE ABS SYSTEM ENGAGED AND SLOWED VEHICLE DOWN, BUT THE TRUCK FELT LIKE IT WAS BEING PUSHED FORWARD... BY THIS TIME I HAD ENOUGH ROOM IN FRONT OF ME, SO I LET OFF THE BRAKES AND THE TRUCK JUMPED LIKE I WAS HOLDING MY FOOT ON THE GAS. I ALMOST HIT THE CAR IN FRONT OF ME AGAIN. I SLAMMED ON THE Y BRAKES AGAIN AND THE ABS SYSTEM KICKED IN, AND THE TRUCK WAS STILL TRYING TO ACCELERATE, BUT I HELD THE BRAKE HARD ENOUGH THAT I DIDN'T HIT THE CAR IN FRONT OF ME. AT THIS POINT I HAD TO DO SOMETHING. I STUCK THE TRUCK IN NEUTRAL AND TRIED TO GET TO THE SIDE OF THE FREEWAY. WHEN I GOT STOPPED I HAD 3 LIGHTS ON - BRAKE, VSC, AND A PICTURE OF A CAR WITH 2 CROOKED LINES ON IT. I BELIEVED IT WAS TRACTION CONTROL. BY NOW THE TRUCK WAS NORMAL AGAIN BUT THE LIGHTS WERE ON SO I TOOK THE TRUCK STRAIGHT TO THE DEALER. \*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304426  
**Date of Incident:** 20070616  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** NEW YORK, NY

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2006 TOYOTA SIENNA. WHENEVER THE CONTACT DRIVES THE VEHICLE AT ANY SPEED SHE NOTICED THAT THE ACCELERATOR PEDAL IS DEPRESSING ON ITS OWN CAUSING THE VEHICLE TO SLIGHTLY JERK FORWARD. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THERE WAS A CALIBRATION ISSUE. THERE WERE NO PRIOR WARNINGS AND THE CURRENT AND FAILURE MILEAGES WERE 30000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10193615  
**Date of Incident:** 20070617  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** DELANCO, NJ

**NHTSA Summary:**

THE ENGINE ON TOYOTA RAV 4 STARTED TO RACE AT MAXIMUM RPM'S WHILE I WAS PARKING THE CAR. FORTUNATELY IT WAS IN NEUTRAL. I PUMPED THE ACCELERATOR BUT THAT DID NO GOOD. I TURNED THE KEY OFF AND THEN RESTARTED THE CAR. THE PROBLEM REPEATED. I DID THIS SEVERAL TIMES BEFORE ENGINE STARTED TO IDLE NORMALLY. I TOOK THE CAR TO THE DEALER, BUT THEY COULD NOT FIND ANYTHING WRONG WITH IT. I WAS CONCERNE DTHE PROBLEM WOULD HAPPEN AGAIN WHILE DRIVING.\*AK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306522  
**Date of Incident:** 20070617

C-932

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2004 TOYOTA SEQUOIA  
**Location of Incident:** VALENCIA, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA SEQUOIA. THE CONTACT WAS DRIVING APPROXIMATELY BETWEEN 10-15 MPH ON A SLIGHTLY BUMPY ROAD SURFACE. THERE WAS PRESSURE APPLIED TO THE BRAKE PEDAL, FOLLOWED BY NO POWER RESPONSE. THE VEHICLE FAILED TO SLOW DOWN. THE DRIVER SWERVED TO THE SHOULDER OF THE ROAD TO AVOID OTHER VEHICLES. THE VEHICLE CAME TO A ROLLING COMPLETE STOP. THE ENGINE WAS TURNED OFF. THE VEHICLE RESTARTED AND RESUMED TO NORMAL OPERATION. THE FAILURE OCCURRED ON ONE OCCASION. IN ADDITION, THE "BRAKE" WARNING LIGHT INDICATOR ILLUMINATED ON THE INSTRUMENT PANEL INTERMITTENTLY. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER ON THREE SEPARATE OCCASIONS. THE BRAKE PADS AND ANTI-BRAKE COMPUTER SYSTEM WERE REPLACED. THE FAILURE MILEAGE WAS UNAVAILABLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305760  
**Date of Incident:** 20070618  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** COSTA MESA, CA

**NHTSA Summary:**  
MY 2002 TOYOTA AVALON GAS PEDAL ACCELERATED A FAST SPEED BY ITS OWN MOTION WHILE I WAS EXITING FROM THE 405 FREEWAY ON TO HARBOR BOULAVARD LOCATED IN COSTA MESA, CA. IN 2007 ON MY WAY TO MY HOME AT 3015 COUNTRY CLUB DRIVE, COSTA MESA, CA 92626. THERE WAS NO WAY THAT I COULD STOP THE CAR WITH THE BRAKES OR THE GAS PEDDLE. ONLY BY THE GRACE OF GOD WAS I ABLE TO SOMEHOW SWERVE OFF THE EXIT AND INTO AN ICEPLANT FIELD THAT SLOWED THE VEHICLE DOWN WHEN I PUT THE IGNITION IN NEUTRAL. THE CAR STOPPED WHEN IT PLOWED IN TO A MOUND OF PLANTING SOIL AND THE ENGINE DIED. I TOOK THE CAR TO ORANGE COAST AUTO REPAIR WHO WERE UNABLE TO DETERMINE WHAT CAUSED THIS DEFECT AFTER EXTENSIVE TESTS. TOYOTA HAS ACKNOWLEDGED THAT THE 2002 HAD THE SAME GAS PEDAL AND OTHER EQUIPMENT AS THE 2005-2010 AVALONS BUT HAS NOT TOTATE RECALLED ANY EARLIER AVALONS THAN THE 2005S. IF NOT FOR THE ICEPLANT FIELD, BOTH ME AND THE OCCUPANTS OF ONE OF THE OTHER CARS STOPPED AT THE STOP SIGN IN FRONT OF ME WOULD HAVE BEEN SERIOUSLY INJURED OR DIED. I WANT TOYOTA TO RECALL MY 2002 AVALON AND MAKE RECTIFYING EQUIPMENT CHANGES SO I CAN DRIVE THE CAR WITHOUT FEAR OF INJURING OR KILLING MYSELF AND OTHERS. IN FACT, TOYOTA FOR SOME UNKNOWN REASON (PROBABLY ECONOMICAL ) IS NOT RECALLING ALL AVALONS WITH THE SAME DEFECTIVE EQUIPMENT. I CAN BE REACHED AT 714-751-3921 OR &14- 234-6674.(CELL) MY EMAIL IS ERWINJKEUP@AOL.COM THANK YOU.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310348  
**Date of Incident:** 20070618  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SAN MATEO, CA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY BETWEEN 40-55 MPH ON NORMAL ROAD CONDITIONS. THE ACCELERATOR PEDAL BEGAN TO STICK. THERE WAS AN APPLICATION OF EXCESSIVE

C-933

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FORCE TO THE BRAKE PEDAL WITH BOOTH FEET. THE VEHICLE SKIDDED AND LOSS CONTROL. SUDDENLY, THE ACCELERATOR PEDAL RELEASED. THE DRIVER WAS ABLE TO GAIN CONTROL AND RESUME TO NORMAL OPERATION. THE FAILURE OCCURRENCE WAS ON CONSTANT BASIS OF THREE TIMES A WEEK. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER ON NINE SEPARATE OCCASIONS FOR THE IDENTICAL FAILURES. THERE WERE REPLACEMENTS OF THE TRANSMISSION CONTROL MODULE (TCM) AND TRANSMISSION. THE FAILURES CONTINUED WHICH THERE WERE NO RESOLUTIONS. THE FAILURE MILEAGE WAS UNAVAILABLE. JS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315104  
**Date of Incident:** 20070618  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** CHARLESTON, WV

**NHTSA Summary:**  
SUDDEN ACCELERATION WHEN RESUME DEPRESSED FROM CRUISE AND WHEN LASR BEAM RETURNS FROM BEING ENACTED. THE ACCELERATION IS SUDDEN AND NECK-SNAPPING. I NO LONGER USE LASER BUT ALWAYS USE 'NORMAL ' CRUISE SINCE I HAD VEHICLE TESTED AT BERT WOLFE TOYOTA, CHARLESTON WV AND THEY ADVISED THAT VEHICLE WAS PERFORMING NORMAL. I RETURN TO 'SET SPEED' MANUALLY SINCE THAT TIME. I HAVE NOTIFIED TOYOTA HEADQUARTERS IN CALIFORNIA EARLY IN FEB.2010 AND HAVE NO REPLY.THERE IS DEFINITELY AN ELECTRONIC PROBLEM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317084  
**Date of Incident:** 20070618  
**Vehicle:** 1999 LEXUS GS300  
**Location of Incident:** MILTON, MA

**NHTSA Summary:**  
SUDDEN UNEXPECTED ACCELERATION RESULTED IN ALCOLLISION. DRIVER APPLIED BRAKES WITH MAXIMUM FORCE BUT WAS UNABLE TO STOP VEHICLE. DRIVER DID NOT HAVE FOOT ON GAS PEDAL. FLOOR MAT WAS NOT INTERFERING WITH GAS PEDAL.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10195610  
**Date of Incident:** 20070619  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE ACCELERATED AUTOMATICALLY TO 45 MPH AS SHE WAS PULLING INTO A PARKING SPACE. THERE WERE NO WARNING INDICATORS. THE VEHICLE STRUCK A CEMENT BLOCK. THE AIR BAGS FAILED TO DEPLOY. THE VEHICLE SUSTAINED FRONT END DAMAGE AND WAS TOWED AWAY. THE BODY DAMAGE MUST BE REPAIRED BEFORE THE DEALER CAN ATTEMPT TO DIAGNOSE THE CAUSE OF FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 24,000.  
**Additional Summary:**

C-934

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10193905  
**Date of Incident:** 20070621  
**Vehicle:** 2003 TOYOTA CAMRY SOLARA  
**Location of Incident:** LOCKWOOD, NJ

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY SOLARA. ON JUNE 21, 2007, THE VEHICLE SURGED WHILE PULLING INTO A PARKING SPACE AT 5 MPH. THE VEHICLE ACCELERATED SO QUICKLY THAT IT WHIPPED THE CONTACT'S HEAD BACK AND LEFT SKID MARKS ON THE GROUND. SHE HAD TO REMOVE HER FOOT FROM THE BRAKE AND DEPRESS THE BRAKE PEDAL AGAIN BEFORE THE VEHICLE FINALLY STOPPED. THE CONTACT STATED THAT THERE WAS AN INVESTIGATION (# DTO6003 - VEHICLE SPEED CONTROL/ACCELERATOR PEDAL) THAT WAS CLOSED IN APRIL. THE CONTACT STATED THAT SHE WOULD TAKE HER VEHICLE TO THE DEALER THE FOLLOWING MORNING. THE CURRENT AND FAILURE MILEAGES WERE 67,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10196537  
**Date of Incident:** 20070623  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MALVERN, PA

**NHTSA Summary:**  
TOYOTA CAMRY, 2007, HESITATES BEFORE REACTING TO DEPRESSING THE ACCELERATOR. THIS HAPPENS AT VARIOUS SPEEDS AND VARIOUS DRIVING MANUEVERS. THIS MODEL CAMRY IS UNSAFE. \*AK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10202421  
**Date of Incident:** 20070625  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** GREENWICH, CT

**NHTSA Summary:**  
CAR HESITATES WHEN TRYING TO ACCELERATE, THIS HAPPENS CONSTANTLY, SCARY WHEN TRYING TO PASS OR GET ON THRUWAY. MANY NEAR MISS REAR END COLLISIONS. MAKING A TURN AND ACCELERATING YOU THINK CAR IS GOING TO DIE, THEN SUDDENLY PICKS UP AND SPEEDS OFF. \*TR  
**Additional Summary:**

**Toyota ID Number:** 200706271300  
**NHTSA ODI Number:**  
**Date of Incident:** 20070627  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 06/27/2007 03:10:36 PM MBates  
Caller states: had a accident on 06/27/07. Sts was driving & hit brakes & came to a complete stop. Sts after about 30 sec the veh lunged forward. Sts hit the brakes to stop veh & tires squealed & hit another veh.Sts doesn't know the speed before impact. Sts veh has done this 2x's prior. Sts damage to lower bottom bumper. Sts no injuries. Sts the veh will be taken to the dlr for diag. NCR adv no SSC or TSB. NCR apol & adv case#, adv CM to fu w/in 1 b/d

C-935

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 06/27/2007 03:10:52 PM MBates  
Sts no airbag deployment & warning lights not on. Sts no prior accidents.  
\*\*\* NOTES 06/27/2007 03:19:13 PM Czacharie  
Clr cb for previous ncr. NCR apol & warn trf to previous rep (see notes above)  
\*\*\* NOTES 06/28/2007 08:20:35 AM PTimberlake  
++OUTGOING DLR CALL++ spoke to Kevin (serv writer), dlr sts veh is at dlr. ncr adv dlr only to inspect veh and not to touch anything as cust is claiming veh caused the accident. adv dlr NOT to give cust a rental veh.

\*\*\* PHONE LOG 06/28/2007 08:39:57 AM PTimberlake Action Type: Incoming call  
++OUTGOING CUST CALL++ cust sts he was driving and veh came to a stop and foot on the brake. sts veh lunged forward and cust applied the brakes but the veh lunged forward again impacting the rear of Ford F150, sts veh surged a 3rd time and impacted the rear of the F150 a second time. cust sts there is minor damage to lower bumper. cust sts dlr is inspecting veh now. sts this has happened two other times but no previous accidents. cust wants to know if something is wrong with veh. ncr offered FCRP but cust won't authorize it at this time. sts he wants a rental veh. ncr adv TMS will not be providing a rental. adv cust to call me back and let me know how he wants to proceed.  
\*\*\* NOTES 06/28/2007 08:48:42 AM PTimberlake  
++OUTGOING DLR CALL++ spoke to Rob Holloway (serv writer), sts dlr used scan tool and found NO DTC's. ncr adv dlr not to provide rental and not to do anything except inspect veh. ncr adv i will call region and call him back.

\*\*\* NOTES 06/28/2007 09:21:40 AM PTimberlake  
++OUTGOING REGION CALL++ spoke to Roger Lepin (FTS), ncr adv cust claiming veh surged and caused accident. ncr adv dlr found NO DTC's. region feels dlr shouldn't do anything further than check DTC's and to offer cust FCRP if cust isn't satisfied with dlr inspection. region feels rental should not be given to cust as this is prod liab issue  
\*\*\* NOTES 06/28/2007 09:27:33 AM PTimberlake  
++OUTGOING DLR CALL++ spoke to Rob, ncr adv dlr no further diagnosis is required as region needs to inspect veh. ncr adv dlr NOT to give cust a rental veh as this is a prod liab issue.

\*\*\* SUBCASE 200706271300-1 CREATED 06/28/2007 09:29:00 AM PTimberlake  
\*\*\* NOTES 06/28/2007 09:44:45 AM PTimberlake  
++INCOMING DLR CALL++ call from CRM (Gale), sts she will call cust and tell him no DTC's found and tell him to call me if he wants region to inspect veh. dlr sts she will not provide cust with rental veh.  
\*\*\* NOTES 06/28/2007 10:15:39 AM MJones  
Caller c/b to speak w/ CM regarding case. NCR not avail at time of call. NCR apol & adv clr that CM will return call w/in 1 bus day. Clr thanked ncr.  
\*\*\* NOTES 06/28/2007 11:20:24 AM PTimberlake  
++INCOMING CUST CALL++ cust sts he does NOT want region to inspect his veh. sts he is NOT looking for Toyota to pay for the damage to his veh. sts he isn't 100% sure the vehicle caused the accident and it could have been driver error. sts his wife and father have driven the veh and veh has NEVER surged on them. sts the veh surging 3 different times has ONLY happened to him and feels he might be causing the veh to surge.

\*\*\* CASE CLOSE 06/28/2007 11:21:07 AM PTimberlake  
ncr offered FCRP inspection but cust refused. ncr closing case

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10195084

C-936

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20070627  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** GREEN BAY, WI

**NHTSA Summary:**  
DELAYED RESPONSE OF ENGINE AND FORWARD MOTION OF THE CAR WHEN APPLYING ACCELERATION. FOR LACK OF BETTER WORDS, IT SEEMS TO CREATE A REVVING OR SURGE IN THE ENGINE. LIKE SOMETHING IS OUT OF SYNC. OTHER ISSUES RELATE TO PERSISTENT PROBLEMS WITH THE HYDRAULIC BRAKE AND GRINDING IN THE STEERING COLUMN THAT HAVE BEEN DISMISSED BY THE DEALERSHIP THAT WORKS ON MY CAR. AS OF TODAY, I CANNOT SAFELY DRIVE MY CAR BECAUSE I AM NOT CONFIDENT I WILL BE ABLE TO STOP THE CAR. I AM SCHEDULED TO BRING THE CAR IN THIS WEEK, BUT WILL NEED TO EXPEDITE IT GIVEN THE RAPID CHANGE IN BRAKE RESPONSE IN THE LAST FEW DAYS. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306839  
**Date of Incident:** 20070627  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** LONG BEACH, CA

**NHTSA Summary:**  
DRIVING 2006 PRIUS 6/27/07 ON RURAL 2 LANE HIGHWAY, CROSSED ROUGH RAIL ROAD CROSSING. WITHIN 1/4 MILE MOVED OUT TO PASS CYCLISTS AND AS I CUT BACK INTO MY LANE THE CAR SUDDENLY ACCELERATED FROM 40 TO 60 MPH IN 3 SECONDS. BURNED UP BRAKES AND STARTED CAR FIRE GETTING CAR STOPPED. TOWED TO TOYOTA IN WASAU WISC. BRAKES REPLACED BUT TOYOTA SAID IT(SUDDEN UNCONTROLLABLE ACCELERATION) HAD NEVER HAPPENED BEFORE. TOYOTA WOULDNT PAY EVEN THOUGH CAR WAS UNDER WARRANTY. INSURANCE PAID. IT HAS NOT HAPPENED AGAIN BUT WE FOUND NUMEROUS INCIDENTS HAD OCCURRED BACK TO 05. WE STILL HAVE OLD BRAKE PARTS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303993  
**Date of Incident:** 20070630  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** NORTH RIDGE, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNED A 2007 TOYOTA CAMRY. WHILE DRIVING AT SPEEDS OF 55 MPH, THE VEHICLE BEGAN TO ACCELERATE WITHOUT WARNING. SHE COULD ALSO FEEL THE POWER OF THE VEHICLE PULLING AT SPEEDS OF 80 MPH. SHE SEARCHED THE FLOORBOARD OF THE VEHICLE AND CONFIRMED THAT THERE WAS NOTHING OBSTRUCTING THE ACCELERATOR PEDAL. SHE CONTINUED TO DEPRESS THE BRAKE PEDAL TO THE FLOOR BOARD, TO NO AVAIL. SHE WAS FORCED TO TAKE AN OFF RAMP AND CRASHED INTO THE SIDE OF A PASSING SEMI-TRUCK DUE TO THE ACCELERATION. THE VEHICLE CONTINUED TO ACCELERATE AFTER CRASHING INTO THE TRUCK. SHE CRASHED INTO A CHAIN LINK FENCE IN AN ATTEMPT TO STOP THE VEHICLE. THE VEHICLE CAME TO A STOP ONCE IT BECAME ENTANGLED INTO THE FENCE. THE POLICE ARRIVED AT THE SCENE BUT NO REPORT WAS FILED BECAUSE THERE WERE NO INJURIES, AS STATED BY THE OFFICER AT THE SCENE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE UNKNOWN.  
**Additional Summary:**

C-937

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200707310917  
**NHTSA ODI Number:**  
**Date of Incident:** 20070700  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 07/31/2007 12:30:39 PM JMoore  
Caller states: when driving and pressing the gas pedal the veh instantly went from 65 MPH to 80 MPH and the would not slow down,cllr sts the cruise control system engaged and would not turn off as well,sts was constantly pressing the cruise control button and the cruise control system would not disengage,sts has spoken with Greg sve mgr,cllr sts dir feels the floor mat might have gotten stuck between her foot and the gas pedal  
\*\*\* NOTES 07/31/2007 12:32:17 PM JMoore  
cllr sts pressed on the gas pedal several times and the veh would not slow down from 80 MPH,sts had to slam the veh into neutral to stop the veh  
\*\*\* NOTES 08/02/2007 12:10:23 PM BJeffries  
Caller States: Has not yet heard from CRM but was advised veh will be returned to her. She does not agree that the floor mat was stuck between her foot and the gas pedal as floor mats have the hooks and are heavy. Caller wants to discuss situation with CRM and possibly schedule an appointment to address concern. NCR apol for concern, adv of 3 bus days to hear from CRM (which would be 08/03/07). NCR also adv cllr to call CRM on her own to discuss.  
\*\*\* NOTES 08/06/2007 07:39:15 AM MWinston  
Sts dir informed her that her floor mat caused concern. Sts is taking veh to another toy dir for second opinion. NCR adv cust will doc and adv can contact back when gets second opinion. NR adv cust to work with CRM at dir.  
\*\*\* CASE CLOSE 08/06/07 14:30:34 rulemgr  
CHECKED VEHICLE FOR ANY DTC'S NO CODES IN SYSTEM SHOP FOREMAN ROADTESTED VEHICLE APPROX 100-120 MILES VEHICLE DID NOT REPRODUCE CONDITION CHECKED ALL THROTTLE RELATED ITEMS ALL WITH IN SPECS ADVISED CUSTOMER OF OUTCOME  
**Additional Summary:**

**Toyota ID Number:** 200706210099  
**NHTSA ODI Number:**  
**Date of Incident:** 20070700  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SARASOTA, FL

**NHTSA Summary:**  
**Additional Summary:**  
We purchased a 2007 Camry in January 2007. From then until about July we noticed an increasing problem with a sticking accelerator pedal. Basically, when we stepped on the accelerator pedal it would "kind of" stick in place, there would be a pause and then the vehicle would start moving, of course with a jump because we had to depress the accelerator more than normal. I made several trips to GT and originally it was indicated that this was a normal problem perhaps from the way we were pushing the accelerator pedal. However, I was very insistent and persistent and one day, and Toyota national. I spoke with one KATHERINE about the problem. She provided me a case number as follows: 200706210099. Sometime later I received a call from the GT service manager who thought Toyota had sent a possible fix. PLEASE SEE THE ATTACHED COMPLETED WORK ORDER FROM GT.

As you can see based upon a Toyota national internal technical service bulletin #EG-036-07, not a recall and not listed anywhere else that I was able to find, it was decided that the problem was in the ECM - presumably meaning Electronic Control Module (computer to be simple about it). Thus, as you note, the ECM was RECALIBRATED BASED UPON THAT TSB. I saw the mechanic with the computer on top of

C-938

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

our car actually taking the necessary steps to recalibrate. That seemed to take care of the problem, although the CAMRY does not accelerate as smoothly as our 2000 Avalon and several other Camry's we have had.

ATTACHMENTS ARE IN FOLDER TOYSUA4203.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313442  
**Date of Incident:** 20070701  
**Vehicle:** 1997 TOYOTA 4RUNNER  
**Location of Incident:** SIMSBURY, CT

**NHTSA Summary:**  
MY CAR WAS RACING WHEN I WAS AT A STOP LIGHT. ALSO, I WAS GOING THROUGH MY GAS PRETTY QUICKLY. I BROUGHT IT TO THE DEALER AND THEY REPLACED THE ELECTRONICS - THEY SAID I HAD TO HAVE THIS REPLACED, I COULD NOT DRIVE OFF THE LOT BECAUSE IT WAS SO DANGEROUS. I NO LONGER HAVE THIS CAR BUT I WANTED TO REPORT THIS BECAUSE IT IS A TOYOTA 4 RUNNER AND THEY HAVE NOT BEEN RECALLED. VIN NUMBER ATTACHED FOR MAINTENANCE LOOKUP.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316304  
**Date of Incident:** 20070701  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE DRIVER STATED THAT AFTER SHE PURCHASED THE VEHICLE, IT STARTED TO ACCELERATE INTERMITTENTLY ON ITS OWN WHEN SHE DROVE IN REVERSE OR DRIVE GEARS. THE VEHICLE BEGAN TO SHAKE EXCESSIVELY. THE STRUTS ON THE VEHICLE WERE ALSO DEFECTIVE. THE DEALER WAS NOTIFIED SEVERAL TIMES AND SHE HAD NOT RECEIVED A RESPONSE FROM THEM WHEN THE COMPLAINT WAS FILED. THE FAILURE MILEAGE WAS 10,000. THE CURRENT MILEAGE WAS 62,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10199857  
**Date of Incident:** 20070703  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** FORT LEE, NJ

**NHTSA Summary:**  
I PURCHASED 2007 LEXUS ES 350 IN DECEMBER OF 2006. SOMETIME IN LAST MONTH, WHEN I WAS DRIVING THE VEHICLE ON A HIGHWAY, ITS BRAKE STOPPED WORKING ALL OF A SUDDEN, AND STARTED ACCELERATING BY ITSELF. I LOOKED AT MY FOOT WONDERING IF MY FOOT WAS ON GAS PEDAL, INSTEAD OF BRAKE PEDAL, BUT IT WAS ON BRAKE PEDAL. I WAS IN A TOTAL PANIC, BUT MANAGED TO DROVE THE CAR AWAY TO THE SHOULDER OF THE HIGHWAY BY PUTTING THE CAR IN PARK MODE. I THOUGHT I WAS DEAD AT THAT MOMENT. I AM TRYING TO SUE THE LEXUS. I HONESTLY BELIEVE THAT CAR WILL KILL SOMEONE. BEFORE STARTING A LEGAL PROCEEDING, MY ATTORNEY SENT A LETTER TO LEXUS HEADQUARTER, AND WAS TOLD THAT THE VEHICLE HAD NO PROBLEM, AND THAT THE CAUSE WAS THE FLOOR MAT. BUT, IT WAS NOT. AS I SAID EARLIER, I LOOKED AT MY FOOT WHEN THE VEHICLE DID NOT STOP, AND AFTER I STOPPED THE CAR, I CAREFULLY LOOKED AT BOTH GAS PEDAL AND BRAKE

C-939

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AGAIN. I AM NOT BLIND. HAVE YOU SEEN ANY OTHER COMPLAINTS FOR SIMILAR PROBLEMS? PLEASE LET ME KNOW. IT WILL BE REALLY HELPFUL FOR ME TO WIN THE CASE. I AM NOT TRYING TO MAKE MONEY BY SUING LEXUS, BUT TRYING TO HAVE LEXUS RECALL ALL OF ITS ES 350 SINCE IT WILL KILL SOMEONE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314236  
**Date of Incident:** 20070703  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** BRYANT, AR

**NHTSA Summary:**  
I WAS PARKING IN A STRIP MALL. MY VEHICLE SUDDENLY ACCELERATED, JUMPED THE PARKING BLOCK AND THE SIDEWALK, CRASHED THROUGH THE FRONT OF A STORE AND CAME TO REST INSIDE THE STORE. THIS IS THE ONLY INCIDENT WITH THIS CAR. INSURANCE COMPANY REPAIRED THE CAR AND WE CONTINUE TO OWN IT AND DRIVE IT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318027  
**Date of Incident:** 20070704  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MILLWAUKEE, WI

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY BETWEEN 70 TO 75 MPH ON THE HIGHWAY. THE CONTACT ATTEMPTED TO PASS ANOTHER VEHICLE AND THE ACCELERATOR PEDAL STUCK AND THE VEHICLE ACCELERATED TO 115MPH. THE CONTACT STATED THAT THE CRUISE CONTROL LIGHT CAME ON. THE CONTACT STATED THAT HE WAS ABLE TO PUT THE VEHICLE IN NEUTRAL AND SLAM ON THE BRAKES TO SLOW THE VEHICLE DOWN. THE CONTACT STATED THAT SMOKE CAME FROM PUTTING FOOT DOWN ON THE BRAKES. THE CONTACT STATED THAT THE VEHICLE WAS DAMAGED. THE VEHICLE WAS TAKEN TO REPAIR SHOP. THE AUTO MECHANIC TOLD THE CONTACT TO SPRAY WD-40. THE CONTACT STATED THAT THE ACCELERATOR PEDAL STUCK AGAIN ON MARCH 8, 2010. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC AND REPAIR TWICE. THE DEALER STATED THAT THE ACCELERATOR PEDAL WAS DEFECTED AND THE CONTACT STATED THAT IT IS NOT THE ACCELERATOR PEDAL. THE APPROXIMATE FAILURE MILEAGE WAS 1500. THE APPROXIMATE CURRENT MILEAGE IS 17000. RG  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10207472  
**Date of Incident:** 20070708  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** BELLEVUE, WA

**NHTSA Summary:**  
I ACCELERATED TO AVOID A COLLISION AT LOW SPEED IN AN INTERSECTION. THE CAR HESITATED ABOUT 2 SECONDS AFTER I PRESSED THE GAS PEDAL. THEN LURCHED FORWARD, SPINNING THE DRIVE WHEELS. THE LENGTH OF DELAY OR HESITATION IN RESPONSE TO ACCELERATOR INPUT IS FREQUENTLY THERE, BUT IS SOMEWHAT UNPREDICTABLE, MAKING STOP-AND-GO TRAFFIC PERFORMANCE DANGEROUS. POOR PERFORMANCE OF THE CRUISE CONTROL FUNCTION IS PROBABLY RELATED TO THIS

C-940

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DEFECT. THE CAR WAS RETURNED TO THE DEALER FOR SERVICE AT 1500 MILES. THE DEALER DID A THOROUGH CHECK OF THE EQUIPMENT AND FOUND NO DEFECTIVE PARTS. DEALER STATES THAT THERE ARE NO SERVICE BULLETINS FOR THIS PROBLEM, IN SPITE OF THE FACT THAT TOYOTA HAS ACKNOWLEDGED THIS PROBLEM AND PROMISED TO FIX IT SINCE DECEMBER 2004. THIS IS A SERIOUS PROBLEM. HAD THE PAVEMENT BEEN WET, I COULD HAVE LOST CONTROL OF THE VEHICLE. FORTUNATELY, IN THE INCIDENT DESCRIBED, THE OTHER DRIVER WAS ABLE TO AVOID A COLLISION. NEXT TIME, I MIGHT NOT BE SO LUCKY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10196314  
**Date of Incident:** 20070711  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SOMERS, CT

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE HESITATES AND EXPERIENCES ACCELERATION FAILURE SINCE IT WAS A NEW VEHICLE. THEN, ON JULY 11, 2007, WHILE ATTEMPTING TO ACCELERATE, THE VEHICLE COMPLETELY LOST ALL MOTIVE POWER AND WAS DISABLED PARTIALLY BLOCKING A LANE OF TRAFFIC ON AN INTERSTATE. THE VEHICLE FAILED TO MOVE EVEN THOUGH THE ENGINE WAS STILL RUNNING. THE POLICE ASSISTED AND THE VEHICLE WAS MOVED TO A SAFE LOCATION. THE DEALER SUGGESTED THAT THE RUBBER FLOORMAT MAY HAVE GOTTEN STUCK UNDERNEATH THE ACCELERATOR PEDAL AND CAUSED THE HESITATION CONCERN. THE DEALER COULD NOT FIND A CAUSE FOR THE LOSS OF MOTIVE POWER FAILURE. THE CURRENT MILEAGE IS 12,968. THE FAILURE MILEAGE FOR THE HESITATION ISSUE WAS 350. \*DSY

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291207  
**Date of Incident:** 20070711  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** YONKERS, NY

**NHTSA Summary:**

MY WIFE STARTED UP HER 1998 TOYOTA CAMRY. SLOWLY MADE A RIGHT TURN WHEN SUDDENLY THE AUTOMOBILE ACCELERATED AT A HIGH SPEED, JUMPED THE CURB, KNOCKED OVER A PARKING METER AND HIT THE SIDE OF AN APARTMENT HOUSE. SHE WAS NOT HURT AND THE AIR BAG DID NOT DEPLOY, DESPITE THE IMPACT. TOYOTA, WHICH HAD JUST SERVICED THE CAR TWO WEEKS BEFORE, REPAIRED THE CAR (WITH MY INSURANCE). WE INSISTED ON A FULL INVESTIGATION BY TOYOTA, WHO DETERMINED THAT THE FLOOR MAT JAMMED THE ACCELERATOR. WE DO NOT BUY THAT STORY IN LIGHT OF RECENT EVENTS AND WHAT HAPPENED TO US, AND THAT IS WHY WE ARE WRITING NOW TO SHOW THIS PROBLEM HAS EXISTED FOR A WHILE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303794  
**Date of Incident:** 20070711  
**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** EUREKA, CA

**NHTSA Summary:**

C-941

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2007 TOYOTA SIENNA. THE CONTACT STATED THAT IMMEDIATELY AFTER STARTING THE VEHICLE THE RPM'S INCREASED EXCESSIVELY AND SHE SMELLED GASOLINE. THE VEHICLE ALSO BEGAN TO ACCELERATE WHILE DRIVING UP A HILL WITHOUT ENGAGING THE PEDAL. THE FUEL TANK DOES NOT HOLD THE FUEL CAPACITY THAT WAS LISTED. THE FAILURE HAS OCCURRED INTERMITTENTLY SINCE THE VEHICLE WAS PURCHASED. THE VEHICLE HAS A HABIT OF LUNGING FORWARD ON ITS OWN WITHIN MINUTES AFTER IT WAS TURNED ON. THE FAILURE MILEAGE WAS 14000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312683  
**Date of Incident:** 20070711  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** HURRICANE, WV

**NHTSA Summary:**

SUDDEN ACCELERATION FROM A STOP IN A LINE OF TRAFFIC RESULTED IN COLLISION WITH VEHICLE IN FRONT. VEHICLE WAS 2002 LEXUS ES 300. SEVERAL PRIOR SUDDEN ACCELERATION EVENTS HAD PREVIOUSLY OCCURRED. CONTACT WITH LEXUS DEALER RESULTED IN NO ASSISTANCE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10196245  
**Date of Incident:** 20070712  
**Vehicle:** 2007 TOYOTA CAMRY HV  
**Location of Incident:** HIGH POINT, NC

**NHTSA Summary:**

I AM HAVING THE SAME PROBLEM AS MENTIONED IN CONSUMER COMPLAINT: ODI CASE NUMBER: 10188438 (COMPONENT: VEHICLE SPEED CONTROL..CRUISE CONTROL). WHENEVER I START UP A STEEP OR SLIGHTLY STEEP HILL WITH THE CRUISE CONTROL ON, THE CAR DOESNT START TO ACCELERATE SOON ENOUGH. THEN, IT APPEARS TO ACCELERATE ALL AT ONCE. I HAVE STARTED ACCELERATING THE CAR MYSELF, RATHER THAN ALLOWING THE CRUISE CONTROL TO ACCELERATE, ON HILLS. AS STATED IN THE PREVIOUS COMPLAINT, THE CRUISE CONTROL WORKS FINE ON FAIRLY LEVEL GROUND.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10299500  
**Date of Incident:** 20070712  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** ORLEANS, MA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA 4 RUNNER. WHILE DRIVING APPROXIMATELY 15 MPH ON NORMAL ROAD CONDITIONS; PROCEEDING TO A STOP SIGNAL PRESSURE WAS APPLIED TO THE BRAKE PEDAL, FOLLOWED BY AN UNINTENDED AND FORCEFUL ACCELERATION. THE DRIVER WAS ABLE TO COME TO A COMPLETE STOP. THE FAILURE OCCURRED INTERMITTENTLY. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE TECHNICIAN WAS UNABLE TO DUPLICATE THE FAILURE. THE VEHICLE HAS NOT BEEN REPAIRED. THE FAILURE MILEAGE WAS 50,000. THE CURRENT MILEAGE WAS 111,000. THE VIN WAS UNAVAILABLE. 1

**Additional Summary:**

C-942

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293585  
**Date of Incident:** 20070714  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** ARDEN HILLS, MN

**NHTSA Summary:**

SUDDEN ACCELERATION. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10197535  
**Date of Incident:** 20070714  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** WASHINGTON, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE DRIVING 4 MPH, THE CONTACT DEPRESSED THE BRAKE PEDAL, BUT THE VEHICLE SURGED FORWARD. THE VEHICLE CRASHED INTO A GATE. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE CURRENT MILEAGE WAS 2,407 AND FAILURE MILEAGE WAS 2,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303649  
**Date of Incident:** 20070715  
**Vehicle:** 2005 TOYOTA SEQUOIA  
**Location of Incident:** AZLE, TX

**NHTSA Summary:**

2005 TOYOTA SEQUOIA: WHEN BRAKING TO A COMPLETE STOP (LIGHTS ETC.), WHILE BRAKE PEDAL IS DEPRESSED, CAR JUMPS FORWARD. THIS IS ONGOING FROM APPROXIMATELY 2007 ON. TOOK INTO DEALERSHIP AND THEY COULD FIND NOTHING WRONG. CAR WOULD NOT ACCELERATE WHEN GAS PEDAL WAS PRESSED FOR APPROXIMATELY .5 MILES. THEN IT WOULD ENGAGE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310791  
**Date of Incident:** 20070715  
**Vehicle:** 1997 TOYOTA CAMRY  
**Location of Incident:** MOULTRIE, GA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 1997 TOYOTA CAMRY. WHENEVER THE CONTACT WOULD DRIVE THE VEHICLE AT 45MPH HE NOTICED THAT THE VEHICLE WOULD CONTINUE DRIVE AND MAINTAIN ITS SPEED EVEN AFTER THE CONTACT WOULD RELEASE HIS FOOT FROM THE ACCELERATOR PEDAL. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE VEHICLE COULD NOT BE SERVICED. THE CONTACT HAS NOTICED THE FAILURE SINCE THE DAY HE PURCHASED THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 32,000.

**Additional Summary:**

C-943

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311713  
**Date of Incident:** 20070715  
**Vehicle:** 2007 TOYOTA HIGHLANDER HV  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

WHEN BRAKING, IF A POTHOLE OR BUMP IN THE ROAD IS HIT, THE CAR SEEMINGLY JERKS FORWARD/ACCELERATES. THIS OCCURS EVERY TIME WHEN BRAKING ON A BUMPY SURFACE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313501  
**Date of Incident:** 20070715  
**Vehicle:** 2007 TOYOTA FJ CRUISER  
**Location of Incident:** BEND, OR

**NHTSA Summary:**

DRIVING MY 2007 TOYOTA FJ CRUISER V6 4X 4 ON A LONG STRETCH OF TWO LANE HIGHWAY IN CLEAR WEATHER CONDITIONS. CRUISE CONTROL WAS SET AT 70 MPH. VEHICLE STARTED SPEEDING UP ON ITS OWN TO ABOUT 85 MPH. I THOUGHT SOMETHING WAS WRONG WITH THE CRUISE CONTROL. TURNED OFF CRUISE CONTROL. NOTHING HAPPENED. CAR WAS STILL ACCELERATING. HIT THE BRAKE PEDAL AND NOTHING HAPPENED. CAR WAS STILL ACCELERATING ON ITS OWN. I WAS GETTING READY TO PUT THE CAR INTO NEUTRAL, OR PULL THE EMERGENCY BRAKE... WHEN I DECIDED TO HIT THE BRAKE PEDAL HARD WITH BOTH FEET SEVERAL TIMES. CAR FINALLY STARTED SLOWING DOWN. IT WAS LIKE THE VEHICLE HAD A MIND OF ITS OWN. THIS OCCURRED JUST BEFORE 7/20/09 AND I TOOK THE VEHICLE INTO TOYOTA FOR REPAIR WHEN WE RETURNED HOME. THEY COULDN'T FIND ANYTHING WRONG WITH IT. HAVEN'T HAD THE ISSUE SINCE. BUT AM AFRAID TO DRIVE THE CAR ON LONG STRETCHES OF HIGHWAY. THIS CAR IS NOT CURRENTLY ON THE RECALL LIST. TOYOTA HAD A CERTIFIED MASTER TECHNICIAN RUN A SYSTEM TEST ON ALL COMPUTER SYSTEMS IN VEHICLE AND FOUND NO PROBLEM WITH THE CRUISE FUNCTION OR ANY OTHER ELECTRONIC CONTROL COMPONENTS. THIS WAS ON 7/20/07, THAT THEY CONFIRMED ALL SYSTEMS WERE OPERATING AS DESIGNED. I HAD TWO WITNESSES IN THE CAR WITH ME AND THEY SAW WHAT HAPPENED. I WAS LUCKY THERE WERE NO OTHER CARS ON THAT STRETCH OF THE HIGHWAY DURING THAT 15-20 MINUTE TIME FRAME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10196717  
**Date of Incident:** 20070716  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BEAVERTON, OR

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT HIS VEHICLE HESITATES WHEN THE ACCELERATOR PEDAL IS DEPRESSED. HE STATED THAT HE HAS ALMOST BEEN IN SEVERAL CRASHES DUE TO THE FAILURE. THE FAILURE BEGAN APPROXIMATELY TWO TO THREE MONTHS AGO AND HAS BEEN OCCURRING EVER SINCE. THE DEALER PERFORMED A DIAGNOSTIC TEST AND FOUND NOTHING WRONG. THE DEALER STATED THAT NOTHING MORE COULD BE DONE. THE INCIDENT DATE WAS UNKNOWN. THE CURRENT MILEAGE IS 7,859 AND FAILURE MILEAGE WAS 4,000.

**Additional Summary:**

C-944

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200707170192  
**NHTSA ODI Number:**  
**Date of Incident:** 20070717  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 07/17/2007 07:39:14 AM RWright  
Caller states the accelerator got stuck & the veh would not slow down. Applied eBrake & took veh out of gear then shut it off. Restarted veh & veh RPM's raced up immed therefore had veh towed to the dlr. An indep inspected veh on dlr lot & the veh started fine. Dlr inspected veh & found the floor mat was stuck under the floor mat. He adv that the Tow bill was \$150. Joe-SA recomm him to contact TOY for reimb...  
\*\*\* NOTES 07/17/2007 07:39:14 AM RWright  
GOODWILL OFFER: ncr offered \$150 toward future svc, parts or TOY accery.  
Cust ACCEPTED offer.

\*\*\* CASE CLOSE 07/17/2007 07:54:02 AM RWright  
NCR apol then adv TOY cannot reimb for non-warr condition therefore offered g/w toward future svc parts or labor. gave file#

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10200366  
**Date of Incident:** 20070717  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** SANTA MONICA, CA

**NHTSA Summary:**  
DRIVING ON A PRIMARY SURFACE STREET, I STOPPED AT A RED LIGHT. I WAS THE FIRST CAR IN THE LANE. WHEN THE LIGHT TURNED GREEN I ACCELERATED TO CHANGE LANES, THE CAR PICKED UP SPEED AND THE BRAKES COULD NOT STOP IT. THE CAR GROWLED AND JERKED FOR A COUPLE OF BLOCKS UNTIL I FORCED THE GEAR OUT OF "DRIVE". IT FINALLY STOPPED BEFORE THE NEXT INTERSECTION. I DID NOT LOSE CONTROL OF THE CAR AND DID NOT HIT ANYONE. THE CAR WAS AT THE LEXUS REPAIRS DEPT. FOR 5 DAYS. I WAS TOLD THAT I COULD NOT KEEP THE TWO FLOOR MATS. THEY REMOVED THE FACTORY INSTALLED CARPETED MAT, PLACED IT IN THE TRUNK AND LEFT THE THIN, CLEAR, PROTECTIVE PLASTIC FLOOR MAT FROM LEXUS. I NEVER HAD ALL-WEATHER FLOOR MATS. I DO NOT KNOW IF THERE IS ANY DAMAGE TO THE TRANSMISSION, ENGINE OR BRAKES. PRIOR TO THE INCIDENT AND SINCE I HAVE OCCASIONALLY FOUND IT ACCELERATING BUT IT STOPS BY BRAKING. I HAVE NOT ATTEMPTED A HIGH ACCELERATING TEST. WHEN I TOOK THE CAR TO THE REPAIRS DEPT. I ASK IF THEY KNEW OF OTHER SIMILAR INSTANCES AND WAS TOLD "NO". I ONLY HAD 1,582 MILES AT THE TIME AND I THOUGHT I WAS THE ONLY ONE WITH THE PROBLEM. ON AUGUST 16, 2007 THERE WAS AN ARTICLE IN THE NEWSPAPER REFERRING TO YOUR INVESTIGATION AND NOW REQUEST THAT MY INCIDENT BE INCLUDED. \*TR THE CONSUMER PROVIDED PICTURES OF THE FLOOR MATS, ACCELERATOR PEDAL AND A REPAIR INVOICE. UPDATED 09/10/07 \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320555  
**Date of Incident:** 20070717

C-945

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** MILWAUKEE, WI

**NHTSA Summary:**  
PULLING INTO MY GARAGE. 2005 LEXUS ES330 SUDDENLY ACCELERATED AND WENT THRU THE BACK BRICK WALL. ONE-TIME OCCURRENCE. COST \$10,000. INSURANCE PAID TO FIX CAR, FIX GARAGE. THEN DROPPED ME.  
**Additional Summary:**

**Toyota ID Number:** 200707181325  
**NHTSA ODI Number:**  
**Date of Incident:** 20070718  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

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

\*\*\* NOTES 07/18/2007 03:45:09 PM LCarrillo  
...sts night want veh replaced. ncr educated cust on ARB/LL. cust adv will work with dlr CRM first & f/u with CEC if need be.  
- cust sks perm tpr of veh concerns  
- ncr apol & adv case#, CRM, 3 b/d.

\*\*\* CASE CLOSE 07/20/2007 03:16:06 PM DLR04456  
ASM- SIMO CALLED CUST AND REITERATED THAT THERE IS NO PROBLEM FOUND. SIMO STATED THAT WOULD PERSONALLY CALL CUSTOMER WHEN HE KNOWS WHEN THE DSPM WILL BE AT TEC. SIMO STATES THAT HE HAS NOT FOUND A PROBLEM AND THERE WILL NOT BE ANY ACTION TAKE UNLESS DSPM SAYS TO. DSPM HAS NOT ESTABLISHED DATE AS OF NOW, OF WHEN HE WILL BE AT TEC.  
\*\*\* NOTES 07/24/2007 10:45:47 AM MMcMillian  
Cust cld and requested to speak with the first NCR he spoke to. NCR adv cust that dlr sts they can't dupe his concern and that he would need to wait for DSPM. NCR screen shot first rep to request a c/b. Cust would not speak with me about his case. NCR screen shot LCarrillo.

\*\*\* NOTES 08/07/2007 04:43:38 PM Nlett  
Cust c/b & adv DSPM adv there is nothing on the matter that can be done. Cust sts this is a serious concern that can result in an accident & serious legal troubles. Cust sts he would like to have the veh exchanged or his money back. NCR apol & adv per S Gardner that the next step would be lemon law or arb. NCR educated cust on the processes & cust sts does not feel confident in them. Cust sts would like to speak to a sup on the matter. NCR contacted S Gardner who adv

\*\*\* NOTES 08/07/2007 04:43:39 PM Nlett  
will c/b cust by eob 8/7 & speak to him on the matter. Cust adv NCR he will be in an out in the day but leave a message & cust will be able to c/b. NCR adv cust S Gardner will be in the office until 6 PM PST. Cust thanked & disconnected.  
\*\*\* NOTES 08/07/2007 06:23:57 PM SGardner  
SUP C/B: sts on 4 occasions veh has sped up for no apparent reason. sts usually happens between 65 and 70 mph. sts the brakes dont seem to help stop veh so turned off motor each time. sts one time it happened while doing city driving. dlr adv cust duplicate concerns. dspm unable to duplicate. sup offered ar or lemon law. cust declined but may pursue other avenues outside of toy. sup adv toy will not buy back veh at this time. sup concurs w/dspm.

**Additional Summary:**

C-946

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314436  
**Date of Incident:** 20070720  
**Vehicle:** 2006 TOYOTA HIGHLANDER HEV  
**Location of Incident:** PLACERVILLE, CA

**NHTSA Summary:**  
DRIVER STARTED TO BACK UP A 2006 TOYOTA HIGHLANDER HYBRID IN A PARKING LOT. IT SHOT BACK AT MAXIMUM ACCELERATION JUMPING A CURB AND STRIKING A PEDESTRIAN. BY THEN, DRIVER HAD BRAKES ON AND SHIFTED INTO NEUTRAL. SHE PUT THE CAR INTO DRIVE AND IT AGAIN ACCELERATED TO THE MAXIMUM STRIKING HER HUSBAND. AT THE TIME, WE COULDN'T FIGURE OUT WHAT WAS WRONG. WE ASSUMED, SOMEHOW THE DRIVER, WHO HAD AN IMPECCABLE RECORD, HAD DONE SOMETHING WRONG. NOW, WITH ALL THE PUBLICITY, WE BELIEVE IT WAS CAUSED BY THE ELECTRONIC CONTROLS. NOTHING ELSE SEEMS AS LIKELY BECAUSE WE HAD NO REASON TO BELIEVE THERE WAS AN ELECTRONIC FAILURE, NOTHING WAS DONE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10197405  
**Date of Incident:** 20070722  
**Vehicle:** 1998 TOYOTA COROLLA  
**Location of Incident:** POMPANO BEACH, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 1998 TOYOTA COROLLA. WHILE ENTERING A PARKING SPACE AT 5 MPH, THE VEHICLE SUDDENLY ACCELERATED AND STRUCK ANOTHER VEHICLE. A POLICE REPORT WAS FILED BY THE OTHER PARTY. THE CONTACT DROVE THE VEHICLE TO HER RESIDENCE. THE VEHICLE HAS NOT BEEN INSPECTED. THE WEATHER WAS BRIGHT AND SUNNY AT THE TIME OF THE CRASH. THE POWERTRAIN WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 64,820.

**Additional Summary:**

**Toyota ID Number:** 200707250064  
**NHTSA ODI Number:** 10199820  
**Date of Incident:** 20070722  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** WAGENER, SC

**NHTSA Summary:**  
\*\*\* PHONE LOG 07/25/2007 06:31:39 AM JSugar  
unintended acceleration  
Clt sts: Gas pedal got stuck. 07/22/07 Cust driving on highway in slow lane, went to pass someone, accelerated like normal but gas pedal pushed itself to the floor (like when c/c takes over) & got stuck. C/C button was on but cruise control not activated. RPM was redlining @ 7000 & veh was trying to go 120 mph but cust pushed both feet on brakes & was burning rubber @ 60 mph. Cust tried to pump brakes but veh began accelerating again so  
\*\*\* NOTES 07/25/2007 06:31:39 AM JSugar  
cust tried braking w/both feet again. Veh wouldn't stop so cust put it in neutral & then into park. Even when veh was in park rpm's stayed around 7k & tires were spinning. Cust turned off veh & saw gas pedal was stuck to floor, so cust unstuck gas pedal. Cust began driving veh home & same issue occurred while going around a corner (cruise control not on at all this time). Cust just turned key & shut off veh. Cust almost home so drove home carefully. Next day dlr p/u veh  
\*\*\* NOTES 07/25/2007 06:34:05 AM JSugar

C-947

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

\*\*\* NOTES 07/25/2007 06:36:07 AM JSugar  
times & 5th time veh accelerated out of control & flipped. Cust doesn't want her veh even if dlr fixes it b/c of safety concerns. Cust wants another veh or her money back.

\*\*\* SUBCASE 200707250064-1 CREATED 07/25/2007 01:51:53 PM BHolt  
\*\*\* NOTES 07/26/2007 01:46:58 PM AFriedberg  
cltr sts to check status on case, & apol & advd cltr that CM is unavailable & CM will call cust on 6/26/07 or in 1 b/d cltr sts wants to be contacted later tonight around 4:30 pst

\*\*\* NOTES 07/27/2007 08:14:53 AM KGohn  
Clt c/b asked to speak to Case Manager. Sts can be reached anytime in the afternoon.  
NCR apol and adv BHolt not avail. Adv will update case notes for c/b in 1 b/d adv may hear back today.

\*\*\* NOTES 07/27/2007 09:25:34 AM MMcMillian  
Cust cld and would like a c/b from CM please  
\*\*\* NOTES 07/27/2007 09:41:59 AM BHolt  
==OUTGOING DEALER CALL==

NCR spoke with Service Advisor Anthony Jordan who had vehicle towed to dealer when cust called in. Anthony noted when went to vehicle heavy duty rubber floor mat and it was wedged under the accelerator. Anthony found the clips in the glove compartment and clipped the mats down. Anthony advd with permission from cust drive vehicle home for 2 days and try to re-create concerns. NCR went to meeting and will call Anthony back  
\*\*\* NOTES 07/27/2007 09:53:44 AM BHolt  
==OUTGOING CUSTOMER CALL==

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

\*\*\* NOTES 07/27/2007 09:58:05 AM BHolt  
==OUTGOING CUSTOMER CALL==  
NCR c/b cust to advise spoke with Service Advisor Anthony who advised that the floor mat was wedged under the gas pedal. Cust was aware of that. NCR ask cust would she like to do with case. Customer states her Father tried to call but was disconnected. NCR gave cust phone #, option # 3 and ext.

\*\*\* NOTES 07/27/2007 10:25:11 AM BHolt  
==INCOMING CUSTOMER CALL==  
Customer Father Mr. Pratt called who NCR explained all the options his daughter has. MR. Pratt asked about NHTSA and NCR advised can file complaint with them. NCR advised that his daughter cannot keep the loaner vehicle and leave her vehicle at dealer. NCR asked what they are going to do. MR Pratt does not know and NCR advised will follow-up on 7/31

\*\*\* NOTES 07/27/2007 10:26:27 AM BHolt  
==OUTGOING DEALER CALL==  
Anthony wants it noted in case that he advised customer regarding concerns had nothing to do with concerns. Anthony advised check if any codes (none), removed all tires checked for tire wear, checked brakes, checked for TSB and found no physical damage to powertrain/transmission.

\*\*\* NOTES 07/27/2007 10:27:19 AM BHolt  
==OUTGOING CUSTOMER CALL==  
NCR called back customer and left message for her to call back. NCR left phone#, option#3 and ext.

\*\*\* NOTES 07/30/2007 09:18:13 AM BHolt  
==OUTGOING CUSTOMER CALL==  
NCR called customer at day phone and left VM with name, provided 800#, ext. and business hours.

\*\*\* NOTES 07/31/2007 06:11:24 AM BHolt  
==OUTGOING CUSTOMER CALL==

C-948

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NCR called customer at day phone and left VM with name, provided 800#, option # 3, ext. and business hours  
\*\*\* NOTES 07/31/2007 07:26:05 AM BHolt  
---INCOMING CUSTOMER CALL---  
Customer called to advise her Father (Lawyer) has sent a letter to Toyota and Toyota of Augusta regarding concerns with vehicle. Customer would like to keep case open because she may file for ARB.  
\*\*\* NOTES 08/13/2007 07:58:52 AM BHolt  
---OUTGOING CUSTOMER CALL---  
NCR called customer at day phone and left VM with name, provided 800#, option # 3, ext. and business hours  
\*\*\* NOTES 08/17/2007 12:46:11 PM ARussell  
---OUTGOING CUSTOMER CALL---  
NCR called customer at day phone and left VM with name, provided 800#, option # 3, and BHolt log in ID.  
\*\*\* NOTES 08/20/2007 02:09:26 PM BHolt  
---OUTGOING CUSTOMER CALL---  
NCR left v/m at day phone provided 800#, option # 3, ext. and business hours  
\*\*\* NOTES 09/05/2007 10:06:23 AM ETorres1  
+ OUTGOING CUST CALL +  
NCR spoke to cust probe for status of concern. Cust sts got rid of truck and ok to close.

\*\*\* CASE CLOSE 09/05/2007 10:16:11 AM ETorres1  
---CLOSE SUMMARY---  
1. SUMMARY: cust sts gas pedal stuck & caused veh transmission to get stuck & rev  
2. ACTION TAKEN: dlr inspected to find rubber mat wedged under pedal  
3. RESOLUTION/POSITION: dlr can not duplicate concern  
4. CUSTOMER SATISFIED: unknown  
5. ROOT CAUSE: product-abnormal condition- gas pedal

\*\*\* SUBCASE 200707250064-1 CLOSED 09/05/2007 10:16:25 AM ETorres1  
Cust got rid of truck. I WAS DRIVING MY NEW 2007 TOYOTA TACOMA ON THE HIGHWAY. I WENT TO ACCELERATE TO PASS ANOTHER VEHICLE WHEN MY TRUCK SUDDENLY WENT COMPLETELY OUT OF CONTROL(AS IF THE CRUISE CONTROL HAD TAKEN OVER) THE GAS PEDAL \*PUSHED ITSELF\* TO THE FLOOR. THE TRUCK WAS ACCELERATING AS FAST AS IT COULD GO, RPM PAST 7000(COMPLETELY RED LINING). I APPLIED THE BRAKE WHICH DID NOTHING, TRUCK JUST KEPT ACCELERATING TO TOP SPEEDS. I HAD BOTH FEET ON THE BRAKE WITH ALL MY STRENGTH TO KEEP FROM CRASHING INTO OTHER CARS ON THE HIGHWAY. COUNTERBALANCING IT AT ABOUT 60-70 MPH(WHILE THE BRAKES WERE SMOKING). I TRIED PUMPING THE BRAKE, BUT THE SECOND I TOOK MY FOOT OFF, IT KEPT ACCELERATING FASTER TRYING TO GO 120 MPH. SOMEHOW RIDING THE BRAKE AS HARD AS I COULD I WEAVING IN AND OUT OF TRAFFIC I GOT INTO THE BRAKE DOWN LANE. STILL NOT ABLE TO STOP THE VEHICLE I THREW IT IN PARK, WHICH STOPPED IT, BUT THE GAS PEDAL WAS STILL STUCK TO THE FLOOR. ENGINE WAS SCREAMING, RPM AT 7000, AND THE TIRES ARE SPINNING BURNING RUBBER. I THEN TURNED THE TRUCK OFF, TURNED IT BACK ON AND IT WAS STILL DOING THE SAME THING UNTIL I REALIZED THE GAS PEDAL WAS ACTUALLY STUCK SO I HIT IT AND IT RELEASED. ONCE I UNSTUCK THE PEDAL THE VEHICLE SEEMED OK SO I DROVE HOME VERY CAUTIOUSLY. WHEN I AS ALMOST HOME I ACCELERATED WITH A LITTLE TO MUCH JUICE AND IT DID THE SAME THING A SECOND TIME. THE PEDAL TOOK OVER AND FLOORED ITSELF, ACCELERATING TO TOP SPEED AND TOP RPM'S. THIS TIME I IMMEDIATELY TURNED THE VEHICLE OFF, UNSTUCK THE PEDAL AND AGAIN CAREFULLY FINISHED MY DRIVE HOME. REPORTED THE INCIDENT THE NEXT MORNING. THEY SAID NOTHING IS WRONG WITH IT, AFTER A MONTH OF FIGHTING TRADED THE TRUCK IN. \*JB \*DSY

Additional Summary:

C-949

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Toyota ID Number:  
NHTSA ODI Number: 10323826  
Date of Incident: 20070722  
Vehicle: 1999 LEXUS GS300  
Location of Incident: MILTON, MA  
NHTSA Summary:  
SPONTANEOUS ACCELERATION AFTER BRINGING CAR TO A COMPLETE STOP IN A PARLING LOT. VEHICLE LURCHED FORWARD ONTO AN ISLAND BEFORE I COULD STOP IT AGAIN. THIS INCIDENT IS RELATED TO A PREVIOUS INCIDENT, ODI NUMBER 10317084, WHICH OCCURRED IN JUNE 2007.  
Additional Summary:

Toyota ID Number: 200707240771  
NHTSA ODI Number:  
Date of Incident: 20070724  
Vehicle: 2006 TOYOTA TACOMA  
Location of Incident:  
NHTSA Summary:  
\*\*\* PHONE LOG 07/24/2007 01:11:37 PM KWilson  
RNT # 070724-000111

E-mail verbatim "My cruise not maintain a consistent speed when going down and up hills. I have had it in three times for this problem. My truck is a 2006 with 10,000 miles. When I drive around town I get 20-21 miles per gallon. Recently we took about a 600 mile trip and averaged just over 17 miles per gal, using cruise. Now you tell me if the cruise is working correctly. If you have any ideas what I can do, please let me know. Maplewood Toyota Mn. has been trying to help me. They are wonderful there but no results at this time. I did drive a new one and it worked perfect."

\*\*\* CASE CLOSE 07/24/2007 01:11:37 PM KWilson  
Via e-mail ncr responded per O/M:

Dear Mr. Gage:

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

We apologize for your concern with the cruise control in your 2006 Tacoma.

In Section 1-7 (Operation of Instruments and Control) of the Owner's Manual for your Tacoma advises if the vehicle speed is too fast when going downhill in relation to the cruise control set speed, cancel the cruise control then downshift the transmission to use engine braking to slow down. Changes in the Tacoma's speed may occur on steeper grades.

Your email has been documented at our National Headquarters under file # 200707240771. If we can be of further assistance, please feel free to contact us <http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std\_adp.php?p\_faqid=4164>.

Toyota Customer Experience

\*\*\* SUBCASE 200707240771-1 CREATED 07/30/2007 09:09:35 AM DHoffman1  
CUST EMAIL 07/28/2007 07:42 AM: Incident created due to reply to expired incident 070724-000111. I am sorry I didn't explain the problem correctly. When the cruise is set at any speed it doesn't matter. When going down a hill it does not have to be steep, here is the problem, after you get to the bottom of the hill and start to go up another hill it also does not have to be steep the vehicle continues to slow down, up to 6 miles per hour, then it is like the cruise control is sleeping and then realizes it is on and then you better hang on because on some of the inclines it will accelerate sharply because it has lost so much speed. I believe what the cruise is supposed to do is MAINTAIN SPEED. The problem when I go to the dealers there are no hills around to really demonstrate the problem. I love this truck but this is very frustrating to me because the dealers say this is normal. I have been in the auto repair industry since 1970. I have driven thousands of new cars including Toyotas and have never had any customers complain of this kind of problem. Is it time to go back to Chevrolets? This

C-950

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

particular vehicle varies as much as 3-8 miles an hour depending on the hills and provides a very frustrating ride. Plus horrible gas mileage with the cruise control on. I would hate to be following me.  
Thank You,  
Ron Gage  
gagesrl@erthlink.net

\*\*\* SUBCASE 200707240771-1 CLOSED 07/30/2007 09:09:37 AM DHoffman1  
\*\*\* NOTES 07/30/2007 09:23:57 AM DHoffman1  
ncr spoke to tech pchan before responding.

\*\*\* SUBCASE 200707240771-2 CREATED 07/30/2007 09:53:53 AM DHoffman1  
EMAIL RESPONSE: <as-html>

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

We apologize for any concerns you are having with your vehicle->

Our office is not a technical center, but there is some information we would like to offer you. The cruise control is designed for vehicle cruising on freeways with minimum requirements for transmission shifting. It is not recommended for uphill or downhill driving. Normal cruise control systems do not activate the brakes to slow a vehicle down. <p>

However, in the interest of customer service, and in order to properly assess your concerns, we recommend you contact the Customer Relations Manager at your <a href="http://www.toyota.com/dealers/TARGET=BLANK-local Toyota dealership">a> to further evaluate your 2006 Tacoma. <p>  
Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns. <p>

Your email has been documented at our National Headquarters under file #Sincidents.eclarifycasenumber. If we can be of further assistance, please feel free to <a href="http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std\_adp.php?p\_faqid=4164">a href="http://toyota.custhelp.com/cgi-bin/toyota.cgi/php/enduser/std\_adp.php?p\_faqid=4164">TARGET=BLANK >contact us</a>.<p>  
Toyota Customer Experience  
</as-html>

\*\*\* SUBCASE 200707240771-2 CLOSED 07/30/2007 09:53:55 AM DHoffman1

\*\*\* CASE CLOSE 07/30/2007 09:55:01 AM DHoffman1

Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10197447  
Date of Incident: 20070725  
Vehicle: 2007 TOYOTA CAMRY  
Location of Incident: NORTH HOLLYWOOD, CA

NHTSA Summary:  
OUR 2007 CAMRY LE 4-CYL AUTOMATIC EXHIBITS A 2-4 SECOND HESITATION WHEN ACCELERATING FORM A STOP. THIS PROBLEM IS INTERMITTENT, UNPREDICTABLE AND POTENTIALLY VERY DANGEROUS. SOMETIME YOU PRESS ON THE ACCELERATOR PEDAL A LOT AND THE CAR DOES NOT MOVE AND OTHER TIMES YOU BARELY PUT YOUR FOOT ON THE PEDAL AND THE CAR LUNGES FORWARD. IT HAS GOTTEN TO THE POINT THAT THE CAR IS RARELY DRIVEN BECAUSE IT FEELS SO UNSAFE. \*TR  
Additional Summary:

Toyota ID Number:

C-951

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

NHTSA ODI Number:  
Date of Incident: 20070726  
Vehicle: 2007 TOYOTA CAMRY  
Location of Incident: REDWOOD CITY, CA  
NHTSA Summary:  
Additional Summary:  
On the morning of July 26, 2007, Gomez was behind the wheel of his 2007 Camry when it suddenly accelerated while he was driving southbound on Interstate 280. He tried to kill the engine as he dodged traffic on the busy thoroughfare - pushing the ignition button, kicking the accelerator and changing gears. But his new black Camry would not stop - not until it smashed into the Honda Accord killing its driver, Troy Edwin Johnson, in a burst of flames.

Toyota ID Number:  
NHTSA ODI Number: 10198599  
Date of Incident: 20070730  
Vehicle: 2007 TOYOTA CAMRY  
Location of Incident: NORTH RIDGEVILLE, OH

NHTSA Summary:  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 35 MPH, THE VEHICLE HESITATES APPROXIMATELY 3-5 SECONDS AFTER ACCELERATING. THE VEHICLE OPERATES NORMALLY 8-10 SECONDS AFTER THE ACCELERATOR PEDAL IS DEPRESSED. THE CONTACT STATED THAT THE FAILURE HAS ALMOST RESULTED IN A CRASH ON SEVERAL OCCASIONS. THE DEALER STATED THAT THERE WAS AN INCORRECT COMPUTER CALIBRATION. THE CURRENT MILEAGE WAS 15,000 AND THE FAILURE MILEAGE WAS UNKNOWN.  
Additional Summary:

Toyota ID Number:  
NHTSA ODI Number: 10204155  
Date of Incident: 20070730  
Vehicle: 2005 LEXUS ES330  
Location of Incident: AUSTIN, TX

NHTSA Summary:  
TL\*THE CONTACT OWNS A 2005 LEXUS ES330. WHILE ATTEMPTING TO MAKE A RIGHT TURN AT 20 MPH, THE VEHICLE ACCELERATED TO APPROXIMATELY 90 MPH ACROSS FOUR LANES OF TRAFFIC. THE VEHICLE CRASHED INTO A METAL POLE. THE POLICE, AMBULANCE, AND FIRE DEPARTMENTS ARRIVED AT THE SCENE. THE CONTACT SUFFERED MULTIPLE INJURIES AND WAS TRANSPORTED TO THE HOSPITAL. APPROXIMATELY ONE YEAR AGO, THE VEHICLE SPEED CONTROL FAILED AND CAUSED A CRASH WHILE DRIVING IN REVERSE. THE POWERTRAIN WAS UNKNOWN. THE APPROXIMATE CURRENT AND FAILURE MILEAGES WERE 50,000. \*UPDATED 12/12/07 \*BF  
Additional Summary:

Toyota ID Number: 200607310905  
NHTSA ODI Number:  
Date of Incident: 20070731  
Vehicle: 2007 LEXUS ES350  
Location of Incident: LAKEWOOD, NJ  
NHTSA Summary:  
\*\*\* PHONE LOG 07/31/2006 11:08:36 AM CNumata

C-952

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Caller states: that he demands to spk w/a sup regarding something very strange that happened to him today. Cust refused to tell rep of what happened at first and eventually adv rep that his top weather mat got stuck on his accelerator and he could not stop his veh. Cust states that he had to have his wife pull out the mat so that he could stop the vehicle. Cust believes that the mat should be cut out more so that this won't happen.

\*\*\* PHONE LOG 07/31/2006 11:10:26 AM KDeocampo Action Type: Incoming call  
Rev'd transfer from C.Numata. I spoke w/cust C.Castellano. Apol & informed cust I was on the other line, but made a commitment to c/b cust in 1 hr. Cust agreed & will await fu call from supe.

\*\*\* SUBCASE 200607310905-1 CREATED 07/31/2006 11:10:54 AM KDeocampo

\*\*\* PHONE LOG 07/31/2006 12:38:40 PM KDeocampo Action Type: Outgoing call  
I spoke w/cust C.Castellano. Cust explained he was in a dangerous situation w/his floor mats. Cust sts he has regular carpet floor mat on driver side along w/all weather rubber floor mat on top. Cust sts the rubber floor mat moved up to the accelerator & depressed the pedal. Cust had a hard time trying to depress the brake b/c gas pedal was being depressed by rubber floor mat. His wife had to reach down to move the floor mat away from the pedal. Cust dissat & sts he could have hit another driver b/c of issue. Cust wants to know if both carpets should be used at the same time b/c hooks do not fit both mats. Also, he wants to know why both corners of rubber floor mat is cutout, on left side it's cutout double the space then the right side. Apol for experience & informed cust I will look further into his tech question. Cust satis.

\*\*\* PHONE LOG 08/18/2006 12:38:28 PM KDeocampo Action Type: Outgoing call  
Left v/m for cust at day phone#.

\*\*\* PHONE LOG 08/21/2006 12:22:04 PM KDeocampo Action Type: Outgoing call  
Left 2nd v/m for cust at day phone#.

\*\*\*IF CUST CALLS, PLS APOL TO CUST FOR EXPERIENCE W/FLOOR MATS. Please inform cust it is not necessary for him to use both rubber & carpet floor mats at the same time, he may choose to use one or the other. Also the cutout on the left is design of floor mat. Thanks.

\*\*\* SUBCASE 200607310905-1 CLOSED 08/25/2006 01:34:27 PM KDeocampo

\*\*\* CASE CLOSE 08/25/2006 01:36:11 PM KDeocampo

LCS- Supe left several messages for cust regarding his concern w/floor mats.

\*\*\*IF CUST CALLS, PLS APOL TO CUST FOR EXPERIENCE W/FLOOR MATS. Please inform cust it is not necessary for him to use both rubber & carpet floor mats at the same time, he may choose to use one or the other. Also the cutout on the left is design of floor mat. Thanks.

\*\*\* NOTES 09/27/2006 01:54:59 PM MChow

Cust c/b to spk to KDeocampo, adv of notes. Cust had much product development feedback for cust. Cust wants to know why the center console is more narrow in the new ES 350. Cust also wants to know why the Lexus link buttons are thinner and feels they should be illuminated at night. Cust also feels the tray is too small to hold anything. Cust is concerned about other ES 350 drivers' safety, b/c he feels the floor mats are poorly designed. Cust wants a concrete ans.

\*\*\* NOTES 09/27/2006 01:55:18 PM MChow

Adv concerns would be doc at HQ and we appreciated his feedback.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304704  
**Date of Incident:** 20070731  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** STUDIO CITY, CA  
**NHTSA Summary:**

C-953

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\* THE CONTACT OWNS A 2006 TOYOTA PRIUS. THE CONTACT WAS DRIVING APPROXIMATELY 30 MPH ON NORMAL ROAD CONDITIONS. THERE WAS PRESSURE APPLIED TO THE ACCELERATOR PEDAL, FOLLOWED BY AN UNINTENDED INCREASE IN ACCELERATION. THE DRIVER APPLIED PRESSURE TO THE BRAKE PEDAL AND THE VEHICLE FAILED TO SLOW DOWN. THE GEAR SHIFT FAILED TO OPERATE IN THE "NEUTRAL" POSITION. IN ADDITION, THE ENTIRE GEAR INDICATORS ILLUMINATED AT THE SAME TIME. THE VEHICLE WAS DRIVEN INTO A BARRIER OF DIRT AS A RESULT OF THE VEHICLE COMING TO A COMPLETE STOP. THE FAILURES OCCURRED ON FOUR SEPARATE OCCASIONS. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER. THE TECHNICIAN WAS UNABLE TO DUPLICATE THE FAILURE. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALFUNCTIONS. THE FAILURE MILEAGE WAS 41,404.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10203132  
**Date of Incident:** 20070801  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** INDIAN TRAIL, NC  
**NHTSA Summary:**

MY WIFE AND I PURCHASED A 2007 CAMRY LE, 4-CYLINDER, 5-SPEED AUTOMATIC WITH 309 MILES FROM SCOTT CLARK TOYOTA, CHARLOTTE, NC. WE ARE EXPERIENCING SLOWNESS OF ACCELERATION WHEN DRIVING THE VEHICLE. WE THOUGHT AT FIRST BEING A NEW VEHICLE THAT IT TOOK TIME FOR IT TO BE BROKEN IN, BUT NOW WE HAVE ABOUT 2,000 MILES AND IT STILL HAVING TROUBLE ACCELERATING WHEN DRIVING IT. WE COULD TELL A BIG DIFFERENCE THE WAY IT WAS RUNNING COMPARED TO OUR PREVIOUS CAMRY. OUR PREVIOUS CAMRY WAS A 2003 4 CYLINDER, 5 SPEED AUTOMATIC. WE SAW OUR LOCAL NEWS CAST AIRING THIS ISSUE ON TV AND DIRECTED US TO THIS SITE TO FILE THE COMPLAINT. WE THOUGHT MAYBE IT WAS JUST THE WAY THE NEW ENGINE OPERATED AND WE ARE HAPPY TO SEE THAT OTHERS ARE EXPERIENCING THIS ISSUE AND HOPE TOYOTA CAN DO SOMETHING FOR EVERYONE. OTHERWISE THIS WILL BE THE LAST TOYOTA CAR WE WOULD BE BUYING. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303528  
**Date of Incident:** 20070801  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** BUFFALO CENTER, IA  
**NHTSA Summary:**

ON AUGUST 18TH 2007 I SENT A LETTER TO TOYOTA MOTOR SALES WRITING CONCERNING A PROBLEM WITH MY TOYOTA HIGHLANDER WHICH HAD SURGED IN A PARALLEL PARKING SITUATION HITTING THE CAR BEHIND AND DAMAGING IT AND MY VEHICLE. HER HEADLIGHT AND BUMPER WERE DAMAGED. THE REPAIR ON THE OTHER CAR CAME TO \$1800.00. AND MORE. I REPORTED IT TO THE TOYOTA DEALER IN SPIRIT LAKE, IA. AND ALSO TO THE TOYOTA MOTOR SALES IN TOLEDO, OHIO 43699-0024. THE SPIRIT LAKE DEALER TOLD ME IT MUST HAVE BEEN CAUSED BY BAD GAS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304261  
**Date of Incident:** 20070801  
**Vehicle:** 2005 TOYOTA COROLLA

C-954

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** WEST WINDSOR, NJ

**NHTSA Summary:**

I HAVE A 2005 TOYOTA COROLLA. SOMETIME IN MID-LATE 2007 I STARTED THE CAR UP AND AFTER IT STARTED UP THE ENGINE BEGAN RACING WHILE I WAS STILL IN PARK. I HADN'T DEPRESSED THE GAS PEDAL ENOUGH TO WARRANT THAT LEVEL OF ENGINE RACING. I SHUT THE ENGINE OFF AND CALLED UP THE TOYOTA DEALER WHERE I SERVICE THE CAR TO REPORT IT AND ASK WHAT I SHOULD DO. I WAS TOLD THAT PERHAPS SOMETHING WAS MOMENTARILY STICKING IN THE THROTTLE AND TO BRING IT IN IF IT RECURS. TO MY KNOWLEDGE, THE SITUATION HAS NOT RECURRENT, BUT I THOUGHT I SHOULD REPORT IT IN LIGHT OF THE CURRENT SUA PROBLEMS WITH TOYOTA VEHICLES. THE 2005 COROLLA IS NOT AMONG THE VEHICLES BEING RECALLED BY TOYOTA. MY VEHICLE HAD MAYBE 25,000 MILES AT THE TIME OF THE INCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313411  
**Date of Incident:** 20070801  
**Vehicle:** 2006 SCION XB  
**Location of Incident:** FAIRPORT, NY  
**NHTSA Summary:**

SUDDEN ACCELERATION OF CAR WHILE TRANSITIONING FROM THE ACCELERATOR TO THE BRAKE IN A 2006 SCION XB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320159  
**Date of Incident:** 20070801  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** CRAB ORCHARD, WV  
**NHTSA Summary:**

TL-CONTACT OWNS A 2007 TOYOTA AVALON. THE DRIVER STATES HE WAS DRIVING ON THE HIGHWAY AT 65 MPH USING CRUISE CONTROL. THE DRIVER STATES THE VEHICLE IN FRONT OF HIM SLOWED DOWN SO HE SLOWED DOWN TO GO AROUND AND THE CRUISE CONTROL THEN ACCELERATED THE VEHICLE ALL THE WAY UP TO 90MPH INSTEAD OF 65 WHERE IT WAS SET. THE CONTACT DID TAKE THE VEHICLE TO THE DEALER TO HAVE THE RE-CALL PERFORMED. THE FAILURE MILEAGE WAS 700 AND THE CURRENT MILEAGE IS 24,000. AR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317598  
**Date of Incident:** 20070801  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** MECHANICSVILLE, VA  
**NHTSA Summary:**

LTR FM (VA) RE SUDDEN UNINTENDED ACCELERATION FM OWNER OF A 2006 TOYOTA COROLLA. \*TOW THE CONSUMER STATED AS SHE WAS WAITING FOR TRAFFIC TO CLEAR WITH HER FOOT ON THE BRAKE, THE ENGINE SURGED SEVERELY. THE CONSUMER PRESSED HARD ON THE BRAKE AND WAS ABLE TO PLACE THE GEAR INTO NEUTRAL AND BROUGHT THE VEHICLE UNDER CONTROL. THE CONSUMER TOOK THE VEHICLE TO THE DEALER, BUT THEY WERE UNABLE TO DUPLICATE THE PROBLEM. THE CONSUMER STATED SHE HAS EXPERIENCED TWO MINOR SURGE ISSUES SINCE THE FIRST INCIDENT.

C-955

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331710  
**Date of Incident:** 20070801  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** MAGNOLIA SPRINGS, AL  
**NHTSA Summary:**

LTR FWD ON BEHALF OF (AL) HER SON WHO DRIVES A 2006 TOYOTA TACOMA TRUCK SHE PURCHASED FOR HIS USE HAS EXPERIENCED SUDDEN UNINTENDED ACCELERATION AS EARLY AS AUGUST 2007, REPLY ATTN. BRYAN PARKER (ENVELOPE ONLY) WHEN THE CONSUMERS SON DEPRESSED THE BRAKE, THE PEDAL WENT TO THE FLOOR AND IT FELT SOFT. AFTER PUMPING THE BRAKES AND RUNNING OFF THE ROAD, HE FINALLY WAS ABLE TO GET THE TRUCK STOPPED AND SHUT IT OFF. THE VEHICLE WAS TOWED TO THE DEALER, HOWEVER THEY WERE UNABLE TO FIND ANY PROBLEMS. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319525  
**Date of Incident:** 20070803  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** FARMINGDALE, NY  
**NHTSA Summary:**

ACCELERATOR PEDAL STUCK, HIT HANDICAPPED STANCHION AT BJ'S WHAREHOUSE IN FARMINGDALE,NY HAD TO TURN OFF IGNITION IT HAPPENED ONCE HAD THE DAMAGE REPAIRED AT FARMINGDALE AUTO COLLISION COSTING \$587 NOTHING DONE TO CORRECT THIS PEDAL, DIDNOT KNOW WHAT THE CAUSE WAS.

**Additional Summary:**

**Toyota ID Number:** 200712171681  
**NHTSA ODI Number:**  
**Date of Incident:** 20070805  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 12/17/2007 03:43:19 PM JRamirez

\*Spanish\*

Caller states: took veh to dlr but it's still having problems, sts when cust approached a stop light or a red light the veh seems to jump forward, sts this problem happen sporadically, sts cust took veh to dlr once last friday but they adv cust that the veh is fine, sts cust needs a good car, sts cust he thinks the problem may be related to the trans, ncr apol & adv case open to CRM w/ c/b w/in 3 b/d, gave case #

\*\*\* NOTES 12/17/2007 03:44:26 PM JRamirez

>>> ncr updated primary phone # on KM

\*\*\* NOTES 01/02/2008 08:42:24 AM GGonzalez

--Spanish--

Cust sts: The dlr still has not called the cust to address his concern with the diagnostic. Ncr apol and adv doc at HQ. Adv cust NCR called the dlr and was unable to speak to CRM or SM. Ncr apol and to call dlr directly if he wants to. Ncr adv will notify the dlr about his case. Adv case#. Cldr thanked.\*\*\* CREATE NO RESPONSE NOTE 01/02/2008 08:42:36 AM by GGonzalez

This is no response message #1. Please call your customer immediately.

\*\*\* CASE CLOSE 01/09/2008 09:27:55 AM DLR19060

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-956

SERVICE MANAGER AND I CONTACTED CUSTOMER TO SET UP AN INSPECTION IF TROUBLE CONTINUES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10207797, 10303963  
**Date of Incident:** 20070805  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** TRACY, CA

**NHTSA Summary:**  
THE GAS PEDAL ON MY 2007 CAMRY GOT STUCK ALSO. IT WAS BRAND NEW. IT ONLY HAD 1200 MILES ON IT. I WAS GETTING ON THE FREEWAY AND THE CAR JUST TOOK OFF. I WAS PRESSING ON THE BRAKES WITH BOTH FEET ABOUT 1/4 MILE AND NOTHING. I THOUGHT I AM GOING TO DIE IN THIS CAR. THE CAR WAS TOWED TO THE NEAREST TOYOTA DEALER. THEY SAID I PROBABLY ENGAGED THE CRUISE CONTROL. I SAID I WAS JUST GETTING ON THE FREEWAY. I TOLD MY LOCAL TOYOTA I WAS AFRAID TO EVEN SEE THE CAR. MY LOCAL CALLED THE DEALER THAT HAD MY CAR AND GOT THEM TO DO A COMPLETE CHECK. THEY THEN SAID IT WAS THE MATS THAT GOT STUCK. TOYOTA THEN SENT OUT RECALLS FOR THE ALL WEATHER MATS. I TOOK MY CAR TO MY LOCAL DEALER WITH THE RECALL AND THEY TOLD ME SORRY, IT'S ONLY FOR THE ALL WEATHER MATS. NOT THE CLOTH MATS. I SAID BUT IT HAPPENED TO ME WITH THESE MATS. I CAME HOME AND WROTE TO TOYOTA HEADQUARTER AND NOTHING. THE DEALER THAT DID THE INSPECTIONS SAID THEY DROVE AND DROVE THAT CAR. WHEN I RELUCTANTLY PICKED UP MY CAR FROM THEM, I LOOKED AT THE MILES. IT WAS 1230 MILES. WHEN THE CAR WAS TOWED THERE, IT HAD 1210 GO FIGURE. HERE I AM WITH THIS DEATH TRAP. I TELL MY FAMILY I AM GOING TO DIE IN THIS CAR. AND THAT I BELIEVE TODAY. \*TR, I OWN A 2007 TOYOTA CAMRY THAT IS DEFECTED. I FILED A COMPLAINT WITH YOU 11-2-07. MY CONFIRMATION NUMBER IS 10207797. I WANT TO KNOW WHAT OUR NEXT STEP IS IN FIXING THIS PROBLEM. I SEE SEVERAL LAWSUITS HAVE BEEN FILED. I WANT TO BE PART OF THAT. I STILL OWN THIS VEHICLE AND AM PAYING FOR IT. CAN YOU HELP ME? \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10200097  
**Date of Incident:** 20070806  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** LEXINGTON, KY

**NHTSA Summary:**  
ON AUG. 6TH WHILE DRIVING ON A TWO LANE ROAD IN SOUTH CAROLINA IN MY 2007 AVALON MY ACCELERATOR STUCK. MY CAR REACHED SPEEDS OF UPTO 80MPH. I COULD NOT REDUCE THE SPEED TO 60MPH BY RIDING THE BRAKES. I FINALLY STOPPED THE CAR BY FINDING A SAFE PULL-OFF AND SHIFTED INTO NEUTRAL AND THEN PARK. MY BRAKES WERE COMPLETELY RUINED AND REQUIRED REPLACEMENT. MY CAR WAS TOWED TO A TOYOTA DEALER IN GREENVILLE, SC. THE SERVICE DEPARTMENT DETERMINED THAT THE FAULTY ACCELERATION WAS DUE TO A RUBBER ALL-WEATHER MAT. THE MAT HAD BEEN PLACED OVER THE STANDARD FLOOR MAT. I FEEL THAT AVALON OWNERS NATIONWIDE NEED TO BE NOTIFIED OF THIS DANGEROUS PROBLEM. I NOTED IN MY LOCAL NEWSPAPER LAST WEEK THAT YOU ARE INVESTIGATING THE SAME PROBLEM IN THE LEXUS ES 350 WHICH HAS THE SAME DESIGN AS THE AVALON. \*TR

**Additional Summary:**

C-957

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10198767  
**Date of Incident:** 20070807  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** SPARTENBURG, SC

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA AVALON. THE CONSUMER ACCELERATED TO PASS A VEHICLE AD IT TOOK OFF AND WOULDN'T SLOW DOWN OR STOP. THE BRAKES WOULD HOLD THE VEHICLE AT THAT SPEED. THE CONSUMER PLACED THE VEHICLE IN NEUTRAL AND STOPPED. THE ENGINE NEEDLE HAD REDLINED. THE VEHICLE WOULD ALSO DELAY WHEN ACCELERATING FROM A STOP AND THEN TAKE OFF RAPIDLY. UPDATED 12/12/07

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317393  
**Date of Incident:** 20070807  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** LITTLE ROCK, AR

**NHTSA Summary:**  
SUDDEN ACCELERATION WHILE DRIVING AROUND A CURVE ON INTERSTATE 40 - STOPPED DRIVING ON INTERSTATE TO AVOID PROBLEM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314856  
**Date of Incident:** 20070808  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** MAUMELLE, AR

**NHTSA Summary:**  
2006 PRIUS ACCELERATION WHILE UNDER CRUISE CONTROL IN CURVES - SEVERAL OCCASIONS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326792  
**Date of Incident:** 20070809  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** NEWARK VALLEY, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY LE. WHILE DRIVING UP A HILL, AT APPROXIMATELY 25 MPH, THE VEHICLE SUDDENLY ACCELERATED WHILE THE CONTACT HAD THE BRAKE PEDAL DEPRESSED. THE VEHICLE CRASHED INTO ANOTHER VEHICLE IN FRONT OF IT. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO TWO DIFFERENT DEALERSHIP BUT BOTH DEALERS WERE UNABLE TO DIAGNOSE THE FAILURE. THE VEHICLE WAS THEN TAKEN TO A LOCAL MECHANIC FOR REPAIR. THE CURRENT MILEAGE WAS APPROXIMATELY 120,000. THE FAILURE MILEAGE WAS APPROXIMATELY 50,000.

**Additional Summary:**

C-958

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10199482  
**Date of Incident:** 20070810  
**Vehicle:** 2006 LEXUS LX470  
**Location of Incident:** LITCHFIELD, CT

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 LEXUS LX470. WHILE PULLING INTO A PARKING SPACE ON AN INCLINE, THE VEHICLE AUTOMATICALLY ACCELERATED AND CRASHED INTO A NAIL SALON. THE DEALER STATED THAT THE FAILURE WAS CALLED AN UN-COMMANDED ACCELERATION. THROUGH RESEARCH, THE CONTACT DISCOVERED A PATTERN FOR THIS TYPE OF FAILURE AMONG TOYOTA VEHICLES. SHE HAS NOT YET NOTIFIED THE MANUFACTURER. THE VEHICLE IS NOT DESTROYED, HOWEVER, THERE IS \$22,000 WORTH OF DAMAGE. A POLICE REPORT WAS FILED. WHEN THE VEHICLE WAS STARTED THE DAY BEFORE THE CRASH, THE THROTTLE EXPANDED AND THE ENGINE BEGAN TO REV. THE VEHICLE THEN IDLED DOWN AND BEGAN TO OPERATE NORMALLY. THE CONTACT STATED THAT THE VEHICLE DID NOT MOVE UNTIL THE ENGINE DIED DOWN. THE SPEED WAS UNKNOWN. THE FAILURE AND CURRENT MILEAGES WERE 35,000. THE CONSUMER PROVIDED PICTURES AND AN ARTICLE PERTAINING TO THE INCIDENT. A CONNECTICUT ACCIDENT REPORT WAS ALSO SUBMITTED. UPDATED 08/28/07 \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306264  
**Date of Incident:** 20070810  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** WESTPORT, CT

**NHTSA Summary:**  
I HAD AT LEAST 3 OCCAISONS WHERE MY TOYOTA AVALON GAS PEDAL STUCK. I TOOK MY CAR TO THE TOYOTA DEALER AND TOLD THEM ABOUT IT. THEY TOOK IT FOR A DRIVE AND SAID THERE WAS NOTHING WRONG.MY CAR IS A 2001 AVALON.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296353  
**Date of Incident:** 20070811  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BEDFORD, TX

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE MAKING A LEFT TURN THE VEHICLE BEGAN TO ACCELERATE. AS A CONSEQUENCE SHE CRASHED INTO A PARKED VEHICLE. THE VEHICLE WAS COMPLETELY DESTROYED. AFTER THE CRASH SHE SUFFERED MANY BRUISES AND A BROKEN COLLAR BONE. SHE WAS TAKEN TO THE HOSPITAL FOR THE INJURIES. THE MANUFACTURER WENT TO INSPECT THE TOTALED VEHICLE TO EXAM THE ELECTRONIC THROTTLE BODY COMPUTER BUT THE DAMAGE TO THE VEHICLE IMPACTED THE COMPUTER ITSELF. THE FAILURE MILEAGE WAS 25,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305680  
**Date of Incident:** 20070811  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** RALEIGH, NC

C-959

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA AVALON. WHILE DECREASING SPEED TO 25 MPH, THE VEHICLE LUNGED FORWARD 2 TO 3 FEET. ON SEVERAL OCCASIONS THE VEHICLE WOULD IDLE AND THE RPM'S RAPIDLY INCREASED. THE VEHICLE SOUNDED AS IF A JET WERE TAKING OFF WHENEVER THE VEHICLE WAS TURNED ON. THE CONTACT TOOK THE VEHICLE TO THE DEALER TWICE BUT THE DIAGNOSTIC TEST DID NOT INDICATE ANY FAILURE CODES. THE CONTACT STATED THE VEHICLE IS UNSAFE SINCE IT COULD POTENTIALLY CAUSE A CRASH WHEN IT LUNGED FORWARD. THE FAILURE MILEAGE WAS 42,000.

**Additional Summary:**

**Toyota ID Number:** 200711120828  
**NHTSA ODI Number:**  
**Date of Incident:** 20070812  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/12/2007 11:31:05 AM MCotterell  
Caller (Tom Walmesley) states he drives a company veh owned by Redline PDM. He sts that approximately 3 mths ago he was driving on the freeway (without cruise control on) & the veh started accelerating by itself. He hit the brake pedal & the veh continued to accelerate. He put the transmission into neutral and the engine revved highly. He pumped the gas pedal and the rev came down and he was able to proceed without further incident. The veh has only done this once. He  
\*\*\* NOTES 11/12/2007 11:34:41 AM MCotterell  
called the dlr at the time to find out if there are any recalls for the veh & they adv him there war none. He nvr brought the veh into the dlr.  
\*\*\* NOTES 11/12/2007 11:35:13 AM MCotterell  
Redline PDM is not an auto repair shop.  
\*\*\* DEALER NOTES: 11/12/07 18:22:43  
LEFT CUSTOMER A MESSAGE AT NUMBER PROVIDED.  
\*\*\* NOTES 11/16/2007 02:32:30 PM MCotterell  
Ner called dlr at the request of Tech (PC). Ncr left mssg for Scott, Sev Mgr to call ncr.  
\*\*\* NOTES 11/19/2007 12:50:08 PM MCotterell  
Ner called for Scott, Svc Mgr & he was out today. Ncr spk w/Stephanie, ASM & she confirmed the cust has scheduled an appt. for 11/30/  
\*\*\* CASE CLOSE 11/17/2007 03:15:11 PM DLR04421  
CUSTOMER WANTS HIS TRUCK CHECKED OUT IN REFEREMENCE TO THE ACCELERATION PROBLEM OF THE VEHICLE. HE SAID IT HAS ONLIE DOES IT ONCE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313092  
**Date of Incident:** 20070812  
**Vehicle:** 2002 TOYOTA PRIUS  
**Location of Incident:** ITHACA, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA PRIUS. WHILE DRIVING 10 MPH THE RPM'S INCREASED EXCESSIVELY CAUSING THE VEHICLE TO ACCELERATE AND CRASH INTO A BUILDING. THE VEHICLE WAS DESTROYED AND NO ONE WAS INJURED. THE CONTACT STATED THAT THE BRAKES FAILED TO STOP THE VEHICLE. THE MANUFACTURER WAS NOT INFORMED OF THE FAILURE. THE CONTACT IS CONCERNED THAT THE LATE MODEL

**Additional Summary:**

C-960

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOYOTAS HAVE NOT BEEN INVESTIGATED REGARDING THE ACCELERATION. THE FAILURE MILEAGE WAS UNKNOWN. JO  
**Additional Summary:**

**Toyota ID Number:** 200708130633  
**NHTSA ODI Number:**  
**Date of Incident:** 20070813  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/13/2007 09:37:23 AM HFinney  
Caller state:  
Previous Case: 200705231197  
---FCRP---

Phillip Shanks from Farmers Mutual Insurance sts cust has advd when veh brake is depressed the RPM rev and causes veh to surge. Sts cust veh hydroplaned while driving on I24 West and sts cust was driving less than 70 mph. Sts has not noticed any abnormal at this point but veh is still under investigation and has not been touched. Sts veh he can be contacted @ Work 615-446-7244 or Cell 931-209-0473.

\*\*\* NOTES 08/13/2007 09:40:34 AM HFinney  
.....Sts cust no longer owns the veh and Farmers Mutual Insurance should be contacted directly on this matter. Sts all responsibility has been released. NCR advd that case will be forwarded to the region and call back will be made within 3 bus days.

\*\*\* NOTES 08/13/2007 09:44:10 AM HFinney  
LEGAL REQUESTS FIELD CONTACT REPORT W/ MANY INTERIOR AND EXTERIOR PHOTOS

\*\*\* PHONE LOG 08/13/2007 12:44:33 PM GGalimari220 Action Type: Outgoing call  
LVMM on work phone to c/b in regards to inspection between 8-4 Mon-Fri Gimny. Called cell phone but phone rang over 10 times with no ans.

\*\*\* NOTES 08/14/2007 12:10:43 PM GGalimari220  
Clid day phone line is busy.

\*\*\* NOTES 08/16/2007 08:18:11 AM RBond220  
attempted to contact customer on day phone, person answers sts no one there by the name of cust. (Viscon).

\*\*\* NOTES 08/16/2007 08:30:15 AM RBond220  
LVMM for Mr. Shanks Ins. Agent

\*\*\* NOTES 08/16/2007 08:57:56 AM RBond220  
spoke with Mr. Shanks, he is going to find the nearest dealer to have FTS inspect veh. Presently vehicle is at salvage yard without a lift. FTS may need lift for inspection. Mr. Shanks will c/b with name of dlrshp and I will contact dlrshp to inform veh is being towed to them.

\*\*\* NOTES 08/20/2007 10:16:54 AM RBond220  
Spk with Mr. Shanks. He will have the veh at Beaman Toyota for inspection when FTS contacts him with an inspection date. I let Mr. Shanks know 30 days for inspection and another 30 days for report.

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

\*\*\* CASE CLOSE 10/04/2007 05:17:03 AM RBond220  
Sent FCRP to Carole Hargrave in Legal

\*\*\* NOTES 01/29/2008 09:22:38 AM LRivera  
Correspondence recd 1/25/08, cust sends copy of letter from Division of Consumer Affairs dated 1/3/08 along with history of contacts made w/CEC. NCR reviewed w/Exec Team rep (case #200712260677), okay to ATF, no further contact needed.

**Additional Summary:**

C-961

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** SALEM, OR

**NHTSA Summary:**  
ON 1 THREE DIFFERENT OCCASIONS THE THROTTLE STUCK ON MY 2007 V6 CAMRY XLE. FIRST TIME WITH THE CRUISE CONTROL ON AND I COULD NOT TURN THE CC OFF. CAR ACCELERATED TO 80MPH BEFORE IT SETTLED DOWN. SECOND TIME I WAS MERGING INTO TRAFFIC AND WHEN TRAFFIC CAME TO A STOP MY CAR KEPT ACCELERATING. I AVOIDED REARENDING THE CAR AHEAD OF ME BY STANDING ON THE BRAKES WHILE THE ENGINE WAS JUST RACING. THIRD TIME. AFTER STOPPING AT A RAILROAD CROSSING ... WHEN TRAFFIC RESUMED THE CAR TOOK OFF AGAIN, THIS TIME THROUGH A SCHOOL ZONE .... THAT WAS THE FINAL STRAW FOR ME. TOYOTA SAYS THEIR IS NO PROBLEM WITH THIS CAR OR ANY OF THE OTHER 2007 I FEEL THE CAR IS UNSAFE FOR ME AND MY FAMILY ALONG WITH OTHERS ON THE ROAD. I ASKED THE SELLING DEALER TO TRADE MY 2007 FOR ANOTHER 2007 SINCE I LIKE THE CAR, BUT NOT THIS PROBLEM ... HE DID NOT SEEM INTERESTED AND SAID THAT TOYOTA WOULD NOT HELP ME WITH THE DEPRECIATION OF MY CAR. I WENT TO A DEALER CLOSER TO HOME AND TRADED MY 2007 FOR A NEW 2007. SAME MODEL SAME FEATURES. I COMPLAINT IS THAT I OWNED AN UNSAFE VEHICLE AND I DO NOT BELIEVE THAT I SHOULD HAVE TO TAKE FULL DEPRECIATION ON A CAR THAT WAS UNSAFE TO DRIVE. TOYOTA DENIES A PROBLEM WITH THE CAR, BUT I'M THE ONE AT RISK DRIVING IT ... THE SECOND DEALER DID WHAT HE COULD FOR ME. BUT I AM PAYING \$ 8,000 DIFFERENCE FOR A CAR I SHOULD HAVE HAD TO START WITH ... I DO NOT EXPECT TO DRIVE A CAR FOR ONE YEAR AND 14,000 MILES FOR FREE, BUT I ALSO WOULD NOT HAVE TRADED IF THE CAR WAS SAFE. I AM LOOKING FOR SOME FAIR FINANCIAL RELIEF FROM TOYOTA ... OR AT LEAST MAKE PEOPLE AWARE OF A SERIOUS SAFETY ISSUE WITH SOME OF THEIR MODELS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10203558  
**Date of Incident:** 20070815  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** PARAGOULD, AR

**NHTSA Summary:**  
SOMETIMES WHEN I'M DRIVING DOWN THE ROAD IN MY 2005 TOYOTA CAMRY, IT SURGES WITH GAS EVEN WHEN I DO NOT HAVE THE CRUISE ON OR AM NOT PUSHING THE GAS PEDAL. I HAVE HAD ONE WRECK BECAUSE OF IT AND WOULD LIKE TO KNOW HOW TO GO ABOUT FINDING THE PROBLEM. THANKS. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10286708  
**Date of Incident:** 20070815  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** KENT, WA

**NHTSA Summary:**  
DRIVING 2004 TOYOTA CAMRY WHEN SUDDEN ACCELERATION OCCURRED AND VEHICLE RAN INTO A SENIOR CENTER BUILDING. NO ONE WAS KILLED, BUT THE CAR HAS MAJOR DAMAGE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303749  
**Date of Incident:** 20070815

C-963

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10201175  
**Date of Incident:** 20070814  
**Vehicle:** 2007 LEXUS IS250  
**Location of Incident:** GERMANTOWN, MD

**NHTSA Summary:**  
I WAS DRIVING MY LEXUS IS 250 AWD (2007) AT 30 MPH ON ROUTE 27 IN MONTGOMERY COUNTY, MD AT 7 AM ON AUGUST 14, 2007. MY GAS PEDAL BECAME STUCK AND I CRASHED INTO A TREE. MY CAR IS TOTALED AND I SUSTAINED NECK AND BACK INJURIES. \*JB THE CONSUMER LEARNED THERE WAS A RECALL REGARDING THE DEFECT. UPDATED 10/09/07. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313640  
**Date of Incident:** 20070814  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** PICO RI, CA

**NHTSA Summary:**  
SUDDEN UNINTENDED ACCELERATION OF 2002 LEXUS ES 300. MY WIFE WAS OPERATING HER VEHICLE WHEN IT SUDDENLY ACCELERATED TO 95 MPH THE BRAKES DID NOT STOP THE VEHICLE AND MY WIFE APPLIED THE EMERGENCY BRAKES. FORTUNATELY TRAFFIC WAS LIGHT ON THE WB 101 W/OF 405 FWY IN LOS ANGELES CA SHE PULLED ON THE SHOULDER PASSING NUMEROUS VEHICLES SHE PLACED THE CAR IN NEUTRAL AND WITH FULL BRAKE APPLICATIONS THE CAR SLOWED AFTER A FEW MILES. I CONTACTED LEXUS DEALER WHO ADVISED ME THIS VEHICLE WASNT INCLUDED IN THE RECALL AND THAT I WOULD HAVE TO PAY FOR THE DIAGNOSTIC AND I AM APPALLED AT THIS IT OCCURRED ONCE AND I FEEL ITS ELECTRONIC THE MAT WAS NOT A FACTOR. I

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10200754  
**Date of Incident:** 20070815  
**Vehicle:** 2001 TOYOTA SIENNA  
**Location of Incident:** MICHIGAN CITY, IN

**NHTSA Summary:**  
LEFT OUR HOME ABOUT 1045A. PUT VAN INTO "DRIVE" AFTER PULLING OUT OF DRIVEWAY IN REVERSE. UNABLE TO STOP WITH THE BRAKES AT STOP SIGN, APPROX 0.1 MILES FROM START. CAR BEGAN TO ACCELERATE ON ITS OWN, THROUGH THE STOP SIGN, THROUGH A RIGHT HAND TURN, THROUGH A LEFT HAND TURN. ACCELERATOR PEDAL WAS "STUCK" AND COULD NOT GET IT LOOSE. BRAKES HAD NO EFFECT, INCLUDING ATTEMPTS AT EMERGENCY BRAKE USE. WENT UP A HILL HOPING TO SLOW THE VAN, BUT VAN INCREASED ACCELERATION. TREE WAS HIT WITH CENTER OF FRONT BUMPER. AIR BAGS DID NOT DEPLOY. ENGINE CONTINUED TO "REV" AFTER IMPACT. EXITED VEHICLE. RIGHT FRONT TIRE EXPLODED, SEVERELY DAMAGING RIGHT FRONT QUARTER PANEL AREA/COMPONENTS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10203400  
**Date of Incident:** 20070815  
**Vehicle:** 2007 TOYOTA CAMRY

C-962

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** OAKVILLE, ON, CANADA, 00

**NHTSA Summary:**  
2007 TOYOTA COROLLA SE SUDDEN ACCELERATION WHEN COMING TO A STOP. THIS HAPPENED 3 TIMES BETWEEN AUG. 07 TO JAN. 08. I WAS ABLE TO BRAKE FIRMLY, WHILE THE ENGINE REVVED UP, BUT DID NOT LURCH TOO FAR AHEAD. DEALER(CANADIAN) WAS NOTIFIED AND SAID THEY WERE UNABLE TO DUPLICATE THE PROBLEM. THEY LOOKED AT THE CAR TWICE BUT DIDNT OFF ANY EXPLANATION. THE CAR HAS BEEN OK SINCE JAN. 08. NOTE DATE IS APPROXIMATE IN AUG. 08. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303796  
**Date of Incident:** 20070815  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** WEST CHICAGO, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA PRIUS. WHILE DRIVING APPROXIMATELY 45 MPH, THE ACCELERATOR PEDAL BECAME STUCK AND SHE COULD NOT SLOW DOWN. SHE IMMEDIATELY ENGAGED THE BRAKE PEDAL AND TURNED OFF THE IGNITION. WHEN SHE RESTARTED THE VEHICLE, IT BEGAN TO OPERATE NORMALLY. THE DEALER STATED THAT THERE WERE NO DIAGNOSTIC CODES INDICATING THAT THERE WAS A FAILURE AND THAT THE FLOOR MATS MAY HAVE CAUSED THE FAILURE. SHE WAS ALSO TOLD THAT THE COMPUTER WAS SET TO THE DRIVING HABITS OF THE DRIVER AND HER INCONSISTENT DRIVING BEHAVIOR "CONFUSED" THE COMPUTER. THE FAILURE PREVIOUSLY OCCURRED IN 2007. SHE CALLED THE MANUFACTURER AND WAS OFFERED NO ASSISTANCE. THE CURRENT MILEAGE WAS APPROXIMATELY 10,000. THE FAILURE MILEAGE WAS APPROXIMATELY 425.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311252  
**Date of Incident:** 20070815  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** UXBRIDGE, MA

**NHTSA Summary:**  
CRUISE CONTROL ACCELERATION. MY TOYOTA CRUISE CONTROL SPEED WILL INCREASE UP TO 3-4 MPH WHEN GOING UP A INCLINE, THIS REQUIRES BRAKING OR RUNNING INTO THE CAR IN FRONT OF YOU. I HAVE USE MANY CRUISE CONTROLS BUT THIS IS THE FIRST ONE THAT HAS EVERY GONE OVER THE ACTUAL SPEED SETTING. ON A FLAT ROAD THE CRUISE CONTROL PERFORM THE WAY IT SHOULD. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10208426  
**Date of Incident:** 20070816  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** FRENCH CAMP, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE DRIVING APPROXIMATELY 45-50 MPH, THE VEHICLE LUNGED FORWARD ON ITS OWN. THE CONTACT APPLIED THE BRAKES AND THE VEHICLE SLOWED DOWN. PREVIOUSLY, WHILE DRIVING UPHILL, THE

C-964

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE ACCELERATED ON ITS OWN. THE CONTACT HEARD A GRINDING NOISE AND FELT A LUNGING MOTION. SHE DEACTIVATED THE CRUISE CONTROL AND APPLIED THE BRAKES. THE VEHICLE THEN SLOWED DOWN. THE CONTACT CONTINUED DRIVING AND ONCE THE VEHICLE REACHED 65 MPH WITH THE CRUISE CONTROL ACTIVATED, THE FAILURE RECURRED. THE CONTACT DEACTIVATED THE CRUISE CONTROL AGAIN AND THE PROBLEM CEASED. THE VEHICLE WAS TAKEN TO THE DEALER, BUT THEY WERE UNABLE TO DUPLICATE AND DIAGNOSE THE FAILURE. THE POWERTRAIN WAS UNKNOWN. THE CURRENT MILEAGE WAS 10,243 AND FAILURE MILEAGE WAS 9,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305555  
**Date of Incident:** 20070816  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** BELLINGHAM, WA

**NHTSA Summary:**  
2007 TOYOTA AVALON- RAPID ACCELERATION PROBLEM. WHEN WE FIRST GOT THE NEW CAR AND WERE USING THE CRUISE CONTROL, IT SHIFTED DOWN ON A HILL AND WENT SPEEDING UP LIKE CRAZY. WE ALMOST RAN DOWN THE CARS IN FRONT OF US. IT WAS WAY ABOVE THE SET SPEED, SO I TURNED OFF THE CRUISE CONTROL AND IT STOPPED SPEEDING UP. I THOUGHT IT WAS A NEW CAR AND JUST DOING SOMETHING STRANGE. I HAVE NEVER HAD IT DO THAT AGAIN. BUT I NEVER USE CRUISE ON STEEP HILLS. THOUGHT IT WAS MY PROBLEM UNTIL NOW OF NOT KNOWING HOW OR WHEN TO USE CRUISE CONTROL.

**Additional Summary:**

**Toyota ID Number:** 200708151375  
**NHTSA ODI Number:**  
**Date of Incident:** 20070817  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 08/15/2007 04:16:41 PM HLyons  
Caller states: On both sides of fender on the extended bed the braces have broken 2x. The dlr has rprd both times & now it rattles. dlr wants to keep all day tomorrow to have DSPM inspect & rpr. Cust fls this is a design flaw b/c they have broken 2x & the dlr should provide him a rental while they have the veh all day. Cust sts is unsatisfied with the gas mileage & when starting the veh it turns over 4-5 times, dlr adv nothing is wrong. Cust sks a rental & permanent rpr.

\*\*\* SUBCASE 200708151375-1 CREATED 08/16/2007 08:12:43 AM JCabrera  
\*\*\* NOTES 08/16/2007 11:06:24 AM JCabrera  
+OUTGOING FTS CALL+  
CM contacted FTS, BMaloney. Sts cust has an appt today @ 8:00 am to drop off veh for factory inspection. FTS sts he is at the dlr today and veh has not been dropped off. Sts he will only be at the dlr today until 3pm. FTS sts, dlr will provide cust w/a loaner veh if cust requests one. CM thanked.  
\*\*\* NOTES 08/16/2007 11:08:58 AM JCabrera  
+OUTGOING CUST CALL+  
CM contacted cust at daytime# 702-293-2082. Cust unavailable. No answer.  
\*\*\* NOTES 08/16/2007 11:10:54 AM JCabrera  
+OUTGOING CUST CALL+  
CM contacted cust at ALTH# 702-449-1905. Cust unavailable. CM left message & adv 800#, login id for direct contact, & office hours.  
\*\*\* NOTES 08/16/2007 02:28:05 PM RFranco

C-965

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Cust eld to f/up with cust. NCR apologized and adv cust to Julissa is currently away from her desk. Cust would like a c/b. NCR adv cust will fwd message to C/M. Thanked  
\*\*\* NOTES 08/17/2007 11:24:00 AM JCabrera  
+INCOMING CUST CALL+  
Cust sts he was unable to meet w/FTS yesterday because his dog became ill. Sts also because dlr was expecting him to leave veh all day & did not offer a loaner veh. Cust sts he informed ASM, Ken Mathis, that he was not going to make it to his appt. Cust also sts he is having a concern w/trans. Sts when driving up a small incline on cruise control, veh acts like it wants to kick down 2 gears. Cust sts it takes engine 3-4x to crank up.

\*\*\* NOTES 08/17/2007 11:25:13 AM JCabrera  
Cust sts is unhappy w/ average mpg of 13.5. Seeks to know if it is normal for water to get into engine from hood scoop. Seeks to re-schedule factory inspection w/FTS. Sts will wait for next visit to dlr.  
\*\*\* NOTES 08/17/2007 11:26:46 AM JCabrera  
CM apol & adv will contact FTS, BMaloney, & inquire about next visit to dlr for possible factory inspection. CM adv per CEC tech, PChan, it is normal for water to get into engine from hood scoop. CM adv engine is protected w/engine cover & water will not damage it. CM adv c/b early next week after speaking to FTS. Cust thanked.  
\*\*\* NOTES 08/17/2007 02:15:42 PM JCabrera  
+OUTGOING FTS CALL+  
CM spoke to FTS, BMaloney. FTS sts next scheduled visit to dlr is Friday, Sept 14th. Sts he agrees to inspect veh. Sts dlr should provide a loaner veh. Sts he can drop off veh the night before or the morning of the 14th. CM thanked & adv will contact cust & inform him date.  
\*\*\* NOTES 08/20/2007 11:09:32 AM JCabrera  
+OUTGOING CUST CALL+  
CM contacted cust at daytime#. CM adv factory inspection scheduled for Friday, Sept 14th, @ Findlay Toyota. CM adv may drop off veh the night before and pick up a loaner veh or may take his veh on the morning of the 14th. Cust sts he will drop it off the night before. CM adv will contact cust on 09/13/07 & remind him of scheduled factory inspection. Cust thanked.  
\*\*\* NOTES 09/13/2007 09:54:57 AM JCabrera  
+OUTGOING CUST CALL+  
CM contacted cust at daytime#. Cust unavailable. No answering machine available to leave message.  
\*\*\* NOTES 09/13/2007 09:56:11 AM JCabrera  
+OUTGOING CUST CALL+  
CM contacted cust at ALTH. Cust unavailable. CM left message & adv of factory inspection scheduled for tomorrow, 9/14, @ Findlay Toyota. CM provided call back # & login id for direct contact.  
\*\*\* NOTES 09/13/2007 09:58:55 AM JCabrera  
CM left message for cust & reminded him of factory inspection scheduled for tomorrow.  
CM will fu w/dlr on Monday, 9/17, & confirm results of factory inspection.  
\*\*\* NOTES 09/13/2007 02:06:40 PM EMcClendon  
CLR sts wants to speak w/Julissa Cabrera. NCR apol & adv CM not avail. CLR sts wants to know if factory will provide loaner? & Also sts wants to know if he creates a list, will factory tech answer all of his ques. NCR adv would send c/b notifier to CM.  
\*\*\* NOTES 09/13/2007 02:11:40 PM JCabrera  
+OUTGOING CUST CALL+  
CM contacted cust at daytime#. Cust unavailable. No answering machine available to leave message.  
\*\*\* NOTES 09/13/2007 02:12:46 PM JCabrera  
+OUTGOING CUST CALL+  
CM contacted cust at ALTH. Cust unavailable. CM left message & adv a loaner may be provided, depending on dlr's availability. CM adv, he may have his questions answered by FTS during test drive.  
\*\*\* NOTES 09/14/2007 11:43:03 AM MJones  
Caller c/b to speak w/ CM regarding case. CM not avail at time of call. NCR apol & adv clr that CM will return call w/in 1 bus day. CLR thanked ncr.  
Would like to know why the person who inspects the veh is not at Findlay Toyota And Scion dlr; clr does not know what to do at this point; sts needs a loaner veh.  
\*\*\* NOTES 09/14/2007 03:35:50 PM JCabrera

C-966

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

+INCOMING REGION CALL+  
FTS, BMaloney, calling. Sts he is at Desert Toyota today. Sts he was not scheduled at Findlay. CM confirmed per above case notes dated 8/17/07, factory inspection was scheduled for today at Findlay Toyota. FTS sts, he will try to make it to Findlay Toyota to inspect veh, but cannot offer guarantees.  
\*\*\* NOTES 09/17/2007 09:59:41 AM JCabrera  
+INCOMING FTS CALL+  
FTS, BMaloney, calling. Sts he inspected veh on Friday, 9/14. Sts parts have been ordered. Sts no loaner veh provided as veh is driveable & in customer's possession. Sts cust will return to dlr when parts arrive. FTS ordered a fender stay for left side. CM thanked.  
\*\*\* NOTES 09/17/2007 10:03:18 AM JCabrera  
+OUTGOING CUST CALL+  
CM contacted cust at daytime#. Cust unavailable. CM left message & adv per FTS, parts have been ordered. CM adv will keep cust posted on any new updates. Adv will fu w/dlr & check status of part arrival. Adv may call back CM if needed at 800# & login id for direct contact.  
\*\*\* NOTES 09/19/2007 01:48:39 PM JCabrera  
+OUTGOING DLR CALL+  
CM contacted dlr & spoke to Heather in service. She confirmed parts arrived today. Sts shop foreman, Victor Camperi, is handling case personally and will call cust to adv of part arrival tomorrow. Sts shop foreman is at tech training today. CM thanked for update.  
\*\*\* NOTES 09/24/2007 10:40:42 AM JCabrera  
+OUTGOING DLR CALL+  
CM contacted dlr & spoke to SM, Steve. He sts, parts arrived & rprs have been done, however, cust has contacted dlr & indicated that rattle noise has continued. Cust has scheduled an appt for today to have his veh re-inspected. SM sts, cust has not checked in veh yet. CM thanked for update.  
\*\*\* NOTES 09/24/2007 10:42:01 AM JCabrera  
+OUTGOING CUST CALL+  
CM contacted cust at daytime#. CM received busy tone.  
\*\*\* NOTES 09/24/2007 10:44:29 AM JCabrera  
+OUTGOING CUST CALL+  
CM contacted cust at ALTH. Cust unavailable. CM adv, will be contacting dlr tomorrow after veh is inspected for results of diag. Adv call back 800# & login id for direct contact.  
\*\*\* NOTES 09/26/2007 12:31:21 PM JCabrera  
+OUTGOING DLR CALL+  
CM contacted dlr & spoke to SM, Steve. Sts veh was checked in yesterday for a noise concern. Dlr found a broken rear spring near brake line. Rprs are complete, but veh has not been released to cust. SM sts, veh will be taken for a final test drive & cust will be contacted. CM thanked.  
\*\*\* NOTES 09/27/2007 04:51:05 PM JCabrera  
+OUTGOING CUST CALL+  
CM contacted cust at daytime#. Cust unavailable. CM left message & adv call back 800#, login id for direct contact, & office hours.  
\*\*\* NOTES 09/28/2007 09:41:17 AM JCabrera  
+INCOMING CUST CALL+  
Cust sts he picked up veh & problem was corrected. Cust sts is satisfied w/rprs. CM invited cust to call back CEC w/any future questions or concerns. Cust thanked.  
\*\*\* CASE CLOSE 09/28/2007 09:44:55 AM JCabrera  
1. SUMMARY: Cust sts both sides of fender on the extended bed braces have broken 2x.  
2. ACTION TAKEN: FTS & SM  
3. RESOLUTION: Fender stay for left side was rplcd & broken rear spring near brake line was rplcd.  
4. CUSTOMER SATISFIED: Yes  
5. ROOT CAUSE: Product; Recurring Condition; Truck Bed- Body; Other-Please Specify  
\*\*\* SUBCASE 200708151375-1 CLOSED 09/28/2007 09:45:20 AM JCabrera  
Closing subcase.

C-967

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:** 200708200244  
**NHTSA ODI Number:**  
**Date of Incident:** 20070818  
**Vehicle:** 2004 Toyota SIENNA  
**Location of Incident:** FAIRFAX, VA  
**NHTSA Summary:**  
\*\*\* PHONE LOG 08/20/2007 07:35:57 AM SBaker  
RNT#070819-000139 E-mailer sts: 'My wife, (redact) and I bought this vehicle new from Ourisman Chantilly Toyota, Chantilly, VA on Jan 24, 2004. On Saturday evening, Aug 18, 2007, we were driving home from dinner and were coming on to the ramp leading on to US 50 West in Fairfax, VA when I accelerated the car to merge safely on to US 50 in order to turn left at the next intersection (US 50 and Rugby Road). Suddenly ...  
\*\*\* NOTES 08/20/2007 07:36:37 AM SBaker  
... the car kept accelerating and would not slow even as I firmly stepped on the brake. We nearly collided with several vehicles waiting for the light to turn at the US 50/Rugby intersection. I put the car into Neutral which slowed it a bit as the engine roared very very loudly. I somehow managed to turn right on Rugby at about 30MPH, almost hitting a vehicle waiting for the light, ...  
\*\*\* NOTES 08/20/2007 07:37:04 AM SBaker  
... and turn the car into a side street where I finally managed to slow to a halt. I turned off the ignition, but when I turned it on again the engine wanted to accelerate again. I turned it off and waited there with my wife, in complete shock. Several minutes later, I turned the car on again, and this time it acted normally, and we drove the remaining mile home safely, ...  
\*\*\* NOTES 08/20/2007 07:37:53 AM SBaker  
... with emergency flashers on. We will be taking the car to Ourisman this evening for then to look at it tomorrow morning, but I have my reservations that they will do anything to repair this most serious defect that could have resulted in death or serious injury. ...  
\*\*\* NOTES 08/20/2007 07:38:52 AM SBaker  
... You see, since we bought the Toyota (Vehicle ID Number 5TDBA22C54S013273) in 2004, we have it in to Ourisman several times on the complaint that the car, after having stopped at a traffic light, would start off slowly and sluggishly and then suddenly lurch forward. Ourisman could never find the problem. We are dismayed and profoundly fearful at the unpredictability of this car ...  
\*\*\* NOTES 08/20/2007 07:39:32 AM SBaker  
... and if the problem is not fixed, could jeopardize us and other motorists. Yesterday's experience was bone jarring, and we are fortunate to have avoided a bad accident. I know that Toyota Motors takes this kind of complaint seriously, as you are atop the world's finest carmakers. We desperately need your help in getting this problem rectified as soon as possible. //SIGNED// ...  
\*\*\* NOTES 08/20/2007 07:40:01 AM SBaker  
... Armin Reitz, Major, USAF (Ret) Deborah A. Reitz 4303 Birch Pond Lane Fairfax, VA 22033-3215 Home Phone: 703-631-7788'  
\*\*\* SUBCASE 200708200244-1 CREATED 08/20/2007 07:47:57 AM SBaker  
EMAIL RESPONSE:  
<as-html>  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.<p>  
We apologize for the driving response of your Sienna.<p>  
In order to properly assess your concerns, we have contacted the Customer Relations Manager at Ourisman Chantilly Toyota to further evaluate your 2004 Sienna.<p>  
Toyota dealership technicians are specialized in the diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns.<p>

C-968

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

The Customer Relations Manager will contact you by the end of the business day, Thursday, August 23, 2007. In the event you do not receive any contact from the dealership by this date, please <a href = 'http://toyota.custhelp.com/cgi-bin/toyota.cfm?php/enduser/std\_adp.php?p\_faqid=4164TARGET=\_BLANK'>contact us</a> with file # 200708200244.<p>  
<toyota Customer Experience  
</as-html>

\*\*\* CASE CLOSE 08/22/2007 04:11:49 AM DLR45079  
FTS INVOLVED,TAS CASE OPENED...UNABLE TO DUPLICATE, CUST PICKED UP 8/21 PM...CUST STATES WILL BE GOING LEGAL.

\*\*\* SUBCASE 200708200244-1 CLOSED 09/20/2007 09:50:55 AM SBaker  
case closed.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10203124  
**Date of Incident:** 20070818  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LENOIR, NC

**NHTSA Summary:**  
OUR 2007 CAMRY HESITATES WHEN ACCELERATING FROM A STOP OR ACCELERATING FROM A LOW SPEED. THE SITUATION HAS OCCURRED SEVERAL TIME BOTH BEFORE AND AFTER THE COMPUTER WAS RESET. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10200951  
**Date of Incident:** 20070819  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** GUNTERSVILLE, AL

**NHTSA Summary:**  
UNINTENDED ACCELERATION OCCURRED WHILE OPERATING AT SLOW SPEED RESULTING IN A COLLISION WITH PARKED VEHICLES AND DEPLOYMENT OF AIRBAG. MY WIFE IS THE PRIMARY DRIVER OF THE VEHICLE AND HAS COMPLAINED ON AT LEAST TWO PREVIOUS OCCASIONS THAT, WHILE PARKING, THE ANTI-LOCK BRAKING SYSTEM ACTIVATED AND THE CAR ACCELERATED WITH HER FOOT ON THE BRAKE PEDAL. THIS OCCURRED WHILE TRAVELING AT APPROXIMATELY 5 TO 10 MPH IN A RIGHT TURN. ON ONE OTHER OCCASION SHE STATED THAT THE BRAKES WOULD NOT STOP THE CAR AND THE ENGINE SPEEDED UP AS SHE WAS BRAKED FOR AN INTERSECTION ? AGAIN SHE STATED THAT THE ANTI-LOCK BRAKES ACTIVATED REDUCING BRAKING EFFECTIVENESS AND ALLOWING THE ENGINE TO ACCELERATE THE CAR. I TEST DROVE THE CAR EACH TIME AND FOUND THAT IT OPERATED NORMALLY. THESE EVENTS HAVE OCCURRED DURING THE 2 YEARS WE HAVE OWNED THE CAR. THE ACCELERATION DURING THE LAST EVENT WAS STRONGER AND RESULTED IN A CRASH. MY WIFE HAS A GOOD DRIVING RECORD, KNOWS IF SHE IS DEPRESSING GAS PEDAL INSTEAD OF THE BRAKE PEDAL, AND THE FLOOR MAT WAS NOT A FACTOR. THE 2005 TOYOTA CAMRY WAS NEW WHEN WE PURCHASED IT. THE CAR HAS IS LOCATED AT A LOCAL AUTO BODY SHOP FOR REPAIR. \*JB  
**Additional Summary:**

C-969

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313976  
**Date of Incident:** 20070819  
**Vehicle:** 1991 TOYOTA COROLLA  
**Location of Incident:** NASHUA, NH

**NHTSA Summary:**  
MY CAR ACCELERATED ON REVERSE WHEREIN INSTEAD OF MAKING A 90 DEGREES ANGLE THE CAR WENT SWIPING IN 180 DEGREES. BOTH TIMES WAS RAINY. BOTH TIMES THE HEADLIGHTS & THE WINDSHIELD WIPER & THE BACK WINDOW DEFOGGER IS ON. DURING THIS BACK UP WHEN I TURN MY HEAD, THE REAR BACK WINDSHIELD WAS VERY BLURRY & TWICE THIS HAPPENS TO ME. BOTH TIMES I WAS MAKING A REVERSE LEFT SIDE CORNER. WHEN I BOUGHT THIS CAR THE LEFT BACKLIGHT IS DAMAGED. I PUT THINGS TOGETHER THAT MAYBE THE SAME THING HAD HAPPEN TO THE FIRST OWNER OF MY CAR. I HAVE DRIVEN IN ALL OVER THE WORLD FOR 18 YEARS, WITHOUT ANY ACCIDENT HAPPENED TO ME IN THE HIGHWAYS BUT THE ONLY TWO ACCIDENT I HAVE WITH SO FAR IS ON THIS CAR IN MY OWN BACKYARD, ON THE SAME EXACT MOTION, SAME WEATHER CONDITION. THE CAR WAS ON REVERSE. THE TWO TIMES IT HAPPENED WAS VERY IDENTICAL TO EACH OTHER.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314621  
**Date of Incident:** 20070821  
**Vehicle:** 1998 TOYOTA AVALON  
**Location of Incident:** CHEMUNG, NY

**NHTSA Summary:**  
MY DAUGHTER PURCHASED A 1998 TOYOTA AVALON FROM A PRIVATE INDIVIDUAL. MY DAUGHTER'S FRIEND DROVE THE CAR HOME BECAUSE SHE COULD NOT DRIVE THE STANDARD VEHICLE MY DAUGHTER USED TO GET THE AVALON. MY DAUGHTER FOLLOWED IN THE VEHICLE THAT HAD STANDARD SHIFT. SUDDENLY, THE AVALON BEGAN ACCELERATING TO A SPEED OF OVER 90 MPH WHILE ON A SECONDARY ROAD. MY DAUGHTER'S FRIEND PUT BOTH FEET ON THE BRAKE AND THE EMERGENCY BRAKE WAS USED, BUT THE CAR DID NOT SLOW DOWN. MY DAUGHTER CALLED HER FRIEND ON HER CELL PHONE TO ASK HER WHY SHE WAS DRIVING SO FAST. HER FRIEND WAS HYSTERICAL AND SAID THE CAR WOULD NOT STOP. MY DAUGHTER IMMEDIATELY CALLED 911. JUST BEFORE A SHARP CURVE WHERE SHE WAS SURE SHE WOULD BE KILLED, THE CAR STOPPED. HER FRIEND GOT OUT OF THE CAR AND COLLAPSED ON THE GROUND. THE POLICE CALLED A TOW TRUCK AND ASSURED WITNESSES THAT SHE JUST HAD A LITTLE SCARE. THE CAR WAS TOWED TO A GARAGE IN SAYRE, PENNSYLVANIA. RELUCTANT TO BELIEVE THAT THIS HAPPENED AS DESCRIBED, THE MECHANIC DECIDED TO TAKE THE CAR FOR A DRIVE HIMSELF. THE SAME THING HAPPENED TO HIM, HOWEVER HE USED SOME METHOD TO GET THE CAR TO STOP. HE TOLD US THAT THERE WAS SOMETHING WRONG WITH THE THROTTLE. WE CONTACTED ARE LOCAL TOYOTA DEALERSHIP ABOUT THE PROBLEM; WE WERE TOLD THAT THEY HAD NEVER HEARD OF THIS HAPPENING WITH A TOYOTA. IN JANUARY 2009, I WAS ON THE PHONE WITH MY DAUGHTER, WHO NOW RESIDES IN TENNESSEE. SUDDENLY SHE YELLED, "MY GOD!" AFTER A SHORT SILENCE THAT SEEMED LIKE AN ETERNITY, SHE SAID SHE WAS AT A STOP LIGHT BEHIND ANOTHER CAR. HER FOOT WAS ON THE BRAKE, BUT THE MOTOR STARTED REVING LOUDLY. THE CAR THEN LURCHED FORWARD. BEFORE HITTING THE CAR IN FRONT OF HER, SHE PUT THE CAR IN PARK WHILE AT THE SAME TIME SHUTTING THE IGNITION OFF. SHE TOLD ME THAT THIS HAS HAPPENED A COUPLE OTHER TIMES RECENTLY. WE CALLED OUR LOCAL TOYOTA DEALERSHIP AGAIN TO INQUIRE ABOUT THE PROBLEM. THEY WOULD NOT ADMIT TO ANY PROBLEMS OF THIS NATURE.  
**Additional Summary:**

C-970

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10201595  
**Date of Incident:** 20070822  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** PORTLAND, OR

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE DRIVING 30 MPH, THE VEHICLE ACCELERATED UNCONTROLLABLY TO 95 MPH. THE DEALER STATED THAT A TOYOTA ENGINEER NEEDED TO REPAIR THE VEHICLE, HOWEVER, ONE WOULD NOT BE AVAILABLE UNTIL SEPTEMBER 24, 2007. THE DEALER INFORMED THE CONTACT THAT HE COULD DRIVE THE VEHICLE IN THE INTERIM. THE VIN AND ENGINE SIZE WERE UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 17,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316446  
**Date of Incident:** 20070822  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** SHERWOOD, OR

**NHTSA Summary:**  
WHEN DRIVING THERE IS A DELAYED THROTTLE RESPONSE WHICH HAS LED TO A SUDDEN ACCELERATION WHEN NOT EXPECTING IT. THIS HAPPENED ON DIFFERENT OCCASIONS INTERMITTENTLY ALMOST LEADING TO AN ACCIDENT. I CALLED MY TOYOTA DEALER ON AUGUST 22/07, SPET 2007 AND THEN CALLED TOYOTA ON NOVEMBER 1, 2007. I WAS ADVISED THAT THIS SUDDEN DELAYED ACCELERATION WAS NORMAL FOR TOYOTA AS IT WAS BECAUSE THE COMPUTER SYSTEM SENDS A DELAYED MESSAGE AND I HAD TO ADJUST MY DRIVING TO ACCOMMODATE IT. IT HAS NOT HAPPENED NEARLY AS OFTEN AS THE FIRST FEW MONTHS BUT DOES OCCASIONALLY. IT IS SUDDEN AND FRIGHTENING WHEN IT HAPPENS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10205974  
**Date of Incident:** 20070823  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** WEBSTER, MA

**NHTSA Summary:**  
THERE IS A SIGNIFICANT DELAY WHEN YOU TRY TO ACCELERATE IN THE 2007 TOYOTA CAMRY! AFTER A SCARY INCIDENT INVOLVING A TRACTOR TRAILER TRUCK, POOR ACCELERATION, AND A HILL, ( FORTUNATELY THERE WAS NO ACCIDENT) I CALLED TOYOTA HEADQUARTERS TO REPORT THE INCIDENT ( BECAUSE OF THE ACCELERATION DELAY). THEY WERE OF NO HELP, BUT TOLD ME TO BRING MY CAR TO THE LOCAL DEALER TO BE EXAMINED FOR THE ACCELERATION DELAY. THE DEALERS MECHANIC REPORTED BACK TO ME AFTER A QUICK EXAMINATION AND TEST DRIVE THAT THERE IS NO ACCELERATION DELAY ISSUE. AND THAT THE CAR IS BUILT THIS WAY. WHAT THE MECHANIC DID DO POSSIBLY TO APPEASE ME) WAS RE-SET THE ACCELERATION COMPONENT IN THE CAR'S COMPUTER. THIS 'ADJUSTMENT' HAS DONE NOTHING TO FIX THE ISSUE. AND I STILL EXPERIENCE ACCELERATION DELAY TO THIS DAY. UNFORTUNATELY, TOYOTA DOES NOT SEEM INTERESTED IN FIXING THIS POTENTIALLY DEADLY FLAW. I HOPE THERE ARE NO FATALITIES RESULTING FROM THIS PROBLEM. \*TR  
**Additional Summary:**

C-971

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10200717  
**Date of Incident:** 20070824  
**Vehicle:** 2005 TOYOTA CAMRY SOLARA  
**Location of Incident:** MEDFORD, NY

**NHTSA Summary:**  
I WAS SURPRISED TO SEE HOW MANY IDENTICAL COMPLAINTS THERE WERE CONCERNING THE ACCELERATION LAG WITH THE 6 CYLINDER '05 SOLARA. MY COMPLAINTS TO TOYOTA YIELDED NO RESULTS. THE CAR HESITATES WHEN SLOWING THEN ACCELERATING THEN JUMPS FORWARD. SAME PROBLEM WHEN ACCELERATING TO MERGE WITH TRAFFIC. MANY CLOSE CALLS AND SNAPPING OF THE NECK ON ACCELERATION. DRIVE BY WIRE IS POOR SUBSTITUTION FOR DRIVE BY MECHANISM. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10200807  
**Date of Incident:** 20070825  
**Vehicle:** 2004 LEXUS LS  
**Location of Incident:** PALM BEACH GARDENS, FL

**NHTSA Summary:**  
UNINTENDED ACCELERATION, AS I WAS PARKING THE VEHICLE SUDDENLY ACCELERATED AND JUMPED THE CURB AND RAN INTO THE BUILDING. I TRIED TO BACK OFF THE BUILDING AND COULD NOT STOP THE RACING ENGINE. THE VEHICLE SHOT BACKWARDS EVEN THOUGH I WAS ON THE BRAKE. IT WENT THROUGH SOME HEDGES OVER A RISE AND CROSSED THE STREET WHERE THE REAR HIT A PALM TREE AND COLLAPSED THE TRUNK. BOTH THE FRONT AND REAR WERE SEVERELY DAMAGED. NO AIR BAGS DEPLOYED. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10201029  
**Date of Incident:** 20070825  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** FALLS CHURCH, VA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHILE PULLING INTO A PARKING SPACE BETWEEN 3-5 MPH, THE ENGINE BEGAN TO REV. THE VEHICLE SURGED FORWARD WHEN THE CONTACT APPLIED MORE PRESSURE TO THE BRAKE PEDAL. THE VEHICLE CRASHED INTO A CONCRETE WALL AND THE AIR BAGS FAILED TO DEPLOY. HER KNEES WERE BADLY BRUISED. THE HOOD AND FRONT BUMPER WERE DAMAGED, BUT THE MAJORITY OF THE DAMAGE WAS ON THE PASSENGER SIDE OF THE VEHICLE. THE SIDE PANELS WERE MOVED AND MISALIGNED, WHICH IMPACTS THE OPENING AND CLOSING OF THE DOORS. THE PURCHASE DATE WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 58,500.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10201231  
**Date of Incident:** 20070827  
**Vehicle:** 2007 TOYOTA RAV4

C-972

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Location of Incident: EVANS, GA

**NHTSA Summary:**  
HESITATION WHEN TRYING TO PRESS GAS PEDAL USUALLY FROM A STOP. THIS COULD CAUSE AN ACCIDENT WHEN I BELIEVE I HAVE ENOUGH TIME TO GET OUT ON MAIN HIGHWAY FROM SIDE STREET AND THE SUV WON'T GO. TOOK TO DEALER, WHO SAID NORMAL. CRUISE DOES NOT WORK PROPERLY ON INCLINES. IT WILL JERK BACK AND FORTH UNTIL CRUISE TURNED OFF. MECHANIC RODE WITH ME AND SAID THIS SHD NOT BE HAPPENING, BUT TOYOTA HAS NO FIX FOR IT AT PRESENT; THEY DO NOT KNOW WHEN CALLED TOYOTA CALL CENTER. THEY SAID THIS VEHICLE NOT MEANT TO USE CRUISE ON INCLINES SO WHY PUT IT ON THE VEHICLE-PUT ON ON LEVEL ROAD. TAKE OFF WHEN SEE HILL APPROACHING-WHAT A JOKE). NEVER HAD A VEHICLE IN MY LIFE WHERE THE CRUISE WAS NOT MEANT TO BE USED AT ALL POINTS OF DRIVING. TOLD BY DEALERSHIP TO WAIT. THIS VEHICLE IS NEW AND I DO NOT WANT TO WAIT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10204091  
**Date of Incident:** 20070828  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MOUNT SINAI, NY

**NHTSA Summary:**  
I PURCHASED A 2007 CAMRY 4 CYLINDER XLE AUG. 2006. THE IMMEDIATE ISSUE I HAD WAS ITS LACK OF ACCELERATION. I WAS TOLD BY THE DEALERSHIP (COMPETITION TOYOTA OF NEW YORK) WAS TO CHANGE THE WAY WAS DRIVING THE CAR TO FORCE BETTER ACCELERATION. FEB. 10, 2007 I HAD MY OIL CHANGED AT THE COMPETITION TOYOTA. ASKED ABOUT THE ACCELERATION ISSUE AND WAS TOLD "NOTHING YET" FROM TOYOTA. AUG. 6, 2007, I WAS TOLD NEW SOFTWARE ARRIVED TO CORRECT THE ISSUE. THE VERBIAGE ON THE WORK SHEET STATES "PLEASE REVIEW TSBE036-07 FOR APPLICATION PERFORMED CALIBRATION ON ECM SHIFT ENHANCEMENT COMPLETED". THERE WAS AN IMPROVEMENT IN ACCELERATION FROM STOP SIGNS AND TRAFFIC LIGHTS. AUG. 28, 2007 I TOOK MY FIRST TRIP WITH THE UPGRADED SOFTWARE. THE ACCELERATION GETTING ON THE HIGHWAY WAS BETTER BUT NOT GREAT. I USED THE CRUISE CONTROL FEATURE FOR THE FIRST TIME SINCE THE UPGRADE. I DROVE 200 MILES, EXITED THE HIGHWAY, GOT GAS (SHUT OFF THE CAR). I DID NOT REACTIVATE THE CRUISE CONTROL. I PULLED INTO A PARKING GARAGE, FOUND A PARKING SPACE, BEGAN TO PULL IN WHEN THE CAR UNEXPECTEDLY ACCELERATED, HIT THE WALL AND I COULDN'T STOP THE TIRES FROM SPINNING EVEN BY DEPRESSING THE BRAKE. I THREW THE CAR INTO PARK AND SHUT OFF THE ENGINE. THERE WAS SUBSTANTIAL DAMAGE TO THE FRONT OF THE CAR BUT NO APPARENT DAMAGE TO THE ENGINE. AUG. 29, 2007 I DECIDED TO DRIVE IT HOME. UPON STARTING THE CAR, THE CRUISE CONTROL SYMBOL DISPLAYED AND WENT OFF ONLY AFTER I DEPRESSED THE CRUISE CONTROL LEVER A COUPLE TIMES. THE CAR WAS REPAIRED SEPT. 17, 2007, COMPETITION TOYOTA DID A COMPLIMENTARY SAFETY VEHICLE INSPECTION ON SEPT. 21, 2007 AND FOUND THE CAR TO BE SAFE TO OPERATE. I KNOW WHAT HAPPENED AND LIKE A DISAPPEARING TOOTHACHE I DON'T WANT THIS ISSUE DISMISSED BY THE PEOPLE AT TOYOTA AS A NON-EVENT. I STILL BELIEVE THIS IS NOT A COINCIDENCE HAVING THE ACCELERATION SOFTWARE UPDATED THEN ME HAVING THE ISSUES I HAVE STATED ABOVE. I DON'T WANT TO SEE A RE-OCCURRENCE OF THIS INCIDENT TO ME OR ANYONE ELSE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304637  
**Date of Incident:** 20070828

C-973

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 LEXUS RX400H  
**Location of Incident:** COLUMBIA CITY, IN

**NHTSA Summary:**  
I JUST WANTED TO LET YOU KNOW THAT MY WIFE AND I HAVE EXPERIENCED THE ENGINE ACCELERATING ON THE 2007 LEXUS 400H WHILE COASTING TO STOP SIGNS. THIS OCCURRENCE STARTED ABOUT 3-4 MONTHS AFTER WE GOT THE CAR AND DOES NOT OCCUR ALL OF THE TIME. THE GAS PEDAL SEEMS TO OVERRIDE THE ENGINE ACCELERATION PROBLEM, HOWEVER, THE ISSUE SEEMS TO BE SIMILAR TO WHAT OTHERS HAVE SEEN IN OTHER CARS. THIS ISSUE HAS BEEN REPORTED TO THE DEALERSHIP IN THE PAST BEFORE THE RECALLS WITHOUT ANY SATISFACTORY ACTION. THIS MODEL IS NOT ON THE RECALL LIST, BUT I WANTED TO RAISE THE CONCERN AS IT SEEMS TO BE A PROBLEM SIMILAR TO WHAT IS HAPPENING IN OTHER VEHICLES AND MAY HELP TO INDICATE THAT THE TRUE ISSUE MAY NOT BE THE FLOOR MATS OR THE GAS PEDAL DESIGN. MY WIFE IS CONCERNED SINCE THE ENGINE IS ACCELERATING WITHOUT THE GAS PEDAL DEPRESSED. SINCE THE BRAKE IS OVERRIDING THE ACCELERATION, IT WOULD INDICATE TO ME THAT THE ISSUE IS NOT A STICKING GAS PEDAL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10207871  
**Date of Incident:** 20070829  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** TOUCHET, WA

**NHTSA Summary:**  
MY NEW 2007 CAMRY SE HAS A VERY SCARY HESITATION PROBLEM WHEN I NEED TO ACCELERATE. I HAVE HAD THE CAR 2 MONTHS AND IT STARTED RIGHT AWAY. MY HUSBAND DROVE IT THE OTHER DAY FOR THE FIRST TIME AND WAS NEARLY IN AN ACCIDENT TRYING TO PULL OUT INTO TRAFFIC IT STALLED FOR A FEW SECONDS, SCARED HIM TO DEATH! HE ASKED ME IF THAT HAPPENED TO ME AND I THOUGHT IT WAS JUST THE CAR'S QUIRK. HE IS CONCERNED ABOUT MY SAFETY NOW. I SEARCHED ONLINE AND FOUND THAT IT IS A PROBLEM EXPERIENCED BY MANY. I WAS TOLD TO FILE THIS COMPLAINT SO IT CAN BE ADDRESSED. THANK YOU. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10201935  
**Date of Incident:** 20070830  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** AGOURA HILLS, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE AT A COMPLETE STOP, THE CONSUMER STATED TRIED TO APPLY THE BREAKS BUT TO NO AVAIL. THE VEHICLE ACCELERATED WITHOUT WARNING AND CRASHED INTO AN OFFICE BUILDING OFF DERRY AVE. THE TIRES WERE STILL SPINNING AFTER THE CRASH. THE HEAVY STEEL SHELVES AND DESKS WERE DESTROYED. AN INSURANCE CLAIM WAS FILED. THE VEHICLE HAS NOT BEEN INSPECTED BY THE DEALER. THE CURRENT AND FAILURE MILEAGES WERE 38,110. UPDATED 10/03/04 \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313403  
**Date of Incident:** 20070830

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** AUGUSTA, GA

**NHTSA Summary:**  
TOYOTA CASE#200709100295: MY NEAR DEATH EXPERIENCE DRIVE MY 2007 TOYOTA PRIUS ON AUGUST 30, 2007\*\* \*\*WHILE DRIVING MY 2007 PRIUS BEHIND A 16-WHEELER AND AT AN AVERAGE SPEED OF 60MPH, SUDDENLY MY PRIUS' ENGINE & MOTORS ROARED AND THE SPEED SURGED SO STRONGLY THAT IF I DIDN'T RIDE THE BRAKES, I SAW MYSELF RAMMING INTO THE BACK OF THE 16-WHEELER IN FRONT OF ME. ALSO AT THIS TIME, A CADILLAC SUV WAS FOLLOWING ME TO CLOSE ON THIS GEORGIA SECONDARY-HIGHWAY#121 WHEREBY I VISUALIZE A TRAGIC ACCIDENT ABOUT TO OCCUR. AFTER ABOUT A HALF-MILE RIDING THE BRAKES AND FEELING THE PULLING TORQUE OF THOSE POWERFUL ELECTRIC MOTORS ON THE FRONT WHEELS, I SAW MY CHANCE TO EXIT AHEAD WHERE TWO TRASH DUMPSTERS APPEARED. AS I STOPPED THE PRIUS, I NOTICE SMOKE COMING OVER THE HOOD. SO I JUMP OUT OF THE PRIUS. I SAW FLAMES ROUNDTHE FRONT WHEEL WELL THAT SOON FLAMED OUT. I CONTACTED AAA AUTO CLUB SOUTH AND HAD THE PRIUS TOWED 45 MILES BACK TO THE ANN TAYLOR TOYOTA DEALERSHIP/SERVICE CENTER WHERE I ORIGINALLY PURCHASED THE 2007 PRIUS. FIVE DAYS LATER, I WAS NOTIFIED BY THE SERVICE CENTER THAT A PIECE OF FLEXIBLE "CARPET MAT" SUDDENLY "RIGGIED" ENOUGH IN ORDER TO BECOMED WEDGED ONTO THE ACCELARATOR AND NO ADDITIONAL SERVICES REQUIRED. (INVOICE#T0CS368561 DATED 09/05/07) NOW IN DISBELIEF AND SCARED, I HAD MY 2007 PRIUS RE-INSPECTED AT PRECISION TUNE AUTO CARE (INVOICE#165110 DATED 09/06/07). THIS INSPECTED YIELDED EVIDENCE OF A PREVIOUS FIRE AND BURNED ROTORS! I CONTACTED BY PHONE TOYOTA CORP CUSTOMER SERVICE AND USAA AUTO INSURANCE. I CONTACTED A LEGAL ATTORNEY THAT ADVISED ME THAT MY CIRCUMSTANCES REQUIRED HIRING A MECHANICAL ENGINEER TO DISPROVE TOYOTA'S ASSERTION OR DRIVE THE VEHICLE UNTIL THE RUN-A-WAY ACCELARATION OCCURS AGAIN. AS OF THIS DATE, HAVING BEEN "STONEWALLED" THE PAST TWO YEARS, I WANT TO VERIFY THAT YOUR DEPARTMENT HAS A RECORD OF MY INCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323596  
**Date of Incident:** 20070830  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** HAMPTONVILLE, NC

**NHTSA Summary:**  
MY TRANSMISSION FEELS CONFUSED IN MY 2004 LEXUS ES 330. WHEN SLOWING DOWN TO TURN IN THE CITY OR PULL OUT OF YOUR DRIVEWAY MY CAR WILL HESITATE AND PAUSE FOR ABOUT A SECOND BEFORE ACCELERATING. THIS SEEMS TO BE VERY DANGEROUS AS I AM AFRAID THAT SOMEONE WILL HIT ME IN THE BACK BEFORE I CAN GET THE CAR UP TO THE DESIRED SPEED. I FIND MYSELF ALWAYS DOUBLE CHECKING SOMETIME TRIPLE CHECKING BEFORE I PULL OUT. I HAVE LOOKED ONLINE AT MANY DIFFERENT WEBSITES AND I HAVE FOUND ABOUT 1900+ PEOPLE WHO HAVE COMPLAINED ABOUT THIS PROBLEM.

**Additional Summary:**

**Toyota ID Number:** 200708310692  
**NHTSA ODI Number:**  
**Date of Incident:** 20070831  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

C-975

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 08/31/2007 12:12:24 PM GKrasemann  
\*\*\*PA\*\*  
Caller states: veh abruptly revs up while in drive & accelerates veh. sts took veh for diag & dlr could not replicate encm. cust sts dlr porter experienced encm w/ veh. cust spoke w/ Hector (service) & adv engineer out 9/24 for further eval. sts feels veh is unsafe & spoke w/ traci (crm) for loaner or expedite engineer. crm adv cust no assist & to call tech. cust sts has left veh at dlr & won't pick up. ncr apol/adv cm c/b within 1 b/d. ncr gave case #.

\*\*\* RETURN 08/31/2007 01:11:39 PM Sabolian  
PA case needs PA coding. Fix and resend.  
\*\*\* NOTES 08/31/2007 01:56:33 PM PTimberlake  
++OUTGOING DLR CALL++ 1/m for Mark to call me back with RO info

\*\*\* SUBCASE 200708310692-1 CREATED 08/31/2007 01:57:38 PM PTimberlake

\*\*\* PHONE LOG 09/04/2007 01:14:03 PM PTimberlake Action Type: Incoming call  
++OUTGOING DLR CALL++ spoke to Hector (serv writer)  
RO - 287991 - 8/28/07 - 17,493 - cust sts throttle stuck and engine reldining. dlr put cust in a rental on 8/31/07 so they can test drive veh over the weekend. dlr test drove veh for 240 miles and not able to duplicate condition.

\*\*\* PHONE LOG 09/04/2007 01:18:31 PM PTimberlake Action Type: Incoming call  
++OUTGOING CUST CALL++ cust sts he was accelerating at approx 35 mph when the veh kept accelerating after he let off the gas. ncr adv dlr not able to duplicate condition. cust sts he will pick veh up.

\*\*\* CASE CLOSE 09/04/2007 01:24:05 PM PTimberlake  
1)Summary - cust sts veh accelerates by itself. cust wants loaner veh and to expediate FTS to inspect veh before 9/24/07  
2)Action Taken - dlr/region  
3)Resolution - dlr test drove veh and not able to duplicate any problems  
4)Cust Satisfied - unknown  
5)Root Cause - none, dlr not able to duplicate concern

\*\*\* SUBCASE 200708310692-1 CLOSED 09/04/2007 01:24:19 PM PTimberlake

\*\*\* NOTES 09/10/2007 02:30:53 PM JNortz130  
Region replying to the STATE of OREGON regarding this customer.  
\*\*\* NOTES 09/11/2007 04:44:02 PM JNortz130  
Region called Hector/ASM at the dlrshp to check to see if his customer could come in on 9/17/2007 at 1:00pm instead of during the week of 9/24/2007. Trying to set up an appt. w/FTS/Jim Ely on the 26th. FTS can do the inspection earlier due to a cancellation during week 9/17/2007. Waiting to hear from dlrshp.  
\*\*\* NOTES 09/26/2007 04:12:29 PM JNortz130  
FTS/Jim Ely called to advise that the customer never shown up for his appointment at Broadway Toyota at 8:00am on the 26th of Sept. Besides not showing up for the appt. the customer never called either. Region is willing to repair any manufacturing defect that is found. Were still open to help in any way we can.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10202533  
**Date of Incident:** 20070831  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** DANVILLE, CA  
**NHTSA Summary:**

C-976

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

UNINTENDED ACCELERATION RESULTING IN DAMAGE TO MY CAR AS WELL AS TWO OTHERS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306534  
**Date of Incident:** 20070831  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BRYN MAWR, PA

**NHTSA Summary:**

I AM THE OWNER OF A 2007 TOYOTA CAMRY THAT IS PART OF BOTH RECALLS FOR THE FLOORMAT ISSUE AND THE ACCELERATION ISSUE. WHEN I FIRST PURCHASED MY CAR IN AUGUST 2007, I IMMEDIATELY NOTICED ACCELERATION PROBLEMS AND CALLED THE DEALERSHIP ABOUT IT. THE CAR WAS BROUGHT IN AND REPAIRS WERE MADE, HOWEVER, THE PROBLEM CONTINUED TO EXIST AND I WAS TOLD THAT IT WAS NOTHING SERIOUS. IN FEBRUARY 2008, WE WERE INVOLVED IN AN AUTO ACCIDENT IN MY VEHICLE WITH OUR TEENAGE DAUGHTER AND A FRIEND. WE WERE COMING TO A STOP LIGHT AND THERE WAS A CAR IN FRONT OF US AND OUR CAR CONTINUED TO ACCELERATE AND WE HIT THE BACK OF THE CAR IN FRONT OF US. THERE WAS SEVERE FRONT END DAMAGE TO MY VEHICLE, BUT THANKFULLY, NO REALLY BODILY INJURY TO THE PASSENGERS. AFTER PLACING A CALL TO THE DEALERSHIP AFTER THE ACCIDENT AND EXPLAINING THE ACCELERATION ISSUE TO THEM THAT I BELIEVE WAS THE REASON FOR THE ACCIDENT, I WAS TOLD THAT IT COULD NOT BE THE ISSUE AND THAT MY INITIAL ACCELERATION ISSUE HAD ALREADY BEEN FIXED. I HAVE FOUR CHILDREN THAT ARE IN MY CAR EVERY DAY AND I DO NOT FEEL SAFE IN MY VEHICLE. MY FLOORMAT ISSUE HAS NOT BEEN FIXED AND NEITHER HAS THE PEDAL ISSUE. I AM EXTREMELY DISSAPPOINTED WITH THE WAY THIS SITUATION IS BEING HANDLED, ESPECIALLY SINCE I FIRST NOTICED THE ISSUE RIGHT AFTER THE PURCHASE OF MY CAR AND I WAS ASSURED THAT IT WAS FIXED. PLEASE ADVISE. THANKS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20070900  
**Vehicle:** 9999 TOYOTA PRIUS  
**Location of Incident:** TUSTIN, CA

**NHTSA Summary:**

**Additional Summary:**  
Lupe Eguisquiza was waiting in line of cars in September 2007 to pick up her daughter from school when her Prius suddenly took off and crashed into the school's brick wall. Eguisquiza reported \$14,000 worth of damage to her car.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20070900  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SAN MATEO, CA

**NHTSA Summary:**

**Additional Summary:**  
PER LETTER TO JOHN KRISTENSEN - MR. VALADEZ PURCHASED A NEW 2007 TOYOTA CAMRY ON MARCH 23, 2007. IN SEPTEMBER, 2007 HE EXPERIENCED HIS FIRST ACCELERATION PROBLEM. \*WHILE DRIVING HOME IN SAN MATEO THE ACCELERATOR

C-977

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BECAME FROZEN IN THE DOWNWARD POSITION. I HAD TO STEP ON THE BRAKE PEDAL WITH TWO FEET, WHILE ALSO TRYING TO APPLY PRESSURE TO THE ACCELERATION PEDAL IN ORDER FOR THE VEHICLE TO COME INTO A COMPLETE STOP." HE BROUGHT THE VEHICLE IN FOR SERVICE AND WAS TOLD THAT THEY COULD NOT LOCATE AN ACCELERATOR PROBLEM AND SUGGESTED THAT THE PROBLEM COULD BE THE CARPET.

"DURING THE MONTHS OF NOVEMBER 2007 AND DECEMBER 2007 BOTH MY WIFE AND I NOTED THAT OUR CAMRY HAD 4 SELF ACCELERATION OCCURRENCES. IN FEBRUARY 2008 THE ACCELERATION ISSUE BECAME SUCH A SAFETY HAZARD FOR US THAT I ANGRILY DEMANDED THAT PUTNAM TOYOTA OF BURLINGAME, CALIFORNIA INSPECT OUR VEHICLE."

MR. VALADEZ HAS ATTENDED A MEDIATION HEARING ADMINISTERED BY NCDS CASE #1208125.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10214896  
**Date of Incident:** 20070901  
**Vehicle:** 2006 SCION XB  
**Location of Incident:** MILWAUKEE, WI

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA SCION XB. WHILE DRIVING APPROXIMATELY 20 TO 50 MPH, THE HEADLIGHTS DIMMED AND VISIBILITY WAS REDUCED. THE LIGHTS WOULD ILLUMINATE AGAIN MOMENTS LATER. WHILE DRIVING 30 MPH UPHILL, THE VEHICLE ACCELERATED TO 60 MPH. THE BRAKES WERE APPLIED, BUT WOULD NOT FUNCTION UNLESS THEY WERE ENGAGED AT A RAPID PACE. OCCASIONALLY THE ENGINE SHUTS OFF. THE FRONT END SHAKES WHILE DRIVING 20-50 MPH, AND THE CRUISE CONTROL SWITCH FAILED TO ENGAGE. THE VEHICLE CONTINUED TO BURN AN EXCESSIVE AMOUNT OF FUEL AFTER THE OIL WAS CHANGED AND THE CHECK ENGINE LIGHT ILLUMINATED. THE RADIO FAILED AND THE DEALER STATED THAT THEY WOULD REPLACE IT WHEN THE PARTS ARRIVE. THE MECHANIC STATED THAT THE BACK OF THE BUMPER WAS SPLIT, WHICH CAUSED IT TO FALL OFF OF THE VEHICLE. THE DEALER ALSO OFFERED HER \$14,000 FOR THE VEHICLE ONLY IF SHE PAID THEM \$5,000. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE; HOWEVER, THEY STATED THAT THE FAILURES WERE ELECTRICAL. THE FAILURE MILEAGE WAS 400 AND CURRENT MILEAGE WAS 12,000. UPDATED 02-14-08. \*KB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308096  
**Date of Incident:** 20070901  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** FORT LEE, NJ

**NHTSA Summary:**

REPETITIVE...EVERY TIME I DRIVE..... TOYOTA AVALON 2007...I COMPLAINED TO TOYOTA THAT WHEN I REMOVE MY FOOT FROM THE ACCELERATOR / GAS PEDAL TO COAST TO A STOP, THE CAR IN FACT ACCELERATES AT ALMOST EACH SHIFT POINT, THUS FORCING ME TO APPLY THE BRAKES REPETITIVELY. THIS MAY CAUSE PREMATURE BRAKE WEAR. TOYOTA SAYS THIS "ACCELERATION AT EVERY SHIFT POINT" IS NORMAL DESPITE THE FACT THAT IN HUNDREDS OF THOUSANDS OF MILES AND IN HUNDREDS OF CARS OWNED AND RENTED, I HAVE NEVER EXPERIENCED THIS BEHAVIOR IN ANY VEHICLE. YES, NO DOUBT A SOFTWARE/PROGRAMMER CONTROLLED MICRO-PROCESSOR.

C-978

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316637  
**Date of Incident:** 20070901  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** BOCARATON, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 LEXUS RX330. THE DRIVER STATED THAT HER VEHICLE WOULD NOT START. THE VEHICLE HAS BEEN SERVICED ON A REGULAR BASIS FOR ROUTINE MAINTENANCE. THE FLOOR MAT CLIP WHICH WAS RECALLED. THE VEHICLE HAS ACCELERATED FOR QUITE SOME TIME. WHILE DRIVING APPROXIMATELY 60 MPH, SHE ENGAGED THE BRAKES TO SLOW DOWN THE VEHICLE AND IT ACCELERATED ON ITS OWN. THE DEALER WAS NOTIFIED AND THEY STATED THAT THEY WERE UNABLE TO REPAIR IT SINCE THE VIN DOES NOT APPLY TO THE RECALL. A CRASH ALSO OCCURRED WHILE DRIVING 65 MPH WHEN THE VEHICLE ACCELERATED. TWO PASSENGERS WERE IN THE VEHICLE. HOWEVER, THERE WERE NO INJURIES. THE FAILURE MILEAGE WAS 30,000. THE CURRENT MILEAGE WAS 50,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318865  
**Date of Incident:** 20070901  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** CYPRESS, CA

**NHTSA Summary:**

I HAVE BEEN HAVING TWO SEPARATE PROBLEMS WITH THE ACCELERATION OF MY 2007 TOYOTA COROLLA LE. THE FIRST PROBLEM IS WITH MY GAS PEDAL. I NOTICED THAT OVER THE LAST SEVERAL MONTHS MY GAS PEDAL HAS BEEN BECOMING HARDER TO PRESS DOWN. WHEN I AM PRESSING DOWN THE GAS PEDAL I ALSO EXPERIENCE THE PROBLEM OF THE VEHICLE "JUMPING" AND SUDDENLY ACCELERATING QUICKER INSTEAD OF SMOOTH ACCELERATION AS TOYOTA HAS SAID VEHICLES SHOULD HAVE. THIS PROBLEM BEGAN ABOUT 8 MONTHS AGO AND HAS ONLY BEEN GETTING WORSE. THE SECOND ISSUE IS WITH MY CRUISE CONTROL. MY MOTHER ACTUALLY NOTICED THIS PROBLEM BEFORE I DID WHEN SHE WAS DRIVING MY CAR BUT I HAVE SEEN IT HAPPEN A FEW TIMES WHEN I'VE BEEN DRIVING ON THE FREEWAY. WHEN I SET MY CRUISE CONTROL AND THERE IS ANY TYPE OF HILL MY CAR NATURALLY DECELERATES SLIGHTLY BEFORE MY CRUISE CONTROL STEPS IN AND COMPENSATES FOR THE INCLINE. WHEN I RETURN TO FLAT GROUND HOWEVER, I WOULD EXPECT MY CAR TO RETURN TO THE SPEED THAT I HAD SET MY CRUISE CONTROL TO. MOST OF THE TIME IT DOES BUT ON MORE THAN ONE OCCASION INSTEAD OF PICKING BACK UP TO THE SET SPEED MY VEHICLE HAS ACTUALLY ACCELERATED FASTER THAN THE SPEED I HAD SET. THIS PROBLEM FIRST OCCURRED WITHIN 6 MONTHS OF THE PURCHASE OF MY VEHICLE. I DIDN'T NOTICE THESE AS A PROBLEM BECAUSE I HAD ALREADY CHECKED TO MAKE SURE MY TOYOTA WASN'T UNDER ANY CURRENT RECALLS AND IT WASN'T. MY MOTHER HOWEVER POINTED OUT THAT BOTH OF THESE THINGS ARE ABNORMAL AND I NEEDED TO TAKE THEM IN TO TOYOTA AND FILE A REPORT WITH YOU. I HAVE A SCHEDULED AN APPOINTMENT WITH TOYOTA FOR 10/22/10 BUT WAS TOLD IF THEY FIND A PROBLEM WITH EITHER OF THESE THINGS IT MAY NOT BE COVERED BECAUSE MY VEHICLE ISN'T UNDER THE RECALL.

**Additional Summary:**

C-979

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10202159  
**Date of Incident:** 20070903  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**

I WAS EXITING A RESTAURANT WAITING TO TURN RIGHT ON A BUSY HIGHWAY. WHILE SITTING THERE WITH THE CAR IN DRIVE AND MY FOOT ON THE BRAKE PEDAL, THE ENGINE SUDDENLY STARTED RACING. THE CAR SUGRED FORWARD A COUPLE OF FEET BUT I PRESSED HARDER ON THE BRAKE PEDAL AND STOPPED IT AGAIN. I PUT THE CAR IN NEUTRAL AND TAPPED THE GAS PEDAL A COUPLE OF TIMES BUT THE ENGINE KEPT RACING VERY FAST. I FINALLY PUT THE CAR IN PARK AND TURNED THE KEY OFF. AFTER RESTARTING THE CAR, IT SEEMED TO BE FINE EXCEPT THE IDLE SEEMED TO BE A LITTLE BIT FASTER THAN NORMAL. I TOOK THE CAR TO A TOYOTA DEALER THE NEXT DAY BUT THEY WERE UNABLE TO DUPLICATE THE PROBLEM AND SAID THEY COULD NOT FIND ANYTHING WRONG. I WAS ASKED SEVERAL TIMES WHETHER MY FOOT COULD HAVE BEEN ON THE BRAKE AND GAS PEDALS AT THE SAME TIME BUT I AM ABSOLUTELY SURE THIS WAS NOT THE CASE. PLEASE REFERENCE ODI ID NUMBERS 10109072, 10173082, 10137143, 10125071, 10163070, 10200923, 10165337, 10166526 FOR SIMILAR COMPLAINTS RELATED TO 2005 AND 2006 COROLLAS. \*TR UPDATED 01-16-08. \*KB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10202262  
**Date of Incident:** 20070905  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HAVERTOWN, PA

**NHTSA Summary:**

2006 CAMRY...WHILE INCHING MY CAR FORWARD IN MY DRIVEWAY TO POSITION THE CAR TO BACK IT UP, I WAS APPLYING THE BRAKE AND MOVING AT A SPEED OF NO MORE THAN 2-3 MPH. THE CAR STARTED TO ACCELERATE WHICH KEPT INCREASING. I WAS TAKEN BY SURPRISE, DIDN'T KNOW WHAT WAS HAPPENING. I LOOKED DOWN AT THE ACCELERATOR TO MAKE SURE IT WASN'T ME. MY FOOT WAS ON THE BRAKE. BEFORE I KNEW IT, I HIT HEAD ON THE VERY LARGE TREE AT THE END OF MY DRIVEWAY. I WAS APPROXIMATELY 4 FT FROM THE TREE WHEN THE ENGINE STARTED REVVING. I HAD MY SEAT BELT ON, WHICH SAVED ME FROM SMACKING MY FACE ON THE STEERING WHEEL. MY HEAD JERKED FORWARD AND I HAD A TREMENDOUS HEADACHE AFTERWARDS WITH PAIN IN MY NECK. THE AIR BAG DID NOT DEPLOY. I PUT THE CAR IN PARK AND MY HUSBAND REACHED IN THE WINDOW AND TURNED THE ENGINE OFF. WHEN I STARTED IT UP AGAIN, THERE WAS NO PROBLEM AND I CAREFULLY MOVED IT AWAY FROM THE TREE. THE FORCE WITH WHICH I HIT THE TREE PUSHED IN MY FRONT END AND ALSO DID SOME DAMAGE UNDER THE HOOD SINCE THE POWER STEERING FLUID WAS LEAKING. I AM CURRENTLY WAITING FOR THE INSURANCE ADJUSTOR TO CHECK THIS OUT. HE DID SAY THAT IF HE DOESN'T EXPERIENCE THE SAME PROBLEM, HE DOESN'T KNOW WHAT CAN BE DONE BY TOYOTA. NEEDLESS TO SAY, I AM ANXIOUS FOR THE RESULTS AND WILL NOT FEEL SAFE DRIVING MY CAR. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10202568  
**Date of Incident:** 20070905  
**Vehicle:** 2003 TOYOTA TACOMA  
**Location of Incident:** SAN JOSE, CA

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-980

**NHTSA Summary:**

I WAS THE NUMBER 3 VEHICLE AT A RED LIGHT. FIRST CAR WENT THROUGH (THINKING THE LIGHT HAD CHANGED). SECOND CAR MOVED INTO FIRST PLACE. I STARTED TO FOLLOW AND WHEN I REALIZED HE HAD STOPPED I APPLIED MY BRAKES. I COULD FEEL THE TRUCK LURCH EVEN THOUGH I WAS STILL PRESSING THE BRAKES AS HARD AS POSSIBLE. I SLAMMED INTO HIM AND CAUSED DAMAGE TO BOTH VEHICLES. MY FOOT WAS NOT ON THE GAS PEDAL AT ALL. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10306994  
**Date of Incident:** 20070905  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** TAMPA, FL

**NHTSA Summary:**

THE LAST TOYOTA CAMRY I BOUGHT WAS IN 2007, IT WAS THE FIRST NEW CAMRY I EVER BOUGHT, I'VE OWNED 3 OTHERS IN MY LIFE, BUT THIS WAS THE FIRST NEW ONE I EVER PURCHASED. APX 9 MONTHS LATER ME AND MY WIFE WENT TO THE FL KEYS AND WENT TO BAHIA STATE PARK, AND UPON LEAVING THE PARK, I STILL DON'T KNOW WHAT HAPPENED, BUT WHEN GOING 10-15 MPH, THE CAR TOOK OFF AND WE ENDED UP HITTING A TREE HEAD ON. WE BOTH ENDED UP AT THE FISHERMAN'S HOSPITAL IN MARATHON ON OUR 2ND DAY ON VACATION ALONG WITH A \$120 TKT FROM THE FL HWAY PATROL. TWO WEEKS LATER I RECEIVED A RECALL FOR FLOOR MATS, I CALLED TOYOTA AND AFTER TALKING WITH A GIRL THERE IT WAS DETERMINED THAT I DIDN'T HAVE THE FLOOR MATS THAT WERE BEING RECALLED. I TOLD HER THAT THEY HAVE MORE THAN A MAT PROBLEM. SHE SAID I SHOULD SEND ALL INFO AS WELL AS MEDICAL BILLS TO THEM WHICH DID. I WAS NOTIFIED 2 WEEKS LATER THEY DETERMINED THAT THE ACCIDENT HAD NOTHING TO DO WITH THEIR RECALL. AGAIN I TOLD THE PERSON I SPOKE WITH THAT IT SEEMS AS IF THEY HAVE MORE THAN A FLOOR MAT PROBLEM. SUDDEN ACCELERATION?

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 200709061304  
**Date of Incident:** 20070906  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** ,

**NHTSA Summary:**

\*\*\* PHONE LOG 09/06/2007 04:58:04 PM ERiglin  
Caller states: 06 Tacoma ext cab. Stop @ left turn light. rpms rised & veh started to accelerate. shifted into park & slammed on brakes to avoid hitting the car in front of him. back wheels spun. veh now @ dlr undergoing diag. NCR apol adv will doc concerns & can c/b after diag if feels is due to product liability. adv case# cldr thanked.

**Additional Summary:**

\*\*\* CASE CLOSE 09/06/2007 04:58:12 PM ERiglin  
NCR apol adv will doc concerns & can c/b after diag if feels is due to product liability. adv case# cldr thanked.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10305540

C-981

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20070906

**Vehicle:** 2006 TOYOTA PRIUS

**Location of Incident:** SILVER SPRING, MD

**NHTSA Summary:**

THREE SEPARATE TIMES I HAD THE GAS PEDAL OF MY 2006 TOYOTA PRIUS STICK TO THE FLOOR WHEN I WAS ACCELERATING ON THE HIGHWAY.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 200801281686  
**Date of Incident:** 20070907  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** ,

**NHTSA Summary:**

\*\*\* PHONE LOG 01/28/2008 05:37:40 PM AHigginbotham  
Caller states: veh engine is revving on its own very hard. Cust fls this is a safety concern, sts he has viewed on the internet that this was an issue w/2007 veh. Cust has an appointment to visit dlr regarding issue. NCR apol & adv cust will doc concerns, opened case to dlr, gave reference #.  
\*\*\* CASE CLOSE 02/12/08 14:30:28 rulemgr  
CUSTOMER IS GOING OUT OF THE COUNTRY FOR A FEW WEEKS AND WILL BRING VEHICLE IN FOR FURTHER INSPECTION WHEN HE RETURNS

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10204912  
**Date of Incident:** 20070907  
**Vehicle:** 2003 TOYOTA PRIUS  
**Location of Incident:** CRESWELL, OR

**NHTSA Summary:**

2003 TOYOTA PRIUS WITH ACCELERATION AND BRAKE PROBLEMS. CUSTOMER STATED WHEN SHE RELEASED HER FOOT FROM THE BRAKE PEDAL THE VEHICLE RACED FORWARD WHILE MAKING A LOUD NOISE. THE BRAKES WERE REAPPLIED BUT IT DID NOT STOP THE VEHICLE. \*KB THE CONSUMER WAS ABLE TO VEER SLIGHTLY TO THE LEFT TO AVOID AN ACCIDENT. THE VEHICLE FINALLY STOPPED AFTER LURCHING ABOUT 30 TO 40 FEET WELL BEYOND THE STOP SIGN AND INTO THE INTERSECTION. THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 200709170987  
**Date of Incident:** 20070908  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** ,

**NHTSA Summary:**

\*\*\* PHONE LOG 09/17/2007 11:54:46 AM THarris  
Caller states: ( Jacqui Genge, employed by company, driver at the time of the accident (360) 378-7269 ) Owners of co Berry and Ginger Ackerley w/ Ackerley Partners. Their assistant is Mary Robertson. 9/8 the accelerator stuck 3xs. The 3rd time it stuck, the veh hit the back of another truck. Veh is at the Toyota currently. No repairs yet, dlr looked at the accelerator. Was driving alone, was wearing seatbelt. Speed was 10 mph. Took foot off the accelerator...  
\*\*\* NOTES 09/17/2007 11:54:46 AM THarris

C-982

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

...it stayed stuck to what it was stuck to. The veh hit the right rear bumper of a truck. The other veh had no damage. This veh's drivers side front bumper, headlight & part of the bumper is damaged. Type of collision-frontal. The airbags didn't deploy. No prev accidents. No warning lights were on. The airbags didn't deploy. No prev accidents. Sve Mgr Ball is aware of concerns. The sticking of the accelerator doesn't happen all the time. Dropped the veh off 9/13...

**Additional Summary:**

\*\*\* NOTES 09/17/2007 11:54:55 AM THarris  
...has been w/ the dlr since that date.  
\*\*\* NOTES 09/17/2007 01:13:18 PM PTimberlake  
++OUTGOING CUST CALL++ spoke to Mary, adv her to have driver and owner of veh call me back

**Additional Summary:**

\*\*\* SUBCASE 200709170987-1 CREATED 09/17/2007 01:54:23 PM PTimberlake  
\*\*\* PHONE LOG 09/17/2007 02:45:13 PM PTimberlake Action Type: Incoming call  
==FCRP==  
++INCOMING CALL++ call from Jacqui Genge (employee- driver), sts she was driving veh (manual transat approx 10 mph when gas pedal stuck. sts he couldn't brake quick enough and driver's side front end impact another truck. sts tacoma has damage to driver's side bumper/headlight. sts Wilson Toyota inspected veh (didn't touch veh) and couldn't find anything wrong with veh. sts dlr told her that the double floor mats that are inside veh might have caused the gas pedal to stick. caller sts she will take one of the floor mats out in case this is the cause. caller feels TMS need to inspect veh to determine if veh caused the accident. ncr adv caller that the owner of the veh needs to call me to request FCRP. LEGAL REQUEST FCRP WITH MANY INTERIOR/EXTERIOR PHOTOS.  
\*\*\* NOTES 09/18/2007 08:15:40 AM PTimberlake  
++OUTGOING CUST CALL++ spoke to Mary, adv her to have owner of veh (Berry and Ginger Ackerley) to call me to confirm the want veh inspected.  
\*\*\* NOTES 09/20/2007 01:40:04 PM PTimberlake  
++INCOMING CUST CALL++ spoke to Barry Ackerley (owner of Halfdite Farms - 206-624-2888). cust sts he wants region to inspect veh as to why veh is accelerating by itself. owner sts he want region to call Jacqui Genge (360-298-2131 or 360-378-7269) to coordinate inspection. ncr adv region will call Jacqui within 3 business days, inspection within 30 days, results mailed within 60 days. ncr adv veh has to be taken to dlr for inspection

**Additional Summary:**

\*\*\* SUBCASE 200709170987-1 CLOSED 09/20/2007 01:44:54 PM PTimberlake close  
\*\*\* NOTES 09/20/2007 02:56:16 PM JNortz130  
Region called Jacqui at 360-298-2131 as well as the owner of the farm at 360-378-7269 and left voice mail messages that our FTS/Brian H. would be doing an inspection/taking pictures and filing a rept. I also called the dlrs to made them aware of the situation. FTS will be there during the afternoon of the 25th or the morning of the 26th of Sept.  
\*\*\* NOTES 09/24/2007 10:21:48 AM JNortz130  
Region spoke to FTS/Brian H. and cust. and will do FCR on the morning of the 26th around 8:30am or before. Cust. to deliver vehicle that morning. Inspection at Wilson Toyota.

\*\*\* CASE CLOSE 10/17/2007 11:17:44 AM JNortz130  
FTS/Brian H. inspected cust. vehicle and didn't find any manuf. defects. This info. was given to the Sec. of the business since the owner's were out of town.

\*\*\* NOTES 10/23/2007 03:51:10 PM CMcLaughlinFord  
Jacqui Genge c/b seeking an update on status of the case. CM unavailable. NCR apol & adv CM unavailable, adv document call, adv c/b 1 B/D. Cldr seeks a c/b at (360) 378-7269

\*\*\* NOTES 10/24/2007 08:23:45 AM PTimberlake  
++OUTGOING CUST CALL++ 1m for Jacqui to call me back. ncr adv i will be out of the office on 10/25 & 10/26

\*\*\* NOTES 10/24/2007 10:41:51 AM KThomas  
Cldr is Jacqui, for PTimberlake, returning the call. Cldr sts to c/b @ 360-378-7269. Ncr apol & sometime sent to PTimberlake who is not avail & adv eob c/b 1 day.

C-983

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 10/24/2007 10:59:11 AM PTimberlake  
++OUTGOING CUST CALL++ ncr spoke to Jacqui, she wants status of investigation. ncr adv she should get a response within 60 days from the date (9/20/07) this case was dispatched to the region.  
**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10302981  
**Date of Incident:** 20070908  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** HOPEDALE, MA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY. SHE PURCHASED THE VEHICLE BRAND NEW IN 2007. WITHIN A WEEK SHE ADVISED THE DEALER THAT THE VEHICLE PERFORMED AS IF IT WANTED TO MOVE FASTER THAN NORMAL AND WHEN SHE WAS AT A STOP LIGHT IT ALSO SURGED FORWARD. THE DEALER TOLD HER THE VEHICLE WAS COLD AND NEEDED TO WARM UP PRIOR TO DRIVING IT. THE DEALER ALSO TURNED THE IDLE DOWN AND THE VEHICLE CONTINUED TO SURGE. THE FAILURE MILEAGE WAS 500 AND THE CURRENT MILEAGE WAS 16,000.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10294147  
**Date of Incident:** 20070909  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** SOUTHTON, CT

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2006 TOYOTA CAMRY. WHILE PARKING, THE VEHICLE RAPIDLY ACCELERATED OVER A CURB AND THROUGH THE GLASS OF A STORE- FRONT. A POLICE REPORT WAS FILED. HE CALLED THE TOYOTA MANUFACTURER AND FILED A COMPLAINT. HOWEVER HE HAS NOT RECEIVED A RESPONSE. THE DAMAGES TO THE VEHICLE AND THE STORE FRONT WERE OVER \$17,000. THE CURRENT MILEAGE WAS 20,000. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10208819  
**Date of Incident:** 20070910  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LAFAYETTE, LA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING AT ANY SPEED, THE ACCELERATOR INTERMITTENTLY HESITATES. THE FAILURE USUALLY OCCURS WHEN ATTEMPTING TO ACCELERATE FROM A STOP, WHEN MAKING A TURN, AND ON MAJOR STREETS. THE VEHICLE WOULD NOT ACCELERATE WHEN THE ACCELERATOR PEDAL WAS DEPRESSED. SHE HAS TAKEN THE VEHICLE TO THE DEALER A COUPLE OF TIMES AND WAS INFORMED THAT THE FAILURE COULD NOT BE DUPLICATED. THE VEHICLE WAS ALSO TAKEN TO THE DEALER A COUPLE OF TIMES BECAUSE THE GEARS WOULD SHIFT AS IF THE TRANSMISSION WERE MANUAL, BUT IT IS AN AUTOMATIC. THE CONTACT INFORMED THE DEALER THAT THERE WAS A SERVICE BULLETIN THAT DESCRIBED HER FAILURES EXACTLY. THE DEALER RECALIBRATED HER COMPUTER AND THERE WAS A SLIGHT IMPROVEMENT WITH BOTH THE VEHICLE HESITATING AND THE GEARS SHIFTING AS THOUGH THEY WERE MANUAL. BOTH FAILURES CONTINUE TO

C-984

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OCCUR. SHE WAS INFORMED THAT NOTHING COULD BE DONE. THE VIN WAS UNKNOWN. THE CURRENT MILEAGE WAS 12,100 AND FAILURE MILEAGE WAS 10,550. THE CONSUMER STATED THE VEHICLE WOULD NOT ACCELERATE FROM A STOP. THE TRANSMISSION FELT LIKE A MANUAL TRANSMISSION. UPDATED 11/26/07. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10202532  
**Date of Incident:** 20070911  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** EDDINGTON, ME

**NHTSA Summary:**

MY WIFE AND I PURCHASED A 2007 CAMRY LE, 4-CYLINDER, 5-SPEED AUTOMATIC WITH 7,700 MILES FROM DOWN EAST TOYOTA IN BREWER, MAINE. EVER SINCE OUR TEST DRIVE WE'VE EXPERIENCED LACK OF ACCELERATION (HESITATION) FROM A STOP OR AFTER SLOWING DOWN TO TURN OR PROCEED, SHIFTING PROBLEMS (CONSTANT UP AND DOWN SHIFTING AT CERTAIN SPEEDS, CAR NOT SURE WHICH GEAR TO BE IN AND FEELS LIKE THE CAR IS SURGING) AND UNABLE TO USE THE CRUISE CONTROL DUE ACCELERATING TOO QUICKLY DUE TO DOWNSHIFTING AND THEN OVERSHOOTING THE SET SPEED. SOME OF THESE SYMPTOMS ARE SPORADIC, YOU NEVER KNOW IF THE CAR IS GOING TO MOVE OR NOT WHEN STEPPING DOWN HARD AND QUICKLY ON THE GAS PEDAL. SOMETIMES IT "RED-LINES" BEFORE ACCELERATING, OTHER TIMES THERE IS BARELY ANY RESPONSE AT ALL. SO FAR HAVE ONLY DRIVEN ON BARE DRY/WET ROADS. WE ARE NOT LOOKING FORWARD TO DRIVING IT ON SNOW AND ICE. WE WERE TOLD BY DET AFTER THE TEST DRIVE AND TOYOTA CORPORATION THAT THIS IS NORMAL PERFORMANCE FOR THIS VEHICLE, EVEN THOUGH THERE ARE TSBS (TECHNICAL SERVICE BULLETINS) CONCERNING THESE PROBLEMS. EG036-07 IS THE LATEST ECM UPDATE, WHICH WAS DONE ON 08/14/07 WITHOUT ANY NOTICEABLE IMPROVEMENTS. WE WOULD NEVER HAVE PURCHASED THIS VEHICLE IF WE HAD ONLY RESEARCHED THE CAR BEFOREHAND ON THE INTERNET. THIS CAR IS UNSAFE TO DRIVE AND TOYOTA AND DET WILL BE HELD RESPONSIBLE IF AN ACCIDENT OCCURS DUE TO THE AFOREMENTIONED PROBLEMS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10203221  
**Date of Incident:** 20070911  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

ON TWO PRIOR OCCASIONS THE VEHICLE ACCELERATED FROM SPEEDS BETWEEN 20-30 MPH, TO SPEEDS UP TO 50-60 MPH. ON 9/11/07, THE VEHICLE ACCELERATED AT SPEEDS UP TO 80-90 MPH. WE ARE AWARE OF THE LEXUS NOTIFICATION OF FLOOR MAT INTERFERENCE, SO WE REMOVED THE MATS AFTER THE FIRST TWO TIMES, BUT THE LAST AND MOST FRIGHTENING, OCCURRENCE HAPPENED WITHOUT THE MAT IN THE VEHICLE. THE CAR HAD TO BE FORCED INTO PARK IN ORDER TO SLOW IT DOWN TO A HALT. MY WIFE WAS DRIVING THE VEHICLE AT THE TIME AND SHE STATES SHE ALMOST HAD SEVERAL MULTIPLE CAR ACCIDENTS WHILE TRYING TO STOP THE VEHICLE. I HAD THE VEHICLE TOWED TO THE DEALER AND THEY SAID IT'S THE FLOOR MAT, BEFORE EVEN DRIVING THE CAR. WE WON'T DRIVE THE CAR AGAIN UNTIL SOMEONE OTHER THAN LEXUS DETERMINES WHAT THE PROBLEM IS. \*TR

**Additional Summary:**

C-985

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10216514  
**Date of Incident:** 20070911  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** PASENDA, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA COROLLA. WHILE ATTEMPTING TO PARK THE VEHICLE, IT SURGED FORWARD AND CAUSED A MINOR CRASH. ONE YEAR LATER, WHILE ATTEMPTING TO DRIVE UPHILL WITH THE ACCELERATOR PEDAL SLIGHTLY DEPRESSED, THE FAILURE RECURRED. THE CONTACT STRUCK A METAL POST. THERE WERE NO PRIOR WARNINGS BEFORE THE FAILURES OCCURRED. SHE IS CURRENTLY IN THE PROCESS OF HAVING THE VEHICLE INSPECTED. THE SPEED WAS UNKNOWN. THE FAILURE MILEAGE WAS 1,500 AND CURRENT MILEAGE WAS 2,700.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302504  
**Date of Incident:** 20070911  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** MAPLEWOOD, NJ

**NHTSA Summary:**

2004 TOYOTA COROLLA WAS TOTAL ON 9/11/07 IN AN ACCIDENT WHERE IT ACCELERATED IN REVERSE IN A PARKING LOT AND SMASHED INTO A TRACTOR TRAILER. MY FORMER WAS DRIVING IT AND SAID IT JUST TOOK OFF ON HER. (WE FIRED HER SHORTLY AFTER THIS INCIDENT AND SHE LEFT THE USA)\*CW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304687  
**Date of Incident:** 20070911  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** MOBILE, AL

**NHTSA Summary:**

I AM CONCERNED THAT MY 2006 TOYOTA CAMRY IS NOT ON THE RECALL LIST. WHILE REVERSING OUT OF A PARKING PLACE THE VEHICLE ACCELERATED AND CRASHED INTO A TREE THEN SURGED FORWARD AT A HIGH RATE OF SPEED BACK INTO THE PARKING AREA WITH TREES THAT I HAD REVERSED OUT OF. MY FOOT WAS FIRMLY ON THE BRAKE BUT THE VEHICLES ENGINE REVED AND SURGED BACK THROUGH THE TREES. IMPACT WITH TREE ON LEFT DRIVERS SIDE FIRST THEN VEHICLE SLAMMED INTO TREE ON THE RIGHT SIDE. THERE IS NO TIME TO REACT TO THIS TYPE OF DEADLY SPEED ACCELERATION. WHEN MY VEHICLE DID COME TO A STOP IT WAS IN NEUTRAL. THE DAMAGE TO THE VEHICLE WAS \$4,300, MY INSURANCE DOUBLED AND I AM LUCKY TO BE ALIVE AND THAT I DIDN'T KILL SOMEONE IN THE PARKING LOT. TOYOTA HAS NO RECALL FOR 2006 CAMRY BUT I HAVE COUNTED 50 TO 60 PLUS COMPLAINTS ON THIS SITE ALONE UNDER BRAKES, IGNITION, ACCELERATION ETC. TOYOTA SAYS I WILL HAVE TO PAY FOR THE REPAIR WHICH IS TOTALLY UNFAIR. MY VEHICLE HAS DEPRECIATED QUICKLY IN VALUE BECAUSE OF THIS DEFECT, THE ACCIDENT, AND USED PARTS BEING USED IN THE ACCIDENT REPAIR. I FEEL AS IF I AM TAKING A CHANCE WITH MY LIFE AND THE LIFE OF MY CHILD EACH TIME I DRIVE THIS CAR. YOU CANNOT GET THE CAR INTO NEUTRAL FAST ENOUGH TO AVOID A CRASH. THIS IS DEADLY SAFETY ISSUE.

**Additional Summary:**

C-986

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10224360  
**Date of Incident:** 20070912  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** OMAHA, NE

**NHTSA Summary:**

APPROXIMATELY SEPTEMBER 12, 2007, I WAS APPROACHING A STOPLIGHT AND APPLIED THE BRAKE OF MY 2006 TOYOTA TACOMA. THE VEHICLE BEGAN REVVING OUT OF CONTROL AND STARTED MOVING FORWARD. I STEPPED HARDER ON THE BRAKE PEDAL AS THE VEHICLE BEGAN TO INCH FORWARD - I HAD ALL MY WEIGHT ON THE BRAKE PEDAL. KNOWING THE TRUCK WAS GOING TO MOVE, I TURNED THE WHEEL TO THE RIGHT TO AVOID THE STOPPED CARS IN FRONT OF ME, HOWEVER THE TRUCK CLIPPED THE PASSENGER-SIDE REAR BUMPER OF THE CAR IN FRONT OF ME, PUSHING IT INTO THE CAR IN FRONT OF IT. THE TRUCK THEN SHOT OFF THE ROAD INTO THE GRASSY AREA NEXT TO AN INTERSTATE ON-RAMP, WHERE I WAS ABLE TO PUSH THE SHIF INTO PARK - WHICH IS WHAT MADE THE TRUCK STOP AND THEN IT DIED. NO INJURIES WERE INCURRED; HOWEVER, THE SUDDEN ACCELERATION COULD HAVE SENT ME INTO INTERSTATE TRAFFIC. THOUGH STOPPED AT A LIGHT, I RECEIVED A TICKET FOR "FOLLOWING TOO CLOSELY" AND OUR INSURANCE PAID OUT DAMAGES TO TWO OTHER VEHICLES. I HAVE DAMAGE TO MY FRONT BUMPER THAT HAS NOT YET BEEN FIXED. AT THAT TIME, I HAD THE 2006 TOYOTA TACOMA TOWED TO OLD MILL TOYOTA TO ASSESS WHAT HAD OCCURRED; THEY STATED THEY COULD FIND NOTHING WRONG WITH THE TRUCK. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302583  
**Date of Incident:** 20070912  
**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** EURECA, CA

**NHTSA Summary:**

TL\*THE CONTACT HAS A 2007 TOYOTA SIENNA. THE CONTACT STATES THAT THE VEHICLE IS IDLING EXTREMEY HIGH. THE VEHICLE WILL PULL OFF VERY FAST FROM THE LIGHT AND WILL ACCELERATE EVEN ON A HILL. THE CONTACT FEELS THIS MAY BECOME A SAFETY HAZARD. THE CONTACT STATED THAT THE VEHICLE SEEMS TO BE PULLING AWAY EVEN WHEN THE BRAKE IS PRESSED. THE FAILURE MILEAGE WAS 500 AND THE CURRENT MILEAGE WAS 14959.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318589  
**Date of Incident:** 20070912  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** DETROIT, MI

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 LEXUS ES300. WHILE DRIVING APPROXIMATELY 35 MPH, THE VEHICLE ACCELERATED AND CRASHED INTO THE BACK OF A VEHICLE. THE CONTACT AND A WITNESS WERE SURPRISED THAT THE WHEELS CONTINUED TO SPIN AFTER THE VEHICLE HAD STOPPED MOVING. A WEEK LATER THE VEHICLE ACCELERATED AGAIN WITHOUT WARNING AND CRASHED INTO THE SIDE OF A BANK. A POLICE REPORT WAS FILED. THERE WERE NO INJURIES. THE FAILURE MILEAGE WAS 4000 AND THE CURRENT MILEAGE WAS 78409. THE VIN WAS NOT AVAILABLE.

**Additional Summary:**

C-987

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10202976  
**Date of Incident:** 20070913  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CHARLOTTE, NC

**NHTSA Summary:**

RANDOMLY HESITATES WHEN ACCELERATING FROM A STOPPED POSITION. ALSO, OCCASIONALLY PAUSES WHILE IN TRAFFIC. HAS NOT YET STALLED. ACTS LIKE A CLOGGED FUEL FILTER BUT AFTER SEEING NEWS ARTICLE REALIZE ITS A "COMMON ISSUE". CURRENT MILEAGE IS 11,200 BUT HAS DONE THIS FOR AT LEAST 6 MONTHS. ONLY ONE DRIVER SO CLEARLY HAS HAD TIME TO "ADJUST" TO THE DRIVER. FREQUENCY APPEARS TO BE INCREASING. HAVE ALMOST BEEN REARENDED TWICE IN THE LAST MONTH DUE TO THE HESITATION. \*TR

**Additional Summary:**

**Toyota ID Number:** 200712270206  
**NHTSA ODI Number:** 20070914  
**Date of Incident:** 2008 TOYOTA TACOMA  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** ,

**NHTSA Summary:**

\*\*\* PHONE LOG 12/27/2007 08:25:02 AM LVasquez  
Caller states: Would like to report a defect on his veh. Sts approx 1 month ago began to experience concerns w/ accelerator pedal.Sts pressed pedal all the way down to the floor & pedal got stuck, had to physically bring pedal back up w/ the sole of his shoe. Sts has not taken veh to dlr for inspection of concern. Would like concerns doc.

\*\*\* CASE CLOSE 12/27/2007 08:25:08 AM LVasquez  
NCR apol & adv concerns have been doc @ hq.NCR adv dlr will ultimately decide if component is defective upon inspection of veh. Case # provided

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10203412  
**Date of Incident:** 20070914  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** TREVISOE, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE DRIVING 2 MPH, THE VEHICLE SURGED FORWARD WITHOUT WARNING WHILE THE BRAKE PEDAL WAS DEPRESSED. THE VEHICLE CRASHED INTO A WALL. A POLICE REPORT WAS FILED. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 24,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305812  
**Date of Incident:** 20070914  
**Vehicle:** 2006 TOYOTA PRIUS

C-988

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** MINNESOTA CITY, MN

**NHTSA Summary:**

I AM CONTACTING YOU TO TELL YOU WHAT HAPPENED TO ME IN MY 2006 PRIUS ON SEPTEMBER 14, 2007. I DROVE HOME AND STOPPED AT MY MAILBOX TO GET THE MAIL. THE CAR SHIFTED OFF OF GAS AND ONTO ELECTRIC. I WAS GOING APPROXIMATELY 3 TO 4 MILES PER HOUR TO MAKE A Y-TURN TO BACK INTO OUR DRIVEWAY AND WHEN I PUSHED DOWN ON THE BRAKE THE CAR THRUSTED FORWARD WHILE ON ELECTRIC WITH GREAT FORCE THROUGH THE NEIGHBOR'S SIX FOOT WOODEN FENCE WHERE THE CAR STOPPED (I DON'T KNOW IF IT STOPPED ON ITS OWN OR GOT HUNG UP IN FENCE AND ALSO STUCK FROM HILL DECLINE.) I NEVER HAD A CHANCE TO TRY PUSHING DOWN ON THE BRAKE A SECOND TIME DUE TO THE FACT IT HAPPENED THAT FAST AND FORCE FULL. THE CAR WAS RUNNING ON ELECTRIC AND BARELY MOVING. MY GAS PEDAL WAS NOT STUCK AND THE MAT HAD NOTHING TO DO WITH IT. MY HUSBAND CHECKED THE MAT AND ACTUALLY KICKED AT THE MAT TO SEE IF IT WOULD MOVE AND IT DID NOT. OUR MAT WAS NOT EVEN UNDER THE GAS PEDAL. IT WAS SUGGESTED THAT MAYBE MY HIGH HEELS MADE THE GAS PEDAL STICK. I DO NOT WEAR HIGH HEELS AND MY FOOT WAS NOT ON THE GAS PEDAL. IT THRUSTED FORWARD WHEN I PUT MY FOOT ON THE BRAKE. IT IS CLEAR TO ME THAT YOU HAVE MORE OF AN ELECTRICAL MALFUNCTION OF SOME TYPE. WE CONTACTED TOYOTA WHO SENT A REPRESENTATIVE WHO CHECKED OUR CAR OUT WHILE AT THE BODY SHOP AND THE REPAIR GUY SAID HE WAS IN THE CAR FOR OVER AN HOUR THE COMPUTER APPEARED TO BE CLEARED. TOYOTA TOLD US THERE WAS NO PROBLEM? WE HOPE THAT YOU CAN FIGURE THIS OUT AND REASSURE US THAT OUR VEHICLE IS SAFE. I AM THANKFUL THAT THIS INCIDENT HAPPENED AT HOME DUE TO THE FACT THE DAY THIS INCIDENT TOOK PLACE I WAS AT A LOCAL COLLEGE CAMPUS AND COULD OF RUN OVER A GROUP OF YOUNG ADULTS. SOMEONE COULD OF BEEN INJURED OR KILLED THAT DAY! IT SCARES ME THAT MY CAR MIGHT DO THIS AGAIN!

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10304286  
**Date of Incident:** 20070915  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ST. LOUIS, MO

**NHTSA Summary:**

WHILE DRIVING 2007 CAMRY ON LEVEL ROADWAY WITH CRUISE CONTROL ON AT 70 MPH, TRANSMISSION WILL SUDDENLY DOWNSHIFT SEVERAL GEARS CAUSING CAR TO ACCELERATE AGGRESSIVELY AND ROCKET FORWARD. DURING ONE SUCH INSTANCE MY CAR LURCHED FORWARD AND ALMOST DROVE UNDER A TRACTOR TRAILER THAT WAS TRAVELING IN FRONT OF US. THIS IS AN INTERMITTENT PHENOMENON, WAS REPORTED TO TOYOTA ON 10/01/07. AN APPOINTMENT WAS SET UP FOR LOCAL DEALER TO CHECK OUT PROBLEM. AFTER TOYOTA HAD THE CAR FOR FULL DAY, THEY RESPONDED THAT THEY COULD NOT DUPLICATE THE PROBLEM. UPON PICKING UP THE CAR I FOUND THAT THEY HAD NOT DRIVEN THE CAR OFF THE DEALER LOT. UPON QUESTIONING THE SERVICE MANAGER, HOW THEY EXPECTED TO DUPLICATE THE PROBLEM WITHOUT ACTUALLY DRIVING THE CAR, HE BEGAN SCREAMING AND WAS EXTREMELY RUDE. FINALLY, HE AGREED TO AN ADDITIONAL APPOINTMENT WITH A 'TECH PERSON' THE FOLLOWING WEEK. THE PROBLEM DID NOT OCCUR WHILE THE TECH PERSON WAS RIDING IN THE CAR. THERE WAS NO FURTHER FOLLOW UP TESTING BY TOYOTA. I WILL NO LONGER USE THE CRUISE CONTROL WHILE DRIVING THIS CAMRY. NOTE: THIS CAR HAD ITS 'SOFTWARE' UPDATED PREVIOUSLY DUE TO SLUGGISH ACCELERATION IN TRAFFIC.

**Additional Summary:**

C-989

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**

**NHTSA ODI Number:** 10306664  
**Date of Incident:** 20070915  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** MARIETTA, GA

**NHTSA Summary:**

IN MY TACOMA TRUCK, AFTER STOPPING AT AN URBAN INTERSECTION I DEPRESSED THE GAS PETAL AND THE TRUCK ACCELERATED TO A SAFE SPEED NORMALLY. I THEN REMOVED MY FOOT FROM THE PETAL AND THE TRUCK CONTINUED TO ACCELERATE REACHING A VERY UNSAFE SPEED. I BEGAN TO BRAKE WITH ALL OF MY STRENGTH AND FINALLY GOT THE TRUCK TO STOP WITH THE ENGINE STILL RUNNING AT SOME AWESOME RPM. I TURNED OFF THE IGNITION AND AFTER WAITING 5-10 MIN. RESTARTED THE TRUCK AND IT RESPONDED NORMALLY. THIS PROBLEM HAS NOT HAPPENED AGAIN PROBABLY BECAUSE I DRIVE VERY SLOWLY, NEVER ACCELERATE RAPIDLY. THIS MALFUNCTION OCCURRED WHEN THE TRUCK WAS NEW WITH ONLY 250 MI. ON THE ODOMETER. AFTER THREE YEARS I HAVE ONLY 2500 MI. ON THE ODOMETER SO YOU CAN SEE HOW MUCH I TRUST THIS TOYOTA !

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10203274  
**Date of Incident:** 20070917  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** GARRISON, NY

**NHTSA Summary:**

OUR 2006 TOYOTA RAV4 HAS HAD ISSUES ON SEVERAL OCCASIONS OF EITHER HESITATING WHEN THE GAS PEDAL IS PRESSED OR LUNGING FORWARD WHEN TRYING TO SLOW DOWN FOR TRAFFIC OR A STOP LIGHT. WE HAVE MADE SEVERAL COMPLAINTS TO OUR DEALER, BUT THEY KEEP SAYING NOTHING IS WRONG. WE FEEL THIS CAR IS UNSAFE/RELIABLE AT THIS POINT. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 20070919  
**Date of Incident:** 20070919  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** REHOBOTH, MA

**NHTSA Summary:**

**Additional Summary:**  
On September 19, 2007 Ms. Torrey had stopped for a pedestrian to cross in the parking lot and when she started to go forward the car suddenly accelerated without warning. Ms. Torrey slammed on the brakes but they didn't seem to help and the car quickly jumped the curb. She shifted into park in an attempt to stop the car but it continued forward and crashed into the front doors of the Old Navy store.

**Toyota ID Number:**

**NHTSA ODI Number:** 20070920  
**Date of Incident:** 20070920  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** YUKON, OK

**NHTSA Summary:**

**Additional Summary:**

C-990

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

"One woman was killed and another injured in a one-car collision Thursday night about three miles north of town. According to the Oklahoma Highway Patrol, Jean Bookout, 76, of Yukon was driving a 2005 Toyota Camry south on U.S. 69 at a high rate of speed at about 6:20 p.m. Thursday. Bookout, the OHP report states, failed to negotiate a curve and her car careened into a ditch on Texanna Road. Bookout was transported by helicopter to St. John Medical Center in Tulsa, where she was treated for head injuries. Bookout was listed in serious condition Friday. A passenger, Barbara Schwarz, 70, also of Yukon, was transferred from Muskogee Regional Medical Center by helicopter to St. John Medical Center, where she later died. The OHP report states safety belts were in use by both occupants. The air bag did not deploy."

**Toyota ID Number:**

**NHTSA ODI Number:** 10208828  
**Date of Incident:** 20070922  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** YORK, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA PRIUS. THE CONTACT'S SPOUSE WAS BACKING DOWN A 20 DEGREE SLOPE WITH HER FOOT ON THE BRAKE PEDAL. THE VEHICLE ACCELERATED BACKWARDS DOWNHILL AT APPROXIMATELY 5 MPH, BUT THEN ACCELERATED TO 35 MPH. THE CONTACT CONTINUED TO DEPRESS THE BRAKE PEDAL. THE VEHICLE STRUCK A TREE AND THE CONTACT'S HEAD STRUCK THE HEAD REST. HE SUSTAINED A HEAD INJURY AND CAN PROVIDE A POLICE REPORT. THE DEALER WAS NOTIFIED AND THE VEHICLE WAS REPAIRED. THE CURRENT MILEAGE WAS 12,700 AND FAILURE MILEAGE WAS 10,600.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 200712050110  
**Date of Incident:** 20070923  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** RI

**NHTSA Summary:**

\*\*\* PHONE LOG 12/05/2007 08:41:07 AM DLombardo  
Cllr sts: while at Dunkin Donuts drive through at 75 Eagle Street in Providence cust sts vehicle lunged forward and hit the veh in front of him in line and continued forward with his RR tire spinning out of control. Cust sts brakes was pushed to the stops but the veh continued to move forward even though brakes on full. Cust sts had to move into PARK before veh would stop. Cust very worried over his veh and will not drive veh. Dlr inspected veh and found NO codes.

\*\*\* SUBCASE 200712050110-1 CREATED 12/05/2007 01:57:09 PM SMoore

\*\*\* NOTES 12/06/2007 10:34:45 AM KWinegar

Cust c/b to state that he has not heard from his case manager. NCR apol/adv case manager has 1 full bus day to contact cust back. Caller understood and thanked. Adv case #

\*\*\* SUBCASE 200712050110-1 CLOSED 12/06/2007 12:48:36 PM SMoore

Close subcase.

\*\*\* NOTES 12/06/2007 12:51:19 PM SMoore

+OUTGOING CUST CALL+

Cust sts was in the drive through of the dunkin donuts & all of a sudden, the engine started racing & cust hit a buick in front of him. Sts was pressing all the way down on the brake, and the rear passenger tire was spinning so much, that it left skid marks and was smoking. Sts after impact, was able to put veh in park & then turn it off. Sts has minor damage to front bumper under the license plate. Sts person he hit, left the scene.

\*\*\* NOTES 12/06/2007 12:54:44 PM SMoore

C-991

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Sts towed veh to dlr, who test drove veh for 15 minutes and then adv there was nothing wrong w/ veh. Cust sts veh is still at dlr. Cust sts he refuses to get back in veh until he knows why this happened and have it fixed. NCR adv region will contact cust w/in 3 bus days & that inspection of veh & forwarding of inspection results can take up to 30 days and up to another 30 days to recv toyota's position in writing from claims dept. Cust thanked ncr.

\*\*\* NOTES 12/06/2007 12:56:25 PM SMoore

+OUTGOING DLR CALL+

L/M for sm, jim orman, advising of fcrp and cust request to leave veh at dlr until inspection. Provided ncr's direct # in case sm has questions.

\*\*\* NOTES 12/06/2007 12:56:39 PM SMoore

====FCRP====

LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY EXTERIOR AND INTERIOR PHOTOS

\*\*\* NOTES 12/07/2007 06:41:08 AM SMoore

+CORRECTION+

Region contacted case manager, adv file sent to wrong dlr. Case has balise toyota listed and veh is actually at Balise Toyota Of Warwick. NCR grabbed and corrected case.

+INCOMING DLR CALL+

Srvc director, jim orman, called ncr & adv case needs to go to balise of warwick. Sts has already adv sm, bill barrows, of case. NCR thanked, adv ncr was just made aware of the case being sent to the wrong dlr & was in the process of switching the dlr's.

\*\*\* NOTES 12/11/2007 02:01:06 PM CRinger170

The inspection has been setup for 12/12/07 in the morning by the FTS GH. RCR called cust to confirm the inspection.

\*\*\* CASE CLOSE 12/12/2007 01:51:52 PM CRinger170

The FTS GH inspected this veh on 12/12/07 and now the contact report & photos have been sent to Carole Hargrave via FedEx.

\*\*\* NOTES 12/18/2007 10:53:28 AM VWWhite

clr request c/b for case update @ 401-523-3725

\*\*\* NOTES 12/19/2007 01:27:32 PM SMoore

+OUTGOING CUST CALL+

L/M, reminding cust of 60 day process for fcrp. Adv adv veh was inspected 12/12/07, it can potentially be 30 days from that date to recv toy's position from the claims dept.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 200710100236  
**Date of Incident:** 20070923  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** ,

**NHTSA Summary:**

\*\*\* PHONE LOG 10/10/2007 07:58:05 AM RFukuda

RNT#071009-000055

EMAIL STS "How can we resolve the above problem? On 10-04-07 the Alan Jay Toyota mechanic said the idle could not be adjusted as it is controlled to move forward at 12 to 17 miles per hour by a computer. This is very dangerous as I use the truck in a lot of stop and go situations around animals and people.

HELP! I am also concerned about excessive wear of the brakes." END EMAIL

\*\*\* NOTES 10/10/2007 08:00:28 AM RFukuda

CORRECTION:

EMAIL STS "Engine races at idle and creeps fast after starting and put in first gear. DANGEROUS! How can we resolve the above problem? On 10-04-07 the Alan Jay Toyota mechanic said the idle could not be adjusted as it is controlled to move forward at 12 to 17 miles per hour by a computer. This is very dangerous

C-992

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

as I use the truck in a lot of stop and go situations around animals and people. HELP! I am also concerned about excessive wear of the brakes." END  
 \*\*\* NOTES 10/10/2007 08:02:55 AM RFukuda  
 Via email ner responded "Dear Mr. Karlson:  
 Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
 We apologize for the concerns you are experiencing with your 2008 Tacoma.  
 In Toyota's continuing commitment to provide quality service, each Toyota dealership has, on site, a Customer Relations Manager to address any concerns you may have. Even though you state that you have already worked with the service department we would still want the Customer Relations...  
 \*\*\* NOTES 10/10/2007 08:03:46 AM RFukuda  
 Via email ner responded "Dear Mr. Karlson:  
 Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
 We apologize for the concerns you are experiencing with your 2008 Tacoma.  
 In Toyota's continuing commitment to provide quality service, each Toyota dealership has, on site, a Customer Relations Manager to address any concerns you may have. Even though you state that you have already worked with the service department we would still want the Customer Relations...  
 \*\*\* NOTES 10/10/2007 08:04:08 AM RFukuda  
 ...Manager at Alan Jay Toyota to be involved to clarify the previous repairs and help assure everything is being done to properly diagnose and repair your Tacoma.  
 Since we are not structured to offer on-line technical evaluations, repair, or diagnostic information, in order to properly assess your concerns, we have contacted the Customer Relations Manager at Alan Jay Toyota to further evaluate your 2008 Tacoma.

Toyota dealership technicians are specialized in the...  
 \*\*\* NOTES 10/10/2007 08:04:33 AM RFukuda  
 ...diagnosis and repair of Toyota vehicles. They are provided with extensive training and have access to state-of-the-art equipment to help in the accurate diagnosis of your vehicle. Also, if necessary, we provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns. The Customer Relations Manager will contact you by the end of the business day, October 15, 2007. In the event you do not receive any contact from the...  
 \*\*\* NOTES 10/10/2007 08:04:49 AM RFukuda  
 ...dealership by this date, please contact us <%=20http://toyota.custhelp.com/cgi-bin/toyota.cfg/php/enduser/std\_adp.php?p\_faaid=4164> with file # 200710100236.  
 We again apologize for the situation you encountered with your vehicle and we are sorry for any inconvenience.

Toyota Customer Experience" END RESPONSE  
 \*\*\* CASE CLOSE 10/23/07 14:30:51 rulemgr  
 CUST CONCERN WAS ADDRESS BY OUR SERVICE MANAGER ALSO  
 EXPLAINED TRUCK OPERATION IS NORMAL AND FACTORY INTENT,CUST  
 WAS ADVISED AND ACKNOWLEDGE THE FACTS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314159  
**Date of Incident:** 20070924  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** MEMPHIS, TN  
**NHTSA Summary:**

THE PROBLEM SEEMS RELATED TO THE POWERTRAIN CONTROL MODULE PROBLEM NEVER OCCURS WHEN THE VEHICLE IS COLD OR FROM A STOPPED POSITION PROBLEM IS NOT CONSISTANT ON AVERAGE OCCURING ONCE A DAY DESCRIPTION OF PROBLEM: IN PARKING LOT OR AFTER LOT OF LOW SPEED DRIVING FORM TRAFFIC PROBLEM OCCURSA. ACCELERATE THE RMP'S RACE ON THE TACH AND THE SPEEDOMETER IS OUT OF SINK THERE IS A DELAYED RESPONSE A SHUDDER, SHIFT TIMING FEELS OFF KILTHER,

C-993

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ERRATIC HUNTING, THEN A HARSH FORWARD THIS MAY BE A ONE TIME EVENT OR SEVERAL IN SUCCESSION AND THEN RETURNS TO NORMAL SHIFTING PATTERN 2-CRUISEING 30 MPH PROBLEM OCCURRED GAVE IT SOME GAS... TACH SHOT TO 4K DELAYED FORWARD ENGAGING THEN THE CAR DROVE ITSELF FOR 1/4 MILE WITHOUT ME TOUCHING THE ACCELERATOR 2006 TOYOTA AVALON

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314335  
**Date of Incident:** 20070926  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LUDOWICI, GA  
**NHTSA Summary:**

2007 TOYOTA CAMRY. CONSUMER STATES UNINTENDED ACCELERATION CAUSED A REAR END COLLISION. CONSUMER STATES AIRBAGS DID NOT DEPLOY. \*TGW THE CONSUMER STATED HER DAUGHTER WAS THE DRIVING THE VEHICLE. WHEN SHE REMOVED HER FOOT FROM THE BRAKE TO PROCEED ONCE THE LIGHT TURNED GREEN, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO THE REAR OF A TRACTOR TRAILER. ONE WEEK AFTER THE ACCIDENT, A RECALL WAS ISSUED REGARDING THE ALL WEATHER FLOOR MATS. THE CONSUMER WENT TO THE DEALER TO HAVE THEM INSPECTED, BUT WAS TOLD THE MATS IN THE VEHICLE WERE NOT A PART OF THE RECALL. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10204646  
**Date of Incident:** 20070927  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** LAGUNA WOODS, CA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA PRIUS. WHILE DECELERATING FROM 25 MPH, THE VEHICLE BEGAN ACCELERATING. THE CONTACT DEPRESSED THE BRAKE PEDAL, HOWEVER, THE ACCELERATION CONTINUED. THE VEHICLE THEN DROVE OVER A CURB, STRUCK SOME BUSHES, DROVE DOWN AN EMBANKMENT, AND CAME TO A STOP WHEN IT BECAME STUCK IN THE MUD. A TOW TRUCK REMOVED THE VEHICLE FROM THE EMBANKMENT AND THE CONTACT DROVE IT TO HER RESIDENCE. THE VEHICLE WILL BE TAKEN TO THE DEALER FOR A DIAGNOSIS. SHE STATED THAT THE FLOOR MAT WAS LOCKED IN PLACE. THE MANUFACTURER WAS NOTIFIED AND THEY WILL HAVE AN INVESTIGATOR LOOK INTO THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 80,000. THE CONSUMER STATED AFTER THE CRUISE CONTROL WAS DEACTIVATED THE LIGHT STAYED ON. THE CONSUMER BELIEVED THE ACCELERATION HAPPENED DUE TO A GLITCH WITH THE CRUISE CONTROL. UPDATED 12/11/07

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319499  
**Date of Incident:** 20070927  
**Vehicle:** 2006 LEXUS ES330  
**Location of Incident:** NORTHBROOK, IL  
**NHTSA Summary:**

ON 9/27/2007, MY CAR (LEXAS ES330) WENT OUT OF CONTROL DUE TO SUDDEN ACCELERATION IN A PARKING LOT OF A SHOPPING CENTER IN GLENVIEW, IL, AND CRASHED WITH CARS PARKED NEARBY. THIS CAR INCIDENT WAS REPORTED TO THE

C-994

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CAR DEALER, BUT I WAS TOLD THERE WAS NO PROBLEM WITH THE CAR. THE COST OF REPAIR WAS VERY HIGH.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10207089  
**Date of Incident:** 20070930  
**Vehicle:** 2004 LEXUS ES  
**Location of Incident:** DELRAY BEACH, FL  
**NHTSA Summary:**

MY WIFE WAS PULLING INTO A PARKING SPOT AT A VERY LOW RATE OD SPEED. ACCELERATOR STUCK AND COULD NOT BE RELEASED. CAR SPED UP AND HIT FOUR OTHER CARS. TOTAL DAMAGE TO ALL CARS EXCEEDDED \$40,000.00 AND MY WIFE WAS INJURED WHEN AIR BAG INFLATED. \*TR  
**Additional Summary:**

**Toyota ID Number:** 200710030907  
**NHTSA ODI Number:**  
**Date of Incident:** 20071000  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 10/03/2007 12:06:27 PM TWhite  
 Caller states: when going about 70 mph with cruise control on the engine down shift to far.Sts dlr adv there is nothing wrong & veh is normal.Sts can't continue to drive the veh this way.Sks to know if someone can stop the veh from doing what it is doing.Ner apol & adv clr has option of 2nd opinion.Ner adv concerns have been doc & case # given.

\*\*\* CASE CLOSE 10/03/2007 12:06:33 PM TWhite  
 Ner apol & adv clr has option of 2nd opinion.Ner adv concerns have been doc & case # given.

**Additional Summary:**

**Toyota ID Number:** 200710170726  
**NHTSA ODI Number:**  
**Date of Incident:** 20071000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 10/17/2007 11:46:49 AM JGetz  
 Caller states: 07 Tacoma and advised was pulling out of parking and vehicle just took off it accelerated. He advised the accelerated stuck. He advised went to Bayside Toyota and they advised will charge clr \$100 to diag concern. Clr was not happy he has to pay for diag.  
 Clr sks further diag  
 Ner apol. Ner adv clr to take vehicle to another dlr for further diag. Ner adv clr case # for reference.

\*\*\* CASE CLOSE 10/17/2007 11:47:15 AM JGetz  
 Ner apol. Ner adv clr to take vehicle to another dlr for further diag. Ner adv clr case # for reference.

**Additional Summary:**

C-995

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20071000  
**Vehicle:** 1997 TOYOTA CAMRY  
**Location of Incident:** MEMPHIS, TN  
**NHTSA Summary:**  
**Additional Summary:**

**Toyota ID Number:** 200710011648; 200710050413  
**NHTSA ODI Number:**  
**Date of Incident:** 20071001  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 10/01/2007 04:05:11 PM AFogg  
 Caller states: While driving veh accelerator cable goes down to the floor and does not return, has to put veh in neutral to stop. Dlr service mgr Nelson and tech Richard adv to remove floor mats but concern is still not resolved, dlr now adv cannot duplicate, but feels veh is unsafe and needs to have it repaired. NCR apol/adv will fwd to case mgr due to MRA, case #, 1 b/d c/b.

\*\*\* SUBCASE 200710011648-1 CREATED 10/02/2007 06:22:22 AM JFonseca  
 \*\*\* NOTES 10/02/2007 12:59:04 PM RWright  
 Clr adv he has not heard from anyone yet. NCR apol then adv Case Manager will c/b by eob today. cust understood.

\*\*\* NOTES 10/02/2007 02:46:48 PM JFonseca  
 ---Internal Notes TMS---  
 Clr found in km all info concurs  
 \*\*\* NOTES 10/02/2007 02:50:10 PM JFonseca  
 ===OUTGOING CALL TO DLR, Lipton Toyota===  
 Case Mgr req to spk to Andrew  
 Date: 8/21/07  
 RO: 172215  
 Mileage: 6762  
 Condition: veh accelerates on its own while driving  
 Remedy: unable to dup  
 Repairs covered under warranty: n/a  
 \*\*\* NOTES 10/02/2007 02:53:17 PM JFonseca  
 Date: 10/1/07  
 RO: 176649  
 Mileage: 9066  
 Condition: gas pedal sticks while driving  
 Remedy: tech is n/a to provide details  
 Repairs covered under warranty: n/a  
 ticket still open. advto call tomorrow and spk to Phillip Aarons.

\*\*\* NOTES 10/02/2007 03:01:43 PM JFonseca  
 ===OUTGOING CALL TO CUST===  
 Case Mgr called cust and adv calling from TMS.Address verified. Lipton Toyota is only dlr involved.Clr working w/Nelson Lopez.Clr has veh at this time. Sts has accleration on trk and has had 3 occurrences.Gas pedal gets stuck and has occurred while driving in hwy.Dlr not able to duplicate.Clr left veh at dlr all day yesterday and they cannot duplicate concern. Clr's cell phone disconnected call.  
 \*\*\* NOTES 10/02/2007 03:08:47 PM PHujanen  
 Cust called back to speak with June. NCR advd leave a notifier to cll cust back.  
 \*\*\* NOTES 10/03/2007 10:14:08 AM LVasquez

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-996

Clr req to speak to CM, clr upset dlr unable to diag veh. Clr reiterates prev concerns w/ veh. NCR apol & attempted to contact JFonseca, CM not avail on sametime. NCR clld ext & no answer. NCR apol to cust & advd CM currently not avail , will update case notes & req c/b. Cust sts does not want to work w/ CM, would like for case to be reassigned to another CM or possibly speak to CM Sup.Clr would like to know what he can do if he no longer wants veh.  
 \*\*\* NOTES 10/03/2007 10:17:24 AM LVasquez  
 NCR apol & advd req for CM to c/b EOB 1 day. NCR advd unable to reassign case , will be CM discretion whether case is reassigned or escalated to SUP. CM will decide. NCR advd cust of ARB process, if cust is seeking to have veh rplcd. Clr would like to work w/ TOY 1st prior to pursuing ARB or lemon law. NCR advd c/b EOB 1 day Clr thanked  
 \*\*\* NOTES 10/03/2007 01:34:01 PM JFonseca  
 ===OUTGOING CALL TO CUST===  
 Case mngr attempted to reach customer and was unable to reach customer after 2 attempts. Clr wireless phone rings and no answering system.  
 \*\*\* NOTES 10/03/2007 01:34:26 PM JFonseca  
 ---Internal Notes TMS---  
 \*\*\*\* if clr no longer wants veh an Arb case needs to be created\*\*\*  
 \*\*\* NOTES 10/04/2007 01:53:24 PM NBird  
 OUTGOING CALL TO CUST  
 NCR contacted cust and left message with hours and extension to c/b NCR.

\*\*\* PHONE LOG 10/05/2007 10:02:04 AM NBird Action Type: Incoming call  
 INCOMING CALL FROM CUST  
 Cust sts does not feel safe driving veh and wants veh replaced. Sts is scared that veh will accelerate on its own again and someone will get hurt. Sts would like to pursue Arbitration for veh replacement. NCR explained Arb process and adv will receive ppwk within 10-14 days.

\*\*\* CASE CLOSE 10/05/2007 10:05:53 AM NBird  
 Summary: Cust sts veh accelerates on its own.  
 Action Taken:DLR  
 Resolution/Position:DLR unable to duplicate  
 Customer Satisfied: No  
 Root Cause: Recurring Condition; Gas Pedal/Linkage- Engine; Other-Please Specify  
 NCR created Arb case#200710050413

\*\*\* SUBCASE 200710011648-1 CLOSED 10/05/2007 10:06:08 AM NBird  
 see notes

\*\*\* PHONE LOG 10/05/2007 10:04:33 AM NBird  
 ARB  
 prev case#200710011648  
 Cust sts does not feel safe driving veh and wants veh replaced. Sts is scared that veh will accelerate on its own again and someone will get hurt.Sts has gone to dlr several times and they have been unable to duplicate issue. Sts would like to pursue Arbitration for veh replacement. NCR explained Arb process and adv will receive ppwk within 10-14 days.  
 \*\*\* NOTES 10/08/2007 08:53:07 AM JStorrs  
 Mailed arb ppwk.

\*\*\* CASE CLOSE 10/17/2007 05:35:20 AM MDelaHoz500  
 Region closing case; will respond to arb.  
 Additional Summary:

Toyota ID Number:  
 NHTSA ODI Number: 10204688

C-997

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Date of Incident: 20071001  
 Vehicle: 2003 TOYOTA HIGHLANDER  
 Location of Incident: PASADENA, TX  
 NHTSA Summary:  
 WHILE ATTEMPTING TO PARK MY 2003 TOYOTA HIGHLANDER AT A MCDONALD'S, AS I WAS APPLYING THE BRAKE AND ALMOST PARKED, THE CAR SUDDENLY ACCELERATED, JUMPED THE CURB AND CRASHED THROUGH THE ENTRANCE OF THE MCDONALD'S. I CONTINUED TO APPLY THE BRAKE WHEN THIS HAPPENED, AND IT WOULD NOT STOP. \*JB  
 Additional Summary:

Toyota ID Number:  
 NHTSA ODI Number: 10207133  
 Date of Incident: 20071001  
 Vehicle: 2007 TOYOTA CAMRY  
 Location of Incident: SALEM, OR  
 NHTSA Summary:  
 2007 TOYOTA CAMRY WITH ACCELERATION PROBLEMS. CONSUMER STATES THE VEHICLE ACCELERATED ON ITS OWN ON THREE OCCASIONS. DEALER TOLD CONSUMER THEY NEVER HEARD OF A PROBLEM LIKE THAT AND COULD NOT DO ANYTHING UNLESS THE CHECK ENGINE LIGHT ILLUMINATED. \*KB \*TR  
 Additional Summary:

Toyota ID Number:  
 NHTSA ODI Number: 10209926  
 Date of Incident: 20071001  
 Vehicle: 2008 TOYOTA CAMRY  
 Location of Incident: HIALEAH, FL  
 NHTSA Summary:  
 TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY. WHILE DRIVING 10 MPH, THE VEHICLE HESITATES DURING ACCELERATION. THE FAILURE PREVENTS THE CONTACT FROM CHANGING LANES BECAUSE THE VEHICLE WILL NOT GAIN SPEED. THE FAILURE HAS CAUSED NEAR CRASHES. THE DEALER INSTALLED NEW HARDWARE IN THE VEHICLE. THE REPAIR HELPED APPROXIMATELY 40%, BUT THE VEHICLE STILL HESITATES. THE CURRENT MILEAGE WAS 2,150 AND NOTICED THE FAILURE MILEAGE AT 100. THE CONSUMER STATED CAR WILL NOT START UNTIL THE THIRD TRY. UPDATED 12/12/07 \*TR  
 Additional Summary:

Toyota ID Number:  
 NHTSA ODI Number: 10304845  
 Date of Incident: 20071001  
 Vehicle: 2008 TOYOTA CAMRY  
 Location of Incident: MCLEAN, VA  
 NHTSA Summary:  
 2008 TOYOTA HYBRID CAMRY--FROM THE DATE OF PURCHASE IN OCTOBER, 2007 I HAVE EXPERIENCED SURGING WHEN I USE CRUISE CONTROL AND GO UP AN INCLINE OR HILL. I HAVE ACCEPTED THIS AS NORMAL BUT NOW AM WONDERING IF I HAVE A PROBLEM WITH MY ACCELERATOR. MY UNDERSTANDING IS THAT THE HYBRID IS NOT ON THE LIST OF RECALLS. CAN YOU CHECK THIS OUT FOR ME. I AM ALSO REMINDED THAT I HAD A DEFECTIVE TIRE REPLACED WITHIN THE FIRST YEAR. THANK YOU. \*TR  
 Additional Summary:

C-998

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Toyota ID Number:  
 NHTSA ODI Number: 10308442  
 Date of Incident: 20071001  
 Vehicle: 2007 TOYOTA TUNDRA  
 Location of Incident: FARMINGTON, NY  
 NHTSA Summary:  
 I OWN A 2007 TOYOTA TUNDRA, THE GAS PEDAL HAS STUCK. TO THE FLOOR 2 TIMES \*1007 & 1/10. IS IT NEEDED BY YOU FOR FURTHER INVESTIGATION?  
 Additional Summary:

Toyota ID Number:  
 NHTSA ODI Number: 10308640  
 Date of Incident: 20071001  
 Vehicle: 2007 TOYOTA CAMRY HV  
 Location of Incident: SAMMAMISH, WA  
 NHTSA Summary:  
 MY TOYOTA CAMRY HYBRID 2007 MODEL HAD THE UNCONTROLLABLE ACCELERATION PROBLEM ON MULTIPLE INSTANCES MAKING IT HARD TO CONTROL AND ONCE IN A POTENTIALLY LIFE THREATENING SITUATION. I CALLED THE CLOSEST DEALERSHIP AND TOOK IT FOR EXAMINATION, THEY ASKED ME TO REPRODUCE THE PROBLEM ON THE SPOT, BUT I WAS NOT ABLE TO AT THAT INSTANT. THE DEALERSHIP THEN LATER SAID IT WAS LIKELY DUE TO FLOOR MATS AND I HAD THE FLOOR MATS SECURED (EVEN THOUGHT THAT DID NOT APPEAR TO BE THE CAUSE.) BASED ON RECENT REPORTS I AM CONCERNED THAT IT IS LIKELY DUE TO A DIFFERENT MECHANICAL PROBLEM ACKNOWLEDGED BY TOYOTA. HOWEVER I HAVE NOT SEEN ANY RECALL OR REPAIR NOTIFICATIONS FOR MY CAR YET AND I AM CONCERNED ABOUT THE SAFETY OF MY CAR.  
 Additional Summary:

Toyota ID Number:  
 NHTSA ODI Number: 10310972  
 Date of Incident: 20071001  
 Vehicle: 2007 TOYOTA FJ CRUISER  
 Location of Incident: SOMERSET, CA  
 NHTSA Summary:  
 I TOOK MY 2007 TOYOTA FJ CRUISER INTO THE DEALER AROUND THE END OF 2007. IT HAD 12,000 MILES ON IT AT THE TIME. I TOLD THEM THAT MY GAS PEDAL HAD STUCK AND I HAD TO HOLD THE BRAKES DOWN AND TURN OFF THE KEY TO GET IT TO STOP. I THEN HAD TO GET OUT OF THE CAR IN THE MIDDLE OF THE ROAD AND REACH DOWN TO RELEASE IT. THEY TOLD ME THAT IT MUST HAVE STUCK ON THE FLOOR MAT AND TO JUST WATCH IT. IT THEN STUCK AGAIN ABOUT A YEAR LATER AND I WAS ABLE TO RELEASE IT THIS TIME BY KICKING AT IT. I DIDN'T THINK ANYMORE OF IT UNTIL ALL THE RECALLS STARTED COMING OUT ON TOYOTA GAS PEDALS AND I THOUGHT THAT YOU SHOULD KNOW ABOUT THIS BECAUSE IT HAPPENED ON A MODEL THAT IS NOT ON THE RECALL LIST AND THAT THE PROBLEM CAME UP OVER TWO YEARS AGO. THIS INCIDENT IS DOCUMENTED AT THOMPSON TOYOTA IN PLACERVILLE, CA. I BOUGHT THE CAR NEW AT FOLSOM TOYOTA 2/2007. NOTHING HAS BEEN DONE TO FIX THIS YET BUT THE SERVICE DIRECTOR AT THOPSON TOYOTA WAS VERY CONCERNED THIS TIME AND SAID THAT SOMEONE WAS COMING UP FROM THE BAY AREA TO LOOK AT IT SOON. \*TR  
 Additional Summary:

Toyota ID Number:  
 NHTSA ODI Number: 10316054

C-999

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Date of Incident: 20071001  
 Vehicle: 2003 LEXUS ES300  
 Location of Incident: CANTON, MI  
 NHTSA Summary:  
 TL\*THE CONTACT OWNS A 2003 LEXUS ES300. THE DRIVER WAS DRIVING IN A PARKING LOT APPROXIMATELY 10 MPH WHEN THE VEHICLE BEGAN TO ACCELERATE ON ITS OWN. THE VEHICLE ACCELERATED ABOVE 80 MPH WHICH CAUSED THE DRIVER TO CRASH INTO 6 VEHICLES. THE DRIVER WAS INJURED AND WAS TAKEN TO THE EMERGENCY ROOM. THE POLICE CONFIRMED THAT THE DRIVER WAS TRAVELING AT 86 MPH DUE TO THE UNCONTROLLABLE ACCELERATION. THE CONTACT WAS NOT AWARE THAT THE VEHICLE HAD INCREASED AT THAT SPEED. THE FAILURE MILEAGE WAS 35,000 AND THE CURRENT MILEAGE IS 41,000.  
 Additional Summary:

Toyota ID Number:  
 NHTSA ODI Number: 10316685  
 Date of Incident: 20071001  
 Vehicle: 2007 TOYOTA CAMRY  
 Location of Incident: MCKINNEY, TX  
 NHTSA Summary:  
 I LEASED A TOYOTA CAMRY XLE 2007 MODEL FROM PATT LOBB TOYOTA, MCKINNEY, TX SOMETIME IN THE LAST QUARTER OF 2007. I HAVE EXPERIENCED THE PROBLEM OF SUDDEN ACCELERATION SO MANY TIMES AND COMPLAINED TO THE DEALER THREE TIMES, FIRST TIME WITH IN THE FIRST WEEK OF LEASING, AND THEY TOLD IT IS DUE TO RACK AND PINION STEERING WHICH GIVES ME A DIFFERENT FEEL, SECOND TIME THEY BLAMED ON MY TIRES AS THEY DON'T HAVE ENOUGH TREAD DEPTH AND LAST TIME THEY CAN NOT REPLICATE THE PROBLEM. THIS PROBLEM ALWAYS HAPPENED WHEN I ACCELERATE AROUND 60 MPH.  
 Additional Summary:

Toyota ID Number:  
 NHTSA ODI Number: 10317731  
 Date of Incident: 20071001  
 Vehicle: 2008 TOYOTA CAMRY  
 Location of Incident: GARDEN GROVE, CA  
 NHTSA Summary:  
 TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE CONTACT STATED SHORTLY AFTER SHE BROUGHT THE VEHICLE SHE HAD THE ACCELERATION PROBLEM. THE CONTACT WAS ON THE FREEWAY DRIVING ABOUT 50MPH WHEN THE VEHICLE ACCELERATED AND SHE COULD NOT GET IT TO SLOW DOWN. THE CONTACT STATED EVENTUALLY HER VEHICLE JUST STOPPED. THE FAILURE MILEAGE WAS 6,000. THE CURRENT MILEAGE WAS 35,000.  
 Additional Summary:

Toyota ID Number:  
 NHTSA ODI Number: 10312349  
 Date of Incident: 20071003  
 Vehicle: 2005 TOYOTA PRIUS  
 Location of Incident: MINNEAPOLIS, MN  
 NHTSA Summary:  
 WHEN I WAS PULLING SLOWLY INTO MY REGULAR PARKING SPACE AT WORK, MY 2005 PRIUS SUDDENLY SURGED FORWARD AND SMASHED INTO A CEMENT WALL THAT WAS

C-1000

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

ABOUT 4 - 6 FEET IN FRONT OF ME. THERE WERE CARS PARKED ON EACH SIDE OF ME; I DIDN'T HIT EITHER OF THEM. I WENT STRAIGHT INTO THE WALL AT THE FRONT OF THE PARKING SPACE. NO WATER OR ICE OR BAD CONDITIONS WERE PRESENT. THE SURGE WAS MUCH FASTER THAN WOULD HAVE OCCURRED HAD I MISTAKENLY HIT THE ACCELERATOR RATHER THAN THE BRAKE. OVER \$3300 WORTH OF DAMAGE WAS DONE TO THE FRONT OF MY CAR. MY ANKLE BONE WAS CHIPPED, MY WRIST WAS SORE, I HAD MINOR WHIPLASH. I WAS ALONE IN THE CAR. I FEEL STRONGLY THAT THIS WAS NOT A RESULT OF DRIVER ERROR ON MY PART, NOR DO I THINK IT IS A RESULT OF THE FLOOR MAT CATCHING THE ACCELERATOR. WHAT I EXPERIENCED MATCHES MUCH MORE CLOSELY WITH DESCRIPTIONS OF A FLUKE COMPUTER ERROR CAUSING THE CAR TO SURGE FORWARD WHEN I TOUCHED THE BRAKES. IT WAS A STRONG, FAST AND SUDDEN SURGE; MUCH MORE POWERFUL THAN WHAT I EXPERIENCE WHEN I USE THE ACCELERATOR. I REPORTED THE INCIDENT TO TOYOTA (REFERENCE #200710181201). THEY SENT SOMEONE OUT FROM THE CHICAGO REGIONAL OFFICE TO INSPECT THE CAR IN MINNEAPOLIS. THEY CLAIMED EVERYTHING WAS WORKING FINE AND REFUSED TO DO MORE. AFTER I EXPLAINED THE SITUATION AND MY FEAR ABOUT DRIVING MY CAR, THE LOCAL WALSER TOYOTA DEALER DID ANOTHER VERY THOROUGH CHECK AND RESET ALL OF THE ELECTRONIC COMPONENTS. IT HAS WORKED FINE SINCE. PRIOR TO THIS 2007 INCIDENT THERE WERE A COUPLE OF OTHER TIMES WHEN THE CAR SEEMED TO SURGE RATHER THAN BRAKE AT STOP SIGNS. NONE CAUSED CRASHES. AND ONCE, ALSO PRIOR TO 2007, THE ANTILOCK BRAKES DID NOT DEPLOY WHEN THEY SHOULD HAVE. I NARROWLY AVOIDED A CRASH THAT TIME.

**Additional Summary:**

**Toyota ID Number:** 200710040422  
**NHTSA ODI Number:**  
**Date of Incident:** 20071004  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
 \*\*\* PHONE LOG 10/04/2007 09:04:01 AM CZacharie  
 Caller states: On 9/04/07 cllr took veh on trip to Missouri. While driving in cruise control and going up a foothill the eng would downshift then downshift again & RPM would go to 7,000 RPM. Sls she noticed that this would occur on any slight incline. Sls she turned off cruise control for fear of damaging eng. Veh to Charles Barker Toy who couldn't duplicate cond b/c there are no hills. Sks perm fix & loaner veh assist since she has special need child.  
 \*\*\* NOTES 10/04/2007 09:04:13 AM CZacharie  
 NCR apol & opened to CRM & offered case# & crm name & phone# & adv that crm will cll w/in 3 bus days

\*\*\* CASE CLOSE 10/04/2007 01:18:01 PM DLR45042  
 CUST ADVISED 4CYLINDER ENGINE USING CRUISE CONTROL IN MOUNTAINS CAN POSSIBLY HAVE THIS EFFECT\WE FOUND NO PROBLEMS WITH SYSTEM AT THIS TIME  
 \*\*\* NOTES 10/30/2007 05:28:08 AM JRhines  
 Cllr sts: Dlr unhappy cust contacted Toy. Svc rep, Steve Ernie adv would spk w/ rep & c/b cust. Dlr either needs to duplicate issue or cust will take legal actn. Also hearing grinding noise when starting veh first time in a day. Cllr sks rpr of veh, sks DSPM involvement. NCR apol & adv need dlr diagnosis to perform rpr, adv needs to worok w/ dlr for DSPM involvement, adv ARB process, NCR confirmed case #. Cust adv will c/b dlr, will not go through ARB yet.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10209036, 10206896

**C-1001**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20071005  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** REVERE, MA

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE CONTACT SWITCHED GEARS FROM NEUTRAL TO DRIVE AND THE VEHICLE ACCELERATED TO MAXIMUM SPEED. THE ACCELERATOR PEDAL WAS STUCK AND THE VEHICLE WOULD NOT STOP. SHE DROVE INTO SOME BUSHES AND TREES THAT WERE IN FRONT OF A TWO FOOT WALL. THE UNDERCARRIAGE, TRANSMISSION HOUSING, THE ROD, AND BUMPER WERE ALL DAMAGED. THE REPAIRS WOULD COST \$5,800. THE FIRE AND POLICE DEPARTMENTS ALONG WITH AN AMBULANCE ARRIVED AT THE SCENE. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED AND THE CONTACT REFUSED TO GO TO A HOSPITAL, EVEN THOUGH HER BLOOD PRESSURE WAS 200. THE DEALER STATED THAT NOTHING COULD BE DONE. THE SPEED WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 43,960. SEE ODI 10206896 ALSO. \*DSY; TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE ACCELERATED AT AN UNKNOWN SPEED WITHOUT WARNING WHEN THE GEAR WAS SHIFTED INTO DRIVE. AS A RESULT, THE VEHICLE TRAVELED APPROXIMATELY 200 YARDS AND THEN CRASHED INTO A WALL. THE CONTACT STATED THAT THE ACCELERATOR PEDAL STUCK AND SHE WAS UNABLE TO DEPRESS THE BRAKE PEDAL. THE AIR BAG FAILED TO DEPLOY. NHTSA CAMPAIGN ID NUMBER 04V346000 (AIR BAGS: SIDE/WINDOW) WAS REFERENCED. A POLICE REPORT WAS FILED. THE INSURANCE INSPECTOR FELT THAT THE ELECTRICAL SYSTEM CAUSED THE FAILURE. AS OF OCTOBER 25, 2007, THE MANUFACTURER HAD NOT INSPECTED THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 41,000. SEE 10209036 ALSO. \*DSY. UPDATED 01/11/08. \*1J

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319627  
**Date of Incident:** 20071006  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** COLUMBUS, OH

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2005 TOYOTA PRIUS. THE CONTACT WAS DRIVING BETWEEN 65-70 MPH ON NORMAL ROAD CONDITIONS. SUDDENLY, THE ACCELERATOR PEDAL BEGAN TO STICK WITHOUT WARNING. THE VEHICLE SLOWED DOWN AFTER THE ACCELERATOR PEDAL WAS RELEASED BY PLACING THE THE FOOT UNDERNEATH THE PEDAL. THE FAILURE WAS A ONE TIME OCCURRENCE. THE FAILURE MILEAGE WAS 15,000. THE VIN WAS UNAVAILABLE. JS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10205212  
**Date of Incident:** 20071008  
**Vehicle:** 2006 TOYOTA SEQUOIA  
**Location of Incident:** CLARKSVILLE, TN

**NHTSA Summary:**  
 UNCONTROLLED ACCELERATION WHEN USING THE RESUME FEATURE IN THE CRUISE CONTROL. \*JB

**Additional Summary:**

**Toyota ID Number:**

**C-1002**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10205755  
**Date of Incident:** 20071008  
**Vehicle:** 2007 LEXUS RX400H  
**Location of Incident:** HOMESTEAD, FL

**NHTSA Summary:**  
 TL\*THE CONTACT OWNED A 2007 RX400 LEXUS HYBRID. WHILE DRIVING 35 MPH AND ENGAGING THE BRAKES, THE MAT WAS BETWEEN THE ACCELERATOR AND THE BRAKES PREVENTED THE CONTACT FROM BRAKING. THE CONTACT CRASHED INTO A VEHICLE ON THE DRIVER'S SIDE REAR. THE CONTACT'S VEHICLE WAS TOTALED. THE OTHER VEHICLE SUSTAINED DAMAGE TO THE DRIVER'S SIDE BUMPER, THE BACK WINDOW SHATTERED, AND THE DRIVER'S REAR WHEEL WELL WAS DAMAGED. THE CONTACT SUSTAINED INJURIES TO HER CHEST AND BACK WHEN THE DRIVER'S SIDE AIR BAG DEPLOYED. THE DRIVER'S SIDE FOOT AIR BAG ALSO DEPLOYED. PICTURES ARE AVAILABLE. THE PURCHASE DATE WAS 08/04/2007. A POLICE REPORT IS AVAILABLE. THE DEALER INFORMATION IS NOT AVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE 2,300.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285725  
**Date of Incident:** 20071009  
**Vehicle:** 2000 TOYOTA TACOMA  
**Location of Incident:** GLENDORA, CA

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2000 TOYOTA TACOMA. WHILE DRIVING APPROXIMATELY 70 MPH ON NORMAL ROAD CONDITIONS, THE CRUISE CONTROL WAS DISENGAGED AND THE VEHICLE RAPIDLY BEGAN ACCELERATING. THE VEHICLE FAILED TO SLOW DOWN; HOWEVER, THE CONTACT WAS ABLE TO SHUT THE ENGINE OFF AND RESTART THE VEHICLE. THE CONTACT DROVE THE VEHICLE TO A NEARBY SERVICE STATION AND DETERMINED THAT THE FAILURE WAS CONTRIBUTED TO THE THROTTLE BODY CABLE CONNECTOR. THE VEHICLE WAS REPAIRED. THE CONTACT HAS CONCERNS OF THE SAFETY RISK INVOLVED. THE FAILURE MILEAGE WAS 90,000 AND THE CURRENT MILEAGE WAS 120,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10225781  
**Date of Incident:** 20071010  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** BOQUERON, PR

**NHTSA Summary:**  
 TOYOTA TACOMA 2006 SUDDEN AND UNCONTROLLED ACCELERATION. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10236787  
**Date of Incident:** 20071010  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** GLENDALE, AZ

**NHTSA Summary:**  
 VEHICLE WON'T STOP. I WAS COMING TO A STOP AT A TRAFFIC LIGHT TRYING TO STOP. THE HARDER I PRESSED ON THE BRAKE PEDAL THE FASTER THE ENGINE WOULD RACE. I

**C-1003**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HAD TO PLACE THE TRANSMISSION INTO NEUTRAL TO STOP MY MOVEMENT. THAT WAS THE FIRST TIME THE SECOND WAS ABOUT THE SAME BUT NOT SO BAD. IT WAS CLEAR DAY DRY STREETS. I HAD 2992 MILES ON THE TRUCK. WENT TO TOYOTA DEALER. THEY CHECKED BRAKE SYSTEM, PEDAL, BRACKETRY CHECKED FOR DIAG. CODES NONE FOUND. TEST DRIVES. INSPECT ABS SYSTEM ALL SYSTEMS WORKING. NO REPAIRS MADE.

\*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310470  
**Date of Incident:** 20071010  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** RALEIGH, NC

**NHTSA Summary:**  
 COMPLAINT-SECOND COMPLAINT I PURCHASED MY TOYOTA RAV 4 2007 IN OCTOBER OF 2007. A FEW MONTHS AFTER I HAD THE CAR I STARTED NOTICING THAT THE CAR, FOR NO REASON WOULD HESITATE, LEAVING ME AT TIMES IN THE MIDDLE OF CROSSING AN INTERSECTION WITH NO POWER. AFTER OTHERS BEGAN MAKING COMMENTS THAT THERE WAS SOMETHING WRONG I BROUGHT IT INTO LEITH TOYOTA. THE FIRST TIME WAS APRIL 24TH 2008. I EXPLAINED TO THE SERVICE ADVISOR I WAS HAVING INTERMITTENT PROBLEMS WITH THE CAR. I TOLD HIM I WOULD START ACCROSS AN INTERSECTION(4 LANES) AND ALL OF A SUDDEN THE CAR HESITATED, THERE WAS NO POWER. I WOULD PRESS THE GAS PEDDLE TO THE FLOOR AND APPROXIMATELY 10-15 SECONDS LATER THE CAR WOULD LUNGE FORWARD. I TOLD THEM IT CONCERNED AND SCARED ME. I WAS TOLD THAT THEY COULD NOT FIND ANY PROBLEMS. APRIL 28TH 2008 I RETURNED AGAIN TO THE DEALERSHIP ADVISING THEM THERE WAS A PROBLEM, I WAS AFRAID TO DRIVE THE CAR AND WANTED IT FIXED. I AGAIN WAS TOLD THERE WAS NOT ANY PROBLEM WITH THE CAR. THIS TIME I REFUSED TO LEAVE UNTIL THE PROBLEM WAS FIXED. THEY FINALLY BROUGHT THE CAR BACK IN AND TOLD ME THE MODELS HAVE A PROBLEM WITH THE ECM SYSTEM. I WAS TOLD THEY REFLASHED THE ECM SYSTEM WITH AN UPDATE SENT BY CORPORATE AND THINGS SHOULD BE FINE. YESTERDAY I RETURNED TO THE DEALERSHIP. I TOLD THEM THE CAR WAS OK FOR A NUMBER OF MONTHS BUT AGAIN THIS WEEK I WAS ALMOST IN AN ACCIDENT BECAUSE THE CAR HAD STARTED TO HESITATE AGAIN, AND I AM LEFT IN THE INTERSECTION WITHOUT POWER AND ON-COMING TRAFFIC. THEY TOOK THE CAR OUT AND OF COURSE THE PROBLEM IS INTERMITTENT SO THEY WERE UNABLE TO FIND ANYTHING ABNORMAL. THEY TOLD ME THEY WOULD CHECK TO SEE IF THERE WERE ANY ADDITIONAL COMPUTER UPDATES FOR THE PROBLEM. THE CAR ALSO LOOSSES POWER ON HIGHWAY AT 60MPH, SHUTS DOWN AFTER A WHILE THEY ADVISED ME THERE WERE NO ADDITIONAL UPDATES. I TOLD THEM THE PROBLEM IS PUTTING ME IN DANGER OF HAVING AN ACCIDENT. THEY TOLD ME TOYOTA DOES NOT FEEL THIS IS A PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317351  
**Date of Incident:** 20071010  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** TRABUCO CANYON, CA

**NHTSA Summary:**  
 RANDOM ACCELERATION! MY RX 350 LEXUS WAS RETURNED TO THE DEALER FOR REPAIR LESS THAN A MONTH AFTER I PURCHASED IT FOR RANDOM ACCELERATION. I EXPLAINED THAT ALTHOUGH I AM NOT ACCELERATING MY VEHICLE ACCELERATES RAPIDLY AND LUNGES FORWARD. I HAVE TO TAKE MY FOOT OF THE GAS IMMEDIATELY

**C-1004**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND APPLY THE BRAKE. SOMETIMES IT HAPPENS 3/4 TIMES A DAY AND SOMETIMES NOT FOR A WEEK, THUS THE TERM RANDOM. I HAVE BROUGHT IT IN TO PARK PLACE LEXUS AND CALLED NUMEROUS TIMES. THEY DRIVE IT A FEW MILES AND TELL ME NOTHING IS WRONG. I EVEN PLEADED WITH THE OWNER OF PARK PLACE, CHRIS BRUNNER TO KEEP MY CAR AND DRIVE IT UNTIL HE EXPERIENCED THE RANDOM ACCELERATION, HE REFUSED AND TOLD ME TO CALL LEXUS HEADQUARTERS. I DID CALL AND WAS ON HOLD FOR 38 MINUTES. LAUREN SHIELDS OF LEXUS ALSO TOLD ME NOTHING COULD BE DONE. I THINK MR. AL SMITH, THE VP OF CUSTOMER SATISFACTION SHOULD MONITOR HOW GOOD CUSTOMERS AND REPEAT BUYERS WITH SERIOUS VEHICLE PROBLEMS ARE HANDLED. I AM NOW AT 52,000 MILES AND PAST WARRANTY. (I THINK THIS WAS THEIR PLAN- TO DANCE AROUND THE PROBLEM UNTIL MY WARRANTY RAN OUT) I WORRY IF I WILL BE ABLE TO STOP MY VEHICLE THE NEXT TIME THIS HAPPENS. THE RANDOM ACCELERATION STARTED IMMEDIATELY AFTER PURCHASE AND IT WAS PRIOR TO ANY RECALLS, ANY TV NEWS CASTS OR NEWSPAPER ARTICLES. WE HAVE 2 HIGHLANDERS, AND THIS IS MY 4TH LEXUS. WE ARE GOOD CUSTOMERS AND NOTHING HAS BEEN DONE. I THINK THE RANDOM ACCELERATION IS A PROBLEM FOR MANY MORE VEHICLES THAN THEY HAVE RECALLED!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319325  
**Date of Incident:** 20071010  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** SEATTLE, WA

**NHTSA Summary:**

IN 2007 MY 2002 TOYOTA AVALON HAD A SERIOUS ACCIDENT DUE TO SUDDEN ACCELERATION. I WAS PARALLEL PARKING, HEADING SLOWLY FORWARD AT NO MORE THAN 1 OR 2 MPH WHEN THE CAR SUDDENLY TOOK OFF. MY CAR STRUCK THE CAR IN FRONT OF ME, CAREENED ACROSS THE ROAD AND SIDEWALK, AND CRASHED INTO A TRUCK PARKED IN A DRIVEWAY ACROSS THE STREET. FORTUNATELY NO BODY WAS HURT BUT PEOPLE COULD HAVE BEEN KILLED ESPECIALLY IF THERE HAD BEEN PEDESTRIANS IN THE WAY. AS YOU MIGHT EXPECT, I WAS VERY SHAKEN. MY CAR WAS "TOTALLED" AND MY INSURANCE COMPANY SAID IT HAD TO HOLD ME AT FAULT BECAUSE TOYOTA REFUSED TO TAKE RESPONSIBILITY. I AM CONVINCED THIS WAS A PROBLEM OF SUDDEN ACCELERATION NOT HAVING ANYTHING TO DO WITH A STICKING GAS PEDAL AS I WAS BARELY GOING FORWARD. I BELIEVE THAT THE SUDDEN ACCELERATION PROBLEM IN TOYOTA VEHICLES SHOULD BE FURTHER INVESTIGATED AND NOT CONFINED TO THE RECALLED MODELS. I WOULD APPRECIATE A RESPONSE TO THIS EMAIL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315791  
**Date of Incident:** 20071011  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** PHOENIX, AZ

**NHTSA Summary:**

PLEASE PAY ATTENTION TO THE TWO ACCIDENTS THAT I HAVE EXPERIENCED. I PURCHASED MY TOYOTA CAMRY IN 2003 AND LOVED IT. I HAVE BEEN DRIVING FOR 57 YEARS AND NEVER HAD AN ACCIDENT. ON OCTOBER 11, 2007, I DROVE UP MY DAUGHTER'S DRIVEWAY, CAME TO A STOP (MY FOOT WAS ON THE BRAKE) AND WAS PUTTING MY CAR IN PARK WHEN IT SUDDENLY ACCELERATED INTO AND CRASHED THRU THE CLOSED GARAGE DOOR! I FINALLY CAME TO A STOP AFTER CRASHING INTO THE

**C-1005**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HOT WATER HEATER AND A WORK TABLE, PUTTING A BIG HOLE IN THE WALL BEHIND IT. A CABINET FELL ON THE DRIVER'S DOOR AND THE BROKEN GARAGE DOOR CLOSED ONTO THE REAR OF MY CAR. LUCKILY I WAS NOT INJURED BEYOND BRUISING AND STIFFNESS. MORE IMPORTANTLY, I AM RELIEVED MY GRANDSON WAS NOT IN THE CAR WITH ME, OR WORSE, HAD NOT COME INTO THE GARAGE WHEN I HONKED FOR HIM. THIS HAPPENED IN SECONDS AND WAS TERRIFYING. MY FOOT WAS ON THE BRAKE THE ENTIRE TIME! TWO YEARS LATER, ON JUNE 16, 2009, I DROVE INTO A JEWELRY STORE IN A STRIP MALL. I PULLED SLOWLY INTO A PARKING SPACE. AGAIN, MY FOOT WAS ON THE BRAKE AS I WAS STOPPING. I ATTEMPTED TO PUT THE CAR INTO PARK. IT SUDDENLY ACCELERATED INTO A LARGE CONCRETE PILLAR, JUMPING THE CURB. AGAIN, MY FOOT WAS ON THE BRAKE. THIS HAPPENED IN A SPLIT SECOND, MY SEAT BELT TIGHTENED AND LOCKED AROUND MY CHEST AND THROAT. I JAMMED MY THUMB, HIT MY LEFT KNEE ON THE STEERING COLUMN AND WAS IN IMMEDIATE CHEST PAIN FROM THE SEAT BELT. MY CAR WAS TOWED TO MY MECHANIC. I WENT TO THE EMERGENCY ROOM AND ALSO SAW MY DOCTOR. I SUFFERED MANY DEEP CONTUSIONS AND IT TOOK SIX WEEKS FOR MY CHEST AND BACK TO HEAL. I AM STILL HAVING NECK AND KNEE PROBLEMS. THIS WAS A HORRIBLY FRIGHTENING EXPERIENCE. WHAT COULD HAVE HAPPENED HAD THAT CONCRETE PILLAR NOT STOPPED THE CAR?!! WHAT IF PEOPLE HAD BEEN ON THE SIDEWALK OR JUST A COUPLE OF MORE FEET AND THE CAR WOULD HAVE CRASHED THROUGH THE GLASS FRONT OF THE JEWELRY STORE. TWO CRASHES-\$11,000 DAMAGES I STILL FEEL VERY UNSAFE ABOUT MY CAR. WHEN WILL IT HAPPEN AGAIN?

**Additional Summary:**

**Toyota ID Number:** 20071012007  
**NHTSA ODI Number:**  
**Date of Incident:** 20071012  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 10/12/2007 05:08:56 AM KHaley  
 ARB=  
 (Previous case# 200709131069  
 Caller states: brought in to dlr 2x for vibration in driveline @ about 20MPH. sts veh surges when operating A/C of defroster. sts dlr adv normal characteristics. DSPM looked at veh and dup is normal. Cllr sers arb. NCR apol & adv arb ppwvk will be sent in 10-14 b/d.

\*\*\* SUBCASE 200710120007-1 CREATED 10/12/2007 07:44:21 AM SMOORE

\*\*\* NOTES 10/15/2007 12:12:16 PM SMOORE

+OUTGOING DLR CALL+

SM, dave m, not avail. LM requesting c/b to discuss cust srvc history. Provided cust info & ncr's direct # for c/b.

+OUTGOING CUST CALL+

LM, adv arb ppwvk being sent and that claim form is in the owner's rights booklet. Provided 800#, ext. 73008 & ncr's business hours (5:00 am -1:30 pm PST) for cust records.

\*\*\* SUBCASE 200710120007-1 CLOSED 10/15/2007 01:11:43 PM SMOORE

Close subcase.

\*\*\* NOTES 10/15/2007 01:11:53 PM SMOORE

+INCOMING DLR CALL+

SM, dave m, c/b sts 10/9/07 @ 4,273 mi for vibration & surge in veh when a/c cycle in veh. FTS inspected and confirmed everything is normal, ro #87304. NCR thanked.

\*\*\* NOTES 10/16/2007 08:50:43 AM JStors

Mailed arb ppwvk.

**C-1006**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* CASE CLOSE 10/16/2007 01:47:54 PM CRinger170

RCR gave a copy of this case to DSPM TL to review & FTS WZ has inspected veh and found veh operating as designed

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311451  
**Date of Incident:** 20071013  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** DEERFIELD, IL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA RAV4. WHENEVER HE DROVE THE VEHICLE AT VARIOUS SPEEDS AND REMOVED HIS FOOT FROM THE ACCELERATOR PEDAL, THE SPEED AND THE RPM'S WOULD NOT DECREASE FOR 10 SECONDS. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 19,754.

**Additional Summary:**

**Toyota ID Number:** 200709101209  
**NHTSA ODI Number:**  
**Date of Incident:** 20071015  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 09/10/2007 12:39:19 PM Jkanashiro  
 Spanish clr sts: saw transmission oil- red on garage floor & noticed leaking coming from transmission, where tube & transmission meet. NCR apol & adv per tech PChan if in fact related to trans leaking, pink/red fluid, rprs covered under 5/60k. NCR adv to contact dlr & describe symptoms in order for dlr to further assist. NCR adv case #. NCR offered dlr open, cust declined. Cust understood & thanked.

\*\*\* CASE CLOSE 09/10/2007 12:39:31 PM Jkanashiro

NCR apol & adv per tech PChan if in fact related to trans leaking, pink/red fluid, rprs covered under 5/60k. NCR adv to contact dlr & describe symptoms.

\*\*\* NOTES 10/15/2007 02:44:17 PM LCarrillo

ncr rev'd call from cust adv when stopped @ a light depresses brake & feels a slight jump. sts ncr sure if it has anything to do with oil leak. ncr apol & adv cust can bring veh to dlr for proper diag. cust understood. ncr apol \$ adv case updated & provided case#: cust thanked.

**Additional Summary:**

**Toyota ID Number:** 200801031174  
**NHTSA ODI Number:**  
**Date of Incident:** 20071015  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 01/03/2008 01:33:37 PM AVaron  
 Caller states: took veh to dlr for A/C pump & serpentine belt & veh undrivable & dlr fixed however rpr dlr did caused vibration & veh idles to high, Dlr sts nothing wrong w/ veh. Sts SM Ricky Beaver has treated clr very unprofessional & disrespectful. Sts dlr did not do rprs that dlr wants clr to rpr, NCR apol & adv clr would open to CRM for negative feedback. Adv clr would rev c/b from CRM w/in 1-3 b/d.

**C-1007**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* CASE CLOSE 01/10/08 14:30:31 rulemgr

CUSTOMER BROUGHT VEH IN FOR A/C REPAIRS ON 12-26-07 AND WAS PROVIDED A FREE RENTAL CAR WHILE REPAIRS WERE MADE. CUSTOMER BROUGHT VH BACK ON 1-2-08 COMPLAINING THAT THE VH VIBRATES WHEN SITTING STILL AND ACCELERATES TOO FAST SINCE LAST RP HAD TECH CHECK VEHICLE FOUND NO ABNORMAL VIBRATION OR PROBLEM WITH ACCELERATION SERVICE MANAGER CHECKED VH FOUND NO PROBLEM ALSO. CUSTOMER HAD HIS SISTER HERE WITH HIM WHO STARTED CONFRONTATION WITH SERVICE MANAGER AND THEN DEALER OWNER. CUSTOMER REFUSED TO DRIVE WITH TECH OR SERVICE MANAGER TO TRY TO SHOW PROBLEM WITH VEHICLE. CUSTOMER HAD VERY LITTLE TO SAY HIS SISTER DID MOST OF TALKING

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10205811  
**Date of Incident:** 20071015  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** RIVERTON, UT

**NHTSA Summary:**

PLEASE SEE MY WRITE-UP ON THE TOYOTA TUNDRA FORUM WEBSITE: HTTP://WWW.TUNDRA.TALK.NET/FORUMS/TUNDRA-PROBLEMS-DEALER-SERVICE/30988-WARNING-ACCELERATOR-STUCK.HTML. \*JB THE WEB FORUM ENTRY DESCRIBES AN UNWANTED ACCELERATION INCIDENT THAT WAS CAUSED BY AN UNSECURED AFTERMARKET FLOOR MAT ENTRAPPING THE ACCELERATOR PEDAL AFTER APPLICATION. \*DSY

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10216383  
**Date of Incident:** 20071015  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** HOLIDAY, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE IDLING, THE VEHICLE REVS AND ACCELERATES ON ITS OWN. THE VEHICLE WAS TAKEN TO THE DEALER FOUR TIMES, BUT THEY HAVE BEEN UNABLE TO DUPLICATE THE FAILURE. THE CURRENT MILEAGE WAS 33,500 AND FAILURE MILEAGE WAS 28,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291013  
**Date of Incident:** 20071015  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** VERNON HILLS, IL

**NHTSA Summary:**

2005 LEXUS ES350 LEASED NEW IN AUGUST, 2005. I OVERTOOK A SLOW MOVING VEHICLE IN FRONT OF ME AND TRIED TO EASE OFF BACK INTO THE LANE. INSTEAD, THE CAR BEGAN ACCELERATING: 2K RPM, 3K RPM, 4K RPM, ALMOST REDLINING. I PUT ON THE BRAKES AND KEPT HOLDING THE BRAKE PEDAL DOWN, PUSHING ACCELERATOR PEDAL DOWN WAS NO HELP. INSTEAD, I SHIFTED TO NEUTRAL AND AFTER ABOUT 10 SECONDS (FELT LIKE ETERNITY SINCE SHIFTING TO NEUTRAL DID NOT HELP) TURNED THE IGNITION KEY OFF. THE CAR STOPPED. AFTER SEVERAL MINUTES OF COLLECTING

**C-1008**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MYSELF, I TURNED THE IGNITION KEY BACK ON AND THE VEHICLE BEHAVED NORMALLY. AFTER THAT EXPERIENCE I ALWAYS MADE SURE I DID NOT ACCELERATE QUICKLY. THE CAR WAS RETURNED BACK TO THE DEALER AFTER THE ORIGINAL LEASE EXPIRED LAST YEAR. I CAN ASSURE YOU FLOORMAT WASN'T THE PROBLEM. I AM CONCERNED THAT TOYOTA ONLY ISSUED RECALL ON 2007- LEXUS ES350 MODELS. THEY SHOULD ALSO INCLUDE PREVIOUS ES330 MODEL AS WELL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318820  
**Date of Incident:** 20071015  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
2002 TOYOTA AVALON EXPERIENCED UNINTENDED ACCELERATION AS IT WAS IN THE PROCESS OF BEING PARKED IN RESIDENTIAL GARAGE RESULTING IN DAMAGE TO THE VEHICLE AND GARAGE. STOMPING BRAKE RESULTED IN STOPPING AGAINST THE CONCRETE STEP UP FROM THE GARAGE FLOOR. LOCAL TOYOTA SERVICE DEPARTMENT WAS CALLED. RESPONDER INDICATED THEY HAD NEVER HEARD OF ANY KIND OF ISSUE WITH THE VEHICLE THAT COULD HAVE CAUSED THIS. INSURANCE COMPANY REP INDICATED NO HISTORY OF SUCH AN OCCURRENCE WHEN CLAIM WAS FILED. STILL PAYING SURCHARGE ON INSURANCE COVERAGE FOR ACCIDENT. THREE YEAR OLD GRANDDAUGHTER IN BACK SEAT AT THE TIME. OCCASIONAL SURGING FEELING WHEN STOPPED IN TRAFFIC WITH FOOT ON BRAKE LED TO HABIT OF KEEPING FURTHER BACK FROM VEHICLE IN FRONT AS A PRECAUTION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10206173  
**Date of Incident:** 20071016  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** ENDICOTT, NY

**NHTSA Summary:**  
I CAME TO A STOP AND THE CAR ACTUALLY CAME TO A STOP AND THEN SUDDENLY STARTED CREEPING TOWARDS THE OTHER CAR. I THOUGHT I WAS ACCIDENTALLY PRESSING THE GAS PEDAL AS WELL BUT I WASN'T SO I STARTED PRESSING HARD ON THE BRAKE AND NOTHING! I STARTED PUMPING THE BRAKES AND THE CAR STOPPED. THEN I CONTINUED MY DRIVE AS USUAL WITHOUT IT HAPPENING AGAIN. NO LIGHTS CAME ON, NOTHING UNUSUAL. JUST WEIRD. CAR HAS ALMOST 36K MILES 06 MODEL. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313687  
**Date of Incident:** 20071016  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** KATY, TX

**NHTSA Summary:**  
I HAD PURCHASED TOYOTA CAMRY LE 2008 MODEL AND WITH JUST 25 MILES ON THE 3RD DAY OF PURCHASED, MY CAR EXPERIENCED SUDDEN ACCELERATION AT SIGNAL WHICH CAUSED ME TO HIT THE CAR IN FRONT. MY BRAND NEW CAR CRUMPLED. THE CAR WAS TOWED AND LATER REPAIRED. I HAD TO PAY FOR THE DEDUCTIBLE, RENTAL CAR AND ALSO HAVE A CAR WHICH IS SHOWN IN CARFAX AS ACCIDENT-INVOLVED.

**C-1009**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:** 200710171379  
**NHTSA ODI Number:**  
**Date of Incident:** 20071017  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 10/17/2007 04:24:29 PM VWhite

Caller states: pur new 06/19/06. Throttle sticks feels computer software problem. Veh doesn't always slow down. SM Frank advd first said it was a concern then change his mind after speaking with toy engineering now claims veh is working as designed. Cllr request to have regional tech diagnosis veh. Cllr sts veh doesn't slow down properly is unsafe.

\*\*\* CASE CLOSE 10/23/2007 01:33:55 PM DLR36082  
CUSTOMER ADVISED THIS IS A NORMAL CONDITION AND IS NOT UN SAFE, THE VEHICLE DECELS FINE. TOYOTA IS AWARE OF THIS IS NORMAL, CHECKED WITH FTS TO MAKE SURE. ALL IS OK. ADVISED CUSTOMER. CUSTOMER DOES NOT AGREE AND FEELS IT IS UNSAFE, NOTE HE IS PULLING VEHICLE OUT OF GEAR WITHOUT PUSHING IN THE CLUTCH THEN THE ENGINE REVS. ADVISED CUSTOMER TOYOTA STATES THE VEHICLE IS WORKING BY DESIGN FOR NORMAL OPERATION.

\*\*\* NOTES 10/24/2007 11:53:12 AM KHaley

Cllr r/b: reiterates throttle issue. Sks to know what TOY is going to do to assist. NCR apol & adv of dlr notes. Apol & adv reg is highest form of Tech assist available & in position to make decision on behalf of TOY. Adv if FTS/reg has decided, (as sts is case notes they have), that issue is acting as normal design of veh TOY concurs w/ that. Adv may take to another dlr/area for second opinion, but unless is mfr recall/another dlr/reg deciding enern abnormal CEC...

\*\*\* NOTES 10/24/2007 12:09:56 PM KHaley

...concur w/ original reg/dlr diag. Adv if sks to pursue further only option w/in TOY is ARB. Cllr sts sks to pursue. NCR apol & adv will have ppwk sent in 10-14 b/d.

NEXT REP==NEW CASE IS: 200710240776

\*\*\* CASE CLOSE 10/24/2007 12:11:16 PM KHaley

New case opened for Arb request. NEW CASE # 200710240776

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10206231  
**Date of Incident:** 20071017  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** DENVER, NJ

**NHTSA Summary:**  
EXTREME HESITATION WHEN PULLING INTO BUSY HIGHWAY. I STEP ON THE GAS PEDAL AND THE CAR DOES NOT GO FOR ABOUT 2-3 SECOND. BY THAT TIME THE TRAFFIC IS TOO NEAR FOR SAFETY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285924  
**Date of Incident:** 20071017  
**Vehicle:** 2007 LEXUS GS350

**C-1010**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** EL PASO, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 LEXUS GS350. WHEN ATTEMPTING TO ENTER A PARKING SPACE, SHE EXPERIENCED UNINTENDED VEHICLE ACCELERATION, WHICH CAUSED HER TO CRASH INTO A WALL. THE VEHICLE WAS TOWED TO A DEALER, HOWEVER, THE TECHNICIANS COULD NOT IDENTIFY THE CAUSE OF THE FAILURE. THE CONTACT IS CONCERNED THAT THE FLOOR-MAT INTERFERENCE CAUSED THE ACCELERATOR PEDAL TO STICK. THE FAILURE MILEAGE WAS 350 AND THE CURRENT MILEAGE WAS 11,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10348210  
**Date of Incident:** 20071017  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** HARTLY, DE

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2008 TOYOTA SIENNA WITH 83,000 MILES THE CONTACT STATED THAT THERE WAS A RATTLING NOISE FROM THE PASSENGERS SIDE SLIDING DOOR. THE VEHICLE WAS TAKEN TO THE DEALER AND THEY INSTALLED A RUBBER LINING BUT THAT DID NOT RESOLVE THE PROBLEM. THE CONTACT STATED THAT THE DOORS ARE NOT PROPERLY ALIGNED. THEIR IS ALSO A PROBLEM THE THROTTLE CONTROL ON THE VEHICLE. THE CONTACT STATED THAT WHEN THE ACCELERATOR PEDAL IS DEPRESSED THE VEHICLE WILL TAKE OFF OUT OF CONTROL. THE DEALER TOLD THE CONTACT THAT WAS A NORMAL FUNCTION. THE CONTACT STATED THAT THE VEHICLE ALSO PULLS TO THE LEFT, BUT THAT HAS NOT BEEN DIAGNOSED BY THE DEALER AT THIS TIME. BL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10206271  
**Date of Incident:** 20071018  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** SAN JUAN, PR

**NHTSA Summary:**  
2ND OCCURRENCE OF TOYOTA PRIUS ACCELERATION. WHILE WIFE LEAVING DAUGHTERS SCHOOL, CAR ACCELERATED (PEDAL OFF THE ACCELERATOR!), SHE JAMMED ON BRAKES, BUT WAS CLOSE IN PROVOKING AN ACCIDENT ON MAIN STREET. THIS IS THE SECOND OCCURRENCE. FIRST TIME, SHE HIT A TAXI WHILE STOPPED IN A RED LIGHT. ACCIDENT WAS REPORTED BY POLICE (NO INJURIES). FIRST TIME TOOK CAR INTO THE DEALER (NO APPARENT PROBLEMS). PLANNING ON TAKING CAR AGAIN TO DEALER TOMORROW.!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10206523  
**Date of Incident:** 20071019  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** DALLEJO, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2000 TOYOTA CAMRY. WHILE TURNING INTO A PARKING SPACE AT APPROXIMATELY 5 MPH, THE VEHICLE RAPIDLY ACCELERATED AND THE RPM'S REVVED. THE VEHICLE CRASHED INTO A WALL. THE VEHICLE HAD TO BE SHUT

**C-1011**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OFF IN ORDER FOR IT TO STOP. THE MANUFACTURER STATED THAT THEY WOULD CALL HER BACK AND LET HER KNOW IF HER VEHICLE WAS INCLUDED IN NHTSA CAMPAIGN ID NUMBER 01V012000 (VEHICLE SPEED CONTROL). THEY HAVE YET TO CALL. THE CURRENT AND FAILURE MILEAGES WERE 36,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320151  
**Date of Incident:** 20071019  
**Vehicle:** 2000 TOYOTA AVALON  
**Location of Incident:** SAN MANTO, CA

**NHTSA Summary:**  
TL -THE CONTACT OWNS A 2000 TOYOTA AVALON. WHILE BACKUP 5 MPH DURING NORMAL WEATHER CONDITIONS THE VEHICLE ACCELERATED AND CRASHED INTO ANOTHER VEHICLE. THE CONTACT WAS NOT SURE IF SHE ACCIDENTLY HIT THE ACCELERATOR OR THE BRAKES. TWO PASSENGER IN THE OTHER VEHICLE WERE INJURED ONE WAS CUT FROM THE GLASS FROM THE WINDOW. A POLICE REPORT WAS FILED. THE CONTACT VEHICLE WAS TOWALED. THE FAILURE MILEAGE AND CURRENT MILEAGE WERE 24,000. THE CONTACT IS UNABLE TO PROVIDE A VIN#. VWB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10206821  
**Date of Incident:** 20071020  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** MIAMI SHORES, FL

**NHTSA Summary:**  
DATE 10/20/2007 THIS SATURDAY MORNING AT 9:05 AM, AFTER MASS AT THE MIAMI ARCHDIOCESES, I HAD A MOST UNPLEASANT EXPERIENCE WITH MY 2004 TOYOTA COROLLA. WHEN I MOVE TO REVERSE MY CAR FROM MY PARKING PLACE, I EXPERIENCED A SUDDEN DRAMATIC INCREASE FROM THE CAR'S IDLE AND A RELEASE OF THE ACCELERATION, CAUSING THE VEHICLE TO MOVE BACKWARD VERY FAST. I IMMEDIATELY PUT THE CAR IN NEUTRAL, BUT DID NOT STOP AND THEN, IN A FEW SECONDS, TO FORWARD TO AVOID HITTING ANY PERSONS OR VEHICLES IN MY BACK IN THE CHURCH PARKING LOT. IN TOTAL ABOUT 45 FEET BACKWARD AND FORWARD. PERHAPS 30 SECONDS PLUS IN TOTOF?. I THEN DID CRASH ON THE WALL OF ST. MARTHA RECTORY. THE CAR WAS UNCONTROLABLE AND THE FRONT OF MY CAR'S HOOD, FRONT DOORS WERE BADLY DAMAGED, (ESPECIALLY THE RIGHT SIDE, WHERE MY SICK WIFE SAT ) DAMAGES WITH A PRELIMINARY ESTIMATE OF \$ 5864. I HAVE TWO CONCERNS: A) SUDDEN ACCELERATION WHEN CAR IS STARTED AND INABILITY TO STOP IT. B) NO AIR BAG SYSTEM DEPLOYMENT IN SPITE OF THE STRENGTH OF THE IMPACT AND HAVING THE ENTIRE FRONT BUMPER OF THE CAR DESTROYED. 2) I HAVE LOST MY TRUST IN MY PRESENT TOYOTA COROLLA CAR (I HAVE HAD ONE BEFORE AND A CAMRY, AND THEIR PERFORMANCE WAS SATISFACTORY). I WOULD LIKE TO HAVE A VERY CAREFUL INSPECTION OF OUR VEHICLE, ITS CAPACITY FOR SUDDEN UNCONTROLLABLE ACCELERATION, LACK OF AIR BAG PROTECTION, AND THE LIKE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10209358, 10316463  
**Date of Incident:** 20071020  
**Vehicle:** 2003 TOYOTA AVALON

**C-1012**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** LATHAM, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2003 TOYOTA AVALON. WHILE DRIVING 3 MPH WITH THE BRAKES APPLIED, THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT APPLIED MORE PRESSURE TO THE BRAKES; HOWEVER, THE VEHICLE DID NOT STOP AND CRASHED INTO SOME BUSHES. A POLICE REPORT WAS FILED. THERE WERE NO PRIOR WARNING INDICATORS. THE VEHICLE WAS TOWED. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE AND THERE WERE NO ERROR CODES. THE PURCHASE DATE WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 45,000. NEW YORK POLICE REPORT.

UPDATED 12/12/07 \*TR. 2003 TOYOTA AVALON WITH UNINTENDED ACCELERATION. \*KB THE CONSUMER STATED HE SOLD THE VEHICLE BACK TO THE DEALER, BUT WANTED TO DETAIL THE EVENTS OF THE ACCIDENT. WHILE ATTEMPTING TO PARK THE VEHICLE, IT SUDDENLY SURGED FORWARD AND CAUSED THE VEHICLE TO ACCELERATE OVER A CURB, THROUGH THE BUSHES AND INTO ANOTHER VEHICLE. A TOYOTA REPRESENTATIVE SUGGESTED THAT PERHAPS BOTH PEDALS WERE DEPRESSED SIMULTANEOUSLY OR THAT PERHAPS THE FLOOR MAT WAS PRESSED AGAINST THE GAS PEDAL. THE CONSUMER STATED NEITHER HAPPENED. THE CONSUMER STATED THE WAS THE THIRD INCIDENT OF SUDDEN ACCELERATION THAT HAD SHE HAD EXPERIENCED IN THE VEHICLE, BUT THE FIRST TWO WERE NOT SEVERE ENOUGH TO WARRANT A POLICE REPORT. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10314009  
**Date of Incident:** 20071020  
**Vehicle:** 2007 SCION TC  
**Location of Incident:** HENRYETTA, OK

**NHTSA Summary:**

SUDDEN ACCELERATION 2007 SCION. I HAD 2 ACCIDENTS WITHIN 3 MONTHS CAUSED BY A SUDDEN ACCELERATION.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10207709  
**Date of Incident:** 20071021  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** FAIRFIELD, CA

**NHTSA Summary:**

I WAS DRIVING ON A NARROW MOUNTAIN ROAD WHEN I ACCELERATED PAST A VEHICLE IN THE SLOW LANE. WHEN I LET OFF THE GAS IT WAS STUCK TO THE FLOOR. I TOOK MY FOOT COMPLETELY OFF THE ACCELERATOR AND IT CONTINUED TO ACCELERATE. MY CRUISE CONTROL WAS NOT ON. I HAD TO USE MY LEFT FOOT TO PRESS THE BRAKES TO THE FLOOR. THE VEHICLE CONTINUED ACCELERATING AND ONLY STOPPED AFTER I REPEATEDLY STOMPED ON THE GAS PEDAL. MY WIFE WAS WITH ME AT THE TIME AND WITNESSED IT. I JUST LEARNED ABOUT THIS PROBLEM VIA THE NEWSCAST AND HAVE NOT REPORTED IT TO TOYOTA YET. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10318532  
**Date of Incident:** 20071022  
**Vehicle:** 2002 LEXUS ES300

C-1013

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** LONDON, KY

**NHTSA Summary:**

SUDDEN ACCELERATION LEADING TO IMPACT WITH HOME. POLICE REPORT DATED 10-22-07 INDICATES SUDDEN UNCONTROLLED ACCELERATION. SCARED TO DRIVE VEHICLE AGAIN.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10206786  
**Date of Incident:** 20071023  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** ROSEBURG, OR

**NHTSA Summary:**

THROTTLE STICKS, UNSAFE. ALSO MAKES VEHICLE HARD TO DRIVE. DOES IT CONSTANTLY OVER APPROX 50 MPH. TOYOTA IS AWARE, BUT IN DENIAL. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10304522  
**Date of Incident:** 20071023  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** LITTLE FERRY, NJ

**NHTSA Summary:**

I OWN A 2004 TOYOTA CAMRY. I HAVE HAD TWO ACCIDENTS IN IT. BOTH TIMES THE CAR FAILED TO BRAKE BUT ACCELERATED INSTEAD. NO ONE BELIEVED ME THAT THE ACCELERATOR PEDDLE STUCK INSTEAD OF BRAKING. MY INSURANCE PAID FOR REPAIR BOTH TIMES (EXCEPT FOR THE \$500 DEDUCTIBLES). HOWEVER, AS A RESULT MY INSURANCE CARRIER OF 15 YEARS DROPPED ME AND I WAS FORCED TO TAKE OUT INSURANCE THAT COST ME MORE THAN THREE TIMES AS MUCH FOR COVERAGE. I BELIEVE THE ACCELERATOR PEDDLE STUCK BUT THE 2004 MODEL IS NOT INCLUDED IN THE CALL BACK. DO I HAVE ANY GROUNDS FOR PURSUING THIS?

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10207653  
**Date of Incident:** 20071024  
**Vehicle:** 2007 LEXUS RX400H  
**Location of Incident:** SANTA MONICA, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 LEXUS RX400H. WHILE DRIVING 3 MPH, THE VEHICLE ACCELERATED WITHOUT WARNING TO APPROXIMATELY 25 MPH. THE VEHICLE CRASHED INTO A WALL AND THE DRIVER SUSTAINED BRUISES TO HER CHEST AND KNEES. AS OF NOVEMBER 1, 2007, THE MANUFACTURER HAD NOT INSPECTED THE VEHICLE. THEY STATED THAT IT COULD TAKE 4-6 WEEKS BEFORE THE VEHICLE COULD BE INSPECTED. THE CONTACT FELT THAT THE ACCELERATOR PEDAL CAUSED THE FAILURE. THE VIN WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 1,500.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10207466  
**Date of Incident:** 20071026

C-1014

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** SPRING CREEK, NV

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA AVALON. WHILE DRIVING 45 MPH, THE VEHICLE ACCELERATED AUTOMATICALLY TO 80 MPH. THE CONTACT ATTEMPTED TO SHIFT BACK INTO AUTO MANUAL MODE, BUT THE TRANSMISSION FAILED TO RESPOND. THE VEHICLE DROVE UP A HILL WITHOUT THE ACCELERATOR PEDAL BEING DEPRESSED. THE CONTACT WAS FORCED TO APPLY MAXIMUM BRAKE PRESSURE TO MODERATE THE ACCELERATION AND PLACE THE VEHICLE IN NEUTRAL. THE VEHICLE RECENTLY HAD A ROUTINE INSPECTION AT 25,300 MILES. THE DEALER DID NOT FIND ANY FAILURES WITH THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 27,000.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10212574  
**Date of Incident:** 20071026  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**

WHILE PULLING INTO A PARKING LOT IN A PARKING LOT WITH CARS ON BOTH SIDES AND IN FRONT OF MY VEHICLE, MY VEHICLE INCREASED ACCELERATION AND RACED FORWARD UNCONTROLLABLY. THE BRAKE WAS PUSHED TO THE FLOOR BOARD OF THE VEHICLE AND HAD NO EFFECT ON SLOWING DOWN THE CAR. THE LARGE TRUCK IN THE SLOT IN FRONT OF ME WAS THE ONLY THING THAT STOPPED THE VEHICLE. \$87.43 DAMAGE WAS DONE TO MY VEHICLE. NONE TO THE TRUCK THAT STOPPED MY VEHICLE. LEXUS REVIEWED THE ELECTRONIC DATA RECORDER AND RELEASED A STATEMENT THAT THE VEHICLE OPERATED WITHIN SPECIFICATIONS. LEXUS ALLOWED NO ONE TO TOUCH THE VEHICLE UNTIL IT WAS INSPECTED BY THERE TECHNICIAN. NOTHING WAS DONE TO CORRECT OR PREVENT A FUTURE REPEAT OF THE LIFE THREATENING ACCELERATION SURGE EXPERIENCED WITH THIS VEHICLE. WE HAVE REQUESTED FROM THE LEXUS LEGAL DEPARTMENT THAT THE DATA RECOVERED BY THE LEXUS TECHNICIAN BE PROVIDED TO US SO THAT WE CAN ASSESS FOR OURSELVES WHAT WENT WRONG WITH THE VEHICLE. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10302995  
**Date of Incident:** 20071027  
**Vehicle:** 2000 TOYOTA 4RUNNER  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2000 TOYOTA 4RUNNER. WHILE ENGAGING THE ACCELERATOR PEDAL AT A LOW SPEED OF APPROXIMATELY 5 MPH IN A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A VEHICLE. THE VEHICLE ALSO ACCELERATED INTO AN INTERSECTION AND CRASHED INTO A SECOND VEHICLE AND SHUT OFF. THE VEHICLE WAS TAKEN TO THE DEALER WHO STATED THAT ALL OF THE BRAKE COMPONENTS WERE REPLACED ON HER VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 101,482.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10294080

C-1015

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20071101  
**Vehicle:** 2006 TOYOTA COROLLA MATRIX  
**Location of Incident:** PACE, FL

**NHTSA Summary:**

I OWN A 2006 TOYOTA MATRIX. AT ABOUT 40K I BEGAN NOTICING WHEN I PUSHED THE GAS PEDAL FROM A STOP THAT IT SOMETIMES LAGGED, OTHER TIMES THE PEDAL SEEMED VERY TOUCHY AND TO TAKE OFF EXCESSIVELY, CAUSING PASSENGERS TO NOTICE THE SUDDEN ACCELERATION. THIS OCCURS SPONTANEOUSLY BUT AT LEAST ONCE EVERY 14 DAYS. IT IS ALWAYS FROM A STOP SUCH AS AT A LIGHT OR DRIVEWAY, AFTER THE CAR HAS BEEN DRIVING EVEN A FEW FEET BUT IT HAS NEVER OCCURRED ON THE INITIAL PRESS WHEN THE CAR IS FIRST CRANKED AND MOVED, ONLY AFTER THE WHEELS HAVE MOVED. AS A SIDE NOTE, THE COMPUTER WAS REPLACED AT ABOUT 77K AND THIS DID NOT CORRECT THE ISSUE. I HAVE THE OEM FLOOR MATS WITH THE LATCH SYSTEM THAT HOLDS THE MAT IN PLACE. I HAVE NEVER HAD THE PEDAL APPEAR TO EVEN TOUCH THE MAT. WHILE I HAVE NEVER HAD THE TERRIBLE EXPERIENCE OF HAVING THE PEDAL STICK AND CONTINUE TO ACCELERATE, I AM HOPING THAT THIS INFORMATION WILL HELP THE CAUSE OF THE ISSUES COME TO LIGHT. THERE IS DEFINITELY A PROBLEM WITH THE GAS PEDAL AND THE COMPUTER TELLING THE THROTTLE WHEN AND HOW MUCH TO OPEN. PLEASE DO NOT LET THIS FALL SOLELY ON THE FLOOR MATS. THERE IS MORE TO THE STORY! \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10317679  
**Date of Incident:** 20071101  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** ELKHART, IL

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA AVALON. WHILE DRIVING AT APPROXIMATELY 70 TO 75MPH, AND ATTEMPTED TO PASS ANOTHER VEHICLE, SUDDENLY HIS VEHICLE ACCELERATED OUT OF CONTROL HE CONTINUED TO APPLY THE BRAKE UNTIL THE VEHICLE STOPPED. AT FIRST HE THOUGHT IT WAS DRIVER'S ERROR, BECAUSE HE HAD REMOVED THE FLOOR MAT. HE ASKED THE DEALER TO REPROGRAM THE BRAKE OVERRIDE SYSTEM, BECAUSE HE FELT THAT THE PEDAL REPLACEMENT WOULD NOT CORRECT THE FAILURE. THE MANUFACTURER TOOK A REPORT. THE FAILURE MILEAGE WAS 12,000 AND THE CURRENT MILEAGE WAS 54,000.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10318451  
**Date of Incident:** 20071103  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** OCALA, FL

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2006 TOYOTA SIENNA. WHILE THE CONTACT WAS ATTEMPTING TO PULL INTO HIS DRIVEWAY THE VEHICLE HAD SUDDENLY SURGED FORWARD CAUSING THE CONTACT TO CRASH INTO HIS SCREEN DOOR. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THE CONTACT NOTICED PRIOR THAT HE COULD SMELL BRAKING FLUID COMING FROM THE REAR OF THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 30000. BML

**Additional Summary:**

C-1016

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10208120  
**Date of Incident:** 20071105  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** GOODLETTSVILLE, TN

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE STOPPED AT A RED LIGHT WITH THE BRAKE PEDAL DEPRESSED, THE ENGINE REVVED AND THE VEHICLE ACCELERATED INTO ONCOMING TRAFFIC. THE CONTACT WAS FINALLY ABLE TO STOP THE VEHICLE BY SHIFTING FROM DRIVE INTO NEUTRAL. HE THEN DROVE DIRECTLY TO THE DEALER AND TWO DIFFERENT SERVICE REPRESENTATIVES STATED THAT THEY NEVER HEARD OF SUCH A THING. THE FAILURE WAS UNABLE TO BE DUPLICATED. THE VEHICLE HAS REMAINED PARKED BECAUSE THE CONTACT BELIEVES THE VEHICLE IS UNSAFE TO DRIVE. THE VIN, ENGINE SIZE, AND SPEED WERE UNKNOWN. THE CURRENT MILEAGE WAS 6,567 AND FAILURE MILEAGE WAS 6,525.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303783  
**Date of Incident:** 20071105  
**Vehicle:** 2008 LEXUS IS250  
**Location of Incident:** WILLIAMSVILLE, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 LEXUS IS250. WHILE DRIVING APPROXIMATELY 5 MPH INTO HER GARAGE THE VEHICLE ACCELERATED INTO THE REFRIGERATOR DOOR AND THE GARAGE WALL AFTER SHE APPLIED THE BRAKES. THE DEALER ADVISED HER TO TAKE THE VEHICLE TO THE COLLISION SHOP TO BE REPAIRED BUT THE DEALER NEVER CHECKED THE VEHICLE. THE MANUFACTURER WAS NOT NOTIFIED, HOWEVER, THE CONTACT RECEIVED A RECALL NOTICE BUT DIDN'T INDICATE WHAT COMPONENT IT WAS RELATED TO. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 7,000.

**Additional Summary:**

**Toyota ID Number:** 200711061285  
**NHTSA ODI Number:**  
**Date of Incident:** 20071106  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/06/2007 02:39:22 PM LBurton  
Caller states: Wayne Payne sts 06 Tacoma w/ 10,759 miles. cllr sts that last oil change was @ 10,439. sts that veh lost 1 quart of oil after oil chng. sts no oil leaks or smoke are visible. cllr sts veh was accelerating on its own, and dlr reprogrammed ECM. ner advd to take veh to dlr for diag of oil consumption issue.

\*\*\* CASE CLOSE 11/06/2007 02:39:34 PM LBurton  
apol. advd to take veh to dlr for diag. advd case #.

**Additional Summary:**

**Toyota ID Number:** 200711271126  
**NHTSA ODI Number:**

**C-1017**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20071107  
**Vehicle:** 2006 TOYOTA TACOMA

**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/27/2007 01:12:22 PM JMoore  
Caller states: on 11/7/07 cllr was making a left hand turn and the veh went to high RPM's and slammed into a pole. Cllr sts this veh was totalled due to this accident. Cllr sts was wearing his seatbelt time of accident and was the only passenger in the veh. Cllr sts there was no police report taken. Cllr sts did have time to apply brakes before impact and the veh was traveling about 25-35 MPH when accident happened.cllr sts weather was clear and dry day of accident.

\*\*\* NOTES 11/27/2007 01:16:20 PM JMoore  
Cllr sts veh is currently located at Copart Storage ph# 925-370-3900. Cllr sts address for storage facility is 2701 waterfront road,Martinez CA 94553. Cllr sts has started making some repairs to veh on his own to make the veh driveable. Cllr sts has replaced the tail lights and the front rims for this veh.

\*\*\* NOTES 11/27/2007 01:18:23 PM JMoore  
cllr sts veh is located in lot# 16237097 in the storage facility.

\*\*\* SUBCASE 200711271126-1 CREATED 11/27/2007 03:22:54 PM RVrachan  
\*\*\* NOTES 11/28/2007 03:53:32 PM RVrachan  
====FCRP====

Cust sts on 11/7/07 @ 6:15 PM cust was driving on corner of Isabel Ave & Concanon in Livermore, CA & veh RPMs went way up & veh slammed him into a pole, cust was traveling approx 25-35MPH. Cust sts his neck, shoulder & upper back muscles are sore. Cust wants to know if Toy will inspect veh ASAP because insurance will charge him to store veh. CM adv will call & see if they will hold, adv veh will be inspected w/in 30 days. Cust Insurance: Farmers Insurance...

\*\*\* NOTES 11/28/2007 04:03:44 PM RVrachan  
...Adj: Jamie McCallister 800-445-8055 X 26363, Claim: 1011143013; Policy: 169625569; Co-Part 2701 Waterfront Road, Martinez, CA 94553 Lot 16237097 (925-370-3900)  
LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY EXTERIOR AND INTERIOR PHOTOS

\*\*\* SUBCASE 200711271126-1 CLOSED 11/29/2007 02:49:49 PM RVrachan  
Subcase Closed.

\*\*\* NOTES 12/11/2007 11:39:38 AM EDotson120  
Spk w/cust advsg of inspection. Cust to contact ins. co. to provide Co-Part authorization for Toyota to inspect.

\*\*\* NOTES 12/11/2007 01:03:16 PM EDotson120  
Case forwarded to FTS, P. Blomdal.

\*\*\* CASE CLOSE 01/22/2008 01:13:04 PM EDotson120  
Case forwarded to Legal 1/8/08 for review and follow-up w/customer.

**Additional Summary:**

**Toyota ID Number:** 200711080914  
**NHTSA ODI Number:**  
**Date of Incident:** 20071108  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/08/2007 12:06:16 PM ETorres1  
Cllr sts: veh is lunging & accelerating on its own. Veh to dlr for inspection & adv no concern found. Sts there are many articles on the internet, local tv channel. Is scared of veh but has to get to work everyday. 1st exp w/ lunging happened at about 5k miles & reported to dlr at oil change 6/07. 9/22/07 veh to dlr for

**C-1018**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

maint & told dlr, could not duplicate. Sts veh felt as if bucking. No check eng light, happened in & out of cruise control. Sts fine for veh ac

\*\*\* NOTES 11/08/2007 12:06:59 PM ETorres1

...final rpr for veh accelerating. Sts dlr has never been able to duplicate condition, has gone on test drive w/ tech. NCR researched to find Statement & Q&A regarding preliminary NHTSA Investigation of reports for Tacoma Accelerator Control Systems. NCR adv cust if dlr can not duplicate condition, can not perform rpr. Adv TOY is cooperating w/ NHTSA testing & encouraged cust to stay in contact w/ dlr. NCR adv should this turn into an SSC, cust would be notified...

\*\*\* NOTES 11/08/2007 12:07:10 PM ETorres1  
...by mail NCR adv case #.

\*\*\* CASE CLOSE 11/08/2007 12:07:41 PM ETorres1

NCR adv cust if dlr can not duplicate condition, can not perform rpr. Adv TOY is cooperating w/ NHTSA testing & encouraged cust to stay in contact w/ dlr. NCR adv should this turn into an SSC, cust would be notified by mail NCR adv case #.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10210488  
**Date of Incident:** 20071108  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** CHESAPEAKE, VA

**NHTSA Summary:**  
BRAKES AND UNATTENDED ACCELERATION FAILURE DUE TO DESIGN PROBLEMS WITH BRAKE AND GAS PEDAL. BRAKE PEDAL 1 INCH CLOSER AND ONE LOWER TO THE FLOOR BOARD GAS PEDAL. SHOE IS RESTING SLIGHTLY ON GAS PEDAL AS YOU ARE BRAKING. THE AVERAGE SIZE SHOE WILL HIT THE GAS PEDAL AS YOU ARE BRAKING. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312698  
**Date of Incident:** 20071108  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** STEWARTSVILLE, MO

**NHTSA Summary:**  
PURCHASED A 2008 TOYOTA TACOMA TRUCK IN OCTOBER OF 2007. ONE MONTH LATER I HAD AN ACCELERATION ISSUE WHILE PICKING UP MY SON. I WAS UNABLE TO BRAKE THE TRUCK TO A COMPLETE STOP. CAUSING ME CRUSH MY MOTHER-IN-LAW GARAGE DOOR AND THE FRONT OF MY NEW PICKUP. IN ALL I WAS WITHOUT A VEHICLE FOR ONE WEEK WHILE HAVING THE REPAIRS COMPLETED, AND MY INSURANCE PREMIUM WENT UP FORCING ME TO FIND A BETTER RATE THROUGH ANOTHER INSURANCE COMPANY. MY MOTHER IN LAW HAD TO HAVE REPAIRS TO HER GARAGE AFTER BEING COMPENSATED FROM MY INSURANCE COMPANY. I PRESSED THE BRAKE DOWN AS HARD AS I COULD AND YET THE TRUCK CONTINUE MOVING FORWARD.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342987  
**Date of Incident:** 20071108  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** SAN RAFAEL, CA

**C-1019**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303848  
**Date of Incident:** 20071109  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SHIREMANSTOWN, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 5 MPH INTO A PARKING SPACE. THERE WAS PRESSURE APPLIED TO THE BRAKE PEDAL, FOLLOWED BY AN UNINTENDED ACCELERATION AND SUDDENLY, THE VEHICLE TRAVELED OVER A CURB AND CRASHED INTO A BUILDING. THERE WERE NO INJURIES. THE POLICE WAS CALLED TO THE SCENE. THE VEHICLE WAS TOWED TO AN AUTO COLLISION SHOP. THE VEHICLE WAS REPAIRED AT THE COST OF \$4,298.43. IN ADDITION, THE BUILDING SUSTAINED MODERATE DAMAGES. THE CONTACT HAD CONCERN OF THE SAFETY RISK INVOLVED. THE FAILURE MILEAGE WAS 8,921.

**Additional Summary:**

**Toyota ID Number:** 200711191582  
**NHTSA ODI Number:**  
**Date of Incident:** 20071110  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 11/19/2007 03:41:09 PM TThorp  
Caller states: took veh to dlr b/c his gas pedal got stuck to floor & was unable to stop veh w/ his brake & hit veh @ stop light from behind when his veh fishtailed. Sts that dlr adv him they could not find anything wrong w/ veh but, adv to call TMS to document veh's unintended acceleration. Sts that accident was on 11/10 on Popler St (was unsure of cross st) repair have begun @ indep body shop. Sts was only occupant & had no injuries @ all. Sts was wearing his

\*\*\* NOTES 11/19/2007 03:41:10 PM TThorp  
notes cont.

seatbelt. Cllr sts that he was going about 30 mph when he was unable to stop & could hear engine accelerate. Sts that damage was very limited to other veh & that his veh has side back damage from fishtailing. Sts that it was raining pretty hard @ time of accident. Sts that has been given estimate of \$1500 for body work & veh was not in any previous accidents & airbag did not deploy. Sts that when police arrived made no report but, asked for cllr to exchange

\*\*\* NOTES 11/19/2007 03:42:43 PM TThorp  
notes cont.

info. Cllr seeks to document his concern in case gas pedal should get stuck again. Ncr apol & adv case # & that a case manager would contact him w/in 1 full business day.

\*\*\* PHONE LOG 11/20/2007 09:36:59 AM PTimberlake Action Type: Incoming call

**C-1020**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

++OUTGOING CUST CALL++ sts he was driving at approx 25-35 mph in heavy rain. sts the gas pedal stuck causing veh to accelerate. sts he applied brakes but front end of Tacoma rear ended another veh. sts dlr inspected veh but found nothing wrong. sts he feels the gas pedal caused the accident but he is NOT asking TMS to inspect his veh. sts he is ONLY calling to document what happened. sts he was NOT injured in the accident. ncr offered TMS inspection but cust declined.  
\*\*\* NOTES 11/20/2007 09:40:59 AM PTimberlake  
ncr attempted to update cust's ph#s in KM, but KM would not allow the update.

\*\*\* CASE CLOSE 11/20/2007 09:44:49 AM PTimberlake  
ncr offered TMS inspection but cust declined.  
\*\*\* NOTES 01/11/2008 09:09:43 AM CMendoza  
Clr seeks to get in contact w/ Case Mgr PTimberlake. Clr sts concern happened again & this time to his mom. Seeks to get a c/b from PTimberlake at 541-890-7982 in the morning hours. NCR apol & adv Case Mgr PTimberlake is not currently available. Adv have prev rev f/u from CM today w/ 1 b/d.  
\*\*\* NOTES 01/12/2008 12:45:11 PM LVasquez  
NCR rcvd call from Mrs. Toscano, sts was informed that she would rev a c/b from CM today 01/12/08. NCR apol & adv CM not in today. NCR adv will update case notes & cust will rev c/b eob 1 day. Clr thanked  
\*\*\* NOTES 01/14/2008 02:51:33 PM LVasquez  
-SPANISH CALLER=  
NCR rcvd call from Mrs. Toscano sks to speak to CM. Sts would like to speak w/ someone in Spanish. NCR apol & attempted to contact CM (sametime & phone). CM not avail, NCR l/m & update case notes w/ cust req. NCR apol to cust & adv cust should rev c/b eob today 01/14/08 w/ Spanish interpreter. Clr thanked  
\*\*\* NOTES 01/15/2008 11:08:43 AM DHenkenius  
Clr c/b sks to speak w/ CM (PTimberlake). NCR was able to warm transfer.

\*\*\* PHONE LOG 01/15/2008 11:20:04 AM PTimberlake Action Type: Incoming call  
==FCRP==  
++INCOMING CUST CALL++ caller (Martin Toscano Jr. - son), sts on 11/10/07 he was driving at approx 25-35 mph in heavy rain. sts the gas pedal stuck causing veh to accelerate. sts he applied brakes but front end of Tacoma rear ended another veh. sts dlr inspected veh but found nothing wrong. sts his mother (Rosalia) was driving on the freeway 1/10/08 when the gas pedal went further down to the floor without her pushing harder on the gas pedal. sts veh accelerated on its own and she put on the brakes but NO accident. caller sts his parents want the veh replaced and why veh caused accident and accelerated two different times. ncr adv region will call his parents within 3 business days, inspection within 30 days, results mailed within 60 days. LEGAL REQUESTS FCRP WITH MANY INTERIOR/EXTERIOR PHOTOS.  
\*\*\* NOTES 01/15/2008 12:51:07 PM JNortz130  
Region called the customer today and set up an inspection by the FTS/Roger Lepin for the 17th of Jan. at 9:00am at Lithia Toyota in Medford, OR. Cust. was given my name and phone no. in case of any concerns. Advised cust. that I would call him after getting the FTS's report on our findings.  
\*\*\* NOTES 01/29/2008 01:35:28 PM JNortz130  
Region called the customer today at 1:25pm and spoke to customer's mother who advised me that they traded-in this truck for a different one. Cust. mother gave me a different phone no. to call for her son. Number 541-890-8735. I called this number at 1:30pm and left the customer a voice mail message to call me regarding our findings on our inspection. Left my name, date, time and phone no.

\*\*\* CASE CLOSE 01/30/2008 09:16:56 AM JNortz130  
Customer was contact today and advised on the FTS's findings. Customer advised that they traded in their Tacoma for a Tundra. Cust. appreciated the call.

**Additional Summary:**

**Toyota ID Number:**

**C-1021**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10302304  
**Date of Incident:** 20071110  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** SYLVANIA, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 1998 TOYOTA CAMRY LE WHICH WAS PURCHASED BRAND NEW IN 1997. HE STATED THAT THE ACCELERATOR PEDAL WOULD INTERMITTENTLY REMAIN STUCK IN POSITION CAUSING THE VEHICLE TO ACCELERATE RAPIDLY. THE FAILURE WAS EXHIBITED MOST FREQUENTLY WHILE ACCELERATING FROM A STOP SIGN OR RED LIGHT. THE VEHICLE WAS TAKEN TO THE DEALER WHERE HE WAS ADVISED THAT THE DRIVER'S SIDE FLOOR MATS WERE CAUSING THE FAILURE; HOWEVER, THE FAILURE PERSISTED WHEN ALL MATS WERE REMOVED FROM THE VEHICLE. THE DEALER INVESTIGATED FURTHER BUT COULD NOT IDENTIFY A PROBLEM. NO REPAIRS WERE MADE TO THE VEHICLE. THE FAILURE BECAME PROGRESSIVELY WORSE. THE FAILURE MILEAGE WAS 80,000 AND CURRENT WAS 110,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313419  
**Date of Incident:** 20071110  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LINCOLN, NE

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 35 MPH THE VEHICLE WOULD SUDDENLY ACCELERATE. THE FAILURE HAS OCCURRED SEVERAL TIMES. THE CONTACT HAS TAKEN THE VEHICLE TO THE DEALER BUT THE DEALER STATED THAT THE VEHICLE DID NOT HAVE THE GAS PEDAL THAT WAS ASSOCIATED WITH THE RECALL. THE CONTACT STATED THAT HIS VEHICLE SHOULD BE A PART OF THE RECALL. THE FAILURE MILEAGE WAS 30,000.

**Additional Summary:**

**Toyota ID Number:** 200802040163  
**NHTSA ODI Number:**  
**Date of Incident:** 20071112  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 02/04/2008 07:20:29 AM KNgl  
Potential Arbitration  
No Prev Case  
Clr Micah Spencer (son 910 995 0692) sts veh throttle stuck open twice. Sts 1st X about 1.5 wk ago thought throttle stuck in floor mat. Sts on 02/02/08 was leaving work & driving about 10 mi & throttle slam to the floor & engine revvd. Sts applied brakes & rear wheels still turning. Sts had to shift to neutral & turned off engine. Sts spk w/ ASM Chris Turner. Sts tech test drove about 6 mi & could not duplicate. Sts fls veh is unsafe.  
\*\*\* NOTES 02/04/2008 07:21:18 AM KNgl  
... Sts is sending RO from dlr to atty.

\*\*\* SUBCASE 200802040163-1 CREATED 02/05/2008 09:35:22 AM BGarduno

\*\*\* NOTES 02/05/2008 10:33:47 AM BGarduno

+OUTGOING CALL TO DLR+

NCR l/m for SM Jack Yarborough adv Case Manager name, phone#, and office hrs requesting a c/b.

\*\*\* NOTES 02/05/2008 11:20:37 AM BGarduno

**C-1022**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

+OUTGOING CALL TO CUST+  
NCR l/m at day and alt phone# adv Case Manager name, phone#, and office hrs requesting a c/b.  
\*\*\* NOTES 02/05/2008 11:21:56 AM BGarduno  
+OUTGOING CALL TO CUST+  
NCR spk w/Mr. Spencer who adv he drives the veh. he ordered some new floor mats & when the pedal got stuck the 1x he thought that it was due to the floor mats, the 2xs he was on an incline going about 10-15 mi & accelerated lightly, the pedal went all the way to the floor & he had to brake & put veh in neutral. he had to pull the pedal back into place & it sounded like something had broken. dlr hasn't been unable to dup cond. he would like...

\*\*\* NOTES 02/05/2008 11:22:17 AM BGarduno  
another veh b/c he doesn't feel safe. NCR apol & adv that dlr needs to dup cond in order to properly diag & rpr. NCR apol and adv arb is what toy offers if he no longer wants veh and educated cust on arb process. adv arb ppwk mailed w/in 10-14 bus days. adv to refer to owner's warr rights notification booklet for more info. cust understood & sts will have mother call to get more info.

\*\*\* NOTES 02/05/2008 11:30:15 AM KHamilton1  
cust returning call of case manager. apol and advs case manager not available will cb within 1 bus day  
\*\*\* NOTES 02/05/2008 01:13:26 PM ADuran  
Cust requested to speak to CM. NCR apol & adv CM unavailable will document call and CM will c/b w/in 1 b/d.

\*\*\* NOTES 02/06/2008 09:08:47 AM TCrawford  
Cust called back. NCR apol & adv cust CM will return call w/in 1 b/d.  
\*\*\* NOTES 02/06/2008 01:12:40 PM BGarduno

+OUTGOING CALL TO DLR+  
NCR spk w/Jack Yarborough, SM who adv the following r/o info for concern:  
Date: 2/4/08  
RO#: 533919  
Mf: 214

Cond: cust sts throttle sticks had to pull gas pedal up with hand  
Remedy: could not dup, no prob found. created TA case#08037128  
Jack sts cust does have aftermarket all-weather-floor mats that may have caused pedal to stick. dlr has opened a pre-call worksheet w/SET tech but hasn't heard from them.

\*\*\* NOTES 02/06/2008 01:34:38 PM RVelasquez  
Cust called requesting to speak to CM. CSR apol and adv cust CM not available. Adv will receive a c/b within 1 b/d.  
\*\*\* NOTES 02/06/2008 01:41:16 PM BGarduno

+OUTGOING CALL TO CUST+  
NCR spk w/Mrs. Griffin who adv she fls veh is unsafe. since dlr can't rpr veh she wants to pursue arb. NCR apol and adv arb is what toy offers if he no longer wants veh and educated cust on arb process. adv arb ppwk mailed w/in 10-14 bus days. adv to refer to owner's warr rights notification booklet for more info.

\*\*\* SUBCASE 200802040163-1 CLOSED 02/06/2008 01:42:53 PM BGarduno  
\*\*\* NOTES 02/07/2008 08:09:32 AM GCruz  
mailed arb ppwk 02/07/08

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10212637  
**Date of Incident:** 20071114  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** LAWRENCEVILLE, GA

**NHTSA Summary:**  
PULLING INTO A PARKING SLOT, I HIT THE BRAKE BUT IT CAUGHT THE GAS PEDAL CAUSING THE VEHICLE TO ACCELERATE. ONLY THE BALCONY WALL OF THE PARKING

**C-1023**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

STOPPED THE CAR. THE ACCIDENT RESULTED IN THE SPRAIN OF MY NECK AND A \$3000 DAMAGE TO THE VEHICLE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10209552  
**Date of Incident:** 20071115  
**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** NORTH BABYLON, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA SIENNA. WHILE DRIVING 10 MPH, THE VEHICLE WOULD SLOW DOWN AND THEN ACCELERATE WITHOUT WARNING WHEN THE BRAKE PEDAL WAS DEPRESSED. THE DEALER WAS UNABLE TO DIAGNOSE THE CAUSE OF THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 3,700.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303516  
**Date of Incident:** 20071115  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LEPORT, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THE THROTTLE STICKS AND THEN BEGAN FUNCTIONING PROPERLY. THE FAILURE IS ELECTRICAL WITHIN THE COMPUTER IN REGARDS TO THE ACCELERATOR PEDAL. THE CONTACT TOOK THE VEHICLE TO THE DEALER IN NOVEMBER 2007 AFTER PURCHASING IT IN SEPTEMBER 2007 AND THEY REPLACED THE TRANSMISSION; YET, THE VEHICLE CONTINUED TO MALFUNCTION. THE CONTACT WROTE THE TOYOTA MANUFACTURER THREE TIMES AND HAS NOT RECEIVED ANY RESPONSE. THE FAILURE MILEAGE WAS 200. THE CURRENT MILEAGE WAS 50,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308932  
**Date of Incident:** 20071115  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PLAINVIEW, NY

**NHTSA Summary:**  
TL-THE CONTACT OWNS 2007 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 30 MPH ON NORMAL ROAD CONDITIONS. THERE WAS PRESSURE APPLIED TO THE ACCELERATOR PEDAL, FOLLOWED BY AN UNINTENDED INCREASE OF ACCELERATION. THE DRIVER WAS ABLE TO STOP THE VEHICLE. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. A TEMPORARY REPAIR WAS PERFORMED ON THE ACCELERATOR PEDAL. THERE WAS A RECALL UNDER NHTSA CAMPAIGN ID NUMBER 09V388000 (VEHICLE SPEED CONTROL/ACCELERATOR PEDAL). THE RECALL REMEDY REPAIR WILL BEGAN IN APRIL 2010. THE FAILURE MILEAGE WAS 8,000. JS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318463

**C-1024**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20071115  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** WEST LINN, OR

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA TUNDRA. WHILE TRAVELING AT A SPEED OF 55 MPH THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING, THE CONTACT WAS ABLE TO STOP THE VEHICLE FROM ACCELERATING BY APPLYING THE BRAKES. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. ONE MONTH AFTER THE FAILURE THE CONTACT RECEIVED NHTSA RECALL NOTICE # 10V017000 FOR THE VEHICLE SPEED CONTROL. ACCELERATOR PEDAL. SHE TOOK HER VEHICLE TO THE DEALERSHIP TO HAVE THE REPAIR PERFORMED. THE FAILURE MILEAGE WAS 200 AND THE CURRENT MILEAGE IS 6177.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313871  
**Date of Incident:** 20071116  
**Vehicle:** 2007 TOYOTA HIGHLANDER IV  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA HIGHLANDER HYBRID. THE CONTACT STATED THAT SHE WAS DRIVING APPROXIMATELY 1 MPH, WHEN THE VEHICLE ACCELERATED AND CRASHED INTO THE GARAGE AND A BEDROOM. SHE THEN SHIFTED THE VEHICLE INTO REVERSE IT ACCELERATED IN REVERSE. SHE DEPRESSED THE BRAKE PEDAL TO AVOID AN ADDITIONAL INCIDENT. SHIFTED INTO NEUTRAL GEAR TO STOP THE VEHICLE FROM ACCELERATING. THERE WERE NO INJURIES AND NO POLICE REPORT WAS TAKEN. SHE CALLED THE DEALERSHIP BUT NO ONE INSPECTED THE VEHICLE TO FIND OUT WHY THE FAILURE OCCURRED. SHE HAD NOT SPOKEN WITH THE MANUFACTURER TO-DATE. SHE HAD NOT EXPERIENCED ANY MORE ACCELERATION FAILURES WHEN THE COMPLAINT WAS FILED. THE CURRENT MILEAGE WAS APPROXIMATELY 19,000. THE FAILURE MILEAGE WAS APPROXIMATELY 7,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291088  
**Date of Incident:** 20071118  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** POTOMAC, MD

**NHTSA Summary:**  
I HAVE A 2008 TOYOTA PRIUS THAT HAS AN ACCELERATION PROBLEM WHICH IS NOT ATTRIBUTABLE TO THE FLOOR MAT. I ALSO HAD A 2004 TOYOTA PRIUS WITH THE SAME PROBLEM THAT RESULTED IN A COLLISION THAT TOTALED THE VEHICLE. THE 2008 PRIUS WAS TAKEN TO THE DEALERSHIP FOR THE ACCELERATION PROBLEM BUT THEY CAN NOT REPRODUCE IT. THE 2004 PRIUS WAS TOTALED IN A COLLISION WHERE THE VEHICLE WOULD NOT STOP. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319988  
**Date of Incident:** 20071119  
**Vehicle:** 2006 TOYOTA AVALON

C-1025

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** ANTELOPE, CA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2006 TOYOTA AVALON. OCCASIONALLY WHEN THE CONTACT ATTEMPTS TO ACCELERATE THE CONTACT NOTICED THAT THE VEHICLE WILL HESITATE TO ACCELERATE, MOMENTS LATER THE VEHICLE WILL SUDDENLY SURGE FORWARD. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 57000. BML  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291087  
**Date of Incident:** 20071120  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** PATOMIC, MD

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA PRIUS. WHEN HE APPLIED PRESSURE ON THE BRAKE PEDAL AT 50 MPH IN THE DARK, THE VEHICLE WOULD NOT STOP. THE ANTI-LOCK BRAKE SYSTEM ACTIVATED, BUT THE VEHICLE DID NOT STOP. CONSEQUENTLY THE VEHICLE CRASHED INTO A TREE. THE VEHICLE WAS COMPLETELY DESTROYED. HE SUSTAINED INJURIES. THE FAILURE MILEAGE WAS 62000. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317414  
**Date of Incident:** 20071120  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WEST ROXBURY, MA

**NHTSA Summary:**  
SUDDEN ACCELERATION WHILE BACKING OUT OF DRIVEWAY. BROUGHT UNDER CONTROL BY INTENSIVE BRAKING AT THE TIME IT WAS THOUGHT TO BE AN ISOLATED INCIDENT - SO NO REMEDY WAS SOUGHT APPROX. 5MPH. 9-26-08 SUDDEN ACCELERATION AND BRAKE FAILURE WHEN PULLING OUT OF GAS STATION AND MAKING RIGHT HAND TURN WITHIN 100 FEET OF GAS STATION-FINALLY UNDER CONTROL WITHIN 12" OF HOME APPROX. 15MPH. DIAGNOSIS - ABS SENSOR FAILURE COMPLETE BRAKING SYSTEM REPLACED. 5-21-09 SUDDEN ACCELERATION AND BRAKE FAILURE WHILE TRYING TO SLOW DOWN FROM 50MPH RESULTING IN CITATION BY MA STATE POLICE FOR DRIVING 87MPH-COURT RECORDS AVAILABLE (I'VE NEVER HAD A CITATION EVER IN 45 YEARS OF DRIVING.) 8-31-09 SUDDEN ACCELERATION & BRAKE FAILURE APPROX 15MPH. BRAKE FAILURE - COMPLETELY NEW BRAKE SYSTEM INSTALLED. TOYOTA DOESN'T RETURN CALLS. DEALERSHIP SAYS IT'S NOT ON RECALL LIST SO THEY REFER ME TO TOYOTA. I HAVE LESS THAN 59,000 MILES ON THIS CAR - IT IS A 2002. WE DO NOT DRIVE IT MUCH SINCE THE SECOND INCIDENT ON 9-26-08.  
**Additional Summary:**

**Toyota ID Number:** 200803040314  
**NHTSA ODI Number:**  
**Date of Incident:** 20071121  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** ST. PAUL, MN  
**NHTSA Summary:**

C-1026

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

Date: March 11, 2008  
Re: Unwarranted, unwanted uncontrolled acceleration of my 2007 Toyota Tacoma

I own a Toyota Tacoma, purchased new the spring of 2007. It had 11,000+ miles on it November of 2007. In late October when slowing down for a stop light at the corner of University and Dale in St. Paul the truck jerked and continued to accelerate. I was able to stop sufficiently with the brakes until the light changed. I was fortunate that there wasn't a car in front of me nor pedestrians crossing in front of the truck. I attributed this occurrence to my misplacement of my right foot. I thought maybe my coordination was off and I had my foot placed somehow on both pedals. Upon arriving at home I looked and couldn't figure out how I could have done that.

The afternoon of 11/21/07 I took my foot off the accelerator and starting to brake to slow down while in line in the left hand turn lane at a stop sign. The truck upon my placing my foot on the brake jerked and accelerated. In fact it seemed to race. I pushed the brake pedal with all my might and was able to slow it down before I rear ended the truck in front of me. I turned off the truck and looked down at my right foot it was completely on the brake pedal.

The truck in front of me was driven by Kaia Olsen the daughter of the owner, Jeffrey M. Olson(651-402-6281). She was not hurt and there was no noticeable damage to the Blue Suburban SUV she was driving. Later, My wife heard from the vehicle owner that there was some damage and he was given the number to contact our insurance company. The damaged amounted to \$895. I got a pretty good jolt myself and was sore all over that night. I really was shook up because if this had happened in the city at a stop light I could have run over all the people in front of me in the crosswalk and/or been hit by the crossing traffic.

I called Burnsville Toyota and spoke with Randy in service. He told me there was no way the accelerator could have stuck unless the mat had caused it. He said the dealership had awhile ago received a letter from Toyota warning of this occurrence. I had looked after the accident had occurred and did not see the Mat out of place. I checked the location of the mat and also its design on the Tacoma and saw that it was not out of place and also was designed so that this would have been very difficult in my opinion for this to happen. He said they would/could look at it right away today if I brought it in. There was no way I was going to drive the truck after my experience. I told him to send someone out to tow it. He said they'd be doing that and I would have to pay for it myself. I told him I was located in Woodbury and asked for a recommendation of someone in the area. He gave me the number of South Side towing 952-445-8928. I told him that the front end would have to be checked as well since it was quite a jolt. I asked about a vehicle to use and was told that I would have to rent one.

Randy said they would look at it and that he thought I could get it later this evening after it was checked out. I asked him if there had been any reported problems of this happening. He said they hadn't received any reports for Toyota and wouldn't unless a problem had been reported and solved. I asked if he should report the problem and he said that he could but they didn't pay attention unless the cause had been found. He didn't expect to find anything wrong because nothing could cause such a happening.

I then called the towing company. It was in Shakopee. They did not tow from Woodbury. I then called my insurance agent and was given the name of a towing company that would tow it. I asked my agent to speak with Burnsville Toyota Service Dept as to what they should do etc. concerning any structural damage. Since Burnsville Toyota wasn't on the State Farm list any body type work could not be done until an adjuster could look at the vehicle. She was told that any body type work wasn't done by them and would be done by a firm in Maplewood. News to me.

Stillwater towing towed the truck to Burnsville Toyota

I received a call from Bart in service at Burnsville Toyota. My truck had arrived at Burnsville Toyota. He said that the 4 wheel light was flashing when he drove it. The differential was locked he thought that the towing company had done this after they had loaded it. He was very apologetic and sympathetic not like

C-1027

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Randy. I picked up truck same night. I was told that it was the floor mats that caused the problem. They removed the rug floor mat and left the rubber mat in the floor of the drivers side. I took truck up hunting. Sunday, while in 4 wheel drive high, I had to turn around. I slowed down and pulled into a driveway and braked to stop. I felt the truck do a big jerk as before, however the gas was not accelerating.

11/26/07 I called Burnsville Toyota to speak with the general manager I got his voice mail and left a message to call me ASAP. I left both cell and home phone numbers. I called MN Attorney General, they would be sending out a form for me to fill out.

The general manager called me back. His name was Tony Brown, he was very receptive and said he would get right on it.

State Farm Amanda 888-248-6961, ex 327-3240 claim # 232016442 Shirley.

The Service manager of Burnsville Toyota called me (Scott). He sent a car out for me to use. He drove the truck for a number of days to check it out.

I spoke with my resource person an excellent mechanic whom I trust (Mike Glasgow) and was told that the truck has a Electric Throttle Body, and a switch. The gas pedal is really an electronic switch.

11/29/07 I was told to pick up my truck. They found nothing wrong. I asked them if they had replaced the Electric throttle body. I was told "no, because Toyota would only pay for it if they had found something wrong. Tony, the general manager of Burnsville Toyota, told me also they wouldn't do it because then I would assume it was fixed and they couldn't say that was the case. Concerning the mats causing it I was told that the letter from Toyota was concerning the mats on the Camry not on the Tacoma. I then said therefore, you have no real explanation for it and yet you won't replace the Electric Throttle Body. Tony said yes that was correct because they couldn't promise that that would solve the problem that had occurred. I then stated so I am driving out of here with the truck in the status quo and you feel that is alright. He said yes that was correct. He said if I wanted to trade it in they would give me a great deal! I asked him how it would work out and I was told it would cost me \$8000. I left the dealership.

I spoke with a couple of engineers who told me of a similar problem years ago with another vehicle (Not a Toyota). That problem was caused by a faulty combination of the cruise control, brake and throttle.

I would like either the dealership, Burnsville Toyota or Toyota America to minimally replace the Electric Throttle Body and the cruised control.

It would be nice if Toyota America were to send the components to their design and research team to look into the problem. That however is up to them.

Because of this malfunction I have an accident on my record, an insurance claim for damages to the vehicle I rear ended, occurring a towing bill of \$223.65, and damages of over \$100 to the front of my vehicle.

At a later date I received a phone call for someone from the Burnsville Toyota asking for me to do a phone survey on my repair experience. I told them frankly of my disappointment and fears. In December I had shoulder surgery and so was not driving until February. I avoid taking my truck when I have to go to busy pedestrian areas when ever possible. This also delayed the process of letter writing to The Minnesota Attorney General, Consumer Report, State Farm, National safety foundation and whom ever else might be interested.

In January or February I received an invitation to do an online satisfaction survey on Toyota. I left the survey know of my problem and fears.

C-1028

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

In March of 2008 I received a phone call from Judith from Toyota HQ. She inquired about my concerns. I explained to her that the dealer had told me that Toyota HQ didn't care about problems unless the dealer could duplicate and solve them. I informed her that I was in the process of sending a letter to the state attorney general, my insurance company etc so that if this occurred again to someone they would have easy recourse against Toyota for upon being notified, not looking into a very dangerous situation at the corporate level. She gave me a case number 200803040314 and told me someone would be calling me.

I received a call from Christi (1-800-331-4331 ex 73181) of Toyota's Corporate from concerning my problem. I explained it to her and my concerns. She asked if I wanted a different vehicle. I told her all I wanted was for them to replace the couple of parts that in all probability could have caused the problem and send them back to be looked at in their corporate lab. I explained to her that the dealer had told me that Toyota HQ didn't care about problems unless the dealer could duplicate and solve them. She told me the regional manager would be calling me by Monday 3/10/08.

Monday, 3/10/08 I received a phone call from Christie. She asked how much damage had been done in the accident. I told her there was some damage to the other vehicle that my insurance company had taken care of, slight damage to mine of less than \$200 which was less than my deductible and was very slight cosmetic, and the towing bill which my insurance company had covered. I was not concerned with damage compensation. What I did want was the possibly faulty parts replaced and sent into Toyota. I expressed my great concern for the future injuries and deaths this problem could cause and that I felt it was my responsibility to see if I could get this checked out at a higher level than the mechanic/technician at the local dealer. I explained to her as it had been explained to me by some computer knowledgeable people that the dealerships computer can only assess what it has been programmed to access.

I was told that Toyota Corporate was refusing to do anything or look at my parts or components unless the dealer can duplicate or find the problem. Toyota has no interest in requesting the parts for further study nor in replacing them in my vehicle.

I ended the conversation expressing my concern again any future victims and that hopefully my experience, notes and letters would serve to assist them in any legal recourses they might desire to pursue.

In summary all I want is the parts be replaced, i.e. the cruise control and electronic fuel switch so I feel my vehicle is safe and research can be conducted to protect the public safety.

It is interesting in that my vehicle is just about a year old and has it warranty in effect.

After all of this I just gave up. Other things occurred in my life that took up my time and energy. I am waiting until others have the same problem and then I will be able to provide background information as to the lack of concern of both the dealership and corporate Toyota.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306589  
**Date of Incident:** 20071121  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** COLUMBUS, GA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 TOYOTA AVALON. WHILE DRIVING APPROXIMATELY 20 MPH AND ATTEMPTING TO STOP THE VEHICLE THE CONTACT NOTICED THAT THE ACCELERATOR PEDAL HAD BECOME STUCK TO THE FLOOR AND THE BRAKES WOULD NOT ENGAGE CAUSING THE CONTACT TO CRASH INTO THE REAR END OF ANOTHER VEHICLE. NO ONE WAS INJURED. A POLICE REPORT WAS FILED. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 39000.  
**Additional Summary:**

C-1029

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** SAN JOSE, CA

**NHTSA Summary:**  
WE BOUGHT OUR LEXUS 350 ON SEP 29, 2006 WITHIN 3-5 MONTHS WE HAD ISSUES IN ACCERLATION PEDAL. WE TOOK TO THE WORKSHOP AND STATED OUR COMPLAINT ON INCREASE IS SPEED THE 1ST 10 MIN OF DRIVING. THE REPLACED THE TRANSMISSION, BUT SOMETIMES WE STILL HAVE THAT ISSUE. BUT WHEN WE TAKE TO THE DEALER THEY SAY THEY COULDN'T REPRODUCE THAT. WE ARE NOW WORRIES ABOUT THE STICKY GAS PEDAL ISSUE. ONCE WE EVEN HIT A CYCLIST IS THE TURN WHEN I COULDN'T CONTROL THE SPEED ON THE TURN. WE TRIED TO REDUCE OUR SPEED, BUT IT WAS KIND OF ACCERATED TO 40, WHERE AS IT SHOULD BE IN 25. THE INCIDENT HAPPEND IN SCHOOL ZONE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301868  
**Date of Incident:** 20071126  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LINCOLNTON, NC

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY XLE. THE CONTACT STATED THAT THEY EXPERIENCED A SUDDEN ACCELERATION WHILE DRIVING APPROXIMATELY 45 MPH UP HILL FROM A STOP LIGHT. THE FAILURE OCCURRED WHENEVER THE VEHICLE WAS ON A HILL. THE FAILURE MILEAGE WAS 21300 AND THE CURRENT MILEAGE WAS 23,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331728  
**Date of Incident:** 20071126  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** ROCHESTER, NY

**NHTSA Summary:**  
2006 TOYOTA RAV4 UNEXPECTED ACCELERATION. \*GR THE CONSUMER STATED ON THREE SEPARATE OCCASIONS, HE EXPERIENCED UNWANTED ACCELERATION. THE FIRST INCIDENT OCCURRED WHILE HE WAS TRAVELING OUT OF TOWN AND HE DISCOVERED HE HAD DIFFICULTY STOPPING THE VEHICLE TWICE. FIRST AT A TRAFFIC LIGHT, AND ANOTHER TIME AT A TOLL BOOTH. ON BOTH OCCASIONS, THE ENGINE REVVED VERY LOUDLY. THE SECOND INCIDENT HAPPENED ONE YEAR LATER AND THE CONSUMER HAD TO QUICKLY PLACE THE GEAR IN NEUTRAL AND PRESS HARD ON THE BRAKES IN ORDER TO STOP THE VEHICLE. THE VEHICLE WAS EXAMINED, AND THE CONSUMER WAS INFORMED THE PROBLEM WAS WITH THE MAT AND IT WAS SUBSEQUENTLY REMOVED. THE LAST EPISODE WAS ON FEBRUARY 13, 2010. UPON ARRIVING AT AN ESTABLISHMENT DRIVING 20- 30 MPH, HE ATTEMPTED TO STOP, BUT THE VEHICLE DID NOT RESPOND TO THE BRAKES BEING APPLIED. THE CONSUMER WAS FINALLY ABLE TO STOP AFTER PUTTING THE GEAR IN NEUTRAL. \*JB  
**Additional Summary:**

**Toyota ID Number:** 200801040858  
**NHTSA ODI Number:**  
**Date of Incident:** 20071127  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

C-1031

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302528  
**Date of Incident:** 20071123  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** NORWOOD, MA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT STATED HE WAS PARKING AND ALL OF A SUDDEN THE VEHICLE ACCELERATED INTO A BUILDING. CONTACT STATED HE DEPRESS THE BRAKES BUT THE VEHICLE NEVER STOP. THE VEHICLE WAS TOTALED.THERE WERE NO INJURIES. THERE IS A POLICE REPORT IF NEEDED. THE CONTACT HAD NOT CALLED THE MANUFACTURE. THE FAILURE MILEAGE WAS 13,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304970  
**Date of Incident:** 20071123  
**Vehicle:** 2007 TOYOTA CAMRY HV  
**Location of Incident:** RESTON, VA

**NHTSA Summary:**  
WHILE PARKING, MY VEHICLE SUDDENLY ACCELERATED WHILE TURNING INTO A PARKING SPOT. I DID NOT INADVERTENTLY PRESS THE ACCELERATOR, AND THE ACCELERATOR WAS NOT ENTANGLED IN THE FLOOR MAT. THE VEHICLE RAPIDLY ACCELERATED OVER THE CURB, THROUGH AN ADJOINING GRASSY AREA, AND STOPPED AFTER HITTING A CEMENT WALL. LATER, THE CAR WAS INSPECTED BY THE TOYOTA DEALER WHERE I PURCHASED THE VEHICLE. THE DEALER INDICATED THERE WERE NO PROBLEMS WITH THE ACCELERATOR OR OTHER EQUIPMENT THAT WOULD HAVE CAUSED THIS SUDDEN ACCELERATION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10210078  
**Date of Incident:** 20071124  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** LIVER MORE, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY. WHILE DRIVING 65 MPH, THE VEHICLE HESITATED. THE VEHICLE WOULD THEN SURGE FORWARD AND BECAME DIFFICULT TO CONTROL. THE CONTACT STATED THAT THERE WAS AN OCCASIONAL THREE SECOND HESITATION BEFORE THE VEHICLE WOULD BEGIN TO MOVE WHEN THE ACCELERATOR PEDAL WAS DEPRESSED. TOYOTA STATED THAT THEY WERE UNAWARE OF SUCH FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 650. THE CONSUMER STATED THE CRUISE CONTROL WAS UNRELIABLE EVEN ON A SLIGHT SLOPE WITH DOWNSHIFTING. THE VEHICLE WOULD ALSO HESITATE TO MOVE FROM A STOP. UPDATED 12/31/07  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314603  
**Date of Incident:** 20071124  
**Vehicle:** 2007 LEXUS ES350

C-1030

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* PHONE LOG 01/04/2008 11:58:44 AM L.Burton  
Caller states: ACCIDENT  
Stopped @ traffic light behind 2 vehs. Sts veh began to rev up and applied brake. Sts veh began to fish tail. Sts wheels were spinning, and burning rubber. Placed veh in park, but this didn't stop veh from hitting veh in front of him. Sts airbag didn't deploy.  
Injuries: Chest hit steering wheel, and is sore.  
Vehicle Location: Balise Toy  
Seatbelt: Yes.  
Vehicle Damage: Unable to determine extent of damage.  
No warning lights of any kind came on.  
\*\*\* NOTES 01/04/2008 11:58:57 AM L.Burton  
Sts filed a police report. Sts veh stopped revving after 3 to 4 minutes. Pulled to side of the road w/trans still in Park, and shut eng off. Sts several minutes later started veh and drove to a parking lot. While in parking lot restarted veh, tested brakes, then drove to dlr.

\*\*\* SUBCASE 200801040858-1 CREATED 01/04/2008 12:16:02 PM S.Moore  
\*\*\* NOTES 01/07/2008 07:51:13 AM S.Moore  
+OUTGOING CUST CALL+  
L/M, adv calling to discuss accident. Provided 800#, ext. 73008 & ncr's business hours (5:00 am - 1:30 pm PST) for c/b.  
\*\*\* NOTES 01/07/2008 09:42:30 AM S.Moore  
+INCOMING CUST CALL+  
Cust sts was sitting at light ready to make a left turn & all of a sudden the engine just started to rev on it's own. Sts had 10 ? feet of skid marks before hitting the 2003 chevy Malibu in front of him. Sts damaged the rear bumper & trunk lid of the veh. Sts didn't look at his veh, but knows there is front end damage. Sts slowly drove the 10 miles to the dlr & dropped it off. Cust sts he refuses to get back in the veh ever again.  
\*\*\* NOTES 01/07/2008 09:44:25 AM S.Moore  
Sts his son checked the internet & found a ton of complaints listed for the same concern. Sts feels toy should never had sold these vehicles knowing they have this problem. Cust sts dlr provided him w/ an alternate truck to drive. NCR adv region will contact cust w/in 3 bus days & that inspection of veh & forwarding of inspection results can take up to 30 days and up to another 30 days to recv toyota's position in writing from claims dept.  
\*\*\* NOTES 01/07/2008 09:45:14 AM S.Moore  
Also adv toy does not cover the cost of alternate transportation during investigation period, therefore dlr may take their veh back. Cust sts not happy, but understands.  
\*\*\* NOTES 01/07/2008 09:47:22 AM S.Moore  
===FCRP===  
LEGAL REQUESTS FIELD CONTACT REPORT WITH MANY EXTERIOR AND INTERIOR PHOTOS

\*\*\* SUBCASE 200801040858-1 CLOSED 01/08/2008 07:52:19 AM S.Moore  
\*\*\* NOTES 01/09/2008 09:18:10 AM CRinger170  
The FTS JR is set to inspect this veh on 1/9/08 at Balise Toyota.  
\*\*\* NOTES 01/11/2008 11:49:03 AM MBates  
Clr Mr. Jeff Ment (attorney) called request rep L.Burton. NCR apol & adv rep has forwarded case to Case Mgr. S.Moore.NCR adv Clr Case Mgr S.Moore n/a & would forward a request for an c/b with in 1 business day. Clr thanked & provided an c/b # 860-493-3522  
\*\*\* NOTES 01/11/2008 12:37:15 PM S.Moore  
+OUTGOING CALL+  
Spoke. Mr. Jeff Ment (attorney) calling sts wants to adv that the veh is being moved from dlr to cust home today. NCR adv info documented.  
\*\*\* NOTES 01/15/2008 05:14:44 AM S.Moore  
+ATF+

C-1032

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Cust attorney, jeffrey ment, sent letter stating he's representing the customer in a claim against TMS. NCR printed & sent to claims dept. via pouch mail.  
\*\*\* NOTES 01/15/2008 05:23:06 AM S Moore  
Note, that is all the letter stated.

\*\*\* CASE CLOSE 01/15/2008 09:13:07 AM CRinger170  
RCR has received the contact report & photos and now has sent them to Carole Hargrave via FedEx.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306443  
**Date of Incident:** 20071127  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** SILVER CITY, NM

**NHTSA Summary:**  
PARKING '05 AVALON WHEN IT ACCELERATED & REAR-ENDED A SUV EVEN THOUGH I WAS BREAKING RESULTING IN ALMOST \$3000 IN DAMAGE. IT HAS NOT HAPPENED SINCE. HOPING TO HAVE GAS PEDAL REPAIRED AT TOYOTA DEALER WHEN AVAILABLE. WAS NOT AWARE OF MFG DEFECT THAT MIGHT HAVE BEEN RESPONSIBLE UNTIL RECENTLY. INSURANCE PREMIUMS WERE INCREASED DUE TO 'AT FAULT' CLAUSE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10210329  
**Date of Incident:** 20071129  
**Vehicle:** 1998 TOYOTA TACOMA  
**Location of Incident:** PLACERVILLE, CA

**NHTSA Summary:**  
I HAVE SEEN IN THE NEWS, REPORTS OF '07 TOYOTA TACOMAS ACCELERATING UNINTENTIONALLY. I BOUGHT A USED 1998 TACOMA ABOUT FOUR YEARS AGO AND I HAVE EXPERIENCED PERHAPS TEN OR MORE INCIDENTS OF MY ENGINE RUNNING AWAY TO THE POINT I HAVE TO PUT IT NEUTRAL AND KICK THE GAS PEDAL TO STOP IT. AT LEAST TWICE THAT HAS NOT WORKED, FORCING ME TO TURN OFF THE ENGINE. I NOTICE IT HAPPENS WHEN I'M DOWNSHIFTING FROM THIRD TO SECOND. I CALLED TOYOTA TWO YEARS AGO AND ASKED IF THEY HAD HEARD OF THIS PROBLEM FROM OTHER OWNERS. THEY SAID THEY HAD NOT. THIS IS NOT SO MUCH A COMPLAINT AS IT IS AN FYI TO YOU IN CASE YOU'RE STILL LOOKING INTO THIS. OTHER THAN THAT THE TRUCK HAS BEEN VERY DEPENDABLE. AND SINCE THE PROBLEM IS SO INTERMITTENT, (IT HASN'T HAPPENED IN A YEAR), I DON'T FEEL THE NEED TO GET RID OF IT. BUT I CAN IMAGINE IN THE RIGHT CIRCUMSTANCES THIS COULD BE A SERIOUS SAFETY PROBLEM. PLEASE LET ME KNOW IF YOU OR TOYOTA IS LOOKING INTO THIS. THANK YOU, JOHN T. POPE \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10214275  
**Date of Incident:** 20071129  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** BAKERSFIELD, CA

**NHTSA Summary:**

C-1033

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2002 TOYOTA RAV4. WHILE DRIVING 2 MPH IN REVERSE AND WITH THE BRAKE PEDAL DEPRESSED, THE VEHICLE ACCELERATED. THE CONTACT APPLIED MORE PRESSURE TO THE BRAKE PEDAL, BUT THE VEHICLE DID NOT STOP. THE VEHICLE CRASHED INTO A PARKED VEHICLE AND WAS THEN TOWED TO THE DEALER. A POLICE REPORT WAS FILED. THE VEHICLE WAS DESTROYED. THE ROAD CONDITIONS WERE DRY. THE CURRENT AND FAILURE MILEAGES WERE 70,000.

**Additional Summary:**

**Toyota ID Number:** 200712170354  
**NHTSA ODI Number:**  
**Date of Incident:** 20071200  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 12/17/2007 08:08:49 AM PTimberlake  
Caller states: cust sts he was driving at 30 mph when he pushed the gas pedal to the ground in order to pass another vehicle. sts the gas pedal stayed to the floor and the vehicle kept accelerating. sts there was NO accident. sts dlr inspected veh for 1 week and wasn't able to duplicate condition and found nothing wrong.

\*\*\* SUBCASE 200712170354-1 CREATED 12/18/2007 08:56:52 AM BGarduno

\*\*\* NOTES 12/18/2007 11:05:08 AM BGarduno

+OUTGOING CALL TO DLR+

NCR spk w/Jerry Gheller, SM who adv he is currently on a test drive and to c/b.

\*\*\* NOTES 12/18/2007 11:22:01 AM BGarduno

+OUTGOING CALL TO DLR+

NCR spk w/Jerry Gheller, SM who adv the following r/o info for concern:

Date: 12/11/07

RO#: 216276

Mi: 15,183

Cond: towed in. cust sts veh accelerated on its own and had to shut it off to stop.

Cause: n/a

Remedy: n/a

Jerry adv dlr hooked computer up to veh, no codes stored. also test drove several times and unable to dup cond. checked floor mats and ok. cust didn't want to take veh so dlr kept. he isn't sure if veh is still there.

\*\*\* PHONE LOG 12/18/2007 11:36:02 AM BGarduno Action Type: Incoming call

+INCOMING DLR CALL+

NCR spk w/Craig Bunce, SM who adv the following r/o info for concern:

Date: 12/17/07

RO#: 801286

Mi: 145,669

Cond: eng won't start, towed in

Cause: n/a

Remedy: n/a

Craig sts eng has been torn down & veh needs short block. Per SET dlr daily found at least 1 oil change in 02, 03 & 04. dlr adv cust she needs at least 1 oil change receipt for 05, 06 & 07. cust adv she does have them and would bring them in. dlr tried to expl that once receipts provided toy will cover eng oil gel related rprs and provide rental. they may need to rplc spark plugs & other items so cust needs to understand maint items are not covered under the CSP.

\*\*\* NOTES 12/18/2007 02:38:41 PM BGarduno

PLS DISREGARD PREV NOTES. NCR ACCIDENTALLY LOGGED INCORRECT NOTES.

\*\*\* NOTES 12/18/2007 02:42:08 PM BGarduno

+OUTGOING CALL TO CUST+

C-1034

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NCR l/m at day phone# adv Case Manager name, phone#, and office hrs requesting a c/b. NCR attempted to reach cust at alt phone# but phone rang, no v/m avail.

\*\*\* NOTES 12/19/2007 10:35:12 AM KWinegar

Cust c/b to speak w/ case manager BGarduno. NCR apol/adv CM not avail, adv c/b w/in 1 bus day @ alt case #. Adv case #

\*\*\* NOTES 12/19/2007 02:49:56 PM BGarduno

+OUTGOING CALL TO CUST+

NCR spk w/Mr. Wright who sts he floored the gas pedal and the gas pedal didn't resume it's position. he had to shut down the veh while driving to resume the gas pedal position. he fls that there is something wrong and toy should rpr. NCR apol and adv that dlr was unable to find any concern w/the gas pedal. adv dlr checked for codes and test drove several times. adv since dlr unable to dup concern toy can't make any rprs or adjustments. cust...

\*\*\* NOTES 12/19/2007 02:50:22 PM BGarduno

not satis & sts will pursue outside of toy.

\*\*\* NOTES 12/20/2007 05:37:02 AM JAshby

Ms. Sophia Wright wife called-in. sts they are not going to drive veh because they feel veh is unsafe. sks to have their veh repaired or they will go to media. ncr apol & advd their case is being handled through a case manager BGarduno. ncr advd will check to see if rep is avail. ncr advd prev rep is unavail. advd will note into case cust seeks a c/b. caller sts they would like to be called back @ ph# 954-340-4612. ncr advd will note c/b #

\*\*\* NOTES 12/20/2007 12:43:03 PM RSotelo

cltr sts, would like to speak with CM & cannot answer call's @ work as she works in Intensive care unit. sts will wait for call today and if not revd, will go to media to notify of how unsafe Toy veh are. NCR apol adv cltr CM is not avail but will doc ell and send CM msg for assts ASAP by end of 1 B/D.

\*\*\* NOTES 12/20/2007 02:57:26 PM BGarduno

+OUTGOING CALL TO CUST+

NCR l/m at 954-340-4612 adv Case Manager name, phone#, and office hrs requesting a c/b.

\*\*\* NOTES 12/21/2007 08:42:06 AM JMoore

Cltr sts would like to speak with BGarduno CM. Ncr contacted CM and transferred cltr to BGarduno upon her request.

\*\*\* NOTES 12/21/2007 08:53:13 AM BGarduno

+INCOMING CUST CALL+

NCR spk w/Mrs. Wright who adv she fls veh is unsafe & doesn't want to drive veh. she wants veh recalled. NCR adv there are no ssc's related to concern & toy will not recall veh. she adv would like another veh. NCR adv may trade-in veh but toy can't assist w/negotiation & of arb process. cust sts she doesn't want to trade-in veh b/c she will lose money or arb. she is going to go the media instead. NCR adv will doc concerns.

\*\*\* CASE CLOSE 12/27/2007 09:02:05 AM BGarduno

=CLOSE SUMMARY=

1. SUMMARY: cust sts he floored the gas pedal & when let off it didn't resume its normal position. dlr found no codes stored & test drove veh for 1 wk. dlr unable to dup cond & found gas pedal normal.

2. ACTION TAKEN: dlr involved

3. RESOLUTION/POSITION: NCR adv since dlr unable to dup cond & operation of gas pedal found normal, toy will not perform any rprs. adv of arb & cust decl. cust will pursue outside of toy.

4. CUSTOMER SATISFIED: unk

5. ROOT CAUSE: Potential Arbitration; Abnormal Condition; Gas Pedal/Linkage- Engine; Other

\*\*\* CASE CLOSE 12/27/2007 09:02:05 AM BGarduno

=CLOSE SUMMARY=

1. SUMMARY: cust sts he floored the gas pedal & when let off it didn't resume its normal position. dlr found no codes stored & test drove veh for 1 wk. dlr unable to dup cond & found gas pedal normal.

2. ACTION TAKEN: dlr involved

3. RESOLUTION/POSITION: NCR adv since dlr unable to dup cond & operation of gas pedal found normal, toy will not perform any rprs. adv of arb & cust decl. cust will pursue outside of toy.

4. CUSTOMER SATISFIED: unk

C-1035

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

5. ROOT CAUSE: Potential Arbitration; Abnormal Condition; Gas Pedal/Linkage- Engine; Other

\*\*\* SUBCASE 200712170354-1 CLOSED 12/27/2007 09:02:30 AM BGarduno

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20071200  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** SHADOW HILLS, CA

**NHTSA Summary:**

**Additional Summary:**  
COMPLAINANT EXPERIENCED TWO INCIDENTS OF SUA - FIRST ONE IN 12/2007, THE SECOND ON 11/30/2009 STRUCK PARKED VEHICLE.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311457  
**Date of Incident:** 20071201  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** LAYTON, UT

**NHTSA Summary:**

MY 2008 RAV4 SUV SUDDENLY GOES TO FULL THROTTLE ON ITS OWN. I HAVE TO PUT BOTH FEET ON BRAKE PEDAL WHILE TRYING TO GET THE CAR OUT OF GEAR. THIS HAS HAPPENED INTERMITTENTLY SINCE PURCHASING THIS SUV NEW. I HAVE BEEN BACK TO THE DEALERSHIP SEVERAL TIMES AND THEY CAN'T FIND A PROBLEM. THEY SAID THAT THEY NEED TO SEE THE CAR WHILE IT IS RACING UP, BUT I DON'T KNOW WHEN IT WILL HAPPEN AND I CAN'T MAKE IT HAPPEN ON WILL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304191  
**Date of Incident:** 20071202  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** SEATTLE, WA

**NHTSA Summary:**

WHEN I LET UP ON THE GAS AND THEN STEP ON THE GAS PEDAL TO CONTINUE THE CAR LURCHES. THIS HAPPENS ON A RANDOM BASIS AND I HAVE REPORTED THIS TO LEXUS SEVERAL TIMES SINCE I HAVE OWNED THE CAR BUT THEY TELL ME IF IT DOES NOT DO IT WHILE THEY ARE TEST DRIVING THERE IS NOTHING THEY CAN DO. THEY SAY EVERYTHING CHECKS OUT OK AND THERE ARE NO ERROR CODES SHOWING ON THE COMPUTER. I HAVE TOLD THEM IT IS EITHER THE TRANSMISSION OR WHATEVER CONTROLS THE GAS PEDAL AND THEY DON'T SEEM TO BE CONCERNED. IN MY OPINION THERE IS DEFINITELY SOMETHING WRONG SOMEWHERE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311583  
**Date of Incident:** 20071205  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SANDY, UT

C-1036

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

WE BOUGHT 2007 CAMRY IN JULY OF 2007. MY WIFE DROVE IT TO WORK AND GOT AN ACCIDENT ON 12/5/07. WHEN SHE EXITED HIGHWAY, SHE USED GAS THEN USED BRAKE TO REDUCE THE SPEED. THE BRAKE DID NOT WORK. THE CAR SPED OUT OF CONTROL AND HIT THE SIDE OF HILL. THE CAR WAS ROLL OVER TO ONE SIDE AND TOTALED. MY WIFE WAS BADLY INJURED AND WAS SENT TO HOSPITAL EMERGENCY ROOM. SHE GOT SOME CUTS IN HER HEAD BY THE BROKEN WINDOW AND SHE HAD TO STAY AT HOME FOR ABOUT 2 WEEKS BEFORE GOING BACK TO WORK. WE BELIEVED SOMETHING WRONG WITH THE CAR BRAKE OR GAS PEDAL. AND WHEN THE CAR HIT THE SIDE OF HILL, NONE OF CAR SAFETY AIR BAGS CAME OUT. THE CAR WAS TOTALED AND PAID BY OUR INSURANCE. BUT THIS ACCIDENT GAVE HER A LONG TIME FEAR AND BAD FEELING WHEN SHE PASSED THAT PLACE. WE HOPE WE CAN JOIN THE TOYOTA CLASS ACTION LAWSUIT. PLEASE GIVE US SOME SUGGESTIONS. THANKS! \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10323115  
**Date of Incident:** 20071205  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** VALLEY STREAM, NY

**NHTSA Summary:**

2003 TOYOTA RAV4. CONSUMER STATES UNEXPECTED ACCELERATION. \*TGW THE CONSUMER STATED AS SHE WAS PULLING INTO A PARKING SPACE SLOWLY, WITH HER FOOT ON THE BRAKE, THE VEHICLE SUDDENLY ACCELERATED FORWARD AND HIT A BRICK WALL. THE CONSUMER WAS INFORMED HER VEHICLE WAS NOT INCLUDED IN THE RECALL. NO POLICE REPORT WAS TAKEN. ACCORDING TO THE MECHANIC, HE BELIEVED THE CARPET BECAME STUCK UNDER THE PEDAL. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10211100  
**Date of Incident:** 20071206  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** FISHERS, IN

**NHTSA Summary:**

SEVERAL PROBLEMS WITH LURCHING, SUDDEN ACCELERATION, AND HIGH IDLE. WHEN STOPPED WITH FOOT SQUARELY ON THE BRAKE (AND ONLY THE BRAKE), THERE WILL BE A SUDDEN LURCH THAT IS OFTEN STRONG ENOUGH TO OVERCOME THE BRAKE, NEARLY CAUSING SEVERAL ACCIDENTS WITH THE CAR IN FRONT OF ME. ALWAYS SEEM TO BE PRESSING THE BRAKE HARD TO STOP MOTION AND STAY STOPPED. WHEN I LET OFF THE BRAKE, THE TRUCK ACCELERATES ABOUT 100 RPM BEFORE EVEN TOUCHING THE ACCELERATOR PEDAL, AND BEGINS MOVING SIGNIFICANTLY. WHEN DECELERATING TO A STOP, HAVE HAD SEVERAL INSTANCES OF SUDDEN RPM AND ACCELERATION. THIS ALSO OCCURS WHEN GENTLY PULLING INTO MY GARAGE - THE ENGINE SUDDENLY LURCHES, AND HAS NEARLY CAUSED ME TO DAMAGE MY GARAGE. HAVE HAD SEVERAL INSTANCES WHERE BRAKING TO STOP, BUT THE ENGINE LURCHES GREATLY (SEVERAL HUNDRED RPM), I ALMOST CAN'T GET THE TRUCK TO STOP, AND HAS NEARLY CAUSED SEVERAL ACCIDENTS. I HAVE BEEN FORTUNATE SO FAR, BUT AFRAID IT WON'T LAST. ALL OF THIS IS WORSENERD WHEN THE AC/COMPRESSOR IS RUNNING - THE IDLE RPM INCREASES ABOUT 300 RPM (WAY MORE THAN NECESSARY), AND ALSO CONTRIBUTES TO WORSENERD THE LURCH. SOMETIMES IT SEEMS THAT THE LURCHING OCCURS WHILE DOWN-SHIFTING DURING DECELERATION. THESE PROBLEMS HAPPEN TO ME REGULARLY

**C-1037****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

- AND ALWAYS OCCUR WHEN RUNNING THE AC/COMPRESSOR. PLEASE ADDRESS ASAP. THANKS. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10316369  
**Date of Incident:** 20071207  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** PRESCOTT, AZ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA SIENNA. WHILE DRIVING WITH THE CRUISE CONTROL ENGAGED AND THE VEHICLE ACCELERATED BEYOND THE SET SPEED, WHEN THE VEHICLE WILL DECREASED IN SPEED THE SENSORS DETECTED ANOTHER VEHICLE APPROACHING. THE CONTACT SWITCHED LANES AND THE VEHICLE WOULD START TO ACCELERATE UP TO 10 MPH BEYOND THE SET SPEED. AFTER THE VEHICLE HAS PASSED THE APPROACHING VEHICLE, THE VEHICLE WILL DECREASE BACK TO THE SET SPEED. THE CONTACT HAS NOT CONTACTED THE MANUFACTURER. THE FAILURE MILEAGE WAS 25,000.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10318713  
**Date of Incident:** 20071207  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** BATTLE CREEK, MI

**NHTSA Summary:**

MY TOYOTA PRIUS (2005) GAS PEDAL STUCK. I WAS TAKING MY WIFE TO THE HOSPITAL WITH A HEART ATTACK WE WERE GOING DOWN A RAMP AND IT STUCK WIDE OPEN. I KEPT PUSHING THE START BUTTION AND IT QUIT. I CALLED THE TOYOTA DEALER AND HE TOLD ME TO REMOVE MY FLOOR MATS. I DO NOT THINK MY FLOOR MAT HAD ANYTHING TO DO WITH IT. IT HAS NOT STUCK SINCE.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10306242  
**Date of Incident:** 20071209  
**Vehicle:** 2007 SCION TC  
**Location of Incident:** CORONA, CA

**NHTSA Summary:**

MY DAUGHTER PEDAL STUCK TO THE FLOOR OF HER 2007 SCION IN 2009 OF LAST YEAR. I CAN PROVIDE THE DATE OF THE INCIDENT. SHE WAS DRIVING NORMAL SPEED IN CORONA CALIFORNIA DOWN HIDDEN VALLEY PARKWAY. SHE TRIED TO STOP THE CAR BUT THE PEDAL WAS STUCK & THE RUG MAT ALWAYS GAVE US PROBLEMS WITH THIS FAIRLY NEW VEHICLE. SHE WAS UNABLE TO STOP AT PLOWED IN TO THE CAR AT A HIGHER SPEED DUE TO THE PETAL STUCK AND GOING IN A DOWNHILL DESCEND. AS A RESULT OF THE PETAL/MAT MALFUNCTION, SHE HIT THE VEHICLE AT THE LIGHT AT A NON-EXTREME SPEED BUT WAS NOT ABLE TO STOP. THE AIR BAGS DID NOT DEPLOY AND SHE HAD HIT THE GENTLEMEN IN A TRUCK IN FRONT OF US. THE CORONA POLICE TOOK THE INCIDENT REPORT DOWN. THE OFFICER SAID IT WAS AMAZING THAT SHE NOT INJURED TOO BAD, BUT EMOTIONALLY SHE WAS A MESS. THE WHOLE FRONT IN OF THE VEHICLE CAME RIGHT INTO HERFRONT SEAT & PASSENGER SEAT. THE AIRBAGS DID NOT DEPLOY AT ALL. SHE WAS ONLY INJURED SLIGHTLY WITH A COUPLE DAYS OFF FROM

**C-1038****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SCHOOL. MYSELF FROM WORK TO ATTEND TO HER PAIN. I WAS NOT IN THE VEHICLE. MY DAUGHTER'S CAR WAS TOTALED & THE COLLISION CENTER, THE INSURANCE COMPANY FILED THE REPORT OF THE STUCK PEDAL(ACCELERATOR). I COMPLAINED TO TOYOTA- I ALSO WAS CONCERNED ABOUT THE INCIDENT. THIS INCIDENT HAPPENED PRIOR TO THE RECALL BUT IS TOO MUCH OF A CO-INCIDENT. MY DAUGHTER IS A GOOD DRIVER. SHE COMPLAINED OF THE PEDAL BUT I DID NOT THINK THAT IT WAS GOING TO BE A SAFETY ISSUE. I HAVE SINCE THEN SETTLED WITH THE INSURANCE COMPANY FOR THE PAYMENT TO PURCHASE A NEW CAR. WE BOUGHT ANOTHER SCION TC THIS TIME 2009. NOW THIS CAR IS BETTER IN THE PEDAL AREA BUT STILL HAS A DELAY WITH THE BRAKING SYSTEM AND PULLS TO THE LEFT SLIGHTLY. I AM FILING A COMPLAINT BECAUSE THE INITIAL TOYOTA WAS TOTALLED DUE TO A STUCK PEDAL. THIS IS BEFORE ANY RECALL OR DEATHS OCCURRED BUT SEVERAL OF MY FRIENDS, COLLEAGUES ARE TELLING ME TO FILE THE COMPLAINT FOR INVESTIGATION TO SEE WHY THIS FAILURE OCCURED. I WAS ONLY ABLE TO CORRECT THE FAILURE WITH A NEW CAR. THAN

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10300222  
**Date of Incident:** 20071210  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** VIRGINIA BEACH, VA

**NHTSA Summary:**

THE ENGINE OFTEN HESITATES FOR SEVERAL SECONDS WHEN I STEP ON THE GAS. THIS OFTEN HAPPENS WHEN I AM RAPIDLY ACCELERATING TO ENTER A FREEWAY OR SIMPLY PULLING AWAY FROM A STOP LIGHT. THIS IS A DANGEROUS SITUATION AS I NEED THE CAR TO ACCELERATE TO ENTER FAST MOVING TRAFFIC BUT I CANNOT COUNT ON THE ENGINE TO RAPIDLY SPEED UP. AFTER SEVERAL SECONDS OF HESITATION, THE CAR THEN ACCELERATES TOO RAPIDLY. I HAVE HAD AN ISSUE WITH THIS CAR SINCE I HAVE OWNED IT AND HAVE BEEN GIVEN EVERY EXCUSE IN THE WORLD AS TO WHY THE VEHICLE PERFORMS IN THIS MATTER FROM THE COMPUTER HAS TO "LEARN" YOUR DRIVING STYLE TO THAT IS HOW TOYOTA MADE THE VEHICLE. THEY REPLACED THE TRANSMISSION AND REBOOTED THE COMPUTER AND STILL THE PROBLEM. I ALSO HAD THE VVTI OIL LINE BREAK AND DUMP OIL AND HAD BEEN DRIVING LIKE THAT FOR OVER 100 MILES-I HAD REPLACED THE REGULAR OIL WITH SYNTHETIC OIL -TOYOTA REPLACED THE LINE AND USED THE EXACT SAME KIND OF PART THAT HAD FAILED WHEN I REQUESTED THEY REPLACE IT WITH THE UPGRADED PART I WAS TOLD THAT IT WAS NOT A WARRANTY PART REPLACEMENT FOR THE FAILURE AND IF I WANTED THEM TO PUT THE OTHER PART ON THEY WOULD BUT THE CAR WOULD NOT BE COVERED UNDER WARRANTY BECAUSE OF THE NON SPECIFIED PART BEING PUT ON THE CAR. LETS HOPE IT DOES NOT FAIL AGAIN. TWO ISSUES ONE ONGOING ONE NOT FIXED WITH THE UPGRADED PART--SHAME ON TOYOTA!! \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10308542  
**Date of Incident:** 20071210  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** DELRAY BEACH, FL

**NHTSA Summary:**

THE FOLLOWING E-MAIL WAS SENT TO YOU DECEMBER 2007. "WITH ALL OF THE PROBLEMS TOYOTA IS HAVING WITH THE 2007 CAMRY TRANSMISSIONS, WHY HAVE THEY NOT HAD A RECALL? THE SLIP, BUCK AND WHEN YOU TAKE YOUR FOOT OFF OF THE GAS PEDAL AROUND 40 MILES AN HOUR, THE CAR CONTINUES TO GO FORWARD."

**C-1039****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SENT BY ME, SHELDON GREENBERG, E-MAIL ADDRESS, MRBIGSHEL@AOL.COM. WHY DIDNT YOU PEOPLE DO SOMETHING YEARS AGO?????????????

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10211750  
**Date of Incident:** 20071212  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SAN LEANDRO, CA

**NHTSA Summary:**

HE HAS BEEN EXPERIENCING PROBLEM EITHER WITH THE TRANSMISSION OR THE ACCELERATOR. WHEN HE START TO ACCELERATE SOMETIMES, USUALLY IN LOW SPEED, 20% TO 40% OF THE TIME, THERE IS A FEW SECONDS THE CAR DOES NOT RESPOND, AND SUDDENLY HE FEEL A JOLT AND THE CAR JUMPS VIOLENTLY. HE HAS TO LOOK BACK WHENEVER IT HAPPENS TO SEE IF SOMEONE HAS CRASH IN TO HIS CAR. IF THERE IS A CAR INFRONT OF HIM WHILE IN TRAFFIC, THIS COULD LEAD POTENTIAL CAR ACCIDENT OF HITTING THE CAR INFRONT OF HIM. HE ALSO HAS TO MAKE SURE HE DOES NOT PARK TOO CLOSE TO OTHER CARS OR THE WALL. I HAVE HELP HIM REPORTED THE ISSUE TO DEALER 2 TIMES MANY MONTHS AGO AND THEY SAID THEY CAN NOT FIX THE PROBLEM IF THEY CAN'T FEEL THE PROBLEM. I HAVE ALSO TOLD THE HEADQUARTER I FOUND NUMEROUS COMPLAINTS ON THE SAME HESITATION/ACCELERATION PROBLEM MY FATHER EXPERIENCING AND I NOTICED TOYOTA HAVE BEEN TELLING OTHER PEOPLE SAME RESPONSE THAT DEALER CAN NOT FIX THE PROBLEM IF DEALER CAN NOT FEEL THE PROBLEM, AND DEALER HAVE BEEN TELLING PEOPLE THIS IS NORMAL BEHAVIOR FOR THOSE WHO REVISITED MANY TIMES. THERE ARE HUNDREDS OF COMPLAINTS ABOUT THIS ISSUE IF YOU GO SEARCH ON GOOGLE (USING KEYWARD TOYOTA CAMERY TRANSMISSION PROBLEM). ONE OF THE WEBSITE IS I FOUND FROM GOOGLE RESULT FOR EXAMPLE WAS  
[HTTP://WWW.AUTOBYTEL.COM/CONTENT/RESEARCH/FORUMS/INDEX.CFM/ACTION/POSTS/FID/282](http://www.autobytel.com/content/research/forums/index.cfm/action/posts/fid/282). IT HAS 27 PAGES OF SUCH COMPLAINTS. I HAVE ALSO NOTICE SUCH COMPLAINTS DOES NOT APPLY TO JUST 2005 YEAR CAMERY BUT AGAINST 2002 AND 2007 CAMERY AS WELL. WITH SO MANY CARS THEY SOLD OVER 5 YEARS AND SO MANY COMPLAINTS ON THEIR TRANSMISSION THAT CAN LEAD ACCIDENTS AND POSSIBLY ALREADY DID, TOYOTA ARE MAKING INDIVIDUALS FEEL AS IF THEY ARE THE ONLY ONE IMAGINING THINGS. A FEW PEOPLE SAID CERTAIN STORES ALLOW THEM TO DO A COMPUTER CHIP "FIX." AND THE FIX WAS NOT HELPFUL. ON TOP OF TRANSMISSION PROBLEM. HE NOTICED PAINT PEELING, RUST PAINT UNDER 15X MAGNIFYING GLASSES, A BUBBLE ON DASH BOARD. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10308130  
**Date of Incident:** 20071214  
**Vehicle:** 1999 TOYOTA RAV4  
**Location of Incident:** VINTONDALE, PA

**NHTSA Summary:**

TOYOTA 1999 RAV4 WHEN RELEASING GAS PEDAL TO SLOW DOWN, PEDAL STICKS AND CANNOT BE PUSHED DOWN TO FEED GAS WITHOUT STOMPING ON PEDAL 3 OR 4 TIMES. IT DOES NOT STICK ALL TIMES. USUALLY WHEN TEMPERATURE IS 30 DEGREES OR LOWER, HAVE BEEN STUCK IN MIDDLE OF HIGHWAY TRYING TO MAKE A TURN. VEHICLE IS NOT ON THE RECALL LIST. VIN # IS JT3HP10V8X7134812

**Additional Summary:****C-1040****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 200712150210  
**NHTSA ODI Number:**  
**Date of Incident:** 20071215  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 12/15/2007 10:03:45 AM JSpencer  
RNT#071210-000248

EMAIL STS  
"I own 2005 tacoma& 2007 RAV4, both vehicles when going up a slight grade in cruise will feel like the accelerator is pushed to floor \. The speedometer goes 5 to 7 mph pass the set speed before slowing down.Vehicles were purchased at different dealerships,but both give the same answer"that's toyota",is this the way it is.  
James Healy"  
END EMAIL

\*\*\* SUBCASE 200712150210-1 CREATED 12/15/2007 10:19:41 AM JSpencer  
START RESPONSE

"Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
We apologize for your concerns with the operation of the cruise control system on your 2005 Tacoma and 2007 RAV4.

Within the limits of the engine's capabilities, cruising speed can be maintained on up-hill or down-hill grades. However, changes in vehicle speed may occur on steeper grades. The engine will downshift to a lower gear to achieve the set speed or use engine braking to keep the downhill speed close to the set speed. Depending on the steepness and length of the grade, the cruise control system may not be able to compensate and your actual speed may increase beyond the set speed.

To avoid vehicle speed increases when driving in hilly terrain, cancel the cruise control and use the gas or brake to adjust your speed manually. On lengthy downhill grades you can downshift the transmission to use engine braking to slow down.

Since we are not structured to offer on-line technical evaluations, repair, or diagnostic information we recommend you contact the Customer Relations Manager at your local Toyota dealership

<http://www.toyota.com/dealers> to further evaluate your vehicle. Even though you state that you have already worked with several dealerships we would still want the Customer Relations Manager to be involved to verify that all proper steps were taken.

We again apologize for the situation you encountered with your vehicle and we are sorry for any inconvenience you may incur.

Your email has been documented at our National Headquarters under file #200712150210. If we can be of further assistance, please feel free to contact us.

Toyota Customer Experience"  
END EMAIL

\*\*\* SUBCASE 200712150210-1 CLOSED 12/15/2007 10:19:43 AM JSpencer

\*\*\* CASE CLOSE 12/15/2007 10:20:33 AM JSpencer  
ncr apol & adv cruise can exceed set speeds in hilly terrain trying to keep speed up hill and down hill. ncr adv crm review to make sure no issues.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10212054  
**Date of Incident:** 20071215  
**Vehicle:** 1998 TOYOTA CAMRY

C-1041

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** LAFAYETTE, LA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 1998 TOYOTA CAMRY. THE VEHICLE SUDDENLY ACCELERATED WHEN THE CONTACT ATTEMPTED TO STOP. THE FAILURE OCCURRED ON TWO OCCASIONS. ON ONE OCCASION, SHE STRUCK AND DESTROYED A BICYCLE AND ON ANOTHER, SHE STRUCK THE REAR END OF A VEHICLE WHILE ATTEMPTING TO PARK. SHE DAMAGED HER VEHICLE'S BUMPER. THE VEHICLE IS CURRENTLY AT THE DEALER. THE PURCHASE DATE AND SPEED WERE UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 49,750.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301911  
**Date of Incident:** 20071215  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA AVALON. SHE STATED THAT SINCE THE VEHICLE WAS PURCHASED THE VEHICLE ACCELERATED EXCESSIVELY WHEN THE CRUISE CONTROL WAS ENGAGED AT VARIOUS SPEEDS INCLUDING 35 MPH. THE VEHICLE BEGAN TO SLOW DOWN WHEN THE BRAKE PEDAL WAS ENGAGED. THE VEHICLE WILL BE DIAGNOSED THE BY DEALER. THE FAILURE MILEAGE WAS 305 AND THE CURRENT MILEAGE WAS 10,400.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316444  
**Date of Incident:** 20071215  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** VERNON HILLS, IL

**NHTSA Summary:**

WHILE DRIVING, I TOO EXPERIENCED SUDDENT UNINTENDED ACCELERATION OF THE VEHICLE. I OVERTOOK A SLOW MOVIN VEHICLE IN FRONT OF ME ON OTHERWISE AN EMPTY ONE-LANE STRAIGHT ROAD. AS I EASED BACK INTO THE LANE, THE VEHICLE BEGAN TO RACE. I PRESSED THE BRAKE PEDAL AND THE CAR REALLY WANTED TO GO FASTER AND FASTER. AS I WAS REACHING SPEEDS IN EXCESS OF 50MPH, I THEN SHIFTED TO NEUTRAL BUT TO NO AVAIL AS THE VEHICLE CONTINUED TO ACCELERATE. LUCKILY, THE BRAKE WORKED AT ALL TIMES. I KEPT IT PRESSED DOWN REAL HARD WHILE THE RPM'S WERE GOING WELL ABOVE 6K. THE VEHICLE BEHAVED AS IF BOTH THE GAS AND BRAKE PEDALS WERE PUSHED DOWN ALL THE WAY. FINALLY, THE BRAKES DID THEIR JOB AND AS I SLOWED TO A STOP AND TURNED THE ENGINE OFF WITH A KEY. AFTER COLLECTING MYSELF I TURNED ON THE IGNITION AND CONTINUED WITH MY TRIP. NEXT DAY, I TOOK THE VEHICLE TO HIGHLAND PARK LEXUS IN NORTHBROOK, IL AT WHICH POINT THE SERVICE MANAGER JUST SHRUGGED HIS SHOULDERS IN DISBELIEF. I LONG RETURNED THE VEHICLE AFTER THE LEASE EXPIRED BUT CAN PROVIDE ME INFO SO THAT YOU GUYS CAN LOCATE THE VEHICLE AND TEST IT IF IT STILL ON THE ROAD SOMEWHERE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320626  
**Date of Incident:** 20071215

C-1042

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2003 TOYOTA PRIUS  
**Location of Incident:** MUNDELEIN, IL

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2003 TOYOTA PRIUS. WHILE DRIVING AT LOW SPEED FOUR DIFFERENT TIMES THE VEHICLE ACCELERATED OVER THE SPEED LIMIT BUT THERE WAS NO ACCIDENT. TWICE ON ICE AND THE OTHER TIMES WHEN THE VEHICLE HIT A POTHOLE. THE VEHICLE WAS NEVER TAKEN TO THE DEALER OR INFORM THE DEALER. THE VEHICLE WAS ALWAYS MAINTAINED PRIOR AND DURING THESE ACCELERATION. VIN IS UNKNOWN. THE FAILURE MILEAGE WAS 40,000...MW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10227339  
**Date of Incident:** 20071216  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** CONYERS, GA

**NHTSA Summary:**

2007 TOYOTA COROLLA UNINTENDED ACCELERATION. CONSUMER STATES THAT ENGINE ACCELERATED AT HIGH SPEED, UNABLE TO CONTROL CAR OR BRAKE EFFECTIVELY. \*NJ THE CONSUMER STATED SINCE PURCHASING THE VEHICLE, THERE WAS SOME HESITANCY IN STARTING THE VEHICLE DURING SUMMER MONTHS AND JERKY ACCELERATION. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10212294  
**Date of Incident:** 20071218  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** CENTER CONWAY, NH

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE DRIVING INTO THE GARAGE AND ATTEMPTING TO PARK WITH THE BRAKE PEDAL DEPRESSED, THE VEHICLE SURGED FORWARD AND STRUCK A TABLE AND A WALL. THE VEHICLE SUSTAINED MINOR DAMAGE. THERE WERE NO INJURIES. THE DEALER WAS NOTIFIED AND THE CONTACT NO LONGER WANTS TO DRIVE THE VEHICLE. THE SPEED WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 6,400.

**Additional Summary:**

**Toyota ID Number:** 200712190727  
**NHTSA ODI Number:**  
**Date of Incident:** 20071219  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 12/19/2007 11:02:49 AM RBrowning  
RNT 071219-000027

Caller states: I was in the process of parking the vehicle in my garage and was about three feet from the back wall when the vehicle suddenly lurched forward and struck the wall with a great deal of force. There was a table leaned up against the wall which was demolished from force of truck slamming the wall. Let me assure my foot was on the brake and not the gas pedal.

\*\*\* NOTES 12/19/2007 11:03:09 AM RBrowning

C-1043

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

The truck made a strange grinding noise before it shot forward and brakes were totally useless. It acted almost as if the brakes had been overridden by some other command.

Can you explain what took place here? I cannot say I trust this vehicle since I was already in the garage inching forward with foot on the brake.

\*\*\* NOTES 12/19/2007 11:03:16 AM RBrowning

I plan to mail a copy of this e-mail to Toyota for documentation of the incident. Had I been in stop and go traffic, this vehicle would have slammed into the rear of another and I don't need that kind of threat hanging over my head.

Concerned,

\*\*\* CASE CLOSE 12/19/2007 11:04:59 AM RBrowning  
Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
We are concerned about the incident you described and would like to further explore your issue. Please call us at 800-331-4331, or email us with your telephone number.

NEXT REP: please review for poss case management

\*\*\* NOTES 12/20/2007 02:14:41 PM TMoria

ATF:

RNT#071219-000027, dated and received 12/19/2007 04:27 PM

Email states:

"Thank you for getting back to me. I can be reached at 603-447-2282.

Dave Martin, general sales manager of the Berlin, NH dealership I obtained the vehicle from contacted me and has been very responsive to my safety issue with the Tacoma. He delivered a Tundra for me to use free of charge this afternoon, picked up the Tacoma and transported it back to his dealership via a car carrier.

\*\*\* NOTES 12/20/2007 02:15:07 PM TMoria

...greatly appreciate this kind of attention to customer service. I look forward to working with you concerning this matter.

Rick Young

\*\*\* NOTES 12/20/2007 02:27:20 PM TMoria

OUTGOING CUST CALL:

NCR called customer, who advised previous contact, which resulted in case creation, 200712200514, which was forwarded to case manager, ncr apol and advise case manager will contact w/in 1 bus day.

\*\*\* SUBCASE 200712190727-1 CREATED 12/20/2007 02:43:49 PM TMoria

Ncr's email reply:

<as-html>

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

Mr. Young, thank you for providing us with a daytime phone contact number.<p>

As advised today by telephone your request for review is being forwarded to a case manager, who will advise you with further information within 1 business day.<p>

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

Your email has been documented at our National Headquarters under file #Sincidents:eClarifycasenumber. If we can be of further assistance, please feel free to <a href = "http://toyota.custhelp.com/cgi-bin/toyota.cgi?php/enduser/std\_adp.php?p\_faqid=4164"TARGET=\_BLANK >contact us</a>.<p>

Toyota Customer Experience

</as-html>

\*\*\* SUBCASE 200712190727-1 CLOSED 12/20/2007 02:43:50 PM TMoria

\*\*\* CASE CLOSE 12/20/2007 02:43:59 PM TMoria

see subcase

\*\*\* CASE CLOSE 12/20/2007 02:57:01 PM TMoria

see subcase

C-1044

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10212718  
**Date of Incident:** 20071220  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** MEADOW VISTA, CA

**NHTSA Summary:**  
VEHICLE ACCELERATES (SURGES) ON ITS OWN AND BRAKING DOES NOT REMEDY THE PROBLEM. THIS HAS HAPPENED SEVERAL TIMES WHEN THE CRUISE CONTROL IS NOT BEING USED. IT ALSO IS NOT ATTRIBUTED TO THE FLOOR MATS AS WE HAVE CAREFULLY CHECKED THE POSITIONING OF OUR MATS. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10215747  
**Date of Incident:** 20071220  
**Vehicle:** 2008 TOYOTA YARIS  
**Location of Incident:** EVANSVILLE, IN

**NHTSA Summary:**  
TL \*THE CONTACT OWNS A 2008 TOYOTA YARIS. WHILE DRIVING APPROXIMATELY 30 MPH, THE VEHICLE JERKED AND SURGED DRAMATICALLY WITHOUT WARNING. THE DEALER ADVISED THE CONTACT TO INCREASE HIS SPEED WHILE DRIVING BECAUSE THE VEHICLE CANNOT SUFFICIENTLY OPERATE AT LOW THROTTLE. THE MANUFACTURER PROVIDED NO ASSISTANCE. THE FAILURE MILEAGE WAS 2,000 AND CURRENT MILEAGE WAS 2,025.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10219328  
**Date of Incident:** 20071220  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** PEABODY, MA

**NHTSA Summary:**  
UNCONTROLLABLE VEHICLE ACCELERATION WHILE PULLING INTO PARKING SPACE AT APPROX 1 MPH. VEHICLE WAS UNABLE TO BE STOPPED WITH FULL BRAKE APPLICATION. VEHICLE STRUCK BUILDING, BOUNCED BACKWARD, STRUCK ANOTHER VEHICLE AND ENDED UP BACKWARD ON TOP OF A SNOW BANK. EXTENSIVE DAMAGE TO VEHICLE FRONT, SIDE, REAR AND UNDERCARRIAGE. DUE TO SNOW CONDITIONS, VEHICLE CONTROL PROBLEMS COMPOUNDED. PRIOR TO REPAIR, VEHICLE WAS INSPECTED BY LEXUS LEGAL REPRESENTATIVE. VEHICLE WAS REPAIRED BY LEXUS DEALER. LEXUS CORPORATION ISSUED 2 LETTERS STATING THAT THEY FOUND NOTHING WRONG WITH VEHICLE. OPERATOR ERROR WAS NOT CITED AS CAUSE. LEXUS CORPORATION WILL NOT RELEASE DETAILS OF VEHICLE INSPECTION CITING PROPRIETARY RIGHT. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10214653  
**Date of Incident:** 20071222  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** VACAVILLE, CA

C-1045

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

I PURCHASED A PREVIOUSLY OWNED 2000 TOYOTA CAMRY ON 11/4/07. WHILE DRIVING FROM NORTHERN CALIFORNIA TO SOUTHERN CALIFORNIA ON THE LOSS DATE I ACTIVATED THE CRUISE CONTROL FEATURE. TRAFFIC ON THE FREEWAY BEGAN TO SLOW AND I DEPRESSED THE BRAKE PEDAL TO SLOW THE VEHICLE. TRAFFIC BEGAN MOVING AGAIN THEN SUDDENLY STOPPED. I AGAIN DEPRESSED THE BRAKE PEDAL BUT THE CAR SEEMED TO ACCELERATE EVEN THOUGH I HAD BOTH OF MY FEET ON THE BRAKE PEDAL. MY CAR CRASHED INTO THE REAR OF A VEHICLE IN FRONT OF MINE CAUSING BOTH AIR BAGS IN MY VEHICLE TO DEPLOY. THE CRASH IMPACT JAMMED THE DRIVER'S DOOR PREVENTING IT FROM OPENING, TRAPPING ME IN THE CAR WITH SMOKE POURING FROM UNDER THE HOOD. INITIALLY THE ELECTRIC WINDOW WOULD NOT OPEN BUT FINALLY DID ALLOWING ME TO EXTRICATE MYSELF FROM THE DAMAGED VEHICLE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292465  
**Date of Incident:** 20071222  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** OMAHA, NE

**NHTSA Summary:**  
ONGOING TOYOTA ACCELERATOR SURGE. THIS CANNOT BE A FLOOR MAT PROBLEM UNLESS THE FLOOR MATS ARE ALIVE. I HAVE EXPERIENCED PERIODIC SURGES AFTER I HAVE BEEN COMPLETELY STOPPED FOR A PERIOD OF TIME, LIKE AT A STOP LIGHT. VEHICLE WILL MOVE FORWARD BUT SO FAR THE ACCELERATOR HASN'T STUCK CAUSING A CRASH. \*TR  
**Additional Summary:**

**Toyota ID Number:** 200712260726  
**NHTSA ODI Number:** 20071223  
**Date of Incident:** 2007 TOYOTA TACOMA  
**Vehicle:** ,  
**Location of Incident:** ,

**NHTSA Summary:**  
\*\*\* PHONE LOG 12/26/2007 10:57:57 AM JChoice  
Cllr sts: was in an accident on 12/23/2007 @ 8:30pm, sts had noticed that the veh would accelerate on its own while cust was driving 25 mph 1 month ago, sts acceleration concern happened again at time of accident, sts was driving on Stratus Liberty rd. near Wilson ave., sts was driving 25mph when the veh accelerated on its own and caused cust to crash into a concrete barrier in the middle of the road, sts does not know how fast he was going when he crashed....  
\*\*\* NOTES 12/26/2007 10:57:57 AM JChoice  
....b/c he panicked and did not know what to do, sts was wearing his seatbelt, sts applied the brakes before impact, sts could not stop the veh, sts swerved out of the way of a veh in front of him and hit the concrete, sts was driving alone, sts entire front end is wrecked, sts doors and fenders are damaged as well, sts drivers side airbag deployed, fls they opened late because he hit his head on the roof of the interior before they deployed....  
\*\*\* NOTES 12/26/2007 11:00:54 AM JChoice  
.....nrc asked if cust brought veh into dlr 1 month ago b/c of acceleration concern, sts did not take veh into dlr b/c he thought acceleration concern was of his own doing, sts has access to police report, sts was injured on his forehead, neck, back, sts has bruises from the seatbelt, sts doctor adv did not break any bones, sts his muscles feel tight in his back due to accident, sts veh is at rpr shop provided by insurance company....  
\*\*\* NOTES 12/26/2007 11:03:44 AM JChoice

C-1046

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

...veh is at (True Form, 330-758-6587), sts rprs on veh have not begun yet. sts has not been in any previous accidents in veh.

\*\*\* NOTES 12/26/2007 11:07:27 AM JChoice  
.....would like to know if veh is involved in any sse's, ncr apol and adv veh is not involved in any sse's.

\*\*\* SUBCASE 200712260726-1 CREATED 12/27/2007 09:56:44 AM GSimmonds  
\*\*\* NOTES 12/27/2007 01:39:39 PM GSimmonds  
OUTBOUND CUSTOMER CALL: 330-750-1706 - NCR called 330-750-1706 - line rang and rang and then kept going dead. NCR will try back tomorrow

\*\*\* PHONE LOG 12/28/2007 09:36:57 AM GSimmonds Action Type: Outgoing call  
Cust sts he was driving and was getting ready to stop when his veh accelerated forward and cust was scared and did not know what to do and turned wheel and hit cement barrier head on. Cust sts his driver's air bag went off and sts he hit his head on the roof and steering wheel. Cust SIs There was a delay in the airbag. cust sts he would like the veh inspected, sts he was wearing his seat belt. Cust sts the hood and both fenders and poss frame damage. Caller sts both doors will not open. Cust sts the veh has been touched, sts the body shop has removed the fenders and bumper. NCR apol, advised Toyota will not be able to inspect the veh since it has been touched. Advised cust he can have the dlr inspect the veh after the veh has been repaired. Advised cust if he is seeking replacement veh, cust needs to send a letter to claims dept. provided info . Cust thanked

\*\*\* CASE CLOSE 12/28/2007 09:37:46 AM GSimmonds  
Claims

\*\*\* SUBCASE 200712260726-1 CLOSED 12/28/2007 09:37:50 AM GSimmonds  
\*\*\* NOTES 01/29/2008 10:49:24 AM RGovender  
Cllr Mr Vamvakis sts sent Certified Letter to Claims, 12/28/07. Sts would like to know status of case. Sts also as a result of accident got hurt, his neck, sts doctors adv nothing they could do. Sts also he paid \$1200 for medical bills. Sts would like fu on that Ncr apol & adv cllr will fwd notes to CM. Adv lb/d for fu. Cllr understood & thanked. Cllr sts best # is 330-518-2397.  
\*\*\* NOTES 01/29/2008 11:45:57 AM GSimmonds  
OUTBOUND CUSTOMER CALL: 330-518-2397 - NCR spoke with cust, advised his letter went to claims and they will address his claim. advised process can take up to 30-60 days and advised Toyota was closed for 2 weeks during the holiday break and may be a delay. Cust agreed  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10212602  
**Date of Incident:** 20071223  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** FPO AE, AE

**NHTSA Summary:**  
RETURNING HOME FROM A SHORT DRIVE OF ABOUT FOUR MILES, I BROUGHT THE VEHICLE TO A COMPLETE STOP IN FRONT OF THE GARAGE. ALL OF A SUDDEN WITHOUT WARNING THE ACCELERATOR REVVED VERY HIGH. I PUSHED DOWN HARD ON THE BRAKE BUT THE VEHICLE STILL LURCHED FORWARD HITTING THE GARAGE DOOR AND SIDE WALL CAUSING DAMAGE TO THE BUILDING AND VEHICLE. I SHUT OFF THE ENGINE TO KILL THE ENGINE. THE OEM FLOOR MATS WERE IN PLACE AND DID NOT AFFECT THE PEDAL. NO PERSONAL INJURIES - JUST A VERY SHAKEN FAMILY. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10212656

C-1047

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20071223  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** CAMPBELL, OH

**NHTSA Summary:**  
I WAS DRIVING MY 2007 TOYOTA TACOMA DOWN A HILL AND WITHOUT MY FOOT ON THE ACCELERATOR THE VEHICLE ACCELERATED WITHOUT NOTICE. I LOST CONTROL OF THE VEHICLE AND RAN INTO A CONCRETE BARRIER. THERE IS SUBSTANTIAL DAMAGE TO MY VEHICLE AND I WAS ALSO INJURED. IT HAPPENED ABOUT A MONTH AGO FOR THE FIRST TIME AND I DIDN'T THINK MUCH OF IT OR IT WAS NOTHING SERIOUS. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10219540, 10225651  
**Date of Incident:** 20071224  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** JACKSONVILLE, ORANGE PARK, FL

**NHTSA Summary:**  
2007 TOYOTA TACOMA ACCELERATING UNEXPECTEDLY. CONSUMER STATED THAT THIS DEFECT CAUSED HIM TO LOSE CONTROL OF THE VEHICLE AND CRASH. CONSUMER ALSO STATES THAT THERE ARE MULTIPLE COMPLAINTS OF THIS PROBLEM. \*KB SEE ALSO 10225651 \*DSY THE CONSUMER WAS INJURED IN THE ROLL OVER. (LAWYER WROTE IN ON BEHALF OF CONSUMER)\*JB; TOYOTA TACOMA 2007 V6 4 DOOR TRUCK ,14000 MILLE. DRIVING 20 MPH TAKING LEFT TURN PUSHED THE BRAKES WHEN VEHICLE FULLY ENGAGED THE THROTTLE ENGINE REV @ 7,000RPM BRAKES WOULD NOT WORK!! STEPPED ON BRAKES WITH 180LB NO BRAKES!! LOST CONTROL IN FRONT OF ORANGE PARL MALL TRUCK FLIPPED INTO ON COMING TRAFFIC ROLLED 2 TIMES AND TOTALEDD. DRIVER SUFFERS FROM BACK INJURIES. \*TR SEE ALSO 10219540 \*DSY  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320803  
**Date of Incident:** 20071224  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** NEWCASTLE, WA

**NHTSA Summary:**  
I AM A ASE CERTIFIED MASTER TECH AND MECHANIC OF 15 YEARS. I OWNED A AUTO REPAIR SHOP FOR 5 YEARS AND HAVE SINCE RETURNED THE VEHICLE TO TOYOTA LEASE. MY 2006 TOYOTA TUNDRA WOULD ACCELERATE ON ITS OWN AT TIMES. TO STOP IT I WOULD HAVE TO TURN OFF THE KEY, PULL OVER AND THEN RESTART IT. BEING A MASTER TECHNICIAN I ASSURE YOU IT WAS ELECTRONIC IN NATURE. IN NO WAY WAS IT A FLOOR MAT OR ACCELERATOR PEDAL STUCK. I DID TAKE IT IN FOR REPAIR AND WAS TOLD THERE WAS NO PROBLEM FOUND. IT DID HAPPEN IN THE SAME LOCATION 3 TIMES AND COULD HAVE BEEN CAUSED BY EMI. AGAIN IT WAS ELECTRICAL IN NATURE, THERE IS NO DOUBT OF THIS. I DO NOT OWN IT ANY LONGER AND HOLD NO NEGATIVE FEELINGS TOWARDS TOYOTA.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318025  
**Date of Incident:** 20071225  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** GULF SHORES, AL

C-1048

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

TL-CONTACT OWNS A 2005 TOYOTA COROLLA. THE DRIVER STATES 2 YEARS AGO IN DECEMBER SHE WAS IN AN ACCIDENT. DRIVER STATES IT WAS TAKEN TO THE DEALERSHIP AND THEY TOLD HER THERE WAS NO RE-CALL. THE DRIVER STATES SHE WAS TRAVELING ON THE HIGHWAY AT 70MPH WHEN A VEHICLE THEN CUT OVER IN HER LANE AND SHE PUT HER BRAKES ON RATHER HARD AND IT WAS LIKE THE BRAKES AND HER ACCELERATOR WERE WORKING AT THE SAME TIME. THE DRIVER STATES SHE ENDED UP ON THE LEFT SIDE OF THE ROAD NEXT TO A CONCRETE WALL. THE DRIVER STATES IT FELT LIKE WHEN SHE HIT HER BRAKES THEY WERE NOT WORKING AND IT MADE HER VEHICLE TURN SIDEWAYS ALMOST LIKE HER VEHICLE WAS SKIDDING WHICH CAUSED HER VEHICLE TO GO OUT OF CONTROL. THE DRIVER ALSO STATES WHILE STOPPING AT STOP SIGNS IT'S LIKE THE VEHICLE IS REVVING AND WHEN SHE GOES TO APPLY THE ACCELERATOR IT'S LIKE IT SPEEDS OFF INSTEAD OF GRADUALLY SPEEDING UP. THE FAILURE MILEAGE 37,000. THE CURRENT MILEAGE IS 90,000. AR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10339772  
**Date of Incident:** 20071225  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** NEWPORT NEWS, VA

**NHTSA Summary:**

I AM WRITING TO YOU BECAUSE I WAS INVOLVED IN A CAR ACCIDENT IN THE FIRST YEAR OF PURCHASING MY CAR ON DECEMBER 25, 2007. I PURCHASED A TOYOTA COROLLA CE 2007 FROM DENBIGH TOYOTA (NEWPORT NEWS VA) ON JANUARY 25, 2007. I BELIEVE MY CAR ACCELERATED INTO AN ELECTRICAL POLE. I WAS ONLY TRYING TO PARK MY CAR. IT HIT SO HARD, THAT THE REPAIRS TO MY CAR WERE IN EXCESS OF \$2600, AND THERE WAS DAMAGES DONE TO THE ELECTRICAL POLE. IT WAS A VERY FRIGHTENING EXPERIENCE. THE OFFICERS THAT HELPED ME FROM THE CAR ASKED WHAT HAD HAPPEN. I TOLD HIM THAT I REALLY DIDN'T KNOW. I JUST WANTED TO PARK MY CAR. THE POLE WAS DIRECTLY IN FRONT OF ME, AND THERE WERE THICK SHRUBS BETWEEN MY CAR AND THE POLE AS WELL. MY CAR ACCELERATED SO UNBELIEVABLY FAST, THAT I HIT THE POLE THE FIRST TIME REALLY HARD. THEN, I BACKED UP AWAY FROM THE POLE AND THE SHRUBS AND STOPPED. I ATTEMPTED TO PULL INTO THE PARKING SPACE AGAIN, THE CAR ACCELERATED AND I SLAMMED INTO THE POLE AGAIN. IT WAS NOT THE FIRST MAJOR ISSUE THAT I HAD WITH THE CAR. WITHIN 6 MONTHS OF THE PURCHASE DATE, THE VEHICLE STOPPED IN THE MIDDLE OF THE ROAD, AND LOCKED UP. I HAD IT TOWED BACK TO THE DEALERSHIP, TO HAVE THEM TELL ME THAT THE COMPUTER SYSTEM WAS FAULTY AND ON RECALL. SO, I ALLOWED THEM TO REPLACE IT. TODAY, I DON'T KNOW WHAT CAUSED MY CAR TO DO WHAT IT DID ON 1225, BECAUSE IT COULD HAVE BEEN ANYTHING. I JUST DON'T WANT THIS CAR ANYMORE, AND AM A LITTLE AFRAID. I DON'T KNOW WHAT TO DO WITH IT. I HAVE MANY ISSUES WITH THE CAR, BUT AM USED TO DRIVING IT. I CAN NOT AFFORD AN EXPERT TO LOOK AT MY CAR. IT CAN BE SOLD, OR I CAN TRADE IT AS I HAVE ONLY TWO YEARS LEFT ON MY CONTRACT. BUT, IT IS NOT THE RIGHT THING TO DO. I DON'T WANT WHAT HAPPENED TO ME TO HAPPEN TO SOMEONE ELSE. BUT, I DON'T WANT IT TO HAPPEN AGAIN TO ME. MY MODEL CAR IS NOT CURRENTLY ON RECALL. MY LAWYER REFERRED ME TO YOU. IF YOU CAN HELP ME IN ANY WAY WITH MY SITUATION, I WOULD GREATLY APPRECIATE IT. I NEED PEACE OF MIND FOR ME AND MY FAMILY.

**Additional Summary:**

**Toyota ID Number:** 200712270914  
**NHTSA ODI Number:**

**C-1049**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20071227

**Vehicle:** 2006 TOYOTA TACOMA

**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 12/27/2007 01:28:41 PM GTravis

Caller states: seeks to report prob w/ veh, sts that while driving and using cruise control, veh accelerated on her twice. sts took veh to dlr and dlr kept veh for several days and toy rep from Cincinnati region inspected veh and sts that rep said that cause of condition was rubber mat that cust had in veh. sts SM Trace Starr is contact.

\*\*\* NOTES 12/27/2007 01:28:41 PM GTravis

NCR adv cust docd, NCR adv cust that if condition duplicates with rubber mat removed, to c/b NCR for further inquiry. cust understood

\*\*\* CASE CLOSE 12/27/2007 01:28:52 PM GTravis

NCR apol and adv cust docd. gave ref #

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10220503  
**Date of Incident:** 20071229  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HAMPSTEAD, NH

**NHTSA Summary:**

THE CAR ACCELERATED QUICKLY ON ITS OWN, WITH ENGINE RACING, AND COULD NOT BE STOPPED EASILY, RESULTING IN A COLLISION WITH A TREE. THE ENGINE CONTINUED TO RACE ON IT'S OWN, WITH NO ONE PRESSING THE THROTTLE, UNTIL THE IGNITION WAS SWITCHED OFF. THIS WAS NOT CAUSED BY A LOOSE FLOOR MAT, THE FLOOR MAT WAS SECURED AND NOT ANYWHERE NEAR THE PEDAL. IN FEBRUARY I RECEIVED A LETTER FROM TOYOTA SAYING THAT THEY BELIEVE THERE WAS NOTHING WRONG WITH THE CAR. I CALLED TOYOTA TO TALK TO THE PERSON WHO SENT THAT LETTER AND REPEATED THE FACTS AS STATED ABOVE AND SHE TOLD ME THAT I "MAY BE MISTAKEN." THE FACT THAT THE ENGINE CONTINUED TO RACE AFTER THE CRASH IS IMPORTANT, SINCE SOME MAY THINK THAT I WAS PUSHING THE THROTTLE HERSELF. ONCE I GOT OUT OF THE CAR SHE OBVIOUSLY COULDN'T BE PUSHING THE PETAL HERSELF. THE ENGINE DIDN'T STOP RACING UNTIL I TURNED THE ENGINE OFF. THEN, WHEN THE TOW TRUCK CAME, THE DRIVER RE-STARTED THE CAMRY TO POSITION IT FOR TOWING. WHEN HE DID, THE ENGINE RAN NORMALLY. WHEN A CAR TAKES OFF BY ITSELF, IT HAS A PROBLEM. THEREFORE THIS CAR, AND MAYBE ALL 2007 CAMRYS MAYBE ALL TOYOTAS, HAVE A PROBLEM. HOWEVER WE DROVE THIS CAR FOR MONTHS AND MANY MILES WITHOUT A SYMPTOM. IT APPARENTLY TAKES SOME KIND OF PARTICULAR COMBINATION OF CIRCUMSTANCES FOR THE PROBLEM TO COME OUT. NO ONE WAS INJURED IN THIS INCIDENT, BUT THIS BEHAVIOR COULD CAUSE SOMEONE TO BE SERIOUSLY INJURED OR KILLED. I BELIEVE TOYOTA SHOULD FIND OUT WHY THIS HAPPENED AND TRY TO FIX IT, INSTEAD OF TRYING TO CONVINCME THAT I AM WRONG WHEN I TELL THEM WHAT HAPPENED. \*TR UPDATED

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10318282  
**Date of Incident:** 20071231  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** HUNTINGTON, NY

**C-1050**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

DRIVING THREE BLOCKS FROM MY HOUSE, SUDDENLY I WAS BEING PUT IN AN AMBULANCE AND TOLD I WAS IN A CAR ACCIDENT. TOLD I WENT THRU RED LIGHT AND HIT A SUBURBAN. ALLL MEDICAL TESTS WERE NEGATIVE, NO CAUSE COULD BE FOUND FOR THIS ACCIDENT. I STILL SUFFER INJURIES FROM THIS ACCIDENT AND AM RECEIVING TREATMENT. PERHAPS DUE TO ACCLARATION IN MY TOYOTA CAMRY. HOW TO DETERMINE IF THAT WAS CAUSE.

**Additional Summary:**

**Toyota ID Number:** 200801081307  
**NHTSA ODI Number:**  
**Date of Incident:** 20080000  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 01/08/2008 02:10:10 PM JSpencer  
RNT#080101-000216  
high RPMs on '05 Tacoma  
EMAIL STS  
"Dear Sirs,  
Why is the engine racing on start up? Both dealers in our area say this is normal, however, a cold engine running at 2500 RPM's cannot be good. In addition, it can't be giving me good gas mileage. What can we do to resolve this before I start having engine problems? I purchased it new."  
END EMAIL

\*\*\* SUBCASE 200801081307-1 CREATED 01/08/2008 02:13:04 PM JSpencer

**START RESPONSE**

"Thank you for contacting Toyota Motor Sales, U.S.A., Inc.  
We apologize for your concerns with the higher than expected idle speed from your 2005 Tacoma at start up.

This is the correct operation of your vehicle as the idle speed is increased to get the engine to normal operating temperatures as quickly as possible.  
Concerns regarding running the vehicle at high RPM's when cold are no longer an issue because with most modern vehicles there is full oil circulation within 20 seconds of the engine being turned on. Also over time, a film of oil will start to develop on the internal moving parts of the engine that will not drain back to the pan, which will provide some protection right at start up.  
After waiting that first 20 seconds, you can drive your vehicle normally with out concern for abnormal wear and tear.  
Your email has been documented at our National Headquarters under file #Stincidents.c\$clariifcascnumbr.  
If we can be of further assistance, please feel free to contact us.  
Toyota Customer Experience"  
END RESPONSE

\*\*\* SUBCASE 200801081307-1 CLOSED 01/08/2008 02:13:05 PM JSpencer

\*\*\* CASE CLOSE 01/08/2008 02:13:34 PM JSpencer

ncr adv high rpm, at start up is normal operation to heat engine as fast as possible.

**Additional Summary:**

**Toyota ID Number:** 200802061129  
**NHTSA ODI Number:**  
**Date of Incident:** 20080000

**C-1051**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2005 TOYOTA TACOMA

**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 02/06/2008 04:30:18 PM MdosSantos

Caller states: '05' Tacoma took veh on trip sts had aprox 200lbs in rear of veh, clr sts rear wheel bottom out, sts got home and found TSB SU006-07 online for bed issue, sts took veh to dlr who is adv no issue with veh, sts spoke to jeremiah gullet svc consultant, clr sts paid diag fee and is frustrated, sts also having issue with noise like exhaust ticking coming from front left side when cold EGO21-06, sts another concern with surge when foot is on brake....

\*\*\* NOTES 02/06/2008 04:30:18 PM MdosSantos

...sts also having issue with passenger side front window making a whistling sound, dlr adv all concerns normal and unable to repair, clr frustrated, ncr apol & adv case#, adv dispatch case to CRM, CRM will fu. within 3 business days. Adv may contact CRM directly.

\*\*\* CASE CLOSE 02/08/2008 05:08:34 PM DLR04421

WE TOLD CUSTOMER WE COULD DO THE CAMPAIGN FOR HIM THAT THE FACTORY SUGGESTS AND HOW IT WILL AFFECT THE VEHICLE AND HE SAID HE WOULD MAKE A DECISION TO DO THE CHANGE.

**Additional Summary:**

**Toyota ID Number:** 200801021055  
**NHTSA ODI Number:**  
**Date of Incident:** 20080000  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

\*\*\* PHONE LOG 01/02/2008 11:46:10 AM DSheley1

PA

Caller states: 2x to dlr for recurring condition. Sts when veh stops at a stop sign it surges forward. Dlr inspected & duplicate condition. Dlr adv the compressor causes the veh to surge forward. No rpr attempts performed. CRM involved. Dlr adv no current sec's. Dlr referred clr to CEC for further assistance or FTS inspection. CLR seeks permanent repair of veh concerns. Ncr apol adv allow 1 b/d for case manager c/b. Provided case #.

\*\*\* SUBCASE 200801021055-1 CREATED 01/02/2008 03:08:20 PM RVranchan

\*\*\* NOTES 01/03/2008 12:23:04 PM RVranchan  
OUTGOING DLR CALL: CM called & talked w/Ryan, CRM Assistant, sts cust brought in veh 2X. RO: 09085 9/1/07 dlr explained the computerized Transmission but cust didn't like the answer, dlr also replaced a switch, removed scratches & replaced screw on key fob. RO: 2186 11/11/07 dlr inspected, couldn't duplicate, cust complained about veh surging with foot on brake.  
\*\*\* NOTES 01/03/2008 12:25:24 PM RVranchan

OUTGOING CUST CALL: CM called cust, he sts veh has a problem & the dlr adv him he is just complaining due to the advertising of Tacoma surging but cust sts he complained about this 1 year ago & it is still happening & cust now afraid veh will hit something, sts when pulling into the garage at slow speeds veh wants to surge & sts have to pay attention & keep foot on brake. Cust sts previous rep adv that dlr can get an FTS involved. CM adv will research if that is possib.  
\*\*\* NOTES 01/03/2008 12:34:26 PM RVranchan

Sent Email to region requesting date of FTS visit, also to see if FTS would be willing to meet with customer on date of next visit.  
\*\*\* NOTES 01/08/2008 01:38:23 PM EDotson120

E-mailed reps.

\*\*\* NOTES 01/16/2008 12:14:54 PM RVranchan

**C-1052**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OUTGOING DLR CALL: CM c/b & talked w/Jessica seeking status of FTS visit, Jessica checked w/svc writer, adv since dlr could not duplicate & dlr test drove w/cust a like vehicle to demo to the cust that this veh is the same, an FTS will probably not be coming to inspect veh.

\*\*\* NOTES 01/16/2008 02:03:21 PM EDotson120

DSPM, A. Gay, contacted cust; discussed concern. Cust feels veh surges and RPMs rise w/cust puts into gear and leaving from a stop. Advd cust the cond seems to be normal; dlrship was able to dup in a like veh. Advd cust we can have FTS inspect to expln tech side. Advd cust if there is no problem found, no repairs could be performed. DSPM to coordinate inspect w/FTS, L. Jenkins.

\*\*\* NOTES 01/22/2008 08:53:09 AM RVrachan

Emailled regions w/request for status of possible FTS inspection?

\*\*\* NOTES 01/28/2008 08:57:27 AM RVrachan

OUTGOING CUST CALL: CM c/b cust seeking status of repair or if dlr has contacted cust regarding FTS involvement, advd cust to c/b if questions, left 800# & X 73024.

\*\*\* NOTES 01/28/2008 12:28:22 PM RVrachan

INCOMING CUST CALL: Cust c/b, wanted to know if FTS is going to meet at dlr to inspect veh. CM advd FTS had been out of town, will email region seeking status.

\*\*\* NOTES 01/31/2008 10:28:14 AM EDotson120

DSPM, A. Gay, advd that he and the FTS, L. Jenkins, are attempting to coordinate an inspection.

\*\*\* NOTES 02/07/2008 01:14:19 PM RVrachan

OUTGOING DLR CALL: CM called & talked w/Randy in svc to see if FTS met w/cust at dlr. Randy sts no, still attempting to arrange this meeting.

\*\*\* NOTES 02/14/2008 08:26:18 AM RVrachan

OUTGOING DLR CALL: CM called Jessica, CRM seeking status of FTS visit, left v/m w/request for c/b.

\*\*\* NOTES 02/14/2008 01:55:14 PM EDotson120

DSPM, A. Gay, met w/cust on 2/13/08 to discuss surging concern. DSPM drove w/cust in his veh as well as a like veh and discussed/demo what happens when AC compressor is engaged and why the level of RPMs increase. DSPM advd cust veh is operating as designed and showed cust RPM readings on both vehs with a TechStream computer attached. Cust veh was betw 520-680 TRPMS; similar veh betw 520-640 RPMs. Contd.

\*\*\* NOTES 02/14/2008 01:56:29 PM EDotson120

DSPM advd cust the surge concern w/not happen if proper amount of brake pressure is applied. DSPM advd cust to return to dlrship to have brake system inspected and ensure proper maintenance is performed.

\*\*\* NOTES 02/15/2008 09:07:31 AM RVrachan

OUTGOING CUST CALL: CM c/b cust seeking status of apt. Cust sts DSPM test drove his & another, advd him the other veh was a little different. Cust sts they explained to him why RPMs go up. Cust sts now dlr advd him to have brake inspection, cust sts doesn't agree with this but will have brake inspection. CM advd cust to c/b after inspection.

\*\*\* NOTES 02/19/2008 07:45:00 AM RVrachan

INCOMING CUST CALL: Cust c/b, sts had inspection & was advd veh performing as designed. Cust sts not happy w/the surge, feels veh still has a problem & cust doesn't want veh & feels Toy should buy back veh. CM apol & adv the process of ARB cust sts would like the p/w. CM adv he will receive p/w w/in 10 bus days.

\*\*\* SUBCASE 200801021055-1 CLOSED 02/19/2008 07:52:18 AM RVrachan

Subcase Closed.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20080000  
**Vehicle:** 9999 TOYOTA PRIUS  
**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**

**C-1053**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

from Houston Press article - "On a rainy night last fall, a couple of months after Riner bought her Prius, she was driving toward the Galleria for a sales meeting. She hated driving in the rain because a car wreck in college catapulted her through the windshield and doctors almost had to amputate her leg. Traffic near the mall was congested but moving, and Riner kept the Prius pegged at 60 mph, constantly looking at the console to manage her fuel consumption. Suddenly, she felt the car hydroplaning out of control, and when she glanced at the speedometer she realized the car had shot up to 84 mph. Riner wasn't hydroplaning; quite simply, her Prius had accelerated on its own. She pushed on the brakes but they were dead. Then, just as suddenly as the car had taken off, it shut down. The console lit up with warning lights, leaving Riner fighting a stiff steering wheel as she coasted across four lanes of traffic and down an exit ramp."

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20080000  
**Vehicle:** 1998 LEXUS GS400  
**Location of Incident:**  
**NHTSA Summary:**  
**Additional Summary:**

Saw the news about the Toyota/Lexus recall. That's happened to me twice on my 98 GS400; the last time was in summer 08 when I was turning right off of Lake Shore Drive in Chicago heading east on Roosevelt Rd. All of a sudden the car started accelerating fully (and if you know this car you'll know how fast it can go). I hit the brakes and the car was squealing and continuing forward. The next thing I did was reach down to see if the floor mat was sticking the pedal; it wasn't. I put it in neutral and shut off the car and coasted into a left turn lane. I then started the car up again and it was normal.

My thought is that it's the "drive by wire" throttle that could be the problem. I think when my car was made, it may have been one of the first that electronically changes the throttle mapping.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20080000  
**Vehicle:** TOYOTA LAND CRUISER  
**Location of Incident:** PATERSON, NJ  
**NHTSA Summary:**  
**Additional Summary:**

Approximately late spring, early summer 08. Pulled out of toll, accelerated, took off like a rocket to 90-100 mph. Thinks he put it in neutral, but he was in a panic. Not sure. Got on a stretch of open highway - hit the accelerator, but the brake worked. Later pushed the pedal down into the mat, and it locked into the all-weather mats. Called Toyota Customer Service, possibly e-mailed. They didn't do anything. Complaint is floor mat. Mat kept sliding forward.

CAME FROM DEALER WITH CARPET MATS AND ALL-WEATHER MATS ON TOP.

**Toyota ID Number:** 200801230669  
**NHTSA ODI Number:**  
**Date of Incident:** 20080100  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**  
 \*\*\* PHONE LOG 01/23/2008 10:57:27 AM AVaron

Caller states: automatic transmission or cruise control began pulling veh uncommanded, Sts was slowing down & thought had cruise control turned off however cruise control seemed to want to speed up, put foot

**C-1054**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

on brake & accelerated more, Sts contacted Toy dlr & advd dlr to contact HQ for assistance. No inspection done on veh, NCR apol & advd dlr to have veh inspected for further assistance to find out what is causing concern. Advd dlr no SSC's on veh.

\*\*\* CASE CLOSE 01/23/2008 10:57:37 AM AVaron

NCR apol & advd dlr to have veh inspected for further assistance to find out what is causing concern. Advd dlr no SSC's on veh.

**Additional Summary:**

**Toyota ID Number:** 200801040305  
**NHTSA ODI Number:**  
**Date of Incident:** 20080100  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 01/04/2008 08:34:21 AM KThomas

Caller states: Pulling truck into the garage 1/3/07 @ 18k mi & going slowly & 1/2 into the garage & veh accelerated & cust hit the wall. Cust sts the cust foot was on the brake. Cust took veh to dlr 1/4/07 @ 18k mi & dlr unable to find a concern w/veh from diag from machine. Cust sts no warning lights on the veh. Cust sts the airbag did not deploy & brakes failed or acceleration failed w/gas pedal. Cust sts was wearing seatbelt & veh never been in accident.

\*\*\* NOTES 01/04/2008 08:34:21 AM KThomas

Cust sts damage to right side of veh headlight, front bumper & hood & head on /right side collision. Cust sts damage done to garage support leg on the work bench bent. Cust sts no bodily injuries. Cust sts no emergency personnell was eld & no flames or smoke & veh located @ cust home & dlr advd okay to drive. Cust sts was the only person in the veh & registered owner. Cust did not contact insurance/Travelers & will contact 1/4/07.

\*\*\* NOTES 01/04/2008 08:39:05 AM KThomas

Cust sts: To have the concern identified & rp'd. Cust sts claiming product liab & does not feel safe in the veh. Cust fls the concern is a safety issue & does not want the concern dup w/cust in the veh again.

\*\*\* NOTES 01/04/2008 08:41:52 AM KThomas

PA

Ncr apol & obtain all pertinent information & adv if dlr has found no concern w/veh, toy will concur w/dlr diag. Ncr opened to CM, advd cust c/b eob 1 day, case# given.

\*\*\* SUBCASE 200801040305-1 CREATED 01/07/2008 06:16:07 AM ABranche

\*\*\* PHONE LOG 01/07/2008 08:08:41 AM ABranche Action Type: Outgoing call

+OUTGOING CUST CALL+  
 ==FCRP==

NCR spk w/cust sts details of incident: Cust sts pulled into garage w/foot on the brake, sts veh accelerated forward. Sts was unable to stop the veh & collided into the wall. Sts accelerated speed was approx 5-7 mph. Sts believes veh acceleration failed & should not have surged forward if cust was applying brakes only. Sts there was damage to the passenger side grille near the headlight. Sts there is a slight dent in the hood & fender is bent. Sts veh has not been repaired, but is drivable. Sts insurance company will be out to inspect veh either by today or tomorrow. Sts wants to know why veh surged forward as it did causing damage to cust veh. Sts if determined that cause was due to mechanical failure, seeking Toy repair the veh at no cost to the cust. Sts there was no injuries & no fires. NCR apol & advd cust region will follow up w/in 3 bus days, inspection w/in 30 days, results mailed w/in 30 days after inspection (60 total).

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

\*\*\* SUBCASE 200801040305-1 CLOSED 01/07/2008 08:12:11 AM ABranche

closing subcase.

**C-1055**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* NOTES 01/08/2008 07:51:18 AM KAdams230

FTTS has apt to insp veh 1/10/08 at dealer. Customer will be provided loaner vehicle during inspection.

\*\*\* CASE CLOSE 01/11/2008 07:02:01 AM KAdams230

Inspection completed - documentation & photos sent via email to Carol Hargrave

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292482  
**Date of Incident:** 20080101  
**Vehicle:** 2008 TOYOTA CAMRY HV  
**Location of Incident:** RANCHO CUCAMONGA, CA  
**NHTSA Summary:**

APPROXIMATE INCIDENT DATE IS ENTIRELY INACCURATE. I DO NOT REMEMBER WHEN THIS HAPPENED, BUT PROBABLY MORE THAN A YEAR AGO EITHER IN A 2006 CAMRY OR A 2008 CAMRY HYBRID. I BELIEVE THIS TO BE RELATED TO NHTSA CAMPAIGN ID 09V388000. I AM CONCERNED BECAUSE "TOYOTA HAS DETERMINED THAT THIS DEFECT DOES NOT EXIST IN VEHICLES IN WHICH THE DRIVER SIDE FLOOR MAT IS COMPATIBLE WITH THE VEHICLE AND IS PROPERLY SECURED" AND BELIEVE THAT MY COMPLAINT SHOULD BE INVESTIGATED CONCURRENTLY WITH THIS ONE. 1. MY COMPATIBLE AND PROPERLY SECURED CARPETED DRIVER'S SIDE FLOOR MAT SLIPPED OFF THE RETAINING HOOKS (CLIPS) AND BUNCHED UP UNDER THE PEDALS. THERE ARE ONLY TWO HOOKS, WHICH ARE REMOVABLE, AND THEY SPIN AROUND AND AROUND, ALLOWING THE MAT TO SLIP OFF. I BELIEVE THAT A SIMPLE FIX OF INSTALLING PERMANENT HOOKS THAT DO NOT SPIN, OR FOUR HOOKS, WOULD SOLVE THIS POTENTIALLY FATAL ISSUE. 2. AS I WAS DRIVING, I FOUND MYSELF UNABLE TO DEPRESS THE BRAKE PEDAL. I DISCOVERED THAT MY FLOOR MAT HAD LODGED UNDER THE BRAKE PEDAL, MAKING IT SO THAT COULD NOT PRESS IT DOWN. FORTUNATELY I WAS ABLE TO DISLODGE THE MAT AND AVOID A COLLISION. THIS INCIDENT ONLY HAPPENED ONCE, BUT THE MATS DO COME OFF THE HOOKS FREQUENTLY. THEREFORE I MUST CONSTANTLY MAKE SURE THAT MY MAT IS SECURE AND THAT THE HOOKS ARE FACING THE CORRECT WAY SO THE MAT CANNOT SLIP OFF THEM. 3. THE FAILURE WAS NOT REPORTED AND NO ACTION HAS BEEN TAKEN. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302602  
**Date of Incident:** 20080101  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** HAMPTON, VA  
**NHTSA Summary:**

VEHICLE HARD TO STOP WITH A/C OR HEADLIGHTS ON. ENGINE IDLES NORMALLY 5-600 RPM. UNTIL PARKING LIGHTS OR A/C IS TURNED ON. THEN IT IDLES AT 800 RPM IN GEAR. SOMETIMES IT FEELS LIKE YOU'VE BEEN REAR ENDED, AFTER COMING TO A STOP. IF DRIVING SURFACE IS SLIPPERY AND PUT INTO GEAR WITH HEAD LIGHTS ON, THE REAR TIRES WILL BEGIN TO SPIN, WITHOUT TOUCHING THE ACCELERATOR. THIS IS A DAILY OCCURENCE THAT HAS BEEN TAKEN TO DIFFERENT TOYOTA DEALERS WITH NO RELIEF. ALL THEY CAN SAY IS THAT THE COMPUTER SAYS EVERYTHING IS OKAY. TURNING THE PARKING LIGHTS ON DOES NOT CAUSE ENOUGH LOAD ON THE ENGINE TO WARRANT THE EXTRA 200 OR MORE RPM. THE OTHER DAY (01/26/2010) I WAS TURNING AROUND IN A MUDDY DRIVEWAY AND WHILE IDLING I TURNED THE STEERING WHEEL TO THE LEFT. I LET MY FOOT OFF THE BRAKE AND THE TRUCK WENT STRAIGHT, EVEN

**C-1056**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AS I APPLIED THE BRAKES, LEAVING TWO BIG RUTS THROUGH MY FRIENDS YARD. THIS WAS CAUSED BY THE GROUND BEING SLIPPERY AND THE HIGH IDLE SPEED. I AM SURE THAT THIS WILL CUT DOWN ON THE LIFE OF THE BRAKES. 4.7 V8 ENGINE \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310521  
**Date of Incident:** 20080101  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**  
2007 TOYOTA TACOMA SEVERAL TIMES A SURGING FORWARD EVEN WHEN FOOT ON BRAKE? OR EVEN ACCELERATES FOR NO REASON? HAVE TAKEN IT TO DEALERSHIP AND HAVE BEEN TOLD NOTHING IS WRONG? WHAT ARE WE TO DO? \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311782  
**Date of Incident:** 20080101  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MURFREESBORO, TN

**NHTSA Summary:**  
MY 2002 CAMRY BEGAN "LURCHING" APPROX. 2 YEARS AGO. WE HAVE TAKEN IT FOR SERVICE 5 TIMES, TO NO AVAIL. WE REPLACED SPARK PLUGS, A SENSOR AND WERE TOLD BY ONE DEALER THAT IT WAS JUMPING FROM CYLINDER TO CYLINDER, BUT THEY COULD NOT FIND THE SOURCE OF THE PROBLEM. TWO OTHER VISITS TO 2 SEPARATE DEALERS WERE UNSUCCESSFUL IN EXPERIENCING THE PROBLEM DURING TEST DRIVES. THEY EVEN HAD A REGIONAL MANAGER COME AND CHECK IT OUT. THEY SAID THEY HAVE NEVER SEEN THIS PROBLEM BEFORE AND COULD NOT DIAGNOSE IT. IT HAPPENS INCONSISTENTLY WHEN CRUISING AT LOWER SPEEDS AND AGAIN AT HIGHER SPEEDS. SOMETIMES IT IS WORSE THAN OTHERS AND THEN IT GOES DAYS WITHOUT HAPPENING. I AM NOW CONCERNED THAT IT MAY BE A SAFETY ISSUE CONNECTED TO THE GAS PEDAL AND WOULD LIKE TO KNOW WHAT THE PROBLEM IS AND HAVE IT CORRECTED. I HAVE ALSO EXPERIENCED ISSUES WHEN BRAKING WHEN GOING DOWNHILL ON A BUMPY SURFACE. THIS HAS HAPPENED SINCE I HAD THE CAR. WHEN I REPORTED IT TO THE DEALER, THEY TOLD ME IT WAS JUST THE WAY THE DISC BRAKES WORK, BUT IT WAS SCARY - FEELS LIKE YOU DON'T HAVE CONTROL OVER THE CAR. WE HAVE BEEN LOYAL TOYOTA OWNERS FOR MANY YEARS DUE TO THEIR HISTORY OF QUALITY, RELIABLE CARS, BUT HAVE CONCERNS NOW. PLEASE LET ME KNOW WHAT CAN BE DONE TO HELP US WITH THESE ISSUES. THANK YOU!. APPROX. INCIDENT DATES BELOW ARE NOT ACCURATE. IT HAS BEEN AN ONGOING PROBLEM FOR 2 OR 3 YEARS. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312670  
**Date of Incident:** 20080101  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** BROOKLINE, MA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE MAKING A U-TURN SHE DROVE OVER SOME TRACKS UNDER NORMAL ROAD CONDITIONS. THE VEHICLE SUDDENLY ACCELERATED AND WHEN SHE APPLIED THE BRAKE, THE BRAKE WOULD NOT RESPOND.

C-1057

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE VEHICLE STOPPED WHEN SHE TURNED THE ENGINE OFF. SHE TOOK THE VEHICLE TO THE DEALER. THE DEALER STATED NOTHING WAS WRONG WITH THE VEHICLE AND HER VIN WAS NOT INCLUDED IN THE RECALL. THE FAILURE MILEAGE WAS 300 AND THE CURRENT MILEAGE WAS 5,000. SHE WROTE A LETTER TO THE MANUFACTURER BUT HAS NOT RECEIVED A RESPONSE. UPDATED 03/19/10.\*LJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314131  
**Date of Incident:** 20080101  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** SUPERIOR, WI

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA COROLLA. WHILE DRIVING, THE VEHICLE SUDDENLY ACCELERATED AND IF THERE WAS NO TRAFFIC SHE ALLOWED THE VEHICLE TO CONTINUE ACCELERATING UNTIL SHE WAS ABLE TO GAIN CONTROL OF IT. SHE ALSO EXPERIENCED SUDDEN ACCELERATION WHILE DRIVING INTO A DRIVEWAY, BUT WHEN SHE APPLIED THE BRAKES THE VEHICLE STOPPED. SHE DID NOT TAKE THE VEHICLE TO THE DEALER TO BE DIAGNOSED. THE FAILURE MILEAGE WAS 30,000 AND THE CURRENT MILEAGE WAS 40,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314265  
**Date of Incident:** 20080101  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** BRENTWOOD, NY

**NHTSA Summary:**  
ARRIVED AT AN INTERSECTION'S LIGHT AND APPLIED THE BRAKES AND CAR ACCELERATED AND CRASHED INTO THE CAR WHICH WAS IN FRONT. THE AIR BAGS FAILED TO DEPLOY AS WELL. THE CONSUMER STATED WHEN HIS WIFE ARRIVED AT AN INTERSECTION, SHE APPLIED THE BRAKES, BUT THE VEHICLE ACCELERATED AND CRASHED INTO THE VEHICLE THAT WAS CROSSING FROM WEST TO EAST. WHILE HIS WIFE WAS GOING FROM NORTH TO SOUTH. UPDATED 03/29/10.\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315405  
**Date of Incident:** 20080101  
**Vehicle:** 2007 LEXUS GS350  
**Location of Incident:** BOYNTON BEACH, FL

**NHTSA Summary:**  
2007 LEXUS GS350 WITH UNINTENDED ACCELERATION. \*KB THE CONSUMER STATED WHILE PULLING INTO A PARKING SPACE, THE VEHICLE TOOK OFF AND JUMPED THE CEMENT DIVIDER AND CURB. IT STOPPED ONLY WHEN IT RAMMED THE WALL. THE CONSUMERS FOOT WAS ON THE BRAKE AND THE AIR BAGS DID NOT DEPLOY. THE VEHICLE WAS TOWED TO THE DEALER WHERE IT WAS PURCHASED. AFTER INSPECTING THE VEHICLE TO ESTABLISH WHAT HAPPENED, THEY DETERMINED THAT THE VEHICLE WAS MECHANICALLY PERFECT. THE CONSUMER INDICATED THE POSSIBILITY OF THE FLOOR MAT SHIFTING, BUT THAT WAS REJECTED. THE CONSUMER NOW BELIEVES THE FLOOR MAT MAY HAVE BEEN THE PROBLEM AFTER ALL IN LIGHT OF THE RECENT RECALL. \*JB

C-1058

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317196  
**Date of Incident:** 20080101  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** GRAPEVINE, TX

**NHTSA Summary:**  
TOYOTA 2007 TACOMA.REG CAB 4X4. VEHICLE'S ACCELERATOR STAYS AT CURRENT SPEED WHEN FOOT IS REMOVED FROM GAS PEDAL AT SPEEDS OVER 50 MPH, THIS IS STILL OCCURRING EVEN NOW. IT IS LIKE THE VEHICLE HAS CRUISE CONTROL! THAT WAS THAT IS TURNED ON. THIS VEHICLE DOES NOT HAVE CRUISE CONTROL. THIS HAS OCCURRED ON AT LEAST 10-15 TIMES OVER THE LAST 2 YEARS SINCE IT WAS PURCHASED. THE THROTTLE ECU CONTROL SEEMS TO BE CORRUPT. THIS TRUCK CANNOT BE SAFELY DRIVEN ANYWHERE. I STILL HAVE PAYMENTS. THE TRUCK IS UN-USABLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10339408  
**Date of Incident:** 20080101  
**Vehicle:** 2006 SCION XB  
**Location of Incident:** LATHROP, MO

**NHTSA Summary:**  
ACCELERATED (TOOK OFF) WHILE DRIVING AT HIGHWAY SPEED (5 INCIDENTS)...ORIGINALLY I THOUGHT IT WAS A PROBLEM WITH MY AFTERMARKET CRUISE CONTROL. I CALLED DEALERSHIP AND REPORTED THAT THEY SHOULD NOT RECOMMEND AFTERMARKET CRUISE AT THE TIME...THEY CLAIMED NO OTHER PROBLEMS. AFTER 2ND INCIDENCE CRUISE CONTROL WAS REPLACED BY INSTALLER AND HE CALLED THE COMPANY...NONE WAS FAMILIAR WITH THE PROBLEM ON MY CRUISE MODULE (HE SHOWED ME HOW TO DISCONNECT CRUISE UNDER THE HOOD SINCE CURRENT STILL RUNS THROUGH MECHANISM SINCE CRUISE WAS IN OFF POSITION DURING 2ND INCIDENT)...THE PROBLEM THEN HAPPENED AGAIN (3 TIMES IN SAME DAY ON WAY TO AIRPORT) WITH NEW CRUISE MECHANISM. NO PROBLEMS IN LAST 2 YEARS, BUT IT'S A DAILY GAMBLE...NOW I HAVE TO WONDER IF THE CRUISE WAS EVER EVEN PART OF THE EQUATION IN THE PROBLEM WITH ALL THE ACCELERATOR AND OTHER PROBLEMS I'VE READ ONLINE. I CHECKED WITH THE DEALERSHIP AGAIN THIS YEAR AND THEY DENY ANY PROBLEM WITH SCION ACCELERATORS OR BRAKE NOT DEPRESSING (IT ALWAYS FELT LIKE MY BRAKE AND GAS WERE FIGHTING LIKE IF YOU 2 FOOTED IN A MANUEL EQUALLY, BUT I OWN A AUTOMATIC...IT'S VERY SCARY).  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310940  
**Date of Incident:** 20080103  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** WEST SPRING PINES, NC

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 LEXUS ES330. THE CONTACT STATED THAT WHILE DRIVING AT 45MPH, WITHOUT A WARNING THE VEHICLE ACCELERATED ON ITS OWN WHILE DEPRESSING THE BRAKES. THE VEHICLE CRASHED INTO A MEDIAN AND WHEN HE PUT PRESSURE ON THE BRAKES THE VEHICLE STOPPED. THE CONTACT WAS THEN ABLE TO DRIVE OFF NORMALLY. THERE WERE ONLY DAMAGES TO THE RIMS. THE DEALER

C-1059

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WAS CONTACTED AND THEY STATED THAT THEY COULD NOT ASSIST HIM WITH THE ISSUE THAT THE VEHICLE HAD THIS ACCELERATION PROBLEM HAD OCCURRED THREE TIMES AT THE TIME OF THE COMPLAINT. THERE HAVE BEEN NO REPAIRS TO THE VEHICLE TO-DATE. THE FAILURE MILEAGE WAS 16000 AND CURRENT MILEAGE WAS 25003.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10214791  
**Date of Incident:** 20080104  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** ENFIELD, CT

**NHTSA Summary:**  
ON 01/04/2008 I WAS STOPPED AT A RED LIGHT IN TRAFFIC. I WAS STOPPED APPROXIMATELY 10 FEET FROM THE REAR BUMPER OF THE VEHICLE IN FRONT OF ME. WHILE STOPPED MY VEHICLE, A 2008 TOYOTA TACOMA DOUBLE CAB BEGAN TO ACCELERATE VIOLENTLY. I PROCEEDED TO PUT BOTH FEET ON THE BRAKE PEDAL IN AN ATTEMPT TO STOP THE VEHICLE. I COULD NOT STOP THE VEHICLE AND IT RAMMED INTO THE STOPPED VEHICLE IN FRONT OF ME. MY 2008 TOYOTA TACOMA CONTINUED TO ACCELERATE FOR APPROXIMATELY 10 FEET. THE ACCELERATION WAS VIOLENT AND THE TRUCK WAS "FISHTAILING" FROM SIDE TO SIDE DUE TO THE FACT THAT IT WAS PUSHED UP AGAINST ANOTHER VEHICLE AND I HAD BOTH FEET ON THE BRAKES. THE TRUCK EVENTUALLY SHUT OFF BUT NOT BEFORE I RAMMED THE CAR IN FRONT OF ME, THE IMPACT WAS SO SEVERE I BENT THE STEERING WHEEL WITH MY CHEST. I SUFFERED INJURIES TO MY CHEST, NECK AND SHOULDER. INTERNET RESEARCH HAS SHOWN THAT MY EXPERIENCE IS NOT AN ISOLATED ONE WITH THIS MODEL TRUCK, TOYOTA TACOMA. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318073  
**Date of Incident:** 20080104  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** MEQUON, WI

**NHTSA Summary:**  
TL- THE CONTACT HAS A 2004 TOYOTA PRIUS. THE CONTACT WAS IN AN ACCIDENT IN THE VEHICLE. WHILE DRIVING ON SMOOTH DRY PAVEMENT THE BRAKES DID NOT RESPOND WHEN PRESSED. THE CONTACT WAS TRYING TO ACCELERATE INTO TRAFFIC GETTING UP TO 50 MPH AND WHEN THE CONTACT TRIED TO STOP THE VEHICLE THE VEHICLE FISH TAILED BECAUSE THE BRAKES DID NOT STOP THE VEHICLE. THE CONTACT IS NOT SURE IF THIS HAPPENED BECAUSE THE BRAKES DID WORK OR IF IT WAS BECAUSE THE VEHICLE ACCELERATED. THE VEHICLE WAS DESTROYED IN THE ACCIDENT. THE CONTACT DID NOT HAVE THE VIN # AT THE TIME OF THE COMPLAINT. THE VEHICLE MILEAGE WAS 100000 MILES AT THE TIME OF THE FAILURE AND THE CURRENT MILEAGE ON THE VEHICLE WAS 100000 MILES. RL  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10214130, 10216086  
**Date of Incident:** 20080105  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** HELENA, MT

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1060

**NHTSA Summary:**

THE VEHICLE EXPERIENCED TWO SPONTANEOUS AND UNCONTROLLED ACCELERATIONS WITHIN ABOUT TWO HOURS. THE FIRST WAS ON THE HIGHWAY. I TURNED INTO A PULLOUT TO ALLOW A FASTER CAR TO PASS ON A SNOW-SLICKED ROAD. WHILE TURNING BACK TOWARD THE HIGHWAY AT SLOW SPEED, ABOUT 5 MPH, TAPPING ON MY BRAKE PEDAL, THE CAR SUDDENLY ACCELERATED AND I WAS FORCED TO STAND ON THE BRAKES TO KEEP IT FROM RUNNING AWAY. BECAUSE OF THE ANTI-SKID BRAKES ENGAGING, THE CAR STILL MADE IT 3-4 FEET INTO THE TRAFFIC LANE BEFORE I WAS ABLE TO STOP. THE SECOND INCIDENT OCCURRED ABOUT AN HOUR LATER WHEN I ARRIVED HOME. I WAS BACKING THE TRUCK DOWN A CURVED GRAVEL DRIVEWAY TOWARD A TRUCK-UNDER GARAGE. THE TOTAL DISTANCE TO BE TRAVELED WAS ABOUT 30 FEET. EASING DOWN IN THE TURN, I HAD TRAVELED ABOUT 20 FEET WITH MY FOOT ON THE BRAKE (IDLING POWER WAS ALL THAT WAS NEEDED TO BACK DOWN AT 1-2 MPH; NO GAS WAS APPLIED). THE VEHICLE SUDDENLY LURCHED BACKWARDS. AGAIN, I HAD TO STAND ON THE BRAKES WHILE THE ENGINE REVVED AND THE REAR TIRES SPUN AND THREW GRAVEL, DIGGING 3-4 INCHES DEEP INTO THE GRAVEL SURFACE. BEFORE I WAS ABLE TO TURN OFF THE ENGINE. THE FOLLOWING MONDAY, I TOOK THE TRUCK TO MY TOYOTA DEALER. THEY WERE UNABLE TO FIND ANY DEFECT OR RECREATE THE PROBLEM, BUT SAID THEY WERE OPENING A CASE FILE WITH TOYOTA ON THE INCIDENTS AND HOPED TO GAIN MORE INFORMATION FROM THE MANUFACTURER. \*TR SEE ALSO 10216086 \*DSY CONSUMER SENT A LETTER WITH NEW INFORMATION. UPDATED 7/2/08. \*NJ UPDATED 07/02/08. \*\*\* PHONE LOG 01/31/2008 12:03:24 PM MLOpez

==Letter Response==

Letter states: ON 1/5/08 the veh accelerated on its own 2 times. Cust sts took veh to dlr for diag but dlr not able to duplicate. Cust sts spk with Scott Lynch who adv contacted TMS but was offered no solution. Ncr researched with Tech PChan who adv to have CRM contact DSPM for assist. Ncr eld cust to discuss concern & l/m for c/b. Ncr provided phone# & case#. Ncr will send IN20.

\*\*\* NOTES 01/31/2008 12:03:46 PM MLOpez  
Next rep please verify info & dlr open. Thanks

\*\*\* CASE CLOSE 01/31/2008 12:03:57 PM MLOpez

Ncr eld cust to discuss concern & l/m for c/b. Ncr provided phone# & case#. Ncr will send IN20.

**Additional Summary:**

**Toyota ID Number:** 200702260031

**NHTSA ODI Number:** 20080107

**Date of Incident:** 2007 TOYOTA TACOMA

**Vehicle:** 2007 TOYOTA TACOMA

**Location of Incident:** ,

**NHTSA Summary:**

\*\*\* PHONE LOG 02/26/2007 05:41:04 AM RWright

Caller states he read that there is a RPM hang or raise. When he comes to a stop, he felt there is no engine braking but seems to speed up, poss in the throttle. Cldr adv that the eng would appear to accelerate at high are rpm's. Adv he read similar cnrns on the website.

nrcr apol then adv that TOY has doc cnrm & adv this file is sent to dlr-CRM for rvw then c/b w/in 3bd.

gave file#

\*\*\* NOTES 02/27/2007 09:32:31 AM GSimmonds

Caller sts the second day, when you take your foot off the accelerator the RPM's hang and then go up. sts the shift is not smooth. sts he has several concerns when coming up to a stop light or stop sign and sts the RPM's kick up. sts went on line and found several people with the same concern. sts the ECU is programmed that way for emissions. only spoke with the maint guys, dlr could not find any TSB or concerns with the veh. NCR apol, advised concern documented

**C-1061****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

\*\*\* CASE CLOSE 02/28/2007 02:30:51 PM DLR19044

CUST HAS SET AN APPT FOR MONDAY MARCH 5TH FOR TEST DRIVE

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10310968

**Date of Incident:** 20080107

**Vehicle:** 2007 TOYOTA TACOMA

**Location of Incident:** PEARLAND, TX

**NHTSA Summary:**

WHILE SITTING AT A TRAFFIC LIGHT, I REMOVED MY FOOT FROM THE BRAKE TO EASE FORWARD. THE ACCELERATOR DREW AWAY FROM MY FOOT AND THE VEHICLE LURCHED FORWARD, CAUSING ME TO HIT THE VEHICLE IN FRONT OF ME. MY AIRBAG DEPLOYED, BURNING ME AND BREAKING MY LEFT HAND. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10319636

**Date of Incident:** 20080108

**Vehicle:** 2008 TOYOTA TUNDRA

**Location of Incident:** HARRISBURG, PA

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2008 TOYOTA TUNDRA. THE CONTACT TOOK VEHICLE IN TO AN AUTHORIZED DEALER IN 2008 AND HE STATED THAT HIS VEHICLE WAS EXPERIENCING SUDDEN SURGES FORWARD. THE DEALER STATED THAT THE ACCELERATOR PEDAL WAS SENSITIVE AND THEY DID NOT FIND ANY FAILURES WITH THE VEHICLE. THE CONTACT HAS INFORMED THE MANUFACTURER AND THEY WERE SUPPOSE TO SEND SOMEONE OUT TO PICK UP THE VEHICLE SEVERAL TIMES AND NO ONE HAS CAME OUT. THEY ALSO TOLD THE CONTACT TO FILE A COMPLAINT UNDER THE LEMON LAW. THEY REFUSED TO GIVE HIM ANY INFORMATION REGARDING THE LEMON LAW INFORMING HIM TO GET AN ATTORNEY AND FIND OUT HIMSELF. THE CONTACT HAS INFORMED HIS STATE ATTORNEY GENERAL OFFICE OF THE FAILURE ON THE VEHICLE AND THEY REFERRED HIM TO NHTSA TO FILE A COMPLAINT ALSO. THE CONTACT STATED THAT HE HAS NOW HAD TO PURCHASE ANOTHER VEHICLE BECAUSE HE DOES NOT FEEL THAT HIS VEHICLE IS SAFE FOR HIM NOR HIS FAMILY TO DRIVE IN. THE VIN WAS NOT AVAILABLE. THE APPROXIMATE FAILURE MILEAGE WAS 680 AND THE CURRENT MILEAGE WAS 7000. DF

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10245692

**Date of Incident:** 20080110

**Vehicle:** 2007 TOYOTA TACOMA

**Location of Incident:** ORANGEVIA, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA TACOMA. APPROXIMATELY 4,000 FEET IN ELEVATION, THE VEHICLE WILL STICK AND NOT SLOW DOWN. IN ORDER TO STOP THE VEHICLE, THE CONTACT HAD TO STOMP ON THE BRAKE PEDAL AND NOTICED UNUSUAL RESISTANCE. INITIALLY, THE DEALER DID NOT BELIEVE THAT ANYTHING WAS WRONG WITH THE VEHICLE. AT 3,200 RPM'S, THE THROTTLE WOULD STICK. THE FAILURE AND

**C-1062****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CURRENT MILEAGES WERE LESS THAN 36,000. UPDATED 11/7/08 \*CN UPDATED 11/13/08.

\*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10304814

**Date of Incident:** 20080110

**Vehicle:** 2008 TOYOTA TACOMA

**Location of Incident:** KINGWOOD, TX

**NHTSA Summary:**

I WAS DRIVING MY 2008 TOYOTA TACOMA WESTBOUND ON FM 1960 EAST OF HUFFMAN TEXAS WHEN I ACCELERATED TO PASS A SLOWER VEHICLE AND THE GAS PEDAL STUCK TO THE FLOOR. AFTER REACHING A SPEED OVER 90 MPH AND CLOSER TO 100MPH I BEGAN BRAKING AND MOVED TO NEUTRAL AND THEN BEGAN TO SLOW. BEING A TWO WAY, 2 LANES (TOTAL) HIGHWAY I AM FORTUNATE THERE WERE NO WESTBOUND CARS OR CARS IN MY SAME DIRECTION. MY WIFE AND FAMILY FRIEND WERE VERY UPSET AS WELL BECAUSE FOR 15 SECONDS WE COULD NOT STOP. I IMMEDIATELY REMOVED THE FLOOR MAT BELIEVING THAT WAS THE CAUSE. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10316428

**Date of Incident:** 20080110

**Vehicle:** 2007 TOYOTA SIENNA

**Location of Incident:** YORK, PA

**NHTSA Summary:**

I WAS PARKED ON A HILL. WHEN I TAPPED THE EXCELLORATOR, THE CAR TOOK OFF AT A RAPID EXCELLERATION. I TRIED TO BRAKE TO SLOW THE CAR DOWN...MY BRAKES WOULDN'T WORK...MY STEERING WHEEL STARTED TO LOCK. I FINALLY FORCED THE CAR INTO PARK PUT ON THE ER BRAKE AND STEERED THE CAR UP A HILL. THE CAR JUMPED A CURB AND WAS HEADED FOR A HOUSE WHEN IT CAME TO A STOP. I WAS ONLY A FEW FEET FROM THE FRONT DOOR. MY CAR IS A TOYOTA SIENNA. THE COMPANY AND OUR LOCAL DEALERSHIP TOLD ME THAT MY CAR WAS NOT INVOLVED IN THE RECALL. MY HUSBAND'S TOYOTA AVILON WAS AND THE GAS PEDAL WAS ADJUSTED. HE HAD TO WAIT A FEW WEEKS FOR THE REPLACEMENT...AND WAS NOT GIVEN A LOANER CAR.

**Additional Summary:**

**Toyota ID Number:** 200801240468

**NHTSA ODI Number:** 20080112

**Date of Incident:** 20080112

**Vehicle:** 2006 TOYOTA TACOMA

**Location of Incident:** ,

**NHTSA Summary:**

\*\*\* PHONE LOG 01/24/2008 09:21:45 AM DFersner

Registered Owner: Ronald White

Driver's Name & Relation to Owner: Tammy White, wife

Date of Accident: 01/12/08

Veh Location: Owner's possession

Has Repair Begun or Veh Repaired: Dealer unable to diagnose problem

Injuries: None

Driver & Pass Names, Seat Location: Tammy White, Chelsi White - Daughter, Michelle Mayo - friend,

Ashley Foreman - friend

**C-1063****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Seatbelts On: yes

Speed Before Impact: 35, no impact

Brakes Applied Before Impact: Yes, didn't work

What Failed: Brakes, unintended acceleration

Collision Type: frontal, side, rear, roll over: none, almost hit a train or went down a canal, lost full control when veered into the mud.

Specific Veh Damage: none

Airbag Deploy or Non-Deploy: no

Airbag Warning Light On/Off Prior to Accident: No

Any Prev Accidents In Veh: similar incident Dec 21st when son was driving

Cust Seeks: To have veh fixed/replaced, feels is unsafe

\*\*\* SUBCASE 200801240468-1 CREATED 01/24/2008 09:59:22 AM RVrchan

\*\*\* NOTES 01/25/2008 03:12:51 PM RVrchan

QUITTING CUST CALL: CM c/b cust, left v/m w/800# & X 73024 & hours of operation, requested c/b.

\*\*\* NOTES 01/28/2008 02:45:14 PM RVrchan

==DLR PRODUCT INSPECTION==

Driver Tammy White c/b & sts her daughter Chelsi White & 2 Friends Ashley Foreman and Michelle Mayo were with her & veh accelerated & almost hit a moving train, on the other side was a canal cust sts her son was driving on fwy (12/22/07) & veh took off & he couldn't get it to stop & had to turn off key & back on. Cust sts after this happened the 2nd time on 1/12/08 searched on the internet and saw that another person had same issue with....

\*\*\* NOTES 01/28/2008 02:46:02 PM RVrchan

...a Tacoma. Cust sts her husband drives veh now until Toy can perform inspection.

DEALER PRODUCT INSPECTION, CONTACT DSPM/REGION IF NECESSARY

\*\*\* NOTES 01/29/2008 11:56:50 AM RVrchan

==FTS PRODUCT INSPECTION==

Cust sts this has happened 2X & dlr did not find any issue. Cust wanted to involve Region or someone above dealership due to dlr advising them no concern but the incident happened again. Cust feels uncomfortable driving the vehicle, sts her husband drives veh. CM adv cust will open to Region to request an FTS get involved.

\*\*\* NOTES 01/29/2008 03:38:33 PM EDotson120

E-mailed rep.

\*\*\* SUBCASE 200801240468-1 CLOSED 01/30/2008 01:55:13 PM RVrchan

Subcase Closed.

\*\*\* NOTES 02/04/2008 02:50:01 PM EDotson120

LM on Ms. White's VM. FTS is attempting to set up a date when he might return to the Modesto area.

FTS is to advise and CRA will coordinate w/cust.

\*\*\* NOTES 02/07/2008 04:39:39 PM EDotson120

LM on cust VM 2/6 advsg FTS can inspect either 2/21 or 2/26, reqstd c/b.

\*\*\* NOTES 02/11/2008 02:52:00 PM EDotson120

Spk w/spouse. Husband will be at Modesto on the 26th to demonstrate for FTS (J. Thiele) what he is experiencing. Will contact cust w/time and confirmation.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10214714

**Date of Incident:** 20080112

**Vehicle:** 2007 TOYOTA CAMRY

**Location of Incident:** LAPLATA, MD

**NHTSA Summary:**

ON SATURDAY 1/12/08 THE ACCELERATOR ON MY 2007 TOYOTA CAMRY STUCK TO THE FLOOR! I PUMPED THE PEDAL A FEW TIMES BUT THAT DIDN'T FREE IT. I HAD TO SLIP IT

**C-1064****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INTO NEUTRAL AND CUT THE ENGINE. I WAS ABLE TO SAFELY COAST INTO A PARKING LOT BUT WAS HIGHLY UPSET! I LOOKED DOWN AND DID NOT SEE ANYTHING INTERFERING WITH THE PEDAL, SO I PLACED THE VEHICLE INTO PARK AND STARTED IT UP AND PUMPED THE PEDAL AGAIN. IT SLOWLY CAME OUT. (IT FELT AS THOUGH HYDRAULIC PRESSURE HAD BEEN RELEASED.) I PUT IT INTO DRIVE AND SLOWLY PULLED FORWARD. IT SEEMED OK SO I DROVE IT SLOWLY STRAIGHT TO THE DEALER. WHEN I GOT THERE I TOLD THEM WHAT HAPPENED. (IF THIS HAD HAPPENED WHEN MY 68 YR. OLD MOTHER IN LAW WAS DRIVING MY CHILDREN TO SCHOOL IN THIS CAR AS SHE USUALLY DOES, I DONT THINK SHE WOULD HAVE REACTED AS I DID!) THE DEALERSHIP CALLED ME LESS THAN TWO HOURS LATER AND TOLD ME THAT THEY HAD ALREADY CHECKED MY CAR AND THAT THERE WAS NOTHING WAS WRONG WITH IT. THEY SAID THEY THOUGHT MY CAR MAT HAD GOTTEN STUCK ON THE ACCELERATOR (NOT ONE OF THEIRS, BUT A VERY HEAVY THICK RUBBER ONE.) I EXPLAINED I HAD LOOKED DOWN TO SEE IF ANYTHING WAS STUCK ONCE I HAD THE VEHICLE SAFELY STOPPED AND COULD SEE NOTHING INTERFERING WITH THE PEDAL! THEY TOLD ME THEY WERE BASING THIS ASSUMPTION ON THE FACT THAT THERE WAS AN OUTLINE FOR MY CAR MAT NEAR THE GAS PEDAL. I TOLD THEM, ADAMANTLY, THAT I DIDNT CARE WHERE THE OUTLINE WAS, THAT I HAD VISUALLY INSPECTED IT AND THAT NOTHING WAS STUCK! THEY INFORMED ME THAT, THAT WAS THEIR POSITION ON THE MATTER AND BASICALLY THE EXPLANATION THEY WERE STICKING TO. I DONT FEEL THIS CAR IS SAFE! I HAVE LOST MY CONFIDENCE IN TOYOTA AND SERIOUSLY DOUBT I WILL EVER PURCHASE ANOTHER.

\*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313062  
**Date of Incident:** 20080112  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** BROOKLYN, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA RAV4. WHILE THE CONTACT WAS DRIVING 30 MPH HE ATTEMPTED TO ACCELERATE AND NOTICED THAT THE VEHICLE BEGAN TO ACCELERATE UNCONTROLLABLY, IN ORDER TO STOP THE VEHICLE THE CONTACT HAD TO PUT THE VEHICLE INTO NEUTRAL. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE FAILURE COULD NOT BE REPRODUCED. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 80,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10215598  
**Date of Incident:** 20080114  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** ROSWELL, NM

**NHTSA Summary:**

MY FAMILY AND I WERE DRIVING IN OUR 2006 TOYOTA TACOMA. WE CAME UP TO A STOP LIGHT AND WE BEGAN TO SLOW DOWN TO APPROX 15 MILES PER HOUR THE TRUCK WOULD NOT STOP AND BEGAN TO ACCELERATE ON ITS OWN. I TRIED TO STOP IT BUT COULD NOT CONTROL THE VEHICLE AND AS A RESULT WE WRECKED INTO A TRUCK THAT WAS IN FRONT OF US. IF IS WAS NOT FOR THAT TRUCK WE WOULD HAVE GONE INTO THE INTERSECTION ON A RED LIGHT. THE DAY AFTER THE CRASH WE TOOK THE TRUCK TO OUR LOCAL TOYOTA DEALERSHIP AND WHAT DO YOU KNOW THEY CAN'T FIND ANYTHING WRONG. I HAVE REFUSED TO DRIVE THIS UNSAFE VEHICLE AND BY READING ALL OF THE OTHER COMPLAINTS THAT ARE JUST LIKE MINE I THINK THAT

C-1065

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOYOTA NEEDS TO FIND OUT WHAT'S GOING ON BEFORE THEY HAVE A HUGE LAWSUIT ON THERE HANDS. I PRINTED OUT ALL OF THE COMPLAINTS THAT WERE JUST LIKE MINE AND TOOK THEM TO THE MANAGER IN THE SERVICE DEPARTMENT AND AS OF TODAY WE ARE WAITING ON FURTHER TEST TO BE DONE. AS I SAID BEFORE I WILL NOT DRIVE THIS UNSAFE VEHICLE! AS SOON AS WE GET IT BACK WE WILL BE LOOKING FOR SOMETHING ELSE TO DRIVE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10215501  
**Date of Incident:** 20080115  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** ELLICOTT CITY, MD

**NHTSA Summary:**

WEATHER: SUNNY ENGINE WARM - DRIVEN ABOUT 10 MILES ON THE WAY TO SMALL SHOPPING CENTER. IM IN NO HURRY, STOPPING TO BROWSE IN A FAVORITE BOUTIQUE. LOOKING FOR A PARKING SPACE, SLOWED VEHICLE TO A CRAWL. WHILE SCANNING THE LOT & THEN TURNED SLOWLY ABOUT 45 DEGREES TO DRIFT INTO AN AVAILABLE SPACE WHEN SUDDENLY THE VEHICLE LURCHED FORWARD OUT OF CONTROL RAMMING THE PARKED VEHICLE FACING THE SPACE I WAS IN. I REMEMBER A LOUD NOISE - WHICH WAS THE ENGINE ACCELERATING: AN UNFAMILIAR SOUND WHEN THE VEHICLE WAS JUST ABOUT STOPPED. THEN, THE NOISE OF THE CRASH - ABOUT 6 FT IN FRONT OF THE AVALON AT THE TIME OF THE NOISE & LURCH. THE IMPACT STOPPED THE CAR. I PUT IT IN REVERSE & BACKED AWAY, THEN TURNED OFF THE IGNITION. MY FOOT WAS NOT ON THE ACCELERATOR BY MISTAKE AS IT HAD BEEN ON THE BRAKE WHILE DRIFTING DOWN THE AISLE TOWARD THE OPEN SPACE - THERE HAD BEEN NO ACCELERATION WHILE IN THAT AISLE. TO COME TO A COMPLETE STOP IN THE SPACE I WOULD HAVE HAD TO APPLY ONLY THE SLIGHTEST PRESSURE TO THE BRAKE; THEREFORE, IF I HAD TOUCHED THE ACCELERATOR BY MISTAKE I WOULD HAVE NOT DONE SO WITH ENOUGH PRESSURE TO CAUSE THE WILD ACCELERATION. WITH MY FOOT ABOVE THE BRAKE IN THAT INSTANT WHEN I TOUCHED THE BRAKE TO STOP THE LURCH IT DIDNT AFFECT THE SPEED OF THE CAR BEFORE IMPACT. THERE WAS NOT ANY HESITATION IN THE ENGINE. NO DAMAGE TO THE OTHER VEHICLE. THE AVALON SUSTAINED SOME BUMPER DAMAGE AND A BENT HOOD - DRIVABLE, BUT I REFUSED TO DRIVE IT. WHILE WAITING FOR A TOW TRUCK I DROVE TO THE EMPTY LOT BEHIND THE STORES AND TRIED TO REPEAT THE EVENT, UNSUCCESSFULLY. I DISCOVERED THAT IN ORDER TO ACCELERATE THAT QUICKLY, I WOULD HAVE HAD TO HAVE PUSHED THE ACCELERATOR TO THE FLOOR - AN IMPOSSIBILITY AT THE 0 MILES PER HOUR I WAS DRIFTING INTO POSITION IN THE PARKING SPACE. THE CAR ACCELERATED SUDDENLY AND UNINTENTIONAL THROUGH NO ACTION ON MY PART. THE TOYOTA DEALER FOUND NOTHING WRONG WITH THE CAR.

\*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290959  
**Date of Incident:** 20080115  
**Vehicle:** 2005 TOYOTA SOLARA  
**Location of Incident:** DANA POINT, CA

**NHTSA Summary:**

2005 TOYOTA SOLARA--ACCELERATOR SURGES. IN JUNE 2008 I TOOK IT TO THE DEALER WHO SAID THEY COULDN'T FIND ANYTHING. THE DEALER HAS THE RECORD OF MY JUNE 2008 REPAIR REQUEST. HOWEVER, THE ACCELERATOR STILL STICKS AND SURGES INTERMITTENTLY. WHAT SHOULD I DO. \*TR

C-1066

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304194  
**Date of Incident:** 20080115  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** BETHANY, CT

**NHTSA Summary:**

I WENT TO MY MECHANIC TWO YEARS AGO TO REPORT THAT MY TOYOTA CAMRY 2000 HAD AN ACCELERATOR STICKING PROBLEM. THEY COULD NOT FIND THE PROBLEM, ASSUMED IT WAS THE MAT, OR MY IMAGINATION. IT WASNT. THE PROBLEM STILL OCCURS BUT TOYOTA IS ONLY COVERING THE LAST 7 YEARS, IS THIS BECAUSE OF WARRANTY? WHAT CAN I DO? CAR IS OTHERWISE FINE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10217071  
**Date of Incident:** 20080117  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** ELLICOTT CITY, MD

**NHTSA Summary:**

I WAS IN THE DRIVE THROUGH AT THE DUNKIN DONUTS IN GERMANTOWN, MD GIVING MY ORDER IN THE SPEAKER. I REMEMBER HEARING A ROARING SOUND LIKE A TRAIN AND THE NEXT THING I KNOW ALL OF A SUDDEN MY CAR SHOT FORWARD AND HIT THE BACK OF THE CAR AT THE SERVICE WINDOW. IT WAS QUITE STRANGE. I AM CONVINCED I HAD MY FOOT ON THE BRAKE. THE EMS AND POLICE SAID I MUST HAVE HIT THE ACCELERATOR BY MISTAKE. I AM NOT CONVINCED IN MY OWN MIND THAT THIS IS WHAT HAPPENED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315056  
**Date of Incident:** 20080117  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** SHARON, MA

**NHTSA Summary:**

TL\*THE CONTACT PREVIOUSLY LEASED A 2008 LEXUS ES350. THE CONTACT STATED THAT WITHIN ONE YEAR OF LEASING THE VEHICLE, SHE WAS DRIVING AT APPROXIMATELY 40 MPH WHEN THE VEHICLE SUDDENLY BEGAN TO ACCELERATE BECAUSE THE PEDAL WAS STUCK. SHE WAS ABLE TO RELEASE THE PEDAL AND AVOID A CRASH. SHE CALLED THE DEALER AND WAS TOLD THAT THE MATS WERE THE CAUSE SO SHE TOOK THEM OUT OF THE VEHICLE. ON 01/22/2010, WHILE DRIVING, THE VEHICLE SUDDENLY ACCELERATED FROM 60 MPH UP TO ALMOST 100 MPH. SHE KICKED THE PEDAL UNTIL IT RELEASED. SHE THEN RETURNED THE VEHICLE TO THE DEALERSHIP AND REFUSED TO DRIVE IT. SHE WAS WAITING FOR THE DEALER TO TERMINATE THE LEASE. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 37,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10215427  
**Date of Incident:** 20080118

C-1067

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 SCION TC  
**Location of Incident:** PERRYVILLE, AR

**NHTSA Summary:**

MY 2007 SCION TC HAS A BRAKE, ACCELERATION PROBLEM...3 TIMES WHILE SITTING IN TRAFFIC WITH THE BRAKES ON, THE CAR HAS SURGED OR LUNGED FORWARD WITH THE ENGINE REVVING LIKE CRAZY. I AM VERY SCARED TO DRIVE IT. NOW! \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10223590  
**Date of Incident:** 20080118  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** COMMERCE, MI

**NHTSA Summary:**

AFTER EXITING A FREEWAY, I DISENGAGED BUT DID NOT TURN OFF THE CRUISE CONTROL. THE VEHICLE COASTED MOMENTARILY, BUT THEN BEGAN TO ACCELERATE. I APPLIED THE BRAKE, BUT THE VEHICLE MAINTAINED SPEED. THE HARDER I APPLIED THE BRAKES, THE HIGHER THE RPM'S ROSE. THE ANTI-LOCK BRAKES KICKED IN, AND THE BRAKES BEGAN SMOKING, AND THE VEHICLE WAS STILL MOVING AT 40 MPH, THE RPM'S AT 6,000. I SHIFTED INTO NEUTRAL, THE RPM'S PEGGED THE TACHOMETER, BUT THE VEHICLE STOPPED. THE MOTOR REVVED UNTIL I SHUT THE VEHICLE DOWN. I TOOK IT TO VICTORY TOYOTA, BUT WAS TOLD THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THEY HAD IT FOR 4 DAYS. I TOOK IT TO THEM AGAIN, WITH THE SAME RESULTS. IN MARCH, TOYOTA SENT TWO ENGINEERS TO LOOK AT IT FOR A DAY, HOWEVER I HAVE NOT BEEN TOLD ANY RESULTS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320248  
**Date of Incident:** 20080118  
**Vehicle:** 2003 TOYOTA 4RUNNER  
**Location of Incident:** WINSTON SALEM, NC

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2003 TOYOTA 4RUNNER. WHILE THE CONTACT WAS ATTEMPTING TO REVERSE OUT OF A PARKING SPACE THE VEHICLE HAD SUDDENLY ACCELERATED IN REVERSE, AS THE CONTACT WAS ATTEMPTING TO EXIT THE VEHICLE THE PASSENGER SIDE DOOR HAD HIT THE CONTACT SENDING HER TO THE GROUND WHERE THE PASSENGER SIDE TIRE HAD RUN OVER THE CONTACT. MOMENTS LATER THE VEHICLE HAD SUDDENLY BEGAN TO ACCELERATE FORWARD WEDGING THE CONTACT UNDER THE VEHICLE FOR THE SECOND TIME. THE CONTACT SUFFERED SEVERAL INJURIES TO HER FACE, NECK, SPINE, AND PELVIC BONES, AND A POLICE REPORT WAS FILED FOR THE INCIDENT. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THERE WERE NO PRIOR WARNINGS AND THE CURRENT AND FAILURE MILEAGES WERE 90000. BML.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10219281  
**Date of Incident:** 20080120  
**Vehicle:** 2008 TOYOTA CAMRY SOLARA  
**Location of Incident:** BETHESDA, MD

C-1068

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA SOLARA. WHILE IDLING, THE ENGINE WOULD STALL WITHOUT WARNING. THE VEHICLE WOULD RESTART AFTER 2-3 MINUTES. WHILE DRIVING 50 MPH, THE VEHICLE HESITATED FOR 2-3 SECONDS WHEN THE ACCELERATOR PEDAL WAS DEPRESSED. THE VEHICLE WOULD THEN SURGE FORWARD. THE DEALER WAS UNABLE TO DIAGNOSE OR REPAIR THE FAILURES. THE FAILURE MILEAGE WAS 10 AND CURRENT MILEAGE WAS 500.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10303115  
**Date of Incident:** 20080121  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** OSHKOSH, WI

**NHTSA Summary:**

I PURCHASED A 2005 TOYOTA CAMRY XLE- 6 CYLINDER, NEW IN FALL OF 2004. AT PRESENT I HAVE UNDER 22,000 MILES ON IT. DURING MY LIMITED DRIVING OF THIS VEHICLE I HAVE EXPERIENCED AT LEAST 5 EPISODES OF UNINTENDED ACCELERATION. I RECENTLY DISCOVERED THAT ANOTHER FAMILY MEMBER HAD A SIMILAR EXPERIENCE WHILE DRIVING MY CAR. THE LAST EXPERIENCE HAPPENED ON 12/16/09. I HAD A PASSENGER IN THE CAR WITH ME AT THE TIME. EACH EPISODE IS MORE VIOLENT THAN PREVIOUS ONES. I HAVE HAD THE CAR LOOKED AT THOROUGHLY BY THE LOCAL TOYOTA DEALER. THE FIRST TIME THEY LOOKED AT IT WAS JULY 6/09. SINCE THEY CANNOT "MAKE IT HAPPEN" THEY SAID, THEY DONT KNOW HOW TO FIX IT. SINCE TOYOTA ANNOUNCED PROBLEMS I HAVE CALLED THEM ON 2 OCCASIONS AND HAVE 2 CASE NUMBERS ASSIGNED. THE CAR WAS LAST EXAMINED BY THE DEALER ON 12/22/09. I WAS TOLD TO WAIT UNTIL THE RECALL WAS OFFICIAL AND SEE IF 2005 CAMRYS WERE ADDED TO THE LIST. THEY HAVE NOT BEEN. THE CAR IS SETTING IN MY GARAGE AND HASN'T BEEN DRIVEN SINCE 12/22/09. I HATE TO THINK WHAT MIGHT HAVE HAPPENED HAD I DRIVEN THIS CAR AS MUCH AS I DID MY PREVIOUS CAMRY, A 1994 WITH WELL OVER 200,000 MILES AT PRESENT. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10305131  
**Date of Incident:** 20080121  
**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** SARASOTA, FL

**NHTSA Summary:**

2007 TOYOTA SIENNA: TRANSMISSION TEMPORARILY FAILS TO ENGAGE THE CORRECT GEAR AFTER DECELERATING THEN RE-ACCELERATING RESULTING IN A PAUSE OR HESITATION BEFORE CONTROL IS AGAIN REGAINED. THIS OCCURS MOST FREQUENTLY WHEN SLOWING FOR TURNS AT INTERSECTIONS OR BEHIND SLOWING TRAFFIC OR ATTEMPTING A LANE CHANGE. THREE SERVICE CALLS HAVE BEEN MADE ON THE VEHICLE WHICH WERE RECORDED AS A "BAD ECU PROGRAM". SERVICE TECHNICIANS "REPROGRAMMED THE ECU" TO "RESET ADAPTIVE MEMORY AND SHIFT POINTS" HOWEVER THERE WAS NO CHANGE IN PERFORMANCE. IT WAS SUGGESTED THAT THIS WAS A DESIGN PROBLEM WHICH HAD BEEN CORRECTED IN LATER MODEL YEARS. THE POTENTIAL CONSEQUENCES OF THE TRANSMISSION'S FAILURE TO IMMEDIATELY ENGAGE IN THE CORRECT GEAR ARE THE LOSS IN ABILITY TO QUICKLY ACCELERATE OUT OF A PENDING COLLISION OR TO AVOID SLOWING IN THE MIDDLE OF AN INTERSECTION AND CAUSING OTHERS TO HAVE COLLISIONS.

**Additional Summary:****C-1069****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C***Toyota ID Number:**

**NHTSA ODI Number:** 10306380  
**Date of Incident:** 20080122  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** ORANGE PARK, FL

**NHTSA Summary:**

ON JANUARY 22, 2010, I WAS PULLING INTO A HANDICAP PARKING PLACE OUTSIDE A LOCAL RESTAURANT WHEN MY 2008 PRIUS SUDDENLY ACCELERATED WHILE MY FOOT WAS FIRMLY ON THE BRAKES. MY CAR WENT OVER THE HANDICAP BARRIER AND THE CURB AND FINALLY STOPPED WHEN MY CAR HIT THE RESTAURANT LANDSCAPING. THE NEXT MORNING I CALLED THE DEALERSHIP. TALKED TO THREE SEPARATE PEOPLE AND THEY WANTED ME TO DRIVE MY CAR IN. I TOLD THEM I DIDN'T FEEL THE CAR WAS SAFE TO DRIVE AND THEY SHOULD TOW IT IN. THEY TOLD ME THEY WOULDN'T DO IT. NEXT I CALLED MY INSURANCE AGENT AND MADE THEM AWARE OF THE PROBLEM BECAUSE I WAS AFRAID TO DRIVE THE CAR IN FEAR OF INJURIES THAT COULD OCCUR IF THE CAR DIDN'T STOP AGAIN. THEY ARRANGED TO HAVE MY CAR TOWED IN AND REPAIRED. THE DEALERSHIP SAID THEY CHECKED THE CAR AND FOUND NOTHING WRONG WITH MY CAR.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10313040  
**Date of Incident:** 20080122  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LOMBARD, IL

**NHTSA Summary:**

THE GAS PEDAL AUTOMATICALLY ENGAGED ITSELF CAUSING THE CAR TO ACCELERATE AND HIT THE SIDE CONCRETE CURB CAUSING ABOUT \$14500 DAMAGE.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10312987  
**Date of Incident:** 20080123  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** STORY, WY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA TUNDRA. THE CONTACT STATED THAT HIS VEHICLE BEGAN TO IDLE EXCESSIVELY AND WHEN IT WAS IN GEAR IT LUNGED FORWARD AND BACKWARDS WHENEVER THE BRAKES WERE ENGAGED. THE VEHICLE WAS TAKEN TO THE DEALER WHO STATED THAT THERE WERE NO FAILURES. THE TOYOTA MANUFACTURER WAS CALLED AND INFORMED THE CONTACT TO TAKE THE VEHICLE BACK TO THE DEALER SO THEY COULD CHECK THE ACCELERATOR PEDAL. THE CONTACT STATED THAT THE FAILURE WAS NOT RELATED TO THE ACCELERATOR PEDAL INSTEAD IF WAS THE BRAKE PEDAL. THE CONTACT ALSO STATED THAT THE FAILURE BEGAN TO OCCUR MORE FREQUENTLY. THE FAILURE MILEAGE WAS 51,194.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10303730  
**Date of Incident:** 20080124  
**Vehicle:** 2006 TOYOTA COROLLA

**C-1070****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C***Location of Incident:** MILTON, WI**NHTSA Summary:**

THE ENGINE ON MY 2006 TOYOTA COROLLA HAS HAD AN ENGINE SERGE PROBLEM. WHEN THE CAR HAD ABOUT 26,000 MILES ON IT, I HAD A COUPLE OF INCIDENTS WHERE I WOULD BE STOPPED AT TRAFFIC LIGHT WITH MY FOOT ON BRAKE. THE ENGINE WOULD SERGE UP TO 4RPM'S. IT WAS ALL I COULD DO TO KEEP FROM HITTING THE CAR IN FRONT OF ME. I WAS SO SHOOK UP, I CALLED DEALER AND INSISTED THEY TAKE CAR AND CHECK IT OUT. THEY KEPT THE CAR OVERNIGHT, AND BY THE END OF THE NEXT DAY HAD DIAGNOSED THE PROBLEM. THEY TOLD ME IT WAS MY WORKBOOT. THE GAS PEDAL WAS SO CLOSE TO THE BREAK, THAT THE EDGE OF MY BOOT WAS HITTING THE GAS. I HAD A HARD TIME ACCEPTING THAT, BECAUSE I MADE A POINT TO KEEP MY FOOT ON THE BREAK WHEN THE INCIDENT WAS HAPPENING. I HAVEN'T HAD ANOTHER SERGE PROBLEM, BUT I DID HAVE A HIGH IDOL PROBLEM. TOYOTA REPLACED THE COMPUTER CHIP FREE OF CHARGE. I THOUGHT THAT WAS GREAT BECAUSE I HAD 36,895 MILES ON CAR AND MY WARRANTY HAD EXPIRED. I NOW HAVE 53,000 MILES ON CAR AND THE HIGH IDOL IS GETTING BAD AGAIN. THE RECENT RECALL ON GAS PEDAL HAS ME CONCERNED. I BELIEVE THE PROBLEM GOES BEYOND THE GAS PEDAL. I AM SENDING THIS EMAIL TO GIVE YOU MORE DATA. HOPEFULLY, OTHERS WILL DO THE SAME. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10318832  
**Date of Incident:** 20080124  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BROWNSVILLE, PA

**NHTSA Summary:**

I HAVE A TOYOTA CAMRY 2007. THE ISSUE IS NOT A STICKY GASPEDAL BUT A HESITATION WHEN TRYING TO ACCELERATE. THEN OBVIOUSLY THE CAR DOES LUNGE FORWARD WHEN ACCELERATION CATCHES UP. MY CAR HAS NOT HAD AN ACCIDENT AS OF YET, BUT IT IS DISTURBING WHEN IT OCCURS WHILE IN TRAFFIC. I AM GETTING THE SO CALLED REPAIR ON MARCH 12, 2010. THIS HESITATION DOES HAPPEN OFTEN, BUT IT IS NOT CONSTANT. I JUST FEEL THAT MOST OF THE CAR OWNERS DO NOT REALIZE THAT THE HESITATION IS PART OF TOYOTA'S PROBLEM. THEREFORE NO ONE IS EXPLAINING THE REAL ISSUE. THE DATE I AM PUTTING IN IS AN APPROXIMATE DATE, SINCE THIS ISSUE HAS BEEN ON GOING FOR QUITE SOMETIME. THE SERVICE PEOPLE AT THE TOYOTA GARAGE KEPT SAYING IT WAS HOW THE COMPUTER WAS DESIGNED TO WORK, WHEN I DID INQUIRE ABOUT MY ISSUE.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 20080126  
**Date of Incident:** 2008 LEXUS ES350  
**Vehicle:** COS COB, CT

**NHTSA Summary:**

Mr. Mast states that he had dropped off his vehicle at Lexus of Greenwich for scheduled maintenance. He was driving a 2008 Lexus ES350 loaner vehicle when he entered I-95 northbound at exit 3. He stated that he intended to get off the highway at exit 4 but for unknown reasons he could not get the vehicle to slow down. He stated that the gas pedal appeared to be stuck and the brakes did not work. He stated that the vehicle continued without stopping so he called the Lexus dealer and he was told to put the car in neutral. He put the car in neutral but it still did not slow down. He approached exit 6 and was still on the phone with the Lexus dealer and he put the vehicle in park at which time he struck the back of a tractor trailer.

**C-1071****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

After striking the tractor trailer the vehicle continued and finally stopped up ahead in the median. At the scene it also showed that the driver's side floor mat was not secured.

**Toyota ID Number:**

**NHTSA ODI Number:** 10216273  
**Date of Incident:** 20080127  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** PLEASANTVILLE, NY

**NHTSA Summary:**

MY 2007 TOYOTA RAV4 EXPERIENCES SUDDEN AND RANDOM INSTANCES OF UNCONTROLLABLE ACCELERATION WHEN ATTEMPTING TO STOP. UNDER FULL BRAKE PRESSURE THE ENGINE REVS TO 4000 RPM AND CONTINUES TO MOVE. WHEN I SHIFT TO NEUTRAL TO STOP THE VEHICLE, THE ENGINE REVS TO 6500 RPM. SOMETIMES IT WILL RETURN TO NORMAL IDLE AFTER A FEW SECONDS AND SOMETIMES IT IS NECESSARY TO TURN OFF THE IGNITION. IT USUALLY RESTARTS NORMALLY BUT OCCASIONALLY REPEATS THE 6500 RPM. I HAVE TAKEN IT TO THE DEALER TWICE WHO FINDS NO COMPUTER RECORD OF A MALFUNCTION AND REPORTS THAT "EVERYTHING MEETS FACTORY SPECIFICATIONS." I HAVE REQUESTED TECHNICAL ASSISTANCE FROM TOYOTA MOTOR SALES BUT THEY ONLY REFER ME BACK TO THE DEALER. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10324994  
**Date of Incident:** 20080128  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** GRANITE BAY, CA

**NHTSA Summary:**

I OWN A TOYOTA CAMRY 2007 SE. I HAVE REPEATEDLY TAKEN THE CAR BACK TO THE DEALERSHIP FOR SERVICE FOR A PROBLEM REPORTED BY OTHERS: MOMENTARY HESITATION IN ACCELERATION WHEN STEPPING ON THE GAS. I HAVE HAD THE COMPUTER REPROGRAMMED SEVERAL TIMES AND THE DEALERSHIP TELLS ME THIS IS JUST HOW IT IS MADE. IT IS DANGEROUS WHEN TRYING TO ACCELERATE AT A CRITICAL TIME. IN ADDITION, I HAD ANOTHER ODD EXPERIENCE. I HAD STARTED THE CAR WHILE IN MY GARAGE, FASTENED MY SEAT BELT, PUT MY FOOT ON THE BREAK, AND UNFORTUNATELY REACHED FOR THE OPEN CAR DOOR AT THE SAME TIME I PUT THE CAR IN REVERSE. THE CAR LEARCHED BACKWARD WHILE MY FOOT WAS STILL ON THE BREAK, THE CAR DOOR TOOK OUT SHELIVING AND MY CHEST FREEZER AND THE WHEELS WERE STILL SPINNING AND HAD TO TURN THE CAR OFF. NEEDLESS TO SAY IT CAUSED PROPERTY DAMAGE AND OVER \$3,000 DAMAGE TO MY CAR. OF COURSE I TOOK THE CAR TO THE DEALERSHIP IMMEDIATELY AND THEY CHECKED IT AND SAID THAT THERE WAS NO PROBLEM WITH THE CAR AND THAT THEY HAD NEVER HEARD OF THIS BEFORE. THERE WERE NO BULLETINS ON THIS ISSUE. THEY MADE ME FEEL STUPID AND SAID THAT OBVIOUSLY I HAD MY FOOT ON THE GAS. I KNOW THAT MY FOOT WAS ON THE BREAK. WITH ALL OF THE RECALL ISSUES, I AM BECOMING FRIGHTENED ABOUT DRIVING THIS CAR!!

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10216647  
**Date of Incident:** 20080131  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CAMBRIDGE, OH

**C-1072****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

MY WIFE WAS PULLING INTO A PARKING LOT THE CAR ACCELERATED ON ITS OWN OUT OF CONTROL. MY WIFE WAS ABLE TO GET STOPPED WITHOUT HITTING ANYTHING BUT SHE IS SO SHOOK UP SHE WON'T DRIVE IT ANYMORE. NOTHING HAS BEEN DONE ABOUT FIXING THE PROBLEM IT JUST HAPPENED TODAY. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10306000  
**Date of Incident:** 20080201  
**Vehicle:** 2007 TOYOTA CAMRY SOLARA  
**Location of Incident:** LAKELAND, FL

**NHTSA Summary:**

TOYOTA SOLARA 2007 - IN 2008 I BROUGHT IN MY SOLARA IN THREE TIMES REPORTING TO THE DEALER THAT THE MOTOR INTERMITTENTLY AND WILL SUDDENLY REV-UP ON ITS OWN WHEN CRUISING WITH THE ENGINE FEATHERED. IT HAPPENS TYPICALLY BETWEEN 20 AND 40 MPH IT DOES NOT GO TO FULL THROTTLE BUT IT IS ENOUGH THAT IT WILL CATCH ME BY SURPRISE THE BRAKES EASILY STOP IT. THE DEALER SAID THERE WAS NOTHING WRONG (SERVICES RECORDS ARE AT THE TOYOTA DEALER HERE IN LAKELAND FL). I TRIED TURNING OFF THE AC THINKING IT WAS REVERING UP FROM THE COMPRESSOR CYCLING ON AND OFF BUT MADE NO DIFFERENCE. I HAVE NOTICED HOWEVER THAT IF I'M PLAYING AN XM RADIO STATION WITH HEAVY BASE MUSIC IT SEEMS TO HAPPEN MORE OFTEN - HOPE THIS HELPS YOU FOLKS WITH YOUR INVESTIGATION. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10308493  
**Date of Incident:** 20080201  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** ANN ARBOR, MI

**NHTSA Summary:**

WE BOUGHT OUR TOYOTA, A NEW 2007/4430C RAV4 (5-DOOR 4X2 SUV), VIN JTMDZ33V975077693, ON 9/7/07, AND HAVE NOTICED SEVERAL PROBLEMS IN THE OPERATION OF THIS VEHICLE. OUR RAV4 CURRENTLY HAS AROUND 24,000 MILES ON IT, AND THE PROBLEMS HAVE NEITHER INCREASED NOR DECREASED IN FREQUENCY. BECAUSE THESE PROBLEMS ARE INTERMITTENT, OUR DEALER, DUNNING TOYOTA OF ANN ARBOR, MICHIGAN, WAS UNABLE TO REPLICATE WHAT WE EXPERIENCE. HOWEVER, WE BELIEVE THAT DOCUMENTING THIS SITUATION IS IMPORTANT AS PROBLEMS/SOME OF WHICH SOUND SIMILAR TO WHAT WE HAVE EXPERIENCED/ARE CURRENTLY SURFACING ON OTHER TOYOTA VEHICLES. PROBLEMS WE HAVE EXPERIENCED EVER SINCE WE HAVE HAD THE VEHICLE INCLUDE: (1) INTERMITTENT ENGINE SURGES, THESE OCCUR WHEN ACCELERATING, BRAKING, OR SIMPLY COASTING. THE RPM NEEDLE VISIBLY FLUCTUATES, AND PASSENGERS CAN FEEL THE SURGING AND SHAKING OF THE ENGINE. (2) THE GAS PEDAL SOMETIMES DOES NOT SMOOTHLY ENGAGE, AND THE CAR JUMPS AHEAD WHEN THE PEDAL SEEMS TO FINALLY ENGAGE. (3) OCCASIONALLY THE CAR DOES NOT SEEM TO SLOW WHEN THE BRAKE IS APPLIED. IN THE WINTER OF 2008, I WAS TRAVELING AT A LOW SPEED (BEGINNING TO ACCELERATE FROM A STOP) ON SLICK PAVEMENT WHEN THE CAR IN FRONT OF ME UNEXPECTEDLY STOPPED IN THE MIDDLE OF AN INTERSECTION. I IMMEDIATELY APPLIED THE BRAKE BUT THE CAR DID NOT SEEM TO SLOW DOWN. THE RESULTING COLLISION RESULTED IN \$615.63 IN DAMAGE TO OUR VEHICLE. I DO NOT KNOW THE EXACT DATE OF THE ACCIDENT. THE POLICE WERE NOTIFIED BUT NO TICKETS WERE ISSUED. I JUST PUT AN

C-1073

**Safety Research & Strategies**

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

ARBITRARY MONTH AND DATE BELOW SO I COULD CONTINUE TO THE NEXT PAGE OF THIS REPORT.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10320583  
**Date of Incident:** 20080201  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** NOLENSVILLE, TN

**NHTSA Summary:**

UNINTENDED ACCELERATION. THE VEHICLE STARTED SPEEDING UP LIKE CRUISE CONTROL WAS ENGAGED EVEN AFTER THE GAS PEDAL RELEASED. THE ONLY WAY TO DISENGAGE WAS TO PUMP THE GAS PEDAL UNTIL IT RELEASED.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10324253  
**Date of Incident:** 20080201  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MARION, KS

**NHTSA Summary:**

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

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10317419  
**Date of Incident:** 20080202  
**Vehicle:** 2007 TOYOTA MATRIX  
**Location of Incident:** MARTINEZ, CA

**NHTSA Summary:**

INITIALLY THE CAR WOULD FAIL TO ACCELERATE WHEN THE GAS PEDAL WAS PRESSED DOWN. EVEN WHEN THE GAS PEDAL WAS PRESSED DOWN COMPLETELY THE CAR ONLY WENT 5 MILES PER HOUR. THIS HAPPENED ON SEVERAL OCCASSIONS. WHEN THE CAR WAS TAKEN TO THE DEALER THE WHOLE "PANEL BOARD" WAS REPLACED. THE CAR WAS STILL UNDER WARRANTY AND THE REPAIR WAS PAID FOR BY TOYOTA. THEN ON 2/2/08 THE CAR ACCELERATED ON ITS OWN, ONLY STOPPING WHEN IT HIT A CHAIN LINK FENCE. AN INSURANCE CLAIM AND POLICE REPORT WERE FILED. ADDITIONALLY THE HORN WAS NOT WORKING AND THE AIR BAG DID NOT DEPLOY IN THE ACCIDENT. THE SERVICEMAN AT THE TOYOTA DEALER ADVISED THE AIR BAG WAS DEFECTIVE AND TOYOTA PAID FOR THE REPAIR OF THE AIRBAG. THIS ACCIDENT CAUSED MY INSURANCE RATE TO INCREASE. ALSO THE ACCIDENT NEGATIVELY IMPACTS MY SON'S DRIVING RECORD AS HE WAS THE DRIVER.

**Additional Summary:**

C-1074

**Safety Research & Strategies**

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**Toyota ID Number:**

**NHTSA ODI Number:** 10317730  
**Date of Incident:** 20080203  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** FLESHING, MI

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA RAVE 4. HE STATED THAT WHILE DRIVING AT 5 MPH, THE VEHICLE ACCELERATED ON ITS OWN. HE WAS ABLE TO APPLY A LOT OF PRESSURE ON THE BRAKES TO STOP THE VEHICLE. THE CONTACT HAD EXPERIENCED THIS ABOUT 6 TIMES. THE VEHICLE HAD NOT BEEN DIAGNOSED AND THERE HAD BEEN NO REPAIRS DONE TO THE VEHICLE AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS 2530 AND CURRENT MILEAGE WAS 17500.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10303988  
**Date of Incident:** 20080204  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** CUPERTINO, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA COROLLA. WHILE DRIVING APPROXIMATELY 50 TO 55 MPH ON NORMAL ROAD CONDITIONS PRESSURE WAS APPLIED TO THE BRAKE PEDAL, FOLLOWED BY NO POWER RESPONSE. THE DRIVER WAS ABLE TO SLOW DOWN AFTER SEVERAL ATTEMPTS. THE FAILURES OCCURRED ON SEVEN OCCASIONS. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR THE IDENTICAL FAILURES. A TECHNICIAN RECOMMENDED REPLACEMENT OF THE ANTI-LOCK BRAKE SYSTEM. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALFUNCTION AT THIS TIME. THE FAILURE MILEAGE AND VIN WERE UNAVAILABLE.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10217130  
**Date of Incident:** 20080205  
**Vehicle:** 2003 LEXUS ES350  
**Location of Incident:** ECINO, CA

**NHTSA Summary:**

THE 2003 LEXUS ES350 SUDDENLY ACCELERATED WITHOUT WARNING, CAUSING THE VEHICLE TO COME OUT OF A DRIVEWAY, GO COMPLETELY ACROSS THE STREET, UP ONTO THE SIDEWALK, AND HIT POLES/FENCE, CAUSING SEVERE INJURIES. THE GAS PEDAL WAS NOT PRESSED DOWN HARD AT THE TIME, AND THERE WAS NO EXPLANATION FOR THE RAPID ACCELERATION. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10220683  
**Date of Incident:** 20080205  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** NORTH HIGHLANDS, CA

**NHTSA Summary:**

C-1075

**Safety Research & Strategies**

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

TL\*THE CONTACT OWNS A 2007 TOYOTA PRIUS. WHILE APPROACHING A RED LIGHT AT 2-3 MPH, THE VEHICLE AUTOMATICALLY ACCELERATED. THE CONTACT BROADSIDED THE FRONT PASSENGER SIDE OF ANOTHER VEHICLE. HER VEHICLE WAS DESTROYED. A POLICE REPORT WAS FILED. THE CURRENT AND FAILURE MILEAGES WERE 4,500. UPDATED 4/8/08 \*CN STATE OF CALIFORNIA TRAFFIC REPORT. UPDATED 04/08/08 \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10306879  
**Date of Incident:** 20080205  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** FOUNTAIN VALLEY, CA

**NHTSA Summary:**

2006 TOYOTA AVALON GAS PEDAL DOES NOT PROVIDE POWER UNTIL DEPRESSED OVER 50 PERCENT TRAVEL THEN IT SUDDENLY PROVIDES POWER REPRESENTATIVE OF HALF THROTTLE. THE CHECK ENGINE LIGHT FLASHES ON AND OFF WHEN IT DOES DELIVER POWER UNDER THIS CONDITION. ON RARE OCCASIONS WHEN MOVING FROM STOPPED POSITION THE CAR ACCELERATOR IS OVERLY SENSITIVE AND ACTS LIKE I JUST STOMPED ON THE GAS PEDAL AND NOT THE SLOW MOVEMENT I GAVE THE GAS PEDAL TO MAKE A SLOW MOVEMENT OF THE CAR. I HAVE GIVEN USED TO THE WAY IT DRIVES AND IT HAS BEEN THIS WAY FOR THE PAST 10 MONTHS. TODAY THE GAS PEDAL HAS VERY LITTLE RESPONSE TO THROTTLE RESPONSE. I CANNOT DRIVE IT THIS WAY AND HAVING CAR TOWED TO DEALER FOR SERVICE. SOME DAYS AFTER DRIVING OVER 30 MINUTES THE CAR ACTS NORMALLY WITH EXCEPTION OF CHECK ENGINE LIGHT ILLUMINATED.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10218118  
**Date of Incident:** 20080206  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**

ACCELERATION OF VEHICLE ON TWO SEPARATE OCCASIONS ON INTERSTATE NEARLY CAUSING DEATH OR INJURY. COULD NOT STOP VEHICLE. BY THE GRACE OF GOD ONLY MY CAR SUSTAINED INJURY. THE TERROR EXPERIENCED SHOULD NEVER HAVE HAPPENED THE FIRST TIME, LET ALONE TWICE! FIRST TIME AUGUST 2007, CLAIMED IT WAS THE FLOOR MATS. I FELT THE "LURCH" AFTER THAT AND THOUGHT MAYBE I WAS JUST BEING PARANOID. UNTIL IT HAPPENED THE SECOND TIME. IT HAPPENED NINE DAYS AGO. THE DEALER HAS HAD MY CAR SINCE THE INCIDENT. I HAVE YET TO HEAR FROM THEM. I WILL NOT TAKE THE CAR BACK. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10311330  
**Date of Incident:** 20080206  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** CONVERSE, TX

**NHTSA Summary:**

TL\*THE CONTACT OWNED A 2007 TOYOTA COROLLA. THE CONTACT WAS DRIVING APPROXIMATELY 55 MPH ON NORMAL ROAD CONDITIONS AND UNEXPECTEDLY, THERE WAS AN INCREASE OF ACCELERATION. IN ADDITION, WHEN THE BRAKES WERE APPLIED THE VEHICLE SURGED AND THE ENGINE IDLED EXCESSIVELY. THE FAILURE OCCURRED

C-1076

**Safety Research & Strategies**

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

INTERMITTENTLY. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER ON TEN SEPARATE OCCASIONS FOR THE IDENTICAL FAILURES AND THE TECHNICIAN WAS UNABLE TO DUPLICATE THE FAILURES. THE DEALER STATED THAT THE FLOOR MAT MAY HAVE CONTRIBUTED TO THE FAILURE. THE VEHICLE WAS NOT REPAIRED FOR THE MALFUNCTION AND WAS TRADED IN FOR A NEW 2008 VEHICLE. THE FAILURE MILEAGE WAS 3. THE VIN WAS UNKNOWN. THE CONTACT NO LONGER OWNS A THE VEHICLE.

**Additional Summary:**

**Toyota ID Number:** 200802071187  
**NHTSA ODI Number:**  
**Date of Incident:** 20080207  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:**  
**NHTSA Summary:**

\*\*\* PHONE LOG 02/07/2008 04:59:53 PM NMorse  
RNT # 080204-000429

Email sts: "Hi, My Toyota Tacoma 2006 crew cab will do a violent jerk when I try to drive again after slamming on the breaks. I took it to my local dealer and they say that this is normal. This does not seem right. I can't believe a company as reliable as Toyota would not try to do a recall. I checked online and found this, so it is not just me. 24th Apr 2002, 12:10 "High priced, very low in satisfaction."What things have gone wrong with the car?..."

\*\*\* NOTES 02/07/2008 04:59:54 PM NMorse

...I didn't notice it until I drove the truck for a few days and then I realized something was wrong. Every time I come to a complete stop a light the transmission will jerk, sometimes violently. I took it to the dealer to get the truck looked at and they claim that it is totally normal. I was in total shock! I paid \$27,000 for this truck, and all that they call tell me that the problem is normal and that it has been happening to Toyota trucks since 1989?"

\*\*\* NOTES 02/07/2008 05:00:37 PM NMorse

...I cannot believe the problem with the transmissions has been going on unchanged! Another thing that I noticed is that after I've been running around town. The truck doesn't like to start on the first try. Sometimes it takes at least 3 tries to get a brand new truck started? All this does not make any sense and I can't wait to sell this thing!

General comments?

This truck looks great, but it runs and operates horribly."

\*\*\* NOTES 02/07/2008 05:06:13 PM NMorse

Email reply:

Ms. Cervantes,

Thank you for contacting Toyota Motor Sales, U.S.A., Inc. We apologize for your concerns with your transmission. In order to properly assess your concerns, we have contacted the Customer Relations Manager at Valley-Hi Toyota to further evaluate your Tacoma. We provide additional support to assist Toyota dealership technicians in resolving unusual vehicle concerns if needed. The Customer Relations Manager will contact you...

\*\*\* NOTES 02/07/2008 05:06:47 PM NMorse

...by the end of the business day, February 12, 2008. In the event you do not receive any contact from the dealership by this date, please contact us.

Nicole Morse,  
Toyota Customer Experience

\*\*\* DEALER NOTES: 02/11/08 16:44:13

SECOND EMAIL SENT TO CUSTOMER TO CONTACT DLR FOR APPT. 1ST EMAIL SENT ON 02/08/2008. BY CRM EBROWN. 02/11/2008

\*\*\* DEALER NOTES: 02/12/08 08:31:47

02/12/2008: STILL NO RESPONSE FROM CUSTOMER ON EMAIL CONTACT. NOTE: CRM E BROWN CONTACT CEC REP NICOLE FOR FURTHER INFORMATION SUCH AS CUSTOMER

C-1077

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DIRECT CONTACT PHONE NUMBER IN A FINAL ATTEMPT TO RESOLVE CUSTOMERS STATED CONCERN WITH TACOMA TRANS.

\*\*\* DEALER NOTES: 02/14/08 09:30:48

THIRD NOTICE TO CEC: NO CONTACT BACK FROM MS. CERVANTES. AND ALSO NO CALL BACK FROM CEC REP NICOLE MORSE WITH CUSTOMERS CORRECT CONTACT PHONE NUMBER SINCE CUSTOMER HAS NOT RESPONDED TO DEALERSHIP E-MAILS. CONT...

\*\*\* DEALER NOTES: 02/14/08 09:32:38

GOOD MORNING MS. CERVANTES, I TRUST YOU ARE DOING BETTER. TOYOTA MOTOR SALES REFERRED YOUR CASE TO VALLEY HI TOYOTA IN AN ATTEMPT TO ADDRESS YOUR CONCERNS WITH YOUR 2006 TACOMA. VALLEY HI TOYOTA IS REQUESTING THAT YOU CONTACT US AS SOON AS POSSIBLE. WE ARE ATTEMPTING TO RESOLVE THIS ISSUE ON YOUR BEHALF AND TOYOTA

\*\*\* DEALER NOTES: 02/14/08 09:34:15

COPY OF FIRST EMAIL... DEAR MISS CERVANTES, THIS LETTER IS TO THANK-YOU AND TO INFORM YOU THAT TOYOTA MOTOR SALES HAS CONTACTED ME REGARDING YOUR CONCERNS REGARDING YOUR 2006 TACOMA (VIN ID NUMBER 5TETU62N). PLEASE CONTACT ME AT YOUR EARLIEST CONVENIENCE TO SET A COURTESY INSPECTION APPOINTMENT. TO

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10259437  
**Date of Incident:** 20080208  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** TAMPA, FL  
**NHTSA Summary:**

PRIOR TO THE ACCIDENT ON 2/8/2008 AT 8:55PM THERE WERE 2-3 EPISODES WITHIN A 6 YEAR PERIOD WHEN ANA LOPEZ FELT THE VEHICLE MILDLY ACCELERATE ON ITS OWN FOR ONLY A FEW SECONDS. THE EPISODES WERE SO MILD THAT SHE QUESTIONED HERSELF WHETHER THE CAR TRULY ACCELERATED AND SO SHE NEVER HAD THE CAR INSPECTED. HOWEVER, ON 2/8/2008 AT 8:55PM WHILE DRIVING HOME HEADING SOUTH ON THE VETERANS EXPRESSWAY IN TAMPA SHE EXPERIENCED WHAT SHE DESCRIBES AS THE MOST FRIGHTENING EVENT IN HER LIFE. THE FIRST SIGN THAT SOMETHING WAS GOING WRONG WAS THE DASH LIGHTS BEGAN TO FLICKER ON AND OFF SO SHE MADE AN ATTEMPT TO PULL OVER SO SHE COULD CALL HER HUSBAND AND MAKE HIM AWARE OF HOW THE CAR WAS PERFORMING. AS SHE BEGAN SLOWING DOWN AND VEERING OFF THE ROAD ON THE OUTSIDE LANE, WHICH WAS WITNESSED, THE VEHICLE MAD A VERY POWERFUL ACCELERATION ACCOMPANIED BY A LOUD ACCELERATION SOUND AND LOSS OF STEERING ABILITY AS THE CAR BEGAN TO STEER TO THE LEFT GOING BACK INTO TRAFFIC LANES. SHE FELT AS THOUGH THE VEHICLE WAS NOW CONTROLLING ITSELF AND SHORTLY AFTER BEGAN TO SPIN OUT OF CONTROL. THE VEHICLE STRUCK THE BARRIER WALL AND CAME TO A FINAL REST ON THE RIGHT SOUTHBOUND LANE. ANA LOPEZ SUFFERED MULTIPLE FRACTURES TO HER RIGHT LEG AND SPENT 2 MONTHS IN THE HOSPITAL AND REHAB UNIT WHERE SHE SUFFERED GREATLY WITH PAIN AND CONTINUES TO SUFFER FROM PAIN AND DEBILITATION. THE VEHICLE WAS INSPECTED BY A PROFESSIONAL INSPECTOR AT HER HOME AND NOTHING WAS FOUND WRONG WITH THE VEHICLE. BUT THE INSPECTION WAS A PRELIMINARY INSPECTION AND SHE FEARED THAT A MORE THOROUGH INSPECTION WOULD BE TOO COSTLY FOR HER. HER STORY ABOUT THE INCIDENT HAS NEVER CHANGED AND STILL IS TRAUMATIZING TO HER. THIS COMPLAINT WAS TRANSLATED AND WRITTEN BY ALBERTO LOPEZ, HER SON. \*TR

**Additional Summary:**

C-1078

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316983  
**Date of Incident:** 20080208  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** COLTON, NY  
**NHTSA Summary:**

PLEASE NOTE THAT THE VIN INFO IS NOT CORRECT. I INSERTED RANDOM NUMBERS BECAUSE I DON'T HAVE THAT INFO IN MY POSSESSION RIGHT NOW AS I AM AT MY WORK DESK. ALSO KEEP IN MIND THAT MY CAR IS A 2004 VIBE. IT DID NOT HAVE THAT OPTION. IN 2/28/08, I HAD AN ACCELERATION PROBLEM. IF YOU GET IN TOUCH WITH BARSTOW IN POTSDAM NY, THEY CAN VERIFY THIS. THEY HAVE IT ON RECORD. THIS PROBLEM WAS UNPREDICTABLE WHEN IT HAPPENED AND THE LAST TIME IT HAPPENED, I THOUGHT I WAS GOING TO DIE. I COULD NOT GET THE CAR TO STOP AFTER IT ACCELERATED BY ITSELF. I BROUGHT IT TO BARSTOW, EXPLAINED THE SITUATION AND THEY SAID THEY HAD HAD NO OTHER COMPLAINTS SUCH AS MINE. THE MECHANIC THERE UNDO THE CRUISE CONTROL, AND THE PROBLEM WENT AWAY. FIVE MONTHS LATER I HAD HIM PUT IT BACK ON IN JULY. IT COST ME \$25 EA. TIME. PLEASE CONTACT KEN MURRAY AT BARSTOW MOTORS POTSDAM NY TO VERIFY ALL OF THIS. I WOULD LIKE TO BE REIMBURSED FOR THE MONEY I HAD TO PAY AS I STRONGLY FEEL THAT THE PROBLEM IS RELATED TO THE ONE THAT TOYOTA IS HAVING NOW WITH ACCELERATION DIFFICULTIES. ALSO, ALTHOUGH I HAVE NOT HAD ANY OTHER PROBLEMS, I WANT TO KNOW WHAT WILL TOYOTA DO IF IT HAPPENS AGAIN. MY VIBE IS A 2004. THANK YOU, SUZANNE BOSJOLIE

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306690  
**Date of Incident:** 20080209  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ENGLISHTOWN, NJ  
**NHTSA Summary:**

DRIVING MY NEW TOYOTA CAMRY HYBRID ANNIVERSARY MODEL - AS I ENTERED A LOCAL SHOPPING AREA MY CAR SUDDENLY ACCELERATED AND I COULDN'T STOP IT. MY FOOT WAS STRONGLY ON THE BRAKE BUT THE CAR KEPT GOING FAST. THE ONLY THING THAT STOPPED ME WAS A DENSE ROW OF SHRUBS WHICH I WENT INTO AND WHICH CAUSED CONSIDERABLE DAMAGE TO MY CAR. I TOOK THE CAR TO THE TOYOTA DEALER WHERE I HAD PURCHASED IT AND SERVICE IT REGULARLY. THEY KEPT IT 2 DAYS AND SAID THERE WAS NO PROBLEM WITH THE BRAKES. THEY DIDN'T SAY ANYTHING ABOUT THE GAS PEDAL. I TOOK MY CAR TO A BODY SHOP FOR REPAIR WHICH COST ME \$915.26. THIS PROBLEM HAS NOT HAPPENED AGAIN BUT LEFT ME SCARED WHENEVER I DRIVE MY CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316275  
**Date of Incident:** 20080209  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** STATEN ISLAND, NY  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA CAMRY. WHILE DRIVING IN A PARKING SPACE AT APPROXIMATELY 1-2 MPH, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED ON TOP OF A VEHICLE. A POLICE REPORT WAS TAKEN BUT THERE WERE NO INJURIES. BEFORE THE FAILURE OCCURRED, ANOTHER DRIVER OF THE VEHICLE STATED THAT THE

C-1079

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ENGINE REVVED SLIGHTLY A FEW TIMES. HE CALLED THE DEALERSHIP AND WAS TOLD THAT THEY WOULD CHARGE HIM A FEE TO PERFORM A DIAGNOSTIC TEST. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS APPROXIMATELY 19,500. THE FAILURE MILEAGE WAS 10,629.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303161  
**Date of Incident:** 20080210  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MOODY, AL  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY WHICH WAS PURCHASED BRAND NEW; HOWEVER, THE VEHICLE WOULD ACCELERATE ON ITS OWN. SHE STATED THAT EACH TIME THE FAILURE OCCURRED, SHE COULD FEEL THE VEHICLE PULLING ON ITS OWN. WHILE TRAVELING ON THE HIGHWAY AT SPEEDS OF 70 MPH, SHE ATTEMPTED TO PASS A PRECEDING VEHICLE AND UNINTENTIONALLY ACCELERATED 10 MPH OVER THE INTENDED SPEED. SHE WAS ABLE TO STOP THE ACCELERATION BY TAPPING ON THE BRAKE PEDAL. HER FLOOR MATS WERE NOT RELATED TO THE ACCELERATION OF THE VEHICLE. SHE HAS NOT TAKEN THE VEHICLE TO THE DEALER FOR DIAGNOSIS. THE FAILURE AND CURRENT MILEAGES WERE UNDER 55,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313068  
**Date of Incident:** 20080210  
**Vehicle:** 2001 TOYOTA SIENNA  
**Location of Incident:** GROVER BEACH, CA  
**NHTSA Summary:**

OUR 2001 TOYOTA SIENNA HAS BEEN EXPERIENCING GAS PEDAL PROBLEMS FOR THE LAST TWO YEARS. FROM A STOPPED POSITION, THE GAS PEDAL STICKS UNTIL EXCESSIVE PRESSURE IS APPLIED WHEN THE ACCELERATOR ENGAGES. THE CAR LURCHES FORWARD. THIS PROBLEM MAKES THE VEHICLE FRIGHTENING TO DRIVE. THE FIRST TIME WE BROUGHT THE CAR TO THE TOYOTA SERVICE DEPARTMENT (TOYOTA OF SANTA MARIA, CALIFORNIA) ABOUT THIS ISSUE WAS FEBRUARY 2008 (ODOMETER 101,112). THE SERVICE DEPARTMENT TOLD US THEY COULD NOT DUPLICATE THE PROBLEM BUT SERVICED THE THROTTLE BODY AND LUBRICATED THE EXPOSED THROTTLE CABLES. THE GAS PEDAL RESPONDED BETTER. IN NOVEMBER 2009 WE STARTED EXPERIENCING THE PROBLEM AGAIN AND ON DECEMBER 10, 2009 WE TOOK THE VEHICLE INTO THE SERVICE DEPARTMENT (ODOMETER 111,596). WE REQUESTED A SIMILAR SERVICE TO SEE IF IT WOULD FIX THE PROBLEM BUT THE SERVICE DEPARTMENT CLAIMED TO NOT KNOW WHAT THEY HAD DONE ON THE PREVIOUS VISIT TO FIX THE STICKY GAS PEDAL. THEY COULD NOT DUPLICATE THE PROBLEM AND WE TOOK THE VEHICLE HOME. WITHIN THE SAME DAY THE ACCELERATOR WAS STICKING. WE FELT UNSAFE DRIVING OUR TWO SMALL CHILDREN IN THE VEHICLE AND PARKED IT IN THE GARAGE FOR A MONTH UNTIL WE COULD TAKE IT BACK TO THE SERVICE DEPARTMENT. ON JANUARY 11, 2010 WE BROUGHT IT BACK AND INSISTED THEY FIX THE PROBLEM. THEY COULD NOT DUPLICATE THE PROBLEM. WE WERE ASSURED THAT THERE WAS NOTHING UNUSUAL WITH OUR VEHICLE. PERHAPS JUST SOME CARBON BUILD UP ON THE THROTTLE BODY PLATE. WE DIDN'T FEEL SAFE DRIVING THE VEHICLE HOME AND LEFT IT AT THE SERVICE DEPARTMENT WHERE IT HAS REMAINED TO THIS DAY. ON JANUARY 21, 2010, TOYOTA ANNOUNCED A RECALL DUE TO A STICKING GAS PEDAL THAT, IN PART, DESCRIBES OUR ISSUE. OUR 2001 SIENNA IS NOT INCLUDED IN THIS RECALL.

C-1080

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315878  
**Date of Incident:** 20080210  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** TULSA, OK

**NHTSA Summary:**  
I BOUGHT A TOYOTA PRIUS 2008 AND WITHIN 2 MONTHS OF PURCHASE I EXPERIENCED SUDDEN ACCELERATION TWICE. I MENTIONED THE ISSUE TO A TOYOTA DEALER SERVICE AGENTS, BUT HE TOOK IT NO FURTHER NOR DID I. IT HAS NEVER HAPPENED AGAIN.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313330  
**Date of Incident:** 20080211  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** SUMMERVILLE, SC

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA HIGHLANDER. ON FEBRUARY 10, 2008 WHILE DRIVING APPROXIMATELY 35 MPH, THE VEHICLE SUDDENLY ACCELERATED WHEN SHE PUT HER FOOT ON THE BRAKE PEDAL. THE VEHICLE FAILED TO SLOW DOWN. SHE LOST CONTROL AND SWERVED THE INTO THE LEFT LANE AND CRASHED INTO ANOTHER VEHICLES REAR BUMPER CAUSING THAT VEHICLE TO CRASH INTO THE VEHICLE IN FRONT OF THEM. SHE SUSTAINED INJURIES TO HER RIBS. THE OTHER TWO DRIVERS ALSO SUSTAINED INJURIES. THE INSURANCE COMPANY WAS IN THE PROCESS OF INVESTIGATING THE FAILURE. THE VEHICLE WAS DESTROYED. THE FAILURE AND THE CURRENT MILEAGES WERE 13,000. A POLICE REPORT WAS FILED. THE VIN WAS NOT AVAILABLE WHEN THE COMPLAINT WAS FILED. UPDATED 03/30/10. \*LJ  
**Additional Summary:**

**Toyota ID Number:** 200802120932  
**NHTSA ODI Number:**  
**Date of Incident:** 20080212  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**  
\*\*\* PHONE LOG 02/12/2008 01:17:29 PM RSotelo  
Caller states: Bob Frost, GMAC Insurance, sts his cust was involved in an accident. sts cust tried to release the cruise control setting but veh accelerated & caused veh to crash. sts cust was traveling @ bout 50mph. sts airbags did not deploy. sts will have an investigation regarding matter & cust has obtained a lawyer for legal action & would like to HQ to be aware of enern...  
\*\*\* NOTES 02/12/2008 01:17:30 PM RSotelo  
Registered Owner: Hope Willard  
Driver's Name & Relation to Owner: Hope Willard/owner  
Date of Accident: 1/14/2008  
Veh Location: home  
Has Repair Begun or Veh Repaired: NO  
Injuries: Yes, n/a  
Driver & Pass Names, Seat Location: Hope Willard N/A  
Seatbelts On: YES  
Speed Before Impact: 50mph

**C-1081**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

...  
\*\*\* NOTES 02/12/2008 01:18:07 PM RSotelo  
Brakes Applied Before Impact: YES  
What Failed: cruise control & brakes & airbags  
Collision Type: frontal, side, rear, roll over: Front  
Specific Veh Damage: total front damage  
Airbag Deploy or Non-Deploy: Non Deploy  
Airbag Warning Light On/Off Prior to Accident: NA  
Any Prev Accidents In Veh: N/A  
Cust Seeks: N/A  
... SKS why cruise control, brakes & airbag failed. NCR apol & opened case to Case Mgr. adv Case Mgr will call w/in 1 B/D's & provided case #.

\*\*\* SUBCASE 200802120932-1 CREATED 02/13/2008 09:29:32 AM GGonzalez  
\*\*\* NOTES 02/13/2008 01:05:56 PM GGonzalez  
++OUTGOING CALL TO CUST++

Ncr called the cust to probe for more info on accident. Cust adv he was the only driver in the car. Ncr adv the cruise control got stuck and when he hit the brakes the veh did not stop. Cust ran into backup dirt. Cust adv he broke his shoulder and back. Cust sts the he feels the cruise control caused him to crash and then the airbags did not deploy. Cust adv the dashboard did not come in. Cust adv the chassis of the veh has been bent.

\*\*\* NOTES 02/13/2008 01:06:39 PM GGonzalez  
==FCRP==

NCR apol and adv reg will contact w/in 3 bus days regarding request, adv veh may be inspected but no guarantees. adv if reg inspects veh, inspection will take place w/in 30 days and results mailed w/in 30 days after the inspection.  
LEGAL REQUESTS FIELD CONTACT REPORT W/MANY INTERIOR AND EXTERIOR PHOTOS.

\*\*\* SUBCASE 200802120932-1 CLOSED 02/13/2008 01:08:46 PM GGonzalez  
see case notes

\*\*\* NOTES 02/14/2008 12:32:10 PM AVaron  
Clr Robert Frost from GMAC insurance clld to speak w/ Case mgr. Sts would like a c/b at 888-233-4575 ext 5887. NCR apol & adv clr that Case mgr unavailable & would follow up w/in 1 b/d.  
\*\*\* NOTES 02/15/2008 09:11:49 AM JHoggatt  
Clr Robert Frost from GMAC insurance requested to speak with CM. Apol and adv clr that CM is not avail & that i would leave msg requesting c/b  
\*\*\* NOTES 02/15/2008 09:13:39 AM JHoggatt  
Clr requested c/b at 888-233-4575 ext 5887 work# or cell 910-316-0631.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310936  
**Date of Incident:** 20080212  
**Vehicle:** 2003 TOYOTA MATRIX  
**Location of Incident:** BRUNSWICK, OH

**NHTSA Summary:**  
TL\* THE CONTACT HAS A 2003 TOYOTA MATRIX. THE CONTACT STATED THAT THE VEHICLE HAD BEEN HAVING PERIODIC ACCELERATION PROBLEMS SINCE 2008. THE CONTACT STATED THE SUDDEN ACCELERATION HAS ONLY HAPPENED WHEN THE CONTACT IS TRYING TO SLOW DOWN, WHILE DRIVING AT ANY SPEED. THIS FAILURE HAD BEEN HAPPENING MORE OVER THE PAST TWO YEARS. THE FAILURE MILEAGE WAS UNKNOWN. THE CURRENT MILEAGE IS 86504.  
**Additional Summary:**

**C-1082**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313049  
**Date of Incident:** 20080212  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** LAGRANGER HIGHLANDS, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA PRIUS. WHILE DRIVING 15 MPH OUT OF A PARKING LOT IN INCLEMENT WEATHER, THE CONTACT APPLIED THE BRAKES AND THE VEHICLE FAILED TO STOP. THE VEHICLE ACCELERATED THROUGH A STOP SIGN AND CRASHED INTO A VEHICLE. THE CRASH CAUSED DAMAGES TO BOTH VEHICLES. NO ONE WAS INJURED DURING THE CRASH. THE CONTACT WAS ABLE TO DRIVE THE VEHICLE AFTER THE CRASH OCCURRED. THE CONTACT HAS NOT CALLED THE MANUFACTURER. THE CONTACT STATED THE BRAKES ALWAYS MALFUNCTION DURING INCLEMENT WEATHER. THE FAILURE MILEAGE WAS 30,000. UPDATED 3/24/10 \*CN  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315960  
**Date of Incident:** 20080212  
**Vehicle:** 1996 TOYOTA CAMRY  
**Location of Incident:** EAGAN, MN

**NHTSA Summary:**  
I ENTERED THE FREEWAY ON-RAMP AND ACCELERATED. THE CAR CONTINUED TO ACCELERATE EVEN AFTER I TOOK MY FOOT OFF THE GAS PEDAL. I KICKED THE PEDAL DOWN A COUPLE TIMES TO GET IT UNSTUCK. INSTEAD OF COMING UNSTUCK, IT STUCK ALL THE WAY TO THE FLOOR. (THE ENGINE ACCELERATED TO THE MAXIMUM AMOUNT. I THINK THE ACTUAL PEDAL CAME BACK UP TO THE IDLE POSITION.) THE BRAKES SLOWED THE CAR SOME WHEN I PUSHED ON THE PEDAL WITH BOTH FEET WITH MY HANDS ON THE STEERING WHEEL AND STANDING UP SO ALL MY WEIGHT AND STRENGTH WAS ON THE BRAKE. THE BRAKES SMELLED OF BURNING AND I THOUGHT FOR A SECOND THAT MAYBE I WAS GETTING IT UNDER CONTROL. HOWEVER, WHEN I LOOKED AT THE SPEEDOMETER, IT READ 95 AND THE BRAKES WERE SMOKING AND SMELLING QUITE STRONG. I PUT THE CAR INTO NEUTRAL AND CONTINUED TO PUSH HARD ON THE BRAKE. IT SLOWED DOWN TO MAYBE TO 65 OR SO. BY THEN THE ENGINE WAS RUNNING SO FAST I THOUGHT IT WOULD BLOW UP AND IT WAS NIGHT ON A RELATIVELY DESERTED FREEWAY SO I PUT IT BACK INTO GEAR AND CONTINUED THIS PATTERN FOR APPROXIMATELY 8 MILES - SPEEDING UP TO WAY PAST 95, RIDING THE BRAKES UNTIL THEY SMOKED AND SMELLED TOO MUCH (I THOUGHT THEY WOULD BECOME USELESS IF I LET THEM BURN UP) PUTTING IT INTO NEUTRAL AND SLOWING DOWN FOR AS LONG AS I THOUGHT WAS OK BEFORE BLOWING THE ENGINE, REPEAT, ETC. JUST PRIOR TO MY EXIT, THE UNINTENDED ACCELERATION STOPPED AND I GOT OFF ONTO THE SIDE STREETS. WHEN I ACCELERATED AFTER A STOP SIGN, THE ACCELERATOR STUCK BUT I IMMEDIATELY PUT IT INTO NEUTRAL AND THEN SHUT THE KEY OFF, STOPPING THE ENGINE. IT DID THIS TWO MORE TIMES. THE REPAIR SHOP CLEANED THE THROTTLE BODY AND IT HAS NOT HAPPENED AGAIN. I WAS IN THE ARMY INFANTRY DURING THE 60'S BUT HAD NOT HAD A FLASHBACK FOR A VERY LONG TIME. I HAD FLASHBACKS OF THIS EXPERIENCE SEVERAL TIMES WHEN ENTERING A FREEWAY ENTRANCE RAMP. IT WAS A MOST TERRIFYING EXPERIENCE AND RESEARCH HAS SHOWN THAT OUR ABILITY TO RESPOND LOGICALLY IS GREATLY DIMINISHED UNDER THAT HIGH STRESS.  
**Additional Summary:**

**Toyota ID Number:**

**C-1083**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10322094  
**Date of Incident:** 20080214  
**Vehicle:** 2003 TOYOTA TUNDRA  
**Location of Incident:** MIRAMAR, FL

**NHTSA Summary:**  
MY 2003 TOYOTA TUNDRA WAS INVOLVED IN AN ACCIDENT FEBRUARY OF 2008 DUE TO SUDDEN ACCELERATION IN WHICH MY VEHICLE SPIN OUT OF CONTROL AND WENT OVER A CONCRETE BARRIER, MY VEHICLE SUSTAINED HEAVY REAR END AND SIDE DAMAGE. THE DAMAGE TO MY VEHICLE COST ME \$5,663.14, I HAVE THE ACCIDENT REPORT. HOW COULD I GET TOYOTA TO REIMBURSE FOR THE COST OF THE DAMAGE. PLEASE ADVISED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325323  
**Date of Incident:** 20080214  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** ST. JOHNS, 00

**NHTSA Summary:**  
ABOUT TWO YEARS AGO (2008), WHEN STARTING OFF FROM SAY A STOP LIGHT, I WOULD PRESS THE GAS PEDAL & NOTHING WOULD HAPPEN FOR A SECOND OR TWO, THEN THE CAR WOULD JERK AHEAD. THIS DID NOT HAPPEN ALL THE TIME. THIS PROBLEM OCCURED OVER A SIX MONTH PERIOD OR SO. A MECHANIC (NOT TOYOTA) TOLD ME THE HOUSING FOR THE ACCELERATOR CABLE WAS CORRODED AND NEEDED TO BE REPLACED. THIS HE DID AND I HAVE HAD NO PROBLEM SINCE. COST WAS ABOUT \$200.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318330  
**Date of Incident:** 20080216  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** LEXINGTON, MA

**NHTSA Summary:**  
UNDESIRED ACCELERATION, NOT RELATED WITH STICK GAS PEDAL. ON FEBRUARY 16, 2008, I DROVE MY TOYOTA CAMRY LE 1998 HOME WITH ALL MY FAMILY ON BOARD AFTER SHOPPING ACTIVITIES. I WAS DRIVING AT AROUND 35 MPH SOUTH ON WALTHAM STREET IN LEXINGTON, MA. WHEN WE WERE PASSING AN INTERSECTION OF WALTHAM/CONCORD, I STARTED TO SLOW DOWN THE VEHICLE TO AROUND 20 MPH AS OUR HOME APPROACHING. THE CAR SLOWED DOWN NORMALLY TO AROUND 20 MPH AND MAINTAINED AT THAT SPEED FOR ABOUT 100 FEET DISTANCE. AT AROUND 200-300 FEET DISTANCE FROM THE LEXINGTON DRIVE (WHERE OUR APARTMENT LOCATED), THE TOYOTA CAMRY SUDDENLY ACCELERATED BY ITSELF TO AROUND 50-60 MPH, WHILE MY FOOT WAS STILL ON THE BRAKE PEDAL. I WAS IN A COMPLETE STATE OF PANIC, AS WHOLE FAMILY WAS WATCHING (AND SCREAMING) OUR CAR SPEEDING TOWARD THE INTERSECTION OF WALTHAM ST AND LEXINGTON DRIVE, WHERE THERE WAS A TRUCK ALMOST RIGHT IN FRONT OF US. I WAS ALMOST STANDING ON THE BRAKE PEDAL, AND ALSO VERY QUICKLY PULLED THE PARKING BRAKE, AND MOVED THE GEAR SHIFT TO NEUTRAL. THE CAR SLOWED DOWN TO AROUND 40 MPH. AT THIS TIME, MY CAR WAS ALREADY 30 FEET FROM THE INTERSECTION OF WALTHAM/LEXINGTON DR, WHERE I SUPPOSED TO TURN RIGHT. WITH MY CAMRY MOVING AT AROUND 40 MPH, I DID FEEL SAFE TO MAKE THE RIGHT TURN. AND I COULDN'T MOVE FORWARD EITHER WITH A TRUCK NOW RIGHT IN FRONT OF US (THE TRUCK WAS TO MAKE A LEFT TURN FROM LEXINGTON DRIVE TO WALTHAM STREET), THE ONLY OPTION FOR ME WAS TO CRASH MY CAR INTO A STREET DIVIDE ON LEXINGTON DRIVE TO AVOID HITTING THE TRUCK IN

**C-1084**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FRONT OF US, OR TIP OVER BY TURNING RIGHT AT HIGH SPEED. AFTER CRASHED ON THE STREET DIVIDE, HIT AND DESTROYED A LIGHT POLE ON THE STREET DIVIDE, MY CAR CAME TO A COMPLETE STOP. NO-ONE WAS INJURED PHYSICALLY (LOTS HEADACHE DUE TO PANIC SCREAMING). THE CAR SUFFERED QUITE DAMAGE UNDER AND AT FRONT. AT THIS MOMENT, MY CAR WAS STILL DRIVABLE. INTERESTINGLY, THE CAR WAS RUNNING NORMAL AGAIN THEN. CONCLUSION: THE UNDESIRE ACCELERATION WAS NOT CAUSED BY STICKING GAS PEDAL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318909  
**Date of Incident:** 20080216  
**Vehicle:** 2007 TOYOTA SEQUOIA  
**Location of Incident:** FREEMONT, CA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA SEQUOIA. WHEN THE VEHICLE WOULD SIT IDLE IN THE DRIVE POSITION, IT WOULD SUDDENLY ACCELERATE WITHOUT WARNING. THE CONTACT WOULD APPLY EXTREME BRAKING PRESSURE IN ORDER TO MAINTAIN CONTROL OF THE VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE DRIVE SHAFT WAS SERVICED; HOWEVER THE FAILURE WOULD STILL OCCUR. THE CONTACT STATED THAT THE VEHICLE WOULD EXHIBIT INSTANCES OF UNINTENDED ACCELERATION SINCE THE DAY OF PURCHASE. THE CURRENT AND FAILURE MILEAGES WERE UNDER 54,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345255  
**Date of Incident:** 20080216  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** BRADENTON, FL

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2006 TOYOTA TACOMA. THE CONTACT STATED WHILE DRIVING AT UNKNOWN SPEEDS, THE ACCELERATOR PEDAL FELL INTO THE FLOORBOARD AND BECAME STUCK IN THE OPEN THROTTLE POSITION. THE VEHICLE BEGAN TO ABNORMALLY ACCELERATE UP TO 120 MPH. THE CONTACT ATTEMPTED TO ENGAGE THE EMERGENCY BRAKE BUT TO NO AVAIL. HE THEN SHIFTED INTO NEUTRAL AND WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE UNTIL STOPPING. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE FAILURE RECURRED FOUR ADDITIONAL TIMES. THE VEHICLE WAS TAKEN BACK TO THE DEALER WHERE THE ACCELERATOR PEDAL WAS REPLACED. THE FAILURE PERSISTED. THE CONTACT STATED THE VEHICLE WAS LEFT WITH THE DEALER AND HE DID NOT FEEL SAFE OPERATING THE VEHICLE AFTER THE FAILURE CONTINUED TO RECUR. THE CONTACT REFUSED TO DRIVE THE VEHICLE. THE MANUFACTURER WOULD NOT PROVIDE ANY ASSISTANCE. THE VEHICLE WAS NOT FURTHER REPAIRED. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS APPROXIMATELY 4,000 AND THE CURRENT MILEAGE WAS APPROXIMATELY 25,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10281854  
**Date of Incident:** 20080219  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** PHILADELPHIA, PA

C-1085

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

SUDDEN ACCELERATION OF MY 2007 TACOMA, MORE THEN ONCE WHEN I CAME TO A STOP, THE TRUCK WOULD SUDDENLY ACCELERATE. IT HAPPENED AT A STOP JUST BEFORE MY ACCIDENT AND A SCHOOL BUS WAS GOING THOUGH THE INTERSECTION. WHEN I GOT OUT OF MY TRUCK AT A PUBLIC STORAGE GATE A MINUTE LATTER AND GOT BACK IN AND WAITED FOR THE GATE TO OPEN I SUDDENLY HAD A UNINTENDED ACCELERATION OF MY 2007 TOYOTA TACOMA. WHEN I HIT THE BREAK IT WENT FASTER, I HAD TO PUT IT IN PARK TO STOP THE BACK WHEELS FROM SPINNING, THE GATE WAS TOTALED FROM MY TRUCK. I WAS NOT EVEN DRIVING AND IT TOOK OFF ON ITS OWN! I HAD TOYOTA INSPECT IT AND THEY COULD NOT FIND ANYTHING WRONG. I HAVE NOT HAD ANY ACCIDENTS FOR 20 YEARS, NOW MY INSURANCE RATES ARE HIGH, PLEASE INVESTIGATE THIS, IT IS NOT A WRONG PEDdle PROBLEM. IT ALSO HAPPENED ONCE BEFORE AND I HAD LESS THEN 5000 MILES ON THE TACOMA, BUT THE ROAD WAS WET SO I WAS NOT SURE IF IT WAS THE ROAD. IT WAS LESS THEN A YEAR OLD WHEN IT HAPPENED AGAIN, AND I WAS GONE TO TAKE IT TO THE DEALER AFTER I ALMOST HIT THE SCHOOL BUS, BUT DIDNT GET THE CHANCE. I HAD TO STOP AT THE STORAGE PLACE AND THAT WAS WHERE I RAN INTO THE GATE. I SINCE HAD A VOLUNTARY REPO AND GAVE IT BACK, I WOULD NOT DRIVE IT AND FEEL SAFE AGAIN. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310491  
**Date of Incident:** 20080219  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** GLASTONBURY, CT

**NHTSA Summary:**

(02/19/2008) WAS DRIVING MY 2002 TOYOTA AVALON JUST BEFORE 9 AM SE IN THE L LANE ON RTE 2 (CT) AT 65 MPH WITH THE CRUISE CONTROL ON. THERE WAS AN OBSTRUCTION IN THE L LANE SO I PUT ON MY SIGNAL, PUSHED ON MY BRAKES AND PROCEEDED INTO THE R LANE. INSTEAD OF SLOWING DOWN, MY VEHICLE CONTINUED TO SPEED UP. I LOST CONTROL OF THE VEHICLE DEPITS HAVING BOTH FEET ON THE BRAKES AND BOTH HANDS ON THE STEERING WHEEL. I WAS SWERVING FROM LANE TO LANE IN RUSH HOUR TRAFFIC ATTEMPTING TO AVOID THE OTHER VEHICLES. AFTER ABOUT A MILE, I WAS ABLE TO STEER THE VEHICLE INTO THE R GUARDRAIL, ENABLING ME TO KEEP THE CAR STRAIGHT (AND OUT OF TRAFFIC) SO I COULD USE ONE HAND TO SHIFT INTO NEUTRAL TO STOP THE VEHICLE. THE ENTIRE PASSENGER SIDE OF MY VEHICLE WAS RIPPED OFF AND STREWN ALONG THE R SHOULDER OF THE HIGHWAY FOR ABOUT 1/4 MILE. THE VEHICLE WAS TOTALED AND I WAS FORTUNATE TO NOT HIT ANOTHER CAR NOR SUFFER ANY SERIOUS INJURY. OBVIOUSLY, THE FAILURE OCCURRED ONLY ONCE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314565  
**Date of Incident:** 20080220  
**Vehicle:** 1999 LEXUS GS300  
**Location of Incident:** TEGA CAY, SC

**NHTSA Summary:**

LEXUS GS 300 1999, FEBRUARY 2008- 2 INCIDENTS OF CAR ACCELERATING AFTER LETTING OFF THE GAS. TOOK TO LOCAL MECHANIC AFTER FIRST INCIDENT, HE MISDIAGNOSED. AFTER 2ND INCIDENT, TOOK TO LEXUS DEALERSHIP. THEY DIAGNOSED AS FLOOR MAT GETTING STUCK UNDER GAS PEDAL AND FIXED BY MOVING FLOOR MAT. I HAVE DOCUMENTATION.

C-1086

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10221311  
**Date of Incident:** 20080222  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** JOHNSONBURG, PA

**NHTSA Summary:**

PURCHASED 2008 TOYOTA CAMRY 2/5/08 FROM STOLTZ TOYOTA SCION OF DUBOIS PA 814-371-3333. AFTER DRIVING FOR 3 WKS I STARTED TO NOTE UNEXPECTED ACCELERATION & DECELERATION AT 20-50 MPH ALSO ACCELERATION WHEN PUTTING ON THE BRAKE AT 25-35MPH AT THESE TIME THE TACH WOULD JUMPING BACK & FORTH I FELT VERY UNSAFE & CALLED THE DEALER SVC DEPT 2/22/08 THEY SET UP AN APPT FOR 2/25 DURING THE SVC TECHS TEST DRIVE THE CAR DIDNT DO ANY OF THE ABOVE. HE SAID THEY WOULD CALL TOYOTA TECH IN CALIFORNIA TO SEE HOW TO FIX THE PROBLEM & WOULD GET BACK TO ME. I HAD NOT HEARD BACK BY 2/28 SO I CALLED FOR AN UPDATE BECAUSE THE CAR IS STILL DOING THE ABOVE & I AM FEELING MORE UNSAFE. AFTER TALKING WITH THE PERSON WHOM ANSWERED THE PHONE SHE SAID SHE WOULD TALK TO HER SVC MANAGER AS IT COULD TAKE UP TO A WEEK BEFORE CALIFORNIA WOULD GET BACK TO THEM. ON 3/3 THE ASST SVC MANAGER CALLED ME & WE DISCUSSED THE PROBLEM & HE SET UP AN APPT TO BRING IN THE CAR ON 3/7. STILL FEELING VERY UNSAFE & THAT THE DEALERSHIP DID NOT TAKE THE ISSUE SERIOUSLY I E-MAIL ON 3/5 THE SALESMAN I BOUGHT THE CAR FROM EXPRESSING HOW UNSAFE I FELT & DETAILED THE PROBLEM & ALSO THAT I WAS NOW NOTICING AT ABOUT 40MPH THAT THE CAR ACTED LIKE A MANUAL TRANSMISSION THAT NEEDED TO SHIFT DOWN THE NEXT DAY 3/5 THE ASST MANAGER CALLED ME @ & THAT HE WAS SENDING SOMEONE TO PICK UP THE CAR RIGHT NOW. THE ASST MANAGER KEPT ME UPDATE WITH PHONE CALLS ON 3/6, 3/7 THEY WHERE STILL TRYING TO FIGURE OUT WHAT WAS GOING ON AS DURING TEST DRIVES THE CAR HAD NOT ACCELERATED, BUT WOULD CONTINUE TO TEST IT. I ALSO TOLD THE ASST MANAGER ABOUT THE REVIEWS ON EDMONDS.COM THATS WHERE THE SAME PROBLEMS ON 3/12 HE CALLED AGAIN THAT ONE OF THE TEST DRIVERS HAD EXPERIENCED THE ACCELERATION & HAD IDENTIFIED OTHER SHIFTING PROBLEMS. ON 3/14 THE SERVICE MANAGER CALLED TELLING ME THAT TOYOTA DIDNT HAVE A FIX FOR THE PROBLEM & THAT THEY COULD NOT FIX MY CAMRY. THAT TOYOTA SAYS IT IS "OPERATING TO FACTORY SPECS, RIGHT NOW. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307203  
**Date of Incident:** 20080222  
**Vehicle:** 2007 TOYOTA HIGHLANDER HV  
**Location of Incident:** SUDBURY, MA

**NHTSA Summary:**

FIRST EVENT-PULLING INTO A PARKING SPACE-APPLIED THE BRAKE-CAR ACCELERATED AND WENT OVER THE BUMPER GUARD. ONGOING ISSUE-WHEN APPLYING THE BRAKE AND HITTING A BUMP IN THE ROAD AT THE SAME TIME, THE CAR LUNGES FORWARD AND THE BRAKE APPEARS TO FAIL. REPORTED TO DEALER-SAID IT WAS POSSIBLY THE ABS BRAKE SYSTEM. HAVE HAD THE BRAKES CHECKED NUMEROUS TIMES WITH NO TROUBLE FOUND.

**Additional Summary:**

**Toyota ID Number:**

C-1087

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10319648  
**Date of Incident:** 20080224  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** YONKERS, NY

**NHTSA Summary:**

MY 2007 LEXUS RX 350 WILL OCCASSIONALLY SLOW DOWN AND FEEL AS IF IT IS GOING TO SHUT OFF WHEN I PRESS THE GAS. IT WILL THEN SUDDENLY ACCELERATE AND JOLT CAUSING ME TO DEPRESS THE BRAKES IN ORDER TO SLOW DOWN. I HAVE ADVISED LEXUS OF THE PROBLEM AND MUST BRING IT IN FOR SERVICE. THIS HAS BEEN HAPPENING SINCE I PURCHASED THE CAR IN 2008.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10219141  
**Date of Incident:** 20080225  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** CALDWELL, TX

**NHTSA Summary:**

DRIVING A 2007 TOYOTA 4RUNNER SR5 V6 4 WHEEL DRIVE VEHICLE ON A HIGHWAY AT THE SPEED LIMIT OF 70 MPH IN THE LEFT LANE (4 LANE HIGHWAY). I SLOWED DOWN TO CHANGE LANES ENTERING THE RIGHT LANE, I THINK APPLYING THE BRAKES TO SLOW DOWN AND MOVE OVER. AS I BEGAN TO ACCELERATE AGAIN IN THE RIGHT LANE, I LET UP ON THE ACCELERATOR PEDAL. SO AS TO NOT EXCEED THE SPEED LIMIT BUT IT DID NOT COME BACK UP WHEN MY FOOT DID, AND THE VEHICLE DID NOT SLOW DOWN NORMALLY AS IT SHOULD BUT RACED AHEAD. I QUICKLY LOOKED TO SEE IF MY FLOOR MAT HAD CAUSED THE PEDAL TO STICK WHICH I OBSERVED IT DID NOT. I THEN APPLIED THE BRAKES TO TRY TO SLOW THE VEHICLE YET THE VEHICLE WAS STILL ATTEMPTING TO ACCELERATE. FORTUNATELY, I WAS ABLE TO SOMEWHAT SLOW DOWN AND GUIDE THE VEHICLE ONTO AN EXIT RAMP TO MY RIGHT, ALL THE WHILE HOLDING DOWN THE BRAKE AS HARD AS I COULD TO KEEP CONTROL OF THE CAR. I GUIDED IT ONTO THE RIGHT SIDE OF THE RAMP OUT OF THE TRAFFIC PATH AND QUICKLY MOVED THE GEAR FIRST TO NEUTRAL THEN TO PARK. THIS STOPPED THE VEHICLE BUT THE ENGINE CONTINUED TO RAPIDLY REV. I THEN IMMEDIATELY TURNED OFF THE IGNITION. THE WHEELS WERE POINTED STRAIGHT AHEAD, AND I AVOIDED ANY KIND OF CRASH OR INJURY. THEN I TURNED ON MY EMERGENCY LIGHTS. I LET THE VEHICLE SIT OFF FOR A MINUTE OR SO, THEN LEAVING THE VEHICLE IN PARK I TURNED ON THE IGNITION AGAIN UPON WHICH THE ENGINE REVVED AS HIGH AS BUT DID NOT MOVE. SO I TURNED OFF THE IGNITION FOR GOOD AND CALLED A NEARBY TOYOTA DEALERSHIP FOR HELP WHO SWIFTLY AND SEAMLESSLY RESPONDED TO MY VEHICLE FAILURE. THE VEHICLE IS PRESENTLY BEING EXAMINED BY THIS DEALERSHIP AND THE CAUSE AND REMEDY ARE YET TO BE DETERMINED. THE DEALERSHIP RESPONDED BY SENDING A TOW TRUCK TO BRING MY VEHICLE TO THE DEALERSHIP AND SAID THEY WOULD CONTACT THE LOCAL POLICE TO LET THEM KNOW SUCH HAD BEEN ARRANGED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322163  
**Date of Incident:** 20080225  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** MAINEVILLE, OH

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2006 TOYOTA COROLLA LE. THE CONTACT STATED WHILE DRIVING IN THE PARKING LOT AT 10MPH TRYING TO PARK HIS VEHICLE THE VEHICLE

C-1088

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATED AND HIT FIVE OTHER PARK CARS. NO ONE WAS INJURED THERE IS A REPORT IF NEEDED. THE VEHICLE WAS TOWED TO A BODY SHOP AND REPAIRED IT WAS DAMAGED VERY BADLY. THE DEALER OR THE MANUFACTURE WAS NOT CALL OR A REPORT MADE. THE AIR BAG HAD ALSO DEPLOY. THE FAILURE MILEAGE WAS 14,000...MW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292643  
**Date of Incident:** 20080301  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** DURHAM, NC

**NHTSA Summary:**

I WAS DRIVING ON AN INTERSTATE HIGHWAY WITH MY CRUISE CONTROL ENGAGED AND MY CAR BEGAN TO ACCELERATE BEYOND THE SPEED THAT I HAD SET. I DISENGAGED THE CRUISE CONTROL BUT THAT DID NOT SLOW THE CAR DOWN. NEXT, I TRIED BRAKING, WHICH SLOWED THE CAR DOWN A LITTLE, THOUGH I NEEDED TO USE AN UNUSUALLY LARGE AMOUNT OF FORCE TO PRESS THE BRAKE PEDAL DOWN. ONCE I RELEASED THE BRAKE, THE CAR BEGAN TO SPEED UP AGAIN. I MADE REPEATED ATTEMPTS TO BRAKE BUT, EVENTUALLY, THE BRAKE PEDAL LOCKED UP. AT THIS POINT, I PUT THE CAR INTO NEUTRAL AND THE ENGINE REVVED (I DON'T KNOW WHAT THE MAXIMUM RPM WAS, BUT I KNOW IT WAS WELL ABOVE NORMAL DRIVING RPM). I PULLED OFF ONTO THE SHOULDER AND TURNED THE CAR OFF. I TRIED TURNING THE IGNITION ON (MY FOOT WAS NOT ON THE ACCELERATOR PEDAL) BUT THE ENGINE REVVED UP SO I IMMEDIATELY TURNED THE CAR OFF. OVER THE NEXT 30 MINUTES, I TRIED TURNING THE CAR ON A FEW MORE TIMES WITH THE SAME RESULT. AFTER I HAD BEEN WAITING FOR 1-1.5 HOURS, A TOW TRUCK ARRIVED. THE DRIVER TURNED THE IGNITION ON AND THE CAR STARTED NORMALLY; SOMEHOW THE PROBLEM HAD RESOLVED ITSELF SO WE WERE UNABLE TO DETERMINE THE CAUSE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308305, 10308314  
**Date of Incident:** 20080301  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** SHERRILLS FORD, NC

**NHTSA Summary:**

OUR 2008 TOYOTA HIGHLANDER HAS HAD THE SAME INTERMITTANT BRAKING PROBLEM SINCE WE PURCHASED IT IN 2008. WHEN WE BRAKE FOR THE FIRST SECOND OR SO OF DEPRESSING THE BRAKE PEDAL THE BRAKES WILL EITHER NOT RESPOND OR THERE WILL BE A SLIGHT SURGE IN ACCELERATION. AFTER FURTHER DEPRESSION OF THE BRAKE PEDAL, THE BRAKES WILL ENGAGE, BUT THE INITIAL ENGAGEMENT IS NOT SMOOTH. IT FEELS LIKE SOMEONE THAT HAS BRAKED THEIR VEHICLE TOO RAPIDLY. THIS ISSUE COMES AND GOES. WHEN WE TAKE IT TO THE DEALER, THEY SAY THEY CANNOT RECREATE THE ISSUE AND SAY THERE IS NOTHING WRONG WITH THE VEHICLE. THIS IS AN INTERMITTANT PROBLEM WITH ACCELERATION WE HAVE HAD WITH OUR TOYOTA HIGHLANDER SINCE WE PURCHASED THE VEHICLE. WHEN ACCELERATING, THE VEHICLE WILL PERIODICALLY OVER-REV BEFORE THE AUTOMATIC TRANSMISSION SHIFTS INTO THE APPROPRIATE GEAR. THIS RESULTS IN A MOMENTARY LACK OF ACCELERATION. AGAIN THIS IS AN INTERMITTANT PROBLEM. WHEN TAKEN TO THE TOYOTA DEALER, THEY SAY THEY CANNOT RECREATE THE PROBLEM AND THAT THERE IS NOTHING THAT THEY CAN SEE THAT IS WRONG WITH THE VEHICLE.

C-1089

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10219888  
**Date of Incident:** 20080302  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** MEDIA, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA RAV4. THE VEHICLE AUTOMATICALLY ACCELERATED. THE CONTACT HAD TO DEPRESS HARD ON THE BRAKES AND/OR SHIFT INTO NEUTRAL IN ORDER TO KEEP THE VEHICLE FROM ENTERING INTO TRAFFIC. THE FAILURE OCCURRED ON MARCH 2, 2008. THE FAILURE MILEAGE WAS 12,125 AND CURRENT MILEAGE WAS 12,135. UPDATED 03/25/08. \*LJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303384  
**Date of Incident:** 20080303  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** MYSTIC, CT

**NHTSA Summary:**

THE PHYSICAL PEDAL SEEMS TO STICK WHEN PRESSURE IS REDUCED (SLOWING OR DECELERATING) BUT POPS FREE ONCE MOST OF THE PRESSURE HAS BEEN RELEASED. THIS HAS HAPPENED SEVERAL TIMES IN THE PAST YEAR AND A HALF. I DID NOT RETURN IT TO THE DEALER, INSTEAD I WAS ABLE TO REMOVE THE PEDAL ASSEMBLY AND APPLY SEVERAL DROPS OF WD40 TO THE PIVOT SHAFT AND BUSHING. AFTER WORKING THE PEDAL A FEW TIMES AND RE-INSTALLING BACK INTO THE VEHICLE, THE PEDAL SEEMED TO OPERATE NORMALLY FOR UP TO 4 TO 5 MONTHS BEFORE STARTING TO STICK ONCE MORE. NOTE: THE VEHICLE NEVER ACCELERATED ON ITS OWN NOR DID THE PEDAL NOT RETURN TO THE IDLE POSITION. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312238  
**Date of Incident:** 20080303  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** REDONDO BEACH, CA

**NHTSA Summary:**

3-4 SECOND DELAY IN RESPONSE TIME WHEN MAKING A FAST LANE CHANGE - ENOUGH TIME TO CAUSE A SERIOUS ACCIDENT. THIS HAPPENED ONCE IN HEAVY CITY TRAFFIC AND ONCE IN THE EVENING WHEN THERE WAS LITTLE TRAFFIC. THE DEALERSHIP PERFORMED AN ECM CALIBRATION ENHANCEMENT TO CORRECT ANOTHER PROBLEM OF HESITATION WITH THE ACCELERATION & THEN A QUICK SURGE FORWARD. THIS WAS PERFORMED AFTER THE FIRST INCIDENT; HOWEVER, IT DID NOT CORRECT MY CURRENT PROBLEM AS THE HESITATION HAPPENED AGAIN (THE 2ND TIME) AFTER THE CALIBRATION. DISCUSSED THIS AT LENGTH WITH THE DEALERSHIP. I WAS INFORMED THAT THE ECM CALIBRATION WAS THE ONLY "FIX" PROVIDED TO THEM AND THAT SINCE I STILL HAD THE PROBLEM, I WOULD HAVE TO BE VERY CAREFUL TO NOT PRESS THE ACCELERATOR QUICKLY TO MAKE A FAST GETAWAY AS THE COMPUTER IS NOT ABLE TO PICK UP THE SIGNAL THAT QUICKLY. THEY COULD ONLY SUGGEST THAT I NEVER PRESS THE ACCELERATOR QUICKLY - TRY THAT ONE WHEN YOU HAVE TO MOVE OUT OF THE WAY FAST. I AM NOT TRYING TO MAKE SOMETHING MORE OF THIS THAN IT

C-1090

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

IS. THERE ARE SOME MUCH MORE SERIOUS PROBLEMS REPORTED ON THE INTERNET THAN THIS ONE. HOWEVER, IT IS SERIOUS. WHEN YOU CANNOT GET GAS WHEN YOU NEED IT, IT IS SERIOUS. THERE IS APPARENTLY A PROBLEM WITH THEIR ELECTRONICS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10220108  
**Date of Incident:** 20080304  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** GREENACRES, FL

**NHTSA Summary:**

PULLING INTO PARKING SPOT ON LEFT, ABOUT STOPPED AND THE CAR ACCELERATED VERY FAST FOR ABOUT 30 FEET. BEENING THE SECOND TIME THIS HAS HAPPENED, I WAS AWARE OF WHERE MY FOOT WAS, ON THE BRAKE. LAST OCT. PULLING INTO PARKING SPOT TO LEFT THE SAME THING HAPPENED. JUST FELT LIKE A NUT. THIS TIME I AM SURE IT WAS THE CAR. \*TR THE CONTACT WANTED TO ADD THAT THE DRIVERS FLOOR MAT WAS IN THE TRUNK.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10220139  
**Date of Incident:** 20080304  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** NEW HAVEN, CT

**NHTSA Summary:**

TO:NHTSA.WEBMASTER@DOT.GOV SUBJECT:TOYOTA PRIUS 2007 MODEL COMMENTS: ALTHOUGH MY DEALER HAS RUN A COMPLETE BATTERY OF COMPUTER TESTS, NO EXPLANATION IS APPARENT FOR THE VEHICLE ACCELERATING ON ITS OWN AT HIGH SPEED ON THE HIGHWAY. IT HAS HAPPENED TO ME TWICE AND IT IS TERRIFYING. THE TWO INSTANCES WERE A COUPLE OF MONTHS APART. BOTH TIMES, I WAS ON THE HIGHWAY AND HAD DRIVEN 10-20 MILES WITHOUT A PROBLEM. ONCE THE GAS PEDAL WAS PHYSICALLY PRESSED UP, THE PROBLEM WAS CORRECTED. WHEN IT IS OCCURRING, THE BRAKES DO NOT SLOW IT DOWN BY MORE THAN 3-4 MPH. MY DEALER IS A-1 TOYOTA IN NEW HAVEN. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313026  
**Date of Incident:** 20080304  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** BANKS, OR

**NHTSA Summary:**

THE ENGINE THROTTLE CONTROLLER ON MY 07 TOYOTA TACOMA DOES NOT RELEASE THE THROTTLE WHEN THE GAS PEDAL IS LIFTED. THE ENGINE CONTINUES TO REV EXCESSIVELY. THIS IS TRUE AT STARTUP, BETWEEN GEAR CHANGES AND WHEN LETTING OFF THE THROTTLE TO SLOW OR STOP. ALSO, OF GREATER CONCERN IS THAT THE ENGINE SURGES WHEN ATTEMPTING TO SLOW THE VEHICLE. AFTER LETTING OFF THE GAS THE ENGINE INITIALLY SLOWS BUT THEN ABRUPTLY THE ENGINE RPM'S SURGE PROPELLING THE VEHICLE AHEAD. I COMPLAINED ABOUT THIS CONDITION TO MY TOYOTA DEALER AT THE 5,000 AND 10,000 MILE SERVICES. BOTH TIMES THEY ALLEGED THAT THE ENGINE WAS PERFORMING SATISFACTORILY. THE SERVICE MANAGER TRIED TO SUGGEST THE GAS PEDAL WAS BEING CAUGHT ON THE FLOOR MAT BUT THE

C-1091

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MECHANIC DISMISSED THAT CAUSE. THE MECHANIC FURTHER INFORMED ME THAT THIS COMPLAINT WAS NOT UNCOMMON AND THAT A FIX COULD BE MADE BY PURCHASING AN AFTER-MARKET CHIP TO BE INSTALLED IN THE ENGINE CONTROLLER. TOYOTA IS TOTALLY IN DENIAL THAT THE ELECTRONICS ARE RESPONSIBLE FOR THESE ENGINE REVS AND SURGES. THE GAS PEDAL FIX IS A FARCE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317063  
**Date of Incident:** 20080305  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**

MY ACCELERATOR IS STARTING TO STICK A LITTLE I HAVE FINALLY RECEIVED MY RECALL I HOPE THIS FIXES THE PROBLEM I HAVE TWO SMALL KIDS AND I AM AFRAID TO DRIVE MY CAR I THINK TOYOTA SHOULD TAKE THESE CARS BACK SO WE CAN GET SOMETHING ELSE

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316570  
**Date of Incident:** 20080307  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** PIKETON, OH

**NHTSA Summary:**

2005 TOYOTA TACOMA, 4X4, 4 DOOR, LONG BED, 4.0 L, V6, EFI. MARCH 7, 2008 TRUCK WAS TOTALED IN ROLL OVER. 3 INCIDENTS TOOK PLACE WITH 3 DIFFERENT PEOPLE. OWNER AND ACCIDENT VICTIM, POLICE OFFICERS AT THE TIMES OF EACH INCIDENT. BOTH HAD DRIVER TRAINING AND ARE EXPERIENCED DRIVERS. 3RD PERSON IS EXPERIENCED DRIVER WHO HAS DRIVER TRAINING THAT IS EXPERIENCED DRIVING CARS, TRUCKS, BUSES, SEMI TRUCKS. DRIVER HAS CDL(BUS) AND HAS BEEN DRIVING FOR MANY YEARS. OWNER HAD 1ST INCIDENT, GAS PEDAL STUCK AND DRIVER HAD TO PUT TRUCK INTO NEUTRAL AND THEN HIT GAS PEDAL. 2 TIMES WITH FOOT ABOUT 6 TO 10 TIMES TOTAL TO GET IT TO DISENGAGE ITSELF. ON THE 2ND ATTEMPT TO HIT THE GAS PEDAL, PEDAL WAS PUSHED ALL THE WAY TO THE FLOOR HARD. 2ND INCIDENT, DRIVER HAD CRUISE CONTROL SET AT ABOUT 58 MPH. DRIVER TAPPED BRAKE PEDAL TO TURN OFF THE CRUISE CONTROL AND THEN THE ENGINE STARTED TO RACE AND THE TRUCK PICKED UP SPEED. DRIVER PUT TRUCK INTO NEUTRAL AND HAD TO HIT GAS PEDAL AND DRIVE PEDAL ALL THE WAY TO THE FLOOR TO GET IT TO STOP RACING. DRIVER TOOK TRUCK TO DEALER WITH END 2 WEEKS FOR OIL CHANGE AND TOLD THEM OF INCIDENT. THEY CHECKED TRUCK AND FOUND NO CAUSE OR PROBLEM WITH THE TRUCK. 3RD INCIDENT TOOK PLACE ON MARCH 7, 2008. DRIVER HAD CRUISE CONTROL SET AT ABOUT 64 MPH. DRIVER TAPPED BRAKE PEDAL TO TURN OFF THE CRUISE CONTROL. THE TRUCK ENGINE THEN STARTED TO RACE AND THE TRUCK STARTED TO FISH TAIL. DRIVER HIT BRAKE PEDAL AGAIN AND THE TRUCK WENT FROM PASSING LANE OFF THE RIGHT SIDE INTO ROADWAY AND HIT A DITCH AND ROLLED 3 TO 5 TIMES. TRUCK CAME TO REST ON ITS ROOF. DRIVER WAS SEAT BELTED IN AND HAD TO TURN KEY OFF TO GET THE TRUCK TO STOP THE ENGINE FROM RACING. TIRES WERE IN VERY GOOD SHAPE IN 3RD INCIDENT AND IN ALL INCIDENTS FLOOR MAT WAS NOT STUCK IN GAS PEDAL AND HAD NO PART IN INCIDENTS. 3RD INCIDENT ROAD WAY WAS WET AND IT STARTED SLEETING AT THE TIME OF ROLLOVER WRECK. ROADWAY WAS NOT SNOW COVERED. ALL INCIDENTS TOOK PLACE ON 4 LANE ROADWAYS.

**Additional Summary:**

C-1092

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302971  
**Date of Incident:** 20080309  
**Vehicle:** 2001 TOYOTA HIGHLANDER  
**Location of Incident:** BLOOMFIELD, MI

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2001 TOYOTA HIGHLANDER. THE CONTACT WAS DRIVING APPROXIMATELY 40-50 MPH ON NORMAL ROAD CONDITIONS WHEN PRESSURE WAS APPLIED TO THE ACCELERATOR PEDAL. THE PEDAL STUCK TO THE DRIVERS SIDE FLOOR MAT AND SUDDENLY, THERE WAS AN UNINTENDED INCREASE OF ACCELERATION. THE DRIVER WAS ABLE TO REPOSITION THE FLOOR MAT AND CONTINUE DRIVING. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE TECHNICIAN RECOMMENDED THAT THE DRIVER SIDE FLOOR BE REMOVED. THE FAILURE MILEAGE WAS UNKNOWN.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10222320  
**Date of Incident:** 20080310  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** BAYSIDE, NY

**NHTSA Summary:**  
WHILE COMING OUT OF A PARKING LOT, ACCELERATOR PETAL GOT STUCK, CAR ACCELERATED FROM 0-70 IN SECONDS AND COULD NOT SLOW THE VEHICLE DOWN. LEXUS RECENTLY SERVICED CAR FOR MAT RECALL AND DID NOT INSTALL CLIPS ON ALL WEATHER FLOOR MAT. MY INSURANCE IS INVESTIGATING BOTH ACCELERATOR THROTTLE AND ALSO THE REASON WY MAT DID NOT HAVE CLIPS INSTALLED AFTER LEXUS STATED THEY CORRECTED THE MAT RECALL. I AM ALSO HIRING A INDEPENDENT AUTO FORENSIC SPECIALIST. I COULD OF KILLED MYSELF AND OTHERS TOO, THIS SO CALLED MYSTERIOUS ACCELERATION MUST BE CORRECTED. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318831  
**Date of Incident:** 20080311  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 TOYOTA TACOMA. WHILE THE CONTACT WAS PULLING INTO HIS DRIVEWAY WITH HIS FOOT DEPRESSING THE BRAKE PEDAL, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. IN ORDER TO STOP THE VEHICLE, THE CONTACT HAD TO PLACE THE GEAR SHIFT SELECTOR INTO NEUTRAL. THE VEHICLE WAS TAKEN TO THE DEALER. HOWEVER THE FAILURE COULD NOT BE DUPLICATED. THE CURRENT AND FAILURE MILEAGES WERE 16,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10222922  
**Date of Incident:** 20080312  
**Vehicle:** 2007 TOYOTA SIENNA

C-1093

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** BROOKLYN, NY

**NHTSA Summary:**  
THIS MEMO WAS SENT VIA EMAIL ON THE TOYOTA WEBSITE OVER A WEEK AGO AND HAVE NOT RECEIVED A RESPONSE FROM THEM. I BELIEVE THE ISSUE IS VERY SERIOUS AND POTENTIALLY LIFE THREATENING. IT IS REGARDS TO A 2007 TOYOTA SIENNA THAT I OWN. \*TR AT LEAST FIVE TIMES IN THE LAST 3 MONTHS I HAVE EXPERIENCED A VERY SERIOUS EPISODE WITH MY SIENNA. WHILE MY FOOT IS DEPRESSING THE BRAKE PEDAL AND AFTER COMING TO A FULL STOP, THE ENGINE WOULD BEGIN TO ACCELERATE VERY RAPIDLY. I NEED TO PUSH DOWN VERY HARD ON THE BRAKE PEDAL IN ORDER NOT TO LURCH FORWARD. I HAVE BEEN FORTUNATE THAT I HAVE NOT HIT ANYTHING. WHAT SHOULD I DO, BECAUSE THE PROBLEM ONLY SEEMS TO OCCUR RANDOMLY ONCE IN A WHILE. A MECHANIC WOULD NOT SEE ANYTHING WRONG. THANK YOU JERRY GREENWALD \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318528  
**Date of Incident:** 20080313  
**Vehicle:** 2002 TOYOTA 4RUNNER  
**Location of Incident:** LAGUNA BEACH, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA 4RUNNER. WHILE TRAVELING AT A SPEED OF 5 MPH THE VEHICLE SUDDENLY ACCELERATED, CAUSING THE CONTACT TO CRASH INTO A NEARBY VEHICLE AND THEN INTO A BUILDING. NO ONE WAS INJURED DURING THE CRASH. A POLICE REPORT WAS FILED FOR THE INCIDENT. THE VEHICLE WAS TOWED TO A LOCAL MECHANIC WHERE IT WAS REPAIRED FOR THE FAILURE. THE MANUFACTURER HAD NOT BEEN CONTACTED, THE FAILURE MILEAGE WAS AT 160000, THE CURRENT MILEAGE WAS 185000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305826  
**Date of Incident:** 20080315  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** PITTSBURGH, PA

**NHTSA Summary:**  
I OWN A 2007 TOYOTA RAV 4. I PURCHASED IT NEW, AND SHORTLY AFTER PURCHASING IT I EXPERIENCED TWO INCIDENTS WHERE I PULLED UP TO A STOP SIGN, PRESSED THE BRAKE AND THE ENGINE STARTED REVING AND LURCHING FORWARD. I TOOK THE VEHICLE TO THE DEALER. THEY CHECKED IT OVER AND LOOKED AT ME LIKE I WAS NUTS. THEY HAD NO EXPLANATION FOR THE PROBLEM. I STILL OWN THE VEHICLE AND HAVE HAD AT LEAST TWO MORE INCIDENTS WHERE THE ENGINE HAS ACCELERATED AFTER MOVING MY FOOT FROM THE GAS PEDAL TO THE BRAKE. YOU NEED TO EXPAND THE INVESTIGATION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310943  
**Date of Incident:** 20080315  
**Vehicle:** 2002 LEXUS IS300  
**Location of Incident:** LONG BEACH, CA  
**NHTSA Summary:**

C-1094

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATOR FAILURE IN A LEXUS IS300 ABOUT TWO YEARS MY DAUGHTER GOT ON A CAR ACCIDENT AT THAT TIME SHE MENTIONED THAT HER ACCELERATOR GOT STUCK. THERE HAS BEEN A FEW TIMES THAT I FELT THAT THE ACCELERATOR GOT STUCK WHILE DRIVING MY CAR ALSO. I CALLED THE DEALER AND THE LEXUS COMPANY FOR THE LAST 6 MONTHS AND ALL THEY SAID IS THAT MY CAR IS NOT INVOLVE IN THE RECALL. THAT DON'T MEAN THAT MY CAR IS NOT DEFECTIVE, OR THERE NEED TO BE A FATAL ACCIDENT FOR THEM TO TAKE ACTION. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318818  
**Date of Incident:** 20080316  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** HARTSDALE, NY

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2008 TOYOTA AVALON. THE CONTACT STATED THAT SINCE PURCHASING THE VEHICLE, SHE NOTICED THAT WHEN DRIVING, THE VEHICLE SEEMED TO SHIFT INTO ANOTHER GEAR AND WANTED TO "TAKE OFF" AND ACCELERATE. THE PROBLEM PROGRESSED AND MOST RECENTLY, SEEMED TO OCCUR ON A DAILY BASIS. SHE HAD TO DEPRESS THE BRAKE PEDAL IN ORDER TO KEEP THE VEHICLE IN CONTROL. SHE HAD NOT TAKEN THE VEHICLE TO THE DEALERSHIP BUT HAD AN APPOINTMENT FOR LATE MARCH FOR RECALL 10v017000. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. SHE CALLED THE MANUFACTURER AND WAS INSTRUCTED TO TAKE HER VEHICLE TO A LOCAL DEALER. THE CURRENT MILEAGE WAS APPROXIMATELY 21,200. THE FAILURE MILEAGE WAS APPROXIMATELY 95-BK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10225586  
**Date of Incident:** 20080317  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** MANTUA, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA RAV4. ON MARCH 17, 2008, WHILE COASTING INTO A PARKING SPACE WITH HER FOOT ON THE BRAKE, THE ENGINE REVVED AND THE VEHICLE ACCELERATED AT A HIGH RATE OF SPEED AND CRASHED INTO ANOTHER VEHICLE. THERE WERE NO WARNING SIGNS PRIOR TO THE FAILURE. THE VEHICLE HAD UNDERGONE REGULARLY SCHEDULED MAINTENANCE BEFORE THE CRASH OCCURRED. THE WEATHER WAS DRY ON THE DAY OF THE CRASH. THE VEHICLE WAS RELEASED BACK TO THE CONTACT; HOWEVER, IT HAD TO BE TAKEN BACK TO THE SHOP DUE TO RIDING ROUGHLY WHEN PLACED INTO OVERDRIVE. THE DEALER STATED THAT THE TORQUE CONVERTER WAS LOCKING EVERYTIME THE TRANSMISSION WAS PLACED INTO OVERDRIVE. A POLICE REPORT WAS FILED. THERE WERE NO INJURIES AND THE CONTACT WAS NOT CITED. THE CURRENT MILEAGE IS 17,690 AND FAILURE MILEAGE WAS 17,687. UPDATED 5/3/08 \*CN THE DEALER DETERMINED THERE WAS A PROBLEM WITH THE OVERDRIVE. UPDATED  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303996  
**Date of Incident:** 20080319  
**Vehicle:** 2004 TOYOTA CAMRY

C-1095

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** OWENS CROSS ROADS,, AL

**NHTSA Summary:**  
IT WAS MARCH 2008 AND I WAS PULLING INTO A PARKING SPACE IN FRONT OF A STORE (SPEED WAS NOT A FACTOR AS I WAS IN THE PARKING LOT AND HAD TO STOP BEFORE I PULLED INTO THE SPACE); IT WAS 1:00 IN THE AFTERNOON (BEAUTIFUL, SUNNY DAY); THE CAR TOUCHED THE CURB, MADE A REVING SOUND, JUMPED THE CURB AND I WAS HITTING THE BRAKE (SAYING "WHY WON'T IT STOP?") BUT IT WENT INTO THE STOREFRONT WINDOW. I WAS 55 AT THE TIME, NEVER HAD AN ACCIDENT (CAUSED BY ME), AND A VERY GOOD DRIVING RECORD SINCE 16. IT WAS NOT REPORTED VIA THE POLICE, ONLY THE MALL SECURITY BECAUSE IT WAS A PARKING LOT. MY INSURANCE COVERED IT (CAR & BUILDING). I HAVE THE REPAIR RECORDS BUT NO PARTS. I WAS TOTALLY DISMISSED BY EVERYONE WHEN I SAID THE CAR WOULDN'T STOP, HENCE I DOUBTED MYSELF. MY FRIEND & I BOTH HAD OUR SEAT BELTS ON AND NO ONE WAS INJURED (THANK GOD NO ONE WAS WALKING ON THE SIDEWALK IN FRONT OF THE SPACE). I ASKED THE REPAIR PLACE TO CHECK MY ACCELERATOR & PEDAL BUT SAID THEY FOUND NOTHING WRONG. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10223753  
**Date of Incident:** 20080321  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** EAST TAWAS, MI

**NHTSA Summary:**  
I WAS PULLING INTO A PARKING SPACE WHEN THE 4 DOOR TACOMA TRUCK SURGED AHEAD HARD ENOUGH TO RUN OVER THE CURB BEFORE I GOT IT STOPPED. I WASN'T SURE ORIGINALLY WHAT HAPPENED BUT ASSUMED THAT I MUST HAVE PUSHED ON THE ACCELERATOR PEDAL AS I WAS DEPRESSING THE BRAKE. BUT, AFTER READING CONCERNS ABOUT OTHER TACOMA PROBLEMS WITH SUDDEN ACCELERATION I AM RETHINKING WHAT HAPPENED. I AM 56 YEARS OLD WITH AN EXCELLENT DRIVING RECORD. I HOPE TOYOTA TAKES THIS MORE SERIOUSLY THAN IT SEEMS THEY HAVE UP TO THIS POINT. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10222206  
**Date of Incident:** 20080322  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** FAIRVIEW PARK, OH

**NHTSA Summary:**  
WE HAVE A SIX CYLINDER, 2007 TOYOTA CAMRY. WE WERE PASSING A SEMI TRUCK ON AN INTERSTATE HIGHWAY WHEN THE CAR SUDDENLY DEMONSTRATED UNINTENDED ACCELERATION. APPLYING THE BRAKE AND SHIFTING INTO NEUTRAL DID NOT STOP THE ACCELERATION. OUR ONLY RECOURSE WAS TO GET OFF THE INTERSTATE AND WE WERE ABLE TO GET THE CAR TO STOP BY TURNING OFF THE KEY. IF THERE HAD BEEN A VEHICLE IN FRONT OF US THERE WOULD HAVE BEEN A SERIOUS ACCIDENT. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10222461  
**Date of Incident:** 20080322  
**Vehicle:** 2006 TOYOTA PRIUS

C-1096

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** SALT LAKE CITY, UT

**NHTSA Summary:**  
CAR ACCELERATED WITHOUT PRESSING ON THE GAS PEDAL. HAD TO APPLY THE BRAKES SO HARD THAT THEY WERE LEFT SMOKING TO STOP THE CAR. TOWED IT TO MARK MILLER TOYOTA. THEY RAN TESTS, AND CLAIM THE GAS PEDAL AND BRAKE WERE APPLIED AT THE SAME TIME, IMPLYING THAT THE PROBLEM WAS HUMAN CAUSED. WE DISAGREE. HAVE BEEN DRIVING FOR 30 YEARS PLUS. NO TICKETS IN DECADES. THE IDEA THAT WE WERE APPLYING THE ACCELERATOR WHILE BRAKING HARD IS LUDICROUS. THE COMPUTER REGISTERED THAT THE PRESSURE WAS APPLIED TO THE PEDAL, BUT THE COMPUTER APPLIED THE PRESSURE. WE ALSO EXPERIENCED THIS OCCURRING ON AT LEAST TWO OTHER OCCASIONS. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323181  
**Date of Incident:** 20080323  
**Vehicle:** 2004 LEXUS GS300  
**Location of Incident:** INGLEWOOD, CA

**NHTSA Summary:**  
2004 LEXUS GS300 \*GR. THE CONSUMER STATED HER GRANDDAUGHTER WAS DRIVING THE VEHICLE. THE CONSUMER WONDERED HOW SUCH AN EXPENSIVE VEHICLE COULD BE TOTALLED WHILE DRIVING AT A LOW SPEED. THE CONSUMER WONDERED IF SUDDEN ACCELERATION PLAYED A PART IN THE ACCIDENT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10226913  
**Date of Incident:** 20080327  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** PATCHOGUE, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 LEXUS ES350. ON MARCH 27, 2008, WHILE DRIVING 5 MPH, THE CONTACT HEARD A HIGH PITCHED SOUND COMING FROM THE ENGINE. A SECOND LATER, SHE HEARD A ROARING NOISE LIKE THAT OF A ROCKET SHIP COMING FROM THE ENGINE. THE VEHICLE IMMEDIATELY ACCELERATED ON ITS OWN AND STOPPED WHEN IT CRASHED INTO A TREE. THE VEHICLE IS CURRENTLY AT THE COLLISION SHOP. THE INSURANCE COMPANY DID NOT PROVIDE A REPORT FOR THE CAUSE OF THE FAILURE. THE CONTACT SUSTAINED SERIOUS INJURIES TO HER LEGS. A POLICE REPORT WAS FILED. THE FAILURE MILEAGE WAS 4,200.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316784  
**Date of Incident:** 20080328  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LOGANVILLE, GA

**NHTSA Summary:**  
THE GAS GOT STUCK ON OUR 2007 TOYOTA CAMRY AND THE CAR ACCELERATED ON ITS OWN. WE INFORMED OUR DEALER WHEN WE WENT FOR THE SCHEDULED OIL CHANGE, AND THEY INSURED THAT EVERYTHING WAS OK. NOW, WITH THE NEW TOYOTA DEVELOPMENTS, WE WENT BACK TO A DEALERSHIP TO RECEIVE THE MODIFICATIONS ON MY GAS PEDAL. BUT THEY SAID THAT MY GAS PEDAL MODEL IS ONE THAT DOES NOT

**C-1097**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HAVE ANY PROBLEMS AND DOES NOT NEED ANY MODIFYING. THEY DID CLAIM TO HAVE SANDED DOWN THE PEDAL TO PREVENT IT FROM GETTING STUCK UNDER THE FLOOR MAT, AND THEY ALSO SAID THAT THEY INSTALLED NEW SOFTWARE THAT WOULD OVERRIDE THE GAS PEDAL WHEN I SLAM ON THE BRAKES IF IT DID EVER GET STUCK AND BEGIN TO ACCELERATE FREELY. WHEN WE ASKED FOR INFORMATION ABOUT THIS SOFTWARE, NONE COULD BE PROVIDED. ALSO, WHEN WE SPOKE TO OUR ORIGINAL DEALER, THEY DENIED THAT WE EVER REPORTED THIS INCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322632  
**Date of Incident:** 20080328  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** KNOXVILLE, TN

**NHTSA Summary:**  
WHILE ON A 3 HOUR TRIP ACROSS RT 40 FROM NASHVILLE TO KNOXVILLE, MY 2005 TOYOTA PRIUS UNEXPECTEDLY ACCELERATED THREE TIMES. THE FIRST TIME IT HAPPENED, IT LASTED A FEW SECONDS AND THEN RETURNED TO NORMAL. THE SECOND TIME IT HAPPENED, I TAPPED THE BRAKES TO MAKE IT STOP. THE THIRD TIME IT HAPPENED, I APPLIED THE BRAKES BUT THE CAR CONTINUED TO ACCELERATE TO ABOUT 84 MPH (PROBABLY ABOUT 3 SECONDS) SO I HELD DOWN THE POWER BUTTON AND PULLED OFF THE HIGHWAY. I DO NOT USE CRUISE CONTROL. (BECAUSE I DON'T LIKE MY CAR DRIVING ITSELF!). THERE WERE SOME SCATTERED RAIN SHOWERS BUT THE ROAD WAS MOSTLY DRY. THE CAR GOES TO THE DEALER TOMORROW TO REPLACE AN S818 HEADLIGHT SO THEY ARE GOING TO CHECK OUT THE SUDDEN ACCELERATION PROBLEM WHILE IT'S THERE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10223792  
**Date of Incident:** 20080329  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** LAKE MILLS, IA

**NHTSA Summary:**  
TL\*THE CONTACT WAS GIVEN A 2008 LEXUS ES350 AS A LOANER WHILE HER VEHICLE WAS BEING REPAIRED. WHILE DEPRESSING THE ACCELERATOR PEDAL, THE VEHICLE BEGAN TO ABRUPTLY ACCELERATE TO 60 MPH. SHE ATTEMPTED TO SLOW THE VEHICLE DOWN AND THE VEHICLE WOULD NOT STOP OR DECELERATE. THE VEHICLE STRUCK A LARGE PIECE OF CEMENT AND CAUSED THE OIL PAN TO DETACH. OIL BEGAN TO POUR FROM THE VEHICLE. THE DEALER WAS UNABLE TO DETERMINE THE CAUSE OF THE FAILURE. THE CURRENT MILEAGE IS 12,000. UPDATED 05/05/08 \*BF THE CONSUMER WAS INJURED. UPDATED  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307602  
**Date of Incident:** 20080331  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**  
I EXPERIENCED THE "STICKY PEDAL" IN AN ACCIDENT IN A 2007 TOYOTA CAMRY. THE CAR INCREASED SPEED ON A WINDING ROAD. IT SLAMED INTO A WALL. THE CAR WAS TOTAL

**C-1098**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I IMMEDIATELY TOLD THE TOYOTA EXPERIENCE LINE ABOUT THE MALFUNCTIONING OF THE CAR. I DID NOT HEAR BACK FROM THEM. I AM NOT SATISFIED WITH TOYOTA'S RESOLUTION TO FIX THE PROBLEM. HOW DO WE KNOW THIS WILL CORRECT THE PROBLEM? I DON'T FEEL SAFE DRIVING A TOYOTA ANYMORE. FORTUNATELY, I WAS NOT SERIOUSLY INJURED. I SUSTAINED BURNS ON MY NECK AREA FROM THE SEAT BELT. I'M SEEKING COMPENSATION FOR LOSS OF MY VEHICLE, INCREASED INSURANCE PAYMENTS, AND TRAUM SUFFERED IN THE ACCIDENT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10224768  
**Date of Incident:** 20080401  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** CARLSBAD, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE PREPARING TO PARK THE VEHICLE, IT SUDDENLY ACCELERATED FROM 3 MPH TO 15 MPH. THE VEHICLE CRASHED INTO THE REAR OF A SEMI-TRUCK. THE CONTACT DEPRESSED THE BRAKE PEDAL WITH BOTH FEET, BUT THE REAR WHEELS CONTINUED TO SPIN. THE VEHICLE IS CURRENTLY AT THE DEALER. THE MANUFACTURER IS ALSO PERFORMING THEIR INVESTIGATION ON THE VEHICLE. NO ONE WAS INJURED IN THE CRASH. THE CURRENT AND FAILURE MILEAGES WERE 22,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307076  
**Date of Incident:** 20080401  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MT. PROSPECT, IL

**NHTSA Summary:**  
I HAD TROUBLE WITH MY 2005 TOYOTA CAMRY WHILE STOPPED AT A LIGHT WHEN ALL OF A SUDDEN THE ENGINE STARTED RACING AND IT WANTED TO LUNGE FORWARD. I KEEPT MY FOOT ON THE BRAKE VERY HARD, PUT IT IN PARK AND KEPT IT IN PLACE. I HIT THE ACCELERATOR SEVERAL TIMES AND WAS AFRAID TO PUT IT BACK IN TO DRIVE WHEN THE LIGHT CHANGED. LUCKILY HIT WAS OK THEN. I AM NOT SURE IF IT WAS 2007 OR 2008 AND NOT SURE OF MONTH AND DATE BUT THIS FORM INSISTS YOU PUT ONE IN SO I PUT IN ANY DATE. I REALLY DON'T REMEMBER THE TIME FRAME. IT HAPPENED SHORTLY AFTER HAVING THE CAR IN FOR SERVICE AND THE RPM'S SEEM HIGH WHEN NOT ACCELERATING.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311269  
**Date of Incident:** 20080401  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** NORTHFIELD, MN

**NHTSA Summary:**  
ON APRIL 1, 2008 AT ABOUT 9:30 P.M., MY TWO SONS, 19 AND 16, AND MY YOUNGEST SON'S FRIEND DROVE SOUTH ON INTERSTATE 35 OUT OF DOWNTOWN MINNEAPOLIS UPON CONCLUSION OF A TWINS GAME. ABOUT THREE BLOCKS NORTH OF CROSSTOWN HIGHWAY 62, GOING 60 MPH I PASSED A CAR BY PUTTING THE ACCELERATOR ON THE FLOOR. TRAFFIC IS SOMEWHAT HEAVY OF COURSE. THE CAR CONTINUED

**C-1099**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATING DESPITE THE FACT THAT I TOOK MY FOOT OFF OF THE ACCELERATOR. I CALMLY TOLD MY 19 YEAR OLD SON SITTING NEXT TO ME THAT THE ACCELERATOR WAS STUCK. HE SHIFTED THE CAR INTO NEUTRAL, AND THEN INTO PARK AND REVERSE WHEN THE SHIFT INTO NEUTRAL DIDN'T SEEM TO CORRECT THE PROBLEM. HE THEN SHIFTED THE CAR BACK INTO NEUTRAL, MY FOOT WAS ON THE BRAKE, AND I WAS ABLE TO SLOW THE CAR DOWN ON THE 80 DEGREE TURN ON THE CROSSTOWN 62 FROM I35. I SLOWED THE CAR DOWN TO ABOUT 45 MPH AND, LUCKILY, WAS ABLE TO GET TO THE SHOULDER. I TOOK THE CAR IN TO MY LOCAL MAINTENANCE SHOP THE NEXT DAY. THE OWNER OF THE SHOP SUGGESTED THAT I ASK THE DEALER I PURCHASED THE MINIVAN FROM, BLOOMINGTON TOYOTA, TO CHECK AT LEAST THE FOLLOWING THREE ITEMS: THROTTLE POSITION SENSOR, ENGINE CONTROL MODULE, AND IDLE CONTROL MOTOR. ON MAY 15, 2008, I BROUGHT THE MINIVAN INTO BLOOMINGTON TOYOTA AND TOLD THEM WHAT MY LOCAL SHOP OWNER SUGGESTED. AFTER TESTING THE VEHICLE, THE SERVICE MANAGER TOLD ME THAT THEY FOUND NOTHING WRONG WITH THE VEHICLE AND THAT IF THE ACCELERATOR HAD MALFUNCTIONED, THEIR COMPUTER TESTING DEVICES WOULD HAVE DETECTED IT AND HAD DETECTED NOTHING. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319184  
**Date of Incident:** 20080401  
**Vehicle:** 2001 TOYOTA SOLARA  
**Location of Incident:** NEWARK, DE

**NHTSA Summary:**  
ON 4/1/08, IN THE MORNING, ON WET ROADS, I WAS DRIVING MY '01 TOYOTA SOLARA AND NEEDED TO STOP SHORT IN TRAFFIC. I HAD BOTH FEET ON THE BRAKES, THE ANTI-LOCK BRAKES NEVER KICKED IN, NOR DID THE CAR SLOW DOWN. I HAD REAR ENDED A TOYOTA SEQUOIA. I HAD MENTIONED TO THE OTHER DRIVER THAT THE CAR WOULD NOT STOP. I HAD ALSO TOLD THE POLICE OFFICER THE SAME. MY TOYOTA SOLARA WAS TOTALLED. CONVINCED THERE WAS SOMETHING WRONG WITH THE BRAKES, I HAD THE CAR TOWED TO A MACHANIC TO HAVE THE BRAKES CHECKED OUT, AND NOTHING WAS WRONG. ONLY AFTER HEARING THE RECENT WOES OF OTHER TOYOTAS' WITH THE STICKING ACCELERATOR, DID IT FINALLY CLICK AND MAKE SENSE. THIS IS WHY THE ANTI-LOCK BRAKES DID NOT ENGAGE AND WHY THE CAR DID NOT SLOW DOWN. THE REASON I AM REPORTING THIS NOW IS BECAUSE I BELIEVE TOYOTA VEHICLES HAVE HAD THIS PROBLEM FOR LONGER THAN THE RECALLS LISTS SUGGEST, AND I BELIEVE MORE INVESTIGATIONS SHOULD BE DONE ON THE HIGHER MILEAGE VEHICLES.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324386  
**Date of Incident:** 20080401  
**Vehicle:** 2002 LEXUS IS300  
**Location of Incident:** MOUNT VERNON, NY

**NHTSA Summary:**  
ACCELERATOR FAILURE: TWICE THAT I CAN CLEARLY REMEMBER. FIRST TIME HAPPENED IN 2003 AFTER GENTLE DEPRESSION OF THE GAS PEDAL, IT SEEMED TO PUSH ITSELF FURTHER AND WAS STUCK INTO THE FLOOR RESULTING IN UNCONTROLLED, MAX ACCELERATION. THIS WAS MENTIONED TO THE DEALER WHEN I TOOK IT FOR SERVICE (RAY CATENA LEXUS, LARCHMONT, NY). AFTER THAT, IT DIDN'T HAPPEN UNTIL THE SPRING OF 2008 WHERE I WAS ON THE I95 ON MY WAY TO WORK, IN RUSH HOUR WHEN THE CAR SUDDENLY WENT FROM ABOUT 40MPH TO 70 OR 80. I MANAGED TO WEAVE AROUND TRAFFIC AND DROVE ON THE SHOULDER WHILE PRESSING FULL FORCE ON THE

**C-1100**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BRAKE PEDAL, PULLED ON THE EMERGENCY BRAKE AND WAS FINALLY ABLE TO GET THE CAR IN PARK. AFTER THAT OCCURRED, I WAS FOLLOWED OFF THE HIGHWAY BY THE HELP TRUCK, TOOK MY CAR TO A LOCAL MECHANIC FOR INSPECTION AND NOTHING WAS FOUND...I IMMEDIATELY MADE AN APPT WITH THE DEALER BUT HAD TO WAIT UNTIL THE NEXT DAY FOR SERVICE. IN THE MEANTIME, IT HAPPENED TWICE MORE ON THE HIGHWAY BUT I WAS CAUTIOUS AND STAYED AWAY FROM CARMS AND CLOSE TO THE SHOULDER. I TOOK IT TO THE DEALER AND WAS CHARGED \$100 TO LOOK AT IT (LEXUS OF GREENWICH, CT), WAS TOLD THAT IT WAS THE FLOOR MAT. INTERESTINGLY ENOUGH, THIS HASN'T HAPPENED AGAIN AND I STILL HAVE THE CAR BUT I AM VERY WORRIED THAT IT MIGHT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325880  
**Date of Incident:** 20080401  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** CALEXICO, CA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA TACOMA. WHILE DRIVING AT APPROXIMATE SPEEDS OF 55 AND 60 MPH, THE CONTACT REMOVED HER FOOT FROM THE ACCELERATOR PEDAL AND THE VEHICLE CONTINUED TO ACCELERATE. SHE WAS ABLE TO BRING THE VEHICLE TO A STOP BY APPLYING PRESSURE TO THE BRAKE PEDAL. SHE THEN NOTICED THAT THE ACCELERATOR PEDAL WAS WEDGED BENEATH THE FLOOR MAT. THE DEALER STATED THAT THERE WERE NO FAILURES AND REFUSED TO PERFORM A DIAGNOSTIC TEST. THE CONTACT CONFIRMED THAT SHE HAD EXPERIENCED UNWANTED ACCELERATION ON SEVERAL OCCASIONS AND ASSUMED IT WAS DUE TO DRIVER ERROR. THE FAILURE MILEAGE WAS 1,000 AND THE CURRENT MILEAGE WAS 20,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310220  
**Date of Incident:** 20080402  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** WALDORF, MD

**NHTSA Summary:**

TOYOTA 2001 RAV4 HESITATING TRANSMISSION. MECHANIC SAID THE TRANSMISSION COULD POSSIBLY BE DONE AND METAL IS GRINDING. STARTED ALL OF THE SUDDEN. DOES NOT SHIFT OUT OF GEAR FROM FIRST TO SECOND, ETC. DESCRIPTION OF EXACT PROBLEM IS HERE: [HTTP://WHEELS.BLOGS.NYTIMES.COM/2009/08/26/TOYOTAS-REACTION-TO-TRANSMISSION-WOES-DRAWS-CUSTOMERS-IRE/#MORE-23445](http://wheels.blogs.nytimes.com/2009/08/26/toyotas-reaction-to-transmission-woes-draws-customers-ire/#more-23445) VIN: JTEH20V510036203

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310355  
**Date of Incident:** 20080403  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ORINDA, CA

**NHTSA Summary:**

MOVING AT 1 TO 2 MPH, WITH MY FOOT ON THE BRAKE, I WAS SLOWING DOWN INTO A HEAD-IN SLIGHTLY DOWNHILL PARKING SPACE. THEN, WITHOUT ANY WARNING THE CAR LAUNCHED FORWARD, ACCELERATING ON ITS OWN AT FULL SPEED OVER AN

C-1102

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

EMBANKMENT, THROUGH THE AIR OVER A SIDEWALK CRASHING INTO THE SIDE OF A PARKED VEHICLE WHICH, FROM THE EXTREME IMPACT, RAMMED INTO AN ADJACENT PARKED CAR. MY FOOT WAS STILL ON THE BRAKE, NEVER ON THE ACCELERATOR. THERE WERE NO INJURIES. A POLICE REPORT WAS TAKEN. THE INCIDENT WAS REPORTED TO THE TOYOTA DEALER BUT THEY TOOK NO RESPONSIBILITY AND THEY CLAIMED THERE WAS NOTHING WRONG WITH THE CAR. THE CAR WAS REPAIRED. BECAUSE OF MY CONCERN FOR PERSONAL SAFETY THE CAR WAS NOT DRIVEN AGAIN UNTIL IT WAS TRADED IN FOR A NEW HONDA. THE MILEAGE WAS 44,080.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325705  
**Date of Incident:** 20080403  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** MT PLEASANT, SC

**NHTSA Summary:**

I LIVE IN CHARLESTON, SC AND I PURCHASED A 2009 TOYOTA TACOMA ON MARCH 17, 2010 WITH 12,000 MILES ON IT. I WAS EXCITED TO TAKE IT ON VACATION TO THE FLORIDA PAN HANDLE OVER THE EASTER WEEKEND. MY EXCITEMENT TURNED TO A NIGHTMARE ON SATURDAY APRIL 3RD WHEN WHILE PASSING ANOTHER VEHICLE ON A RURAL ROAD IN FLORIDA THE TACOMA GAS PEDAL PULLED AWAY FROM ME AND THE CAR ENGINE WENT TO MAXIMUM RPM. I PUT THE TACOMA IN NEUTRAL AND COASTED TO THE SIDE OF THE ROAD. THE ENGINE CONTINUED TO REV AT MAX RPM. EVEN AFTER I TURNED IT OFF AND THEN RESTARTED IT. I HAD THE TRUCK TOWED TO THE NEAREST TOYOTA DEALER WHICH WAS LOCATED IN TALLAHASSEE FL. THE SERVICE DIRECTOR AT LEGACY IMMEDIATELY STATED THAT THE FLOOR MATS CAUSED THE ACCELERATION HE PROVIDED A RENTAL CAR FOR ME FOR THE REMAINDER OF THE WEEKEND, AND TOLD ME HE WOULD HAVE THE TRUCK CHECKED OUT ON MONDAY MORNING. I RECEIVED A CALL BACK ON MONDAY AFTERNOON TELLING ME THAT TOYOTA WAS RELEASING THE CAR BACK TO ME, AND THAT IT WAS SAFE TO DRIVE. I TOLD THE DEALER THAT I FELT THE CAR HAD A PROBLEM, AND THAT I DID NOT FEEL THAT IT WAS SAFE TO DRIVE. I AM CERTAINLY NOT AN AUTOMOTIVE ENGINEER OR A MECHANIC, HOWEVER I DO HAVE A MASTER'S DEGREE IN MECHANICAL ENGINEERING, AND HAVE BEEN A LICENSED PROFESSIONAL ENGINEER FOR 20 YEARS. I RENTED ANOTHER CAR AT MY OWN EXPENSE, AND DROVE 400 MILES BACK TO SOUTH CAROLINA ON TUESDAY APRIL 6. MY 19 YEAR OLD SON WAS GRADUATING FROM MARINE BOOTCAMP AT PARRIS ISLAND ON THURSDAY APRIL 8TH. I AM CURRENTLY WITHOUT A CAR, AND MORE THAN 400 MILES AWAY FROM WHERE MY TRUCK IS CURRENTLY LOCATED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291422  
**Date of Incident:** 20080404  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** FOUNTAIN VALLEY, CA

**NHTSA Summary:**

I OWN A 2008 TOYOTA PRIUS. IN APRIL OF 2008, 4 MONTHS AFTER I BOUGHT THE VEHICLE, I WAS PULLING INTO A SPOT IN THE PARKING STRUCTURE AT WORK. ALL OF A SUDDEN THE ENGINE GUNNED AND THE CAR LURCHED FORWARD, WENT OVER THE BUMPER GUARD IN THE SPOT, AND WAS STOPPED BY THE CONCRETE OVERHANG, WHICH TOTALLY CRUNCHED THE HOOD. AT THE TIME, I SAID TO MYSELF, "WHY AREN'T THE BRAKES WORKING?" I THINK THIS PROBLEM MAY BE RELATED TO THE GAS PEDAL

C-1102

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PROBLEMS CURRENTLY BEING REPORTED CONCERNING THE TOYOTAS. THANKS FOR YOUR ASSISTANCE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10223661  
**Date of Incident:** 20080404  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** NH

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. ON APRIL 4, 2008, THE CONTACT HEARD A RATTLING SOUND COMING FROM THE VEHICLE WHILE APPROACHING A STOP. THE VEHICLE SURGED FORWARD AND THE POWER STEERING AND BRAKES LOCKED. THE VEHICLE THEN SPED ACROSS THE STREET, GRAZED A RETAINING WALL, AND STRUCK A FENCE IN SOMEONE'S BACKYARD. THE VEHICLE ALSO GRAZED ANOTHER VEHICLE. THE CONTACT SUSTAINED INJURIES AND WAS RUSHED TO THE HOSPITAL. SHE STATED THAT SHE EXPERIENCED A MILD INCIDENT OF SURGING BEFORE, BUT SHE HAD MORE CONTROL OVER THE VEHICLE IN THE FIRST FEW MONTHS AFTER PURCHASING IT IN APRIL OF 2007. A POLICE REPORT WAS FILED. THE CONTACT HAD NOT YET NOTIFIED TOYOTA. THE CURRENT MILEAGE WAS 47,000 AND FAILURE MILEAGE WAS 45,000.

UPDATED 04/23/08 \*BF

**Additional Summary:**

Daughter contacted SRS on 02/08/10  
Cindy Govoni

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328551  
**Date of Incident:** 20080406  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** BRADENTON, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS 2008 TOYOTA SIENNA. AS THE CONTACT WAS PULLING INTO THEIR DRIVEWAY AT 10 MPH WITH THE BRAKES DEPRESSED, THE VEHICLE ABNORMALLY ACCELERATED. THE VEHICLE WAS PLACED IN PARK AND THE ENGINE CONTINUED RACING. THE DEALER STATED THAT NOTHING WAS WRONG WITH THE BRAKES OR ACCELERATOR AFTER TEST DRIVING THE VEHICLE. THERE WERE NO REPAIRS MADE TO THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 12,573.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10286345  
**Date of Incident:** 20080408  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** HAMDEN, CT

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA RAV4. WHILE ENTERING A PARKING SPACE THE VEHICLE ACCELERATED WITHOUT INTENTION. HE WAS ABLE TO TURN OFF THE ENGINE TO AVOID A CRASH. THE VEHICLE WAS TAKEN TO A DEALER FOR INSPECTION. SINCE THE TECHNICIAN COULD NOT DUPLICATE THE FAILURE, HE COULD NOT PROVIDE A REMEDY. THE FAILURE MILEAGE WAS 5,000. THE CURRENT MILEAGE WAS 25,800. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE.

**Additional Summary:**

C-1103

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324544  
**Date of Incident:** 20080408  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 TOYOTA PRIUS. THE CONTACT STATED THAT ON APRIL 8, 2010 WHILE DRIVING AT 1 MPH, THE VEHICLE SUDDENLY SURGED FORWARD WHILE SHE WAS MAKING A LEFT TURN. SHE DEPRESSED THE BRAKE PEDAL, THE VEHICLE SKIDDED ABOUT FOUR FEET AND CAME TO A STOP. THE FRONT END OF THE VEHICLE WAS DAMAGED; HOWEVER, THE CONTACT WAS ABLE TO DRIVE THE VEHICLE HOME. SHE CALLED THE MANUFACTURER AND WAS ADVISED TO TAKE THE VEHICLE TO AN AUTHORIZED DEALER FOR REPAIRS. THE VEHICLE HAD PREVIOUSLY BEEN REPAIRED AT THE DEALERSHIP FOR RECALL 10V059000 (SERVICE BRAKES, AIR, ANTILOCK CONTROL UNIT/MODULE) ON MARCH 11, 2010. THE CONTACT HAD AN APPOINTMENT SCHEDULED WITH THE DEALER WHEN THE COMPLAINT WAS FILED. THE FAILURE MILEAGE WAS APPROXIMATELY 2,700. UPDATED 05/26/10 \*BF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304648  
**Date of Incident:** 20080410  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**

TL\*THE CONTACT PREVIOUSLY OWNED A 2007 TOYOTA 4RUNNER. THE CONTACT STATED THAT THE BRAKING SYSTEM WAS DEFECTIVE BECAUSE WHEN SHE WOULD DEPRESS THE BRAKE PEDAL, THE VEHICLE WOULD SHAKE AND KEEP MOVING FORWARD. THE CONTACT NOTICED THE ISSUE AT LEAST 6 TIMES. SHE TOOK THE VEHICLE TO THE DEALERSHIP AND AFTER THE DEALER TEST DROVE THE VEHICLE, SHE WAS INFORMED THAT THEY COULD NOT FIND ANYTHING WRONG WITH THE VEHICLE. SHE CALLED THE MANUFACTURER AND A REPRESENTATIVE WAS SENT TO INSPECT THE VEHICLE. HOWEVER, THE REP STATED THAT THEY COULD FIND NOTHING WRONG WITH THE VEHICLE. THE CONTACT TRADED THE VEHICLE FOR ANOTHER. THE CURRENT AND FAILURE MILEAGES (WHEN THE CONTACT RETURNED THE VEHICLE) WERE APPROXIMATELY 10,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307331  
**Date of Incident:** 20080410  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** ALBUQUERQUE, NM

**NHTSA Summary:**

ERRATIC CRUISE CONTROL OPERATION. ON SLIGHT TO MODERATE UPHILL GRADE, THE CRUISE CONTROL WILL OFTEN ACCELERATE THE VEHICLE TO WELL OVER THE SET SPEED WHILE HOLDING NEAR FULL THROTTLE. IF NOT MONITORED CLOSELY, THE CRUISE CONTROL WILL CONTINUE TO ACCELERATE TO 15-20MPH OVER SET SPEED. THIS HAS BEEN MOST NOTED WHEN THE SET SPEED IS SET TO 70MPH. THIS ISSUE CAN BE QUITE SCARY WHEN THE VEHICLE CAN REACH SPEEDS OF 85-90MPH WHILE THE THROTTLE IS STILL NEAR FULL THROTTLE. THE SYSTEM DOESN'T SEEM TO BE ABLE TO

C-1104

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BACK OFF THE THROTTLE IN AN APPROPRIATE MANNER. IF AT THE BEGINNING OF THIS ACCELERATION SEQUENCE, THE CRUISE IS CANCELLED, THEN IMMEDIATELY RE-SET, THE CRUISE WILL BEHAVE AS EXPECTED AND HOLD SET SPEED. THIS HAS BEEN ADDRESSED BY THE LOCAL TOYOTA DEALER AND RETURNED TO ME WITH NO ATTEMPT TO RESOLVE WITH THE STATEMENT THAT THIS IS NORMAL OPERATION. THE ISSUE WAS THEN ELEVATED TO TOYOTA CUSTOMER CARE WITH THE SAME RESPONSE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313701  
**Date of Incident:** 20080410  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** ACOMA, AZ

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE CONTACT STATED WHILE DRIVING 20 MPH THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO ANOTHER VEHICLE. NO ONE WAS INJURED DURING THE CRASH. THE VEHICLE SUFFERED DAMAGE TO THE ENTIRE FRONT END. THE CONTACT COMPLAINED TO THE DEALER ABOUT THE VEHICLE SURGING OWN ITS OWN BEFORE THE CRASH NUMEROUS TIMES. THE DEALER PERFORMED A DIAGNOSTIC TEST AND FOUND NOTHING WRONG WITH THE VEHICLE. THE CONTACT ALSO STATED THE VEHICLE VIBRATES WHEN IT'S IDLE. THE CONTACT TOOK THE VEHICLE TO THE DEALER AND THE DEALER DID NOT FIND A PROBLEM THROUGH THE DIAGNOSTIC TEST. AND ALSO EVERY WINDOW EXCEPT THE DRIVER SIDE WINDOW HAS MALFUNCTIONED. THE FAILURE MILEAGE WAS 5,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344031  
**Date of Incident:** 20080410  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** CORTLAND, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA COROLLA. THE CONTACT NOTICED THAT THE VEHICLE WOULD VIBRATE WHEN IT WAS ACCELERATING AT A TRAFFIC LIGHT AND LUNGE FORWARD REPEATEDLY. THE VEHICLE WAS TAKEN TO A LOCAL MECHANIC WHO STATED THAT THE DIAGNOSTIC CODE WAS P2716. THE VEHICLE WAS NOT REPAIRED AND THERE WERE NO PRIOR WARNINGS. THE FAILURE MILEAGE WAS 74,000 AND THE CURRENT MILEAGE WAS 111,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323110  
**Date of Incident:** 20080411  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** HILTON HEAD, SC

**NHTSA Summary:**  
2007 LEXUS RX350. CONSUMER STATES STUCK ACCELERATOR AND RUN AWAY CAR CAUSED AN ACCIDENT. \*TGW THE CONSUMER WAS INVOLVED IN TWO ACCIDENTS. THE SECOND ACCIDENT WAS A SIMPLE REAR END COLLISION. HOWEVER, AFTER BEING HIT, THE VEHICLE ACCELERATED AND THE CONSUMER HAD TO APPLY EXTREME PRESSURE TO THE BRAKE PEDAL TO MAKE IT COME TO A STOP. \*JB

**Additional Summary:**

C-1105

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295343  
**Date of Incident:** 20080412  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BURAS, LA

**NHTSA Summary:**  
TL\* THE CONTACT OWNED A 2007 TOYOTA CAMRY LE. WHILE DRIVING THE ACCELERATOR PEDAL BECAME ENTRAPPED BY THE FLOOR-MAT. AS A CONSEQUENCE HE CRASHED INTO ANOTHER VEHICLE. THE DRIVER OF THE OTHER VEHICLE WAS KILLED. BOTH VEHICLES CAUGHT ON FIRE. THE FAILURE AND CURRENT MILEAGES WERE UNKNOWN. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE.

**Additional Summary:**  
FROM NEW ORLEANS METRO NEWS ARTICLE "ONE KILLED, THREE INJURED IN I-55 CRASH" DATED APRIL 21, 2008

"The accident occurred shortly before 9 p.m. near milepost 14 when George's 2007 Toyota, traveling northbound on I-55 in the left lane, struck the rear of a vehicle that was among several stopped in the left lane because of an earlier crash that was in the process of being investigated and cleared in the State Police Troop L area, Piglia said." (State Police Troop B spokesman Joseph Piglia)

"George's vehicle struck the rear of a 1997 Nissan Pathfinder driven by Martin Davison, Piglia said. The impact forced the Nissan into the rear of a 2004 Chevrolet S-10 pick up driven by Monteleone and forced that vehicle into a 1998 Ford Expedition driven by Pittman, he said.

After the impact, the Toyota and the Nissan became engulfed in flames, Piglia said. The occupants of both vehicles were removed by several bystanders.

Martin Davison, 43, of Kenner, was pronounced dead at the scene, Piglia said."

NEWS ARTICLE FROM USA TODAY - "They died in Toyotas, leaving many questions" dated March 18, 2010:

"State Trooper Melissa matey says George was charged with vehicular homicide because his blood alcohol content was above the 0.08% state limit. The case is still being tried, Matey says.

However, the anonymous complaint filed with NHTSA alleges the Camry's floor mat trapped the accelerator pedal, causing the car to accelerate into the Pathfinder.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303229  
**Date of Incident:** 20080412  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** WEST HILLS, CA

**NHTSA Summary:**  
I WAS IN MY CAR WAITING FOR THE MAN IN THE VAN TO SHUT HIS DOOR. MY FOOT WAS ON THE BRAKE. ALL AT ONCE IT TOOK OFF AND I WAS ABOUT 20 FEET FROM THE P.O. BUILDING. I HIT THE BUILDING. SMASHED THE FRONT OF THE 2007 CAMRY. I WAS MORE SHAKEN. NOBODY HURT. THE BUILDING NOT DAMAGE. THE SECOND INCIDENT HAPPENED IN NOV. 2009. I HAD JUST MADE A RIGHT TURN AND STARTED TO ACCELERATE WHEN THE CAR TOOK OFF. I PUSHED THE DISTRESS BUTTON, BRAKE AND TRIED TO BRING IT TO PARKING, NEUTRAL, DOWNSHIFT TO NO AVAIL. I TURNED THE IGNITION OFF. VERY SHAKEN, BUT STARTED THE CAR AGAIN. NO DAMAGE THIS TIME. THE FIRST INCIDENT I DID NOT REPORT TO THE DEALER AS PEOPLE WERE TELLING ME.

C-1106

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THAT IT COULD NOT HAPPEN THE WAY I SAID IT. THE SECOND INCIDENT, I WENT TO GET MY CAR SUPERGLAZE. THE LAST WEEK OF NOV. AND I TOLD THEM THAT AT THE TIME. THEY SAID THAT THEY CHECKED IT AND SAW NOTHING. SINCE THEN I HAVE SEEN ARTICLES IN THE NEWSPAPER AND ON THE INTERNET ABOUT ALL THE DAMAGE. I WAS TOLD TO TAKE THE RUG OUT. THE RUG IS IN ITS HOOKS. I HAD A THIN PLASTIC ON TOP, WHICH NEVER MOVED MORE THAN ONE INCH. IT WAS ONE OF YOUR PLASTIC COVER WITH GRIPPERS. EACH TIME I GOT IN THE CAR, I WOULD MOVE THE PLASTIC TO ITS ORIGINAL POSITION. NEVER WAS MORE THAN ONE INCH. I AM VERY DISAPPOINTED IN THIS CAR. I BOUGHT A 1996 TOYOTA TACOMA AND HAD IT FOR 10 YEARS W/O ANY PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291161  
**Date of Incident:** 20080413  
**Vehicle:** 2000 TOYOTA CELICA  
**Location of Incident:** SNOHOMISH, WA

**NHTSA Summary:**  
THREE TIMES IN THE PAST 2 YEARS MY TOYOTA 2000 CELICA'S ACCELERATE STUCK WHEN I APPLIED THE BRAKES. I AM NOT SURE WHAT CAUSED THE PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10238487, 10239477  
**Date of Incident:** 20080414  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** PORTAGE LAKE, ME

**NHTSA Summary:**  
WHILE BACKING OUT OF OUR GARAGE, THE THROTTLE BECAME STUCK IN THE FLOOR MAT. THE VEHICLE TRAVELED ACROSS THE STREET AND WAS STOPPED BY A 5 FOOT SNOW BANK. THERE WAS NO INJURIES BUT THE CAR SUSTANDARD OVER \$1,500 DAMAGE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307296  
**Date of Incident:** 20080414  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** YOUNGSTOWN, OH

**NHTSA Summary:**  
VEHICLE ACCELERATED ON ITS OWN, APPLIED BRAKES AND WOULDNT STOP. HIT VEHICLE IN FRONT OF CAMRY, AND THAT VEHICLE HIT THE CAR IN FRONT OF IT. NO AIRBAGS WENT OFF.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304385  
**Date of Incident:** 20080415  
**Vehicle:** 2001 TOYOTA PRIUS  
**Location of Incident:** TYRONE, GA

**NHTSA Summary:**

C-1107

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318417  
**Date of Incident:** 20080415  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CHEVY CHASE, MD

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2002 TOYOTA CAMRY. SHE STATED THAT WHILE DRIVING AT 5 MPH WHEN TURNING THE VEHICLE ACCELERATED ON IT OWNS SHE THEN PRESSED ON THE BRAKES WITH ALL THE FORCE SHE HAD WHEN IT DECREASED IN SPEED AND THEN STOPPED. THE VEHICLE HAS NOT BEEN DIAGNOSED BUT WILL BE TAKING IT IN TO HAVE IT LOOKED AT. THIS HAS ONLY OCCURRED ONE TIME AND THERE HAVE BEEN NO REPAIRS DONE TO THE VEHICLE. THE FAILURE MILEAGE WAS 20000 AND CURRENT MILEAGE WAS 28000.CV

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320520  
**Date of Incident:** 20080415  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** BEDFORD, TX

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2008 TOYOTA AVALON. WHILE PULLING INTO HOME GARAGE, THE VEHICLE ACCELERATED ON ITS OWN AND CRASHED INTO THE GARAGE WHILE TRAVELING AT APPROXIMATELY 10 MPH. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER AND WAS REPAIRED, BUT THE FAILURE HAPPENED AGAIN. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 750. THE CURRENT MILEAGE WAS 25000.-TS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314030  
**Date of Incident:** 20080416  
**Vehicle:** 2003 TOYOTA SIENNA  
**Location of Incident:** SHREWSBURY, PA

**NHTSA Summary:**  
2003 TOYOTA SIENNA VIN 4T3ZF13C03U555791. MY VEHICLE WAS ACCELERATING FROM A RAMP ONTO THE HIGHWAY WHEN I DISCOVERED TO MY HORROR THAT EVEN AFTER I TOOK MY FOOT OFF THE GAS PEDAL (ABOUT 60 MPH), THE VEHICLE CONTINUED TO ACCELERATE (UP TO 90 MPH), I EVEN TRIED USING MY FOOT TO HOOK THE GAS PEDAL TOWARD ME TO STOP THE CAR. WHEN THAT DID NOT SUCCEED, I PRESSED ON THE PARKING AND NORMAL BRAKES TO SLOW DOWN THE CAR AND TURNED OFF THE CAR. THE VERY NEXT DAY, I HAD MY CAR TOWED TO DIEHL TOYOTA OF YORK, 1885

C-1108

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHITEFORD RD, YORK, PENNSYLVANIA 17402. THEY DID NOT DISCOVER ANY ISSUES. HOWEVER IN LIGHT OF THE MASSIVE TOYOTA RECALLS, I BELIEVE THAT MY CAR IS SIMILARLY DEFECTIVE. I HAD TRIED CALLING 800 331 4331, THE PHONE NUMBER PROVIDED BY TOYOTA FOR SUCH DEFECTIVE VEHICLE ISSUES BUT NO ONE EVER PICKS UP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305124  
**Date of Incident:** 20080418  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** NEW BERN, NC

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2005 TOYOTA COROLLA. THE CONTACT STATED THAT HER VEHICLE ACCELERATED SUDDENLY ON AN INTERMITTENT BASIS. THE ENGINE WOULD REV UP WHEN THE ISSUE OCCURRED. SHE STATED THAT THE ISSUE SEEMED TO SURFACE WHEN SHIFTING (THE VEHICLE HAS A MANUAL TRANSMISSION). SHE NOTED THAT THE PROBLEM WOULD OCCUR AND DISAPPEAR ON ITS OWN. SHE TOOK THE VEHICLE TO THE DEALERSHIP AND WAS TOLD THAT THEY COULD FIND NOTHING WRONG. SHE HAD NOT SPOKEN WITH THE MANUFACTURER AT THE TIME OF THE COMPLAINT. THE VEHICLE HAD NOT BEEN REPAIRED TO-DATE. THE CURRENT MILEAGE WAS 85,894. THE FAILURE MILEAGE WAS APPROXIMATELY 50,000-BK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20080419  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** FLINT, MI

**NHTSA Summary:**  
**Additional Summary:**  
"On April 19, 2008, shortly after 2:00 in the afternoon, Plaintiff's Decedent GUADALUPE ALBERTO was driving the subject 2005 Toyota Camry on Copeman Boulevard in Flint, Genesee County, Michigan, when the vehicle experienced a sudden, unintended acceleration. The vehicle accelerated from an intended speed of less than twenty-five (25) miles per hour to a speed of approximately 80 miles per hour, despite Guadalupe Alberto's having vigorously and desperately applied her brakes, and traveled at that high speed for approximately one-fourth (1/4) of a mile, collided with a tree, went airborne, and then collided with another tree. Plaintiff's Decedent, despite having been properly secured in her seat belt restraint system, sustained fatal injuries in the accident."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306345  
**Date of Incident:** 20080420  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** SYRACUSE, NY

**NHTSA Summary:**  
I WAS DRIVING MY 2008 PRIUS AT APPROXIMATELY 35 MPH AND IT BEGAN TO ACCELERATE. I TOOK MY FOOT OFF OF THE ACCELERATOR, BUT IT DIDN'T STOP. I PUMPED THE BRAKE, BUT IT HAD NO EFFECT. IT STOPPED SUDDENLY, AND THE CAR OPERATED NORMALLY. THE INCIDENT DIDN'T LAST LONG, AND HASN'T HAPPENED AGAIN. UNTIL I READ ABOUT THE OTHER, MORE SERIOUS INCIDENTS WITH THE ACCELERATOR I DIDN'T EVEN KNOW HOW TO DESCRIBE IT - I'D NEVER HEARD OF SUCH A

C-1109

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THING HAPPENING. I WOULD HAVE FELT FOOLISH TALKING TO THE GUYS AT THE SERVICE CENTER, SO I DECIDED TO WAIT TO SEE IF IT HAPPENED AGAIN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311099  
**Date of Incident:** 20080420  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** KNOXVILLE, TN

**NHTSA Summary:**  
ON 7/31/2007, I PURCHASED A BRAND NEW TOYOTA CAMRY SE FROM KNOXVILLE TOYOTA. ON APRIL 20, 2008, I WAS DRIVING MY TOYOTA CAMRY SE WESTBOUND ON ROUTE 26 JUST WEST OF COLUMBIA, SC, AT A SPEED OF 60MPH. I THEN HIT MY CRUISE CONTROL TO INCREASE THE SPEED TO PASS A VEHICLE, WHEN MY ACCELERATOR STUCK AND MY SPEED WENT ALMOST IMMEDIATELY TO 105 MPH. ALL EFFORTS TO UNSTICK MY ACCELERATOR FAILED ME. (I AM A 54 YR OLD RETIRED FBI SPECIAL AGENT WHO HAS OFTEN BEEN IN HIGH SPEED PURSUIT- SO I KNOW HOW TO HANDLE VEHICLES AT HIGH SPEEDS) TRAFFIC WAS RELATIVELY HEAVY, WITH A COUPLE 18 WHEELERS, AND SEVERAL CARS WITH FAMILIES IN FRONT OF ME. I RECALLED THERE BEING A FLYER OF WARNING BY TOYOTA ON RUBBER MATS, SO I REACHED DOWN, YANKED THE RUBBER MAT OFF THE FLOOR AND THREW IT INTO THE BACK SEAT, ALL THE WHILE STANDING ON THE BRAKE PEDAL, TRYING TO GET THE CAR NOT TO HIT VEHICLES IN FRONT OF ME. FINALLY I PUT THE CAR IN NEUTRAL AND COASTED THE CAR OUT OF TRAFFIC. SMOKE WAS COMING OUT OF MY FRONT BRAKES, AND ONCE ON THE RIGHT SIDE MEDIAN, I TURNED THE CAR OFF. LET IT COOL DOWN, THEN GOT BACK ON RT 26. LESS THAN FIVE MINUTES LATER, WHILE PASSING A SLOWER VEHICLE, MY ACCELERATOR STUCK AGAIN, AND THE SPEED GOT TO 95 MPH BEFORE I PUT THE CAR IN NEUTRAL AGAIN AND TURNED IT OFF. I BROUGHT MY CAR INTO THE KNOXVILLE TOYOTA DEALERSHIP 4/21/08 (COMPLAINT OF 4/21/08 WAS DOCUMENTED AT TOYOTA KNOXVILLE, PO BOX 30069, KNOXVILLE TN,)AND THEY PUT IT ON THEIR MACHINE AND SAID "NOTHING WAS WRONG." FOR THE NEXT YEAR, I EXPERIENCED SHIMMING OF MY FRONT TIRES WHEN BRAKING. ON 5/5/09, I PAID OVER \$171 TO REPAIR WARPED ROTORS. WHEN THE RE-CALL OCCURRED, I REMINDED THEM OF MY EVENT, WHICH APPEARS TO HAVE BEEN AN ELECTRONIC ISSUE INVOLVING MY CRUISE CONTROL ON THE FIRST EVENT. THEY PUT MY CAR IN TO HAVE THEIR "FIX" DONE TO MY ACCELERATOR, HOWEVER I AM NOT CONVINCED IT FIXED MY ISSUE. I AM VERY CONCERNED THAT TOYOTA HAS HIDDEN THIS PROBLEM FROM ITS CUSTOMERS, AND I AM NOT CONVINCED THIS VEHICLE IS SAFE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318403  
**Date of Incident:** 20080420  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** MADISON, CT

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT WAS DEPRESSING THE BRAKE AND THE VEHICLE SURGED INTO THE GARAGE DOOR. THE DOOR CAME COMPLETELY OFF THE HINGES AND KNOCKED DOWN THE SHEET ROCK. THE VEHICLE CRASHED INTO THE WORK BENCH. THE VEHICLE WAS DROVE TO A LOCAL MECHANIC AND THEY REPLACED THE BRAKES AND DID THE AUTO BODY WORK. THE CONTACT IS UPSET BECAUSE THIS FAILURE OCCURED TWO YEARS AGO WHICH MADE HER INSURANCE GO UP TREMENDOUSLY. THE CONTACT DID INFORM THE MANUFACTURER

C-1110

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND THEY STATED THAT SHE WAS NOT ON THE RECALL LIST. THEY JUST TOOK THE FLOOR MATS OUT THE VEHICLE AND STATED THE PEDAL SHOULD NOT STICK ANYMORE. THE CONTACT STATED THAT THE PEDAL NEVER WAS STICKING HER FOOT WAS ON THE BRAKE THE VEHICLE JUST SURGED FORWARD. THE APPROXIMATE FAILURE MILEAGE WAS 33038 AND THE CURRENT MILEAGE WAS 43000. DF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327066  
**Date of Incident:** 20080420  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** WYOMING, MN

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA RAV4. THE CONTACT STATED THAT THREE PEOPLE WHO REGULARLY DROVE THE VEHICLE EXPERIENCED UNINTENDED ACCELERATION WHILE DRIVING. AFTER APPROACHING A STOP SIGN, THE VEHICLE SUDDENLY ACCELERATED AFTER SHE TOOK HER FOOT OFF OF THE ACCELERATOR PEDAL. THE VEHICLE SLOWED DOWN WHEN THE BRAKE PEDAL WAS ENGAGED. THE FAILURE OCCURRED FIVE TIMES BETWEEN THE CONTACT AND THE OTHER THREE DRIVERS. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHO COULD NOT DUPLICATE THE FAILURE. THE FAILURE MILEAGE WAS APPROXIMATELY 22,000. THE CURRENT MILEAGE WAS APPROXIMATELY 37,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10236346  
**Date of Incident:** 20080421  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** PHOENIX, AZ

**NHTSA Summary:**  
IN FEBRUARY 2008, I PURCHASED A 2008 TOYOTA HIGHLANDER. ON TWO SEPARATE OCCASIONS SINCE PURCHASING THE VEHICLE, WHEN SLOWLY PULLING INTO A PARKING SPACE THE VEHICLE UNEXPECTEDLY ACCELERATED. ON THE FIRST OCCASION (APRIL 2008), THE INCIDENT ENDED IN AN ACCIDENT AS THE VEHICLE SLAMMED INTO A WALL. THE SECOND INCIDENCE OCCURRED APPROXIMATELY 3 MONTHS LATER AND NEARLY CAUSED ANOTHER ACCIDENT. AGAIN, AS I WAS PULLING INTO A PARKING SPACE THE VEHICLE UNEXPECTEDLY ACCELERATED. HOWEVER, THE VEHICLE WAS STOPPED BY A PARKING PYLON BEFORE HITTING A WALL. I HAVE HAD THE VEHICLE INSPECTED BY THE LOCAL DEALERSHIP AND THEY CLAIM THAT THEY CAN NOT FIND ANY ISSUES WITH VEHICLE. BASED ON MY RESEARCH, THIS DOES NOT APPEAR TO BE AN ISOLATED PROBLEM AS OTHER TOYOTA VEHICLES ARE NOTED AS HAVING THE SAME ISSUE. I FEEL THAT THIS VEHICLE IS THREAT NOT ONLY TO THE SAFETY OF MY FAMILY, BUT TO OTHERS ON THE ROAD. UPDATED 08/08/08. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294110  
**Date of Incident:** 20080422  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** DEXTER, MI

**NHTSA Summary:**

C-1111

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHEN ATTEMPTING TO ACCELERATE, THE ACCELERATOR PEDAL BECAME STUCK. THE VEHICLE THEN ACCELERATED UP TO 75 MPH. HE HAD TO REMOVE THE FLOOR-MAT FROM UNDER THE ACCELERATOR PEDAL, TO DECELERATE. AFTER THE FAILURE HE REMOVED THE FLOOR-MAT FROM THE VEHICLE. THE DEALER NOR THE MANUFACTURER WAS CONTACTED. THE CURRENT MILEAGE WAS APPROXIMATELY 52,000. THE FAILURE MILEAGE WAS APPROXIMATELY 28,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285784  
**Date of Incident:** 20080422  
**Vehicle:** 2004 TOYOTA CELICA  
**Location of Incident:** VOLO, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CELICA. WHILE DRIVING FLOOR-MAT INTERFERENCE CAUSED THE ACCELERATOR PEDAL TO STICK. THE MANUFACTURER WAS NOTIFIED, AND A REPRESENTATIVE ADVISED HER THAT THE DEALER COULD INSTALL A NEW CLIP TO SECURE THE FLOOR-MAT. NO REPAIRS WERE MADE. THE FAILURE MILEAGE WAS UNKNOWN. THE CURRENT MILEAGE WAS 90,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10225929  
**Date of Incident:** 20080423  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA TACOMA. WHILE ATTEMPTING TO PARK THE VEHICLE, IT ACCELERATED OUT OF CONTROL. THE VEHICLE DROVE THROUGH THE WALL OF HER GARAGE AND INTO HER GUEST BATHROOM. THE VEHICLE WAS TOWED TO THE DEALER, WHERE IT CURRENTLY REMAINS. THE SPEED WAS UNKNOWN. THE FAILURE MILEAGE WAS 7,100.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334256  
**Date of Incident:** 20080423  
**Vehicle:** 2000 LEXUS GS300  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2000 LEXUS GS300. WHILE TRAVELING 5 MPH THE CONTACT NOTICED THAT THE VEHICLE HAD ACCELERATED WITHOUT WARNING, IN ORDER TO STOP THE ACCELERATION THE CONTACT HAD TO SHIFT THE VEHICLE INTO PARK. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 98000. BML

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323717  
**Date of Incident:** 20080424

C-1112

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 1995 LEXUS ES300  
**Location of Incident:** CAMARILLO, CA

**NHTSA Summary:**  
IN APRIL 2008, DRIVER WAS DRIVING HOME IN A 95 LEXUS ES300 AND WAS ABOUT TO ENTER THE GARAGE. AS SHE PULLED UP TOWARDS THE GARAGE WHILE WAITING FOR THE GARAGE TO OPEN THE CAR SUDDENLY ACCELERATED AND CRASHED THROUGH THE GARAGE DOOR. IT CONTINUED RACING FORWARD AND HIT THE OTHER VEHICLE THAT WAS PARKED IN THE GARAGE. DRIVER TRIED TO BRAKE BUT THAT SEEMED TO HAVE NO EFFECT AND THE ENGINE WAS RUNNING AT A HIGHER THAN NORMAL RPM. DRIVER THEN TRIED TO GET THE GEAR FROM DRIVE INTO PARK, UNFORTUNATELY, IT ENGAGED IN REVERSE AND THE CAR SPUN OUT OF CONTROL BACKWARDS AND INTO THE STREET, AS IT REVERSING OUT OF CONTROL AFTER HITTING THE FIRST PARKED VEHICLE IT SEVERELY DAMAGED A MAIN COLUMN OF THE HOUSE ON ITS WAY OUT AND HIT ANOTHER CAR THAT WAS PARKED IN THE STREET. AFTER WHICH IT CAME TO A STOP. THIS INCIDENT WAS REPORTED THIS TO THE AUTO INSURANCE COMPANY (GEICO) AND HOMEOWNERS INSURANCE COMPANY (RESIDENTIAL MUTUAL). GEICO RULED THAT BOTH OF THE VEHICLES WE OWNED AT THE TIME THE LEXUS ES300 AND THE PARKED VAN IN THE GARAGE THAT WAS HIT WERE A TOTAL LOSS. IN ADDITION, THE NEIGHBOR'S CAR WAS ALSO BADLY DAMAGED BUT THE EXACT DISPOSITION OF THAT VEHICLE IS NOT KNOWN. THE POLICE WAS CALLED BUT THEY DID NOT CREATE A REPORT BECAUSE THE WAY THIS INCIDENT TOOK PLACE IT WAS NOT CONSIDERED A POLICE MATTER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306870  
**Date of Incident:** 20080425  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** GREAT NECK, NY

**NHTSA Summary:**  
I WAS DRIVING SLOWLY, LESS THAN 10 MPH, APPROACHING A RED LIGHT BEHIND ANOTHER VEHICLE. SUDDENLY, MY CAR ACCELERATED FORWARD AND COULD NOT BE STOPPED BY BRAKING. I COLLIDED WITH THE REAR END OF THE CAR IN FRONT OF ME. THERE WERE NO INJURIES, BUT BOTH CARS HAD SIGNIFICANT DAMAGE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10230543  
**Date of Incident:** 20080426  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** HUDSON, FL

**NHTSA Summary:**  
I OWN A TOYOTA SIENNA 2006 MODEL. WHEN IN TRAFFIC THE CAR SOMETIMES HESITATES WHEN THE ACCELATOR IS PRESSED AND AT OTHER TIMES IT SURGES FORWARD DANGEROUSLY. THEREFORE CONTROLLING THE CAR IS UNPREDICTIBLE. THE EXACT RESPONSE IS ALSO NOTICABLE AT A TRAFFIC LIGHT OR A STOP SIGN. THE FAILURE HAPPENS OFTEN. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304304  
**Date of Incident:** 20080428

C-1113

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** ARNOLD, MO

**NHTSA Summary:**  
ON MONDAY, APRIL 28, 2008 AT APPROXIMATELY 7:45 A.M. CDT, I DROVE MY 2003 TOYOTA HIGHLANDER ON TO THE EMPLOYEE PARKING LOT AT UNIGROUP, INC. AS I ALWAYS DID, I PULLED UP PAST MY ASSIGNED PARKING SPOT, STOPPED, AND PUT THE VEHICLE IN REVERSE TO BACK INTO MY SPACE. WHEN I MOVED MY FOOT FROM THE BRAKE TO THE ACCELERATOR AND TURNED THE STEERING WHEEL TO BACK INTO SPACE 304, THE SUV SUDDENLY ACCELERATED AT A TREMENDOUS SPEED, HIT AND BOUNCED OFF THE FORD EXPLORER PARKED IN SPACE 305 AND THEN HIT THE SUBARU LEGACY WAGON PARKED IN SPACE 317 IMMEDIATELY BEHIND SPACE 304. ONE WITNESS WHO WAS IN THE PARKING LOT AT THE TIME LATER TOLD ME THAT WHILE HE DID NOT SEE THE CRASH, HE HEARD A HUGE ROAR OF A MOTOR AND THE CRASHING NOISE OF THE IMPACT. THE OWNER OF THE SUBARU ALSO DID NOT SEE THE INITIAL ACCELERATION OF THE SUV, BUT HEARD THE TIRES SCREECHING AND TURNED IN TIME TO SEE MY SUV HIT HIS SUBARU. BOTH OF THE TWO WITNESSES HELPED ME LOAD THE BACK BUMPER OF MY HIGHLANDER INTO THE CARGO AREA. PRIOR TO GOING INTO THE OFFICE, I CHECKED THE FLOOR MAT UNDER THE STEERING WHEEL, BUT COULD NOT SEE ANY INDICATION THAT IT IN ANY WAY HAD MOVED. I AM CONVINCED THAT THE ONLY THING THAT STOPPED MY HIGHLANDER WAS THE FACT THAT IT HIT THE TWO VEHICLES IN SPACES 305 AND 317. LATER THAT DAY (4.28.2008), I CALLED TOYOTA TO REPORT THE INCIDENT. I WAS TOLD BY A REPRESENTATIVE BY THE NAME OF BARBARA THAT THERE WERE NO PROBLEMS OR RECALLS ON THE HIGHLANDER. ONLY THE CAMRY (THIS ACCORDING TO THE NHTSA.) MY REPORT WAS GIVEN THE CASE # 200804281090. THERE WAS EXTENSIVE DAMAGE TO MY SUV AND THE TWO OTHER VEHICLES THAT WERE HIT. STATE FARM INSURANCE CLAIM # 25 6288 6 182. THUS FAR, TOYOTA HAS NOT ACKNOWLEDGED THAT MY VEHICLE (2003 HIGHLANDER) IS INCLUDED IN THE RECALL AND SINCE THE VIN # BEGINS WITH A 6J6, I AM TOLD THAT THERE IS NO PROBLEM WITH ANY VEHICLE MADE IN JAPAN. THEREFORE, I CANNOT EVEN TAKE IT TO A DEALERSHIP FOR REPAIRS. I AM LEFT IN LIMBO WITH A DEFECTIVE TOYOTA

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10227481  
**Date of Incident:** 20080429  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** CAMARILLO, CA

**NHTSA Summary:**  
SUDDEN ACCELERATION IN 2004 TOYOTA SIENNA VAN: AT 0830AM PST, APRIL 29TH 2008 I WAS DRIVING TO WORK AT MY SCHOOL WHERE I WORK AS A TEACHER. WHILE MAKING A SLOW U-TURN, WITH MY FOOT LIGHTLY ON THE BRAKE PEDAL, MY 2004 TOYOTA SIENNA LE VAN SUDDENLY TOOK OFF AND ACCELERATED UNCONTROLLABLY LIKE A ROCKET AT MAXIMUM VELOCITY. THE ACCELERATOR PEDAL WAS NEVER PRESSED DURING THIS INCIDENT. I HAD JUST A SPLIT SECOND TO REMOVE MY FOOT COMPLETELY OFF THE BRAKE PEDAL TO LOOK DOWN AT THE FLOOR BOARD TO ENSURE NOTHING WAS PINNING THE PEDAL DOWNWARD, NOTHING WAS THERE AND THE VAN WAS STILL ACCELERATING LOOKED UP IN HORROR AS VEHICLE WAS CONTINUING TO ACCELERATE AT AN EXTREMELY HIGH RATE OF SPEED AND CONTINUING TO ACCELERATE. I QUICKLY STEERED THE VEHICLE AND DODGED A SCREENED CHAIN-LINK FENCE TO AVOID AN AREA WHERE CHILDREN USUALLY STAND WAITING FOR PARENTS. WITH VEHICLE STILL ACCELERATING AT FULL POWER I QUICKLY PASSED THE FENCE AREA, APPLIED THE BRAKES WITH GREAT FORCE, BUT THEY FELT UNRESPONSIVE TO THE ACCELERATION FORCES. WITH VEHICLE MOVING AT A VERY HIGH RATE OF SPEED AND STILL ACCELERATING, I SAW A PARKED VEHICLE RIGHT IN FRONT OF ME AND COULD NO

C-1114

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LONGER CONTROL THE VEHICLE, I BRACED FOR IMPACT. THE VAN VIOLENTLY SMASHED INTO AN UNATTENDED FORD EXPEDITION VEHICLE. ENGINE BRIEFLY REVVED HIGH AND THEN FINALLY SHUT DOWN. HAD THERE NOT BEEN A PARKED VEHICLE THERE I WOULD HAVE GONE DIRECTLY INTO THE RESIDENTIAL HOUSE ABOUT 50 FEET AWAY. IT ONLY TOOK ABOUT 3 OR 4 SECONDS FOR THE VAN TO TRAVEL THE 22 YARDS FROM WHERE THE ACCELERATOR MALFUNCTION STARTED TO THE IMPACT AREA OF THE OTHER VEHICLE. THERE IS NO DOUBT THAT THIS SITUATION WILL OCCUR AGAIN TO SOMEONE ELSE. LIVES WILL BE LOST AND DRIVERS WILL BE FALSELY HELD ACCOUNTABLE. I STRONGLY RECOMMEND THAT THE NHSTA INVESTIGATE THIS SERIOUS ISSUE. I AM SO CONCERNED ABOUT THIS ISSUE THAT I AM SENDING A COMPLETE DISSERTATION TO ALL TV NETWORKS (20/20, ETC) HOPING THAT SOME AGENCY WILL EXPOSE THIS TO A HIGH LEVEL OF PUBLIC AWARENESS. \*TR

**Additional Summary:**

**Toyota ID Number:** 200805270294  
**NHTSA ODI Number:**  
**Date of Incident:** 20080500  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** SPRINGFIELD, IL

**NHTSA Summary:**  
Our '08 Toyota Highlander spun out of control circa May 2008. The accelerator stuck and nearly killed me and my wife. I reported the problem to Toyota locally and at the corporate office. Case No. 200805270294 5/27/08. and also case no. TA081510271. Pretty much told no other reports - nothing done. Has since gotten stuck on the all weather Toyota mats that are poorly designed. I complained to Toyota that very poorly designed and someone was going to get hurt. Sadly, someone did it seems.

**Toyota ID Number:**  
**NHTSA ODI Number:** 20080500  
**Date of Incident:** 20080500  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** BASTROP, LA

**NHTSA Summary:**  
SUA WITH ROLLOVER WHEN DRIVER MADE EVASIVE MANUEVER, VEHICLE ROLLED AT LEAST THREE TIMES. AIR BAGS DID NOT DEPLOY. VEHICLE CAME TO REST UPRIGHT.

POTENTIAL CLIENT STATES VEHICLE WAS EQUIPPED WITH WHAT SHE DESCRIBED AS A "SLOW DOWN BRAKE". SHE ALSO SAID THE ACCELERATOR STUCK ABOUT A WEEK OR SO BEFORE THE ACCIDENT; RELATED TO FLOORMAT. ACCORDING TO MS. ELLISON, TOYOTA BOUGHT BACK THE SALVAGE OF THIS HYBRID VEHICLE.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319238  
**Date of Incident:** 20080501  
**Vehicle:** 1994 TOYOTA CAMRY  
**Location of Incident:** FAYETTEVILLE, AR

**NHTSA Summary:**  
1994 TOYOTA CAMRY. UNCONTROLLED ACCELERATION ON I-540 NORHT WEST ARKANSAS ABOUT 2 YEARS AGO. CRUISE CONTROL WAS ON, HIT BRAKES AND CAR SPED UP. PUT IN NEURTAL AND TURNED ENGINE OFF. LATER THE SWITCH ON THE BRAKE/TAIL

C-1115

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LIGHT / CRUISE DISCONNECT WAS REPLACED. I HAVE HAD NO OTHER INCIDENT SINCE. HOPE THIS MAY HELP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320571  
**Date of Incident:** 20080501  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** LOWELL, MA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320524  
**Date of Incident:** 20080501  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**  
TL-THE CONTACT OWNED A 2004 TOYOTA CAMRY. WHILE DRIVING AT 40 MPH THE ACCELERATOR PEDAL GOT STUCK CAUSING THE VEHICLE TO RUN INTO A TREE KILLING THE PASSENGER. THE VEHICLE WAS DESTROYED DUE TO THE ACCIDENT. THE CONTACT STATED THE BRAKES WERE APPLIED BUT THE BRAKES MALFUNCTIONED. THE FAILURE AND CURRENT MILEAGE WAS NOT AVAILABLE. AA

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320615  
**Date of Incident:** 20080501  
**Vehicle:** 2004 SCION XA  
**Location of Incident:** LEESBURG, VA

**NHTSA Summary:**  
2004 SCION XA. DRIVERS SIDE FLOOR MAT INTERFERES WITH GAS PEDAL. NO DAMAGE OR INJURIES TO DATE. ONGOING PROBLEM FOR MORE THAN 2 YEARS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316467  
**Date of Incident:** 20080501  
**Vehicle:** 1999 TOYOTA RAV4  
**Location of Incident:** SANTA CLARA, CA

**NHTSA Summary:**  
S10 APPROPRIATE HANDLING RE TOYOTA BRAKING PROBLEM FM OWNER OF A 1999 TOYOTA RAV4. \*KB THE CONSUMER STATED SHE WAS STOPPED AT A RED LIGHT, WITH HER FOOT ON THE BRAKE. WHEN SUDDENLY THE ENGINE REVVED AND THE VEHICLE LUNGED FORWARD. THE CONSUMER STATES SHE PUT ALL HER WEIGHT ON THE BRAKE, BUT IT ONLY STOPPED AFTER SHE TURNED THE ENGINE OFF. THE CONSUMER TOOK THE

C-1116

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE TO THE DEALER, BUT THEY WERE UNABLE TO FIND A PROBLEM. THE SECOND INCIDENT HAPPENED WITHIN A MONTHS TIME. THE CONSUMER STATED SHE WAS SLOWING DOWN BECAUSE SHE WAS APPROACHING A STOP LIGHT, AS SHE WAS BRAKING THE VEHICLE ACCELERATED. SHE WAS ABLE TO SLAM THE GEAR INTO NEUTRAL, SINCE IT WAS STILL MOVING AND IT STOPPED THE ACCELERATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10226899  
**Date of Incident:** 20080502  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** MINNETONKA, MN

**NHTSA Summary:**

TL\*THE CONTACT HAD A COMPANY LEASED 2007 LEXUS ES350. WHILE DRIVING APPROXIMATELY 30 MPH, THE VEHICLE SUDDENLY BEGAN TO ACCELERATE ON ITS OWN. THE CONTACT CRASHED INTO THE PRECEDING VEHICLE. THE VEHICLE WAS TOWED TO THE DEALER FOR A DIAGNOSIS AND AN INVESTIGATION. THE CONTACT SUSTAINED INJURIES TO HER KNEES. MINNESOTA HIGHWAY PATROL FILED REPORT NUMBER US504311. THE FAILURE MILEAGE WAS 9,552.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307099  
**Date of Incident:** 20080502  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** EDMOND, OK

**NHTSA Summary:**

2007 ES 350 ACCELERATOR DID NOT RETURN TO NORMAL AFTER ACCELERATING. INSTEAD, SLOW AND SLUGGISH PEDAL RETURN WAS EXPERIENCED BY ME AS DRIVER. I WAS ON THE HIGHWAY AND HAD THE LUXURY OF WAITING FOR PEDAL TO RETURN. ONLY HAPPENED ONE TIME, FLOOR MATS WERE IN CAR AT THE TIME BUT I DO NOT BELIEVE THEY HAD ANYTHING TO DO WITH EVENT. FLOOR MATS WERE REMOVED WITH RECALL NOTICE IN 2009 \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10226564  
**Date of Incident:** 20080503  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CARPENTERSVILLE, IL

**NHTSA Summary:**

WHILE DRIVING MY 2007 LEXUS 350 ES ON SATURDAY, MAY 3, I EXPERIENCED UNINTENDED ACCELERATION. MY VEHICLE UNEXPECTEDLY ACCELERATED AND I WAS UNABLE TO SUCCESSFULLY BRAKE OR SHUT OFF THE CAR WITH THE PUSH BUTTON IGNITION. WHILE STRUGGLING TO GAIN CONTROL OF THE VEHICLE (AND AVOID HITTING OTHER VEHICLES), I WAS FINALLY ABLE TO STOP THE CAR USING THE EMERGENCY BRAKE, PUTTING THE CAR IN PARK AND HOLDING THE PUSH BUTTON IGNITION FOR SEVERAL SECONDS. A GREAT DEAL OF SMOKE RESULTED. I IMMEDIATELY CONTACTED WOODFIELD LEXUS, MY LOCAL LEXUS DEALER. I WAS TOLD TO BRING THE CAR TO THE DEALER ASAP FOR REVIEW. I DID SO, AND MY VEHICLE IS CURRENTLY WITH THE DEALER TO PERFORM NECESSARY TESTING. WHEN I ARRIVED AT THE DEALER, THE SERVICE MANAGER NOTICED THAT MY FLOORMATS WERE SECURED,

C-1117

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BUT UPSIDE DOWN -- THE RESULT OF A RECENT OIL CHANGE (2 DAYS PRIOR) -- WHERE THE WOODFIELD LEXUS SERVICE TECHNICIAN TURNED MY FLOORMATS OVER -- THEN FORGOT TO PROPERLY SECURE THEM IN THE CORRECT POSITION. I NOTIFIED WOODFIELD LEXUS OF ANOTHER ACCELERATION ISSUE IN 2007, HOWEVER I WAS TOLD THAT THE "JUMPING" ACCELERATION IS A KNOW GLITCH WITH MY MAKE/MODEL/YEAR. MY VEHICLE IS UNSAFE TO DRIVE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10228201  
**Date of Incident:** 20080503  
**Vehicle:** 2000 TOYOTA CELICA  
**Location of Incident:** STOUGHTON, MA

**NHTSA Summary:**

ON MAY 3RD, 2008 I HAD AN INCIDENT WITH MY 2000 CELICA GTS. I WAS USING CRUISE CONTROL AT 65MPH. I TAPPED MY BRAKES TO DISENGAGE THE CRUISE CONTROL AS I EXITED ONE HIGHWAY ONTO ANOTHER. WHEN I CLICKED RESUME ON MY CRUISE CONTROL MY CAR ACCELERATED PAST 65MPH AND CONTINUED CLIMBING. I TAPPED MY BRAKES BUT MY CAR CONTINUED TO ACCELERATE. I TURNED OFF THE CRUISE CONTROL BUT THE CAR CONTINUED TO ACCELERATE PAST 85MPH. I PUSHED MY CLUTCH PETAL IN AND THE ENGINE REV'ED NEAR REDLINE. I RELEASED THE CLUTCH AND TURNED OFF THE ENGINE IN THE MIDDLE OF THE HIGHWAY. TOYOTA TOLD ME THAT THE THROTTLE CABLE HAD RUST AND STUCK OPEN WHEN THE CRUISE CONTROL REQUESTED ACCELERATION. IN TURN MY CLUTCH/TRANSMISSION WERE BLOWN. I BELIEVE THIS FAILURE MODE IS A SERIOUS SAFETY ISSUE. THE CAR CONTINUOUSLY ACCELERATING AND THE ONLY WAY TO REMEDY IS TO TURN THE CAR OFF AT HIGH SPEED ON A HIGHWAY

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331290  
**Date of Incident:** 20080503  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**

MY VEHICLE 2006 TOYOTA AVALON, SINCE I HAD BOUGHT IT HAS ALWAYS EXCELERATED SO I WOULD JUST SLOW IT DOWN (TAPPING ON THE BRAKES). I ASSUMED THIS WAS NORMAL SINCE I DID BRING IT TO THE DEALERSHIP TELLING THEM, MAY 3, 2008 I WAS IN A BAD CAR ACCIDENT ON 75 NORTH. AT THAT TIME THE VEHICLE ACCELERATED AND WHEN I WENT TO SLOW DOWN THE CAR IT WENT INTO THE GUARD RAIL AND AFTER THAT WHEN I WOKE UP MY CAR SPLATTERED ALL OVER THE FREEWAY. I WAS FINED BY THE POLICE UNABLE TO CONTROL MY CAR. WENT TO COURT TO FIGHT IT AND I HAD TO PAY \$140,000 PLUS THEY WANTED ME TO PAY FOR THE DAMAGE ON THE FREEWAY \$3,000.00. I HAD TO BE CUT OUT OF THE CAR AND MY VEHICLE WAS TOTTALED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336697  
**Date of Incident:** 20080503  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**

C-1118

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ON MAY 2008 I WAS IN A ONE CAR ACCIDENT ON THE MAJOR FREEWAY, DETERMINED BY THE POLICE AND SITED A TICKET FOR NOT BEING ABLE TO CONTROL THE CAR. ALL I REMEMBER IS MY CAR ACCELERATED AND I WENT TO SLOW DOWN AND LOST CONTROL. MY CAR WAS TOTALLED AND IN PIECES ON THE FREEWAY. THIS VEHICLE HAD ALWAYS ACCELERATED SINCE I HAD PURCHASED IT AND DETERMINE THAT IT WAS THE TYPE OF CAR AND WAS NORMAL. I NEVER RECEIVED A RECALL ON THIS VEHICLE UNTIL WHEN I WENT TO TAKE ANOTHER VEHICLE TO GET REPAIRD I ASKED THEM IF THEY HAD A RECALL WITH ALL OF THE MEDIA EXPOSURE. AT THAT TIME THEY INFORMED ME THAT THEY DID HAVE A RECALL AND I ASKED AND WAS TOLD.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294005  
**Date of Incident:** 20080504  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** SANTA MONICA, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 LEXUS ES350. WHILE DRIVING 40 MPH SHE ENGAGED THE ACCELERATOR PEDAL AND NOTICED THAT THE PEDAL WAS STUCK WHICH CAUSED THE VEHICLE TO ACCELERATE UNCONTROLLABLY. THE BRAKES BRIEFLY FAILED TO STOP THE VEHICLE. THE DEALER STATED THAT THE FAILURE WAS CAUSED BY THE FLOOR MATS. THERE WERE NO PRIOR WARNINGS. THE CURRENT MILEAGE WAS 28,000 AND THE FAILURE MILEAGE WAS 15,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314386  
**Date of Incident:** 20080504  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** SIOUX CITY, IA

**NHTSA Summary:**

IN MAY OF 2008, I WAS ATTEMPTING TO PULL MY 2004 TOYOTA SIENNA INTO THE GARAGE. I WAS IDLING WHEN SUDDENLY THE VEHICLE TOOK OFF. I WAS STANDING WITH BOTH FEET ON THE BRAKE AND COULD NOT STOP. I CRASHED THROUGH THE REAR OF THE GARAGE AND HIT A TREE WHICH RIPPED THE RIGHT TIRE AND AXLE FROM THE DRIVE SHAFT. AT THAT POINT, I CAN TO A STOP HOWEVER THE ENGINE CONTINUED TO RACE UNTIL I TURNED OFF THE VEHICLE. MY 2 YEAR OLD DAUGHTER HAD BEEN RIGHT OUTSIDE THE BACK DOOR OF THE GARAGE WHEN I CRASHED THROUGH. SHE WAS SOMEHOW PUSHED OFF TO THE SIDE. THE BACK PORTION OF THE WALL AND THE BACK DOOR WENT ABOUT 30 FEET INTO THE BACKYARD. THE TREE I HIT WAS ABOUT 45 FEET BEHIND THE GARAGE. I TRAVELED FOR ANOTHER 50 FEET AFTER HITTING THE TREE AND LOSING MY RIGHT FRONT TIRE. WHEN WE HAD THE VEHICLE LOOKED AT BY THE TOYOTA DEALERSHIP IN SIOUX CITY, IA, THEY SAID NOTHING WAS WRONG WITH THE VEHICLE. SINCE IT HAS BEEN REPAIRED, THE ELECTRONIC SPEED CONTROL WILL QUIT WORKING AT TIMES AND THERE ARE ERROR LIGHTS THAT SHOW UP ON THE DASHBOARD. I BELIEVE IT IS AN ESC LIGHT AND THE CHECK ENGINE LIGHT THAT SHOW UP WHEN THE SPEED CONTROL QUILTS WORKING. ONCE THESE LIGHTS GO AWAY, THE SPEED CONTROL WILL CONTINUE WORKING AGAIN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10227047

C-1119

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20080505  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

WHEN I TOOK MY FOOT OFF THE GAS PEDAL THE CAR CONTINUED FORWARD AS THOUGH MY FOOT WAS STILL FEEDING GAS. AS A RESULT I HIT A PARKED CAR NEXT TO THE SLOT I WAS TRYING TO PULL INTO. NO DAMAGE TO THE CAR I HIT BUT \$2500 ESTIMATE FOR BODY REPAIR TO THE CAR I WAS DRIVING. I HAVE HAD INFREQUENT SIMILAR EXPERIENCES WITH THIS CAR, BUT ALWAYS IN THE PAST IT HAS BEEN MOMENTARY AND INCONSEQUENTIAL CAR WILL BE REPAIRED AND IS BEING TAKEN IN TO SERVICE FOR CORRECTION OF THE PROBLEM DESCRIBED ABOVE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290968  
**Date of Incident:** 20080505  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHEN THE CONTACT STARTED THE VEHICLE. SUDDENLY, AN UNINTENDED ACCELERATION OCCURRED WITHOUT APPLICATION TO THE BRAKE AND ACCELERATOR PEDALS. THE ENGINE RPM'S BEGAN TO INCREASE. THE CONTACT COULD NOT STOP THE VEHICLE WITH APPLYING PRESSURE TO THE BRAKE PEDAL. THE IDENTICAL FAILURE OCCURRED ON A SEPARATE OCCASION WHILE AT A COMPLETE STOP. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC. THE VEHICLE HAS NOT BEEN REPAIRED. THE CONTACT HAD CONCERNS OF THE SAFETY RISK INVOLVED. FAILURE MILEAGE WAS UNKNOWN. THE CURRENT MILEAGE WAS 81,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291190  
**Date of Incident:** 20080505  
**Vehicle:** 2005 LEXUS GS430  
**Location of Incident:** TAIWAN, 00

**NHTSA Summary:**

2005 LEXUS GS430.2008-05-05, IN THE HIGHWAY, THE ENGINE COMPUTER MALFUNCTION, I STEPPED ON BRAKES, BUT THE ACCELERATOR 100% CANNOT SWITCH OFF, HAS THE DRIVING RECORD MATERIAL TO CONFIRM THAT (LEXUS PROVIDES FREEZE MATERIAL), HAS THE ANOTHER GS430 SAME ACCELERATOR IN THE SAME YEAR OUT OF CONTROL, THE DRIVING DEATH, TAIWAN DOES NOT HAVE THE UNIT TO BE WILLING TO CONFIRM THAT IS THE VEHICLES SLIGHT DEFECT, BECAUSE TOYOTA IN TAIWAN IS THE RICH COMPANY, DETAILED MATERIAL ON MINE HOMEPAGE: HTTP://LEXUS430.TW. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313516  
**Date of Incident:** 20080505  
**Vehicle:** 2003 LEXUS GX470  
**Location of Incident:** SYRACUSE, IN

**NHTSA Summary:**

C-1120

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

IN 2007 OR 2008 THE ACCELERATOR ON MY LEXUS GX 470 STUCK IN THE WIDE OPEN POSITION. I HAD FLOORED THE ACCELERATOR TO PASS A TRUCK AND WHEN TAKING MY FOOT OFF THE ACCELERATOR THE CAR WOULD NOT SLOW DOWN. I WAS ABLE TO APPLY THE BRAKES WITH MUCH EFFORT AND TURN OF THE IGNITION. THE FLOOR MAT WAS NOT PART OF THE PROBLEM. I THEN RESTARTED THE CAR AND IT DROVE NORMAL. I TOOK THE CAR TO THE LEXUS DEALERSHIP WHERE I PURCHASED THE CAR NEW, WHICH IS LEXUS OF MISHAWAKA, INDIANA. THEY INSPECTED THE CAR AND SAID THEY COULD FIND NOTHING WRONG AND THAT IT WAS PROBABLY THE FLOOR MAT. IT WAS NOT THE FLOOR MAT. I TRADED THE CAR IN AT LEXUS OF MISHAWAKA IN NOVEMBER OF 2008. I NO LONGER OWN THE CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10227666  
**Date of Incident:** 20080507  
**Vehicle:** 2008 LEXUS RX350  
**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**

AS I PUT THE VEHICLE IN REVERSE, IT RAPIDLY AND SUDDENLY ACCELERATED OUT OF CONTROL AND HIT A LIGHT POST. TRYING TO REGAIN CONTROL, I PUT ON THE BRAKE AND SHIFTED TO DRIVE, WHERE IT SUDDENLY AND VERY RAPIDLY SPED FORWARD AND HIT A FENCE BEFORE I COULD STOP THE VEHICLE. WHEN THIS OCCURRED, THE COUPLE I WAS DINING WITH HEARD THE CAR BACKFIRE TWICE WHICH CAUGHT THEIR ATTENTION. I COULD NOT HEAR THE BACKFIRE INSIDE OF THE VEHICLE. THE ACCELERATION WAS EXTREMELY RAPID AND DANGEROUS. THE VEHICLE DID THIS ON ITS OWN. THIS IS NOT A CASE OF WHERE I ACCIDENTALLY HIT THE GAS PEDAL INSTEAD OF THE BRAKE. IN THIS PARTICULAR SITUATION, NO ONE WAS HURT, AND THE VEHICLE ONLY HAS MINOR SCRATCHES. HOWEVER, AS YOU MIGHT SURMISE, THIS COULD HAVE BEEN A POTENTIALLY DANGEROUS AND DEADLY SITUATION HAD SOMEONE BEEN IN THE PATH OF THE CAR. VEHICLE WAS BROUGHT TO WESTSIDE LEXUS TO CHECK ON 5.13.2008. THEY WERE UNABLE TO IDENTIFY THE PROBLEM AND SAID THE VEHICLE WAS SAFE TO DRIVE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316309  
**Date of Incident:** 20080508  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** WARWICK, RI  
**NHTSA Summary:**

I OWN A 2007 TOYOTA CAMRY 4 DOOR, 4 CYLINDER, AUTOMATIC. MY WIFE AND TWO DAUGHTERS ALSO DRIVE THIS VEHICLE. I HAVE HAD THE RECALL FOR THE MAT, GAS PEDAL, AND THE COMPUTER REPROGRAMMED AND SERVICED BY THE DEALER. OUR PROBLEM IS, WE START UP THE CAR AND MOVE INTO TRAFFIC, WE TURN THE AIR-CONDITIONING ON HIGH, WE PULL UP TO A RED LIGHT AND STOP. WE PUSH DOWN THE ACCELERATOR AND HAVE TO PUSH A LITTLE HARDER TO GET THE VEHICLE MOVING. WE ENTER THE INTERSECTION AND GO TO MAKE A LEFT TURN, WE ARE MOVING AT APPROXIMATELY 3 - 6 M.P.H. THE TRANSMISSION IS IN 1ST GEAR AND THEN NOTHING. THE CAR HESITATES AND WILL NOT SHIFT INTO THE NEXT GEAR. MY NEXT REACTION IS TO PRESS THE ACCELERATOR HARDER, NO RESPONSE, PUSH HARDER AND THEN THE CAR WILL ACCELERATE. THIS HESITATION IS DANGEROUS. IT IS LONG ENOUGH TO CAUSE A COLLISION. I KNOW AND EXPECT POWER TO BE DRAINED OFF THE ENGINE WHEN AIR CONDITIONING IS USED. WE HAVE HAD OTHER VEHICLES WITH AC. THIS IS

C-1121

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

UNLIKE ANY OTHER HESITATION OR SLUGGISH ACCELERATION, I REPEAT: IT IS DANGEROUS! I HAVE TOLD THE DEALER THREE TIMES ABOUT THIS BUT THEY DO NOT RECOGNIZE THE IMPORTANCE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326417  
**Date of Incident:** 20080508  
**Vehicle:** 2004 LEXUS IS300  
**Location of Incident:** ATLANTA, GA  
**NHTSA Summary:**

TL\*THE CONTACT LEASED A 2004 LEXUS IS300. THE CONTACT STATED THAT WHILE DRIVING 5 MPH, THE VEHICLE UNINTENTIONALLY ACCELERATED, DROVE OVER A CURB, AND CRASHED INTO THE STEPS ON A RAILING OF A BUILDING. THE CONTACT CONTINUED TO APPLY PRESSURE TO THE BRAKE PEDAL IN ORDER TO GAIN CONTROL OF THE VEHICLE. A POLICE REPORT WAS FILED, BUT SHE DID NOT RECEIVE A COPY. THE VEHICLE WAS REPAIRED AT THE INSURANCE COMPANIES EXPENSE. THE WEATHER WAS NOT A FACTOR. THE APPROXIMATE FAILURE MILEAGE WAS 34,527. UPDATED 06/03/10.\*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311004  
**Date of Incident:** 20080509  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** FALL CHURCH, VA  
**NHTSA Summary:**

TL\* THE CONTACT PREVIOUSLY OWNED A 2009 TOYOTA COROLLA. THE CONTACT STATED THAT THE VEHICLE IS A 5 SPEED AND IT HAD ACCELERATION PROBLEMS WITH A MANUAL TRANSMISSION. THE VEHICLE WAS INVOLVED IN A CRASH BECAUSE EVEN THOUGH THE VEHICLE WAS NOT IN GEAR THE VEHICLE KEPT ACCELERATING. THE CONTACT NO LONGER OWNS THE VEHICLE. THE VIN WAS UNAVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE 18000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313534  
**Date of Incident:** 20080509  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** LUDLOW, MA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS 2007 TOYOTA COROLLA. THE CONTACT WAS DRIVING APPROXIMATELY 15 MPH FROM THE RESIDENCE DRIVEWAY. UNEXPECTEDLY, THE VEHICLE SURGED FORWARD INTO A DITCH. THE ENGINE EXHIBITED A LIGHT SMOKE. THE FRONT PASSENGER AIR BAG DEPLOYED WITH MODERATE FORCE AND CAUSED MINOR INJURY TO THE OCCUPANT. THE POLICE AND FIRE DEPARTMENT WERE CALLED TO THE SCENE. THE VEHICLE WAS TOWED TO AN INDEPENDENT MECHANIC. THE VEHICLE FRONT END DAMAGES WERE SEVERE AND THE VEHICLE WAS REPAIRED AT A COST OF \$8,000. THE IDENTICAL FAILURE OCCURRED ON A SEPARATE OCCASION. THE FAILURE MILEAGE WAS 5,558. THE SECOND INCIDENT OCCURRED ON OCTOBER 29, 2009. THE CONSUMER WAS PARALLEL PARKING AND ONCE AGAIN, THE VEHICLE SURGED FORWARD SUDDENLY AN ONLY BY TROUCING ON THE BRAKE PEDAL WITH BOTH FEET SHE WAS ABLE TO BRING THE VEHICLE TO A STOP, NARROWLY AVOIDING A COLLISION.

C-1122

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE CONSUMER VISITED THE DEALER AND WAS INFORMED AN ADVISORY HAD BEEN ISSUED BY TOYOTA ABOUT POTENTIAL PROBLEMS AND THE COMPUTER SYSTEM WAS REPLACED IN THE VEHICLE. HOWEVER, PRIOR TO THE SECOND INCIDENT, THE CONSUMER CONTACTED AND WAS TOLD THERE WAS NOTHING THAT COULD BE DONE UNLESS SHE SAW A RED LIGHT. UPDATED 03/12/10.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311372  
**Date of Incident:** 20080510  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** ESCONDIDO, CA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA SIENNA. WHILE DRIVING 35 MPF WITH THE CRUISE CONTROL ENGAGED, THE VEHICLE BEGAN TO REDUCE SPEED WHEN THE SENOR RECOGNIZED ANOTHER VEHICLE APPROACHING. THE CONTACT STATED THAT WHENEVER A VEHICLE IN FRONT OF HIM CHANGED LANES, THE VEHICLE ACCELERATED TO THE SET SPEED. THE CONTACT IS CONCERNED ABOUT THE SAFETY RISK INVOLVED. THE CONTACT TOOK THE VEHICLE TO THE DEALER WHO WAS UNABLE TO DIAGNOSE THE FAILURE. THE CONTACT WOULD LIKE FOR THE MANUFACTURER TO HAVE THE LASER SENSOR REMOVED. THE FAILURE MILEAGE WAS 1,000. UPDATED 03/17/10. \*LJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312660  
**Date of Incident:** 20080510  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** RALEIGH, NC  
**NHTSA Summary:**

I WAS PASSING ON A TWO LANE HIGHWAY AND THE ACCELERATOR STUCK. IT HAS HAPPENED TWICE IN THREE AND A HALF YEARS. BOTH TIMES I TRIED PUTTING THE TRUCK IN NEUTRAL AND HAD TO SHUT THE ENGINE OFF. WHEN IT RESTARTED BOTH TIMES THE PEDAL WAS WORKING NORMALLY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313945  
**Date of Incident:** 20080510  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. SHE STATED THAT WHILE DRIVING 25 MPH WHEN SHE STOPPED AND PROCEEDED TO MOVE FORWARD, SHE WAS HIT FROM BEHIND BY ANOTHER VEHICLE. WHEN SHE APPLIED THE BRAKES THE VEHICLE ACCELERATED ON ITS OWN AND FAILED TO STOP UNTIL SHE APPLIED EXTREME PRESSURE TO THE PEDAL. SHE SUSTAINED MAJOR INJURIES TO HER HIP, CHEST AND WAS PUT ON LIFE SUPPORT. THE VEHICLE WAS TOWED. A POLICE REPORT WAS AVAILABLE. THERE WERE NO DAMAGES TO THE VEHICLE. THE VEHICLE WAS REPAIRED. PRIOR TO THE FIRST FAILURE THE VEHICLE ACCELERATED PREVIOUSLY. THE DEALER WAS CONTACTED AND THEY STATED THAT HER VIN WAS ASSOCIATED WITH THE RECALL FOR THE ACCELERATOR AND BRAKE PEDAL. THE FAILURE MILEAGE WAS 25 AND THE CURRENT MILEAGE WAS 3666.

C-1123

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331025  
**Date of Incident:** 20080513  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** BENSALLEN, PA  
**NHTSA Summary:**

TL- THE CONTACT OWNS A 2008 TOYOTA HIGHLANDER. WHILE TRAVELING 45 MPH THE CONTACT TOOK HIS FOOT OFF THE ACCELERATOR AND ON TO THE BRAKE PEDAL TO SLOW DOWN. THE CONTACT RELEASED THE BRAKE PEDAL AND THEN PRESSES IT AGAIN THE VEHICLE ACCELERATED INTO THE VEHICLE IN FRONT. THE CONTACTS VEHICLE KEPT ACCELERATING EVERY TIME THE BRAKE WAS PRESSED AND IT HIT THE VEHICLE IN FRONT THREE TIMES. THE DEALER INSPECTED THE VEHICLE AND SAID THAT THEY COULD NOT DUPLICATE THE FAILURE. BOTH VEHICLES WERE DRIVEN FROM THE SCENE. THE MILEAGE FAILURE WAS 15000 AND THE CURRENT MILEAGE WAS 15100 RL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302596  
**Date of Incident:** 20080514  
**Vehicle:** 2003 TOYOTA TACOMA  
**Location of Incident:** LAHAINA, HI  
**NHTSA Summary:**

I OWN A 2003 TOYOTA TACOMA PICK UP TRUCK. I'VE HEARD ABOUT THE RECALL FROM A FRIEND WHO WAS CONCERNED ABOUT MY TRUCK. THE GAS PEDAL IS STICKY AND CONSISTENTLY HOLLOW. THE RECALL JUST GAVE ME A CONFIRMATION WHY IT'S LIKE THAT. PLEASE HELP IN ADDING 2003 ON THE RECALL LIST AS WELL. \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304718  
**Date of Incident:** 20080514  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** NAPPERVILLE, IL  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2006 TOYOTA PRIUS. WHILE THE CONTACT WAS DRIVING 40MPH THE VEHICLE HAD SUDDENLY BEGAN TO ACCELERATE ON ITS OWN. THE CONTACT WAS ABLE TO APPLY ENOUGH BRAKING PRESSURE TO SLOW THE VEHICLE, WHICH ALLOWED THE CONTACT TO PARK THE VEHICLE AND SHUT IT OFF. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED TO REMOVE THE DRIVER SIDE FLOOR MAT. THERE WERE NO PRIOR WARNINGS AND THE CURRENT AND FAILURE MILEAGES WERE 23000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303508  
**Date of Incident:** 20080515  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** WAYNESVILLE, GA  
**NHTSA Summary:**

C-1124

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I PULLED OUT OF MY PARKING SPACE, PUT THE VEHICLE IN DRIVE, MASHED THE GAS TO GO FORWARD AND THE GAS PEDAL STUCK WIDE OPEN. I FLOORED THE BRAKES TO NO AVAIL. THE RPM'S BURIED BELOW THE RED LINE. I WAS SCREAMING AND CRYING. I PUSHED THE GEAR SHIFTER OUT OF DRIVE THROUGH NEUTRAL TO REVERSE AND PARK. THE TRANSMISSION GRINDED. I WAS SCARED TO DEATH. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303507  
**Date of Incident:** 20080515  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** SHERMAN OAKS, CA

**NHTSA Summary:**

UNEXPLAINED SPONTANEOUS ACCELERATION IN 2007 TOYOTA PRIUS. IN MID-MAY OF LAST YEAR I WAS DRIVING ALONE ON THE HOLLYWOOD FREEWAY IN APPROXIMATELY 45 MPH TRAFFIC. SUDDENLY THE CAR ACCELERATED DRAMATICALLY, AS IF I HAD PUNCHED THE ACCELERATOR, OR THE CRUISE CONTROL SUDDENLY KICKED IN BUT AT FULL SPEED (THE CRUISE WAS NOT ON). I WAS SHOCKED AND SCARED, AND I HIT THE BRAKES, NOTHING HAPPENED, AND THE CAR KEPT ACCELERATING. I THOUGHT ABOUT THE MAT AND HOOKED MY FOOT AROUND THE PEDAL TO SEE BUT THE PEDAL WAS UP. I KEPT HITTING THE BRAKES AGAIN, AND ALSO PUMPED THE ACCELERATOR TO MAKE SURE IT WASN'T STUCK AND THEN THE CAR STOPPED ACCELERATING. THE WHOLE THING LASTED LESS THAN 10 SECONDS, BUT WAS PRETTY SCARY AS I GOT PRETTY CLOSE TO TRAFFIC IN FRONT OF ME. IT IMMEDIATELY OCCURRED TO ME THAT IT COULD HAVE BEEN THE MAT AS THAT HAD HAPPENED IN ANOTHER CAR, BUT THE MAT WAS CLIPPED TO THE FLOOR, AND WAS NOT IN ANY WAY INTERFERING WITH THE GAS PEDAL. ALSO, BEAR IN MIND, AS I'M WRITING ABOUT THIS IT SOUNDS AS IF I WAS ANALYTICAL AND METHODOICAL, BUT ACTUALLY I WAS PRETTY FRANTIC AND MY FEET WERE FLYING ON THE PEDALS... I TOLD MY PARTNER MARK ABOUT IT, TOLD HIM TO WATCH OUT FOR IT, BUT THEN IN JUNE WE BOUGHT ANOTHER CAR AND MARK PRIMARILY DROVE THE PRIUS AFTER THAT. I THEN I FORGOT ABOUT IT, AS I THOUGHT IT WAS JUST AN ANOMALY AND BASED ON WHAT WE PAID FOR THE CAR AND TOYOTA'S REPUTATION FOR SAFETY. I HAD NOT HEARD OF ANY ACCELERATION ISSUES AT THE TIME, AND IN FACT DIDN'T UNTIL MUCH LATER AFTER THE CHP OFFICER'S CRASH IN THE LEXUS. I'M ACTUALLY NOW PRETTY FREAKED OUT ABOUT IT IN HINDSIGHT, AND WE HAVE GONE OVER THE DRILL REPEATEDLY TO MAKE SURE MARK KNOWS WHAT TO DO IF IT HAPPENS AGAIN. I SINCERELY DOUBT IT HAD ANYTHING TO DO WITH THE PEDAL OR THE MAT, AND IN MY GUT I SUSPECT IT IS ELECTRONIC IN NATURE. I AM PRETTY NERVOUS ABOUT IT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314458  
**Date of Incident:** 20080515  
**Vehicle:** 1995 TOYOTA TERCEL  
**Location of Incident:** ARLINGTON, VA

**NHTSA Summary:**

MY 1995 TOYOTA TERCEL EXPERIENCED A SUDDEN ACCELERATION EPISODE NEARLY 2 YEARS AGO. I WAS ENTERING A MAIN ROAD WHEN I NOTICED THE VEHICLE BEGAN TO ACCELERATE. I REPEATEDLY PRESSED THE BRAKE, BUT THE VEHICLE WOULD NOT RESPOND. FORTUNATELY, THERE WERE NO OTHER VEHICLES AROUND ME AT THE TIME, AND WHEN I TOTALLY REALIZED THAT THE SPEED WAS INCREASING FROM ABOUT 30 MPH TO ABOUT 45 OR 50 MPH, AND I HAD NO CONTROL OF THE VEHICLE, I PUT IN N-

C-1125

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PARK. (IT HAS AUTOMATIC TRANSMISSION) IT MADE A STRONG NOISE, AND THE CAR SUDDENLY HALTED. I TOOK THE VEHICLE TO AT LEAST TWO CAR SHOPS AND THEY COULDN'T FIND ANYTHING WRONG. WHAT HAPPENED TO ME WAS EXACTLY AS IS DESCRIBED IN THE RECALLS. AND ALMOST TWO YEARS LATER I STILL FEEL INSECURE DRIVING ANY CAR, AND REMEMBERING WHAT HAPPENED THAT DAY AND I HOPE IT NEVER HAPPENS AGAIN. BASED ON MY EXPERIENCE, I'M SURE THE PROBLEM IS BIGGER THAN IT IS PORTRAYED NOW, AND IT MAY EXTEND TO MANY MORE VEHICLES AND MODELS. PLEASE INVESTIGATE. THANKS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317710  
**Date of Incident:** 20080515  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** HEMPTON, TX

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA COROLLA. SHE STATED THAT WHILE DRIVING AT 65 MPH, THE VEHICLE ACCELERATED ON ITS OWN. SHE LOST CONTROL OF THE STEERING. SHE WAS ABLE TO PULLOVER TO THE SIDE OF THE ROAD, BUT SHE NOTICED THAT THE VEHICLE WANTED TO STILL TAKE OFF ON ITS OWN. SHE TURNED OFF THE VEHICLE AND TURNED IT BACK ON. AFTER A COUPLE OF MINUTES THE VEHICLE OPERATED NORMALLY AND SHE TOOK THE VEHICLE TO THE DEALER AND THE DEALER RESET THE COMPUTER. THE ACCELERATION PROBLEM WITH THE VEHICLE WAS NOT REPAIRED AND HAD OCCURRED ONCE AGAIN. THIS HAD OCCURRED THREE ADDITIONAL TIMES. THERE WERE REPAIRS DONE TO THE VEHICLE AND SHE IS STILL EXPERIENCING THE PROBLEM. THE FAILURE MILEAGE WAS UNKNOWN AND CURRENT MILEAGE WAS 30000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318919  
**Date of Incident:** 20080516  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** SANTA FE, NM

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2003 TOYOTA HIGHLANDER. WHILE DRIVING AT 75 MPH UTILIZING THE CRUISE CONTROL MECHANISM, HE ATTEMPTED TO SHUT OFF THE CRUISE CONTROL WHEN THE VEHICLE ABNORMALLY ACCELERATED UP TO 90 MPH. HE IMMEDIATELY PUT THE VEHICLE INTO NEUTRAL AND DEPRESSED THE BRAKE PEDAL ALMOST TO THE FLOOR. THE VEHICLE FINALLY CAME TO A STOP WHEN HE NOTICED THAT THE DRIVER'S SIDE FLOOR MAT WAS LYING OVER THE ACCELERATOR PEDAL. HE IMMEDIATELY REMOVED ALL FLOOR MATS FROM THE VEHICLE AND HAD NOT EXPERIENCED THE FAILURE SINCE. THE APPROXIMATE FAILURE MILEAGE WAS 55,000 AND THE CURRENT WAS 96,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320201  
**Date of Incident:** 20080517  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** STOCKTON, CA

C-1126

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2006 TOYOTA TACOMA. THE CONTACT STATED WHILE DRIVING APPROXIMATELY 60 MPH ON THE HIGHWAY AND WHILE HE WAS DRIVING INTO THE ACCELERATION LANE, THE ACCELERATOR PEDAL STUCK TO THE FLOOR. THE CONTACT STATED THAT HE HAD TO PRESS HARD ON THE BRAKE PEDAL TO GAIN CONTROL OF THE VEHICLE. THE CONTACT STATED THAT THE WEATHER WAS DRY AND WAS NOT A FACTOR. THE CONTACT STATED THAT HE CALLED THE DEALER FOR DIAGNOSTIC AND TESTING. THE CONTACT STATED THAT THE DEALER STATED THAT THE OWNER OF THE VEHICLE WOULD BE CHARGED FOR DIAGNOSTIC AND TESTING. THE CONTACT PROVIDED NO VIN AT THIS TIME. THE CONTACT STATED THE VEHICLE HAS NOT BEEN TAKEN TO THE DEALER FOR DIAGNOSTIC, TESTING, OR REPAIRS. THE APPROXIMATE FAILURE MILEAGE WAS 35,000. THE CURRENT MILEAGE WAS 50,000. RG

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318916  
**Date of Incident:** 20080518  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** EAST BRUNSWICK, NJ

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2007 TOYOTA COROLLA. WHILE THE CONTACT WAS DRIVING 25MPH THE VEHICLE HAD SUDDENLY SURGED FORWARD WITHOUT WARNING. THE CONTACT WAS ABLE TO STOP THE VEHICLE BY APPLYING THE BRAKES. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THERE WERE NO PRIOR WARNINGS AND THE CURRENT AND FAILURE MILEAGES WERE 2000. BML

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305889  
**Date of Incident:** 20080520  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** METAIRIE, LA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA TUNDRA. WHILE ACCELERATING FROM A STOP SIGN AT APPROXIMATELY 5 MPH AND DEPRESSING THE ACCELERATOR PEDAL, THE VEHICLE LUNGED FORWARD AND CRASHED INTO THE PASSENGERS SIDE OF AN ONCOMING VEHICLE. THE POLICE WERE CALLED AND A REPORT WAS FILED AT THE SCENE. NEITHER THE MANUFACTURER NOR THE DEALER WERE CONTACTED. NO REPAIRS WERE MADE TO THE VEHICLE. THERE WERE NO INJURIES. THE FAILURE AND CURRENT MILEAGES WERE 5,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306679  
**Date of Incident:** 20080520  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** PRINCETON, NJ

**NHTSA Summary:**

MY TOYOTA HIGHLANDER LIMITED [2007] HAS A PROBLEM WITH ACCELERATION. IT IS NOT IN THE CURRENT RECALL. I REPORTED THE PROBLEM 6/5/08. WHEN I AM IN CRUISE CONTROL, THEN BRAKE, THEN PRESS THE CRUISE CONTROL MECHANISM TO RETURN TO

C-1127

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CRUISE CONTROL. THE CAR SOMETIMES SURGES AHEAD AT SPEEDS MUCH FASTER THAN THE SET CRUISE CONTROL SPEED. I DO NOT TOUCH THE ACCELERATOR PEDAL AT ALL WHEN THIS HAPPENS. HAS HAPPENED 10 - 15 TIMES. THE CAR CURRENTLY HAS ABOUT 19,500 MILES. THE TOYOTA DEALER WENT ON A TEST DRIVE WITH ME IN JUNE 2008 BUT THE SURGING DID NOT HAPPEN ON THE TEST DRIVE. I MENTIONED IT TO THE DEALER AGAIN BUT SINCE IT WAS NOT HAPPENING AT THE TIME I BROUGHT THE CAR IN FOR SERVICE, I WAS NOT WRITTEN UP. HAS ONLY HAPPENED WHEN I USE CRUISE CONTROL TO RESUME SPEED. ALL INSTANCES HAVE BEEN IN HIGHWAY DRIVING AT HIGHWAY SPEEDS. IT SEEMS ELECTRONIC TO ME. OCCURENCE IS ERRATIC.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321792  
**Date of Incident:** 20080520  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**

MARCH 24, 2010 530 E. AMBER PLACE SAN ANTONIO, TX 78221 NATIONAL TRANSPORTATION HIGHWAY SAFETY ADMINISTRATION WASHINGTON, DC RE: TOYOTA ACCELERATION COMPLAINT TO WHOM IT MAY CONCERN: THIS COMPLAINT INVOLVES MY WIFE'S 2006 TOYOTA CAMRY LE VEHICLE. THE COMPLAINT IS ABOUT A SAFETY ISSUE. THE VEHICLE'S ENGINE WILL REV UP AND LURCH FORWARD WHILE AT A DEAD STOP. THIS IS AN ONGOING PROBLEM WITH THIS VEHICLE. WHEN I DRIVE HER VEHICLE AND AM AT A DEAD STOP ON LEVEL GROUND THE VEHICLE WILL ENGINE WILL ACCELERATE AND INADVERTENTLY MOVE FORWARD. AT TIMES IT EVEN APPEARS AS IF THERE IS ANOTHER VEHICLE RIGHT BEHIND THAT IS PUSHING OUR AUTOMOBILE. THE VEHICLE'S TIMING AND AIR AND FUEL CARBURIZATION SETTING ARE CORRECT AND HAVE NOT BEEN CHANGED. THIS PROBLEM IS ALSO APPARENT WHEN DRIVING AT LOW SPEED I.E. LESS THAN THIRTY MILES PER HOUR. THIS PROBLEM HAS ALWAYS BEEN PRESENT WITH THIS VEHICLE. IN ADDITION, MY WIFE WAS AT A DEAD STOP AT AN INTERSECTION WITH A TRAFFIC STOP SIGN. SHE WAS WAITING TO MAKE A RIGHT HAND TURN AND ENTER INTO A MAIN THOROUGHFARE. WHILE STOPPED A BICYCLIST BEGAN CROSSING THE STREET FROM LEFT TO RIGHT. HE WAS RIDING UPON HIS BIKE AND AT APPROXIMATELY THE TIME HE WAS IN FRONT OF MY WIFE'S VEHICLE IT LURCHED FORWARD AND KNOCKED HIM DOWN. THIS INCIDENT TRAUMATIZED MY WIFE. SHE IMMEDIATELY TURNED THE VEHICLE OFF AND WENT TO ATTEND TO THE FALLEN BICYCLIST. HE PICKED UP HIS BIKE AND WALKED IT OFF THE STREET ONTO THE RIGHT SIDE OF THE STREET SIDEWALK. AT THIS TIME MY WIFE REENTERED HER VEHICLE AND BACKED THE VEHICLE FAR ENOUGH SO IT WOULD NOT OBSTRUCT THE STOP TRAFFIC SIGN AND AGAIN EXITED THE VEHICLE. SHE ASKED THE TOYOTA BICYCLIST IF HE WAS INJURED, DID HE NEED AN AMBULANCE, AND ALSO THAT SHE WAS GOING TO CONTACT THE SAN ANTONIO POLICE DEPARTMENT TO MAKE A REPORT OF THE INCIDENT. MY WIFE HAD HER MOBILE TELEPHONE OUT AND WAS READY TO MAKE THE NECESSARY CALLS THAT ACCOMPANY A TRAFFIC ACCIDENT. THE BICYCLIST

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10230931  
**Date of Incident:** 20080521  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** LINDSTROM, MN

**NHTSA Summary:**

C-1128

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY. WHILE DRIVING 60 MPH TO PASS ANOTHER VEHICLE, THE CONTACT'S VEHICLE SURGED TO 80 MPH. SHE DEPRESSED THE BRAKE PEDAL, BUT THE VEHICLE WOULD ONLY DECELERATE TO 60 MPH. SHE ATTEMPTED TO SHIFT THE VEHICLE INTO NEUTRAL, WHICH ALSO DID NOT HELP SLOW THE VEHICLE DOWN. SHE THEN ATTEMPTED TO SHIFT INTO SECOND GEAR, BUT THIS FAILED AS WELL. WHENEVER SHE RELEASED THE BRAKE PEDAL, THE VEHICLE WOULD SURGE BACK TO 80 MPH. SHE PULLED OVER AND ACTIVATED THE HAZARD LIGHTS WHILE ATTEMPTING TO MANEUVER THROUGH OTHER GEARS. SHE PLACED BOTH FEET ON THE BRAKE PEDAL, WHICH SLOWED THE VEHICLE DOWN TO 40 MPH, BUT DID NOT STOP THE VEHICLE. THE CONTACT DROVE AROUND THE CORNER TO ANOTHER HIGHWAY AND ATTEMPTED SOME SHIFTING MANEUVERS, BUT THE FAILURE PERSISTED. SHE CALLED 911 FOR ASSISTANCE AND THEY INSTRUCTED HER TO SHIFT THE VEHICLE INTO PARK AND TURN OFF THE IGNITION, WHICH ABRUPTLY STOPPED THE VEHICLE. SMOKE THEN FLOWED INTO THE VEHICLE. THE CONTACT EXITED THE VEHICLE AND NOTICED THAT ALL FOUR TIRES WERE SMOKING. SHE WAITED FOR 911, WHO INFORMED HER THAT THE VEHICLE WAS NOT SAFE TO DRIVE. A POLICE REPORT WAS FILED. THE HUBCAPS ON THE VEHICLE WERE HOT. SOMEONE IN THE SERVICE DEPARTMENT AT THE DEALER SUGGESTED THAT SHE MUST HAVE HAD THE FLOORMATS UNDER THE ACCELERATOR PEDAL. THE CONTACT INSPECTED THE VEHICLE AND STATED THAT THE MATS WERE NOT UNDER THE PEDAL. THE VEHICLE WAS TOWED TO THE DEALER AND THEY CHECKED THE MOTOR. THEY INFORMED THE CONTACT THAT NOTHING WAS WRONG WITH THE VEHICLE, AND INSISTED THAT THE FAILURE WAS CAUSED BY THE MATS. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 6,300.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10232025  
**Date of Incident:** 20080521  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** PASADENA, MD

**NHTSA Summary:**  
 WE HAVE A TOYOTA 2006 THAT WILL INCREASE SURGES IN ENGINE SPEED WHEN STOOPEED WHICH HAS ALL MOST CAUSED THREE ACCIDENTS ONE GOING INTO A BUILDING, ALSO THE VEHICLE HESITATES WHEN THE ACCELERATOR IS PRESSED ON START. WHEN SITTING IN TRAFFIC YOU HAVE TO HOLD YOUR FOOT ON THE BRAKE BECAUSE YOU WILL GET AN ENGINE SURGE WHICH RUNS THE RPM'S UP TO 5,000 THEN IT DROPS OFF. IT IS VERY DANGEROUSLY BECAUSE YOU DON'T KNOW WHEN IT WILL HAPPEN AND CONTROLLING THE VAN IS VERY UPREDICTABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10232871  
**Date of Incident:** 20080521  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** TALLAHASSEE, FL

**NHTSA Summary:**  
 2003 LEXUS ES300 WITH UNEXPECTED ACCELERATION. CONSUMER STATES THAT THE VEHICLE WAS IN PARK AND ALL OF A SUDDEN JOLTED FORWARD. SHE STATES NO MATTER HOW HARD THE BRAKE WAS DEPRESSED IT KEPT ACCELERATING UNTIL IT HIT A BRICK COLUMN. \*KB \*JB

**Additional Summary:**

C-1129

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302217  
**Date of Incident:** 20080521  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** PONTE VEDRA BEACH, FL

**NHTSA Summary:**  
 WHEN BRAKING AND ALMOST AT A FULL STOP THE ENGINE RPM'S REV UP AND VEHICLE LUNGES FORWARD. AT THOSE INSTANCES, THE VEHICLE WILL NOT STOP EVEN WHEN I STAND ON THE BRAKE PEDAL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336271  
**Date of Incident:** 20080521  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WINTER HAVEN, FL

**NHTSA Summary:**  
 TL\* THE CONTACT OWNS A 2002 TOYOTA CAMRY. SHE STATED WHILE DRIVING AT SPEEDS OF 40 MPH ATTEMPTING TO BRAKE FOR A TRAFFIC STOP, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS UNABLE TO STOP THE VEHICLE AND CRASHED INTO ANOTHER VEHICLE. THE POLICE ARRIVED ON SCENE AND THE VEHICLE WAS TOWED. A POLICE REPORT WAS AVAILABLE. THE CONTACTS VEHICLE WAS DESTROYED. NEITHER THE DEALER NOR THE MANUFACTURER WERE CONTACTED. THE FAILURE MILEAGE WAS 60,000. UPDATED 06/24/10 \*BF UPDATED 07/06/10 UPDATED 8/9/10 \*CN ACCORDING TO THE CONSUMER, HER HUSBAND WAS KILLED AS WELL AS ANOTHER MOTORIST. THERE WERE ALSO TWO INJURIES. UPDATED 08/11/10

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293617  
**Date of Incident:** 20080522  
**Vehicle:** 2006 SCION XB  
**Location of Incident:** SALEM, OR

**NHTSA Summary:**  
 I OWN A 2006 SCION XB AND APPROXIMATELY 1 YEAR AGO HAD THE ACCELERATED STICK TO THE FLOOR MAT AFTER ACCELERATING TO PASS ANOTHER VEHICLE. UPON PASSING I TOOK MY FOOT OFF THE ACCELERATOR AND THE CAR CONTINUED TO GAIN SPEED. THE GAS PEDAL GOT STUCK IN THE WINTER FLOOR MAT I HAD. IT REQUIRED ME TO USE MY FOOT AND PULL UP ON THE GAS PEDAL TO RELEASE IT. SINCE THEN I HAVE ALWAYS BEEN CAUTIOUS OF THIS AND HAVE NOT HAD ANOTHER PROBLEM. HOWEVER, AFTER READING ABOUT THE ISSUES WITH TOYOTA AND LEXUS I AM CONCERNED THAT THIS IS ALSO A PROBLEM WITH SCION VEHICLES. FELT I SHOULD REPORT THIS TO SOMEONE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10228799  
**Date of Incident:** 20080523  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** NASHVILLE, TN

**NHTSA Summary:**

C-1130

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I WAS WAITING IN LINE OF TRAFFIC TO PICK UP MY DAUGHTER AT SCHOOL. CAR WAS IN DRIVE, MY FOOT WAS FIRMLY ON THE BRAKE PEDAL. WHEN THE ENGINE SUDDENLY RACED AND THE CAR LURCHED FORWARD ABOUT 10 FEET. I STOMPED HARDER ON THE BRAKES AND THE CAR DID STOP, BUT AT NO TIME HAD MY FOOT EVER LEFT THE BRAKE PEDAL, AND WAS NOT EVEN REMOTELY TOUCHING THE GAS. AT FIRST I THOUGHT THE CAR HAD BEEN HIT FROM BEHIND, BUT WHEN THE INCIDENT WAS OVER, I REALIZED THAT WAS NOT THE CASE. MY WIFE OBSERVED THE INCIDENT FROM THE PASSENGER SEAT AND CONCURS THAT MY FOOT WAS ON THE BRAKE THE WHOLE TIME. SHE LATER CHECKED TO MAKE SURE THAT THE MAT HAD NOT SHIFTED TO PRESS ON THE GAS, BUT CONFIRMED THAT NOTHING WAS IN CONTACT, OR EVEN NEAR THE GAS PEDAL. MY WIFE TOOK THE CAR TO THE DEALER THE SAME DAY TO CHECK THE COMPUTER CODES, BUT NOTHING WAS RECORDED IN THE HISTORY. DEALER WAS UNABLE TO OBSERVE THE PHENOMENON. THE CHECK ENGINE LIGHT DID NOT COME ON. I PURCHASED THE CAR NEW IN OCTOBER 2007. MILEAGE AT THE TIME OF THE INCIDENT WAS 19,912. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10228916  
**Date of Incident:** 20080523  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
 05-23-2008 AT 5:35PM MY CAR WAS SEVERE DAMAGED B/C OF SA AT NEAR COMPLETED STOP IN THE PARKING SPACE-PARKING LOT OF PO 90027 DURING DAYLIGHT&NORMAL WEATHER COND I AM AN ORIGINAL OWNER- 24,000MILES. AAA REPLACED BATTERY 04-17-08-CIRCUIT/AMPER RECORDED;ALL PARTS ARE ORIGINAL TOYOTA. THE PARKING LOT PO90027 IS NARROW U-TURN, WAS PARKING AT THE ENTRANCE. HALFWAY IN THE PARKING SPACE-2' BEFORE THE PARKING CONCRETE CURB=HEARD A POP SOUND,CAR FLEW OVER THE PARKING GUARD&SIDEWALK CURB INTO THE BRICK WALL OF PORCOCHETES&STOPPED AWAY. HEAVY WHITE SMOKE CAME OUT FROM THE HOOD AT THE WINDSHIELD. DEPLOYED AIRBAGS W/TERRIBLE HEAT WINDSHIELD CRACKED AT THE AIRBAGS HEAT TOUCH POINTS-A BURN SKIN ON MY LEFT ARM THROUGH 2"THICK CLOTHING,ENGINE WAS RUNNING! PULL OUT KEY, GOT OUT FROM CAR B/C EXPECTED EXPOSITION/FIRE INSTANTLY 2POSTAL EMBL CAME OUT TO HELP,CHECKED PO BRICK WALL,ASKED MY NAME-HANDLED THEM MY PARCEL W/PREPAID POSTAGE-NAME/ADDRESS.KILLING ATTEMPT WAS TOTAL 5-6-NOT ENOUGH FOR THE FATAL FORCE,MY FOOT WAS PRESSING PARKING PEDAL,ALREADY W/UNBUCKLED SEATBELT-MY RIGHT KNEE HAS ONLY A BUMP-NOT FRACTURED. 20'LATER MY CAR HALF SITTING ON THE SIDEWALK-SMOKE IS GONE, SML LEAK UNDER HOOD/RADIATOR? STARTED CAR,W/WITHNESS SLOWLY REVERSED IT FRM SIDEWALK/GUARD-CAR WAS CONTROLLED FINE DESPITE OF DEPLOYED AIRBAGS-PUSHED WIPERS/WASHER,DROVE BACK HOME/UNDERGROUND GARAGE-1 MILE W/2-3 STOPS. RECALLED THAT A WEEK AGO HAD SA W/OUT PRESSING PEDAL,HAPPENED ON SUNSET BLVD,GOT SURPRISED W/HIGH SPEED SO SLOW DOWN. BOTH TIMES THE DISTANCE BEFORE SA WAS 1MILE FRM THE START,TIME-5MIN. THIS IS ENGINE CONTROL MALFUNCTION 05-24-08 AT 4 PM WENT TO HOLLYWOOD TOYOTA-ASKED FOR SERVICE PERSON IN CHARGE-REFERRED TO PATRICK,EARLIER RCVD TOYOTA GEL NOTICE W/MY VN, WAS TOLD BY PATRICK TO HAVE THE BODY FIXED FIRST.AFTER THE BODYJOB BRING MY CAR FOR THE ENGINE CHECK 99/HOURLY PLS HELP TO FULLY INVESTIGATE THIS ACCIDENT-LIVE IN LA W/HEAVY TRAFFIC.THANKS GOD DID NOT KILL ANYBODY.THANK YOU FOR YOUR COOPERATION. \*TR

**Additional Summary:**

C-1131

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10287377  
**Date of Incident:** 20080524  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** ALPHARETTA, GA

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2007 TOYOTA 4RUNNER. WHILE DRIVING 40 MPH THE ACCELERATOR PEDAL WAS STUCK TO THE FLOOR WHICH CAUSED THE VEHICLE TO ACCELERATE OVER 120 MPH DURING RUSH HOUR. THE DEALER HAS MADE FOUR ATTEMPTS TO REPAIR THE VEHICLE. THE FIRST THREE ATTEMPTS THE VEHICLE WAS REPAIRED PER THE WARRANTY. THE FOURTH REPAIR IS NOT ELIGIBLE UNDER THE WARRANTY. THE DEALER HAS ATTEMPTED TO DIAGNOSE THE FAILURE FOR ONE WEEK. THE CONTACT HAS TAKEN THE FLOOR MATS OUT OF THE VEHICLE AND THE FAILURE HAS CONTINUED TO OCCUR. THE FAILURE MILEAGE WAS 20,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20080524  
**Date of Incident:** 20080524  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** DENVER, IA

**NHTSA Summary:**  
 ACCELERATOR JAMMED CAUSING ACCIDENT. IT WAS CAUSED BY FLOOR MAT. HAS HAPPENED TWO MORE TIMES SINCE, BUT DID NOT RESULT IN AN ACCIDENT. REPORTED TO DEALERSHIP AND THEY GAVE HIM SOME WARNING LABELS.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10230929, 10228954  
**Date of Incident:** 20080525  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** SUTTON, MA

**NHTSA Summary:**  
 REPORTED: 27-MAY-2008 (INCIDENCE MEMORIAL DAY WEEKEND 25 MAY 2008) PROBLEM: RUNAWAY ACCELERATION; EVIDENCE OF MALFUNCTIONING CRUISE CONTROL. CAR WAS NEARING END OF 200 MILE TRIP. CRUISE CONTROL HAD BEEN ENGAGED ON AND OFF FOR LAST HOUR. DRIVER STOPPED AT ENTRANCE ONTO OLD-DESIGNED FAST-MOVING HIGHWAY (RTE4) WITH OLD-FASHIONED SHORT ACCESS AND NO BREAKDOWN LANES. CRUISE CONTROL GREEN LIGHT ON, BUT SYSTEM SUPPOSEDLY DISENGAGED. CAR BEGAN TO EXHIBIT STRONG ENGINE NOISE AND RUNAWAY ACCELERATION. DRIVER SHUT OFF CRUISE CONTROL, PASSENGER OBSERVED THE LIGHT GO OFF AND THEN BACK ON SEVERAL TIMES. DRIVER FIRMLY STEPPED ON BRAKES. THE BRAKES SMOKED AND SMELLED OF BURNING. WHEN CAR SLOWED DOWN, DRIVER PULLED TO SMALL INDENTATION AT SIDE AND PRESSED IGNITION BUTTON FOR SEVERAL SECONDS. CAR STOPPED WITH JOLT. DRIVER STARTED CAR IN PARK. ENGINE MADE SAME LOUD BLOW-OUT SOUND. RE-SHUT DOWN CAR. DRIVER RESTARTED CAR TO MOVE TO EXIT ABOUT 50 YDS AHEAD. CAR BEGAN RUN-AWAY ACCELERATION AGAIN. DRIVER REPEATED STEPS PUSHING HARD ON BRAKES (SMELL AND SMOKE) AND SHUTTING CAR OFF BY PRESSING IGNITION BUTTON. OFF-DUTY POLICE (CHIEF OF FORCE) SMELLED BRAKES AND SAID LOUD ENGINE NOISE MADE CAR A HAZARD; TOW DRIVER WOULD ALSO TESTIFY TO LOUD ENGINE NOISE WHEN CAR TURNED ON AGAIN TO BE PLACED ON HIS TRUCK. BECAUSE SPILL OF ICE-COFFEE DURING INCIDENT, MATS WERE INSPECTED BY BOTH DRIVER AND PASSENGER BEFORE CAR WAS TOWED. BOTH NOTED THAT MATS WERE

C-1132

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INTACT AND IN THEIR PROPER PLACE. DRIVER NOTED CLIPS WERE IN PLACE. (THE CAR WAS IN COMPLIANCE WITH LEXUS RECALL OF MATS HAVING BEEN SERVICED TWO MONTHS PRIOR TO INCIDENT.) IMPROPER MATS ARE STILL LEXUS: STATED CAUSE; HOWEVER, DRIVER AND PASSENGER SAY THIS IS NOT CASE. CRUISE CONTROL MALFUNCTIONING SEEMS LIKELY CAUSE OF RUNAWAY-ACCELERATION. WHILE OUR DEALER IS RESPONSIVE, NATIONAL LEXUS HAS BEEN MOST NEGLECTFUL; AGENT DOES NOT RETURN CALLS; AND THIS IS ALMOST THREE WEEKS AFTER INCIDENT.; IT WASN'T THE MATS!!!! RUNAWAY ACCELERATION IN OUR LEXUS ES 350. DATE OF INCIDENT WAS 05/25/08, MEMORIAL DAY WEEKEND. MY HUSBAND WAS DRIVING AND I WAS IN THE PASSENGER SEAT. WE BOTH SURMISED THAT THE CRUISE CONTROL HAD APPARENTLY TAKEN OVER THE ENGINE AND CAUSED THE ACCELERATION. (MY CRUISE CONTROL HAD ALWAYS BEEN A FLUKE, ONE WEEK PRIOR I HAD EXPERIENCED AND DISMISSED A BRIEF EPISODE WITH MY CRUISE CONTROL.) ONLY GOOD BRAKES AND MY HUSBAND'S SKILL SAVED US FROM A HORRIFIC OUTCOME. I REPORTED THE INCIDENT ON THIS SITE 3/27/08. THE VEHICLE WAS TOWED TO ENGLEWOOD (NJ) LEXUS. YESTERDAY, THE SERVICE MANAGER THERE GAVE CONTRADICTIONARY EVIDENCE THAT IT WAS THE MATS. SINCE A LARGE ICE-COFFEE SPILLED DURING THE INCIDENT, MY HUSBAND AND I EXAMINED THE MATS TO MOP UP THE SPILL BEFORE THE CAR WAS TOWED AWAY AND SAW THAT THE MATS WERE IN THEIR CORRECT POSITION. IN NO WAY WERE THEY STUFFED UNDER THE BRAKES AND LODGED ON THE ACCELERATOR AS HE STATED AT FIRST. IT IS UNCONSCIONABLE TO ME THAT AN EXTENSIVE EXAMINATION OF THE CRUISE CONTROL MECHANISM HAS NOT PERFORMED. INSKIP LEXUS (RI), WHERE WE BOUGHT THE CAR, HAS AGREED TO HAVE CAR TOWED AND WILL EXAMINE PROBLEM. I AM TERRIFIED TO DRIVE THE CAR AGAIN UNLESS THE PROBLEM IS RESOLVED. THE PROBLEM OF RUNAWAY ACCELERATION HAS BEEN REPORTED IN NUMEROUS CASES ON THIS SITE AND OTHER CONSUMER SITES ABOUT TOYOTA/LEXUS. MANY OWNERS DO NOT AGREE WITH DIAGNOSIS OF MATS BEING THE CULPRIT. ???QUESTION: IS TOYOTA/LEXUS THE NEW AUDI???? \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312997  
**Date of Incident:** 20080526  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** PONTE VEDRA BEACH, FL

**NHTSA Summary:**

I PURCHASED A 2008 LEXUS ES 350 ON FEBRUARY 21, 2008. ON MAY 28, 2008, I TOOK THE CAR TO THE DEALER, LEXUS OF JACKSONVILLE, FL, BECAUSE THE GAS PEDAL STUCK ON MAY 26, 2008. WHEN THIS OCCURRED, THE CAR ACCELERATED TO OVER 80 MPH AND I HAD TO INSERT MY FOOT UNDERNEATH THE PEDAL TO UNSTICK AND RAISE THE PEDAL TO DECREASE ACCELERATION. LEXUS OF JACKSONVILLE CHECKED THE PEDAL AND I WAS TOLD THE PEDAL HAD BEEN ADJUSTED. THE PROBLEM HAS NOT REOCCURRED. ON FEBRUARY 19, 2008, I WAS CONTACTED BY LEXUS OF JACKSONVILLE TO SCHEDULE THE VEHICLE FOR SERVICE AS A RESULT OF THE RECALL OF THE GAS PEDAL STICKING AND AN ENGINE HOSE REPLACEMENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10230508  
**Date of Incident:** 20080528  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** CHARLOTTE, NC

**NHTSA Summary:**

C-1133

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2008 TOYOTA TACOMA. ON MAY 28, 2008, WHILE PULLING INTO A PARKING SPACE AT 2 MPH, THE CONTACT DEPRESSED THE BRAKE PEDAL, BUT THE VEHICLE CONTINUED TO ACCELERATE UP AN EMBANKMENT. THE VEHICLE CAME TO A COMPLETE STOP AFTER SEVEN FEET. THE VEHICLE HAS BEEN WITH THE DEALER SINCE MAY OF 2008, BUT THEY HAVE BEEN UNABLE TO DUPLICATE THE FAILURE. AS A RESULT, THEY WILL NOT REPLACE ANY PARTS. THE MANUFACTURER STATED THAT THEY WILL SEND AN ENGINEER TO THE DEALER IN APPROXIMATELY ONE MONTH TO DIAGNOSE THE FAILURE. IN THE INTERIM, THE CONTACT MUST EITHER PAY FOR THE RENTAL VEHICLE THE DEALER HAS PROVIDED OR DRIVE HIS OWN VEHICLE. HE STATED THAT HE WILL NOT DRIVE HIS VEHICLE BECAUSE HE MAY NOT BE AS LUCKY WHEN THE NEXT FAILURE OCCURS. THE CURRENT AND FAILURE MILEAGES WERE 500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318165  
**Date of Incident:** 20080529  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** CAMPBELL, CA

**NHTSA Summary:**

I PURCHASED A NEW 2009 TOYOTA COROLLA LE FROM SUNNYVALE TOYOTA ON 9 MARCH 2008. THE VIN IS # JTDBL40589J006302. THIS IS THE THIRD NEW TOYOTA COROLLA / GEO PRISM THAT I'VE PURCHASED; ALL SIMILARLY EQUIPPED WITH AUTOMATIC TRANSMISSION AND CRUISE CONTROL. ON MAY 29, 2008, WHILE ATTEMPTING TO PULL INTO A PARKING SPOT, THE 09 COROLLA SUDDENLY AND UNEXPECTEDLY ACCELERATED WHILE I WAS BRAKING IN ORDER TO COME TO A STOP IN A PARKING LOT. THE VEHICLE JUMPED THE "PARKING BERM" AND ALMOST HIT A TREE BEFORE I COULD COME TO A COMPLETE STOP, SLAM THE GEARSHIFT INTO PARK AND TURN THE KEY TO THE OFF POSITION. SEVERE SURGING HAS OCCURRED IN NORMAL IN TURN TRAFFIC, WITH THE CRUISE CONTROL DISENGAGED, THREE OR FOUR TIMES SINCE THE INITIAL INCIDENT OCCURRED. THERE IS NO FOREWARNING OR CONSISTENCY IN THIS PATTERN OF SUDDEN AND UNEXPECTED ACCELERATION. ACCORDING TO THE TOYOTA, THE VIN FALLS OUTSIDE OF THE CURRENT RECALL RANGE AND THEREFORE DOES NOT WARRANT INVESTIGATION INTO THE CAUSE FOR THESE INCIDENTS. I FEEL THAT THIS VEHICLE POSES A SAFETY THREAT TO MYSELF, AS WELL AS OTHER DRIVERS, AND THAT THE CAUSE OF THE SUDDEN ACCELERATION SHOULD BE DIAGNOSED AND REPAIRED PRIOR TO ANYONE BEING INJURED OR WORSE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310090  
**Date of Incident:** 20080530  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** MINNEAPOLIS, MN

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2006 TOYOTA CAMRY. WHILE DRIVING UP A HILL AT APPROXIMATELY 5MPH AND MAKING A RIGHT TURN INTO A DRIVE WAY SHE FELT THE VEHICLE RACING AND LEFT THAT IS WAS GOING OVER 80MPH AND WITHIN SECONDS THE VEHICLE WENT AIR BOURNE OVER A RETAINING WALL AND INTO A YARD AND THE TIRES BLEW WHEN THE VEHICLE LANDED ON THE GROUND THE VEHICLE CONTINUED TO RACE UNTIL SHE TURNED THE ENGINE OFF. SHE RECEIVED INJURIES TO THE RIGHT KNEE AND ANKLE, CUTS AND BRUISES. THE INSURANCE COMPANY INVESTIGATED AND CONCLUDED THAT THE FLOOR MAT WAS THE CAUSE OF FAILURE BECAUSE IT WAS NOT HOOKED TO THE FLOOR. THE WAS NOT TOTAL BY THE INSURANCE COMPANY, BUT SHE

C-1134

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SOLD THE VEHICLE TO THE SALVAGE YARD. SHE CONTACTED TOYOTA. TOYOTA CONCLUDED THAT HER VIN WAS NOT INCLUDED IN THE RECALL, THEREFORE THEY WILL NOT ASSIST WITH THE COST OF DAMAGE. THE CURRENT AND THE FAILURE MILEAGE WERE 19,773. LI

**Additional Summary:**

I had a motor vehicle accident on May 30, 2008 in the city of Minneapolis when my 2006 Toyota Camry suddenly surged and took off on me when I was barely pressing the gas pedal in a driveway. I had no time to react and went airborne off a retaining wall landing in a friends yard totaling my vehicle and causing injury to myself.

My own insurance company investigation indicated they could find no data to indicate there were problems with the Camry that would cause this sudden acceleration and decided it was the floor mat that even though was not jamming the pedal at inspection, it was not hooked(unknown to me)and therefore was my responsibility. They applied my deductible and a three year surcharge. I have fought this over the last year and half to no avail.

I made a claim directly to Toyota after the floor mat recall for these out of pocket expenses and was denied because my vehicle year did not fall in the recall and because they were unable to inspect it at the time. When I emailed for a manager's name, I was emailed back "You will not receive an email from my manager or anyone else in the company".

I feel that I have fallen through the cracks with this incident and feel Toyota is responsible and my own Insurance Company has dropped the ball. Incidentally, I am a 40 year accident free customer with my company and a 15 year Toyota customer purchasing a new vehicle every three years and servicing exclusively at Toyota and to add more insult to this, I replaced the 2006 with a 2009 Camry listed in both recalls.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303258  
**Date of Incident:** 20080530  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** CHANDLER, AZ

**NHTSA Summary:**

I BOUGHT A 2002 TOYOTA HIGHLANDER LIMITED IN MAY 2008. THE CAR HAD JUST UNDER 60,000 MILES ON THE ODOMETER. THIS CAR IS MY SECOND CAR, MAINLY TO BE USED TO TOW MY HORSE TRAILER. WITHIN A MONTH OF OWNING THE CAR IT SHOWED THE SUDDEN UNEXPECTED ACCELERATION. THIS WAS NOT UNFAMILIAR TO ME BECAUSE I ALSO OWN A 2002 TOYOTA CAMRY. I HAVE OWNED THE HIGHLANDER NOW FOR 1 AND 3/4 YEAR AND THE CAR HAS SHOWED THE DESCRIBED BEHAVIOR OFF AND ON. IT HAPPENS MOSTLY ON THE FREEWAY AND MOSTLY WHEN I AM NOT TOWING. IT DOES NOT HAVE ANYTHING TO DO WITH FLOORMATS OR STICKY GASPEDALS. SINCE THE SAME BEHAVIOR HAPPENS IN BOTH TOYOTA'S I OWN, IT IS TIME THAT TOYOTA STARTS LOOKING AT SOMETHING ELSE THAN THE SILLY EXPLANATIONS OF FLOORMATS AND STICKY GASPEDALS. IT IS THE ENGINE WHICH RUNS AWAY, LEAVING THE DRIVER NO CONTROL OVER THE SPEED. I HAD NOT EXPECT THIS FROM TOYOTA. I BOUGHT TOYOTAS BECAUSE OF THEIR RELIABILITY AND BECAUSE I TRUSTED THE COMPANY (AS OPPOSED TO FORD, WHICH I ALSO OWNED AND EXPERIENCED A PROBLEM WHICH TURNED OUT THE COMPANY KNEW A LONG TIME ABOUT AND DID NOT DO ANYTHING ABOUT). I GUESS TOYOTA IS NOT DIFFERENT. ALSO, IT IS TIME THAT THE RECALL GOES FURTHER BACK THEN THE 3-4 YEARS. I EVEN HAVE A COPY OF A PROFESSIONAL CAR REVIEW OF THE CAMRY WHO EXPERIENCED THE PROBLEM IN 2002. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20080531

C-1135

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** , OK

**NHTSA Summary:**

**Additional Summary:**

PER NEWS ARTICLE - VUJASINOVIC & BECKCOM LAW FIRM HAS FILED A PRODUCT LIABILITY LAWSUIT IN HOUSTON, TEXAS ON BEHALF OF AN OKLAHOMA SPECIAL EDUCATION TEACHER WHO SUFFERED A BRAIN INJURY WHEN HER 2006 TOYOTA PRIUS RAN OFF A CURVING ROAD AND CRASHED INTO AN ELECTRICAL BOX IN BRIGGS,OKLAHOMA.

ACCORDING TO THE LAWSUIT, ON MAY 31, 2008, MS. BISHOP WAS ON HER WAY TO SCHOOL TO TEACH WHEN HER PRIUS ACCELERATED UNCONTROLLABLY AND CRASHED.

ACCORDING TO MR. VUJASINOVIC, TOYOTA SENT MS. BISHOP A LETTER AFTER THE CRASH INDICATING HER CAR WAS ON A RECALL DUE TO A DEFECT THAT COULD CAUSE UNINTENDED ACCELERATION. "THIS APPEARS TO BE YET ANOTHER CRASH THAT WOULD HAVE BEEN PREVENTED IF TOYOTA HAD ACTED SOONER IN RECALLING ITS CARS FOR ACCELERATION CONTROL PROBLEMS."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292910  
**Date of Incident:** 20080601  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** LA CANADA, CA

**NHTSA Summary:**

WHILE DRIVING MY PRIUS I HAVE EXPERIENCED BRIEF MOMENTS OF UNEXPLAINED ACCELERATION. IT WAS STARTLING WHEN IT HAPPENED BUT WAS ALSO OVER QUICKLY. I BELIEVE IT HAS HAPPENED TWICE. ONCE WAS ABOUT ONE WEEK AFTER I HAD TAKEN THE CAR IN FOR MAINTENANCE. I CAN REMEMBER THINKING I MIGHT HAVE TO TAKE THE CAR IN AGAIN. IT FELT LIKE THE ACCELERATION WHEN USING CRUISE CONTROL, HOWEVER, I DON'T AND WASN'T USING CRUISE CONTROL. I HAVE ONLY THE FLOOR MATS THAT CAME WITH THE VEHICLE AND DO NOT BELIEVE THIS WAS CAUSED BY THE FLOOR MAT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293159  
**Date of Incident:** 20080601  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** COLUMBUS, GA

**NHTSA Summary:**

HAVE NOTED INTERMITTANT INSTANCES OF SURGING ACCELERATION FROM A STOP, AND AT HIGHWAY SPEEDS UNDER LOAD. OCCURS 5-10 TIMES A WEEK. STARTED AT ABOUT 8K MILES. DEALER "SAYS" UNABLE TO DUPLICATE. FREQUENCY INCREASING AS MILEAGE INCREASES. RECEIVED RECALL NOTICE IN MAIL LAST WEEK. WENT OVER 36,000 MILES TWO WEEKS AGO. RECALL PLUS SURGING MAKES ONE QUESTION SAFETY OF TUNDRA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313404  
**Date of Incident:** 20080601

C-1136

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** WEST HILLS, CA

**NHTSA Summary:**

1) WHILE DRIVING APPROX 30 MPH EXPERIENCED UNINTENDED ACCELERATION. I WAS ABLE TO TAKE CONTROL AND STOP VEHICLE 2) UPON ENTERING HIGHWAY FELT LIKE CAR SHUT OFF, THEN ACCELERATED BY ITSELF. SERVICE ADVISOR TRIED TO TELL US IT HAPPENED BECAUSE THERE ARE TWO DIFFERENT DRIVERS USING THE CAR. FINALLY A TECHNICIAN CAME IN AND TOLD THE SERVICE ADVISOR THAT THERE WAS A SERVICE BULLETIN TO CORRECT SUCH PROBLEMS. THE CORRECTION WAS "PERFORMED ECM RECALIBRATION TO IMPROVE SHIFTING". I DIDN'T KNOW TO REPORT IT AT THE TIME, BUT I THINK OUR PROBLEM SHOULD BE COUNTED. THE DEALER DOWNPLAYED OUR COMPLAINT SAYING IT WAS HOW WE WERE DRIVING THE CAR, AND THAT THE CAR COULDN'T TELL WHICH OF US WAS DRIVING. THAT IS THE MOST RIDICULOUS THING I HAVE HEARD. TO DATE, WE STILL HAVE NOT RECEIVED A RECALL NOTICE ON THE GAS PEDAL. WE DID RECEIVE ONE ON THE MATS WHICH WE CHECKED AND WERE OKAY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320214  
**Date of Incident:** 20080601  
**Vehicle:** 2006 LEXUS GS430  
**Location of Incident:** ORO VALLEY, AZ

**NHTSA Summary:**

I REPORTED THREE SEPARATE INSTANCES OF MY 2006 LEXUS GS430 ACCELERATING ON ITS OWN AFTER I ACCELERATED TO ENTER A FREEWAY AND THEN REDUCED ACCELERATOR PRESSURE TO MAINTAIN A SPEED WITH TRAFFIC. ALL THREE OCCURRENCES WERE EARLY IN THE MORNING WHILE TRAVELING TO THE TUCSON AIRPORT. I REPORTED ALL THREE OCCURRENCES TO THE TUCSON AZ LEXUS DEALER. THEY KEPT THE CAR TO DRIVE AND STATED THAT THEY COULD FIND NO PROBLEM AND HAD HEARD NO OTHER COMPLAINTS OF RUN AWAY ACCELERATION IN ANY LEXUS VEHICLES. THIS WAS APPROXIMATELY 18 MONTHS AGO, AS I SEVERELY LIMITED MY DRIVING OF THE VEHICLE DURING THE FINAL YEAR OF MY LEASE DO TO THE FEAR OF THE ACCELERATION PROBLEM AND TURNED THE CAR IN WITH AN UNUSED 12,000 MILES ON THE LEASE. THE VEHICLE HAD OTHER ELECTRICAL ISSUES AS WELL AND KEPT BURNING OUT THE SERIUS/XM RECEIVER AND WOULD OFTER FLASH THE DASH LIGHTS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10230690  
**Date of Incident:** 20080602  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** FREDERICK, MD

**NHTSA Summary:**

2007 TOYOTA AVALON PROBLEMS WITH CRUISE CONTROL. CONSUMER STATES THAT WHEN USING THE CRUISE CONTROL WHEN THE ROAD CONDITION CHANGES AND HE PUTS THE CRUISE CONTROL BACK ON IT WILL JUMP AND THE RPM'S WILL JUMP FROM 2100 TO 4800. \*KB THE CONSUMER STATED THE CRUISE CONTROL WORKED WELL UNTIL THE ROAD CONDITIONS CHANGED. IF THE ROAD CONDITIONS CHANGED THE CONSUMER HAD TO TOUCH THE BRAKE AND TAKE THE VEHICLE OFF CRUISE CONTROL TEMPORARLY. WHEN THE ROAD CONDITIONS CHANGED AGAIN, AND THE SPEED WAS NO MORE THAN 6-7 MPH BELOW THE SPEED SET ON THE CRUISE CONTROL THE TACHOMETER READING WAS 2,100 THE CONSUMER RESTORED THE CRUISE CONTROL TO THE SETTING BEING USED. THE VEHICLE SUDDENLY JOLTED AHEAD AS IF THE CONSUMER PRESSED THE

C-1137

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATOR TO THE FLOOR. THE TACHOMETER SUDDENLY JUMPED FROM 2,100 TO 4,800 RPM TO RAISE THE VEHICLE SPEED 6 OR 7 MPH. THE DEALER INFORMED THE CONSUMER IT WAS A NORMAL OPERATION OF THE VEHICLE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312203  
**Date of Incident:** 20080602  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** PORT CHARLOTTE, FL

**NHTSA Summary:**

ON JUNE 2, 2008 MY WIFE BROUGHT HER NEW PRIUS INTO THE GARAGE TO PARK IT AND SUDDENLY IT JUST ACCELERATED AND WENT THROUGH THE GARAGE DOOR AND WALL. DAMAGES TO THE CAR, HOUSE, AND INSURANCE INCREASES TOTALED CLOSE TO \$10,000. TOYOTA REPAIRED THE PRIUS AND WE TOLD THEM VERBALLY HOW THE VEHICLE SUDDENLY ACCELERATED AND THEY SHRUGGED IT OFF. WE HAD BEEN SENT AT ONE TIME A LETTER THAT SAID WE MAY IN THE FUTURE RECEIVE A RECALL NOTICE BUT NEVER DID. THEREFORE WE WOULD HOPE TOYOTA TAKES CARE OF THESE ISSUES SO WE DON'T NEED TO TAKE FURTHER ACTION SEEING IT WAS A MANUFACTURING DEFAULT. WE SENT TOYOTA TWO COMPLAINTS ALREADY AND NOT EVEN ONE WAS ACKNOWLEDGED AND BEING A FAITHFUL BUYER OF TOYOTA'S, WITHOUT ACTION ON THIS ISSUE WE MAY BE FORCED TO PURCHASE OTHER MAKE VEHICLES AND WE WILL REFUSE TO FURTHER PROMOTE TOYOTA UNLESS THE ISSUES ARE REMEDIED TO INCLUDE THE HOME DAMAGE AND OUR INSURANCE SURCHARGE. YOUR ASSISTANCE IN THIS ACCELERATION MANUFACTURING ISSUE WHICH HAS COST US ALMOST \$10,000 IS UNCALLED FOR AND TOYOTA SHOULD HAVE BEGUN THE PROCESS OF RECALLS QUITE SOME TIME AGO. THANKING YOU IN ADVANCE FOR ANY ASSISTANCE YOU MAY BE ABLE TO GET FOR US SO WE DON'T HAVE TO SEEK FURTHER ASSISTANCE TO GET THESE ISSUES TAKEN CARE OF AND MY WIFE SUFFERING WITH THE CONCERN THAT THIS ISSUE COULD HAPPEN AGAIN. I HAVE ADVISED HER THAT IN SUCH SITUATION IF IT WERE TO OCCUR SHE IS TO SHUT THE VEHICLE OFF IMMEDIATELY AS WELL AS PUT IT IN NEUTRAL AND PUT ON THE EMERGENCY BREAK. UNFORTUNATELY OUR LONG STANDING MARRIAGE WITH TOYOTA MAY BE OVER WITH UNLESS WE ARE ASSISTED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315349  
**Date of Incident:** 20080602  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** LEBANON, KY

**NHTSA Summary:**

VEHICLE WILL EXCEL AFTER LIGHTLY TOUCHING THE GAS PETAL FROM STOPPED POSITION

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307349  
**Date of Incident:** 20080604  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** CAMERON PARK, CA

**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1138

SUDDEN ACCELERATION WHILE PARKING MY 2007 RAV 4 CAUSED ME TO GO OFF A FOUR FOOT RETAINING WALL AND THE VEHICLE WAS TOTALED

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10230304  
**Date of Incident:** 20080605  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** PITTSBURG, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHILE BACKING INTO A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED AND CAUSED THE CONTACT TO CRASH INTO ANOTHER VEHICLE. HE ATTEMPTED TO APPLY THE BRAKES, BUT THE VEHICLE WOULD NOT STOP. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED FROM THE SCENE TO A LOCAL REPAIR SHOP AND IS ONLY BEING REPAIRED FOR BODY DAMAGE. THE FAILURE HAS OCCURRED APPROXIMATELY TEN TIMES. THE SPEED WAS UNKNOWN. THE FAILURE AND CURRENT MILEAGES WERE 20,000. UPDATED 07/16/08.\*LJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303201  
**Date of Incident:** 20080606  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** BUCKSPORT, ME

**NHTSA Summary:**

I HAVE A 2003 TOYOTA COROLLA. WHEN STOPPED AT A STOP LIGHT/ SIGN THE CAR WILL IDLE UP. IF YOU DO NOT HAVE ENOUGH PRESSURE ON THE BRAKE THE CAR WILL JUMP FORWARD. THIS HAPPENS MORE WHEN IT IS RAINING OUT. I TOOK IT BACK TO THE DEALER, THEY CHECKED IT OUT AND COULD NOT FIND ANYTHING WRONG. I ASKED IF I COULD STOP IN WHEN IT IS RAINING SO THEY COULD LOOK AT IT THAN. THEY SAID YES. I STOPPED IN ON A RAINY DAY WHEN THE CAR WAS DOING IT. THE SERVICE AGENT SAID THAT CARS IDLE UP WHEN YOU USE THE DEFROSTER. THAT COULD BE THE PROBLEM BUT I HAVE NEVER HAD A VEHICLE DO IT AS TO TRY TO LEAP FORWARD. MY 1999 TOYOTA CAMRY DOES NOT DO IT. NOTHING HAS BEEN DONE TO FIX THIS PROBLEM. THANK YOU! \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310965  
**Date of Incident:** 20080606  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** HOSCHTON, GA

**NHTSA Summary:**

I HAVE A 2004 TOYOTA 4-RUNNER. ABOUT 2 YEARS AGO AS I WAS DRIVING DOWN A LOCAL HIGHWAY AT ABOUT 45 MPH, MY 4-RUNNER SUDDENLY TOOK OFF AS IF THE CRUISE CONTROL ENGAGED. HOWEVER, THE CRUISE CONTROL WAS NOT ON. THIS IS THE ONE & ONLY TIME THIS HAPPENED. I FEEL LIKE THIS INCIDENT SHOULD BE NOTED SINCE TOYOTA HAS NOT RECALLED ANY 4-RUNNERS. MAYBE THERE HAVE BEEN OTHER SIMILAR COMPLAINTS ON THE SAME VEHICLE AS MINE. \*TR

**Additional Summary:**

C-1139

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318968  
**Date of Incident:** 20080606  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** INDIANAPOLIS, IN

**NHTSA Summary:**

MY WIFE WAS DRIVING HER 2006 TOYOTA AVILON AND CAME UPON A FOUR WAY STOP. THERE WERE TWO VEHICLES IN FRONT OF HER THAT WERE STOPPED AT THE FOUR WAY STOP STREET. SHE EXPERIENCE SUDDEN ACCELERATION AND THE CAR WAS UNCONTROLLABLE AND CRASHED INTO THE BACK END OF A VAN IN FRONT OF HER THAT WAS STANDING STILL. IT CAUSED \$9,000 DAMAGE TO HER CAR AND SHE WAS TAKEN TO MA HOSPITAL FOR INJURIES TO HER LEG AND KNEE. THE INJURY TO HER LEG CAUSED HER TO HAVE A OPERATION ON IT AND DAILY MEDICAL ATTENTION FOR OVER TWO MONTHS. NOW SHE HAS A KNEE PROBLEM THAT WILL REQUIRE A REPLACEMENT OPERATION IN THE NEAR FUTURE. WE TRIED TO TRADE IN OUR AVILON INTO A TOYOTA DEALER FOR A NEW AVILON AND THE DEALER SAID HE WOULD HAVE TO REDUCE THE TRADE VALUE \$8,000 DUE TO THE CAR BEING WRECKED. WE HAVE HAD THE CAR INTO THE DEALER FOR ALL OF THE RECALLS FIXES BUT THE WIFE WILL NOT DRIVE IT BECAUSE THE FEAR OF ANOTHER SUDDEN EXCELLERATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10230560  
**Date of Incident:** 20080610  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** FISHERS, IN

**NHTSA Summary:**

ON JUNE 10, 2008 ABOUT 11:00PM, I WAS ON MY WAY FROM INDIANAPOLIS, IN TO COLUMBUS, OH. I WAS USING CRUISE CONTROL AND WENT TO REDUCE MY CRUISE SPEED WITH THE SWITCH ON THE STEERING COLUMN. MY 2007 ES350 IMMEDIATELY BEGAN TO ACCELERATE UNDER FULL POWER. I SWITCHED MY CRUISE CONTROL OFF, BUT IT WOULD NOT DISENGAGE. MY SPEED WAS INCREASING STILL. I HIT MY BRAKES AS HARD AS POSSIBLE, BUT THEY WOULD BARELY KEEP THE CAR AT IT'S SPEED ABOVE 80 AS I WAS DODGING TRAFFIC ON I-70 EASTBOUND. AFTER 2 MILES OF TRYING TO GAIN CONTROL OF THE CAR, FULL BRAKES AND MUCH LESS BRAKE PAD FOR THE EXPERIENCE, I WAS ABLE TO GET THE CAR TO STOP AND THE CRUISE CONTROL DID FINALLY DISENGAGE ONCE THE VEHICLE WAS STOPPED  $\gamma$  BUT NOT BEFORE. ALL MATS WERE LOCKED IN PLACE WITH CLIPS. NO VEHICLE ERRORS TO REPORT. THIS IS A DEADLY SITUATION. I AM 6 $\gamma$ 4 $\gamma$ , 250 LBS AND IT TOOK EVERYTHING I HAD TO STOP THE CAR. HAD THIS BEEN IN A MORE CONGESTED AREA, THE RESULTS COULD HAVE BEEN FAR WORSE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10230549  
**Date of Incident:** 20080610  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** CASTLE ROCK, CO

**NHTSA Summary:**

I WAS PULLING OUT OF THE PARKING GARAGE AT WORK AND MADE A RIGHT HAND TURN. IN THE MIDST OF THE TURN MY TACOMA STARTED TO ACCELERATE JUST THE

C-1140

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

RIGHT AMOUNT TO SPIN THE TIRES. I DID NOT HAVE MY FOOT ON THE GAS BECAUSE OF THE FACT THERE WAS TRAFFIC AHEAD AND I WAS COSTING AROUND THE TURN. I HAVE ALSO SEEN TIMES WHEN MY TACOMA WILL ACCELERATE AT LEAST 10 MPH OVER WHAT I HAVE HAD MY CRUISE CONTROL SET TO, AND THERE HAVE BEEN CASES WILL IT WILL JUMP AT A LIGHT WHEN MY FOOT IN ON THE BRAKE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307911  
**Date of Incident:** 20080610  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** FAIRPORT, NY

**NHTSA Summary:**  
I OWN A 2008 SIENNA. THERE IS AN ACCELERATION PROBLEM THAT I CAN REPLICATE. IT OCCURS WHEN STOPPING AT THE BOTTOM OF AN INCLINE. ALTHOUGH SIENNA IS NOT ON THE RECALL LIST, IT SHOULD BE. IT OCCURS OFTEN, THE MAJORITY OF TIMES WHEN GOING DOWN A HILL. MY CONCERN IS THAT IT WILL OCCUR UNEXPECTEDLY. NO RESPONSE FROM TOYOTA ON THIS COMPLAINT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314540  
**Date of Incident:** 20080610  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BATON ROUGE, LA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS 2005 TOYOTA CAMRY. WHILE DRIVING 50 MPH, THE ACCELERATOR PEDAL BECAME STUCK TWICE. THE FAILURE OCCURRED ONE TIME IN THE FALL AND AGAIN WHILE DRIVING 45 MPH IN THE SUMMER. WHEN THE CONTACT TAPPED THE BRAKES, THE VEHICLE STARTED TO DECREASE IN SPEED EACH TIME. THE CONTACT STATED THAT THE WEATHER WAS NOT A FACTOR AND THE DRIVER WAS ABLE TO REGAIN CONTROL OF VEHICLE EACH TIME THE FAILURE OCCURRED. THE CONTACT TOOK THE VEHICLE TO A TOYOTA DEALERSHIP WHO STATED THAT THE REPAIRS WOULD BE MADE AT THE OWNERS EXPENSE. THE FAILURE MILEAGE WAS 28,000. THE CURRENT MILEAGE WAS APPROXIMATELY 35,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318750  
**Date of Incident:** 20080610  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** MINDEN, NV

**NHTSA Summary:**  
I HAVE A 2006 TOYOTA TACOME. IT HAS UNCOMMANDED ENGINE SURGES. IT IS MOST NOTEABLE AT A STOP. ONCE THE VEHICLE STOPS ENGINE RPM REDUCES TO 500 RPMS AND SECONDS LATER IT SURGES TO 800RPM. I NOTICED THIS WHEN I BOUGHT THE CAR BUT THOUGHT THAT WAS "NORMAL". IN 2008 IT CAUSED ME TO HAVE A MINOR TRAFFICE ACCIDENT AND REALIZED IT WAS NOT NORMAL. AT HIGHER RPMS ABOVE 35 MPH THE VEHICLE FEELS LIKE IT IS IN A HIGH GEAR AS IT QUICKLY REDUCES SPEED WHEN YOU TAKE YOUR FOOT OFF THE PEDAL. AGAIN I THOUGHT THIS NORMAL PRIOR TO THIS CURRENT ROUND OF RECALLS. I WAS AMAZED THE TACOMA'S ARE NOT BEING RECALLED. SOMETHING IS DEFINITELY WRONG WITH THE ENGINE COMPUTER.

C-1141

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10233535  
**Date of Incident:** 20080611  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** AVONDALE, LA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA TACOMA. WHILE DRIVING 35 MPH, THE CONTACT ATTEMPTED TO ACCELERATE, BUT THE VEHICLE WOULD NOT STOP EVEN THOUGH THE ACCELERATOR PEDAL WAS NOT BEING DEPRESSED. THE PEDAL WAS NOT STUCK IN THE ACCELERATING POSITION. THE CONTACT ATTEMPTED TO USE THE REGULAR BRAKES AND EMERGENCY BRAKE TO STOP THE VEHICLE, BUT IT CONTINUED TO ACCELERATE. HE STRUCK ANOTHER VEHICLE, WHICH CAUSED THE CONTACT'S VEHICLE TO SLOW DOWN INTO THE MEDIAN. THE CONTACT WAS ABLE TO JUMP OUT OF THE VEHICLE, WHICH WAS STILL ACCELERATING. WHEN SHE JUMPED OUT, SHE INJURED HER LEFT KNEE, AND RIGHT ARM AND HAND. THE DRIVER IN THE OTHER VEHICLE WAS NOT INJURED. THE CONTACT DID NOT NOTICE ANY DIFFERENCE IN THE VEHICLE PRIOR TO THE CRASH. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO HER INSURANCE COMPANY. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALER. THE CURRENT AND FAILURE MILEAGES WERE 23,800.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303122  
**Date of Incident:** 20080611  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
I HAVE A 2007 CAMRY. TWO YEARS AGO I EXPERIENCED FULL SPEED ACCELERATION WHILE DRIVING ON THE EXPRESSWAY. IT WAS VERY SCARY I PUT FULL FORCE ON THE BRAKES BUT IT WOULDN'T STOP I DROVE ON THE SHOULDER AND FORCE THE GEARS INTO PARK. I CALLED THE TOYOTA DEALER BUT THEY KEPT SAYING CAMRY DOES NOT HAVE THAT PROBLEM. I CALLED ON NUMEROUS OCCASION AND WANTED THEM TO RECORD THE INCIDENT BUT THEY WOULDN'T. HAVING EXPERIENCE THIS TWO YEARS AGO I HAVE BEEN SO TERRIFIED TO DRIVE THE CAR I DRIVE SO SLOWLY NOW. THEY JUST IGNORED ME. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313787  
**Date of Incident:** 20080612  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** NEW ORLEANS, LA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA HIGHLANDER. THE CONTACT WAS DRIVING 5 MPH INTO A PARKING GARAGE WHEN SUDDENLY, THE VEHICLE ACCELERATED. SHE ATTEMPTED TO ENGAGE THE BRAKE PEDAL TO STOP THE VEHICLE AND CRASHED INTO A TREE. THE CONTACT NOTIFIED THE INSURANCE COMPANY AND THEY COVERED THE REPAIR COST. THE CONTACT WAS SORE AFTER THE CRASH OCCURRED DUE TO MINOR INJURIES. THREE WEEKS AGO WHILE PARKING THE VEHICLE IT SURGED FORWARD AND HIT ANOTHER VEHICLE. THE MANUFACTURER WAS NOTIFIED AND STATED THAT THEY

C-1142

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WOULD SEND SOMEONE TO INSPECT THE VEHICLE AND IF THERE WAS SOMETHING WRONG WITH THE VEHICLE THEY WOULD REIMBURSE HER IN 35 DAYS. THE CONTACT IS CONCERNED ABOUT THE SAFETY RISK AND CHOSE TO RENT A VEHICLE TO DRIVE. THE FAILURE MILEAGE WAS 62,000. THE CURRENT MILEAGE WAS 75,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20080613  
**Date of Incident:** 20080613  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** NEW ORLEANS, LA

**NHTSA Summary:**  
THE LOUISIANA RECORD REPORTS THAT

"Two New Orleans residents have filed suit against Toyota, saying a stuck accelerator caused them to crash into a store.

Claudia H. Taylor and Shenita Walker filed suit against Toyota Motor North America, Toyota Motor Engineering & Manufacturing North America and Toyota Motor Sales, U.S. A. June 3 in federal court in New Orleans. The two women were inside a Toyota Camry that crashed into the back of a Dollar General Store in New Orleans June 13, 2008.

Taylor says she was driving her 2006 Camry into the parking lot of the Dollar General Store when the accelerator became stuck, causing the car to run into the back facade of the store. Walker was a passenger in the vehicle. Both women say they suffered multiple injuries as a result of the incident and the vehicle was declared a total loss."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312027, 10315494  
**Date of Incident:** 20080614  
**Vehicle:** 2006 LEXUS ES330  
**Location of Incident:** MEMPHIS, 140 DEVON WAY, TN

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 LEXUS ES330. WHILE DRIVING 2 MPH WHEN SHE PRESSED ON THE ACCELERATOR PEDAL IT BECAME STUCK AND ACCELERATED AND CRASHED INTO 4 VEHICLES IN FRONT OF HER. THERE WERE NO INJURIES. THERE WERE MAJOR DAMAGES TO FRONT OF THE VEHICLE. A POLICE REPORT WAS FILED. HER INSURANCE COMPANY WAS ALSO NOTIFIED. THE VEHICLE WAS TOWED TO AN AUTO BODY SHOP AND THE MECHANICS DIAGNOSIS INDICATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE VEHICLE WAS REPAIRED AND THEN SOLD IT SINCE HE DID NOT FEEL SAFE IN THE VEHICLE. THE FAILURE WAS 11,972. THE CURRENT MILEAGE WAS 11,980. TL\*THE CONTACT OWNED A 2006 TOYOTA LEXUS ES330. WHILE DRIVING APPROXIMATELY 5 MPH ON A CLEAR DAY, THE VEHICLE ACCELERATED WHEN THE CONTACT ENGAGED HER BRAKES AND THEY FAILED TO STOP THE VEHICLE. THE VEHICLE CRASHED INTO FOUR VEHICLES AND TWO PEOPLE WERE INJURED IN ANOTHER VEHICLE. THE INCIDENT OCCURRED IN A PARKING LOT. A POLICE REPORT WAS NOT FILED. THE VEHICLE WAS REPAIRED BY A LOCAL MECHANIC AND SOLD. THE CONTACT STATED THAT A REPRESENTATIVE FROM THE MANUFACTURER INSPECTED THE VEHICLE AFTER A CRASH OCCURRED. THE FAILURE AND CURRENT MILEAGES WERE 11,972.

**Additional Summary:**

C-1143

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312699  
**Date of Incident:** 20080614  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** COLLEGEVILLE, PA

**NHTSA Summary:**  
I OWN A 2003 TOYOTA AVALON. ON TWO SEPARATE OCCASIONS THE ACCELERATOR ON MY CAR GOT STUCK EVEN AFTER I TOOK MY FOOT OFF THE GAS PEDAL. I HAD TO BOTH STOP ON THE BRAKES AND PUMP THE GAS PEDAL TO GET THE CAR FROM CONTINUING TO ACCELERATE. LEVE SINCE REMOVED THE CAR MATS, BUT NOW LEM NOT 100% SURE THAT'S THE PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343225  
**Date of Incident:** 20080614  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** SAN PEDRO, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA PRIUS. THE CONTACT ATTEMPTED TO PARK THE VEHICLE INTO THE RESIDENCE GARAGE, DRIVING AT APPROXIMATELY 2 MPH. SUDDENLY, THERE WAS AN UNINTENDED ACCELERATION. THE BRAKES WERE ENGAGED AND THE VEHICLE CONTINUED TO ACCELERATE CAUSING THE VEHICLE TO CRASH INTO A CLOSET IN THE GARAGE. THE CONTACT SUFFERED INJURY TO THE NECK AREA. THE VEHICLE FRONT BUMPER SUSTAINED DAMAGES. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THE TECHNICIAN WAS UNABLE TO DUPLICATE THE FAILURE. THE IDENTICAL FAILURES OCCURRED ON TWO SEPARATE OCCASIONS WITH NO INJURIES. IN ADDITION, THE CONTACT EXPERIENCED MALFUNCTIONS WITH THE AUTOMATIC IGNITION SWITCH, WINDSHIELD WIPERS, AND THE FRONT DRIVER AND PASSENGER SIDE AUTOMATIC WINDOW MECHANISM. THE FAILURES OCCURRED SPORADICALLY. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS APPROXIMATELY 18,000. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10272505  
**Date of Incident:** 20080615  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** MELROSE, MA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE DRIVING AT AN UNKNOWN SPEED, THE VEHICLE CONTINUED TO ACCELERATE WHEN THE BRAKE PEDAL WAS DEPRESSED. THE CONTACT MUST EXERT GREAT FORCE TO THE BRAKE PEDAL IN ORDER FOR THE VEHICLE TO COME TO A COMPLETE STOP. THE VEHICLE WAS TAKEN TO THE DEALER, BUT THEY COULD NOT DUPLICATE OR DETERMINE THE CAUSE OF THE FAILURE. THE CONTACT IS IN THE PROCESS OF NOTIFYING THE MANUFACTURER. THE VIN WAS UNAVAILABLE. THE FAILURE MILEAGE WAS 17,000 AND CURRENT MILEAGE WAS 17,556.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292544

C-1144

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20080615  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** BRAZORIA, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA TACOMA. WHILE DRIVING 35 MPH AND MAKING A RIGHT TURN THE VEHICLE SUDDENLY BEGAN TO ACCELERATE ON ITS OWN. THE CONTACT HAD TO PLACE THE VEHICLE IN NEUTRAL IN ORDER TO STOP THE VEHICLE FROM ACCELERATING. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALER. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 77000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307707  
**Date of Incident:** 20080615  
**Vehicle:** 2008 TOYOTA HIGHLANDER HYBRID  
**Location of Incident:** WILMINGTON, DE

**NHTSA Summary:**  
I OWN A 2008 TOYOTA HIGHLANDER HYBRID. SOMETIMES WHEN I APPLY THE BRAKES, THE CAR FEELS AS THOUGH IT IS ACTUALLY ACCELERATING AND NOT DECELERATING. THIS "GAP" IN DECELERATING DOES NOT LAST A LONG TIME, BUT IS DISCONCERTING AND MY NORMAL REACTION IS TO HIT THE BRAKES HARDER. MY DAUGHTER HAS ALSO EXPERIENCED THIS. THE TOYOTA DEALER HAS DENIED THAT THERE IS ANY PROBLEM WITH THE BRAKES. THIS HAS OCCURRED REGULARLY SINCE I PURCHASED THE CAR IN APRIL 2008.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316413  
**Date of Incident:** 20080615  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** CHESTER, VA

**NHTSA Summary:**  
EXPERIENCED SUDDEN ACCELERATION ON MANY OCCASIONS ESPECIALLY AFTER GOING AT SUBSTANTIAL SPEEDS SUCH AT 45-50 MILES AND HOUR WHERE THE CAR WILL SURGE TO EVEN HIGHER SPEEDS WITH CONSTANT OR LITTLE PRESSURE ON THE GAS. THIS CAR DRIVES UNLIKE ANY CAR WE'VE HAD BEFORE IN THAT YOU CAN'T MAINTAIN CONSTANT PRESSURE ON THE THROTTLE YOU HAVE TO CONSTANTLY ACCELERATE AND THEN DRIFT IN ORDER TO STAY WITHIN SPEED LIMITS. KEEPING SLIGHT PRESSURE ON THE THROTTLE WILL CAUSE IT TO CONSTANTLY ACCELERATE, NOT MAINTAIN ITS SPEED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326758  
**Date of Incident:** 20080615  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA COROLLA. WHILE DRIVING AT APPROXIMATELY 25 MPH, THE CONTACT TOOK HER FOOT OFF THE ACCELERATOR PEDAL BUT THE VEHICLE SURGED FORWARD WHICH RESULTED IN A CRASH. THERE WERE NO INJURIES BUT A POLICE REPORT WAS FILED. THE VEHICLE WAS TAKEN TO AN INDEPENDENT REPAIR SHOP BUT THE MECHANIC STATED THAT THERE WAS NOTHING WRONG WITH

C-1145

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE VEHICLE. THE FAILURE HAD NOT OCCURRED SINCE THE FIRST. THE FAILURE MILEAGE WAS APPROXIMATELY 7,500. THE CURRENT MILEAGE WAS APPROXIMATELY 12,750.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10231642  
**Date of Incident:** 20080617  
**Vehicle:** 2005 SCION XB  
**Location of Incident:** SUMMERVILLE, SC

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA SCION XB. WHILE DRIVING 25 MPH, THE CONTACT ATTEMPTED TO ACCELERATE AND THE ACCELERATOR PEDAL STUCK TO THE FLOOR. AS A RESULT, THE CONTACT REAR ENDED ANOTHER VEHICLE. AFTER THE CRASH, THE PEDAL WAS STILL STUCK TO THE FLOOR, EVEN WHEN THE VEHICLE WAS TURNED OFF. THERE WERE NO INJURIES. THE VEHICLE IS CURRENTLY BEING DIAGNOSED BY THE DEALER. THE CURRENT AND FAILURE MILEAGES WERE 89,700.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20080618  
**Date of Incident:** 2006 LEXUS IS F 250  
**Vehicle:** 2006 LEXUS IS F 250  
**Location of Incident:** SALT LAKE CITY, UT

**NHTSA Summary:**  
TOYOTA ACCELERATION CAUSED MVA/NO INJURIES  
Rebecca was driving and her mom was the passenger in the car. She has a 2006 ISF 250 Lexus. They were leaving Connecticut and were getting on to I 84 west and the car accelerated by itself and she was putting on the brakes. She tried to turn the car off and put the emergency brake on. They called 911 and they could not get the car into neutral. They were going 40 to 50 miles an hour. They kept bouncing off the guard rail into traffic. She grabbed the gas pedal and ripped it off the car. Neither one of them were hurt. Suzanne called Lexus and they said they had to send out a product investigator. They then told her it was not Lexus fault and apologized. When the recall happened, she called them again and about a month ago the legal department called her and said that they had an engineer check out what happened and they concluded it was their fault. They said they would pay her insurance back and give her deductible back. She wants Lexus to give her the money back for the car. Lexus' attorney is calling her back today to see if she will just settle for them giving the money back to her insurance and paying her deductible.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317659  
**Date of Incident:** 20080619  
**Vehicle:** 2007 TOYOTA SEQUOIA  
**Location of Incident:** BRONX, NY

**NHTSA Summary:**  
TO WHOM IT MAY BE OF SOME INTEREST, JUNE 19, 2008 I HAD A HORRIFIC EXPERIENCE WITH MY SEQUOIA. I OWN A 2007 SEQUOIA AND IT ONLY HAS 4200 MILES ON IT. THIS PAST SUNDAY I WAS STARTING FROM TRAFFIC WHEN I GENTLY STEPPED ON THE BRAKE PEDAL TO SLOW DOWN IN TRAFFIC WHEN ALL OF A SUDDEN THE SEQ. JUMPED FROM 0 TO 60 OR 70 MPH. IT TOOK ME OFF GUARD, I THEN PRESSED ON THE BREAK AGAIN TRYING TO STOP THE VEHICLE OR AT LEAST SLOW IT DOWN A BIT BUT EVERY TIME I

C-1146

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOOK MY FOOT OFF THE BRAKE THE TRUCK JUST WANTED TO TAKE OFF TOTALLY OUT OF CONTROL. IT KEPT DOING THIS FOR ABOUT A GOOD MINUTE. I THOUGHT FOR SURE I WAS GOING TO HIT SOMEONE OR SOMETHING AND INJURE MY KIDS WHO WERE WITH ME AT THE TIME. IT WAS A FRIGHTENING EXPERIENCE. I CALLED FOR A SERVICE APPT. AT TOYOTA OF MANHATTAN WHERE I PURCHASED THE VEHICLE WHICH WAS ON SAID DATE AND IT HAPPENED AGAIN ON THE WAY TO THE DEALERSHIP. I WAS 5MINS FROM THE DEALERSHIP AND THEY COULD SMELL THE BRAKES. I EXPLAINED THE PROBLEM AND THEY MECHANICS INSISTED IT WAS THE RUGS OF COURSE I DISPUTE IT THEY SAID THE RUG PROBABLY GOT CAUGHT ON THE PEDAL. WHEN I SHOWED THEM HOW FAR THE TWO WERE FROM EACHOTHER THEY THEN SAID IT WOULD GET A DIAGNOSTIC CHECK. 4 HOURS LATER I WAS TOLD IT WAS THE "BRAKE BOOSTER". MY PROBLEM WAS NOT THE ACCELERATOR, BUT THE BRAKE ITSELF. HERE I THOUGHT EVERY TIME I STEPPED ON THE BREAK I THOUGHT THE ANTI-LOCKS WERE KICKING IN WHEN IN FACT THE BRAKES WAS TREMBLING, A TOTAL MALFUNCTION. I WAITED SEVERAL DAYS FOR THE PART TO SHIP FROM JAPAN. I WOULD LIKE WARN OTHER SEQUOIA OWNERS OF THE POSSIBILITIES OF THIS HAPPENING TO THEM. THANK YOU, ABOVE IS THE SAME LETTER I SENT TO TOYOTA USA ON JUNE 2008  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10232382  
**Date of Incident:** 20080620  
**Vehicle:** 2006 LEXUS GS300  
**Location of Incident:** CHESTER TOWN, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 LEXUS GS300. WHILE BACKING UP OUT OF A PARKING SPACE, THE CONTACT SHIFTED INTO DRIVE. HE DEPRESSED THE ACCELERATOR PEDAL AND IT EXTENDED TO THE FLOOR AND BECAME STUCK. HE THEN DEPRESSED THE BRAKE PEDAL, HOWEVER, THE VEHICLE CONTINUED TO MOVE BECAUSE THE ACCELERATOR PEDAL WAS STUCK. THE CONTACT CRASHED THROUGH THE FRONT GLASS WINDOW OF A STORE. THE CONTACT AND POSSIBLY ONE OCCUPANT IN THE STORE WERE INJURED. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO VIELE'S AUTOMOTIVE SHOP UNTIL IT CAN BE TOWED TO THE REPAIR SHOP. THE VEHICLE HAS NOT BEEN REPAIRED. THE VIN AND SPEED WERE UNKNOWN. THE FAILURE AND CURRENT MILEAGES WERE 30,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305494  
**Date of Incident:** 20080620  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** LAFAYETTE, NY

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2005 TOYOTA SIENNA. THE CONTACT STATED THAT WHEN SHE WAS DRIVING OVER ROUGH SURFACES, BUMPS OR POTHOLES AND TRYING TO DEPRESS THE BRAKE PEDAL, SHE NOTICED A GRINDING SOUND AND WOULD NOT SEEM TO ENGAGE IMMEDIATELY. SHE STATED THAT THE CONDITION SEEMED TO EXIST ON EXTREMELY BUMPY ROADS. SHE TOOK THE VEHICLE TO THE DEALERSHIP 3-4 TIMES AND THE BRAKE PADS WERE REPLACED AND ROTORS WERE RESURFACED. HOWEVER, THE ISSUE WAS STILL PRESENT AT THE REPAIRS. SHE HAD NOT SPOKEN WITH THE MANUFACTURER TO-DATE. THE CURRENT MILEAGE WAS APPROXIMATELY 76,500. THE FAILURE MILEAGE WAS APPROXIMATELY 43,000-BK  
**Additional Summary:**

C-1147

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306541  
**Date of Incident:** 20080620  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** MARLBOROUGH, MA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA CAMRY. THE CONTACT STATED THAT WHEN THE DRIVER WAS AT A TRAFFIC LIGHT SHE NOTICED THAT THE ENGINE BEGAN TO REV AND LUNGE FORWARD. SHE WAS ABLE TO CONTROL THE VEHICLE BY ENGAGING THE BRAKE PEDAL. A FEW MONTHS LATER, THE ISSUE REOCCURED. THE DRIVER WAS ABLE TO CONTROL AND STOP THE VEHICLE FROM ACCLERATING. THE CONTACT DID NOT TAKE THE VEHICLE TO THE DEALERSHIP OR SPEAK WITH THE MANUFACTURER REGARDING THE FAILURE. THE CONTACT STATED THAT THE FAILURE HAS NOT OCCURRED SINCE 2008. THE VEHICLE HAD NOT BEEN REPAIRED TO-DATE. THE CURRENT MILEAGE WAS APPROXIMATELY 74,000. THE FAILURE MILEAGE WAS 32,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313696  
**Date of Incident:** 20080620  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SEWICKLEY, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. ON JUNE 20, 2008 WHILE DRIVING 5 MPH IN REVERSE OUT OF THE DRIVEWAY IT BEGAN TO RAIN AND THE GAS PEDAL WAS STUCK. THE VEHICLE CONTINUED TO ACCELERATE AND ONLY STOPPED WHEN IT HIT A TREE. SHE PUT THE VEHICLE IN NEUTRAL AND TURNED THE VEHICLE OFF. ON MARCH 6, 2009 SHE WAS TWO BLOCKS AWAY FROM HOME, HEARD A LOUD NOISE THEN THE VEHICLE SURGED AND LUNGED OVER THE CURB. SHE WAS ABLE CONTROL THE STEERING WHEEL AND TURN THE VEHICLE BACK ON THE ROAD. ALTHOUGH, THE FRONT PASSENGER TIRE BLEW OUT. SHE WAS ABLE TO DRIVE THE VEHICLE HOME. SHE WILL TAKE THE VEHICLE TO THE DEALER TO BE DIAGNOSED. THE FAILURE MILEAGE WAS 10,000 AND THE CURRENT MILEAGE WAS 15,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302305  
**Date of Incident:** 20080622  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** FAIRFAX, VA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT WHEN HE DEPRESSED THE BRAKE PEDAL TO SLOW DOWN OR ATTEMPT TO STOP, THE VEHICLE ACCELERATED WHEN HE REMOVED HIS FOOT OFF OF THE BRAKE PEDAL. HE WAS FORCED TO PUT THE VEHICLE IN NEUTRAL TO STOP THE VEHICLE. THE FAILURE OCCURED ON THREE OCCASIONS. THE DEALER OR THE MANUFACTURER HAVE NOT BEEN NOTIFIED. THE VEHICLE HAS NOT BEEN REPAIRED TO-DATE. THE CURRENT MILEAGE WAS APPROXIMATELY 47,600. THE FAILURE MILEAGE WAS APPROXIMATELY 31,000.  
**Additional Summary:**

C-1148

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10232948  
**Date of Incident:** 20080628  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** LOS ALTOS, CA

**NHTSA Summary:**  
I WAS GETTING ON HWY 101 RAMP ON A SATURDAY MORNING AROUND 10:45 AM WHERE TRAFFIC WAS MODERATE, SUDDENLY FELT THE CAR BEGAN ACCELERATING BY ITSELF SO I EASED UP ON THE ACCELERATOR. CAR CONTINUED TO ACCELERATE UNCONTROLLABLY ON ITS OWN. I THEN STEPPED HARD ON THE BRAKE BUT THE CAR DIDN'T SLOW DOWN. SAW THE CRUISE CONTROL LIGHT WAS ON BY ITSELF, TURNED IT OFF BUT THE CAR WAS STILL ACCELERATING. MEANWHILE, THE VEHICLE ACCELERATED TO 105 MPH. MIRACULOUSLY MANAGED TO MOVE OVER TO THE SHOULDER WITHOUT HITTING ANY CARS BUT THE VEHICLE WAS STILL MOVING AT 100+ MPH. FINALLY MY HUSBAND HAD TO FORCE THE GEAR BOX TO PARK AND I APPLIED THE EMERGENCY PARKING BRAKE BEFORE THE VEHICLE FINALLY STARTED TO SLOW DOWN AND EVENTUALLY STOPPED NEAR EXIT #389. IT WAS A 3.5 MILES JOURNEY AT OVER 100 MPH WITH MANY CLOSE CALLS OF SERIOUS ACCIDENTS. VEHICLE WAS TOWED TO LEXUS DEALERSHIP. DEALER LATER INFORMED US THAT THE SUDDEN ACCELERATION WAS CAUSED BY THE ALL WEATHER FLOOR MAT AND THEIR EXPLANATION ON WHY THE BRAKE DID NOT WORK WAS WHEN THE GAS THROTTLE WAS OPEN, THE HORSEPOWER OF THE CAR WAS SO GREAT THAT THE BRAKE WASN'T ABLE TO STOP IT. WE WERE NOT CONVINCED AND DEMAND TO HAVE LEXUS CORPORATION SEND A MASTER TECHNICIAN OR HAVE AN INDEPENDENT AND QUALIFIED TECHNICIAN FOR A FULL AND COMPLETE DIAGNOSIS. REQUEST WAS REFUSED BY THE DEALERSHIP SERVICE DEPARTMENT MANAGER. BASED ON THEIR COMPUTER DIAGNOSIS, THERE WAS NO ERROR CODE CAME UP AND THEREFORE WE HAVE TO TRUST THEM THAT THE PROGRAM HAS BEEN RESOLVED BY THE REPLACEMENT OF THE FLOOR MAT. OUR RESEARCH FOUND THIS PROBLEM HAS HAPPENED IN A LOT OF DIFFERENT MODELS OF VEHICLES OF TOYOTA AND LEXUS. SUSPICION IS THAT THERE IS SOME OTHER BIGGER SAFETY ISSUES BEHIND AND TOYOTA IS USING THE FLOOR MAT ISSUE AS AN EXCUSE TO COVER UP MORE SERIOUS SAFETY PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308107  
**Date of Incident:** 20080630  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** ERWIN, TN

**NHTSA Summary:**  
I BOUGHT A NEW TOYOTA TACOMA IN 2007. ABOUT A YEAR AGO, I NOTICED THAT THE ACCELERATOR PEDAL WOULD BECOME HARD TO DEPRESS OR WOULD TRAVEL AN INCH OR MORE BEFORE ANY RESULT IN ACCELERATION. I TOOK THE VEHICLE TO THE TOYOTA DEALER WHERE I BOUGHT IT. THEY INFORMED ME THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. SINCE THAT TIME, IT HAPPENS ON A RANDOM BASIS BUT VIRTUALLY EVERY DAY. NO INCIDENTS HAVE OCCURRED. HOWEVER, SOMETIMES, AS A RESULT OF THE ACCELERATOR PEDAL TRAVEL AS IT IS DEPRESSED DOWN, THE ENGINE WILL KICK IN, RESULTING IN A SURGE FORWARD. ADDITIONALLY, WHEN I AM TRAVELING ALONG AND HAVE TO LET UP ON THE ACCELERATOR PEDAL, WHEN I PRESS IT DOWN AGAIN, IT DOES NOT RESPOND UNTIL IT IS PUSHED DOWN ABOUT AN INCH OR SO, MAKING IT DIFFICULT TO MAINTAIN TRAVELING SPEEDS CONSISTENTLY.

**Additional Summary:**

C-1149

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310617  
**Date of Incident:** 20080630  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** KNOXVILLE, TN

**NHTSA Summary:**  
IN JUNE 2008, WE EXPERIENCED A WRECK THAT WE AT FIRST THOUGHT MUST HAVE BEEN RELATED TO MY WIFE MISTAKENLY HITTING THE GAS WHEN SHE THOUGHT SHE HAD HIT THE BRAKE. AT THE TIME, SHE HAD JUST TURNED INTO OUR NEIGHBORHOOD AND WOULD HAVE BEEN TRAVELING SLOWLY BUT THE TACOMA HIT THE CENTER MEDIAN, WENT ACROSS IT AND ENDED UP IN THE OTHER SIDE FACING THE OTHER DIRECTION. IT DID CONSIDERABLE DAMAGE UNDERNEATH THE TRUCK. AT THE TIME, THE TOYOTA DEALER MENTIONED NOTHING ABOUT ACCELERATION PROBLEMS. WE COULD NOT UNDERSTAND WHAT HAD HAPPENED BUT HAD NO OTHER EXPLANATION. WE HAVE FULL RECORDS ON THE INCIDENT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20080700  
**Date of Incident:** 20080700  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** MOOSIC, PA

**NHTSA Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294281  
**Date of Incident:** 20080701  
**Vehicle:** 2006 SCION XB  
**Location of Incident:** SEATTLE, WA

**NHTSA Summary:**  
WE WERE DRIVING DOWN A SEATTLE BOULEVARD AT ABOUT 40 MILES AN HOUR ON THE WAY TO THE AIRPORT WHEN I PUT MY FOOT ON THE BRAKE PEDAL TO STOP FOR A RED LIGHT. INSTEAD OF SLOWING, THE ENGINE SPED UP. I MANAGED TO GET THE CAR TO STOP BY STOMPING ON THE BRAKE, BUT AT FULL STOP THE ENGINE STARTED REVVING TOWARD 5000 RPM, THE CAR WAS STRAINING FORWARD, AND THE ONLY WAY TO SOLVE THE PROBLEM WAS TO TURN OFF THE IGNITION. ON RESTARTING THE CAR, THE PROBLEM WENT AWAY. I CALLED THE DEALER, WHOSE SERVICE FOLKS SAID THERE WERE NO SERVICE NOTICES ABOUT THE ISSUE. THE NEXT TIME I TOOK THE CAR IN, THERE WERE NO ERROR CODES IN THE ELECTRONICS. THERE HASN'T BEEN A RECURRENCE. BUT THE INCIDENT WAS MORE THAN UNSETTLING; IT WAS DOWNRIGHT SCARY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311326  
**Date of Incident:** 20080701  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** TIFTON, GA

**NHTSA Summary:**

C-1150

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

2003 TOYOTA COROLLA HAD A SUDDEN ACCELERATION WHILE USING CRUISE ON HIGHWAY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316195  
**Date of Incident:** 20080702  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** ANDALUSIA, AL

**NHTSA Summary:**  
2006 TOYOTA CAMRY ACCELERATED ON ITS OWN WHILE THE BRAKES WERE BEING PRESSED. IT JUMPED THE CONCRETE PARKING MARKER AND WENT INTO A HUDDLE HOUSE RESTAURANT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326679  
**Date of Incident:** 20080702  
**Vehicle:** 1982 TOYOTA COROLLA  
**Location of Incident:** APTOS, CA

**NHTSA Summary:**  
I HAVE A 1982 TOYOTA COROLLA. THE CAR HAD A DEFECT IN THE ACCELERATION PEDAL CAUSING IT TO GO OUT OF CONTROL. THE ONLY WAY I COULD GET IT TO STOP WAS TO SMASH INTO A CURB ON THE PROPERTY OF A SENIOR HALL. I SUSTAINED AN INJURY AND THE CAR IS TOTALED. IT IS IN MY SHED CURRENTLY. IN THE HOSPITAL, I WAS VISITED BY AN OFFICER, WHO ACCUSED ME OF STEPPING ON THE BRAKE INSTEAD OF THE ACCELERATED PEDAL. HE SUBMITTED THIS TO THE DMV.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10235290  
**Date of Incident:** 20080703  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BEACH HAVEN, NJ

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE COASTING AROUND A CORNER AT 5 MPH, THE VEHICLE SUDDENLY BEGAN ACCELERATING ON ITS OWN. THE CONTACT APPLIED THE BRAKES, BUT THE VEHICLE DID NOT RESPOND. THE VEHICLE REAR ENDED THE PRECEDING VEHICLE. THERE WERE NO INJURIES. FIVE DAYS PRIOR TO THE FAILURE, WHILE DRIVING 25 MPH, THE CRUISE CONTROL ENGAGED BY ITSELF. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALER. THE CURRENT AND FAILURE MILEAGES WERE 30,100.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312895  
**Date of Incident:** 20080703  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** WEBSTER, MA

**NHTSA Summary:**

C-1151

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DRIVING SLOWLY IN A PARKING LOT, LOOKING FOR A PARKING SPACE IN A SHOPPING PLAZA, MY 2004 TOYOTA CAMRY SUDDENLY ACCELERATED RAPIDLY TO A HIGH SPEED FOR NO APPARENT REASON. THE AIR CONDITIONER, WHICH WAS ON LOW, WENT ON FULL BLAST WITHOUT TOUCHING THE AC CONTROLS AND SIMULTANEOUSLY, THE CAR ACCELERATED. IN SPITE OF THE FULL APPLICATION OF MY BRAKES, THE CAR WOULD NOT STOP. I WAS IN SHOCK AND PANIC. I HIT A HANDICAP SIGN THAT FELL OVER AND DAMAGED TWO PARKED CARS. I NEARLY STRUCK A PEDESTRIAN, NOT TO MENTION ALMOST INJURING OR KILLING MYSELF. AFTER TRAVELLING 372 FEET, I ENDED UP CRASHING INTO PALLETS OF FENCE MATERIAL. THE CAR WAS TOWED AND REPAIRED. COST OF ACCIDENT, INCLUDING MEDICAL EXPENSES WAS APPROXIMATELY \$22,000. (THE PEDESTRIAN WAS TAKEN TO HOSPITAL FOR MINOR INJURIES AND I, ALSO, WENT TO HOSPITAL TO BE CHECKED.) SADLY ENOUGH, MY LICENSE TO DRIVE WAS REVOKED AS A RESULT OF THIS ORDEAL.

**Additional Summary:**

On July 3, 2008, I was driving slowly in a parking lot of a shopping plaza in Dudley, MA, looking for a parking space when my 2004 Toyota Camry suddenly accelerated to a high speed for no apparent reason. Strangely, the air conditioner that was already running (it was a hot day) went into full blast and simultaneously, my car accelerated rapidly, to my shock and surprise. Even though I applied my brakes fully, I could not stop the car.

I hit a concrete barrier in the parking lot and the pole sitting on top of it fell over and hit 2 parked cars. I finally ended up crashing into a barrier of fencing material. During this unexpected, sudden acceleration incident, I nearly hit a pedestrian in the parking lot, not to mention almost killing or injuring myself and this person who was in the way of my path.

My car was repaired for the severe damage it incurred from the accident and I, fortunately, did not get hurt or injure the other person terribly. However, this problem happens to be an intermittent one whereby this sudden acceleration apparently could reoccur. I want to make certain this does not happen again and that my car is safe to drive.

To my great disappointment, I have been told for a long time that nothing could be done for my 2004 Camry because that year model was not on the recall list of Toyota Camrys. However, I believe this sudden acceleration that happened with my Camry is another example of Toyota denying responsibility.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326825  
**Date of Incident:** 20080703  
**Vehicle:** 2007 LEXUS IS250  
**Location of Incident:** BOSTON, MA

**NHTSA Summary:**

I WAS DRIVING TO THE GYM AT 5:30 AM ON JULY 3, 2008 IN MY LEXUS IS 250. I PRESSED ON THE ACCELERATOR AFTER A LIGHT TURNED GREEN AND THE CAR TOOK OFF, SPEEDING FASTER AND FASTER. I TRIED USING THE BRAKES AND THAT DIDN'T HELP. I ENGAGED THE EMERGENCY BRAKE AND THAT DIDN'T WORK. MY CAR CONTINUED TO GO FASTER AND FASTER. I WAS SCARED TO DEATH AND DIDN'T KNOW WHAT ELSE TO DO. THANKFULLY THERE WAS VERY LITTLE TRAFFIC DUE TO THE TIME OF DAY. I PRESSED THE ELECTRONIC IGNITION BUTTON AND THAT DIDN'T WORK. I WAS PREPARING JUMP OUT OF THE CAR THAT WAS NOW SPEEDING AT ABOUT 60MPH OR SO WHEN I THOUGHT TO PUT THE CAR IN PARK. THAT FINALLY STOPPED THE CAR. I JUMPED OUT OF THE CAR AND A PEDESTRIAN LENT ME HIS CELL PHONE TO CALL MY HUSBAND. THE CAR WAS IN THE MIDDLE OF THE STREET "BUCKING" ( THE ENGINE WAS STILL REVING AND THE CAR WAS IN PARK - STILL RUNNING) FOR ABOUT 10 MINUTES UNTIL MY HUSBAND ARRIVED. HE OPENED THE DOOR, CHECKED THE MAT - IT WAS NOT ON THE ACCELERATOR PEDAL. HE TURNED OFF THE CAR AND WE CALLED LEXUS TO HAVE THEM COME TOW THE CAR

C-1152

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TO THE DEALERSHIP. THE DEALERSHIP (LEXUS OF WATERTOWN, MA) CHECKED THE CAR AND TOLD ME THERE WAS NOTHING THE MATTER WITH IT. THAT I WAS THE PROBLEM, THAT THE MAT WAS ON THE ACCELERATOR. THIS WAS NOT TRUE. BOTH MY HUSBAND AND I SAW THE MAT WAS NOT ON THE ACCELERATOR. THEY COMPLETELY DISMISSED THE ENTIRE EVENT. I ALMOST DIED DRIVING THEIR CAR AND THEY BLAMED ME (ALL THE TIME KNOWING ABOUT THE PROBLEM).

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316135  
**Date of Incident:** 20080704  
**Vehicle:** 2006 TOYOTA SOLARA  
**Location of Incident:** TAMPA, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA SOLARA. THE CONTACT STATED THAT THE DRIVER OF THE VEHICLE WAS DRIVING APPROXIMATELY 5 MPH. THE DRIVER APPLIED THE BRAKES AND THE ACCELERATOR PEDAL WAS STUCK. AS A RESULT TO THE ACCELERATOR PEDAL STICKING OR THE FLOOR MATS CAUSING THE ACCELERATOR PEDAL FAILURE, THE DRIVER CRASHED INTO A BAGEL SHOP. THE WEATHER WAS NOT A FACTOR. THERE WERE NO INJURIES. THE VEHICLE WAS TAKEN TO THE TOYOTA DEALERSHIP TO BE REPAIRED. THE DEALER STATED THAT THE FLOOR MATS WERE BROKEN AND NEEDED TO BE REPLACED AT THE OWNERS EXPENSE. THE FAILURE MILEAGE WAS APPROXIMATELY 31,000. THE CURRENT MILEAGE WAS 38,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314982  
**Date of Incident:** 20080705  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** ROCKVILLE, MD

**NHTSA Summary:**  
I HAVE A 2007 PRIUS, AND EVERY TIME I GO OVER A BUMP IN THE ROAD, MY CAR ACCELERATES, AND I GET A RUN AWAY FEELING THAT LASTS ABOUT 30-45 SECONDS. IN ADDITION, WHEN I AM AT REST, AND THE MOTOR IS ON AND MY FOOT IN ON THE BREAK, THE CAR MAKES A NOISE AS IF THE HORN IS LOWLY HONKING. I HAVE DESCRIBED BOTH OF THESE THINGS TO MY DEALERSHIP, AND THEY TOLD ME THAT THEY NEVER HEARD OF THIS PROBLEM BEFORE. THEY SAID THAT THEY CHECKED IT OUT. IT STILL REMAINS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320746  
**Date of Incident:** 20080705  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** TITUSVILLE, FL

**NHTSA Summary:**  
ON JULY 5 2008, I WAS DRIVING MY 2004 TOYOTA CAMRY WITH 67,000 MILES ON IT ON I95 IN BREVARD CO. FL. AS I ACCELERATED A LITTLE TO PASS INTO THE LEFT LANE, MY CAR TOOK OFF AND PROCEEDED TO GO FASTER EVEN THOUGH I HAD TAKEN MY FOOT OFF OF THE ACCELERATOR. AFTER ABOUT 30 SECONDS, MY ENGINE DIED. I MANAGED TO PULL THE CAR OFF THE SHOULDER. AFTER SEVERAL ATTEMPTS, I FINALLY GOT THE CAR STARTED AGAIN AND THE ENGINE LIGHT CAME ON. LUCKILY THERE WAS AN EXIT CLOSE BY AND I SLOWLY DROVE MY CAR OFF I95 AND STRAIGHT TO MIKE ERDMAN

C-1153

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOYOTA IN MERRITT ISLAND. THEY DIAGNOSED THE PROBLEM AS THE THROTTLE BODY. THEY TOLD ME I WAS "LUCKY" THAT MY CAR CHOSE TO SHUT OFF AS A LADY IN MERRITT ISLAND HAD THE SAME THING HAPPEN TO HER BUT HER CAR DIDN'T STOP UNTIL IT RAN INTO A BANK! MY TOTAL BILL, PARTS AND LABOR WERE \$1048.26 PLUS ANOTHER \$99.64 FOR THE RENTAL CAR FOR A GRAND TOTAL OF \$1147.90. AFTER THIS HAPPENED, I WENT ON TO THE TOYOTA WEBSITE AND FILED A COMPLAINT AS I DON'T THINK A CAR WITH THIS LOW MILEAGE SHOULD HAVE THIS HAPPEN TO IT. (NEVER HEARD FROM TOYOTA) I ALSO DID SOME INTERNET RESEARCH AND FOUND THAT 100'S OF OTHER PEOPLE HAD THIS HAPPEN TO THEIR TOYOTA'S, MOSTLY CAMRY'S MODELS FROM 2003 - 2006. CHECK OUT THE THROTTLE BODY TOPIC ON TOPIX.COM... LOTS OF ANGRY CAMRY OWNERS WITH THROTTLE BODY ISSUES! THIS PART SHOULD HAVE BEEN RECALLED... WE WANT OUR REPAIR MONEY BACK!!!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321745  
**Date of Incident:** 20080705  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** TROY, OH

**NHTSA Summary:**  
DRIVING ON BACK ROAD LATE AT NIGHT-CAR SUDDENLY VERIED TO LEFT HITTING ONCOMING CAR-THEN GOING INTO DITCH-COULD NOT CONTROL MY CAR-WAS HAVING PROBLEMS PRIOR-AS CAR KEPT WANTING TO VEER TO RIGHT AND ACCELETOR SEEMED TO STICK FROM TIME TO TIME-CAR WAS TOTALED AND I SUFFERED FROM INJURIES I WAS ONE MILE FROM MY HOME WHEN ACCIDENT OCCURED. I ALWAYS FELT LIKE CAR HAD HANDLING PROBLEMS-BUT WITH TOYOTA'S QUALITY REPUTATION DID NOT THINK IT WAS A MANUFACTURING ISSUE. I HAVE A NEW TOYOTA-STILL HAS TENDANCY TO ACCLER ATE FROM TIME TO TIME UNEXPECTEDLY-NO ACCIDENTS OR CLOSE CALLS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316189  
**Date of Incident:** 20080706  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MINNEAPOLIS, MN

**NHTSA Summary:**  
MY 2002 CAMRY 4 CYLINDER EXPERIENCED A SPEED CONTROL PROBLEM A COUPLE YEARS AGO. I WAS ABLE TO GET TO THE DEALER AND HAVE REPAIRS MADE WITHOUT ANY ACCIDENT, HOWEVER. THE PROBLEM REQUIRED REPLACEMENT OF THE ACCELERATOR PEDAL SENSOR AT A COST OF \$567 TO ME..

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10234060, 10234061, 10234062  
**Date of Incident:** 20080707  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** ARABI, LA

**NHTSA Summary:**  
PART 1: I AM REPORTING A SERIOUS PROBLEM WITH MY 05 TACOMA SUDDENLY ACCELERATING WITHOUT REASON, TWICE NOW, NEARLY CAUSING AN ACCIDENT. FIRST OFF, LET ME OFFER MY TRUCK TO ANYONE WHO WISHES TO DISPUTE MY CLAIM THAT MY 05 TACOMA IS NOT A DANGER ON THE HIGHWAY. IN EXCHANGE, I WILL ACCEPT

C-1154

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ANOTHER NEW TRUCK WHILE ONE OF THE 1EXPERTS1 DRIVES HIS KIDS AROUND, WAITING FOR MY TRUCK TO CRASH AND KILL SOMEONE. PLEASE, JUST EMAIL ME AND WE CAN MAKE THE EXCHANGE RIGHT AWAY. BEFORE THAT HAPPENS, ALLOW ME TO EXPLAIN WHAT HAS HAPPENED. I JUST MOVED THIS TRUCK OUT FROM SOUTHERN CALIFORNIA WHERE ONCE I REMEMBER THE TRUCK LURCHING FORWARD AS I WAS COMING TO A STOP, ENTERING A DRIVEWAY. NOT REALLY FAMILIAR WITH THE TRUCK THEN, I CHALKED IT UP TO MY DRIVING AND DIDN'T GIVE IT MUCH THOUGHT. LAST MONTH HERE IN LOUISIANA I DROVE MY CRUISE CONTROL ALONG A 10 MILE HIGHWAY KNOWN FOR FAST CARS AND FASTER TICKETS. IT IS HOT HERE IN LOUISIANA. I HAD THE AC ON AND LEFT IT TURNED IT ON WHEN I WENT INTO THE STORE. THE TRUCK WAS TURNED OFF OF COURSE. WHEN I RETURNED FROM SHOPPING AND BACK INTO MY TRUCK, I TURNED ON THE KEY AND THREW THE TRUCK INTO REVERSE. THE PETAL PULLED ITSELF TO THE FLOOR. IT LEFT MY FOOT AND WENT ALL THE WAY FORWARD. I HIT THE BRAKE AND IT WOULD NOT STOP, SO IN MY CONFUSION, I THREW IT INTO DRIVE AND IT LURCHED FORWARD EVEN WITH MY FOOT ON THE BRAKE. THE WHEELS WERE JUMPING AND THE TRUCK WAS INCHING FORWARD. EVERYONE AROUND ME WAS SCRAMBLING AWAY AS IT SOUNDED AS IF I HAD LITTLE TO NO CONTROL OVER THE ROARING ENGINE; YOU KNOW, SENSING SOMETHING WAS WRONG. ALL OF THIS HAPPENED WITHIN SECONDS AND I HAD ALL MY WEIGHT ON THE BRAKE. I FINALLY HAD THE SENSE TO TURN OFF THE ENGINE AND IT STOPPED, THEN I SAT THERE FOR A SECOND TRYING TO FIGURE OUT WHAT I HAD DONE WRONG. I LOOK FOR PART 2 AND 3 TO FOLLOW. \*TR: PART 2: I STARTED UP THE ENGINE. IT ACTED NORMAL, NO ACCELERATION AND IT EASILY BACKED OUT OF THE SPACE. RELIEVED, I DROVE BACK TO MY BOYFRIEND1S HOUSE. I TURNED IT OVER AND OVER IN MY MIND WHAT HAD HAPPENED, TRYING NOT TO MISS A STEP. MY BOYFRIEND IS VERY FAMILIAR WITH THE MECHANICS OF A CAR, SO AS I EXPLAINED WHAT TOOK PLACE TO HIM AND HE SAID OVER AND OVER THAT IT DIDN'T MAKE ANY SENSE. I WAS SURE I HAD NOT MISTAKENLY HIT THE ACCELERATOR AND THE FLOOR MAT WAS CLEARLY UNDER, NOT OVER THE PETAL. I CHALKED IT UP, ONCE AGAIN TO A MYSTERY BECAUSE NEITHER OF US COULD MAKE SENSE OF IT. SEVERAL DAYS AGO, WE DROVE TO DOWNTOWN NEW ORLEANS. I WAS DRIVING AND I HAD THE CRUISE CONTROL AVOIDING THE SPEED TRAP. WE DROVE ABOUT 15 MILES AND PARKED IN A LARGE OUTDOOR PARKING LOT. WE WERE GONE FOR SEVERAL HOURS. WHEN WE GOT BACK TO THE TRUCK, HE DROVE. ABOUT ONE MINUTE OR LESS INTO DRIVE AND WHILE STILL GOING THROUGH THE PAID LOT JUST COMING UP TO RAILROAD TRACKS, HE PUT HIS FOOT ON THE BRAKE AND THE TRUCK ACCELERATED FORWARD, THE PETAL ONCE AGAIN PULLING ITSELF TO THE FLOOR AND THE TRUCK TAKING OFF LIKE A JET. HE HIT THE BRAKE AND I BELIEVE THREW THE TRUCK INTO PARK. I WAS SCARED TO DEATH AND THEN I FELT THAT I HAD BEEN VINDICATED! HE LOOKED AT ME AND SAID, 1w0w1 AND AGAIN I TOLD HIM THAT IT WAS NEARLY THE SAME SCENARIO THAT HAPPENED TO ME. HE SAID, YOU HAVE BETTER CALL TOYOTA. WE HAD ONE PASSENGER WHO LOOKED AS SHOCKED AS MY BOYFRIEND AND WE ALL PONDERED THE POSSIBILITY OF WHAT WOULD HAVE HAPPENED IF A TRAIN HAD BEEN GOING BY AT THAT VERY MINUTE. PART 3 TO FOLLOW. \*TR: PART 3 THIS IS A SERIOUS PROBLEM AND MY NEXT STOP IS TO NOTIFY MY INSURANCE COMPANY AND MY LENDER. I AM WAITING FOR A CASE MANAGER TO CALL ME FROM TOYOTA, BUT IT LOOKS LIKE TOYOTA DOESN'T WANT TO BELIEVE THOSE OF US WHO HAVE HAD THE SAME PROBLEM. IT WAS VERY REAL, PERSONALLY, I BELIEVE IT HAS TO DO WITH THE CRUISE CONTROL OR WHATEVER WOULD MAKE THE ACCELERATOR SUDDENLY PULL ITSELF TO THE FLOOR MAKING THE TRUCK TAKE OFF! I AM NO MECHANIC, BUT I HAVE BEEN A DRIVER FOR 35 YEARS AND THIS HAD NEVER HAPPENED TO ME IN ANY OTHER VEHICLE. MY TRUCK HAS ABOUT 30K MILES ON IT. IT'S BEEN IN AN ACCIDENT, (SOME RAN A RED LIGHT AND THE CAR THEY HIT CRASHED INTO MY PARKED TRUCK), BUT MOST OF THE WORK WAS BODY WORK AND IT WAS RECENTLY MOVED TO A MORE HUMID CLIMATE, RATHER THAN MOSTLY DRY SAN DIEGO. IT'S A 4X4, DOUBLE CAB AND OTHERWISE AND

C-1155

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WELL RUNNING MACHINE. I LEASED IT FOR THE FIRST 3 YEARS AND JUST PURCHASED IT FROM THE LEASING AGENCY BECAUSE I HAD VERY LOW MILEAGE AND IT WAS IN GREAT SHAPE. NOW I AM CONCERNED THAT NO ONE IS GOING TO TAKE ME SERIOUSLY. MY PLAN BY WEEKS-END IF I DON'T HEAR BACK SOMETHING POSITIVE, IS TO GO TO THE LOCAL AND THEN PERHAPS NATIONAL PRESS. A STORY WAS DONE OUT OF NASHVILLE LAST OCTOBER ABOUT THE SAME PROBLEM OTHER TACOMA OWNERS ARE HAVING. I HAVE CONTACTED THEM WITH QUESTIONS ABOUT THEIR STORY AND ADDITIONAL INFORMATION. MY GUT FEELING IS THAT I NEED TO STAY ONE STEP AHEAD OF TOYOTA AND THE NHTSA. LET THEM BE ON THE DEFENSIVE LIKE I AM DRIVING AROUND IN A DEATH TRAP! I UNDERSTAND THAT A RECALL IS EXPENSIVE. I VALUE MY LIFE HOWEVER FAR BEYOND WHAT TOYOTA COULD LOOSE AND I WILL NOT TAKE A SHRUG OF SOMEONE'S SHOULDERS FOR AN ANSWER, NOT BEFORE I DIE ANYWAY. EITHER BY NATURAL CAUSES OR IN THE TRUCK, PERHAPS WRAPPED AROUND A TREE. SO, HERE IS MY LONG STORY IN DETAIL AND I EXPECT SOMEONE WITH SOME GOOD SENSE WILL CALL ME AND MAKE ME A TRADE, THEIR NICE NEW TRUCK FOR MINE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314589  
**Date of Incident:** 20080707  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SPRINGFIELD, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNED A 2002 TOYOTA CAMRY LE. WHILE DRIVING 60 MPH THE VEHICLE ACCELERATED, SWERVED TO THE SIDE AND HE ENGAGED THE BRAKE PEDAL. THE CONTACT CRASHED INTO THE MEDIAN AND BECAME UNCONSCIOUS. THE VEHICLE ALSO ROLLED OVER MULTIPLE TIMES. THE CONTACT WAS HOSPITALIZED FOR SEVERAL WEEKS AND SUSTAINED MULTIPLE INJURIES. THE CONTACTS INJURIES HAVE CONFINED HIM TO A WHEELCHAIR FOR SEVERAL MONTHS. THE VEHICLE WAS DESTROYED. THE CONTACT HAS NOT NOTIFIED THE MANUFACTURER. THE INSURANCE COMPANY WAS CONTACTED IMMEDIATELY. A POLICE REPORT WAS FILED. THE CURRENT AND FAILURE MILEAGES WERE 74,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310800  
**Date of Incident:** 20080708  
**Vehicle:** 2008 LEXUS RX400H  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 LEXUS RX400H. WHILE DRIVING 40 MPH, THE CONTACT APPLIED THE BRAKES TO SLOW DOWN THE VEHICLE AND IT RAPIDLY ACCELERATED WHICH CAUSED THE CONTACT CRASH INTO A PARKED VEHICLE. THE VEHICLE WAS DESTROYED. ONE OF THE PASSENGERS SUFFERED A FRACTURED A STERNUM AND THE OTHER PASSENGER WAS KNOCKED UNCONSCIOUS AND SUFFERED A BROKEN COLLAR BONE. THE CONTACT SUSTAINED MAJOR BRUISES. THE CONTACT STATED THAT THE ACCELERATOR PEDAL BECAME STUCK AND CAUSED THE CRASH TO OCCUR. THE FAILURE MILEAGE WAS 15,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303063

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1156

**Date of Incident:** 20080709  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** SPARTA, NJ

**NHTSA Summary:**  
UNINTENDED ACCELERATION ON MY 2007 ES350 LEXUS. DAMAGE TO MY ENTIRE RIGHT SIDE OF CAR, WHEELS. HAPPENED ON 7/09/08, NO WINTER MATS IN CAR. IT WAS TOWED TO THE DEALER, WHERE THEY KEPT IT FOR 5 MONTHS & REFUSED TO TALK TO ME, BECAUSE IT WAS A LEGAL MATTER. THEY FOUND NO PROBLEM. TW\*  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317322  
**Date of Incident:** 20080710  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** GUILFORD, CT

**NHTSA Summary:**  
2005 PRIUS - INTERMITTENT ACCELERATION PROBLEM. ON FIVE OCCASIONS, BUT NONE IN THE LAST YEAR, WHEN WANTING TO SLOW DOWN BY TAKING FOOT OFF ACCELERATOR TO STEP ON BRAKE, THE CAR ACCELERATED BRIEFLY, FOR LESS THAN HALF A SECOND. BUT THE BRAKE WORKED NORMALLY AND THERE WAS NO PROBLEM STOPPING. DATE GIVEN IS APPROXIMATE FOR LAST TIME IT HAPPENED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306712  
**Date of Incident:** 20080711  
**Vehicle:** 2001 LEXUS ES300  
**Location of Incident:** NUTLEY, NJ

**NHTSA Summary:**  
I HAVE A 2001 LEXUS 300. I HAVE NEVER EVER EVER HAD ISSUES WITH IT-EXCEPT FOR 12-18 MONTHS AGO- MY MAT GOT STUCK, AS I DROVE IT KEEP AT HIGH SPPED AND KEPT GOING FASTER- THE BRAKE PETAL WOULD NOT MOVE AS I PUSHED DOWN. I PIT MY HEAD DOWN AND PULLED AT THE MATT & UNHOOKED THE FRONT HOOK UNDER THE SEAT. I THANK GOD I WAS ABLE TO REMOVE MY MAT- AS OF THAT DAY-I REMOVE DMY MAT & HAVE RUNIED MY CARPET, BUT THAT IS FINE. I AM SURPRISED THIS RECALL IS NOT FOR MY MAKE & MODEL- WHEN I HEARD THE ISSUES WITH THE PEDAL...IT BROUGHT BACK THAT DAY- IF I WAS UNABLE TO FREE THE PEDAL, I DO NOT KNOW WHAT WOULD HAVE HAPPEND- I WOULD NEVER HAD THOUGHT TO HIT THE ER BRAKE OR SHUT CAR DOWN- AND I PUT ALL MY POWER ON THE BRAKE & IT WOULD NOT WORK. ALL IN ALL IT IS AN EXCELLANT CAR!  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315518  
**Date of Incident:** 20080711  
**Vehicle:** 2008 TOYOTA SOLARA  
**Location of Incident:** ARLINGTON, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA SOLARA. THE CONTACT WAS DRIVING APPROXIMATELY 80 MPH WITH THE SPEED CONTROL ACTIVATED. THERE WAS A SUDDEN INCREASE IN ACCELERATION. THE DRIVER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE. THERE WAS EXCESSIVE FORCE APPLIED TWICE TO THE BRAKE PEDAL, AND

C-1157

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DEACTIVATION OF THE SPEED CONTROL. THE VEHICLE BEGAN TO SLOW DOWN. THE VEHICLE WAS TAKEN TO THE DEALER. THE VEHICLE HAS NOT BEEN REPAIRED. THE CONTACT WAS UNABLE TO REACH THE MANUFACTURER TO REPORT THE FAILURES. THE FAILURE MILEAGE WAS 1,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316600  
**Date of Incident:** 20080711  
**Vehicle:** 1997 TOYOTA CAMRY  
**Location of Incident:** WINSTON-SALEM, NC

**NHTSA Summary:**  
MY 1997 TOYOTA CAMRY EXPERIENCED A SUDDEN ACCELERATION PROBLEM. I AM CONVINCED IT WAS NOT THE PEDAL BECOMING STUCK. I FELT THE PEDAL DEPRESS FROM MY FOOT AND THE CAR BEGAN TO RAPIDLY ACCELERATE. I HIT THE BRAKES, BUT COULD NOT STOP THE CAR FROM ACCELERATING SO I SHIFTED IT TO NEUTRAL AT WHICH POINT THE ENGINE BLEW. SMOKE BEGAN POURING OUT OF THE HOOD BUT THE BRAKES WERE ABLE TO STOP THE CAR AT THIS POINT SO I PULLED OVER AND GOT OUT OF THE CAR. THE CHARLOTTEVILLE/ALBEMARLE FIRE DEPARTMENT WAS CALLED BUT WHEN THEY ARRIVED THE FIRE HAD GONE OUT. THE POLICE DEPARTMENT ALSO ARRIVED ON SCENE, BUT APPARENTLY THEY DID NOT FILE A REPORT BECAUSE THERE WERE NO INJURIES AND THERE WAS NO ACCIDENT. AS I WAS WAITING FOR A TOW TRUCK A DRUNK DRIVER CRASHED ABOUT 50 FEET FROM MY CAR, BUT THAT'S A DIFFERENT MATTER ALTOGETHER.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10243444  
**Date of Incident:** 20080712  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** RANGELEY, ME

**NHTSA Summary:**  
WHILE DRIVING AT APPROX. 55MPH THE ACCELERATOR PEDAL ON MY 2007 TOYOTA TUNDRA SUDDENLY DROPPED TO THE FLOOR BELOW MY RIGHT FOOT. MY TRUCK ACCELERATED TO FULL THROTTLE. THE CRUISE CONTROL WAS NOT ON. THE ACCELERATOR WAS NOT STUCK TO THE FLOOR MAT. THE TRUCK ACCELERATED AT A RAPID PACE AND NEARLY RAN INTO THE REAR OF THE VEHICLE IN FRONT OF ME ON THE ROADWAY. I ATTEMPTED TO STOP THE VEHICLE BY TAPPING ON THE BRAKES, THEN THE ACCELERATOR AND TURNING THE CRUISE CONTROL BUTTON OFF EVEN THOUGH THE CRUISE WAS ALREADY OFF. NOTHING RESPONDED AND THE TRUCK CONTINUED TO ACCELERATE TO A DANGEROUS SPEED. THE ACCELERATOR WAS "FLOORED" AND WOULD NOT MOVE. I HAD TO MANUEVER AROUND THE VEHICLE IN FRONT OF ME AND SEVERAL THAT PASSED GOING THE OPPOSITE DIRECTION QUICKLY. THE TRUCK WAS GAINING SPEED AT AN INCREDIBLY RAPID PACE. I CONTINUED TO BRAKE THE TRUCK IN AN ATTEMPT TO STOP THE VEHICLE AND PREVENT LOOSING CONTROL. I THEN ATTEMPTED TO DOWN-SHIFT THE TRANSMISSION. THIS CAUSED THE ENGINE TO REV UNCONTROLLABLY. THE SAME HAPPENED WHEN SHIFTED INTO NEUTRAL IN AN ATTEMPT TO TURN THE ENGINE OFF WITH THE KEY. THE RPM'S WERE REVVING SO HIGH THAT I FEARED THE ENGINE WOULD BLOW UP. I PULLED MY TRUCK INTO A BOAT PARKING AREA ON THE ROADSIDE AND SLAMMED ON THE BRAKES WHILE PUTTING THE TRUCK INTO NEUTRAL AND TURNING THE ENGINE KEY TO OFF. THE ENGINE, BRAKES AND TRANSMISSION WERE ALL SMOKING FROM THE STRESS AND HIGH RPM'S. I HAD EXPERIENCED A SIMILAR UNCONTROLLABLE ACCELERATION ABOUT SIX MONTHS PRIOR

C-1158

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

(JAN. 2008) TO THIS ONE BUT WAS ABLE TO RECOVER QUICKLY BY HITTING THE BRAKES AND PRESUMED THAT IT WAS SOMETHING WRONG WITH THE CRUISE CONTROL. TOYOTA REPLACED THE ACCELERATOR PEDAL SENSOR ASSY BUT WOULD NOT SAY WHETHER THIS WAS THE CAUSE OF THE UNCONTROLLABLE ACCELERATION. THEY SAID THAT IT WAS POSSIBLY CAUSED BY THE AFTERMARKET FLOOR MATS THAT I PURCHASED AT THE DEALERSHIP. UNFORTUNATELY, THE PEDAL DROPPED FROM UNDER MY FOOT WITHOUT MY INTERVENTION. TOYOTA HAS NOT RESPONDED TO MY CALLS. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304086  
**Date of Incident:** 20080715  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** MARLBOROUGH, MA

**NHTSA Summary:**  
A RUN AWAY FULL THROTTLE ENGINE IN A 2008 TOYOTA CAROLLA (PURCHASED IN FALL OF 2007). I ACCIDENTALLY BACKED UP INTO A TREE AT 2 TO 3 MPH. THE REAR BUMPER OF THE CAR HIT THE TREE SQUARLY CAUSING NO VISIBLE DAMAGE TO CAR. THE ENGINE OF THE CAR DID NOT DIE OUT AFTER THE IMPACT. UPON SHIFTING FROM REVERSE TO DRIVE -- THE CAR LURCHED FULL SPEED FORWARD (WITH FULL ACCELERATION) DISPITE FULL APPLICATION OF THE FOOT BRAKE AND NO APPLICATION OF THE ACCELERATOR. I QUICLY PLACED THE CAR IN NEUTRAL AND SHUT OFF THE ENGINE TO AVOID RUNNING INTO PEDESTRIANS, BUILDING AND TREES. AFTER INSPECTING THE CAR FOR DAMAGE AND ANY CAREFULLY PLACING THE CAR IN PARK WITH PARKING BRAKE AND FOOT BRAKE ENGAGE I RESTARTED THE ENGINE. THE CAR HAS RUN NORMALLY SINCE THIS INCIDENT WHICH TOOK PLACE JULY OF 2008  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313910  
**Date of Incident:** 20080715  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** CORONA, CA

**NHTSA Summary:**  
I WAS IN THE PROCESS OF PARKING MY 2004 TOYOTA HIGHLANDER IN A PARKING PLACE AT MY WORK SITE. I WAS MOVING VERY SLOWLY MOVING INTO THE PARKING SPOT WHEN ALL OF A SUDDEN THE HIGHLANDER BEGAN EXCELLERATING VERY RAPIDLY. I COULD NOT STOP THE CAR BY STEPPING ON THE BRAKE. UPON REACHING THE FRONT OF THE PARKING SPOT THE VEHICLE JUMPED THE CURB AND RAN INTO A TREE. THE VEHICLE CONTINUED TO SPIN THE WHEELS WHILE PUSHING ON THE TREE UNTIL I TURNED THE IGNITION OFF. THE DAMAGE TO THE HIGHLANDER WAS \$5,272.46 WHICH WAS COVERED BY MERCURY INSURANCE (CLAIM NUMBER 200800 3800 427 761).  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313567  
**Date of Incident:** 20080715  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** LOCKPORT, NY

**NHTSA Summary:**

C-1159

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

UNEXPECTED ACCELERATION IT HAS HAPPENED WITH TWO DIFFERENT DRIVERS. ONCE WHEN IN "PARK" AND ONCE WHILE ON THE HIGHWAY. NO DAMAGE OR INJURIES OCCURRED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316935  
**Date of Incident:** 20080715  
**Vehicle:** 2003 TOYOTA CAMRY SOLARA  
**Location of Incident:** BLACKWOOD, NJ

**NHTSA Summary:**  
IN JULY OF 2007 OR 2008 WHILE ATTEMPTING TO PARK MY 2003 TOYOTA SOLARA IN A KOHL'S LOT THE CAR SUDDENLY ACCELERATED WHILE I HAD MY FOOT ON THE BRAKE. THE ACCELERATION WAS STRONG ENOUGH TO CAUSE MY HEAD TO BE THROWN BACK BUT I DIDN'T HAVE TIME TO CHECK THE ODOMETER FOR THE REGISTERED SPEED. I WAS PULLING INTO A PARKING STALL WITH ONE CAR DIRECTLY IN FRONT OF ME AND A CAR ON EITHER SIDE OF ME. I STOMPED ON THE BRAKE AS HARD AS I COULD AND WAS ABLE TO STOP WITHIN AN INCH OR TWO FROM THE CAR IN FRONT OF ME. THIS WAS PROBABLY THE SCARIEST THING THAT HAS EVER HAPPENED TO ME IN AN AUTOMOBILE. I CHECKED THE NHTSA WEBSITE AND FOUND THAT OTHER OWNERS OF SOLARAS HAD EXPERIENCED SIMILAR OCCURENCES WITH THEIR AUTOS AND HAD BEEN TOLD THAT IT WAS POSSIBLY A PROBLEM WITH THE ELECTRONIC THROTTLE. I FILED A REPORT AND SPOKE WITH A WOMAN FROM NHTSA WHO CALLED ME BUT I WAS NEVER NOTIFIED AGAIN. I BROUGHT MY SOLARA TO THE DEALER WHERE I HAD PURCHASED IT AND WAS TOLD THAT THEY COULD FIND NOTHING WRONG OTHER THAN THE FLOOR MAT WAS PUSHED FORWARD. THIS HAS HAPPENED ON AND OFF WHEN I'VE BEEN BRAKING TO TURN LEFT OR AM SLOWLY COMING TO A STOP AT A TRAFFIC LIGHT OR STOP SIGN AND ALWAYS WHEN I HAVE THE BRAKE PEDAL DEPRESSED. IT FEELS AS IF I'VE HIT AN OIL SLICK IN THE ROAD AND THE ONLY THING I CAN DO IS PRESS VERY HARD ON THE BRAKE TO STOP THE CAR FROM GOING FORWARD. NONE OF THESE INCIDENTS HAS EVER BEEN AS SCARY AS WHEN THE CAR ACCELERATED WHEN I WAS PARKING BUT THEY'VE ALL OCCURRED WHEN I WAS STEPPING ON THE BRAKE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320473  
**Date of Incident:** 20080715  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** COLLINGS LAKES, NJ

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2005 TOYOTA PRIUS. THE VEHICLE LUNGES FORWARD WHENEVER THE VEHICLE IS IDLE. THE FAILURE HAPPENS DAILY. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER, BUT IT WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 12000. THE CURRENT MILEAGE WAS 70000.-TS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10236841  
**Date of Incident:** 20080716  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** HIAWASSEE, GA

**NHTSA Summary:**

C-1160

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I WAS DRIVING MY 2008 TOYOTA TACOMA HOME FROM WORK. I WAS ABOUT 15 MINUTES FROM HOME WHEN MY TRUCK IMMEDIATELY ACCELERATED TO 70-80 MPH (UNINTENTIONALLY!). I LIVE IN A VERY MOUNTAINOUS REGION; IT WAS VERY HARD TO KEEP MY TRUCK UNDER CONTROL IN THE CURVES. I WAS PUSHING THE BRAKE PEDAL ALL THE WAY IN, BUT IT WASN'T SLOWING MY TRUCK DOWN. I BEGAN GOING DOWN THE MOUNTAIN PRAYING THE WHOLE TIME...THERE IS A TRAFFIC LIGHT WITH 2 GAS STATIONS AT THE INTERSECTION. FORTUNATELY THERE WEREN'T ANY CARS IN FRONT OF ME AND THE LIGHT WAS GREEN. I SHIFTED GEARS (AUTOMATIC TRANSMISSION) DOWN ALL THE WAY TO 2ND. MY TRUCK WASN'T SLOWING. I WAS THINKING THE ENTIRE TIME THAT I WAS GOING TO HIT SOMEONE AND THERE WASN'T ANYTHING THAT I COULD DO ABOUT IT. NOT A GOOD FEELING TO SAY THE LEAST. I FINALLY GOT MY TRUCK STOPPED RIGHT ON THE SIDE OF THE ROAD. A LADY CAME RUNNING OUT FROM A BUILDING THAT WORKS FOR THE ATLANTA JOURNAL CONSTITUTION TO MAKE SURE I WAS OKAY. SHE SAID THAT SHE SAW SMOKE AND THOUGHT THAT MY TRUCK MIGHT BE ON FIRE. I IMMEDIATELY CALLED MY PARENTS. MY DAD STARTED TO DRIVE MY TRUCK. I WAS DRIVING BEHIND MY DAD AND IMMEDIATELY SAW MY DAD TAKE OFF IN MY TRUCK... WITH THE BRAKE LIGHTS ON! I WAS TERRIFIED THAT MY DAD WAS GOING TO WRECK. MY DAD WAS ABLE TO TURN IT OFF AND GET IT OFF THE MAIN ROAD. WE CALLED MILTON MARTIN TOYOTA AND THEY HAD A TOW TRUCK PICK IT UP THE NEXT DAY. THEY KEPT MY TRUCK FOR 5 DAYS AND GAVE ME A RENTAL CAR. THE SERVICE DEPARTMENT SAID THAT THEY PUT 50 MILES ON MY TRUCK AND IT DIDN'T DO ANYTHING OUT OF THE ORDINARY. THEY SAID THAT I NEEDED TO PICK MY TRUCK UP AND RETURN THE RENTAL CAR! THERE IS NO WAY I WOULD DRIVE IT AGAIN OR KNOWINGLY LET SOMEONE ELSE DRIVE IT WHEN IT WILL DO THE SAME THING WHEN YOU LEAST EXPECT IT! WE ARE TALKING ABOUT PEOPLES LIVES HERE. PEOPLE NEED TO KNOW ABOUT THIS ISSUE SO LIVES AREN'T LOST! SO CURRENTLY I AM WITHOUT A VEHICLE AND MY 2008 TACOMA THAT HAS 13, 400 MILES ON IT IS SITTING ON MILTON MARTIN TOYOTA'S LOT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10260005  
**Date of Incident:** 20080718  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BANGOR, ME

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. IMMEDIATELY AFTER THE VEHICLE WAS PURCHASED IN JULY OF 2008, THE CONTACT NOTICED THAT THE RPM GAUGE WOULD JUMP BACK AND FORTH WHEN THE ACCELERATOR PEDAL WAS DEPRESSED. APPROXIMATELY SIX WEEKS LATER, THE VEHICLE WOULD NOT ACCELERATE WHEN THE ACCELERATOR PEDAL WAS DEPRESSED. WHEN THE VEHICLE FINALLY BEGAN TO GAIN SPEED, SHE DROVE TO HER RESIDENCE. THE VEHICLE WAS THEN DRIVEN TO THE DEALER AND THEY STATED THAT THE VEHICLE NEEDED TO BE RECALIBRATED. THE VEHICLE WAS REPAIRED. THE MANUFACTURER ADVISED HER TO TAKE THE VEHICLE BACK TO THE DEALER FOR INVESTIGATION. THE CURRENT MILEAGE WAS 28,000 AND FAILURE MILEAGE WAS 25,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314069  
**Date of Incident:** 20080719  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** MADISON, SD

C-1161

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

I AM A RURAL MAIL CARRIER WITH WELL OVER 350,000 MILES DRIVEN ON MY ROUTE WITHOUT INCIDENT. I DRIVE IN ALL ROAD CONDITIONS ON GRAVEL AND PAVED ROADS. I WAS DRIVING MY 2006 PRIUS ON A WET BUT NOT MUDDY GRAVEL ROAD AT ABOUT 38 MPH. THE BACK END BEGAN TO SLIDE A LITTLE. I LET UP ON THE GAS WITH NO RESPONSE. I PRESSED THE BRAKE PEDAL WITH NO RESPONSE. I WENT INTO A DEEP DITCH FILLED WITH 3 FT TALL GRASS. I STEERED TO DRIVE THE CENTER OF THE DITCH AND CONTINUED WITH THE BRAKE FULLY DEPRESSED FOR ABOUT 15-20 FT, RIPPING THE TALL GRASS OUT BY THE ROOT AS I WENT. THE CAR TRAVELLED OVER A DRIVEWAY APPROACH, STILL AT 35 MPH, STRIKING THE APPROACH WITH THE LEFT FRONT CORNER WITH ENOUGH FORCE TO BEND THE FRAME AND DO OTHER SERIOUS DAMAGE, BUT WITH NO AIRBAG DEPLOYMENT. I CONTINUED OVER THE APPROACH AND DOWN THE DITCH, STILL AT 35 MPH, FOR ANOTHER 30 OR MORE FEET. I WAS PRESSING AND HOLDING THE BRAKE AND LIFTING THE GAS PEDAL WITH MY TOE. THE GAS PEDAL WAS NOT STUCK AND THE ENGINE'S RPM'S WERE LOW. ONLY WHEN I PUT THE CAR IN NEUTRAL DID IT SLOW TO STOP. IT TOOK SEVERAL ATTEMPTS TO GET THE CAR OUT OF THIS DITCH AS THE TRACTION CONTROL KEPT LURCHING AND STALLING. I WAS ABLE TO DRIVE THE CAR OUT AND HOME WITHOUT INCIDENT. IT HAD TO BE TOWED TO A DEALERSHIP FOR OVER \$4000 IN REPAIRS. THIS WAS IN MID-2008 AND I DON'T KNOW IF ANY CORRECTIONS MADE OR WERE EVEN KNOWN AT THAT TIME. THIS WAS AN ABSOLUTELY TERRIFYING SITUATION. THE CAR DID NOT RESPOND TO ANY ACTION I TOOK. I HAD NO CONTROL WHATSOEVER. THE CAR IS NO LONGER DRIVEN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10235855  
**Date of Incident:** 20080720  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ROCKAWAY, NJ

**NHTSA Summary:**

WIFE TURNED INTO OUR DRIVEWAY WHICH SLOPES DOWN (10 - 20 DEGREES) AS SHE HAS BEEN DOING FOR THE LAST 20+ YEARS WITH HER FOOT ON THE BRAKE. THE PAVEMENT WAS DRY. THE BRAKES FAILED TO STOPPED THE CAR. SHE VEERED LEFT TO AVOID GOING OVER A 20 FOOT EMBANKMENT AT THE END OF OUR DRIVEWAY AND CRASHED INTO A STONE WALL. BASED ON THE ANGLE OF IMPACT THE CAR ROLLED OVER ONTO ITS ROOF. AIR BAGS DID NOT INFLATE. MY WIFE REMAINED SUSPENDED BY THE SEAT BELT UPSIDE DOWN UNTIL EMERGENCY FORCES ARRIVED. SHE SUSTAINED MULTIPLE BRUISES AND CHEST PAINS ATTRIBUTED TO THE SEAT BELT. IF SHE HAD GONE OVER THE EMBANKMENT ONLY GOD KNOWS WHAT THE EXTENT OF HER INJURIES WOULD HAVE BEEN. NEW TIRES HAD BEEN INSTALLED ON THE CAR (FRONT WHEELS) DURING JUNE 2008 AT WHICH TIME THE FRONT BRAKES WERE ALSO CHECKED FOR WEAR BY AN AUTO MECHANIC. THE CAR WAS "TOALED" AS A RESULT OF THE ACCIDENT. SUBSEQUENTLY I CHECKED THE BRAKE FLUID IN THE CAR (AFTER THE ACCIDENT); THE BRAKE CYLINDER WAS FULL. FURTHER, THE TOYOTA CAMRY IS EQUIPPED WITH BRAKE WEAR INDICATORS. NO INDICATION (SOUND) OF EXCESS WEAR WAS GIVEN PRIOR TO THE ACCIDENT. MY WIFE IS ADAMANT SHE HAD HER FOOT ON THE BRAKE PEDAL. I SURMISE TWO THINGS COULD HAVE HAPPENED: 1. THE BRAKES FAILED COMPLETELY AND GRAVITY ACCELERATION DOWN THE DRIVEWAY CONTRIBUTED TO THE CAR'S SPEED AND SUBSEQUENT IMPACT; OR 2. THE CAR SURGED DUE TO A FAILURE OF THE ELECTRONIC THROTTLE CONTROL (ETC) IN WHICH APPLICATION OF THE BRAKES WAS INADEQUATE TO STOPPED THE CAR. BASED ON PRIOR NHTSA COMPLAINTS/ACTIONS (REF NHTSA ACTION NUMBERS PE04021; DP05002; AND DP06003) AND THE SIMILARITY OF CIRCUMSTANCES, I BELIEVE THE ETC FAILED. I RECOMMEND THE NHTSA AND TOYOTA TAKE ACTION TO REMEDY THIS UNSAFE SITUATION. \*TR

C-1162

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10242209  
**Date of Incident:** 20080726  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** MELVILLE, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA SIENNA. WHILE DRIVING LESS THAN 30 MPH IN THE RIGHT LANE, THE VEHICLE SUDDENLY BEGAN VEERING TO THE RIGHT. THE VEHICLE ALMOST CRASHED INTO THE MEDIAN. THE CONTACT STEERED TO THE LEFT AND THE VEHICLE SUDDENLY BEGAN TO ACCELERATE UNEXPECTEDLY. HE ATTEMPTED TO AVOID ONCOMING TRAFFIC, BUT WAS UNABLE TO SLOW THE VEHICLE DOWN OR COME TO A COMPLETE STOP. THE CONTACT PULLED INTO A PARKING LOT AND THE VEHICLE CRASHED INTO A CAR WASH. THE CRASH OCCURRED WHILE THE BRAKE PEDAL WAS DEPRESSED. THE VEHICLE IS CURRENTLY AT A SALVAGE YARD PROVIDED BY THE INSURANCE COMPANY. THE DRIVER SUSTAINED A FRACTURED STERNUM AND THE FRONT PASSENGER NEEDED 12 STITCHES IN HER RIGHT HAND. THE TWO REAR PASSENGERS WERE UNINJURED. A POLICE REPORT WAS FILED. THE CONTACT CONDUCTED ONLINE RESEARCH, BUT FOUND NO RECALLS FOR HIS VEHICLE. HE DID, HOWEVER, FIND AN INVESTIGATION PERTAINING TO THIS FAILURE, BUT IT HAD BEEN CLOSED WITHOUT ANY RECALLS ISSUED. THE CURRENT AND FAILURE MILEAGES WERE 30,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313953  
**Date of Incident:** 20080728  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** NICEVILLE, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA TACOMA. WHILE DRIVING AT SPEEDS OF APPROXIMATELY 50 MPH, THE VEHICLE ABNORMALLY ACCELERATED TO SPEEDS OF OVER 100 MPH. SHE ATTEMPTED TO DEPRESS THE BRAKES, TO NO AVAIL. SHE ATTEMPTED TO MOVE THE GEAR SHIFT SELECTOR TO THE PARK POSITION, REVERSE AND NEUTRAL WHILE VIOLENTLY DEPRESSING THE BRAKES. THE VEHICLE DECLINED IN SPEED SHORTLY THEREAFTER. THE DEALER COULD NOT DUPLICATE THE FAILURE. THE FAILURE OCCURRED A SECOND TIME WHILE DRIVING ON THE HIGHWAY AT SPEEDS OF LESS THAN 55 MPH, THE VEHICLE ACCELERATED TO ABNORMALLY FAST SPEEDS. THE DEALER ADVISED THE VEHICLE WAS UNDER RECALL PERTAINING TO THE FLOOR MATS, BUT NOT THE RECALL FOR THE STICKING ACCELERATOR PEDAL (SEE NHTSA CAMPAIGN ID NUMBER: 09V388000, VEHICLE SPEED CONTROL-ACCELERATOR PEDAL) WHICH THE CONTACT BELIEVED TO BE THE CAUSE OF THE FAILURE. HE STATED THAT THERE WERE NO FLOOR MATS IN THE VEHICLE. THERE WERE NO REPAIRS MADE TO THE VEHICLE TO DATE. THE FAILURE MILEAGE WAS 10,227 AND THE CURRENT WAS 23,363.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321414  
**Date of Incident:** 20080728  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** ALBANY, NY

C-1163

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

CLAIMANT WAS PULLING INTO HER PARKING SPOT ON THE THIRD FLOOR OF A PARKING GARAGE IN MENANDS, NY WHEN SHE EXPERIENCED UNANTICIPATED ACCELERATION OF HER 2002 TOYOTA CAMRY. THE POLICE REPORT STATES THAT NO SKID MARKS WERE PRESENT, INDICATING THAT SHE DID NOT PULL INTO THE SPOT FAST. AT THE END OF THE PARKING SPOT THERE WERE MARKS INDICATING THAT THE TIRES WERE SPINNING. THE SPIN MARKS CONTINUED UP ONTO THE CONCRETE CURBING AND ALSO ONTO THE GUARD RAIL. DUE TO THE UNANTICIPATED ACCELERATION CLAIMANTS VEHICLE DROVE OVER THE GUARDRAIL AND CONCRETE BARRIER OF THE THIRD FLOOR PARKING GARAGE, FLIPPING OVER, AND LANDING UPSIDE DOWN ON THE GROUND LEVEL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344722  
**Date of Incident:** 20080728  
**Vehicle:** 2001 TOYOTA HIGHLANDER  
**Location of Incident:** ANKRIDGE, AK

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2001 TOYOTA HIGHLANDER. WHILE DRIVING 5 MPH IN REVERSE THE VEHICLE ACCELERATED ON ITS OWN AND CRASHED INTO A POLE. THE VEHICLE PREVIOUSLY ACCELERATED ON ITS OWN WHILE THE BRAKES WERE APPLIED AND CRASHED INTO A VEHICLE. THE CONTACT SUSTAINED MINOR INJURIES TO HER NECK. THERE WAS NO MENTION OF A POLICE REPORT BEING FILED. THE DEALER STATED THAT THEY COULD NOT DUPLICATE THE FAILURE. THE MECHANIC STATED THAT THE FAILURE COULD BE CAUSED DUE TO THE ACCELERATOR PEDAL STICKING. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 85,000 AND THE CURRENT MILEAGE WAS 109,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10346377  
**Date of Incident:** 20080728  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** NEWTON CENTER, MA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA MATRIX. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 20 MPH, ENTERING A CIRCLE IN THE ROADWAY, THE BRAKE PEDAL WAS ENGAGED WITH NO POWER RESPONSE. THE VEHICLE WOULD NOT SLOW DOWN AND CRASHED INTO THE PASSENGER SIDE REAR OF THE PROCEEDING VEHICLE. THE VEHICLE CONTINUED TO TRAVEL AND THEN CRASHED INTO THE STAIRWAY OF A HOUSE. THE FRONT DRIVER SIDE TIRE WAS TRAPPED IN BETWEEN THE STAIRWAY AND SIDEWALK. THERE WERE NO INJURIES. A POLICE REPORT WAS FILED FOR THE INCIDENT. THE VEHICLE SUSTAINED EXTENSIVE FRONT END DAMAGES. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER. THE INSURANCE COMPANY HAD NOT INSPECTED OR DECLARED THE DAMAGES TO THE VEHICLE AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS APPROXIMATELY 10,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20080729  
**Vehicle:** 2008 LEXUS RX350

C-1164

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** CORTLANDT MANOR, NY  
**NHTSA Summary:**  
**Additional Summary:**  
NBC NEWS REPORT:

"It was a sunny Tuesday morning in July and Jake was excited that he was going to a birthday party that afternoon."

That's how Nancy Murtha of Cortlandt Manor remembers the day her 5-year-old son Jake was killed in a car accident.

Now, Murtha and her husband, Daniel, are suing Toyota, claiming a sudden acceleration problem with the company's 2008 Lexus RX350 is to blame for Jake's death.

The crash happened July 29, 2008, on Watch Hill Road in Westchester County.

Nancy Murtha says the car crashed after she tried to slow down and pull over to help Jake with something.

"As I hit the brake, the car wouldn't stop. It just kept on going," she says in a prepared statement. Instead of stopping, the Lexus slammed into a wall.

Jake was rushed to Westchester County Medical Center, but he died several hours later. According to the lawsuit filing, Murtha also suffered severe injuries to her neck, back, right knee and right hip, and doctors removed her spleen and part of her intestines. She was in a coma for six days."

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20080731  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** WOODSIDE, NY  
**NHTSA Summary:**  
**Additional Summary:**  
Toyota Avalon 2008 Model; I purchased it on 11-03-2007.  
Started to pursue lemon law within 7 days.  
First report on 01-19-08 (Before the accident) Accident occurred on 07-31- 08  
Video captured on several times for the 'Proof of Evidence'  
Toyota dealer repaired Computer software program 07-01-09  
Second report on 07-11-09  
Toyota can't fix ("ETCS") Defect.

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20080800  
**Vehicle:** LEXUS ES350  
**Location of Incident:** MI  
**NHTSA Summary:**  
**Additional Summary:**  
ATTORNEY BEVERLY HOLDAY - VARNUM LAW FIRM IN GRAND RAPIDS, MI

Accident date: August 2008  
18 year old driver, driving mom's car, running an errand, comes to intersection, braking, stop light, absolutely clear that the vehicle did not slow - runs the red light - dodges other vehicles - dials 911 - tape I can't stop my car - I'm going to have an accident -

C-1165

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Approaching another intersection - manages to turn left to avoid to another vehicle - immediately confronted with another intersection - traffic on cross street starts to move - broadsides another vehicle - hit van then utility pole - bursts into flames -

Pics at scene and at the fire department - vehicle examined by NHTSA NHTSA photos show the accelerator pedal trapped by the floor mats -

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10236769  
**Date of Incident:** 20080801  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** SMYRNA, GA  
**NHTSA Summary:**

THE CAR DOESN'T GO WHEN YOU HIT THE GAS. ALSO WHEN AT LOW SPEEDS IT WILL JUMP LIKE ITS ACCELERATING WITHOUT ME HITTING THE GAS. LEXUS ADMITS THE ISSUE EXISTS AND SAY NOTHING IS WRONG. THEY SAY IT IS A SIDE EFFECT OF THE DRIVE BY WIRE TRANSMISSION. THIS HAS AND WILL CAUSE MORE ACCIDENTS. \*TR  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10322851  
**Date of Incident:** 20080801  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CLINTON TOWNSHIP, MI  
**NHTSA Summary:**

I WANTED TO SHARE MY EXPERIENCE WITH MY TOYOTA CAMRY RE. THE ACCELERATION PROBLEM, FOR YOU TO SHARE WITH YOUR ENGINEERS. I LEASED MY 2007 CAMRY IN AUGUST 2007 (VIN 4T1BE46K97J694423), A 4 CYLINDER MODEL. APPROXIMATELY A YEAR LATER, I WAS ON THE FREEWAY PASSING A CAR WHEN I NEEDED A SUDDEN BURST OF SPEED, SO I FLOORED THE ACCELERATOR HARD. (I WAS USED TO A 6 CYLINDER WHICH REACTS INSTANTLY.) THE ACCELERATOR SEEMED TO STICK AND I EXPERIENCED A RACING ENGINE THAT WOULD NOT SLOW DOWN. I WAS ABLE TO SAFELY STOP THE CAR BY PUTTING IT IN NEUTRAL AND BRAKING (NEEDLESS TO SAY, A LITTLE SHAKEN). AFTER I TURNED IT OFF, I IMMEDIATELY RESTARTED THE ENGINE AND AGAIN IT RACED. I TURNED IT OFF AGAIN AND LET IT SIT FOR SEVERAL MINUTES. AFTER RESTARTING IT, IT REACTED NORMALLY. I CAREFULLY DROVE TO THE DEALERSHIP, WHERE I WAS GIVEN THE FLOOR MAT EXPLANATION WHICH I ACCEPTED. I DID IN FACT HAVE MY FLOOR MATS LOOSE AND NOT IN THE PEGS. I HAVE NEVER EXPERIENCED A RECURRENCE. MY PERCEPTION IS THAT THE PROBLEM WAS CAUSED WHEN I STOMPED ON THE ACCELERATOR, AND AFTER TURNING OFF THE ENGINE FOR SEVERAL MINUTES AND RESTARTING WITHOUT INCIDENT, I AM SPECULATING THAT THE IGNITION SYSTEM WAS ABLE TO RESET ITSELF. THAT'S WHY I SUSPECT THE PROBLEM MAY BE ELECTRICAL OR THE VEHICLE COMPUTER, AND NOT MECHANICAL.  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10318695  
**Date of Incident:** 20080801  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** ISLIP TERRACE, NY  
**NHTSA Summary:**

C-1166

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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2002 TOYOTA RAV4 WITH UNINTENDED ACCELERATION. \*KB THE CONSUMER STATED HIS DAUGHTER WAS DRIVING THE VEHICLE. AND HAD DIFFICULTY STOPPING THE VEHICLE, BECAUSE THE ACCELERATOR BECAME STUCK. THE INCIDENT ONLY OCCURRED ONCE TO DATE. IN AUGUST 2008 THE VEHICLE WAS SERVICED FOR A HARSH SHIFTING WITHIN THE TRANSMISSION. A REBUILT TRANSMISSION WAS INSTALLED. THE CONSUMER CONTINUED TO EXPERIENCE PROBLEMS WITH THE TRANSMISSION. \*JB THE CONSUMER STATED HE WAS GIVEN A COPY OF A TSB THAT HAD BEEN ISSUED REGARDING THE TRANSMISSION WHICH STATED IF THE HARSH SHIFTING PERSISTS AFTER THE ECM REPLACEMENT, THE AUTOMATIC TRANSAXLE ASSEMBLY MAY ALSO REQUIRE REPLACEMENT. UPDATED 04/29/10. \*JB THE CONSUMER STATED THE COMPUTER IN THE VEHICLE WAS DEFECTIVE AND EVENTUALLY REPLACED. HOWEVER THE CONSUMER BELIEVED THE NEW COMPUTER IS ALSO DEFECTIVE IN LIGHT OF THE RECENT TOYOTA RECALLS. UPDATED 05/04/10. \*JB  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10290799  
**Date of Incident:** 20080802  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** OXNARD, CA  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2005 TOYOTA 4RUNNER. WHILE DRIVING WITH THE CRUISE CONTROL SWITCH ACTIVATED AT 65 MPH SHE APPLIED PRESSURE TO THE BRAKE PEDAL TO DEACTIVATE THE CRUISE CONTROL. THE CRUISE CONTROL WOULD NOT DEACTIVATE. AS A CONSEQUENCE THE VEHICLE CONTINUED TO ACCELERATE PAST THE INTENDED SPEED. UPON FURTHER INSPECTION SHE NOTICED THAT THE ACCELERATOR PEDAL WAS STICKING. SHE NOTICED THAT THERE WAS NOT A FLOOR-MAT INTERFERENCE. THE VEHICLE WAS TAKEN TO THE DEALER, BUT THE TECHNICIANS DID NOT PROVIDE HER WITH ANY ASSISTANCE. NO REPAIRS HAVE BEEN MADE. THE FAILURE MILEAGE WAS 48675.  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10313012  
**Date of Incident:** 20080804  
**Vehicle:** 2007 LEXUS IS250  
**Location of Incident:** HOLT, MI  
**NHTSA Summary:**

ACCELERATOR ON 2007 LEXUS IS 250 STUCK WHILE DRIVING ON THE HIGHWAY AT 85 MPH. I HAD ACCELERATED HARD TO COME UP TO HIGHWAY SPEED. BRAKES WOULD NOT SLOW VEHICLE DOWN. WOVE IN AND OUT OF HIGHWAY TRAFFIC AND CALLED 911. FRANTICALLY MOVED SHIFT LEVER AND MOVED PADDLES ON STEERING COLUMN. CAR EVENTUALLY SEEMED TO DOWNSHIFT AND SLOWED. HAPPENED ONCE. TOOK VEHICLE TO LEXUS DEALER THAT DAY. NEW FLOOR MAT AND CLIPS WERE INSTALLED THAT DAY.  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10306289  
**Date of Incident:** 20080805  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** DORNSIFE, PA  
**NHTSA Summary:**

C-1167

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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TL\*THE CONTACT OWNS A 2007 TOYOTA RAV 4. THE CONTACT STATED HER BRAKES LOCKS WHENEVER THE ROAD WAS SLIPPERY. WHILE DRIVING VARIOUS SPEEDS TO INCLUDE 20 MPH, SHE LIGHTLY TAPPED THE BRAKE PEDAL, AND THE BRAKE PEDAL EXTENDED TO THE FLOOR. ON SEVERAL OCCASIONS WHEN THE BRAKE PEDAL WAS ENGAGED IT RESPONDED AS IF THERE WAS NO PEDAL. THE DEALER PREVIOUSLY STATED SEVERAL TIMES THAT THERE WAS NOTHING WRONG WITH THE BRAKES. THE FAILURE MILEAGE WAS 80,000.  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10308793  
**Date of Incident:** 20080805  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** GRANTS PASS, OR  
**NHTSA Summary:**

WAS DRIVING ON THE FREEWAY. CAR HAD CRUISE CONTROL ON AND I STEPPED ON THE BRAKES AND DISENGAGED IT AND CONTINUED DRIVING. WHEN I PRESSED THE RESUME BUTTON TO GET BACK ON CRUISE CONTROL, THE CAR ACCELERATED ABOUT 7 MPH PAST THE SET SPEED AND I HAD TO SLAM ON THE BRAKES AND REPEATEDLY PRESS THE C.C. CANCEL BUTTON TO STOP EXTRA ACCELERATION. I UNDERSTAND SOME PEOPLE MAY THINK IT'S THE CAR SPEEDING UP TO GET TO THE SPEED QUICKLY, WHICH IT DID, BUT THEN IT JUST KEPT ACCELERATING AND THE MOTOR WAS WHINING LIKE IT WAS REALLY TRYING TO RACE OFF. THIS HAPPENED ABOUT A HALF A DOZEN TIMES BEFORE I STOPPED USING THE C.C. ALL TOGETHER. WHEN I CALLED THE DEALERSHIP I WAS TOLD IT WAS THAT THE CAR WAS "ZIPPY" BECAUSE IT WAS A V6 AND IT IS THE CRUISE CONTROL SPEEDING UP TO THE LAST SET SPEED. NO PARTS WERE EVER FIXED ON IT. I ENDED UP SELLING IT LAST YEAR AFTER OWNING IT AROUND 9 MONTHS.  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10237993  
**Date of Incident:** 20080806  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** ARLETA, CA  
**NHTSA Summary:**

ON AUGUST 6, 2008, I WAS DRIVING HOME, WHEN I WAS MAYBE A FEW MINUTES FROM MY HOUSE, COMING TO A COMPLETE STOP, WHEN ATTEMPTING TO MAKE A RIGHT TURN, THE CAR ACCELERATED ON ITS OWN TO ALMOST 100MPH, WHERE THE STEERING WHEEL LOCKED AND THE BRAKING SYSTEM STOPPED, THE RESULT WAS THAT THE VEHICLE CROSSED OVER FOUR LANES JUMPED A CURB AND I ENDED UP CRASHING INTO A NEARBY HOUSE. I SPENT DAYS IN THE HOSPITAL, AND NOW I HAVE A FRACTURED KNEE, BROKEN THUMB, AND MAY CUTS AND BRUISES. THIS WAS THE MOST FRIGHTENING EXPERIENCE OF MY LIFE, AND AFTER DOING SOME RESEARCH, I AM NOT THE ONLY ONE, SOMETHING MUST BE DONE ABOUT THIS, PEOPLE'S LIVES ARE AT RISK!!!! \*TR  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10317540  
**Date of Incident:** 20080806  
**Vehicle:** 1992 LEXUS SC400  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**

C-1168

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

UNINTENDED ACCELERATION, MY 1992 LEXUS SC400 ACCELERATED TO NEARLY 90 MPH ON A 50 MPH RD. AFTER GOING THROUGH A YELLOW LIGHT. WHEN I WAS NEAR THE SPEED LIMIT OF 50 MPH I LET UP OFF THE ACCELERATOR BUT THE CAR WAS CLIMBING IN SPEED AS IF I WAS STILL ON THE ACCELERATOR, I APPLIED THE BRAKES TWICE AND EACH TIME I DID IT FELT LIKE I WAS BEING PUSHED FROM BEHIND SO I PUT ON "N" ONLY TO HEAR THE RPM'S REV REALLY HIGH. I DON'T HAVE FLOOR MATS BUT I HAD THE CAR SERVICED EARLIER THAT DAY BUT WHEN I TOOK IT TO THE AUTOMOTIVE DEPARTMENT OF THE COLLEGE I WAS ATTENDING THEY FOUND NOTHING WRONG, IT HAS NEVER HAPPENED AGAIN SINCE THEN DESPITE THE FACT I CONSTANTLY TAKE MY FOOT OFF THE ACCELERATOR TO SEE IF IT SLOWS DOWN. THERE WAS NO CRASH AND THEREFORE NO INJURIES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294035  
**Date of Incident:** 20080808  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** KEARSARGE, NH

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2003 TOYOTA HIGHLANDER. WHILE DRIVING 45 MPH THE ACCELERATOR PEDAL BECAME STUCK. HE DOWN-SHIFTED, THEN SHIFTED THE VEHICLE INTO NEUTRAL, AND THEN APPLIED THE BRAKES. HE WAS ABLE TO STOP THE VEHICLE. DURING THE FAILURE, THE FLOOR MAT WAS NOT UNDER THE PEDAL. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION. THE TECHNICIAN STATED THAT THE THROTTLE WAS OPEN, WHICH COULD AFFECT THE SPEED. HOWEVER THE DEALER COULD NOT DUPLICATE THE PROBLEM OR LOCATE ANY DIAGNOSTIC ERROR CODES. THE FAILURE MILEAGE WAS 82,467.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20080809  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** HOLLAND, MI

**NHTSA Summary:**  
Additional Summary:  
INFO FROM MLIVE.COM NEWS REPORT -

CRASH WAS ON AUGUST 9, 2008 AT THE INTERSECTION OF RIVER AVENUE AND LAKEWOOD BOULEVARD IN HOLLAND TOWNSHIP, MI. MARY LEONARD, THEN AN 18-YEAR-OLD, LOST CONTROL OF THE 2007 LEXUS ES350 SHE WAS DRIVING AND SLAMMED INTO THE DRIVER'S SIDE OF A VAN DRIVEN BY 65-YEAR-OLD RETIREE, CHARLES HERRELL.

OTTAWA COUNTY SHERIFF'S INVESTIGATORS DETERMINED THE CAUSE WAS THE ALL-WEATHER FLOOR MAT OF LEONARD'S 2007 LEXUS ES350, MADE BY TOYOTA. THE MAT SLIPPED AND ENGAGED THE GAS PEDAL, INVESTIGATORS SAID.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10286777  
**Date of Incident:** 20080811  
**Vehicle:** 2008 TOYOTA HIGHLANDER

C-1169

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 TOYOTA HIGHLANDER. WHILE DRIVING IN REVERSE OUT OF A PARKING GARAGE, THE ALL-WEATHER FLOOR MAT SHIFTED UNDER THE ACCELERATOR PEDAL AND CAUSED IT TO STICK WHICH CAUSED HIM TO CRASH INTO THE GARAGE. THE VEHICLE WAS TAKEN TO A COLLISION CENTER AND REPAIRED AT AN ESTIMATED COST OF \$4,000. THE FAILURE MILEAGE WAS 4,957. THE CURRENT MILEAGE WAS UNKNOWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312794  
**Date of Incident:** 20080811  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** MILTON MASS, MA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2003 TOYOTA HIGHLANDER. THE CONTACT WAS DRIVING 5 MPH WHEN THE VEHICLE ACCELERATED TO 90MPH. THE CONTACT APPLIED THE BRAKE WHICH DID NOT WORK. THE CONTACT THEN PUT THE CAR NEUTRAL WHICH SLOWED THE VEHICLE DOWN AND SHE WAS ABLE TO BRING THE VEHICLE TO A COMPLETE STOP. HOWEVER THE ENGINE WAS STILL RACING. THE CONTACT CALLED THE MANUFACTURER BUT NO ACTION WAS TAKEN. FAILURE MILEAGE WAS 83,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331864  
**Date of Incident:** 20080812  
**Vehicle:** 2006 TOYOTA HIGHLANDER HV  
**Location of Incident:** PLYMOUTH, MA

**NHTSA Summary:**  
MY 2006 TOYOTA HIGHLANDER HYBRID LURCHES FORWARD WHEN YOU FIRST APPLY THE BRAKES AT ABOUT 20-25 MPH OR LESS, GIVING THE SENSATION OF LOSING BRAKING POWER. THE BRAKES ALSO SQUEAK WHEN PEDAL APPLIED AND HAVE SINCE I PURCHASED THE CAR. NOW HAS 65,000 MILES. PRIUS ASIDE, THE PROBLEM CAN BE DANGEROUS AND DEALER SAYS SIMPLY KNOWS NOTHING ABOUT THE PROBLEM AND NO ONE ELSE COMPLAINS. JUST LOOK AT YOUR COMPLAINTS AS WELL AS HUNDREDS ALL OVER THE INTERNET. LET'S TRY TO FIX THE PROBLEM BEFORE THERE IS A DEATH WHICH GETS SOMEONE'S ATTENTION AT YOUR OFFICE. THANK YOU. BELOW DATE IS IRRELEVANT. HAPPENS ALL THE TIME AND HAS FOR YEARS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20080813  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** SHAFER, CA

**NHTSA Summary:**  
Additional Summary:  
Excerpt from news article "Man sues Toyota, alleging stuck accelerator" BY STEVE E. SWENSON, Californian staff writer

C-1170

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

"The family of a Shafter man who suffered a severe brain injury in a 2008 crash is now suing Toyota Motor Corp. alleging design flaws caused his 2007 Toyota Tacoma pickup truck to unexpectedly surge out of control.

That year and model of truck has recently been added to Toyota's recall list of vehicles that could have problems with accelerators that stick, said Bakersfield attorney Todd A. Gall, who filed the lawsuit recently in Kern County Superior Court.

The victim of the Aug. 13, 2008 accident at a curve on Elk Hills Road was Thomas Daniel Martin, the lawsuit says. Because his injuries were so severe, the lawsuit was filed on behalf of his wife, Madeline Martin, who is representing her husband's legal interests because he is unable to do so for himself.

"It's really an awful situation," Gall said.

Gall said the evidence so far that the accelerator stuck is circumstantial, but experts are reviewing the vehicle to determine what proof exists to support the contention.

Martin was a careful driver, but on the day of the crash witnesses saw him speeding around the southbound curve, Gall said.

The lawsuit says that as Martin tried to regain control, the pickup overturned and injured him. Martin was wearing a seatbelt, the lawsuit says. Toyota did not return a telephone call seeking comment. Attempts to reach Mrs. Martin were also unsuccessful."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318957  
**Date of Incident:** 20080814  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** BUTLER, TN

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2008 TOYOTA PRIUS. THE CONTACT WAS DRIVING LESS THAN 5 MPH INTO A SHARP CURVE WITH AN UNEXPECTED INCREASE IN ACCELERATION. WHILE BRAKING THE VEHICLE FAILED TO SLOW DOWN. SUDDENLY, THE VEHICLE ROLLED OVER AN EMBANKMENT AND ONTO THE ROADWAY. THERE WERE NO PERSONAL INJURIES. THE POLICE WAS CALLED TO THE SCENE. THE VEHICLE WAS TOWED TO AN AUTO BODY SHOP FOR BODY DAMAGE REPAIR. THE FAILURE WAS MILEAGE 3,222. THE CONTACT HAD CONCERN OF THE SAFETY RISK INVOLVED. JS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294193  
**Date of Incident:** 20080815  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**  
I EASED TO A STOP IN A PARKING SPOT IN A PARKING LOT. WHEN I EASED OFF THE BRAKE MY PRIUS SURGED FORWARD, JUMPED THE CURB, GRAZED A LIGHT POST & STOPPED AGAINST A BUSH. THE GAS PEDAL DID NOT CATCH ON THE FLOOR MAT. \*TR

**Additional Summary:**

**Toyota ID Number:**

C-1171

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10239089  
**Date of Incident:** 20080815  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SAINT JOHNS, FL

**NHTSA Summary:**  
MY WIFE WAS PULLING INTO OUR DAUGHTERS DAYCARE TO DROP HER OFF AS SHE DOES EVERY MORNING AND WHILE PULLING INTO THE PARKING SPOT AND WHEN APPLYING THE BRAKE THE VEHICLE SURGED FORWARD AT A HIGH THROTTLE SPEED JUMPED THE CURB AND WENT CRASHING INTO THE BUILDING. EVEN PUMPING THE BRAKES DIDN'T STOP THE CAR. THE ONLY WAY TO GET THE VEHICLE TO STOP GOING FORWARD WAS TO JAM THE GEAR SELECTOR INTO REVERSE AND THEN THE VEHICLE WENT BACKWARDS AT A HIGH RATE OF SPEED (BRAKES STILL DIDN'T WORK) AND THEN HAD TO JAM THE GEAR SELECTOR TO PARK TO STOP THE VEHICLE. UPDATE AS OF TODAY. OUR VEHICLE IS CURRENTLY AT A TOYOTA DEALERSHIP AND SERVICE CENTER AND THE SERVICE MANAGER SAID THERE IS NO PROBLEM WITH THE BRAKES, AND WE ARE SCARED OF THE THROUGH OF DRIVING THIS VEHICLE AGAIN. IT SEEMS TO BE A ELECTRONIC ISSUE AND CONNECTED TO THE SPEED CONTROL. I HAVE FOUND A MESSAGE BOARD ON THE INTERNET WHERE 97 OTHER SIMILAR INCIDENTS HAVE BEEN REPORTED. AND TOYOTA DOES A RECALL ON THE FLOOR MATS? HMM I SMELL A COVER-UP AND A POSSIBLE CLASS ACTION LAWSUIT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10282325  
**Date of Incident:** 20080815  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**  
I BACKED OUT OF MY DRIVEWAY, AND WHILE STEPPING ON THE BRAKE. PREPARING TO SHIFT TO DRIVE, THE VEHICLE SUDDENLY ACCELERATED AND THE CAR BACKED AT HIGH SPEED INTO MY NEIGHBOR'S DRIVEWAY, AND WOULD ONLY STOP AFTER CRASHING INTO A BRICK WALL. THE CAR WAS TOWED TO A BODY REPAIR COMPANY, AND WAS REPAIRED AT GREAT COST. TOYOTA INSPECTED IT AND FOUND NO DEFECT. SINCE THEN THE CAR HAS STARTED ACCELERATING SEVERAL TIMES, WHEN MY FOOT WAS NOT ON THE GAS PEDAL, BUT I WAS ABLE TO SLOW IT DOWN. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303968  
**Date of Incident:** 20080815  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** DACULA, GA

**NHTSA Summary:**  
I HAVE A 2006 RAV4 TOYOTA SUV. MY GAS PEDAL HAS BEEN STICKING SINCE 2007. I HAVE HAD A ACCIDENT BECAUSE OF IT. WHERE I HAD OVER \$7000.00 WORTH OF DAMAGE DONE TO REPAIR IT. AT A TOYOTA DEALERSHIP. I MENTION ABOUT THE PEDAL. BUT NO ONE BELIEVED ME. SO I JUST DROPPED IT. IT IS STILL HAPPENING SOMETIMES. WHERE I HAVE TO TURN THE CAR OFF FOR A WHILE. THEN TURN IT BACK ON AND THEN DRIVE IT. I TELEPHONED TOYOTA ABOUT IT AND THEY GAVE ME A CASE# FOR IT. THEN AFTER 3 DAYS AFTER THEY GAVE ME A CASE NUMBER, THEY TOLD ME THAT I HAVE TO HAVE ANOTHER ACCIDENT IN THE RAV4, TAKE IT TO A DEALERSHIP AND SEE IF THEY CAN MAKE IT HAPPEN AGAIN. I COULD BE DIED THEN!! WHEN I HAD THE ACCIDENT, NOT ONLY DID I HAVE DAMAGE TO MY CAR, BUT I DID DAMAGE TO A BUILDING BECAUSE MY

C-1172

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CAR WHEN OUT OF CONTROL AND BACK IN TO THE SIDE OF A BUILDING. A POLICE REPORT WAS DONE, BUT IT WAS NOT MENTION IN THE POLICE REPORT. THE DAMAGE TO THE BUILDING HAD TO BE MORE THAN A THOUSAND DOLLARS AND COMPENSATION FOR THE PEOPLE INSIDE IT. IT HAPPEN AT A GAS STATION IN BUFORD, GEORGIA. IT SEEMS LIKE TOYOTA DO NOT WANT ANYONE TO KNOW THAT THEIR GAS PEDALS HAS BEEN STICKING FOR MORE YEARS THAN THEY OWN UP TO. I AM LEASING MY RV4 AND HAVE ONE MORE YEAR LEFT IN MY LEASE. PLEASE PRAY THAT I CAN CONTROL MY GAS PEDAL WHILE I AM TRYING TO COMPLETE THIS LEASE WITHOUT GETTING KILLED. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313844  
**Date of Incident:** 20080815  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** LONGBOAT KEY, FL  
**NHTSA Summary:**  
 TL\* CONTACT OWNS 2004 TOYOTA CAMRY. WHILE DRIVING 5 MPH THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO ANOTHER VEHICLE. NO ONE WAS INJURED BUT THE VEHICLE WAS DAMAGED ON THE FRONT PASSENGER SIDE. THE CONTACT HAS NOT CALLED THE MANUFACTURER REGARDING THE FAILURE. THE CONTACT STATED THAT THE VEHICLE ACCELERATED DUE TO A STICKY PEDAL. THE FAILURE MILEAGE WAS 20,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321897  
**Date of Incident:** 20080815  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** WAUKEE, IA  
**NHTSA Summary:**  
 I WAS ATTEMPTING TO PASS A SEMI ON AN UPHILL IN MY NEW 2008 RAV4 WHEN THE ACCELERATOR BECAME STUCK. I HAD FLOORED THE GAS PEDAL SINCE I WAS GOING UPHILL AND PASSING, BUT WHEN I EASED MY FOOT OFF THE PEDAL REMAINED PRESSED TO THE FLOOR. I HAD ENTERED A SINGLE LANE CONSTRUCTION ZONE AND WAS ACCELERATING RAPIDLY. I STOMPED ON THE ACCELERATOR HOPING TO SPRING IT LOOSE AND TRIED THE BRAKES, TO NO AVAIL. AS I WAS REACHING SPEEDS WELL INTO THE 90S AND WITHIN SECONDS OF PLOWING INTO THE TRAFFIC AHEAD OF ME I REACHED DOWN AND GRABBED THE GAS PEDAL AND PULLED UP ON IT. IT DID COME UP THEN AND I WAS ABLE TO SLOW THE CAR DOWN IN TIME TO AVOID CRASHING. I WAS TERRIFIED AND THOUGHT I WOULD DIE. I TOOK IT TO THE DEALER WE HAD PURCHASED IT FROM AND THEY INSISTED IT WAS CAUSED BY MY FLOOR MAT AND THAT IT WAS MY FAULT SINCE IT WAS NOT A TOYOTA FLOOR MAT. I TOLD THEM THERE WAS NOTHING OBSTRUCTING THE PEDAL WHEN I REACHED DOWN FOR IT, IT WAS SIMPLY STUCK. THEY CONTINUE TO BLAME THE FLOOR MAT, MY CAR HAS NOT BEEN PUT ON THE RECALL LIST AND IT SCARES ME EVERY DAY TO DRIVE IT. I NEVER, EVER FLOOR IT AND NOW KNOW TO PUT IT IN NEUTRAL SHOULD IT HAPPEN AGAIN--ALTHOUGH I HAVE HEARD SOME PEOPLE CRASHED BECAUSE THEY COULD NOT GET THE CAR IN NEUTRAL. I AM VERY UPSET THAT TOYOTA BLAMESHIFTS AND DODGES THE ISSUE BY BLAMING THE MATS AND REFUSES TO DO ANYTHING ABOUT IT. THEIR RECALL HOTLINE TOLD ME IT IS MY PROBLEM SINCE MY CAR IS NOT ON THE RECALL LIST. I DID BUY THEIR MAT AFTER THE INCIDENT, ONLY TO BE TOLD LATER THAT I SHOULD REMOVE IT SINCE IT COULD CAUSE ACCELERATOR ENTRAPMENT. MY DEALER STILL BLAMES THE WHOLE PROBLEM ON MY NON COMPLIANT MAT EVEN THOUGH THEY RECALLED THEIR OWN MATS, TOO. IT IS

C-1173

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VERY DISTURBING TO FIND OUT THAT THIS HAS BEEN HAPPENING TO SO MANY OTHERS AND GOING ON FOR A LONG TIME. SO MANY DEATHS AND ACCIDENTS, AND I EASILY COULD HAVE BEEN ONE. WE HAVE BOUGHT 5 TOYOTAS FROM THIS DEALER AND HAVE HAD NO SUPPORT AND HAVE BEEN TREATED RUDELY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324531  
**Date of Incident:** 20080815  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** DE SOTO, TX  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2007 TOYOTA COROLLA. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 5 MPH AND MAKING A TURN, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A DITCH. THE CONTACT SUSTAINED A BROKEN WRIST AND THE VEHICLE WAS DESTROYED. THE VEHICLE HAD NOT BEEN INSPECTED AND THE CONTACT HAD NOT CALLED THE MANUFACTURER WHEN THE COMPLAINT WAS FILED. THE VIN WAS UNAVAILABLE AT THE TIME OF THE COMPLAINT. THE FAILURE AND CURRENT MILEAGES WERE 1,100.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291459  
**Date of Incident:** 20080816  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** COLORADO SPRINGS, CO  
**NHTSA Summary:**  
 I WAS DRIVING HOME FROM WORK ON THE MORNING OF AUGUST 16TH, 2008 WHEN MY 2007 PRIUS BEGAN TO HYDROPLANE. I STRUCK THE LEFT GUARDRAIL, SPUN RIGHT AND THEN THE CAR CATAPULTED ACROSS THE INTERSTATE. I HIT A CONCRETE BARRIER AND THE CAR THEN ROLLED ONTO ITS LEFT DRIVER SIDE AND SKIDDED MAYBE 100'. I CHALKED IT UP TO THE ROADS BEING WET BUT THE ODD THING WAS THAT THE CAR ACCELERATED ONCE I HIT THE LEFT GUARD RAIL AND STARTED TO CROSS OVER THE INTERSTATE. AT THIS POINT, THE BRAKES AND STEERING WOULD NOT WORK. I CRASHED HEAD ON INTO THE CONCRETE BARRIER ON THE RIGHT SIDE OF THE INTERSTATE. MY STORY SOUNDS VERY MUCH LIKE SOME OF THE POSTS I HAVE READ. IT IS FRIGHTENING THAT SO MANY PEOPLE HAVE EXPERIENCED THE SAME ORDEAL AND THAT TOYOTA CONTINUES TO DENY IT AND BLAME IT ON THE FLOOR MATS! \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10351064  
**Date of Incident:** 20080816  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** MARLBORO, NJ  
**NHTSA Summary:**  
 I RECEIVED A VSC ERROR CODE, ON A 2008 TOYOTA HIGHLANDER, NOT THE HYBRID MODEL, BUT A LIMITED TOP OF THE LINE MODEL. THE VEHICLE STARTS TO ACCELERATE BY ITSELF & THEN WHEN YOU SLAM ON THE BRAKES TO TRY TO STOP IT, IT FAILS TO STOP. IN ORDER TO AVOID SLAMMING INTO THE VEHICLE IN FRONT OF ME & TO THE RIGHT OF ME, I CHOSE TO TURN LEFT HARD & RUN INTO THE CONCRETE DIVIDER. THIS WAS THE 2ND OCCASION THAT THIS TYPE OF FAILURE HAS HAPPENED TO ME. THE 1ST

C-1174

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TIME WAS ON DECEMBER 15, 2010 & I ALSO CHOSE TO TURN LEFT HARD & STRIKE THE DIVIDER INSTEAD OF REAR ENDING THE VEHICLE IN FRONT OF OR SIDE SWIPING THE VEHICLE TO THE RIGHT OF ME. ON THE 1ST OCCASION, NONE OF THE AIRBAGS DEPLOYED & BECAUSE OF THAT I ENDED UP STRIKING MY HEAD ON THE EITHER THE DRIVERS SIDE GLASS OR SOME HARD OBJECT AND LOSING MY SHORT TERM MEMORY. THE VEHICLE & THEN CROSSED 3 LANES OF TRAFFIC, FINALLY OFF OF AN EXIT RAMP & CAME TO REST AFTER STRIKING A FENCE POLE. THE 2ND TIME IT HAPPENED WAS ON AUGUST 16, 2010. I ALSO CHOSE TO STRIKE THE CONCRETE DIVIDER AS OPPOSED TO STRIKING THE VEHICLE IN FRONT OF ME OR TO THE RIGHT OF ME. THEN SOMEHOW I ALSO CROSSED 3 LANES OF HIGHWAY & FINALLY COMING TO REST AFTER STRIKING A LIGHT POLE. THE DRIVER SIDE CURTAIN AIRBAG DID DEPLOY THIS TIME SO I DID NOT LOSE CONSCIOUSNESS NOR DID I LOSE MY SHORT TERM MEMORY. IT WAS AT THAT POINT THAT I NOTICED THAT A 2ND ERROR CODE ALSO CAME UP STATING BRAKE FAILURE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10238879  
**Date of Incident:** 20080817  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** SALT LAKE CITY, UT  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE DRIVING 75 MPH WITH THE CRUISE CONTROL ACTIVATED, THE CONTACT ACCELERATED PAST 80 MPH TO PASS ANOTHER VEHICLE. THE VEHICLE WOULD NOT SLOW DOWN AFTERWARDS AND ACCELERATED PAST 90 MPH. SHE DEPRESSED THE BRAKE PEDAL, BUT THE CRUISE CONTROL WOULD NOT DISENGAGE. THE CONTACT ATTEMPTED TO TAP THE BRAKE PEDAL AND SHUT OFF THE CRUISE CONTROL MANUALLY, BUT WAS UNSUCCESSFUL. SHE MANAGED TO PULL TO THE SHOULDER OF THE ROAD AND SHUT OFF THE ENGINE. UPON RESTARTING, THE VEHICLE ACCELERATED AGAIN WITHOUT DEPRESSING THE ACCELERATOR PEDAL. SHE ATTEMPTED TO RESET THE CRUISE CONTROL TO 60 MPH, BUT IT WOULD NOT RESPOND. THE CONTACT WAITED 30 MINUTES BEFORE RESTARTING THE VEHICLE AND IT APPEARED TO HAVE MOVED FROM THE LOCKED POSITION OF ACCELERATION. THE FAILURE AND CURRENT MILEAGES WERE LESS THAN 7,250.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307754  
**Date of Incident:** 20080817  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** PHENIX, AL  
**NHTSA Summary:**  
 TL- THE CONTACT OWNS A 2006 TOYOTA CAMRY. WHILE TURNING INTO THE DRIVE WAY THE VEHICLE CONTINUED TO ACCELERATE WITH HER FOOT ON THE BREAK THE VEHICLE COLLIDED INTO THE FENCE. SHE WAS ABLE TO GET THE VEHICLE TO STOP BY SLAMMING ON THE BREAK. THE VEHICLE WAS TOWED TO THE DEALER. A TOYOTA ENGINEER DIAGNOSED AND TEST DROVE THE VEHICLE AND CONCLUDED THAT THERE WAS NOT A MANUFACTURING DEFECT AND THE HE WAS NOT ABLE TO RECREATE THE FAILURE CASE NUMBER 200808180560 THE FAILURE MILEAGE WAS 36,000 AND THE CURRENT MILEAGE 42,000. THE VEHICLE FRONT END WAS REPAIRED. SHE HAS NOT EXPERIENCED THE ACCELERATION FAILURE AGAIN, BUT SHE NOTICED THE BREAK IS SLOW TO RESPOND. LI  
**Additional Summary:**

C-1175

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316228  
**Date of Incident:** 20080817  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** AUBURN, WA  
**NHTSA Summary:**  
 I OWN A 2003 TOYOTA AVALON. IN AUG 2008 I WAS DRIVING AND INVOLVED IN A REARENDING ACCIDENT WHERE I HAD MY FOOT ON BRAKE AND FELT AS IF MY CAR CONTINUED TO ACCELERATE. I HAD BRAKES TOTALLY CHECK AND DAMAGE TO MY CAR REPAIRED BUT AM WONDERING WHETHER MY CAR SUFFERED AN ACCELERATION ISSUE AS OTHER TOYOTA CARS HAVE. THE BRAKES WERE INSPECTED AND FOUND TO BE FINE I HAD OVER 1000 DAMAGE DONE TO MY CAR AND UNKNOWN AMOUNT TO CAR 1 HIT. THE WOMAN IN CAR 1 HIT TOOK AMBULANCE IN TO HOSPITAL WITH NECK PAIN  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321669  
**Date of Incident:** 20080817  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** AURORA, IL  
**NHTSA Summary:**  
 SUDDEN ACCELERATION IN TOYOTA CAMRY  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307439  
**Date of Incident:** 20080819  
**Vehicle:** 2003 LEXUS IS300  
**Location of Incident:** BOYNTON BEACH, FL  
**NHTSA Summary:**  
 I WAS SITTING IN MY 2003 LEXUS IS 300 4 DOOR IT WAS A RAINY AND UNUSUALLY COOL DAY SO I ROLLED THE WINDOWS DOWN AND WITH THE CAR IDLING I LISTENED TO SOME MUSIC AND CONTEMPLATED WHERE TO EAT DINNER IT BEING AROUND 5.30 PM. SUDDENLY THE THROTTLE OPENED UP AND THE CAR SHOT OFF LIKE A ROCKET OVER THE CURBING THROUGH SOME BUSHES AND INTO A POND MAYBE 15 FEET AWAY THE CAR WAS MOVING SO FAST THAT AS IT WAS SINKING IT MOVED OUT ABOUT 20 FEET. IT WAS COMPLETELY SUBMERGED AND I WAS LUCKY TO UNBUCKLE THE SEAT BELT AND CLIMB OUT THE OPEN WINDOW AND SWIM TO SHORE THE ONLY INJURY A SPRAINED ANKLE. THE CAR WAS A TOTAL LOSS. AMAZINGLY I WAS GIVEN A TICKET FOR WRECKLESS DRIVING THAT WAS DISMISSED AS THERE WERE NO WITNESSES THE POLICE AND THE INSURANCE COMPANY INSISTED THAT CARS DONT SURGE LIKE THAT ON THEIR OWN WE KNOW BETTER I WAS TREATED LIKE A CRIMINAL INSTEAD OF SYMPATHISED WITH FOR ALMOST DROWNING. IT WAS NOT THE MAT OR A STICKY ACCELERATOR BUT I FEEL AN ELECTRICAL PROBLEM DUE TO MOISTURE THAT MADE THE THROTTLE OPEN UP. THE THING WAS ALSO THAT THE CAR WAS IN PARK! OF COURSE NO LAWYERS WOULD TOUCH IT I DIDNT GET HURT BAD ANDNTHEY SAID THERE WAS NEVER ANY SUCCESSFUL LITIGATION AGAINST THE MANUFACTURERS FOR SUDDEN ACCELERATION IRREGARDLESS OF CAUSE. I JUST FEEL I NEED TO TELL MY STORY AND HOPE THAT IT HELPS I HAVE THE VIN # AND ALL THAT IF IT NEEDED TO TRACK THE FACTORY MADE AND MAYBE THIS WILL HELP SUBSTANTIATE A CLAIM BY SOMEONE WHO WAS HURT OR HELP THE FAMILY OF SOMEONE HURT OR KILLED. THESE COMPANIES CARE ABOUT PROFITS NOT PEOPLE AND THIS CULTURE MUCH CHANGE. THE

C-1176

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OTHER SAD PART WAS THE POLICE WHO ASSUMED I DID THIS ON PURPOSE I AM NOT INSANE ONLY AN INSANE PERSON WOULD DRIVE A CAR INTO A LAKE WITH THEM INSIDE. THATS THE BOYNTON BEACH POLICE FOR YOU...NICE HUH ALSO I LOST MY JOB AS A SALESMAN AS THIS TOOK 3 MONTHS FOR ME TO GET PAID AND I HAD NO TRANSPORTATION! DO YOU THINK TOYOTA WILL PAY ME FOR THAT?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317444  
**Date of Incident:** 20080819  
**Vehicle:** 2001 TOYOTA CELICA  
**Location of Incident:** FAIRFIELD, CA  
**NHTSA Summary:**

2001 TOYOTA CELICA GTS. WHILE DRIVING ON THE FREEWAY I ENGAGED THE CRUISE CONTROL. WHEN I TRIED TO DISENAGE THE CRUISE CONTROL BY STEPPING ON THE BREAK PEDAL THE CAR STARTED ACCELERATING OUT OF CONTROL. I TRIED TURNING OFF THE CRUISE CONTROL WITH THE SWITCH BUT THE CAR KEPT ACCELERATING. I HAD TO SLAM ON THE BREAKS, PUT THE CAR IN NEUTRAL AND TURN THE ENGINE OFF TO STOP THE CAR. WHEN I TURNED THE ENGINE BACK ON IT REV'D UP AND ALMOST PEGGED OUT THE RPM GAUGE. I HAD TO TURN THE ENGINE ON AND OFF SEVERAL TIMES TO GET THE CRUISE CONTROL TO DISENGAGE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319857  
**Date of Incident:** 20080819  
**Vehicle:** 2006 LEXUS IS350  
**Location of Incident:** WOODLANDS, TX  
**NHTSA Summary:**

TL- THE CONTACT OWNS A 2006 LEXUS IS350. THE CONTACT WROTE THE MANUFACTURER IN 2008 ABOUT HER VEHICLE THAT IT WAS ACCELERATING BY ITSELF. LATER IN 2008 THE CONTACT WAS INVOLVED IN AN ACCIDENT AND THE MANUFACTURER SENT SOMEONE TO INSPECT THE VEHICLE AND THEY STATED THERE WAS KNOW FAILURE FOUND. NOW IN 2009 SHE HEARD ON THE NEWS THAT ALL CONSUMERS SHOULD TAKE OUT THE FLOOR MATS. THE CONTACT DID TAKE OUT THE FLOOR MATS. THE CONTACT HAS NOT EXPERIENCED THE SUDDEN ACCELERATION AS OF NOW. THE CONTACT DID ENDURE AN ACCIDENT WHILE MERGING ONTO THE HIGHWAY HER VEHICLE ACCELERATED UP 90MPH. SHE DID DEPRESS THE BRAKE TO THE FLOOR AND THEN PUT ON THE HAND BRAKE. THE VEHICLE FINALLY STARTED TO SLOW DOWN AND WENT BACK TO NORMAL. THE CONTACT WAS BACKING UP THE VEHICLE THEN ACCELERATED AND RAN INTO A TREE AND UP A CURB. THE VEHICLE WAS TOWED TO THE DEALER AND THEY STATED THAT THERE WAS KNOW FAILURES WITH HER VEHICLE. THE MANUFACTURER WAS INFORMED AND THEY DENIED THE CONTACT OF HAVING AN INSPECTOR TO COME OUT AN INSPECT THE VEHICLE AS 2010. THEY ALSO DENIED HER REIMBURSEMENT FOR HER DEDUCTIBLE THAT SHE HAD TO PAY TO HER INSURANCE COMPANY. WHEN THE CONTACT DID CONTACT THE AUTHORIZED DEALER THE CONTACT WAS INFORMED TO BRING HER VEHICLE IN SO THEY CAN PUT HER FLOOR MATS BACK IN AND WHEN SHE INFORMED THE MANUFACTURER THEY STATED THAT THEY WOULD NOT RECOMMEND THAT. SO NOW THE CONTACT FEELS THAT THE COMMUNICATION BETWEEN THE DEALER AND THE MANUFACTURER IS NOT PROFESSIONAL AND SHE DOES KNOW WHAT TO DO BECAUSE THEY ARE TELLING HER TWO DIFFERENT THINGS. THE APPROXIMATE FAILURE MILEAGE WAS 44000 AND THE CURRENT MILEAGE WAS 65000. DF

**Additional Summary:**

C-1177

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10239492  
**Date of Incident:** 20080820  
**Vehicle:** 1999 LEXUS RX300  
**Location of Incident:** CARPINTERIA, CA  
**NHTSA Summary:**

I WAS SLOWLY BACKING UP THROUGH A NARROW EXIT, AND THEN I PUT THE CAR IN DRIVE, SLOWLY PRESSED THE ACCELERATOR AND THE CAR JUST TOOK OFF LIKE A BULLET, I HIT THE WALL OF A HOUSE, I WAS ABOUT 10 OR 15 FEET FROM THE WALL, IT WAS SO UNEXPECTED, FAST AND SCARY THAT I FROZE, I WAS WITH THREE OTHER PEOPLE IN THE CAR, WE WERE LUCKY THO NOBODY GOT HURT. THE CAR WAS A TOTAL LOSS. THIS IS THE ONLY TIME THIS HAPPENED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316002  
**Date of Incident:** 20080820  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** GARDENA, CA  
**NHTSA Summary:**

HELLO, I'M SPC LEE FROM U.S. ARMY. MY CAR, TOYOTA CAMRY 2009, HAD A SAME PROBLEM WITH THAT SUDDEN ACCELERATION BACK IN 2008. THE CAR WAS, OF COURSE, BRAND NEW, AND I HAD THAT SAME EXPERIENCE - ALL OF SUDDEN ACCELERATION. IT WAS AFTER I WAS FINISHED THE ALL DUTIES FOR THE DAY, AND I WAS HEAD TO MY HOME. WHEN I JUST DROVE ON THE HIGHWAY, THE RPM WENT UP SO QUICKLY AND SUDDENLY, AND EVEN I STEPED ON THE BRAKES SEVERAL TIMES, BUT THE RPM HAD NEVER BEEN GO DOWN AND STOP. SO I MADE THE DECISION TO MAKE THE TRANSMISSION SHIFT TO NEUTRAL, AND IT WORKED AT THAT TIME. AT THAT TIME, I WAS IN LIKE COUNTRY SIDE IN FORT GORDON, GEORGIA, AND NOW I'M IN SOUTH KOREA TO PERFORM THE DUTY HERE. AT THAT TIME OF THAT INCIDENT, I THOUGHT IT COULD HAPPEN MAYBE ONE TIME. VERY ONE TIME... HOWEVER, WHEN I READ THE CURRENT NEWSPAPER ARTICLE... I FEEL VERY TERRIBLE ABOUT THIS. BECAUSE NOW MY WIFE AND MY 3 YEAR OLD SON RIDE IN TOYOTA CAMRY.. (THAT'S THE ONLY ONE CAR IN OUR HOUSEHOLD).. WHAT IF THERE WOULD BE A SAME HAPPENING TO MY WIFE AND MY SON.. I WAS O.K. BECAUSE THE HIGHWAY I DROVE ON WAS ALMOST NO TRAFFIC.. AS I MENTIONED EARLIER, I LIVED IN COUNTRY SIDE FT. GORDON, GEORGIA. BUT AFTER I GOT THE DUTY STATION IN SOUTH KOREA, I RELOCATED MY FAMILY BACK TO LOS ANGELES COUNTY, CALIFORNIA.. (THAT'S WHERE I CAME FROM) I KNOW MY WIFE ONCE TOLD ME SHE FELT LITTLE BIT MORE ACCELERATION WHEN SHE DROVE TOWARD DOWN SLOPE. SHE HAD TO DO THE SAMETHING. PUT THE TRANSMISSION SHIFT TO THE NEUTRAL.. WHAT IF THIS KIND OF INCIDENT WOULD BE HAPPENED IN A HEAVY TRAFFIC. MAN.. I WISH THAT I WOULD HAVE A TOTAL SOLUTION FOR THIS.. I KNOW THAT I CAN'T RETURN THE CAR, RIGHT?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10298993  
**Date of Incident:** 20080821  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** VICTORIA, TX  
**NHTSA Summary:**

**Additional Summary:**

C-1178

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT THE ACCELERATOR PEDAL BECAME STUCK AND CAUSED THE VEHICLE TO SUDDENLY ACCELERATE. IN AUGUST 2008, THE VEHICLE BEGAN TO ACCELERATE ON ITS OWN AND HIT TWO PARKED VEHICLES AND THEN CAME TO A STOP. THERE WAS A POLICE REPORT TAKEN. IN OCTOBER 2009, AFTER TRYING TO PULL INTO A PARKING SPOT, THE VEHICLE BEGAN TO ACCELERATE SUDDENLY AGAIN AND THE VEHICLE CRASHED INTO A BUILDING BUT NO INJURIES WERE CITED. ANOTHER POLICE REPORT WAS TAKEN. THE MANUFACTURER SENT A REPRESENTATIVE TO INSPECT THE VEHICLE WHO STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE VEHICLE WAS BEING REPAIRED AT THE TIME OF THE COMPLAINT BUT ONLY FOR BODY DAMAGE BECAUSE OF THE CRASH. THE CURRENT MILEAGE WAS APPROXIMATELY 5,500. THE FAILURE MILEAGE WAS APPROXIMATELY 5,400.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313406  
**Date of Incident:** 20080821  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** TORRRANCE, CA  
**NHTSA Summary:**

2007 TOYOTA TACOMA ACCELERATED AGGRESSIVELY WHEN APPROACHING A LEFT TURN AFTER SLIGHTLY PRESSING THE GAS. IT CONTINUED TO ACCELERATE AFTER TAKING FOOT OFF THE GASS AND APPLYING BRAKES. WAS UNABLE TO SLOW TRUCK SUFFICIENTLY TO MAKE IT AROUND THE CORNER AND STRUCK A LIGHT POLE. TRUCK WAS TOTALED. INJURIES WERE FAIRLY MINOR - SHOULDER/NECK STIFFNESS, SCRATCHES, BRUISES, ETC. INCIDENT OCCURRED IN TORRANCE, CALIFORNIA (TORRANCE COLLISION REPORT #080058422). REPORTED TO TOYOTA CUSTOMER SERVICE - CASE #1001122516. I DID NOT FOLLOW UP ON A COMPLAINT AT THE TIME BECAUSE THE TOYOTA ACCELERATOR PROBLEMS WERE NOT PUBLISHED AND I WAS UNAWARE OF HOW TO ESCALATE THE ISSUE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10239944  
**Date of Incident:** 20080822  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** KIRKLAND, WA  
**NHTSA Summary:**

I WAS DRIVING COMING FROM MY SISTER IN LAWS HOME AT GRANDVIEW, WASHINGTON LEAVING AROUND 7:40 AM HEADING HOME TO SEATTLE GOING WEST TO INTERSTATE-82 ON FRIDAY, AUGUST 22, 2008 WITH MY THREE KIDS. I WAS USING MY CRUISE CONTROL AND STAYED ON THE LEFT LANE FOR ABOUT 20 TO 30 MINUTES. WE JUST LEFT YAKIMA CITY AND HEADED TO THE FRED REDMON MEMORIAL BRIDGE AT AROUND 8:30 AM GOING UP HILL, IN WHICH I SAW TWO TRACTOR-TRAILER FAR IN ADVANCE AND BOTH WERE DRIVING ON THE RIGHT LANE. THE LEFT LANE WAS OPEN AS I DROVE IN TO THE BRIDGE BUT THEN THE OTHER TRACTOR-TRAILER MADE A CHANGE TO GO TO THE LEFT LANE. I WAS PROBABLY 50 FEET AWAY WHEN THE OTHER TRACTOR-TRAILER MADE THE CHANGE TO THE LEFT LANE. I WAS CRUISING ABOUT 50 TO 60 MPH IN WHICH I HAD TO PUT MY RIGHT FOOT ON THE BRAKE PEDAL. AT FIRST, I THOUGHT I STEP ON MY GAS PEDAL BECAUSE THE CAR DID NOT SLOWDOWN A BIT. I PRESSED THE BUTTON TO TURN OFF THE CRUISE CONTROL AND HIT THE FOOT BRAKE AGAIN AND AGAIN. I THEN REALIZED THAT MY BRAKES DID NOT WORK. AS I WAS GETTING TOO

C-1179

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CLOSED TO THE LEFT LANE TRUCK, I PANICKED AND MADE A CHANGE TO GO TO RIGHT AND REAR-ENDED THE VOLVO TRACTOR-TRAILER. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329350  
**Date of Incident:** 20080822  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** SANTA BARBARA, CA  
**NHTSA Summary:**

ON AUG. 1, 2008 I BOUGHT A CERTIFIED USED 2008 TOYOTA COROLLA WITH 5,420 MILES ON IT FROM MANHATTAN BEACH TOYOTA, IN MANHATTAN BEACH, CA. AFTER DRIVING IT FOR SEVERAL WEEKS, I REALIZED THERE WAS SOMETHING TROUBLING ABOUT THE ACCELERATOR. WHENEVER I DEPRESSED THE ACCELERATOR TO MAKE A STANDING START -- WHEN A TRAFFIC SIGNAL TURNED GREEN, FOR EXAMPLE -- THE CAR WOULD OFTEN LURCH FORWARD IN AN UNCONTROLLABLE MANNER. I SOON TRACED THE PROBLEM TO THE POSITION OF MY FOOT ON THE ACCELERATOR. IF MY FOOT WAS IN JUST THE RIGHT POSITION -- LOW TO MIDWAY ON THE PEDAL, WITH MY HEEL CLOSEST TO THE FLOOR -- I HAD COMPLETE CONTROL. BUT IF I MISCALCULATED AND PLACED MY FOOT EVER SO SLIGHTLY HIGHER ON THE PEDAL, THE CAR WOULD LURCH FORWARD EVEN WHEN I APPLIED THE SAME PRESSURE. I COULD REGAIN CONTROL ONLY BY QUICKLY TAKING MY FOOT OFF THE ACCELERATOR AND/OR HITTING THE BRAKES. THE TOYOTA DEALERSHIP THAT MAINTAINS MY CAR REPEATEDLY SAID I SHOULD NOT WORRY -- THAT AS THE CAR'S COMPUTER GOT USED TO MY DRIVING HABITS, IT WOULD EVENTUALLY ADJUST THE ACTION OF THE ACCELERATOR TO MY TOUCH. BUT NOTHING CHANGED. NOW I TAKE EXTRA CARE TO TRY AND GET MY FOOT IN JUST THE RIGHT SPOT BEFORE ACCELERATING FROM A STANDING START. SOMETIMES I AM SUCCESSFUL, OTHER TIMES NOT. IN ANTICIPATION OF TROUBLE, I MAKE IT A POINT TO LEAVE PLENTY OF EXTRA SPACE BETWEEN ME AND THE CAR AHEAD OF ME, SO I WON'T REAR END IT IF THE ACCELERATOR SENDS ME LURCHING FORWARD. I HAVE BECOME RESIGNED TO THE PROBLEM, BECAUSE I AM A TOYOTA FAN AND LIKE EVERYTHING ELSE ABOUT THE CAR. I NEVER THOUGHT TO COMPLAIN ABOUT THIS UNTIL A NEW YORK TIMES STORY INDICATED THAT OTHER TOYOTA OWNERS HAVE HAD THE SAME PROBLEM, AND (I BELIEVE) HAD NOTIFIED YOUR AGENCY. (PLS IGNORE THE DATES I ENTERED BELOW; THE PROBLEM PERSISTS TO THIS DAY, BUT YOUR FORM WOULD NOT ALLOW ME TO SO INDICATE.)

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332354  
**Date of Incident:** 20080822  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** DARLINGTON, SC  
**NHTSA Summary:**

TL- THE CONTACT OWNS A 2006 TOYOTA AVALON. THE CONTACT STATED THAT HE PULLED INTO A PARKING LOT WITH HIS FOOT ON THE BRAKE, THE VEHICLE ACCELERATED WITHOUT DRIVER INTENT. THE VEHICLE APPROACHED SPEEDS OF 45MPH. THE VEHICLE JUMPED TWO CURBS AND THEN THEN THE ACCELERATION STOPPED. THE VEHICLE WAS DAMAGED IN THE PROCESS. WHEN IT HIT THE FIRST CURB THE VEHICLE BECAME AIRBORNE. THE VEHICLE WAS DRIVEN HOME AND THE NEXT DAY TAKEN TO TOYOTA FOR DIAGNOSTICS AND NO FAILURE WAS FOUND. THE VEHICLE WAS REPAIRED AT A LOCAL BODY SHOP. THIS INCIDENT OCCURRED BEFORE HE RECEIVED RECALL NOTICE NHTSA CAMPAIGN ID NUMBER: 09V388000. THE CONTACT INQUIRED ABOUT

C-1180

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

REIMBURSEMENT AFTER RECEIVING THE RECALL NOTICE AND WAS INFORMED BY TOYOTA THAT BECAUSE IT HAD BEEN OVER A YEAR THEY COULD OFFER NO ASSISTANCE. THE FAILURE MILEAGE WAS APPROXIMATELY 60,857. THE CURRENT MILEAGE IS 82,500. RD

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316952  
**Date of Incident:** 20080824  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** TOLEDO, OH

**NHTSA Summary:**

MY MOTHER WAS DRIVING A 2006 TOYOTA COROLLA AND WAS PULLING INTO HER PARKING PLACE AT HER APARTMENT (ESTIMATED MOVING ONLY SEVERAL MPH). WHEN SHE TOOK HER FOOT OFF OF THE ACCELERATOR TO BRAKE, THE CAR SUDDENLY LURCHED FORWARD ACCELERATING VERY FAST, JUMPED THE CURB, AND CRASHED THROUGH THE BUILDING WALL AND INTO A NEIGHBOR'S APARTMENT. THE CAR STRUCK THE TENANT INSIDE, CAUSING EXTENSIVE INJURIES. THE POLICE SURMISED HER FOOT HIT THE ACCELERATOR, BUT SHE KEPT REPEATING  $\delta$  THE CAR SUDDENLY JUMPED FORWARD ON ITS OWN $\delta$ . LACKING EVIDENCE TO THE CONTRARY, WE HAD NO WAY TO QUESTION THE POLICE'S REPORT; HOWEVER, IN MY MOTHER'S RECOUNTING THE EXPERIENCE, IT DIDN'T SEEM TO MAKE ANY SENSE. THEN, AS WE HAVE SEEN OTHERS RECENTLY RECOUNTING SIMILAR EXPERIENCES AND WATCHING VIDEOS ACCELERATION PROBLEMS WITH TOYOTA VEHICLES, WE REALIZED THAT THIS SEEMED TO BE EXACTLY WHAT OUR MOTHER EXPERIENCED. FURTHERMORE, BOTH MY SISTER AND MY NIECE BOTH RECENTLY DROVE MY MOTHER'S CAR ON THE EXPRESSWAY AND BOTH EXPERIENCED SUDDEN RAPID ACCELERATION WHILE DRIVING WITH THE CRUISE CONTROL ENGAGED. THE PROBLEM THEY EXPERIENCED WAS SO UNSETTLING, THAT THEY WARNED MY MOTHER TO KEEP THE CRUISE CONTROL TURNED OFF. THESE EXPERIENCES COMBINED WITH REPORTS THAT PROBLEMS WITH EARLIER MODELS OF TOYOTA VEHICLES THAN THE 2009-2010 RECALLED MODELS LED US TO BELIEVE THAT OUR MOTHER'S ACCIDENT WAS CAUSED BY THIS SUDDEN ACCELERATION PROBLEM THAT HAS BEEN UNCOVERED WITH TOYOTA VEHICLES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20080825  
**Date of Incident:** 20080825  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** PORTLAND, TX

**NHTSA Summary:**

8/25/2008-head on collision in parking lot into a pole with concrete around it. \$4,000.00 crash. 1/2009 accel stuck as I was going up a bridge-somehow it just stopped. 7/2009 happened on vacation in san antonio while my husband was driving on the highway-again, somehow just stopped. 8/2009-traveling 35 mph in a 35 mph zone, when I accelerated slightly to pass a car going under the speed limit. My car lunged out of my control. I was going over 70 mph and honking at cars and flashing my lights to get over so that I would not slam into them. I pumped the brakes over and over, and the brakes just pumped back at me and the car seemed to speed up more. Finally, I just kept slamming on the break until it suddenly began to slow down. I was so shaken up that I came back to work and looked it up online and Toyota is saying it's only the floor mats. My ankle was sore for a couple days from pressing the break so hard. They are custom mats that have cut outs for the gas pedal. The mat is definitely not the problem. I purchased the car brand new 6/26/08 from a dealership where a family member of mine runs the service department. He even told me

C-1181

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

take out the floor mat. Toyota has told all of the employees at all of the dealerships to say it's just the floormat. Even my own family is sticking to the lies. I'm paying a little over \$400.00 per month for a car that I'm afraid to drive. I have an excellent driving record and would not otherwise drive head on into anything, much less something as tall as a light pole! The local dealership says that they have really not had many calls, but I can bring the car in Thursday and they will look at it. Do I take it to a dealership? They are not going to do anything. A recall should involve replacing a defective part, not making up an excuse.

**Toyota ID Number:** 10240599  
**NHTSA ODI Number:** 20080826  
**Date of Incident:** 2006 LEXUS ES330  
**Vehicle:** 2006 LEXUS ES330  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 LEXUS ES330. WHILE MERGING INTO THE RIGHT LANE AT APPROXIMATELY 25 MPH, THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT WAS UNABLE TO BRAKE AND STRUCK A PEDESTRIAN. THE PEDESTRIAN DIED DUE TO INJURIES. THE CONTACT ALSO REAR ENDED TWO OTHER VEHICLES AND DROVE THROUGH A FENCE. THE VEHICLE CAME TO A STOP WHEN IT CRASHED INTO A GUARD RAIL. THE MANUFACTURER STATED THAT THE CAUSE OF THE FAILURE COULD HAVE BEEN THE FLOORMAT. THE INSURANCE COMPANY CLAIMED THAT THE VEHICLE WAS DESTROYED. THE CONTACT RECEIVED INJURIES TO HER BACK, NECK, AND LEG. TWO OTHERS WERE ALSO INJURED. STATE POLICE REPORT NUMBER 5271887 WAS FILED. THE FAILURE AND CURRENT MILEAGES WERE 26,286.

**Additional Summary:**

"When I started applying my brake, it got faster. It was like possessed...runaway. All I could see is red lights," said Willette Green. Green recalls that horrifying day on August 28, 2008 when she says she thought she was going to die. She says her 2006 Lexus ES 330 wouldn't stop as she was exiting the ramp on 22nd Street in Chicago. "I plowed through 22nd Street and there were pedestrians...there was a newspaper guy there. I plowed through there and went through fences. I ended up on the guardrail and I just knew it was over with for me," said Green. Green survived with minor injuries but a pan handler was killed. Green was ticketed for hitting a pedestrian and cited for driving too fast and failure to reduce speed to avoid an accident. Green says her insurance company Allstate and Toyota inspected the car and found nothing wrong. But a letter from Toyota dated September 18, 2008 stated it is possible that the floor mat was not properly secured and could have interfered with the brake and throttle operation. Green says she knew it was something else and filed reports with the National Highway Traffic Safety Administration."

**Toyota ID Number:** 10319002  
**NHTSA ODI Number:** 20080826  
**Date of Incident:** 2000 LEXUS ES300  
**Vehicle:** 2000 LEXUS ES300  
**Location of Incident:** PITTSFORD, NY

**NHTSA Summary:**

TL-THE CONTACT OWNED A 2000 LEXUS ES300. THE CONTACT SPOUSE WAS STOPPED AT THE STOP SIGN AND WHILE DEPRESSING THE BRAKE THE VEHICLE ACCELERATED. THE CONTACT SPOUSE CRASHED INTO ANOTHER VEHICLE FROM BEHIND. THE CONTACT SPOUSE AND THE DRIVER IN THE OTHER VEHICLE SUSTAINED INJURIES. THE POLICE WAS CALLED TO THE SCENE AND A REPORT WAS TAKEN. THE CONTACT SPOUSE WAS CONSIDERED AT FAULT. THE CONTACT INSURANCE HAD TO COVER THE EXPENSES. THE VEHICLE WAS DESTROYED. THE MANUFACTURER WAS NOT INFORMED. THE APPROXIMATE FAILURE MILEAGE WAS 88000.DF

**Additional Summary:**

C-1182

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314537  
**Date of Incident:** 20080828  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** SNELLVILLE, GA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA TACOMA. WHEN THE CONTACT ATTEMPTED TO SHIFT THE VEHICLE IN PARK, IT SURGED FORWARD. ON ANOTHER OCCASION WHILE APPROACHING A TRAFFIC LIGHT WITH HIS FOOT ON THE BRAKE PEDAL THE VEHICLE SURGED FORWARD AND SHE CONTINUED TO PRESS THE BRAKE PEDAL WITH FORCE UNTIL THE VEHICLE CAME TO A COMPLETE STOP. SHE TOOK THE VEHICLE TO THE DEALER WHO ADJUSTED THE WHEEL, HOWEVER, SHE DOES NOT REMEMBER WHICH WHEEL WAS ADJUSTED. REPORT 1001136136 WAS FILED WITH THE MANUFACTURER WHO STATED THAT THEY COULD NOT OFFER HER ANY ASSISTANCE. THE FAILURE MILEAGE WAS 9 AND THE CURRENT MILEAGE WAS NOT AVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314227  
**Date of Incident:** 20080829  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** WATERTOWN, WI

**NHTSA Summary:**

ON 8/29/08 I WAS SLOWLY ACCELERATING AS I PULLED ONTO THE HIGHWAY WHEN I EXPERIENCED WHAT I HAVE COME TO UNDERSTAND WAS AN SUA, A SUDDEN UNINTENDED ACCELERATION. WITH HEAD-ON TRAFFIC COMING AT ME FAST I HAD NO CHOICE BUT TO TURN SHARPLY TO GET OFF THE ROAD. MY REAR AXLE WAS CAUGHT ON A BERM OF DIRT AT THE EDGE OF A CORNFIELD. BRAKING HAD NO EFFECT. AS I SAT THERE I REALIZED THE ENGINE WAS RACING WILDLY. THERE WAS NO OBSTRUCTION TO THE GAS PEDDL, SO I HAD TO CUT OFF THE ENGINE BY TURNING THE KEY OFF. MY CAR IS A 2008 TOYOTA COROLLA. THE ROAD WAS DRY, HOWEVER, IT WAS A DAMP MORNING AND CHILLY. I HAVE HAD NO RECURRENCES. I AM A SAFETY COMPLIANCE OFFICER WITH OSHA SO I IMMEDIATELY BEGAN INVESTIGATING THE ELECTRONIC THROTTLE SYSTEM. I DO NOT FEEL THE ADDITION OF THE PLATE BEHIND THE GAS PEDAL IS THE SOLUTION. TOYOTA TOLD ME AT THE TIME OF THE ACCIDENT THAT IT WOULD DO NO GOOD TO REPLACE THE THROTTLE SENSOR, SO I REALIZED THAT THEY HAD A DEFECT PROBLEM. I AM LOOKING INTO ADDING A SMART THROTTLE SOFTWARE PLUG-IN TO PROVIDE AN OVERRIDE TO THE THROTTLE. TOYOTA REFUSED TO TELL ME WHO MADE THE PART OR FROM WHOM THEY PURCHASED IT. PLEASE PROVIDE ME THAT INFORMATION IF POSSIBLE. PLEASE CONTINUE YOUR INVESTIGATION, AND I WOULD SUGGEST WIDENING IT TO INCLUDE ALL DRIVE-BY-WIRE SYSTEMS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10241027  
**Date of Incident:** 20080831  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** KENT, OH

**NHTSA Summary:**

ON SUNDAY AUGUST 31ST, I LEFT A DEPARTMENTAL PICNIC AT A COLLEAGUE'S HOUSE AROUND 8:30 AT NIGHT TO GO HOME TO KENT OHIO. I LEFT EARLY BECAUSE I WANTED TO GET HOME BEFORE IT GETS TO DARK. I ENTERED THE I 76 RAMP AT THE LAKE

C-1183

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MILTON/NEWTON FALLS ENTRY. AFTER DRIVING PERHAPS AROUND 35-40 MPH HOUR ON THE RAMP I STARTED TO ACCELERATE TO ENTER THE HIGHWAY. SUDDENLY I FELT THE CAR ACCELERATED BY ITSELF. I PUT MY FOOT ON THE BRAKE MAKING THE ASSUMPTION THAT I MAY HAVE STEPPED ON THE GAS PEDAL TO MUCH. HOWEVER, THE CAR CONTINUED TO ACCELERATING REACHING 80-85 MPH. I WAS GETTING CLOSER TO CARS IN FRONT OF ME. THE CAR ACCELERATED VERY FAST AND I PUT MY FOOT ON THE BRAKE TO SLOW THE CAR DOWN. THE SPEED CONTINUED TO BE EXCESSIVE IN SPITE OF ME TRYING TO BREAK THE SPEED. I THOUGHT AT FIRST THAT THE BRAKES DID NOT WORK, BUT NOTICED IMMEDIATELY THAT THIS WAS NOT THE CASE. I WAS STILL MOVING 80-85 MPH. TRYING TO AVOID CARS IN FRONT OF ME. I PUT MY BREAKDOWN LIGHT ON TO WARN OTHER DRIVERS. I MANAGED TO DRIVE OVER TO THE SHOULDER, TRYING TO AVOID HITTING ANYTHING. I PUT MY FOOT DOWN ON THE BRAKE AND KEPT IT ON THE BRAKE TO SLOW THE CAR DOWN. I WAS ABLE TO GET THE SPEED DOWN TO 40MPH WITH MY FOOT CONTINUOUSLY ON THE BRAKE. I TRIED TO LET MY FOOT GO BUT THE CAR IMMEDIATELY SPEEDED UP AGAIN. I MANAGED TO PUT MY CAR INTO NEUTRAL AND THAN IN PARK. THE CAR SLOWLY CAME TO A HOLD. THE BRAKES SMELLED AND SMOKED. IT WAS GETTING RAPIDLY DARK AND I WAS SCARED AND IN A STATE OF SHOCK. BUT ALSO RELIEVED TO BE ALIVE. AT THAT TIME A STATE TROOPER STOPPED AND I TOLD HIM WHAT HAPPEN. HE CALLED A TOWING TRUCK AND PUT RED FLARES UP TO KEEP ME SAFE ON THE HIGHWAY IN THE DARK. HE POINTED OUT TO ME THAT I WAS ON MILE MARKER 5.3 ON I 76. I HAD TO WAIT ABOUT 30 MINUTES UNTIL THE TOW TRUCK ARRIVED. THE DRIVER TOLD ME THAT MY BRAKES WERE STILL VERY HOT. \*TR

**Additional Summary:**

**Toyota ID Number:** 10246302  
**NHTSA ODI Number:** 20080901  
**Date of Incident:** 2007 TOYOTA CAMRY SOLARA  
**Vehicle:** 2007 TOYOTA CAMRY SOLARA  
**Location of Incident:** ROCHESTER, NY

**NHTSA Summary:**

ON SEPT. 1, 2008, I WAS DRIVING NORTH THROUGH PA. ON I-79. I WAS USING THE CRUISE CONTROL ON MY 2007 TOYOTA CAMRY SOLARA FOR THE FIRST TIME. I PULLED INTO A REST AREA. AS I WAS ABOUT TO PULL INTO A PARKING SPACE, I STOPPED FOR SOME PEDESTRIANS TO PASS BY. WHEN I TOOK MY FOOT OFF THE BRAKE TO PULL INTO THE PARKING SPACE, MY CAR SUDDENLY ACCELERATED AT A VERY HIGH SPEED AS IF I HAD PUT MY FOOT ON THE GAS PEDAL ALL THE WAY TO THE FLOOR. I ASSURE YOU, I BARELY TOUCHED THE GAS PEDAL. AS A CONSEQUENCE, THE CAR WENT OVER A HIGH CURB, WENT THROUGH A PICNIC AREA AND DOWN A HILL INTO SOME WEEDS BEFORE I COULD BRING IT TO A STOP. I REALLY HAD TO PUSH ON THE BRAKE WITH ALL MY STRENGTH. I HAD NO CONTROL OVER THE CAR OR ITS SPEED. AS A RESULT, I HIT A PERSON WALKING IN THE PICNIC AREA AND SHE SUSTAINED VERY SERIOUS INJURIES. I HAVE RECEIVED A CARELESS DRIVING CITATION AND MAY BE FACING A MAJOR LAWSUIT. I FEEL I HAD NO CONTROL OVER THE VEHICLE AND THAT IT IS UNSAFE TO DRIVE, AT LEAST WITH THE CRUISE CONTROL. I BELIEVE THE CRUISE CONTROL DID NOT DISENGAGE WHEN I PULLED OFF THE HIGHWAY AND PUT MY FOOT ON THE BREAK. I HAVE NOT TAKEN THE CAR TO A TOYOTA DEALERSHIP FOR FEAR THEY WOULD JUST COVER UP THE PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:** 10305864, 10307254  
**NHTSA ODI Number:** 20080901  
**Date of Incident:** 2008 TOYOTA SIENNA  
**Vehicle:** 2008 TOYOTA SIENNA

C-1184

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** OXNARD, CA

**NHTSA Summary:**  
2008 TOYOTA SIENNA--MOMENTARY MILD INADVERTENT ACCELERATION UPON APPLICATION OF BRAKE, MOSTLY NOTICED AT LOWER SPEEDS (30-40 MPH), THEN BRAKE TAKES HOLD. FOR THE 1-2 SECONDS OF ACCELERATION, IT FEELS SMOOTHER AS IF CAR IS IN HIGHER GEAR FOR THAT MOMENT. I BOUGHT THE CAR NEW, TOYOTA SAYS THIS IS A NORMAL EFFECT OF HOW THE TRANSMISSION WORKS. NO ACCIDENTS; JUST REPORTING WHAT FEELS LIKE SOMETHING'S NOT RIGHT. ONGOING.; THIS IS A FOLLOWUP TO MY 2/4/2010 REPORT (ODI #10305864) ABOUT MY 2008 TOYOTA SIENNA. EVER SINCE I BOUGHT IT NEW IN FALL 2008, THERE IS NOTICEABLE MOMENTARY UNINTENDED ACCELERATION BRIEFLY WHENEVER I PRESS THE BRAKE PEDAL AT SPEEDS OF ABOUT 30-40 MPH. THEN THE BRAKE TAKES HOLD. I HAD NOT GIVEN MY VIN #. THIS TIME I WILL DO THAT. (THIS IS AN ONGOING PROBLEM THAT TOYOTA SERVICE SAYS IS NORMAL, DUE TO THE NATURE OF SIENNA'S TRANSMISSION.)

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314645  
**Date of Incident:** 20080901  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** FREMONT, CA  
**NHTSA Summary:**  
SUDDEN ACCELERATION  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321563  
**Date of Incident:** 20080901  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** LITCHFIELD, CT  
**NHTSA Summary:**  
I OWN A 2007 RAV4. IN FALL 2008, MY HUSBAND AND I PULLED UP TO A RED LIGHT BEHIND A PICKUP TRUCK AND STOPPED THE VEHICLE. MY HUSBAND HAD HIS FOOT ON THE BRAKE BUT, JUST AS HE STOPPED, THE CAR SUDDENLY ACCELERATED. EVEN THOUGH HE IMMEDIATELY PUT BOTH FEET ON THE BRAKE, WE ENDED UP HITTING THE TRUCK IN FRONT OF US. THE ACCIDENT CAUSED ABOUT \$1,500 DAMAGE TO THE FRONT END OF OUR CAR. THE TRUCK IN FRONT SUSTAINED NO VISIBLE DAMAGE, AND THE DRIVER SAID DON'T WORRY ABOUT IT AND WE DID NOT FILE A POLICE REPORT. AFTER THE ACCIDENT, THE VEHICLE WAS THOROUGHLY INSPECTED BY DOWLING TOYOTA OF LITCHFIELD CT. THEY DID NOT FIND ANYTHING MECHANICALLY OR ELECTRONICALLY WRONG WITH THE CAR THAT WOULD CAUSE THE UNEXPECTED AND UNSTOPPABLE ACCELERATION. THEY DID FIND SOME ACORNS UNDER THE HOOD, AND GIVEN THE LACK OF ANY OTHER IDENTIFIABLE CAUSE, THEY SUGGESTED THAT THE SUDDEN ACCELERATION MIGHT HAVE BEEN DUE TO THE INGESTION OF A NUT INTO THE ENGINE WHICH HELD THE ACCELERATOR OPEN. AT THE TIME I RELUCTANTLY ACCEPTED THIS EXPLANATION BECAUSE OUR ACCIDENT WAS AN ISOLATED INCIDENT. HOWEVER, IN LIGHT OF RECENT EVENTS CONCERNING TOYOTA VEHICLES, I CAN'ET HELP BUT WONDER IF OUR EXPERIENCE WITH OUR RAV4 WAS PART OF A LARGER PROBLEM. MY EXPERIENCE WITH OUR 2007 VEHICLE WAS EERILY SIMILAR TO THOSE OF THE AFFECTED MODELS THAT HAVE BEEN RECALLED. I AM HEARING ON THE NEWS THAT IT HAS TAKEN SEVERAL YEARS FOR TOYOTA TO ACKNOWLEDGE THE ACCELERATOR PROBLEM, AND I CAN'ET HELP BUT WONDER IF OUR ACCIDENT WAS RELATED TO A SIMILAR PROBLEM.

C-1185

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PLEASE ADD MY VEHICLE TO THE LIST OF CONSUMER COMPLAINTS ABOUT ACCIDENTS INVOLVING SUDDEN ACCELERATION. THE VIN IS JTMBK32V575025776.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10240853  
**Date of Incident:** 20080903  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** PALMYRA, VA  
**NHTSA Summary:**  
ON A SLIGHT INCLINE, WITH FRONT WHEELS TURNED, CAR STARTED NORMALLY THEN ACCELERATED BY ITSELF AND WAS DIFFICULT TO STOP WITH BOTH FEET ON BRAKE PEDAL. ACCELERATION WAS NOT SUDDENLY FAST BUT WAS INCREASING WHEN I TURNED CAR INTO GRAVEL DRIVE LEADING UP A HILL. CAR STOPPED WITH BRAKING AND WAS SUCCESSFULLY TURNED OFF IN THE MANNER REQUIRED BY MANUAL. CAR RESTARTED AND NO FURTHER PROBLEM WAS EXPERIENCED. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10241371  
**Date of Incident:** 20080904  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** ALISO VIEJE, CA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE DRIVING 2 MPH, THE VEHICLE SUDDENLY LUNGED FORWARD WHEN THE BRAKE PEDAL WAS DEPRESSED. THE VEHICLE CRASHED INTO THE CURB AND A WHEEL. THE VEHICLE WAS MODERATELY DAMAGED. THE CONTACT CALLED THE MANUFACTURER AND IS WAITING TO HAVE THE VEHICLE INSPECTED TO DETERMINE THE CAUSE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 40,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310818  
**Date of Incident:** 20080905  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** THOUSAND OAKS, CA  
**NHTSA Summary:**  
I HAVE A 2007 TOYOTA PRIUS. I TURNED IT OFF AND WENT IN THE HOUSE. WHEN I CAME OUT IT HAD GONE INTO MY GARAGE DOOR AND DAMAGED THE FRONT END AND THE GARAGE DOOR. OBVIOUSLY ACCELERATED AFTER BEING SHUT DOWN. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314040  
**Date of Incident:** 20080907  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** NEW CITY, NY  
**NHTSA Summary:**  
THERE ARE DIFFERENT EXPERIENCES WHICH COMPELS ME TO WRITE THIS COMPLAINT FORM. IT IS ABOUT A 2007 COROLLA WHICH I OWN. I WAS EXPERIENCING

C-1186

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATION PROBLEM ABOUT THIS CAR. TO PUT IT MORE PRECISELY THE CAR HAS A TENDENCY TO ACCELERATE AT DIFFERENT RATE. I AM SURE IT IS NOT BECAUSE OF CHANGING SHIFTS BECAUSE I ALSO HAVE ANOTHER COROLLA OF THE SAME YEAR AND MODEL. AT FIRST WHEN I START THE CAR AND SHIFT TO DRIVE MORE THE CAR HAS A TENDENCY TO JUMP WHICH IS MORE LIKE WHEN YOU CHANGE A MOTORCYCLE GEAR WITHOUT CLUTCHING. AND WHILE I ACCELERATE, SOMETIMES THE GAS PEDAL JUST GOES DOWN BUT THE CAR DOES NOT MOVE. WHEN I EXPERIENCED THIS I TOOK THE CAR TO THE DEALER AND AND I WAS TOLD BY THE MECHANIC THAT IT WAS NOT A PROBLEM OF THE CAR BUT IT IS HOW SOME COMPUTER CHIP IN THE CAR BEHAVES. THIS WAS IN 2008. IN 2009, I DOUBT GAINED STRENGTH WHEN I WAS TAKING MY COUSIN SISTER AND HER FRIEND TO MY COUSINS WEDDING. I WAS DRIVING THROUGH THE LEVELED ROAD IN INTESTATE HIGHWAY AND THEY EVEN RAISED THE QUESTION THAT THERE IS SOMETHING WRONG WITH THE CAR. STILL I EXPERIENCE THE PROBLEM. THOUGH I BELIEVE THAT ITS A MANUFACTURING PROBLEM BECAUSE THE EXPERIENCE WHICH I HAVE WITH ONE CAR IS UNUSUAL COMPARED TO THE OTHER.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317507  
**Date of Incident:** 20080909  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** HUMMELSTOWN, PA  
**NHTSA Summary:**

HERE I REPORT AN ACCIDENT WHICH MAY BE CAUSED BY TOYOTA UNINTENDED ACCELERATE PROBLEM. WE BOUGHT 2005 TOYOTA COROLLA SPORT ON JULY 09, 2004. WE DRIVE 2000-3000 MILES/PER YEAR. AS WE BOUGHT 5 YEARS PRE-PAID MAINTENANCE, WE HAVE REGULAR MAINTENANCE SERVICE WITH FAULKNER DEALER EVERY HALF YEAR UNTIL JULY 09, 2009. THERE HAS NO BIG PROBLEMS DURING THE FIRST 3-YEAR WARRANTY PERIOD EXCEPT ON AROUND SUMMER OF 2007, THE CHECK ENGINE LIGHT IS ON AND TOYOTA DEALER REPLACED THE COMPUTER CONTROL SYSTEM WITHOUT CHARGE (WE WERE NOT SURE THE REPLACED COMPUTER NAME AND WE THINK THE DEALER SHOULD HAVE RECORD). THE WEATHER CONDITION IS LIGHT-MEDIUM RAIN WHILE OUR CAR ACCIDENT HAPPENED. WHEN THE ACCIDENT HAPPENED, MY 5-YEAR OLD SON AND I WERE IN THE CAR. THE ROAD SPEED LIMIT IS 25 MILES PER HOUR, I DROVE UNDER THE SPEED LIMIT AT A LOCAL ROAD AND IT IS ABOUT 2-3 MILES DISTANCE TO OUR DESTINATION. I REMEMBERED THAT I REDUCED THE SPEED AROUND A CURVE TO TURN ON ANOTHER ROAD. SUDDENLY I HEARD A LOUD ROARING ENGINE SOUND CAME FROM INSIDE, EVEN I PRESSED AND PRESSED THE BRAKE PEDAL FOR SEVERAL TIMES, BUT I FEEL THAT I STEP ON THE AIR, IT DIDN'ET HELP. THE CAR AUTOMATICALLY ACCELERATED WITH THE SPEED I CAN'ET CONTROL AND I LOST THE CONTROL OF THE STEERING WHEEL. MY CAR WAS IN MALFUNCTION STATUS AND CRASHED TO THE RIGHT CURB AND THEN HIT THE BUSH WITH A HIGH SPEED AND TRAPPED IN WET MUD (THANK FOR GOD). THE ENGINE WAS STILL ROARING WITH A SCARED LOUD SOUND FOR MINUTES TILL I TURNED OFF THE IGNITION AND TOOK OFF THE KEY. OUR CAR WAS DAMAGED SERIOUSLY BY THIS ACCIDENT, OUR CAR INSURANCE COMPANY PAID FOR MORE THAN \$7,000 FOR THE REPAIR OF THIS DAMAGE AND I PAID \$1,000 FOR THIS COLLISION. WE KEPT BOTH THE POLICE AND REPAIR RECORD IN CASE YOU REQUIRED. AT THAT TIME WE DIDN'ET REALIZE THIS ACCIDENT MAY BE CAUSED BY THE UNINTENDED ACCELERATE PROBLEM WHICH RECALLED. BECAUSE OUR CAR COMPUTER SYSTEM WAS REPLACED BY DEALER IN 2007, WE MAY STILL FACED THE RECALLED PROBLEM.  
**Additional Summary:**

C-1187

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10242678  
**Date of Incident:** 20080910  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** NEW CITY, NY  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA AVALON. WHILE DRIVING APPROXIMATELY 50 MPH, THE VEHICLE SPONTANEOUSLY BEGAN ACCELERATING ON ITS OWN. THE CONTACT DEPRESSED THE BRAKE PEDAL WITH MAXIMUM FORCE AND PLACED THE VEHICLE INTO NEUTRAL, BUT IT CONTINUED TO ACCELERATE TO 70 MPH. HE SMELLED A BURNING ODOR AND THE VEHICLE BEGAN DECELERATING. THERE WERE NO WARNING LIGHTS ILLUMINATED ON THE INSTRUMENT CONTROL PANEL AND THE CRUISE CONTROL WAS NOT ENGAGED. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE AND PROVIDE A REMEDY. THE VIN WAS UNKNOWN. THE FAILURE AND CURRENT MILEAGES WERE 11,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314079  
**Date of Incident:** 20080910  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** HOPEWELL JUNCTION, NY  
**NHTSA Summary:**  
ENGINE SURGES, UNEXPECTED ACCELERATION, OCCURS AT LOW SPEEDS, APPEARS TO BE FAILURE OF AUTOMATIC TRANSMISSION. HAPPENS EVERY COUPLE OF MONTHS. WAS TOLD IT WAS MY FAULT FOR NOT UNDERSTANDING HOW THE "INTELLIGENT" TRANSMISSION FUNCTIONS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314719  
**Date of Incident:** 20080910  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** BURBANK, CA  
**NHTSA Summary:**

I PURCHASED A TOYOTA CAMRY 2009 IN AUGUST OF 2009; I NOTICE IMMEDIATELY SUDDEN ACCELERATION SEVERAL TIMES WHILE DRIVING AT AVERAGE 55 MPH IN A HIGHWAY WITH INCREASING IN SPEED WITHOUT STEPPING IN THE GAS PEDAL. I COULD HEAR A LOW PITCH SOUND LIKE A CORDLESS DRILL WILL SOUND LIKE AND EVENTUALLY THE SPEED WILL INCREASE AT FIRST GOT REALLY SCARED OF THE SUDDEN ACCELERATION SPECIALLY WHEN APPROACHING CARS IN THE HIGHWAY. SEVERAL TIMES I HAD TO STEP IN THE BREAK PEDAL WITH FORCE TO KIND OF KILL THE BOOST. I ALSO NOTICE THAT IN THE SURFACE STREET EXPERIENCE THIS JERKINGNESS KIND OF LIKE A WILD BULL THAT WANTS TO PUSH FORWARD WITHOUT INSERTING ENERGY TO MOVE FORWARD IT HAPPEN SEVERAL TIMES WHILE IN STOP SIGNS OR WAITING TO MERGE IN THE FLOW OF TRAFFIC. AGAIN WHAT I WILL DO IS FORCELY STEP IN THE BRAKE TO STOP THE SUDDEN ACCELERATION. AFTER DRIVING THE VEHICLE FOR MORE THAN 5 MONTHS I CAN PREDICT THE BEHAVIOR AND THANKLY ABORE THE SUDDEN ACCELERATION. BUT MANY TIMES IT DOES SCARES ME SPECIALLY WHEN APPROACHING CARS AHEAD. I HAVE A FAMILY OF 5 WITH 3 SMALL CHILDREN. MY SPOUSE AND KIDS DO NOT WANT TO RIDE IN THE CAR WITH ME FOR THE REASONS STATED ABOVE.  
**Additional Summary:**

C-1188

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313783  
**Date of Incident:** 20080911  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** WESTWOOD, CA

**NHTSA Summary:**  
TOYOTA CAMRY 2005 V-6. AS ACCELERATED VEHICLE TO MERGE ON HIGHWAY, THE VEHICLE TOOK OFF AND I WAS UNABLE TO STOP OR CONTROL ANY STEERING. I WAS IN THE LT. LANE WITH A DIESEL TRUCK NEXT TO ME. I NEEDED TO MERGE SOON SO I LOOKED DOWN TO CUPHOLDER, GRABBED MY SLURPEE WHILE ACCELERATING, THE CAR HIT THE RT. LANE PADS AND WOULD NOT SLOW DOWN, I STEERED TO THE RIGHT TO AVOID HITTING THE TRUCK. THE CAR WAS OUT OF CONTROL. I SCREAMED "OH MY GOD, WHATS HAPPENING" HIT THE CEMENT HIGHWAY DIVIDER AT WHICH TIME I LOST CONSCIOUSNESS. THE CARE WENT INTO ONCOMING TRAFFIC AND FLEW OFF THE SOUTH BOUND FREEWAY, STOPPING IN A DITCH. I WAS WEDGED BETWEEN THE DRIVERS SEAT AND DOOR, UNABLE TO MOVE. I WAS NOW A TRAUMA PATIENT, SEVERING MY SPLEEN, FRACTURING 4 RIBS, INTERNAL BLEEDING AND A SURGICAL PATIENT FOR REMOVAL OF MY SPLEEN, TRANSFUSIONS AND A TUBE SUCKING MY INTERNAL BLEED THROUGH A PUMP WHICH DELIVERED MY BLOOD BACK INTO MY VEINS. HOSPITALIZATION FOR 7 DAYS, UNABLE TO EAT, ICE CHIPS ONLY FOR 6 DAYS, 30+ STAPLES UP MY STOMACH AND A NEW DIGESTIVE PROCESS FOREVER. I KNEW THE CAR SPED UP WHEN I ACCELERATED TO MERGE AND AS I TRIED TO STOP THE CAR BY PUSHING ON THE BRAKES, IT WOULD NOT SLOW DOWN AND IMMEDIATELY SEEMED TO GO OFF THE ROAD IN THE LT. LANE. FISH TAILING WHILE I BRAKED. FORTUNATELY I DID LOSE CONSCIOUSNESS AND DID NOT HIT ANOTHER VEHICLE DURING THE ACCIDENT. I HAVE NEVER HAD AN ACCIDENT BEFORE THIS AND HAVE DRIVEN FOR APPROX. 32 YEARS WHEN THIS HAPPENED. I KNOW THE CAR WOULD NOT STOP WHICH I TOLD THE CHP AND MY INSURANCE INVESTIGATOR WHO SENT FORENSICS TO THE AUTO YARD. WE THOUGHT MAYBE THE NEW TIRES WERE AT FAULT BUT WITH TOYOTAS RECENT TRANSPARENCY, IT BECOMES OBVIOUS THEY KNEW OF THIS ISSUE BUT FAILED TO PUT OUT A RECALL FOR ACCELERATION PROBLEMS RECENTLY BUT MORE IMPORTANTLY KNOWING OF AN ISSUE AND IT'S POTENTIAL TO LEAD TO DEATH FOR SOME OF ITS CUSTOMERS BUT LACKED THE SAFETY CONSCIOUS TO RECALL THEIR ACCELERATORS AND BRAKINGS SYSTEMS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315590  
**Date of Incident:** 20080912  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** BOWLING GREEN, OH

**NHTSA Summary:**  
AN INCREASE IN ACCELERATION WITH MY FOOT OFF THE ACCELERATOR PEDAL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305119  
**Date of Incident:** 20080913  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** MASHPEE, MA

**NHTSA Summary:**

C-1189

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I HAVE A 2008 TOYOTA TUNDRA 4WD, LARGE V8. WHILE APPLYING THE BRAKE I HAVE HAD THREE INSTANCES WHERE THE VEHICLE SUDDENLY ACCELERATED. EACH TIME THIS OCCURRED AT A LOW SPEED[2-6MPH] FURTHER PRESSURE ON THE BRAKE STOPPED THE VEHICLE. THERE WAS NO WAY BOTH PEDALS WERE PRESSED. I FIND THE ACCELERATOR TO BE VERY TOUCHY. I FIND MYSELF HAVING TO ENGAGE THE AUTO DIFFERENTIAL LOCK TO CONTROL MY ACCELERATION FROM A STOPPED POSITION. IF I DON'T THE ACCELERATOR CAUSES THE VEHICLE TO SPIN THE TIRES. I CAN'T HELP FEELING THIS IS RELATED TO THE CRUISE CONTROL COMPONENTS. THANKS FOR YOUR TIME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327461  
**Date of Incident:** 20080913  
**Vehicle:** 2004 TOYOTA CAMRY SOLARA  
**Location of Incident:** SCOTCH PLAINS, NJ

**NHTSA Summary:**  
2004 TOYOTA CAMRY SOLARA. THE CONSUMER WAS INVOLVED IN AN ACCIDENT DUE TO SUDDEN ACCELERATION. \*GR. THE CONSUMER STATED THE VEHICLE ACCELERATED AS SHE WAS APPLYING THE BRAKE AND CRASHED THROUGH A STOREFRONT WINDOW. THE CONSUMER ALSO NOTED THE AIR BAGS DID NOT DEPLOY. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306863  
**Date of Incident:** 20080914  
**Vehicle:** 2007 TOYOTA CAMRY HV  
**Location of Incident:** LOMA LINDA, CA

**NHTSA Summary:**  
I HAVE A 2007 TOYOTA CAMRY HYBRID. I WAS DRIVING ON OPEN HIGHWAY IN GREAT CONDITIONS AND MINIMAL TRAFFIC. WHEN IN CRUISE CONTROL MY CAR ACCELERATED WHEN TOGGLED TO SPEED UP BUT DID NOT STOP ACCELERATING AT THE SET SPEED (75) OR WHEN THE BRAKE WAS TAPPED. (I CAN'T REMEMBER IF I TOGGLED THE COAST ON THE CRUISE CONTROL). THE CAR ONLY STOPPED ACCELERATING WHEN I TURNED OFF THE CRUISE CONTROL BUTTON. AT THAT POINT IT WAS GOING 92 MPH THE CAR IMMEDIATELY COASTED AND THEN THE BRAKE WORKED. IT HAS NOT HAPPENED AGAIN WITH OR WITHOUT CRUISE CONTROL. THE DEALER CANNOT FIND ANYTHING WRONG.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10244053  
**Date of Incident:** 20080915  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** MENDOCINO, CA

**NHTSA Summary:**  
THE SPEEDOMETER WILL START TO JUMP FROM YOUR CURRENT RATE OF SPEED TO ANYTHING BELOW THAT. IT STARTED ON SUNDAY LATE AFTER NOON ON SEP. 15, 2008. THEN THE CRUISE CONTROL WOULD ACCELERATE ON ITS OWN WHEN IN USE. BOTH HAVE CONTINUED TO HAPPEN SINCE THEN, ACCEPT NOW THE TRUCK IS NOT GETTING VERY GOOD GAS MILEAGE, THE GAUGES STOPPED WORKING ALL TOGETHER, AND THE CHECK ENGINE LIGHT IS NOW ON. THE TRUCK IS AT THE DEALERSHIP AS I TYPE THIS BEING LOOKED INTO. THERE IS A SERIOUS PROBLEM FROM WHAT I CAN SEE WHEN I DRIVE IT. SOMETHING ELECTRICAL FOR SURE, AND POSSIBLY ELSEWHERE INTERNALLY.

C-1190

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I AM CONCERNED TO HAVE MY FAMILY IN THE TRUCK WITH ME AT TIMES FROM THE WAY THE TRUCK DRIVES. ANOTHER CONCERN IS THE WARRANTY WILL BE UP IN A FEW THOUSAND MILES AND I AM CONCERNED THAT WHATEVER THE ELECTRICAL PROBLEM MAY BE, THEY COULD TRY TO SUGAR COAT IT SO IT LAST A COUPLE THOUSAND MILES, THEN THEY ARE NOT RESPONSIBLE FOR IT. I JUST WANT IT FIXED AND SAFE FOR MY FAMILY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290958  
**Date of Incident:** 20080915  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
JULY 2008 I WAS DRIVING MY 2005 TOYOTA SIENNA I WAS ON THE RAMP TO ENTER THE HIGHWAY DOING 35MPH WHEN MY CAR SUDDENLY JUMPED TO 75MPH WITHOUT ME TOUCHING THE GAS PEDAL. I STAYED CALM BECAUSE MY KIDS WERE IN THE CAR WITH AND I DIDN'T WANT TO SCARE THEM. THANK GOD I JUMPED IN THE NEXT LANE WHERE WERE NOT TO MANY CARS AND JUST PRESSED THE BRAKE PEDAL HARD THANK GOD THE CAR SLOWED DOWN. I KNEW SOMETHING WAS WRONG WITH THE CAR. I TOOK TO THE MECHANIC HE FOUND NOTHING OUT OF PLACE. IT LATER HAPPENED AGAIN MAYBE TWO WEEKS LATE THIS TIME I WAS ON CITY STREETS AND DID THE BASICALLY THE SAME THING AS BEFORE. I RECENTLY SAW REPORTS AND I WAS NOT ALONE AND WAS SOMETHING VERY WRONG WITH THE TOYOTA SYSTEM. PLEASE DO SOMETHING BEFORE ANY MORE PEOPLE GET HURT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302877  
**Date of Incident:** 20080915  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**  
2009 TOYOTA COROLLA - GAS PEDAL STICKING PROBLEM WHILE ON THE FAMILY DRIVEWAY TRAVELING AT ABOUT 5 MILES PER HOUR, CAR RAPIDLY ACCELERATED FORWARD AFTER I REMOVED MY FOOT FROM THE GAS PEDAL. PUSHING THE BRAKE DOWN AS HARD AS I COULD THE CAR CONTINUED TRAVELING FORWARD CRASHING INTO MY DAUGHTER'S CAR, THEN PUSHING HER CAR THROUGH THE RIGHT SIDE OF THE GARAGE DOOR & THROUGH THE HOUSE WALL COMPLETELY DAMAGING MY DAUGHTER'S CAR (TOTALLED) DESTROYING THE GARAGE DOOR WHILE SMASHING DOWN THAT PORTION OF THE HOUSE WALL. AND THEN FURTHER INSIDE COLLIDING INTO A LARGE DRYER & WASHING FINALLY COMING TO REST AGAINST AN INSIDE HOUSE WALL BEAM & CONCRETE. MY DAUGHTER WAS ALMOST HIT AS SHE WAS ON THE OTHER SIDE OF THE WALL WHEN THE CARS CRASHED THROUGH. WE'VE ALWAYS MAINTAINED THAT IT WAS TOYOTA'S FAULT AS IT WAS WITHOUT QUESTION. A CASE OF UNINTENDED ACCELERATION--THE CAR RAPIDLY ACCELERATED FORWARD ON ITS OWN, BUT TOYOTA INSISTED IT WAS NOT THE CAUSE OF THEIR CAR. TOYOTA, AT MY COST AND OUR INSURANCE COMPANY, STATE FARM, MADE ALL THE REPAIRS TO THE CAR--TOYOTA REFUSED TO TAKE LIABILITY FOR INVOLVEMENT WITH THE CAUSE OF THE ACCIDENT. SO THERE WE WERE, WHO COULD REFUTE MIGHTY TOYOTA? THEY WERE THE PREMIER CAR COMPANY & THEY MADE ALMOST PERFECT CARS. OBVIOUSLY WITH THEIR 2ND RECALL IN A MATTER OF MONTHS THAT IMAGE HAS NOW BEEN SOMEWHAT DISPLED.

C-1191

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

IN SPEAKING WITH TOYOTA TODAY I WAS ADVISED THAT MY COROLLA WOULD NOT BE INCLUDED IN THEIR RECALL AS I WAS ADVISED THAT THE PEDAL ASSEMBLY IN MY CAR WAS MANUFACTURED IN JAPAN BY NIPPO-DENSO AND NOT THE PEDAL ASSEMBLY INVOLVED WITH THE SO-CALLED STICKING GAS PEDAL PROBLEM. AS THAT ASSEMBLY, WAS MANUFACTURED IN THE UNITED STATES BY CTS. WHILE I APPRECIATE WHAT TOYOTA STATED ABOUT DIFFERENT ASSEMBLIES, I CAN STATE UNEQUIVOCALLY MY CAR ACCELERATED FORWARD EVEN THOUGH I WAS PRESSING THE BRAKE PEDAL THE HOLD TIME WHILE THE CAR RACED FORWARD NO ONE INCURS SUCH DAMAGE PRESSING THE BRAKES. I WOULD ASK FOR YOUR REVIEW AND COMMENTS \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318422  
**Date of Incident:** 20080915  
**Vehicle:** 2000 TOYOTA AVALON  
**Location of Incident:** WATHA, NC

**NHTSA Summary:**  
2000 TOYOTA AVALON DRIVEN BY MY WIFE QUOTE "SUDDENLY TOOK OFF" RESULTING IN A WRECK. CAR WAS TOTALED WITH NO AIRBAG DEPLOYMENT. EARLY MORNING WITH HEAVY RAINS, APPROX. 35 MILES PER HOUR SPEED, BREAKING, WHEN CAR TOOK OFF.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303535  
**Date of Incident:** 20080917  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SAN JUAN, PR

**NHTSA Summary:**  
RUG INTERFERE WITH THE GAS PEDAL. AND CRASH THE CAR IN FRONT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312964  
**Date of Incident:** 20080919  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** TAMARAC, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 LEXUS ES300. THE CONTACT STATED THAT WHEN THE DRIVER WAS SHIFTING INTO REVERSE GEAR, THE VEHICLE SUDDENLY ACCELERATED AND HE LOST CONTROL OF IT. THE DRIVER CRASHED INTO ANOTHER VEHICLE AND A TREE. THERE WERE NO INJURIES. A POLICE REPORT WAS FILED. THERE WERE NO PREVIOUS ACCELERATION FAILURES. SHE TOOK THE VEHICLE TO THE DEALERSHIP AND THE DEALER TOLD HER THAT THEY COULD SEE NOTHING MECHANICALLY WRONG. SHE CALLED THE MANUFACTURER AND THE REPRESENTATIVE TOLD HER THAT THEY COULD NOT ASSIST HER BECAUSE THEY HAD NO RELATED REPORTS. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS 49,094. THE FAILURE MILEAGE WAS 44,916.

**Additional Summary:**

**Toyota ID Number:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1192

**NHTSA ODI Number:** 10313354  
**Date of Incident:** 20080919  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BRISTOL, CT

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE THE CONTACT ATTEMPTED TO PARK THE VEHICLE, IT SUDDENLY ACCELERATED WITHOUT WARNING CAUSING THE CONTACT TO CRASH INTO A PARKING POST. THE CONTACT NOTICED PREVIOUSLY THAT THE VEHICLE WOULD OCCASIONALLY SURGE WHENEVER DRIVEN AT VARIOUS SPEEDS. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THE CURRENT AND FAILURE MILEAGES WERE 60,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305314  
**Date of Incident:** 20080920  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** PORT SAINT JOE, FL

**NHTSA Summary:**  
2005 TOYOTA HIGHLANDER, 40000 MILES TO DATE. ABRUPT ACCELERATION OCCURRED TWICE FOR NO REASON-CAR DOES NOT HAVE FLOOR MATS THAT COULD INTERFERE WITH THE ACCELERATOR. FIRST OCCURANCE IN 2006 WAS WHILE DRIVING ON HIGHWAY. BRAKING SOLVED THE PROBLEM. SECOND OCCURANCE IN 2008- CAR WAS MOVING AT IDEAL SPEED-FOOT WAS NOT ON NEAR THE ACCELERATOR BUT ABOVE BUT NOT TOUCHING THE BRAKE. BRAKING SOLVED THE PROBLEM. INFORMED TOYOTA DEALER-THEY WERE CLUELESS AND HAD NO KNOWLEDGE OF A PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314051  
**Date of Incident:** 20080920  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** CANTON, MA

**NHTSA Summary:**  
2006 TOYOTA SIENNA LE WITH BZ PACKAGE (VSA) - SAFETY ISSUE (ELECTRONICS): VEHICLE STABILITY CONTROL SYSTEM (VSA) IS UNSAFE DURING ROAD SLIPPERY CONDITIONS IF CRUISE CONTROL IS USED. THE SLIPPERY CONDITION COULD BE RAINY DAY OR SNOWING OR ICY ROAD CONDITIONS. THE INCIDENT OCCURED SEVERAL TIME. THE FIRST TIME I NOTICED THE ISSUE IS AROUND SEPTEMBER OF 2008. IT WAS HEAVY RAIN, I WAS DRIVING ON A HIGHWAY WITH NORMAL SPEED. THE VAN WAS SET TO CRUISE AT 65 MPH. I RAN OVER A SMALL POT OF WATER ON THE ROAD. ONE OF THE TIRE PROBABLY SLIPPED FOR A BRIEF MILLI-SECOND. THE VSA CONTROL KICKED IN (I CAN SEE THE VSA LIGHT FLASHES), THE VAN WAS THEN RUNNING FROM SIDE TO SIDE AND THE RPM SUDDENTLY JUMP UP (VIOLATENTLY). THE VAN WAS DIFFICULT TO CONTROL. I TAP THE BREAK TO DISENGAGE THE CRUISE CONTROL. THEN THE VAN WENT BACK TO NORMAL. 2ND INIDENT, ABOUT DECEMBER OF 2008, I WAS DRIVING ON THE HIGHWAY WITH LIGHT SNOW. THE VAN WAS CRUISING AT 55 MPH. THE VAN PASSED A SLIPPERY SPOT. THE VSA KICKED IN AND CAUSED VIOLENT LEFT AND RIGHT MOVEMENT OF THE VAN AS WELL AS SUDDEN ACCELERATION. THE INCIDENT ALMOST CAUSED AN ACCIDENT. SINCE THEN, I STOPPED USING CRUISE CONTROL ON THE RAINY OR SNOWY DAYS. BUT IF ANYONE OUT THERE WITH TOYOTA MINIVAN, I WOULD LIKE THEM TO KNOW IT IS A SERIOUSE POTENTIAL PROBLEM. I TOOK MY VAN TO BE

C-1193

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CHECKED OUT AT THE TOYOTA DEALERSHIP. THEY SAID COULD NOT FIND THE PROBLEM AND IT IS NORMAL AS IS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10243508  
**Date of Incident:** 20080921  
**Vehicle:** 2008 LEXUS RX400H  
**Location of Incident:** ADA, MI

**NHTSA Summary:**  
UNPROVOKED VEHICLE ACCELERATION WHILE PARKING, CAUSING VEHICLE TO JUMP A CURB, HIT A TREE AND LAND ON THE HOOD OF A VEHICLE PARKED ACROSS FROM THE SUBJECT PARKING SPACE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10346881  
**Date of Incident:** 20080926  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** PHOENIX, AZ

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2005 TOYOTA COROLLA. AFTER SHIFTING THE VEHICLE INTO REVERSE THE CONTACT NOTICED THAT THE VEHICLE SUDDENLY ACCELERATED CAUSING THE CONTACT TO CRASH INTO A NEARBY POLE, SECONDS LATER THE CONTACT SHIFTED THE VEHICLE INTO DRIVE AND NOTICED THAT THE VEHICLE SUDDENLY ACCELERATED CAUSING THE CONTACT TO CRASH INTO A TREE. THE CONTACT AND HER DAUGHTER SUFFERED MINOR INJURIES AND A POLICE REPORT WAS FILED FOR THE INCIDENT. THE VEHICLE HAS NOT BEEN DIAGNOSED AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 56000. BML

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10245488  
**Date of Incident:** 20080927  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**  
TRUCK WAS IN CRUISE CONTROL. ACCELERATED TO PASS SLOWER TRAFFIC. LET OFF THROTTLE. TRUCK WENT TO FULL THROTTLE. COULD NOT GET TRUCK TO DECELERATE. HAD TO STAND ON BRAKES TO BRING TO A STOP. TRUCK NEEDS NEW ROTORS AND PADS TOYOTA WILL NOT HELP. OCCURRED ONCE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302561  
**Date of Incident:** 20080929  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** RALEIGH, NC

**NHTSA Summary:**

C-1194

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE HOLDING GEAR AFTER ACCELERATION, DOWNSHIFTING WHEN BRAKE IS TOUCHED, ROUGH SHIFTING, GENERAL UNPREDICTABILITY OF TRANSMISSION PERFORMANCE. \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20080930  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:**  
**NHTSA Summary:**  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10244204  
**Date of Incident:** 20081001  
**Vehicle:** 2004 LEXUS IS300  
**Location of Incident:** MADISON, AL

**NHTSA Summary:**  
CAR FAILED TO STOP AT A RED LIGHT UNDER NORMAL BRAKING BECAUSE ENGINE FAILED TO DECELERATE WHEN PRESSURE WAS REMOVED FROM THE PEDAL. MAXIMUM FORCE WAS APPLIED TO THE BRAKE PEDAL. THE BRAKE ANTI LOCK FEATURE WAS ACTIVATED AND A COLLISION WITH THE STOPPED CAR AHEAD WAS BARELY AVERTED. WHEN STOPPED, THE ENGINE REVERTED TO NORMAL IDLE. THE PROBLEM DID NOT RECUR. EXAMINATION BY A MECHANIC AT THE DEALERS SHOP FAILED TO IDENTIFY A COMPUTER FAULT OR OTHER CAUSE. THE CAR WAS RETURNED WITHOUT REPAIR. I AM NOT SATISFIED THAT A STUCK THROTTLE IS NOT A REPAIRABLE OR ABNORMAL CONDITION. IT SEEMS TO ME BE HIGHLY DANGEROUS AND MERITS MORE THAN A "WELL, ITS WORKING NOW SO COME BACK WHEN IF IT HAPPENS AGAIN." SORT OF RESPONSE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290923  
**Date of Incident:** 20081001  
**Vehicle:** 2008 TOYOTA YARIS  
**Location of Incident:** NIAGARA FALLS, NY

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 TOYOTA YARIS. AFTER SHIFTING INTO NEUTRAL GEAR AND EXITING THE CAR WASH, THE VEHICLE ACCELERATED WITHOUT WARNING. AS A CONSEQUENCE HE CRASHED INTO A FENCE. THE FRONT END OF THE VEHICLE AND THE WINDSHIELD WERE DAMAGED. THERE WERE NO INJURIES. HIS LICENSE WAS SUSPENDED, AND HIS INSURANCE INCREASE TWICE THE AMOUNT BECAUSE OF THE CRASH. THE VEHICLE WAS REPAIRED. REPORT NUMBER GTFB92384017161 WAS FILED WITH THE MANUFACTURER. AN AUTHORIZED INVESTIGATOR INSPECTED THE FAILURE AND CONCLUDED THAT NOTHING WAS WRONG WITH THE VEHICLE. THE FAILURE MILEAGE WAS 3,500 AND THE CURRENT MILEAGE WAS 6,000. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE. UPDATED 11/23/09. \*LJ

**Additional Summary:**

**Toyota ID Number:**

C-1195

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10303568  
**Date of Incident:** 20081001  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** ST. LOUIS, MO

**NHTSA Summary:**  
THE ACCELERATOR PEDAL SEEMS TO BE "STICKY" AND HAS BEEN THIS WAY SINCE PURCHASE - IF YOU DEPRESS THE PEDAL, THE CAR LURCHES FORWARD AND IT IS DIFFICULT TO CONTROL THE SPEED WHEN IN STOP AND GO TRAFFIC, ESPECIALLY. THIS RESULTED IN MY CAR LURCHING FORWARD (WITH A LIGHT PRESS OF THE PEDAL) INTO THE CAR IN FRONT OF ME. NO INJURIES, BUT MY FRONT BUMPER WAS CRACKED FROM THE IMPACT. THERE WAS LESS THAN 5 FEET IN BETWEEN OUR CARS AT THE TIME, BUT ENOUGH FORCE TO PUT THE TRAILER HITCH OF THE CAR IN FRONT OF ME THROUGH THE BUMPER. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310429  
**Date of Incident:** 20081001  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** SILVER SPRING, MD

**NHTSA Summary:**  
REGARDING TOYOTA AOA RECALL: I EXPERIENCED THE ACCELERATION PROBLEM WITH MY AVALON ON OCT 1, 2008 AND DO NOT FEEL THE LATEST CORRECTIVE ACTION OF A REINFORCEMENT BAR WILL ADDRESS THE PROBLEM. I BROUGHT MY VEHICLE INTO DARCAR'S 355 TOYOTA ON OCT 2, 2008 AND PROVIDED A DETAILED DESCRIPTION OF THE INCIDENT. TOYOTA DID NOT FOLLOW UP WITH ME. WHEN TOYOTA INITIALLY ANNOUNCED THE ACCELERATION PROBLEM WAS DUE TO FLOORMATS, I AGAIN NOTIFIED MY DEALER SERVICE TEAM THAT MY FLOORMATS WERE ANCHORED AND THAT WAS NOT THE PROBLEM- TOYOTA AGAIN DID NOT FOLLOW UP WITH ME. I WENT TO THE SILVER SPRING DARCAR'S SERVICE GROUP FOR THE AOA RECALL AND SPOKE TO THE SERVICE MANAGER REGARDING THE STEEL BAR REINFORCEMENT ACTION AND EXPLAINED WHY I DID NOT FEEL THIS WOULD ADDRESS THE PROBLEM. TOYOTA IS NOT LISTENING AND I DO NOT WANT TO SEE ANYONE ELSE DIE DUE TO THIS ISSUE. PLEASE HAVE THE LEAD INVESTIGATOR FOR THE TOYOTA ACCELERATION RECALL CALL ME. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314607  
**Date of Incident:** 20081001  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** EAST NORTHPORT, NY

**NHTSA Summary:**  
INTERMITTENT GAS PEDAL HESITATION AND THEN SUPER QUICK ACCELERATION, ESPECIALLY DANGEROUS WHEN ENTERING HIGHWAY. ALSO OCCURS IN LOCAL TRAFFIC. CONTACTED TOYOTA IN JAN. 2008 AND WAS TOLD ISSUE COULDN'T BE DUPLICATED - MY DRIVING. CONTACTED DEALER AT LEAST 3X THEN ESCALATED TO TOYOTA CUSTOMER EXPERIENCE IN APR. 2008. LAST CONTACT IN JUNE 2008 WHEN AUTO WAS "FIXED" PURSUANT TO TSB 0068-08. TROUBLE WAS BLAMED ON CALIBRATION IN THE COMPUTER. CAR WAS SOMEWHAT BETTER BUT THERE WAS A LATER INCIDENT IN FALL OF 2008 WHEN I ACCELERATED OVER A SPEED BUMP IN A PARKING LOT AND WAS TURNING LEFT INTO A PARKING SPACE. CAR SHOT FORWARD WENT THROUGH HEDGE AND OUT INTO BUSY STATE ROUTE 25A. ACCIDENT AVOIDED BY CONTINUING LEFT TURN ONTO BERM WHERE BRAKES FINALLY WORKED. DID NOT REPORT AS THERE WERE NO INJURIES OR

C-1196

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PROPERTY DAMAGE. ALSO THOUGHT I COULD HAVE BEEN TO BLAME AS TOYOTA HAD BEEN "FIXED" AND I HAD BEEN ADVISED A NUMBER OF TIMES BEFORE THE "FIX" THAT COMPUTER RESPONDS TO INDIVIDUAL DRIVER'S ACTIONS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316754  
**Date of Incident:** 20081001  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** BUENA PARK, CA

**NHTSA Summary:**  
IMMEDIATELY AFTER PURCHASE, IN OCT 2008, DURING A COLD MORNING, I SET CRUISE CONTROL, BUT NOT IN OVERDRIVE, HIT ACCELERATION PEDAL, VEHICLE BEGAN TO SPEED OUT OF CONTROL. THIS HAS HAPPENED TWICE. RESOLVED BY DISENGAGING CRUISE CONTROL. HAVE NOT DUPLICATED SITUATION, AND NO MORE INCIDENTS OCCURRED. I NOTIFIED CAPITSTRANO TOYOTA IN CA, BUT NOT ON LIST OF VEHICLES RECALLED. I TRIED TO EMAIL WITH ONLINE FORM, SYSTEM WON'T ALLOW ME TO SUBMIT ISSUE. I TRIED TO CALL TOYOTA, NOT TAKING ANY CALLS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317203  
**Date of Incident:** 20081001  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** JACKSON, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA TUNDRA. I HAD MY TUNDRA RUN AWAY WITH ME TWICE, BOTH TIMES IT OCCURRED WHEN I WENT TO PASSING GEAR WHILE IN CRUISE CONTROL. PROSPECT MOTORS IN JACKSON CA LOOKED INTO THE PROBLEM AND SAID IT WAS THE FLOOR MAT. I ARGUED WITH THE SERVICE GUY, BUT HE WOULDN'T LISTEN. I KNOW FOR SURE THAT DURING THE FIRST OCCURENCE THAT THE FLOOR MAT WAS SECURED, AND I WOULD BET THAT IT WASN'T THE ISSUE WITH THE SECOND INCIDENT. I USE CRUISE CONTROL A LOT BUT NO LONGER LEAVE IT ON WHEN USING PASSING GEAR. THE FIRST TIME INCIDENT, I WAS ABLE TO REGAIN SPEED CONTROL BY STOMPING ON BOTH THE BRAKE AND GAS PETALES. I WAS NEVER ABLE TO REGAIN SPEED CONTROL DURING THE SECOND INCIDENT. I HAD TO STAND ON THE BRAKE PEDAL WITH BOTH FEET AND PULL AGAINST THE STEERING WHEEL WHILE TRYING TO GET OFF TO THE SIDE OF THE ROAD SAFELY. ONCE OFF THE ROAD I WAS ABLE TO TURN OFF THE ENGINE. WE ALMOST CRASHED INTO THE ONCOMING TRAFFIC. ANY INFORMATION OR HELP WOULD BE GREATLY APPRECIATED. I HAVE NO FAITH IN TOYOTA'S REMEDY FOR THIS PROBLEM. THE FAILURE MILEAGE WAS 32,000 AND THE CURRENT MILEAGE WAS 33,000. UPDATED 03/10/10 \*BF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322909  
**Date of Incident:** 20081001  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** PARIS, OH

**NHTSA Summary:**  
I HAVE A 2002 TOYOTA RAVE 4, I HAVE EVEN COMPLAINED TO THE DEALERSHIP WHERE I BOUGHT THE VEHICLE. I COMPLAINED ABOUT IT SPEEDING OUT OF CONTROL WHEN I

C-1197

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

USED THE CRUISE CONTROL AND IT STILL DOES AND I CAN REPRODUCE IT EVERY TIME ON THE SAME ROAD. I ALSO HAD COMPLAINED ABOUT STEPPING ON THE BRAKES AND THE CAR NOT WANTING TO STOP. DEALERSHIP TOLD ME "IT WAS IN MY HEAD, AND THAT THEY COULDN'T FIND ANYTHING WRONG WITH IT." I WAS ACTUALLY IN A CAR ACCIDENT ON MY WAY INTO THE DEALERSHIP TO HAVE THEM CHECK THE SAME PROBLEM AGAIN. I REPORTED IT SEVERAL TIMES TO THEM AN I HAVE HAD THE CAR SINCE 2005.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322977  
**Date of Incident:** 20081001  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** HERSHEY, PA

**NHTSA Summary:**  
TOYOTA PRIUS FLOOR MAT AND SUSTAINED ACCELERATION

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327457  
**Date of Incident:** 20081001  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BROOKLYN, NY

**NHTSA Summary:**  
2007 TOYOTA CAMRY. ACCELERATION ISSUES \*GR THE CONSUMER STATED RIGHT FROM THE DAY OF PURCHASE AND IT STILL CONTINUES. HE NOTICED WHEN ANY TIME HE STARTED THE VEHICLE, IT WOULD ACCELERATE WITHOUT HIM STEPPING ON THE ACCELERATOR PEDAL. ALSO, WHEN THE VEHICLE WAS PUT IN REVERSE MODE WITHOUT STEPPING ON THE ACCELERATOR PEDAL, IT WOULD ACCELERATE TO ABOUT 40 MPH IN SECONDS AND CONTINUE TO ACCELERATE UNTIL THE BRAKE WAS APPLIED. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314684  
**Date of Incident:** 20081002  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** WINTON, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS 2007 TOYOTA COROLLA. IN OCTOBER OF 2008 WHILE DRIVING APPROXIMATELY 45 MPH ON THE RIGHT SIDE OF THE ROAD THE VEHICLE SUDDENLY ACCELERATED UP TO 80 MPH WITHOUT WARNING. HE COLLIDED INTO A TREE AND THE DRIVER FRONTAL AIR BAG DID NOT DEPLOY. THE INSURANCE COMPANY DID NOT INVESTIGATE THE SUDDEN ACCELERATION, OR THE AIR BAG FAILURE. THE POLICE REPORT NUMBER WAS NOT AVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE 10,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311509  
**Date of Incident:** 20081004  
**Vehicle:** 2007 TOYOTA RAV4

C-1198

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** WAELING, WV

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA RAV4. SHE STATED THAT WHILE DRIVING UP A HILL AT 35 MPH, THE VEHICLE STARTING JERKING AND ATTEMPTED TO ACCELERATE WITHOUT INTENT. SHE THEN TAPPED HER FOOT ON THE BRAKE PEDAL AND THE VEHICLE STARTED TO DECREASE IN SPEED. THE VEHICLE WAS TAKEN TO THE DEALER FOR A DIAGNOSTIC TEST AND THE DEALER COULD NOT DUPLICATE THE FAILURE. NO REPAIRS WERE MADE TO THE VEHICLE. THE FAILURE HAS OCCURRED THREE TIMES. THE FAILURE MILEAGE WAS 15948 AND THE CURRENT MILEAGE WAS 37000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318443  
**Date of Incident:** 20081004  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** SURF CITY, NJ

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE THE CONTACT WAS DRIVING 15 MPH THE VEHICLE SUDDENLY ACCELERATED. THE BRAKES WOULD NOT ENGAGE DURING THE ACCELERATION CAUSING THE CONTACT TO CRASH INTO A NEARBY POLE. NO ONE WAS INJURED DURING THE CRASH. A POLICE REPORT WAS FILED FOR THE INCIDENT. THE VEHICLE WAS TOWED TO A LOCAL BODY SHO. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP. THE CURRENT AND FAILURE MILEAGES WERE 12000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303054  
**Date of Incident:** 20081005  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** FAYETTEVILLE, NC

**NHTSA Summary:**  
THIS IS A SECOND COMPLAINT OF THE ETCH-INTELLIGENT SYSTEM DEFECT OF MY 2005 TOYOTA TACOMA WHICH IS CAUSING SUDDEN ACCELERATION. I REPORTED THIS INCIDENT IMMEDIATELY AFTER IT HAPPENED BUT MY TRUCK IS NOT LISTED ON THE RECENT RECALL LIST. (IT IS ON THE RECALL LIST FOR THE FLOOR MAT BUT NOT THE MORE ACCURATE RECALL FOR THE ETCH-INTELLIGENT SYSTEM.) ON OR ABOUT OCTOBER 2008, I WAS DRIVING FROM NEW JERSEY TO NORTH CAROLINA SOUTHBOUND ON I-95 WITH MY DAUGHTER. THE SPEED LIMIT ON 95 WAS 65 MPH. I WAS DRIVING AT A STEADY PACE OF 60-65 MPH. APPROXIMATELY 5 MILES AFTER I PASSED THE DELWARE BRIDGE, THE TRUCK SUDDENLY ACCELERATED. I TRIED TO BRAKE BUT THE TRUCK WOULD NOT STOP. THE BRAKE FELT LIKE IT WAS STUCK. I TRIED THE EMERGENCY BRAKE AND IT DID NOT DO ANYTHING. THE TRUCK ACCELERATED TO 70 MPH OR SO BUT I CANNOT REMEMBER EXACTLY AND I WAS BRAKING THE WHOLE TIME. I WAS ABLE TO DRIVE THE TRUCK TO THE SIDE AND FORCE THE GEAR INTO PARK. THE ENGINE LURCHED A BIT BUT STOPPED AND THERE WAS SMELL OF BURNING ENGINE AND TIRE. THANK GOD THERE WERE NOT MANY CARS ON THE ROAD THAT DAY. PLEASE HELP ME IN ADDING 2005 TOYOTA TACOMA TO THE LIST DEFECTIVE ETCH-INTELLIGENT SYSTEM. TW\*

**Additional Summary:**

**Toyota ID Number:**

C-1199

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10312147  
**Date of Incident:** 20081005  
**Vehicle:** 2004 SCION XB  
**Location of Incident:** DOYLESTOQN, PA

**NHTSA Summary:**  
I WAS DRIVING IN MY 2004 SCION XB AND THE CAR KEPT GOING EVEN THOUGH I HAD TAKEN MY FOOT OFF THE ACCELERATOR PEDAL AND APPLIED THE BRAKE. I SAW THAT THE FLOOR MAT WAS STUCK ON THE PEDAL AND REACHED DOWN AND PULLED IT AWAY. LUCKILY THERE WAS NO ONE IN FRONT OF ME AND THERE WAS NO ACCIDENT. I REMOVED THE DRIVER'S FLOOR MAT AND HAVE HAD NO ISSUES SINCE THEN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313868  
**Date of Incident:** 20081008  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** INVERNESS, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE DRIVING AT 55 MPH THE VEHICLE SUDDENLY ACCELERATED UP TO 110 MPH. THE CONTACT HAD TO WEDGE ONE FOOT UNDER THE ACCELERATOR PEDAL TO LOOSEN IT AND APPLY THE BRAKES TO SLOW THE VEHICLE DOWN. ELEVEN MONTHS LATER, THE SAME FAILURE REGARDING THE STICKY PEDAL OCCURRED WHILE DRIVING 55 MPH. THE CONTACT HAS TAKEN THE VEHICLE TO THE DEALER TO HAVE THE POWER TRAIN CLUTCH ASSEMBLY: PEDAL/LINKAGE AND HAS NOW SINCE TRADED THE VEHICLE IN. THE CONTACT STATED THAT THE VEHICLE WAS UNSAFE TO DRIVE. THE FAILURE MILEAGE WAS 300.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318039  
**Date of Incident:** 20081008  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** SPOKANE, WA

**NHTSA Summary:**  
TL- THE CONTACT OWNS 2008 TOYOTA RAV 4. THE CONTACT CAME TO A COMPLETE STOP AND THE VEHICLE ACCELERATED ON ITS OWNS AND CRASHED INTO ANOTHER VEHICLE FROM BEHIND 3 TIMES. THE CONTACT THEN DEPRESSED THE BRAKE AND ACTUALLY BROKE THE BRAKE PEDAL TRYING TO AVOID CRASHING INTO THE OTHER VEHICLE. THE CONTACT STATED THAT THE CONSUMERS WHO WERE HIT WERE INJURED. THE POLICE AND AMBULANCE WERE CALLED TO THE SCENE. THERE WAS A POLICE REPORT TAKEN. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER. THE DEALER STATED THAT THEY DID NOT FIND ANYTHING WRONG WITH THE VEHICLE. THE CONTACT SPOUSE ACTUALLY BENT THE BRAKE PEDAL SO THEY WOULD HAVE TO REPLACE IT. THE DEALER ALSO STATED THAT THE CAUSE OF THE CRASH WAS DUE TO HER FLOOR MATS. THE CONTACT INSURANCE COVERED THE CHARGES AND HER INSURANCE WENT UP TREMENDOUSLY. THE CONTACT THEN ASKED THE DEALER TO EXCHANGE THE VEHICLE AND HE STATED NO THERES NOTHING WRONG WITH YOUR VEHICLE. THE VEHICLE WAS REPAIRED. THE MANUFACTURER WAS CONTACTED THROUGH A LETTER FROM THE CONTACT. THE CONTACT HAS NOT HEARD BACK FROM THE MANUFACTURER AS OF YET. THE APPROXIMATE FAILURE MILEAGE WAS 3000 AND THE CURRENT MILEAGE WAS 14500. DF

**Additional Summary:**

C-1200

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303310  
**Date of Incident:** 20081009  
**Vehicle:** 1999 TOYOTA TACOMA  
**Location of Incident:** VERO BEACH, FL  
**NHTSA Summary:**  
LEAVING AUTOMOTIVE SHOP FROM HAVING REGULAR OIL CHANGE, PULLED INTO TURN LANE, BEHIND SEVERAL CARS, PUT FOOT ON BRAKE-ENGINE ACCELERATED RESULTING IN REAR- END COLLISION. HAVE HAD SEVERAL ADDITIONAL OCCURRENCES THAT DID NOT RESULT IN COLLISION. THE ACCIDENT RESULTED IN TICKETING, INCREASE INSURANCE AND POINTS ON LICENSE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313693  
**Date of Incident:** 20081009  
**Vehicle:** 1998 LEXUS GS400  
**Location of Incident:** SANTA BARBARA, CA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 1998 LEXUS GS400. THE CONTACT STATED THAT AS HE WAS DRIVING 15 MPH COMING OFF AN EXIT RAMP, THE VEHICLE ACCELERATED AND AS HE DEPRESSED HIS BRAKES THE VEHICLE LUNGED FORWARD AND REAR ENDED A TRUCK PUSHING HIM INTO ANOTHER VEHICLE. THERE WERE TWO OTHER OCCUPANTS IN THE VEHICLE WITH MINOR INJURIES TO THEIR KNEES. THE VEHICLE WAS DESTROYED. A POLICE REPORT WAS FILED. THE TOYOTA MANUFACTURER WAS NOT CALLED AND INFORMED OF THE FAILURE. THE FAILURE MILEAGE WAS 184,867.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310534  
**Date of Incident:** 20081010  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** PEACHTREE CITY, GA  
**NHTSA Summary:**  
FY: MY 2008 TOYOTA CAMRY ACCELERATED RAPIDLY MANY TIMES WHEN IT WAS A NEW CAR, AS WERE THE BRAKES! THIS STARTED WITHIN A WEEK OF MY PURCHASING THE CAR NEW. I IMMEDIATELY TOOK IT TO DEALERSHIP AND WAS TOLD NOT TO WORRY AS THE COMPUTER SYSTEM WAS JUST LEARNING MY DRIVING HABITS. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310899  
**Date of Incident:** 20081011  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**  
CHANGING LANES, CAR ACCELERATED, UNABLE TO CONTROL VEHICLE. CRASHED INTO FRONT END OF WAITING CAR AND INTO STOP SIGN. \*TR  
**Additional Summary:**

C-1201

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10245542  
**Date of Incident:** 20081012  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** GURNEE, IL  
**NHTSA Summary:**  
WAS GOING THROUGH A DRIVE THROUGH CARWASH, AUTO IN NEUTRAL. REACHED THE END, PUT FOOT ON BRAKE, PUT AUTO INTO DRIVE. THE VEHICLE ACCELERATED ON ITS OWN, GOING STRAIGHT OUT OF THE END OF THE CARWASH. HAD THE BRAKES ON BUT THEY DIDN'T STOP THE VEHICLE. TURNED THE CAR TO MISS A TELEPHONE POLE AND WENT OUT INTO A-LANE HWY., CRASHING INTO ANOTHER VEHICLE, STOPPING MY VEHICLE FINALLY. VEHICLE WOULD NOT STOP AT ALL. THE VEHICLE WAS TOWED TO OUR INS. CO. REPAIR/ESTIMATE SHOP. DO NOT HAVE A CAUSE FOR THE PROBLEM AS YET, STILL UNDER INVESTIGATION. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302958  
**Date of Incident:** 20081012  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BROWNSVILLE, PA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 55 MPH ON NORMAL ROAD CONDITIONS AND APPLYING PRESSURE TO THE ACCELERATOR PEDAL, FOLLOWED BY AN INCREASE IN ACCELERATION-THE RPM'S INCREASED EXCESSIVELY. THERE WERE SEVERAL ATTEMPTS MADE BEFORE THE VEHICLE SLOWED DOWN. THE VEHICLE WAS NOT TAKEN TO A MECHANIC FOR INSPECTION. THE FAILURE MILEAGE WAS 20,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306429  
**Date of Incident:** 20081012  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** BRISTOL, CT  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA CAMRY. WHILE ATTEMPTING TO STOP AT A STOP SIGN, THE CONTACT NOTICED THAT THE BRAKES WOULD MOMENTARILY DISENGAGE INCREASING HIS STOPPING DISTANCE. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 36,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317618  
**Date of Incident:** 20081012  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SURPRISE, AZ  
**NHTSA Summary:**  
TWICE ON START-UP I HAD THE ENGINE RACE, SOUNDING LIKE A JET REVVING UP. LAST TIME WAS AS I PARKED IN THE GARAGE AFTER USING THE CAR IT REVVED UP SOUNDING AGAIN LIKE A JET STARTING UP. I THOUGHT SOMEONE OR SOME THING HAD COME UP  
**Additional Summary:**

C-1202

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BEHIND ME IN DRIVEWAY. DATES WERE APPROXIMATELY OCT. 2008 AND NOV. 2009. CAR HAS UNDER 45,000 ACTUAL MILES ON IT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320164  
**Date of Incident:** 20081013  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** SANTA CLARA, CA  
**NHTSA Summary:**  
NOTED RECENTLY ON MYCARSTATS.COM SIX COMPLAINTS REGISTERED WITH NHTSA REGARDING 2008 HIGHLANDER BRAKE PROBLEMS AND FIVE COMPLAINTS REGISTERED WITH NHTSA REGARDING 2008 HIGHLANDER ELECTRIC PROBLEMS THAT INVOLVE BRAKES AND ELECTRONIC CONTROLS. I AM SUBMITTING THE FOLLOWING EXPERIENCES WITH MY 2008 HIGHLANDER BECAUSE THEY MIRROR MANY OF THE COMPLAINTS. THE BRAKES ON MY HIGHLANDER HAVE BEEN AN ISSUE FROM THE FIRST WEEKS OF OWNERSHIP. I HAVE TAKEN THE CAR TO A LOCAL TOYOTA DEALERSHIP AND COMPLAINED ABOUT THE BRAKES. THE DEALERSHIP DID ADJUST THE EMERGENCY BRAKE WHICH THEY INDICATED WAS OUT OF ADJUSTMENT BUT HAVE STATED THAT THE BRAKES ARE WORKING NORMALLY. MY SPECIFIC COMPLAINT IS BRAKE RESPONSE. THERE IS ROUGHLY AN INCH OF PEDAL TRAVEL BEFORE THE BRAKES BEGIN TO RESPOND. IF ONE MUST MAKE A HARD EMERGENCY STOP THE VSC CONTROL WILL ENGAGE. ON ONE OCCASION, WHILE DRIVING IN TOWN A CAR RAN THROUGH A TRAFFIC LIGHT IN FRONT OF ME. I HIT THE BRAKES HARD - THE VSC LIGHT CAME ON - AND THE CAR SLOWLY STOPPED. THERE WAS NO ACCIDENT BUT IT WAS EXTREMELY CLOSE. I HAVE FOUND THAT IF I ROUTINELY PRESS ON THE BRAKE PEDAL UNTIL THE VSC LIGHT COMES ON THAT THE PEDAL TRAVEL IS REDUCED. I TOOK THE HIGHLANDER TO AAA AUTO DIAGNOSTICS AND THEY CONFIRMED THE PEDAL/VSC. AAA WAS UNABLE TO READ THE HIGHLANDER COMPUTER BECAUSE THEY DID NOT HAVE THE PROPRIETARY TOYOTA COMPUTER INTERFACE. THE LOCAL TOYOTA DEALER HAS STATED THAT THE DEPRESSED PEDAL AND VSC LIGHT RESPONSE IS NORMAL. I ALSO NOTED COMPLAINTS OF SUDDEN ACCELERATION WHEN PUTTING THE CAR INTO GEAR. I HAVE NEVER EXPERIENCED A SURGE TO THE DEGREE MENTIONED IN THE COMPLAINTS REFERENCED ABOVE, HOWEVER, WHILE PUTTING THE CAR INTO DRIVE WITH MY FOOT ON THE BRAKE I HAVE HAD THE CAR SURGE FORWARD. I NOW ALWAYS HAVE THE EMERGENCY BRAKE ON WHILE PUTTING THE VEHICLE INTO DRIVE. THE DATE LISTED BELOW IS THAT OF MY FIRST COMPLAINT TO THE LOCAL TOYOTA DEALER.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315542  
**Date of Incident:** 20081014  
**Vehicle:** 2001 TOYOTA TACOMA  
**Location of Incident:** NORFOLK, MA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2001 TOYOTA TACOMA. WHILE THE CONTACT WAS DRIVING 15 MPH THE VEHICLE SUDDENLY ACCELERATED CAUSING THE RPM'S TO REDLINE. THE CONTACT TURNED THE VEHICLE OFF IN ORDER TO STOP IT FROM ACCELERATING. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT HAD THE IDLE AIR CONTROL VALVE REPLACED. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 34,000.  
**Additional Summary:**

C-1203

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336649  
**Date of Incident:** 20081014  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** SPOONER, WI  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA COROLLA. THE CONTACT STATED WHILE PULLING OUT OF A DRIVEWAY ON A SMALL INCLINE, THE CONTACT DEPRESSED THE BRAKES AND THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS ABLE TO STOP THE VEHICLE BY APPLYING BOTH FEET TO THE BRAKE PEDAL AND PLACING THE VEHICLE INTO NEUTRAL. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE CURRENT IS 18,080. UPDATED 08/17/10. \*LJ THE CONSUMER STATED SHE ALSO HAD THE SAME PROBLEM WITH A 2005 TOYOTA COROLLA. SHE TRADED THE 2005 AND PURCHASED A 2007 MODEL. THE CONSUMER STATED ON FOUR OCCASIONS, SHE EXPERIENCED SUDDEN ACCELERATION. THE DEALER INSPECTED THE VEHICLE AND STATED THERE WAS NOTHING WRONG. UPDATED EVOQ 08/25/10. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290892, 10306604  
**Date of Incident:** 20081015  
**Vehicle:** 2002 TOYOTA SIENNA  
**Location of Incident:** CHERRY HILL, NJ  
**NHTSA Summary:**  
WHILE APPROACHING A STOP SIGN INTERSECTION, CAR ACCELERATED AND CRASHED INTO ANOTHER. \*TR , '02 TOYOTA SIENNA, ACCELERATED INTO AN INTERSECTION, CAUSING GRAVE INJURIES TO OTHER DRIVER. TOYOTA DRIVER DOES NOT RECALL THE ACCIDENT. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311910  
**Date of Incident:** 20081015  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** FREMONT, CA  
**NHTSA Summary:**  
WHILE PARKING CAR IN GARAGE, CAR SUDDENLY ACCELERATED, THE FRONT COLLIDING WITH A TOOL BENCH. DAMAGE WAS DONE TO THE CAR, BENCH, AND WALL BEHIND THE BENCH. THE CAR HAD 1000 MILES ON IT. THE CAR WAS A CAMRY HYBRID, WHICH HAS NO LISTING IN COMPLAINT FORM. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317859  
**Date of Incident:** 20081015  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** LAS VEGAS, NV  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 TOYOTA CAMRY. WHENEVER THE CONTACT PUTS THE VEHICLE INTO ANY GEAR THE VEHICLE WILL SUDDENLY SURGE FORWARD WITHOUT WARNING. IN ORDER TO STOP THE VEHICLE THE CONTACT HAD TO USE MORE THAN  
**Additional Summary:**

C-1204

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NORMAL BRAKING POWER. THE CONTACT HAS NOTICED THE FAILURE SINCE THE DAY THE VEHICLE WAS PURCHASED. THE VEHICLE HAD NOT BEEN DIAGNOSED BY THE DEALERSHIP. THE CURRENT AND FAILURE MILEAGES WERE 24000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313591  
**Date of Incident:** 20081016  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** STRATHMERE, NJ

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT WAS DRIVING AT 65 MPH. THE CONTACT WAS SWITCHING INTO THE LEFT LANE WHEN THE VEHICLE STARTED TO ACCELERATE EXCESSIVELY WITHOUT WARNING. THE CONTACT ALSO STATED THAT POWER STEERING MALFUNCTIONED AND CAUSED THE VEHICLE TO PULL TO THE RIGHT WHEN SHE PULLED THE WHEEL TO THE LEFT. THE CONTACT ALSO STATED THAT SHE HEARD A SMALL TAPPING NOISE UNDER THE HOOD. THE DEALER WAS NOTIFIED; HOWEVER, AN APPOINTMENT HAS NOT BEEN SCHEDULED. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 8,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10260430  
**Date of Incident:** 20081017  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** PLEASANT PRAIRIE, WI

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 35 MPH, THE CONTACT DEPRESSED THE ACCELERATOR PEDAL LIGHTLY AND THE VEHICLE ACCELERATED ABNORMALLY. THREE MONTHS LATER, THE FAILURE RECURRED AND THE CONTACT CRASHED INTO ANOTHER VEHICLE. THE VEHICLE SUSTAINED MODERATE DAMAGE, BUT THERE WERE NO INJURIES. A POLICE REPORT WAS FILED. THE DEALER STATED THAT THE SENSOR ON THE ACCELERATOR PEDAL WAS THE CAUSE OF THE FAILURE. THE SENSOR WAS REPLACED. THE MANUFACTURER OFFERED A VERBAL APOLOGY, BUT NO FURTHER ASSISTANCE WAS PROVIDED. THE FAILURE MILEAGE WAS 54,000 AND CURRENT MILEAGE WAS 63,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293002, 10293074  
**Date of Incident:** 20081017  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** RICHMOND (HENRICO), VA

**NHTSA Summary:**  
SUDDEN ACCELERATION WITHOUT WARNING: 2003 TOYOTA CAMRY XLE: FOUR INCIDENTS TO DATE: WHILE DRIVING CAR IT BEGAN TO ACCELERATE RAPIDLY WITHOUT WARNING, TAKING FOOT OFF ACCELERATOR AND PUTTING ONTO BRAKE DID NOT GET THE CAR SLOWED DOWN. HAD TO CUT OFF IGNITION AT THE KEY SWITCH. THE ONLY THING IN COMMON WAS THAT EACH TIME THIS OCCURRED IT HAD BEEN EITHER DAMP, MISTY, RAINING OR RAINING HARD. THIS IS NOT AN ACCELERATOR PEDAL/FLOOR MAT PROBLEM. IT IS A THROTTLE PROBLEM! OUR FLOOR MAT WAS LOCKED DOWN AND DID NOT GET NEAR THE ACCELERATOR PEDAL BUT WE REMOVED THE FLOOR MAT ANYWAY.

C-1205

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INCIDENTS AS FOLLOWS: 24 JULY 2008 - TRAVELING TO ROANOKE VA SOUTH ON I-81. FEMALE OWNER DRIVING. CRUISE CONTROL ON. DAYTIME. RAINING GENTLY. CAR MADE A ROARING SOUND (LIKE REVVING THE MOTOR WHILE IN NEUTRAL) AND SUDDENLY INCREASED SPEED RAPIDLY. WE GOT THE CAR STOPPED WITHOUT AN ACCIDENT. 28 AUG 2008 - TRAVELING TO ROANOKE VA SOUTH ON I-81. FEMALE OWNER DRIVING. CRUISE CONTROL ON. NIGHT. RAINING VERY HARD. CAR SUDDENLY MADE THE ROARING SOUND AND THE CAR ACCELERATED RAPIDLY. WE GOT THE CAR STOPPED WITHOUT AN ACCIDENT. 17 OCT 2008 - ON A CITY STREET IN LYNCHBURG VA. MALE OWNER DRIVING. CRUISE CONTROL OFF. DAYTIME. HAD BEEN RAINING HARD ALL DAY. DRIVING SLOWLY IN HEAVY TRAFFIC. CAR MADE ROARING SOUND AND ACCELERATED RAPIDLY. CAR HIT VEHICLE IN FRONT OF IT. NO SERIOUS DAMAGE. 14 OCT 2009 - TRAVELING ON CITY STREET IN HENRICO VA. MALE OWNER DRIVING. CRUISE CONTROL OFF. SLOWING DOWN TO MAKE A LEFT TURN. MORNING AND JUST STARTING A MISTY RAIN. CAR MADE ROARING SOUND AND CAR ACCELERATED RAPIDLY. NO ACCIDENT. MCGEORGE TOYOTA, BROAD ST., HENRICO(RICHMOND)VA HAS MADE EVERY EFFORT THEY KNOW TO TRY TO FIND OUT WHAT CAUSED THESE INCIDENTS, WITHOUT RESULTS. THEY KEPT THE CAR AND DROVE IT IN GOOD AND RAINY WEATHER AND DID NOT DUPLICATE THE PROBLEM. THEY CALLED THE ENGINEERS IN CALIFORNIA WHO DON'T HAVE ANSWERS. \*TR THIS MORNING I FILED A SAFETY COMPLAINT ABOUT MY 2003 TOYOTA CAMRY XLE DUE TO THE SUDDEN ACCELERATION WITHOUT WARNING PROBLEM. AT THAT TIME I GAVE INCORRECT FAILURE MILEAGE AS 50,000 MILES. WHEN I CHECKED MY RECORDS OF MILEAGE AT GAS FILL UPS I FOUND THE FOLLOWING: 24 JULY 2008. MILEAGE AT TIME OF INCIDENT WAS BETWEEN 58026 AND 58444. 28 AUG 2008. MILEAGE WAS BETWEEN 59090 AND 59463. 17 OCT 2008. MILEAGE WAS BETWEEN 60257 AND 60540. MILEAGE AT TIME OF ACCIDENT WAS APPROXIMATELY 60399. 14 OCT 2009. MILEAGE WAS BETWEEN 64205 AND 64532. THAT IS AS CLOSE AS I CAN PIN DOWN THE FAILURE MILEAGE. I USED THE 10/17/2008 DATE FOR APPROX. INCIDENT DATE BECAUSE THAT WAS THE ONE TIME THAT OUR CAR HIT THE VEHICLE IN FRONT OF US. THE OTHER THREE TIMES WE DID NOT HAVE AN ACCIDENT. I TRUST YOU CAN PUT THIS INFORMATION WITH THE REPORT I FILED THIS MORNING. NOTE: MY E-MAIL ADDRESS MAY CHANGE WITHIN THE NEXT WEEK OR SO AS I AM PLANNING ON HOOKING UP TO HIGH SPEED INTERNET ACCESS. THANK YOU FOR YOUR ATTENTION TO THIS MATTER. \*TR CHARLES & ALGENE ASHWORTH

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301945  
**Date of Incident:** 20081019  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE PARKING, THE VEHICLE ACCELERATED WITH HER FOOT ON THE BRAKE PEDAL AND HIT A BRICK WALL. THE VEHICLE WAS TAKEN TO THE DEALER AND THEY WERE UNABLE TO DUPLICATE OR DIAGNOSE THE FAILURE. THE FRONT OF THE VEHICLE WAS DAMAGED AND IT WAS REPAIRED. THE FAILURE HAS OCCURRED THREE TIMES. THE FAILURE MILEAGE WAS 36795 AND THE CURRENT MILEAGE WAS 49007.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323078  
**Date of Incident:** 20081019  
**Vehicle:** 2003 TOYOTA CAMRY

C-1206

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** LEWISVILLE, NC

**NHTSA Summary:**  
S10 APPROPRIATE HANDLING RE TOYOTA PROBLEMS, OWNER OF A 2003 CAMRY EXPERIENCE SUDDEN UNINTENDED ACCELERATION IN NOVEMBER 2008(PHOTOS INSIDE ENVELOPE) \*TGW AS THE CONSUMERS MOTHER PULLED INTO HER GARAGE, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO THE WALL, CAUSING SIGNIFICANT DAMAGE TO THE BATHROOM THAT WAS ON THE OTHER SIDE OF THE WALL. THE VEHICLE WAS INSPECTED AND THE CONSUMER WAS INFORMED THAT THE BRAKE AND ACCELERATING SYSTEMS WERE OPERATING AS DESIGNED. (DAUGHTER WROTE IN ON BEHALF OF MOTHER, OWNER OF THE CAMRY) \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296776  
**Date of Incident:** 20081022  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** KINGSTON, NJ

**NHTSA Summary:**  
I NOTICE THE BRAKE PEDAL GOES ALL THE WAY DOWN BEFORE THE BRAKE FEELS THAT IS APPLIED. I'VE TAKEN BACK TO DEALERSHIP AND THEY FOUND NOTHING IN ERROR. I DISAGREE. I'VE HAD SEVERAL OTHER PEOPLE DRIVE MY CAR-WITH THE SAME CONCERN. BRAKES DON'T GRAB. MY BROTHER WHO IS UPS HEAD MECHANIC SAID THE SAME. A FAULT WITH THE BRAKE PEDAL. SHOULD'NT HAVE TO GO TO THE FLOOR BEFORE THE BRAKING SYSTEM IS APPLIED. JUST WANT YOU TO KNOW THERE'S A PROBLEM THERE. I'M AWARE OF IT SO I DRIVE WITH CAUTION. BUT THIS NEEDS TO BE ADDRESS. THANKS, PATTI KAY. I TOOK BACK TO DEALERSHIP OCT 22 2008 AND THEY SAID THE CAUSE WAS FROM THE FLOOR MAT---IT DOESN'T MATTER HOW MANY FLOOR MATS YOU HAVE IT'S IN THE PEDAL. EITHER NEEDS ADJUSTED OR NEW PEDAL SYSTEM PUT IN. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306483  
**Date of Incident:** 20081023  
**Vehicle:** 2005 LEXUS RX330  
**Location of Incident:** KURE BEACH, NC

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 LEXUS RX330. HE STATED THAT THE VEHICLE HESITATED AND ACCELERATED MOMENTARILY WHILE DEPRESSING THE ACCELERATION PEDAL. HE ALSO STATED THAT WHEN THE VEHICLE TRAVELED AROUND A CURVE OR BEND, IT WOULD MOMENTARILY ACCELERATE ABNORMALLY. THE DEALER ADVISED HIM THAT THERE WERE NO RELATED COMPLAINTS AND COULD NOT DUPLICATE THE FAILURE. THERE WERE NO REPAIRS MADE TO THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE UNDER 15,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302534  
**Date of Incident:** 20081024  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** BLOOMFIELD HILLS, MI

**NHTSA Summary:**

C-1207

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SUDDEN ACCELERATION BANK DRIVE THROUGH AFTER COMPLETING BUSINESS TRANSACTION. AFTER STEPPING ON THE ACCELERATOR CAR LEAPED FORWARD SUDDENLY GOING OVER A BERMANS CRASHING INTO TWO VEHICLES AMAGING BOTH MY VEHICLE WAS TOTALLED\*CW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10246750  
**Date of Incident:** 20081025  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** CHANDLER, AZ

**NHTSA Summary:**  
I HAVE A 2008 TOYOTA TUNDRA TRUCK 5.7 V8 EXTENDED CAB 4X4 MY WIFE AND I DROVE FROM CHANDLER AZ TO IDAHO ,THEN TO YELLOWSTONE, THEN BACK TO SALT LAKE AND THEN TO PHOENIX AZ TILL THEN EVER THING WAS GREAT THE TRUCK RAN VERY WELL. WE COMING DOWN INTERSTATE 17 FROM FLAGSTAFF TO PHOENIX ABOUT 3/4 OF THE TO PHOENIX. I WAS TRAVELING AT THE SPEED LIMIT AT 75 MPH AND HAD JUST PUNCHED THE ACCELERATOR PEDAL TO PASS A CAR WHILE GOING UP HILL. THE ACCELERATOR PEDAL WENT DOWN TO THE FLOOR AND WOULD NOT RELEASE BACK AS NORMAL. THE TRUCK PROCEED TO ACCELERATE TO 90 MPH AND AT THIS POINT I AGAIN PUSHED 5-6 TIMES ON THE ACCELERATOR PEDAL TO HAVE IT RELEASE BUT IT CONTINUED TO GO FASTER TO 100 MPH AT THIS POINT I KNEW WE IN DEEP TROUBLE AND DANGER. I WAS PUSHING HARD ON THE BRAKE AND TRYING TO MOVE FROM THE LEFT LANE IN TRAFFIC AT NIGHT TO THE RIGHT LANE TO TRY AND STOP THE TRUCK. I GOT TO THE RIGHT LANE AND TO THE SHOULDER AND HIT THE EMERGENCY BRAKE AND WAS STAMPING HARD ON THE BREAK PEDAL AND TRYING TO SHIFT OUT OF GEAR TO NEUTRAL. IN THE PANIC I AM NOT SURE WHAT ALL HAPPENED BUT THE TRUCK LUNGED FORWARD VERY HARD THEN DIED / ENGINE STOPPED. I STARED THE ENGINE AND TESTED THE ACCELERATOR PEDAL AND IT SEEMED TO BE FINE. I CHECKED FOR THE LOGICAL THINGS LIKE THE HEAVY RUBBER FLOOR MAT. HAD IT GOT PUSHED UP ON THE PEDAL BUT THIS WAS NOT THE CASE AS IT WAS 4 INCHES AWAY AND IT HAS RUBBER KNOBS OR STUDS THAT PUSH INTO THE CARPET AND WILL NOT SLIDE ALSO MY LEFT FOOT WAS FIRMLY PLANTED ON THE MAT AT ALL TIMES. NO WAY THAT MAT WAS THE PROBLEM. THERE WAS NO DIRT ETC AS THE ACCELERATOR HAS A HEAVY SPRING AND THE PEDAL IS 3-4 INCHES OFF THE CARPET. I DO NOT FEEL SAFE DRIVING THIS AS IT SCARED US A LOT AND WE HAVE LOST CONFIDENCE IN THIS TRUCK AND TOYOTA. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305019  
**Date of Incident:** 20081025  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** ELK, WA

**NHTSA Summary:**  
I HAVE A 2008 TOYOTA TACOMA THAT I BOUGHT NEW IN SUMMER OF 2008. I HAVE HAD THE ACCELERATOR PEDAL FAIL TO RETURN TO THE IDLE POSITION ON TWO OCCASIONS. ON BOTH OCCASIONS I WAS COMING TO A STOP WHEN THE INCIDENT OCCURRED AND WAS ABLE TO STOP THE VEHICLE WITH THE BRAKES BUT THE VEHICLE SURGED AHEAD SEVERAL FEET BEFORE STOPPING. I DID REPORT THIS TO THE DEALER BUT I WAS TOLD THEY COULD FIND NO PROBLEM WITH THE ACCELERATOR PEDAL.

**Additional Summary:**

C-1208

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10246873  
**Date of Incident:** 20081027  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** ANCHORAGE, AK

**NHTSA Summary:**  
ACCELERATOR WAS "FLOORED" AT ABOUT 30 MPH TO PASS A CAR. THE AUTOMATIC TRANSMISSION SHIFTED DOWN AND THE TRUCK ACCELERATED TO ABOUT 45. WHEN I RELEASED THE THROTTLE, THE THROTTLE REMAINED WIDE OPEN WHEN I LIFTED MY FOOT AND DIDN'T RELEASE WHEN I KICKED IT SEVERAL TIMES. I SLOWED WITH MY BRAKES, BUT THEY SOON FADED AND I FOUND MYSELF OUT OF CONTROL UNTIL I FOUND THE PRESENCE OF MIND TO TURN THE IGNITION TO THE OFF POSITION. I COASTED OFF OF THE ROAD AT A FAIRLY HIGH RATE OF SPEED TO MISS OTHER TRAFFIC AND CAME TO A STOP WITH MY BRAKES SMOKING. AFTER A FEW MINUTES, I RESTARTED THE TRUCK AND FOUND THAT THE THROTTLE HAD RETURNED TO NORMAL. THIS HAS NEVER HAPPENED BEFORE AND I HAVE CALLED THE DEALER SEEKING AN APPOINTMENT TO EXAMINE THE TRUCK. THE TRUCK IS STILL UNDER WARRANTY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316020  
**Date of Incident:** 20081027  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** NEWTOWN, PA

**NHTSA Summary:**  
THE CAR REVS FOR NO APPARENT REASON AND THE RPM'S GO VERY HIGH. FIRST TIME IN OCT 2008 BACKING OUT OF A PARKING THE REVS SHOT UP. TOYOTA SERVICE FOUND NOTHING. SECOND OCCASSION JULY 2009 WHILE AT A LIGHT THE RPM'S SHOT UP FOR NO APPARENT REASON. FORTUNTLY FOOT WAS ON THE BRAKE, SO NO DAMAGE DONE. ALSO NOTICED THAT EVEN AFTER LETTING FOOT OFF THE GAS PEDAL THE REVS WOULD NOT COME DOWN FOR SOME TIME. NON TOYOTA SERVICE STATION LOOKED AT IT, AND CLEANED THE THROTTLE PLATE. THIRD OCCASSION IN JAN 2010 MY WIFE WAS DRIVING DOWNHILL WHEN SUDDENLY THERE WAS A SURGE AND THE CAR RPM'S SHOT UP FOR NO APPARENT REASON. SHE BRAKED HARD AND EVERYTHING WENT BACK TO NORMAL. I TOOK THE CAR TO TOYOTA AND THEY COULD NOT FIND ANYTHING. THEY BLAMED IT ON THE FLOOR MATS, WHICH I DISAGREED WITH AS THERE IS A REASONABLE CLEARANCE GAP BETWEEN THE GAS PEDAL AND THE MATS. A WEEK LATER I LEFT THE CAR WITH TOYOTA FOR 3 DAYS AND THEY DROVE IT FOR TWO TEST RUNS AND THE MANAGER TOOK IT HOME (158 MILES) AND THEY COULD NOT RECREATE THE PROBLEM. TOYOTA HAVE TOLD ME THERE IS NOT A PROBLEM WITH MY 2005 CAMRY AS IT'S NOT ON THE RECALL LIST. I DISAGREE WITH THIS STATEMENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318195  
**Date of Incident:** 20081028  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA HIGHLANDER. THE DRIVER STATED THAT THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A WALL OF HIS GARAGE WHILE DRIVING APPROXIMATELY 5 MPH. THERE WERE NO INJURIES. A POLICE REPORT WAS NOT FILED. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHO WAS UNABLE TO DIAGNOSE

C-1209

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE FAILURE. THE MANUFACTURER WAS NOT NOTIFIED. THE CURRENT MILEAGE WAS APPROXIMATELY 48,690. THE FAILURE MILEAGE WAS APPROXIMATELY 38,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318359  
**Date of Incident:** 20081030  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** MASCOUTAH, IL

**NHTSA Summary:**  
2008 COROLLA ACCELERATES ON ITS OWN APPROXIMATELY ONCE A WEEK SINCE PURCHASING THE VEHICLE 10/2008. ALWAYS ON HIGHWAY, IT FEELS LIKE WHEN THE CRUISE RESUMES, THE WAY THE CAR JUST PICKS UP SPEED AS SOMETHING IS PUSHING IT, BUT THE CRUISE IS NOT ON. IT DOES SLOW DOWN WHEN I TAKE MY FOOT OFF THE GAS PEDAL, SO IT DOESN'T FEEL LIKE A PEDAL STICKING. SINCE RECALLS OF OTHER VEHICLES I WAS TOLD BY THE DEALER I HAVE MY CAR SERVICED BY THAT IT IS SOMETHING ELECTRICAL AND IS NORMAL. I HAVE ASKED EVERYONE I KNOW IF THEIR CARS DO THIS, NO ONE HAS EVER EXPERIENCED THIS, EVEN SOMEONE WHOSE CAR HAS BEEN RECALLED FOR THE SO CALLED GAS PEDAL STICKING. I'M GETTING VERY SCARED TO DRIVE MY CAR AS I DRIVE 80 MILES ROUND TRIP FOR WORK. ALSO, MY BRAKES MAKE THIS LOUD CLUNK SOUND 1/2 THE TIME THEY ARE APPLIED. HAD THEM CHECKED ABOUT A YR AGO AND THEY ALSO SAID THIS IS NORMAL. AGAIN NO ONE I HAVE TALKED TO HAS THIS PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322801  
**Date of Incident:** 20081030  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** NARRAGANSETT, RI

**NHTSA Summary:**  
VEH# I WAS EXITING BURBANK AVE TURNING LEFT ONTO COLONEL JOHN GARDNER WHEN THE FLOOR MAT BECAME STUCK UNDER THE GAS PEDAL,CAUSING THE VEHICLE TO RACE FORWARD.MCC TURNED THE WHEEL BUT DROVE ACROSS THE FRONT LAWN AT 140 CIG. VEHICLE THEN WENT ACROSS THE STREET INTO THE CIRCULAR DRIVEWAY AT C/JG STRIKING SEVERAL LANDSCAPING OIERS. KNOCKING STHEM ON THE GROUND. THE VEHICLE THEN WENT THRU AN 8' FOOT SECTION OF SPLIT RAIL FENCE AND RAN OVER A ALL BOX POST WITH 3 MAILBOXES ON THE PROPERTY ON THE PROPERTY OF 133 C/JG. VEHICLE THEN CROSSED STHE STREET AND STRUCK A TREE CAUSING EXTENSIVE FRONT END DAMAGE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20081031  
**Date of Incident:** 20081031  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** TX

**NHTSA Summary:**  
**Additional Summary:**  
On or about October 31, 2008, a 2005 Toyota Sienna XLE being operated by Gerald L. Simmons and occupied by rear seat passengers Cathy Simmons and Sandy Simmons accelerated suddenly and unexpectedly. Mr. Simmons steered the vehicle around cars, curbs and other obstructions while the vehicle

C-1210

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

continued to accelerate through a parking lot. Attempts to brake the vehicle were futile. The vehicle eventually hit a curb which deflated a tire, then continued through a chain-link fence and a field and into a portable building, finally coming to a stop. Gerald Lee Simmons was injured in the unintended acceleration incident and later died.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313893  
**Date of Incident:** 20081031  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** DOUGLASVILLE, GA

**NHTSA Summary:**  
ON OCTOBER 31ST 2008 I WAS IN AN ACCIDENT INVOLVING MY 2007 TOYOTA TUNDRA. THIS ACCIDENT OCCURRED AT 7:30AM ON I-20 JUST WEST OF ATLANTA. I HIT ANOTHER VEHICLE IN THE REAR AND TOALED MY TRUCK. AT THE TIME OF THE ACCIDENT I FELT LIKE MY TRUCK WAS ACCELERATING EVEN WHILE I WAS APPLYING THE BRAKE. UNTIL THE REPORTS STARTING APPEARING ABOUT THE ACCELERATOR ISSUE I REALLY DIDN'T THINK MUCH ABOUT MY ACCIDENT. I FEEL LIKE A STUCK ACCELERATOR PEDAL CAUSED MY ACCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314843  
**Date of Incident:** 20081031  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** PASADENA, CA

**NHTSA Summary:**  
WHEN PARKING MY 2007 TOYOTA AVALON IN A PARKING GARAGE, I ENTERED THE PARKING SPACE AND I TOOK MY FOOT OFF THE ACCELERATOR PEDAL SO THE CAR WOULD COAST INTO THE SPACE. HOWEVER, WHEN I TOOK MY FOOT OFF THE ACCELERATOR PEDAL, THE CAR, INSTEAD OF SLOWING DOWN, SUDDENLY ACCELERATED INTO THE BARRIER CABLES AT THE END OF THE PARKING SPACE, CAUSING \$2392.86 WORTH OF DAMAGE TO THE FRONT END OF THE CAR. UPDATED 03/30/10

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317240  
**Date of Incident:** 20081031  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** CHULA VISTA, CA

**NHTSA Summary:**  
I HAVE FILED A COMPLAINT WITH CONSUMER AFFAIRS AS WELL AS TOYOTA EXPERIENCE REGARDING THE GAS PEDAL / FLOOR MAT ISSUE. THIS HAS OCCURRED TWO TIMES TO MYSELF AS WELL AS THREE TIMES TO MY HUSBAND, THANKFULLY IT DID NOT RESULT IN ANY INJURIES. I WANT MY FLOOR MATS REPLACED AT THE LEAST, MY FLOOR IS DAMAGED BY NOT BEING ABLE TO USE MATS AND THE FEAR OF IT TALKING OFF REALLY PREVENTS ME FROM DRIVING IT WITHOUT EXTREME CAUTION AND CONSTANT WORRYING. I WAS GIVEN A CUSTOMER CASE # 1002131342 AND WAS TOLD TO SPEAK WITH MARISOL BETANCOURT BECAUSE THEY WERE UNDER THE IMPRESSION THAT THERE WERE SOME NEW MATS AVAILABLE BUT THIS WAS THE RESPONSE I RECEIVED FROM: ---- MARISOL BETANCOURT <MBETANCOURT@TOYOTACV.COM> WRITE: HELLO TONY GONZALES, I SPOKE TO YOU ON THE PHONE REGARDING

C-1211

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

YOUR CONCERN ABOUT YOUR VEHICLE'S PEDAL AND FLOOR MATS. THE SERVICE WRITER NAMED KEVIN HOLLINGER PULLED YOUR VEHICLE'S VIN NUMBER TO SEE IF IT WAS UNDER RECALL AND HE INFORMED ME THAT YOUR VEHICLE IS NOT UNDER RECALL. IF YOU HAVE FURTHER QUESTIONS PLEASE FEEL FREE TO CONTACT KEVIN HOLLINGER OR MYSELF. THANK YOU, MARISOL BETANCOURT CUSTOMER RELATIONS MANAGER TOYOTA CHULA VISTA 650 MAIN STREET CHULA VISTA, CA 91911 PHONE: (619) 591-0900 FAX: (619) 591-1323 HTTP://WWW.TOYOTACV.COM- WWW.TOYOTACV.COM \*\*\*\*\*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317174  
**Date of Incident:** 20081101  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** DERRY, NH

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 TOYOTA RAV4. THE CONTACT STARTED THE IGNITION. THE VEHICLE WAS POSITIONED INTO THE SELECTED GEAR, FOLLOWED BY AN UNEXPECTED INCREASE OF ACCELERATION. THE CONTACT WAS ABLE TO STOP THE VEHICLE. THE IDENTICAL FAILURE OCCURRED ON THREE SEPARATE OCCASIONS. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALFUNCTION. THE FAILURE MILEAGE WAS 6,963. THE CURRENT MILEAGE WAS 29,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316175  
**Date of Incident:** 20081102  
**Vehicle:** 2004 TOYOTA AVALON  
**Location of Incident:** COSTA MESA, CA

**NHTSA Summary:**  
WHILE BACKING SLOWLY, THE RIGHT FOOT WAS MOVED FROM ACCELERATOR TO FOOT BRAKE PEDAL. AS PRESSURE WAS APPLIED TO THE FOOT BRAKE, THE CAR ACCELERATED IN REVERSE, CONTINUED TURNING, SMASHED ALONG SIDE OF ANOTHER VEHICLE AND TURNED A HALF CIRCLE. DRIVER'S LEFT FOOT PRESSED THE EMERGENCY BRAKE CAUSING CAR TO STOP. TOTAL ELAPSED TIME NO MORE THAN TWO SECONDS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316636  
**Date of Incident:** 20081102  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** AURORA, OH

**NHTSA Summary:**  
MY FATHER WAS DRIVING DOWN A SIDE STREET HE KNEW WELL, HAD ONLY GONE TWO BLOCKS, AND ACCELERATED THROUGH AN INTERSECTION,BUT INSTEAD OF TURNING LEFT, ACCORDING TO WITNESSES HE ACCELERATED THROUGH THE STOP SIGN AND WAS BROADSIDED ON THE DRIVER'S SIDE. HE WAS UNABLE TO TELL US WHAT HAPPENED AS HE SUFFERED A HEAD INJURY IN THE ACCIDENT, AS WELL AS A BROKEN COLLARBONE AND RIB. THE WITNESSES SAID THAT HE NEVER SLOWED DOWN AT ALL, AND WAS GOING WELL ABOVE THE SPEED LIMIT. THIS WAS VERY ATYPICAL FOR MY FATHER, WHO DROVE VERY SLOWLY AND HAD NEVER HAD A TICKET IN HIS LIFE. WE STRONGLY SUSPECT

C-1212

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THAT THE CAR ACCELERATED OUT OF CONTROL, AND THIS IS CONSISTENT WITH THE EYEWITNESS DESCRIPTION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325985  
**Date of Incident:** 20081102  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** WHEELING, IL

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 1998 TOYOTA CAMRY. THE CONTACT STATED THAT IN NOVEMBER 2008 WHILE DRIVING AT APPROXIMATELY 30 MPH, THE VEHICLE SUDDENLY ACCELERATED. SHE APPLIED HER FOOT TO THE BRAKE PEDAL AND THE VEHICLE "SPUN OUTWARD". NO WARNING LIGHTS WERE ILLUMINATED. THE FAILURE OCCURRED SEVERAL TIMES. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHO STATED THAT HER VEHICLE WAS NOT PART OF ANY RECALLS. THE OIL PUMP WAS REPLACED AND THE PEDAL SYSTEM WAS CLEANED AT THE CONTACTS EXPENSE. THE FAILURE HAD NOT OCCURRED SINCE THE VEHICLE WAS REPAIRED. THE FAILURE MILEAGE WAS APPROXIMATELY 116,000. THE CURRENT MILEAGE WAS APPROXIMATELY 117,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304211  
**Date of Incident:** 20081103  
**Vehicle:** 1999 TOYOTA 4RUNNER  
**Location of Incident:** MOUNT PROSPECT, IL

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 1999 TOYOTA 4RUNNER THE CONTACT STATED ON TWO DIFFERENT OCCASIONS HIS VEHICLE ACCELERATED INTO THE INTERSECTION THE CONTACT STATED AS HE PUT HIS FOOT ON THE BRAKES THE VEHICLE ACCELERATED INTO A BUILDING. THE VEHICLE WAS DAMAGED BUT THERE WERE NO INJURIES. THE CONTACT DROVE HIS VEHICLE TO THE DEALER AND THEY CHECKED THE VEHICLE AND STATED THERE IS NO PROBLEM WITH THE VEHICLE. THE CONTACT TOOK HIS VEHICLE TO HIS OWN MECHANIC AND WAS TOLD TO TAKE THE FLOOR MATS OUT AND SEE IF HE EXPERIENCED THE SAME PROBLEM. THE CONTACT CALLED THE MANUFACTURER AND WAS TOLD TO TAKE THE VEHICLE TO THE DEALER FOR THEM TO CHECK IT. THE FAILURE MILEAGE WAS 170,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304656  
**Date of Incident:** 20081103  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LONG BEACH, CA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2002 TOYOTA CAMRY. WHILE THE CONTACT WAS PULLING OUT OF A PARKING SPACE THE VEHICLE SUDDENLY ACCELERATED CAUSING THE VEHICLE TO CRASH THROUGH THE CONTACTS GARAGE AND INTO HER HOME. THE VEHICLE WAS TOWED TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THERE WERE NO PROBLEMS WITH HER VEHICLE. THE CONTACT NOTICED PRIOR THAT THE VEHICLE WOULD OCCASIONALLY SURGE WITHOUT WARNING BUT WOULD

C-1213

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

IMMEDIATELY CORRECT ITSELF. THERE WERE NO INJURIES AND THERE IS NO POLICE REPORT. THE CURRENT AND FAILURE MILEAGES WERE 43600.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307158  
**Date of Incident:** 20081103  
**Vehicle:** 2007 LEXUS LS460  
**Location of Incident:** HOLLAND, PA

**NHTSA Summary:**

A DRIVER OF THE LS460 SERIES FOR 16 YEARS. NEW CAR EVERY 3 YEARS. MY 2007 LS460 WAS THE 3RD CAR AT A RED LIGHT WHEN IT BEGAN TO ACCELERATE WITH MY FOOT ON THE BRAKE. MILD 2ND EPISODE 2/7/2009 TOOK ALL OF MY ENERGY TO HOLD THE CAR FROM SMASHING INTO THE 2 CARS AHEAD OF ME. SHIFTED IN NEUTRAL AND THEM PARK. CAR FINALLY STOPPED. TOOK THE CAR TO MY HOSPITAL PARKING LOT. LEXUS DEALER PICKED-UP THE CAR AND KEPT IT FOR 2 WEEKS. TOLD NOTHING WRONG. WAS THEN SENT TO A HEARING WITH THE NATIONAL CENTER FOR DISPUTE SETTLEMENT. THE LEXUS ENGINEER STATED THAT NO ELECTRICAL FAULT WAS DOCUMENTED ON THE COMPUTER. THE RULING WAS AGAINST ME AS "IT ONLY HAPPENED ONCE". I WROTE TO THE PRESIDENT OF LEXUS OFFERING TO SWITCH CARS WITH HIM. NO RESPONSE. I DO NOT ALLOW MY WIFE TO DRIVE THIS CAR. DO NOT DRIVE WITH MY GRANDCHILDREN IN THIS CAR. I LIMIT MY DRIVING IN THIS CAR AND STAY A GREAT DISTANCE BEHIND VEHICLES IN FRONT OF ME. HAVE CALLED THE MANAGER OF MY DEALERSHIP 11 TIMES TO GET A FINAL ANSWER- THAT "HE COULD DO NOTHING FOR ME". THE LEXUS PEOPLE ARE WELL AWARE OF MY INCIDENT HAVE LETTERS FROM THEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310765  
**Date of Incident:** 20081103  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MARGATE, FL

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHEN SHE ENTERED THE EXPRESS WAY AND ACCELERATED 60 TO 65 MPH SHE STOPPED ACCELERATING AND THE VEHICLE SUDDENLY ACCELERATED OVER 65MPH ON ITS OWN. AS SHE STARTED TO APPLY THE BREAK THE VEHICLE SLOW DOWN WHEN IT HIT AN HARD OBJECT ON THE ROAD. SHE TOOK THE VEHICLE TO THE DEALER. THE DEALER STATED THE DAMAGE WAS UNDER THE VEHICLE AND SHE COULD CONTINUE TO DRIVE THE VEHICLE HOWEVER SHE HEARS NOISE COMING FROM THE ENGINE. SHE TOOK THE VEHICLE BACK TO THE DEALER. THE DEALER WILL REPLACE THE ACCELERATOR PEDAL BUT WILL NOT REPAIR THE DAMAGE UNDER THE VEHICLE. SHE IS NOT SURE IF THE OIL CONTAINER OR MUFFLER WAS DAMAGED. THE MANUFACTURER TOOK A REPORT 100211885. THE FAILURE MILEAGE WAS 25,480 AND THE CURRENT MILEAGE WAS 53,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319057  
**Date of Incident:** 20081104  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** WILLIAMSBURG, VA

**NHTSA Summary:**

C-1214

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ON NOVEMBER 4, 2008 AS I WAS ATTEMPTING TO PARK MY CAR AT THE WILLIAMSBURG, VA POST OFFICE AND WAS ABOUT 2/3 OF THE WAY INTO THE PARKING SPOT WITH MY FOOT ON THE BRAKE. THE ENGINE ROARED, THE CAR ACCELERATED, JUMPED THE CURB AND HIT THE SIDE OF THE BRICK BUILDING. FORTUNATELY THERE WERE NO PEDESTRIANS IN MY PATH. WE HAD THE CAR TOWED TO CASEY TOYOTA IN WILLIAMSBURG WHERE THEY INSPECTED THE BRAKES AND FOUND THAT THEY WERE WORKING PROPERLY. WE THEN REQUESTED THAT TOYOTA SEND A REPRESENTATIVE TO INSPECT THE CAR TO DETERMINE WHAT MIGHT HAVE CAUSED THIS ACCIDENT. THE INSPECTOR'S REPORT STATES THAT HE FOUND NOTHING WRONG WITH THE CAR. (THIS OF COURSE ALL TOOK PLACE PRIOR TO THE RECENT RECALLS). WE INCURRED EXPENSES TOTALING OVER \$600. BECAUSE OF THIS ACCIDENT. SINCE WE FELT THIS CAR WAS UNSAFE TO DRIVE, WE DECIDED TO TRADE IT IN AND HAD TO ACCEPT A REDUCED TRADE-IN BECAUSE IT WAS INVOLVED IN AN ACCIDENT AND ALSO INCURRED GREAT EXPENSE IN PURCHASING A NEW CAR. RESEARCH HAS SHOWN THAT THIS WAS NOT AN ISOLATED INCIDENT AS THE RECENT RECALLS HAVE SHOWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10252860  
**Date of Incident:** 20081105  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** CHARLOTTE, NC

**NHTSA Summary:**

ON NOVEMBER 5, 2008 I WAS DRIVING ON A FREEWAY IN MY 2008 LEXUS ES 350 WITH THE CRUISE CONTROL ON. I GAVE THE CAR A LITTLE EXTRA GAS TO PASS ANOTHER CAR AND THE CAR JUST TOOK OFF. I TRIED TO DISENGAGE THE ACCELERATOR BY TRYING TO TURN OFF THE CRUISE CONTROL SWITCH AS WELL AS TAPPING ON THE BRAKE PEDAL, BUT IT WOULD NOT DISENGAGE. I TRIED TO TURN OFF THE ENGINE BY PUSHING THE KEYLESS IGNITION BUTTON, BUT IT WOULD NOT TURN OFF. I CHECKED THE FLOOR TO MAKE SURE THAT THERE WASNT ANYTHING ON THE ACCELERATOR, AND THERE WASNT. I THEN PUT THE CAR IN NEUTRAL, BUT WHEN I DID THIS, THE ENGINE SOUNDED AS IF IT WERE GOING TO EXPLODE, SO I PUT IT BACK IN GEAR. BY THIS TIME, I WAS GOING WELL OVER 100 MPH. MY ONLY CHOICE WAS TO STAND ON THE BRAKES. WITHIN SECONDS, THE CAR WAS IN A CLOUD OF SMOKE COMING FROM THE 4 WHEELS/BRAKES. THE CAR BEGAN TO SLOW AS THANKFULLY THE BRAKES WERE STRONGER THAN THE ENGINE WHICH WAS GOING AT ITS MAXIMUM RPM'S. THE CAR WENT OVER A MILE BEFORE FINALLY COMING TO A STOP. I WAS THEN ABLE TO PUT THE CAR IN PARK AND STOP THE ENGINE. AFTER A FEW MOMENTS, WHEN I HAD CALMED DOWN A BIT, I STARTED THE ENGINE AGAIN AND IT IMMEDIATELY START RACING AT MAXIMUM RPM'S AGAIN, SO I SHUT IT OFF AND CALLED HENDRICK LEXUS. THEY SENT A TOW TRUCK TO TOW THE CAR IN. WHEN WE GOT TO THE DEALERSHIP, I TOLD THE SERVICE DIRECTOR THAT I WAS LUCKY THAT I WASNT KILLED AND I DID NOT WANT TO EVER GET IN THAT CAR AGAIN. HE STATED THAT HE UNDERSTOOD THE SERIOUSNESS OF THE EVENT. LEXUS INVESTIGATED AND SAID THAT THERE MUST HAVE BEEN SOMETHING HEAVY ON THE ACCELERATOR. THIS IS SIMPLY NOT TRUE. THE "EXPERTS" THAT LEXUS BROUGHT IN FROM OUT TO DO AN INVESTIGATION NEVER EVEN ACKNOWLEDGED THAT I WAS UNABLE TO DISENGAGE THE CRUISE CONTROL DURING THIS LIFE THREATENING SITUATION. AN INTERNET SEARCH HAS DETERMINED THAT THERE ARE MORE THAN 40 CASES OF "RUNAWAY ACCELERATOR" REPORTED TO THE NHTSA ON THE ES350, AND MANY OF THESE INCIDENTS HAVE RESULTED IN SERIOUS CRASHES AND PERSONAL INJURIES. \*TR

**Additional Summary:**

**Toyota ID Number:**

C-1215

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10304831  
**Date of Incident:** 20081105  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** TALLAHASSEE, FL

**NHTSA Summary:**

TOYOTA TACOMA (2008) ACCELERATES WHILE STOPPED AND WHILE DRIVING, REQUIRING TO CATCH THE VEHICLE WITH ADDITIONAL PRESSURE TO BRAKES TO STOP VEHICLE. IN CONTACT WITH THE LOCAL DEALER, TOLD THIS WAS NORMAL. THIS HAS OCCURRED NUMEROUS TIMES AND IS EXCUSED BY TOYOTA AS NORMAL. DATE INDICATED BELOW IS ESTIMATED FIRST INCIDENT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306738  
**Date of Incident:** 20081105  
**Vehicle:** 2005 SCION XB  
**Location of Incident:** PORTALES, NM

**NHTSA Summary:**

I WAS DRIVING MY 2005 SCION XB TO MY OFFICE. AS I SLOWED DOWN AND TURNED INTO A PARKING SPACE WHEN I APPLIED THE BREAKS THE ENGINE ACCELERATED TO 3000 RPM'S JUMPED THE CURB AND RAN INTO THE BACK OF THE BUILDING. WHEN I REPORTED THESE FACTS TO A TOYOTA DEALER THEY SAID THEY HAVE NEVER HEARD OF A CAR DOING THAT AND IT MUST HAVE BEEN A MISTAKE ON MY PART. SINCE THE REPAIR OF THE CAR IN A PERIOD OF TWO YEARS THE ENGINE HAS DONE THIS FOUR OTHER TIMES THE REPAIR PEOPLE SAY THEY CANT FIX IT UNLESS IT HAPPENS WHEN THEY ARE WORKING ON THE CAR. I BELIEVE THE PROBLEM IS IN THE ELECTRONIC CONTROLS FOR THE ACCELERATOR. I GET NO RESPONSE FROM TOYOTA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312864  
**Date of Incident:** 20081105  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** WARWICK, RI

**NHTSA Summary:**

ON NOVEMBER 5, 2008 I WAS LEAVING MY SON'S SOCCER PRACTICE AND MY ACCELERATOR BECAME STUCK ON MY 2007 TOYOTA CAMRY. I HIT A SCHOOL AND WENT THROUGH A 100 FOOT FENCE WHEN MY CAR BECAME ENTANGLED IN THE FENCE AND THE FENCE BECAME CAUGHT UNDERNEATH MY CAR. MY CAR WAS STILL ACCELERATING FULL FORCE AND MY TIRES WERE BURNING RUBBER. I WAS ABLE TO FINALLY SLAM MY STICKSHIFT INTO NEUTRAL AND THE CAR STOPPED. TOYOTA WAS CONTACTED SHORTLY AFTER THE ACCIDENT AND SENT SOMEONE OUT TO LOOK AT THE VEHICLE AT THE BODY SHOP. THEY SENT ME A LETTER STATING THERE WAS NOTHING WRONG WITH MY CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313095  
**Date of Incident:** 20081107  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** FAIRFAX, VA

**NHTSA Summary:**

C-1216

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHILE BACKING MY 2007 LEXUS ES 350 UP MY DRIVEWAY, THE VEHICLE UNEXPECTEDLY ACCELERATED AND CRASHED INTO THE CORNER OF MY GARAGE. ALTHOUGH DRIVING CAREFULLY AND SLOWLY, THE VEHICLE JOLTED BACK AS IF THE FUEL INJECTION SYSTEM HAD KICKED IN. NO ONE WAS INJURED, AND I DID NOT FILE AN INSURANCE CLAIM FOR RESULTING DAMAGE TO THE CAR OR THE GARAGE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313832  
**Date of Incident:** 20081108  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** EDGEWOOD, NM

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA TACOMA. THE CONTACT STATED THAT THE VEHICLE HAS A 5-SPEED MANUAL TRANSMISSION, THE VEHICLES RPM LEVELS INCREASED ALTHOUGH THE VEHICLE WAS NOT IN GEAR. WHEN THE VEHICLE SPEED WAS 70 MPH AND THE CONTACT SHIFTED INTO 5TH GEAR, THE VEHICLE ACCELERATED TO 95 MPH WITHOUT HIM PRESSING ON THE GAS PEDAL. THE FAILURE MILEAGE WAS 15. THE CURRENT MILEAGE WAS 26,000. UPDATED 03/30/10 \*BF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318227  
**Date of Incident:** 20081108  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** BRICHTON, MO

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2006 TOYOTA TACOMA PRE-RUNNER. THE CONTACT STATED THE ACCELERATOR PEDAL FAILURE HAPPENED ON TWO OCCASIONS WITHIN ONE MONTH SINCE HE HAS OWNED THE VEHICLE. THE FIRST INCIDENT THE CONTACT STATED HAPPENED ON NOVEMBER 8, 2008. THE CONTACT WAS DRIVING APPROXIMATELY 35 MPH AND CAME TO A ROLLING STOP. THE CONTACT STATED THAT WHEN HIS FOOT WAS ON THE BRAKE THE VEHICLE ACCELERATED THEN THE CONTACT PRESSED MORE FIRMLY, BUT THE BACK TIRES STARTED TO SPIN IN ACCELERATION. THE CONTACT WAS ABLE TO PUT THE VEHICLE IN NEUTRAL THEN SHUTTING THE VEHICLE OFF. THE SECOND INCIDENT OCCURRED ON DECEMBER 7, 2008. THE CONTACT STATED WHILE PULLING INTO HIS GARAGE, HE PLACED HIS FOOT ON THE BRAKES, AND THE BACK TIRES OF THE VEHICLE SPUN INTO ACCELERATION ONTO HIS CONCRETE DRIVEWAY. THE CONTACT STATED THAT SMOKE CAME FROM THE TIRES. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC AND TESTING. THE DEALER COULD NOT DUPLICATE THE PROBLEM. THE DEALER STATED THE CONTACT MUST OF HAD HIS FOOT ON THE BRAKE AND THE ACCELERATOR PEDAL AT THE SAME TIME. THE CONTACT STATED THAT THE FLOOR MAT WAS NOT AGAINST THE ACCELERATOR, BUT SECURED ON THE FLOOR TABS. THE CONTACT STATED THAT THE VEHICLE HAS NOT ACCELERATED SINCE 2008. THE APPROXIMATE FAILURE MILEAGE WAS 15000. THE CURRENT MILEAGE WAS 25,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340088  
**Date of Incident:** 20081108  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** FREEHOLD, NJ

C-1217

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
2ND REQUEST RE FAX FWD ON BEHALF OF (NJ) WHO WAS INVOLVED IN AN AUTO ACCIDENT ON 11/18/08 IN HER 2007 TOYOTA LEXUS THAT SUDDENLY ACCELERATED, WOULD LIKE HER TOYOTA INCIDENT RECORDED. \*KB WHEN THE CONSUMER PULLED INTO HER DRIVEWAY AND APPROACHED THE OPEN GARAGE DOOR, THE VEHICLE SUDDENLY ACCELERATED AT A HIGH RATE OF SPEED. SHE STEPPED ON THE BRAKE, BUT WAS UNABLE TO STOP THE VEHICLE. THE VEHICLE STRUCK THE SIDE OF THE GARAGE DOOR OPENING AND SENT BRICKS FLYING AND CONTINUED UNTIL IT RAMMED THE REAR WALL OF THE GARAGE WITH GREAT FORCE. ON THE OTHER SIDE OF THE GARAGE, WAS A SMALL HALL BATHROOM. THE FORCE OF THE IMPACT OF THE CRASH KNOCKED TILE FROM THE STALL SHOWER OFF THE WALL AND BENT PART OF THE SHOWER DOOR FRAME. THERE WAS ALSO DAMAGE TO THE GARAGE WALLS AS WELL AS TO THE DOOR ENTERING THE HOUSE FROM THE GARAGE. THE VEHICLE WAS REPAIRED AND THE CONSUMER HAS SINCE TRADED THE VEHICLE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10248581  
**Date of Incident:** 20081110  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** INTERLACHEN, FL

**NHTSA Summary:**  
I WAS INITIALLY TRAVELING ON A TWO LANE COUNTRY ROAD AND HAD THE CRUISE CONTROL SET AT 55 MPH. AS I APPROACHED A FOUR LANE DIVIDED HIGHWAY AHEAD I WAS REQUIRED TO STOP, THUS DISENGAGING THE CRUISE CONTROL. I PULLED ONTO THE FOUR LANE HIGHWAY AND FLOORED THE ACCELERATOR TO QUICKLY REACH THE 65 MPH SPEED LIMIT. WHEN I WAS AT THE SPEED LIMIT I EASED OFF OF THE PEDAL IN ORDER TO CRUISE AT 65. THE VEHICLE CONTINUED TO ACCELERATE. AT THIS POINT I REALIZED THAT THE ACCELERATOR PEDAL WAS "GLUED" TO THE FLOOR. THINKING IT WAS STUCK, I STOMPED ON IT A COUPLE OF TIMES HOPING TO FREE IT. THIS WAS TO NO AVAIL. IN THESE FEW SECONDS I HAD REACHED APPROXIMATELY 95 MPH. I HAD FORGOTTEN THAT THE CRUISE CONTROL WAS STILL ON BUT NOT SET. I TURNED OFF THE IGNITION AND COASTED TO THE SIDE OF THE ROAD. I HAVE NO IDEA IF THE CRUISE CONTROL WAS THE CULPRIT, HOWEVER, MY IMPRESSION WAS THAT THE THROTTLE LINKAGE WAS NOT BINDING, BUT AGAIN, I DO NOT REALLY KNOW. I CAN THINK OF NO CIRCUMSTANCES WHERE THIS COULD BE CONSIDERED NORMAL. I TRIED TO DUPLICATE THE CONDITION WITH THE CRUISE BOTH ON AND OFF BUT WAS UNABLE TO. I PLAN ON NOTIFYING TOYOTA ALSO. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293584  
**Date of Incident:** 20081111  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** QUEENSBURY, NY

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE MAKING A RIGHT TURN THE VEHICLE ACCELERATED AND CRASHED INTO A VEHICLE. HE WAS FORCED TO TURN THE ENGINE OFF TO STOP VEHICLE FROM ACCELERATING. HE WAS TREATED AT AN EMERGENCY ROOM FOR INJURIES TO THE BACK, HEAD, AND AROUND THE CHEST/SHOULDER AREA. THE VEHICLE WAS SEVERELY DAMAGED. THE CURRENT MILEAGE WAS UNKNOWN. THE FAILURE MILEAGE WAS 49,604.

**Additional Summary:**

C-1218

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BLOCK OF STOMPING ACCELERATOR AND BRAKE TO CLEAR. LONGO TOYOTA TOLD ME THEY NEVER HEARD OF THE PROBLEM AND COULD NOT FIND ANYTHING WRONG WITH CAR. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304239  
**Date of Incident:** 20081115  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** COMFORT, TX

**NHTSA Summary:**  
OUR 2008 TOYOTA TACOMA PRERUNNER EXPERIENCED UNCONTROLLED ACCELERATION ON 1/15/2008. WE FILED THE EVENT WITH NHTSA (REFER TO ODI 10248942, NHTSA ACTION NUMBER DP08001 FOR ALL DETAIL). THAT PETITION WAS DENIED. NOTE THAT, IN NHTSA'S RESPONSE, THERE IS A SIGNIFICANT ERROR IN THE VEHICLE YEAR (THE VEHICLE IS 2008). THE PROBLEM WE EXPERIENCED ON 11/15/2008 HAS NOT REPEATED AS OF THIS DATE, BUT WE ARE CERTAIN THAT WE ARE STILL EXPOSED TO HIGH RISK OF REOCCURRENCE. IN VIEW OF RECENT DEVELOPMENTS WITH TOYOTA (MULTIPLE RECALLS, ETC), WE REQUEST THAT NHTSA RECONSIDER OUR CASE, AND APPROVE THE PETITION, BECAUSE A SIGNIFICANT PROBLEM DOES IN FACT EXIST. THANK YOU.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312469  
**Date of Incident:** 20081115  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** COHOES, NY

**NHTSA Summary:**  
VEHICLE STARTED UP AFTER BEING IN MALL PARKING LOT. AS I PULLED OUT OF THE PARKING LOCATION THE VEHICLE SUDDENLY ACCELERATED. I WAS UNABLE TO CORRECT SPEED AND DIRECTED VEHICLE AWAY FROM OTHER PARKED CARS AND PEDESTRIANS. ULTIMATELY I HIT ONE OTHER VEHICLE, CROSSED SEVERAL GRASSED ISLANDS, AND EVENTUALLY CAME TO A STOP AFTER SHUTTING OFF IGNITION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317606  
**Date of Incident:** 20081115  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** SABINA, OH

**NHTSA Summary:**  
2009 TOYOTA CAMRY PULLS TO THE LEFT WHILE DRIVING. THE FIRST INCIDENT THE POWER STEERING GEAR ASSEMBLY WAS REPLACED AND RESET FRONT SPECS. THE PROBLEM LATER OCCURRED AGAIN AND THE CONSUMER WAS INFORMED THAT THERE WAS NO PROBLEM WITH THE VEHICLE. \*TS THE CONSUMER STATED HIS FIANCE EXPERIENCED SUDDEN ACCELERATION WHILE APPLYING THE BRAKES TO PARK THE VEHICLE AND ENDED UP ON THE CURB. THE CONSUMER RECEIVED A PHONE CALL AND WAS INSTRUCTED TO TAKE THE VEHICLE TO THE DEALER, SO THE RECALL REPAIR COULD BE TAKEN CARE OF. BUT WHEN HE ARRIVED AT THE DEALER, HE WAS INFORMED THEY COULD ONLY PERFORM ONE REPAIR. THE CONSUMER ALSO STATED AN ALIGNMENT DID NOT RESOLVE THE ISSUE OF THE VEHICLE PULLING TO THE LEFT. \*JB

**Additional Summary:**

C-1220

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310937  
**Date of Incident:** 20081111  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** MT. HOOD, OR

**NHTSA Summary:**  
FIRST TIME THE PRIUS SURGED THE CAR HAD JUST LEFT THE FREEWAY AND THE CRUISE CONTROL WAS STILL ENGAGED. THE PRIUS SURGED AT 55 MILES AN HOUR FOR A HUNDRED FEET TILL WE GAINED CONTROL. THE SECOND TIME SEVERAL MONTHS LATER WE LEFT THE FREEWAY WITH THE CRUISE CONTROL STILL ENGAGED AND COULD NOT SLOW THE CAR. WE RACED THROUGH HOOD RIVER, OR AT SPEEDS IN EXCESS OF 60 MILES AN HOUR RIDING THE BRAKE THROUGH TRAFFIC AND PEDESTRIAN CROSSWALKS- OUR BRAKES SMOKING. FINALLY THE DRIVER FOUND A PARALLEL PARKING PLACE TO SLIDE INTO AND WERE ABLE TO PUNCH THE BUTTON AND TURN OFF THE CAR. THE DRIVER HAVING THE CAR IN PARK TURNED THE CAR ON AGAIN. THE MOTOR WAS STILL IN FULL THROTTLE. THE DRIVER LEFT THE CAR TO FIND A RESTROOM. I STAYED IN THE CAR WITH THE ENGINE OFF. I REACHED DOWN TO THE ACCELERATOR PEDAL AND WITH LIGHT PRESSURE PULLED THE PEDAL UP. WHEN THE DRIVER RETURNED AND STARTED THE MOTOR IT WAS AT NORMAL SPEED. WE TOOK THE CAR TO GRIFFITH MOTORS IN THE DALLES, OR. ON THE DEC. 10, 2009. THE FACTORY REP DROVE THE CAR (W/ 21,690 MILES ON IT AFTER HE DROVE IT) AND ON HIS REPORT WROTE "NO PROBLEM FOUND". \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323988  
**Date of Incident:** 20081113  
**Vehicle:** 1999 LEXUS GS300  
**Location of Incident:** BEECHHURST, NY

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 1999 LEXUS GS300. WHILE DRIVING AT APPROXIMATELY 45 MPH, THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED AFTER HE DOWN SHIFTED. HE SHIFTED INTO NEUTRAL TO CONTROL THE VEHICLE. RECENTLY, THE CONTACT STATED THAT HE NOTICED THE VEHICLE WOULD NOT SPEED UP WHEN HE DEPRESSED THE ACCELERATOR PEDAL. A SHORT WHILE AFTER, THE VEHICLE SUDDENLY ACCELERATED AND THE RPMS INCREASED RAPIDLY. THE CONTACT APPLIED THE BRAKES WHICH WERE UNRESPONSIVE SO HE SHIFTED INTO NEUTRAL. ALTHOUGH THE VEHICLE WAS IN THE NEUTRAL POSITION, THE ENGINE CONTINUED TO RACE SO HE TURNED THE IGNITION OFF. THE VEHICLE HAD NOT BEEN INSPECTED AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS APPROXIMATELY 70,000. THE CURRENT MILEAGE WAS APPROXIMATELY 70,100.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10249034  
**Date of Incident:** 20081115  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** COVINA, CA

**NHTSA Summary:**  
I HAVE A 2008 TOYOTA CAMRY V6. EARLY ONE MORNING I TOOK THE CAR TO A WASH AND ON THE WAY BACK HOME PULLING AWAY FROM A STOP SIGN THE GAS PEDAL STUCK TO THE FLOOR WITH THE ACCELERATOR WIDE OPEN. IT TOOK A GOOD HALF

C-1219

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301776  
**Date of Incident:** 20081116  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** BOGART, GA

**NHTSA Summary:**  
DURING THE FALL OF 2008 I PURCHASED A NEW 2009 CAMRY. NOVEMBER OF 2008 I WAS DRIVING AT 70 MPH WHEN THE CAR BEGAN TO ACCELERATE FASTER WITHOUT PRESSING THE ACCELERATOR. WHEN I RETURNED HOME I TOOK THE CAR TO THE LOCAL TOYOTA DEALER AND EXPLAINED THE PROBLEM. THEY CHECKED IT, DROVE IT AND SAID THEY DIDNT SEE ANYTHING WRONG WITH THE VEHICLE. IVE HAD SEVERAL OTHER INCIDENTS OF ACCELERATION OVER THE NEXT YEAR. IVE REMOVED THE FLOOR MAT. LAST WEEK I WAS AT THE A SHOPPING MALL AND WAS WAITING TO TURN DOWN A LANE WHEN THE CAR ACCELERATED. I WOULD HAVE HURT SOMEONE IF ANYONE HAD BEEN STANDING THERE. I CALLED THE TOYOTA COMPANY AGAIN AND THEY SAID THE RECALL ONLY REFERS TO FLOOR MAT PROBLEMS. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306896  
**Date of Incident:** 20081118  
**Vehicle:** 2006 TOYOTA MATRIX  
**Location of Incident:** NANTUCKET, MA

**NHTSA Summary:**  
I WAS PARKING OUR TOYOTA MATRIX. 2006 AND IT "JUMPED" AHEAD AND I HIT THE CAR IN FRONT OF ME. MY ACCIDENT REPORT INDICATED A JUMP IN THE CAR. WHEN I READ ABOUT THE TOYOTA ACCELERATOR PROBLEMS, I AM CONVINCED OUR CAR SUFFERS THE SAME FLAW AND I HOPE THAT 2006 WILL BE INCLUDED IN THE RECALL. I HAVE NEVER HAD ANY OTHER ACCIDENT AND I AM OVER 50 YEARS OLD.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313661  
**Date of Incident:** 20081118  
**Vehicle:** 2007 TOYOTA MATRIX  
**Location of Incident:** MIAMI BEACH, FL

**NHTSA Summary:**  
GAS PEDAL HAS, APPROXIMATELY SEVEN (7) TIMES, BECOME CAUGHT ON THE FLOOR MAT DUE TO THE FLOOR MAT NOT BEING SECURED, IN ANY FASHION, TO PREVENT IT FROM SLIDING UP AND UNDERNEATH THE GAS PEDAL. WHILE MY CAR IS NOT PART OF THE TOYOTA "VOLUNTARY" RECALL, I FEEL THIS IS WORTHY OF A COMPLAINT FORM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331731  
**Date of Incident:** 20081118  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** FREEHOLD, NJ

**NHTSA Summary:**

C-1221

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FAX FWD ON BEHALF OF (NJ) WHO WAS INVOLVED IN AN AUTO ACCIDENT IN ON 11/18/08 IN HER 2007 LEXUS ES350 THAT SUDDENLY ACCELERATED, WOULD LIKE HER TOYOTA INCIDENT RECORDED \*TGW WHEN THE CONSUMER PULLED INTO HER DRIVEWAY AND APPROACHED THE OPEN GARAGE DOOR, THE VEHICLE SUDDENLY ACCELERATED AT A HIGH RATE OF SPEED. SHE STEPPED ON THE BRAKE, BUT WAS UNABLE TO STOP THE VEHICLE. THE VEHICLE STRUCK THE SIDE OF THE GARAGE DOOR OPENING AND SENT BRICKS FLYING AND CONTINUED UNTIL IT RAMMED THE REAR WALL OF THE GARAGE WITH GREAT FORCE. ON THE OTHER SIDE OF THE GARAGE, WAS A SMALL HALL BATHROOM. THE FORCE OF THE IMPACT OF THE CRASH KNOCKED TILE FROM THE STALL SHOWER OFF THE WALL AND BENT PART OF THE SHOWER DOOR FRAME. THERE WAS ALSO DAMAGE TO THE GARAGE WALLS AS WELL AS TO THE DOOR ENTERING THE HOUSE FROM THE GARAGE. THE VEHICLE WAS REPAIRED AND THE CONSUMER HAS SINCE TRADED THE VEHICLE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10249647  
**Date of Incident:** 20081119  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** RESTON, VA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA HIGHLANDER. WHILE DRIVING 5 MPH, THE VEHICLE SUDDENLY ACCELERATED, STRUCK A CURB, CROSSED THE MEDIAN, AND CRASHED INTO THREE PARKED VEHICLES. THERE WERE NO INJURIES. THE AIR BAGS FAILED TO DEPLOY. THE FRONT PASSENGER SIDE BUMPER AND DRIVERS SIDE OF THE VEHICLE WERE DAMAGED. THE MANUFACTURER STATED THAT THEY WOULD INSPECT THE VEHICLE WITHIN 30 DAYS. THE INSURANCE COMPANY WAS NOTIFIED. THE FAILURE OCCURRED WITHOUT WARNING. THE FAILURE MILEAGE WAS 29,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10256808  
**Date of Incident:** 20081119  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** SARASOTA, FL

**NHTSA Summary:**  
2008 TOYOTA COROLLA ACCELERATED WHILE THE DRIVER STILL HAD HIS FOOT ON THE BRAKE. \*NJ THE CONSUMER STATED THE VEHICLE ACCELERATED BACKWARDS AT A SPEED OF 100 MPH. THE VEHICLE WAS TOTALED.\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295243  
**Date of Incident:** 20081119  
**Vehicle:** 2009 SCION XB  
**Location of Incident:** NEWINGTON, CT

**NHTSA Summary:**  
THE (TOYOTA) SCION XB HAS THE SAME ACCELERATOR PROBLEM, I PUT IN A FLOOR MAT ON TOP OF THE ISSUED FLOOR MAT AND IT HAS GOTTEN STUCK 2 OR 3 TIMES ON THE ACCELERATOR, LUCKILY I WAS ABLE TO DEPRESS THE BRAKE STRONG ENOUGH TO GET INTO PARK AND STOP THE VEHICLE, THE WORSE CASE I DROVE OVER THE ISLAND IN MY PARKING LOT. I HAVE SINCE REMOVED THE EXTRA FLOOR MAT AND HAVE NOT HAD A

C-1222

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PROBLEM WITH THIS ISSUE SINCE. I KNOW IT'S LATE NOTICE BUT I JUST FOUND OUT ABOUT THIS SITE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10335955  
**Date of Incident:** 20081119  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** SARASOTA, FL

**NHTSA Summary:**  
S10 COMEBACK-LETTER TO THE SECRETARY FROM RE TOYOTA UNINTENDED ACCELERATION \*TGW 2008 TOYOTA COROLLA. THE CONSUMER STATED WHEN SHE APPLIED THE BRAKE AT LESS THEN 5 MPH TO EXECUTE A LEFT TURN INTO A PARKING SPACE, THE VEHICLE SUDDENLY AND FOR NO APPARENT REASON SURGED AT A HIGH RATE OF SPEED. THE CONSUMER STATED SHE REMOVED HER FOOT FROM THE BRAKE AND HER VEHICLE CRASHED INTO A PARKED VEHICLE. \*JB UPDATED 07/27/10\*JB ADDED VIN. UPDATED 07/29/10\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10249417  
**Date of Incident:** 20081120  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** WEATHERFORD, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE ATTEMPTING TO PARK WITH THE BRAKE PEDAL DEPRESSED, THE VEHICLE SUDDENLY LUNGED FORWARD INTO A BUILDING. THE AIR BAGS FAILED TO DEPLOY. THE CONTACT AND PASSENGER WERE UNINJURED AND BOTH WERE WEARING THEIR SEAT BELTS. THE FRONT BUMPER AND GRILL WERE SMASHED INTO THE VEHICLE. A POLICE REPORT WAS FILED. THE CONTACT WAS ABLE TO DRIVE AWAY FROM THE SCENE. THE SPEED WAS UNKNOWN. THE FAILURE MILEAGE WAS 33,311.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311077  
**Date of Incident:** 20081120  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SMYRNA, TN

**NHTSA Summary:**  
WHEN ON A LONG DISTANCE TRIP I USED THE CRUISE CONTROL--IT WAS SET TO AROUND 75 MPH. I APPLIED THE BRAKES, BUT WHEN I WENT TO RESUME MY CRUISE CONTROL SPEED, THE CAR'S SPEED SURGED PAST THE 75 MPH THAT I HAD SET AND STARTED GOING ABOVE 80 MPH. I REALIZED IT AND APPLIED THE BRAKE AND THEN JUST SET THE SPEED AGAIN. THIS HAPPENED AT LEAST SEPARATE 3 TIMES. I NO LONGER USE THE RESUME FUNCTION OF THE CRUISE CONTROL AND I HAVE NOT HAD OTHER PROBLEMS SINCE (BUT I HAVE NOT USED THE CRUISE CONTROL MUCH EITHER). \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312499

C-1223

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20081120  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** BROKEN ARROW, OK

**NHTSA Summary:**  
AVALON XLS V6 AUTOMATIC TRANSMISSION 46,000 MILES I HAD JUST BACKED OUT OF MY GARAGE AND I STOPPED TO LOWER THE GARAGE DOOR. THE CAR WAS IN STILL REVERSE AND I WENT TO ACCELERATE AND THE GAS PEDAL WENT TO THE FLOOR AND THE CAR WENT BACKWARD IN REVERSE ALL THE WHILE I WAS TRYING TO STOP IT WITH THE BRAKE PEDAL. I WENT IN A FULL 20 FOOT CIRCLE AND WAS ABOUT HALF WAY THROUGH A SECOND CIRCLE WHEN MY HUSBAND REACHED OVER AND TURNED THE KEY I CLICK TO KILL THE ENGINE. WE TRIED TO FIGURE OUT IF I HAD PUT MY FOOT ON BOTH THE BRAKE AND ACCELERATOR BUT IT WAS ALMOST IMPOSSIBLE TO DO IT WITH MY SMALL FOOT. WE LOOKED UNDER THE HOOD AND FOUND NOTHING OUT OF ORDER. FINALLY, WE STARTED THE ENGINE AND CAREFULLY MOVED THE CAR BACK INTO THE DRIVE WAY AND CONTINUED ON OUR ERRAND. MY 2001 AVALON NOW HAS 47,000 MILES WHICH IS LESS THAN 500 MILES PER MONTH. WE DAMAGED THE FRONT DRIVER FENDER AND WHEEL RIM WHEN WE WENT UP AGAINST OUR HOUSE AND WE HAD IT REPAIRED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324266  
**Date of Incident:** 20081121  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** PROSPECT, VA

**NHTSA Summary:**  
LTR FROM SEEKING TO ENSURE THAT HIS LETTER RE HIS 2008 TOYOTA CAMRY REACHES THE PROPER AUTHORITIES IN NHTSA REPLY ATTENTION JOSEPH TOPHAM/FARMVILLE OFFICE. \*TGW THE CONSUMER STATED HIS WIFE WAS ATTEMPTING TO PARK, WHEN ALL OF A SUDDEN, THE VEHICLE LURCHED FORWARD AND HIT ANOTHER VEHICLE. THE CONSUMER STATED HAVE DRIVEN THE VEHICLE MANY TIMES, HE NOTICED THERE WAS A PROBLEM WITH ACCELERATION FROM A STAND STILL AND FOUND THERE WAS A NOTICEABLE SLACK IN THE ACCELERATOR PEDAL. IN THE FIRST 1/2 TO 3/4 OF AN INCH OF DEPRESSION THERE WAS NOTHING, BUT THE NEXT FRACTION OF AN INCH THERE WAS AN UNEXPECTED LURCH. THE CONSUMER TOOK THE VEHICLE TO THE DEALER, HOWEVER THEY CLAIMED NOTHING WAS WRONG WITH THE VEHICLE. THE CONSUMER THEN RECEIVED A RECALL LETTER IN THE MAIL REGARDING THE SUDDEN ACCELERATION PROBLEM. THE CONSUMER STATED SINCE THE RECALL REPAIR, THE ACCELERATOR NOW GOES FROM 0 TO 15 MPH IN LESS THAN A SECOND, WHICH IS AS DANGEROUS IF NOT MORE SO THAN THE ORIGINAL PROBLEM. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10260129, 10288930  
**Date of Incident:** 20081124  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** DENVER, DOVER, CO, DE

**NHTSA Summary:**  
2008 TOYOTA RAV4 HAD A JAMMED GAS PEDAL. CONSUMER STATES THAT THE PROBLEM WAS WITH THE FLOOR MATS. \*NJ THE CONSUMER STATED WHILE DRIVING, THE VEHICLE SUDDENLY ACCELERATED ONE QUARTER BLOCK OF A CITY BLOCK, VEERING TO THE LEFT AND DEMOLISHED ONE CAR. THE VEHICLE THEN CONTINUED ANOTHER QUARTER BLOCK AND DESTROYED ANOTHER VEHICLE. THE VEHICLE THEN TURNED IN THE OTHER DIRECTION AND HIT ANOTHER VEHICLE. THE VEHICLE ONLY CAME TO A STOP AFTER IT

C-1224

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CRASHED INTO A BUILDING. \*JB, LOST BRAKING POWER AND THERE WAS A CRUNCHING SOUND, HAD BOTH FEET ON BREAKING PEDAL & TRUCK WOULDN'T STOP. IT WAS STILL ACCELERATING AND ABS/ANTI SKID LIGHT CAME ON. \*TR

**Additional Summary:**

On November 24, 2008 I was driving the above listed automobile and an unusual accident occurred. I was traveling down an arterial street in Denver, Colorado at 4:30 P.M. when this car suddenly sped forward for about one quarter of a city block, veering to the left and demolished one car. The Toyota then continued another quarter of a block and destroyed another car. Then the Toyota turned completely in the other direction and demolished a parked car another quarter of a block away. The car then continued its journey and only came to a stop after it had run into a building another quarter of a block away.

The only words I uttered to the person who opened the door to help me out of the Toyota were: "Turn off the engine, the gas pedal is stuck."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310259  
**Date of Incident:** 20081125  
**Vehicle:** 2008 TOYOTA CAMRY HV  
**Location of Incident:** LONG BEACH, CA

**NHTSA Summary:**

ON SEPT 25, 2007 WE PURCHASED FOR MY WIFE A NEW 2008 CAMRY HYBRID AT LONGO TOYOTA, EL MONTE, CA. SHE EXPERIENCED SEVERAL PROBLEMS (DEAD STARTER BATTERY FROM HEADLIGHTS STAYING ON OR COMING ON AFTER PARKING, CAR NOT DECELERATING WHEN FOOT TAKEN OFF ACCELERATOR, ODD THINGS WITH AUTO DOOR LOCKS) THE FIRST MONTH, AND WHEN WE CALLED THE DEALER THEY TALKED US INTO ATTENDING A NEW OWNERS MEETING, SO WE COULD BECOME MORE FAMILIAR WITH THE CAR. WHEN WE BROUGHT THESE THING UP DURING THE MEETING, MOST OF IT WAS EXCUSED AS BEING UNFAMILIAR WITH THE CAR FEATURES, ALTHOUGH THEY TOOK THE CAMRY AND AFTER 15 MINUTES TOLD US NOTHING WAS WRONG WITH THE HEADLIGHTS. A SUPPOSED TOYOTA HEADQUARTERS REP STATED TO ME, "THE LITTLE WOMAN ISN'T THAT TECHO, IS SHE?" A MONTH LATER SHE WAS STOPPED GOING TO WORK IN THE EARLY MORNING BY CHP, FOR DRIVING WITHOUT HEADLIGHTS BEING ON, BUT WAS NOT TICKETED BECAUSE THE OFFICER WITNESSED THE HEADLIGHT SWITCH WAS ON. (WE STILL NOTICE THE HEADLIGHT DOING ODD THINGS, AND THE SWITCH IS IN THE ON POSITION, NOT THE AUTO POSITION). BACK TO THE DEALER, NO PROBLEM FOUND. EARLY NOVEMBER 2009 WE RECEIVED FROM TOYOTA MOTOR SALES USA A "POTENTIAL FLOOR MAT INTERFERENCE WITH ACCELERATOR PEDAL SAFETY RECALL CAMPAIGN (INTERM NOTICE)" WHICH STATED "WE WILL NOTIFY YOU AGAIN AS SOON AS A CAMPAIGN REMEDY IS AVAILABLE FOR YOUR VEHICLE". WE HAVE HEARD NOTHING SINCE THAT TIME, EXCEPT FOR A SEALED OVERSIZED BUSINESS ENVELOPE LAST WEEK, WHICH WAS NOT ABOUT A FIX TO THE VEHICLE PROBLEMS, BUT SALES MATERIALS ON THE NEW 5TH GENERATION 4RUNNER. TOYOTA IS STILL NOT OWNING UP TO ALL THE DEFECTS IN THE CAMRY HYBRID.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10250112  
**Date of Incident:** 20081128  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** KAILUA-KONA, HI  
**NHTSA Summary:**

C-1225

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WAS IN LINE AT "STARBUCKS" DRIVE THROUGH WINDOW HAD SUDDEN ACCELERATION EVENTS 2 TIMES IN A ROW. ACCELERATION WAS AT HIGH RPM AND LEFT RUBBER BURN MARKS ON "STARBUCKS" DRIVEWAY. I STEPPED ON BRAKE FULLY FOR BOTH EVENTS. I STOPPED THE ENGINE WITH IGNITION KEY FOR BOTH ACCELERATION EVENTS. THE THIRD TIME I STARTED THE ENGINE IT RETURNED TO NORMAL SLOW RPM. WENT TO TOYOTA DEALERSHIP MAINTENANCE SUPERVISOR. THEY HAD NEVER HEARD OF ANYTHING LIKE THAT HAPPENING. SAID THEY COULD LOOK AT THE TRUCK BUT IF IT DID NOT HAPPEN FOR THEM I WOULD BE CHARGED FOR THEIR TIME. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291567  
**Date of Incident:** 20081128  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** SACRAMENTO, CA  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA TACOMA. WHILE ATTEMPTING TO PASS A VEHICLE AT 55 MPH, THE ACCELERATOR PEDAL BECAME STUCK. THE VEHICLE THEN ACCELERATED TO 100 MPH. AFTER REPEATED BRAKE APPLICATION HE WAS ABLE TO DECELERATE. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION. AFTER TWO DAYS OF INSPECTION, THE TECHNICIANS COULD NOT DUPLICATE THE FAILURE. THE FAILURE MILEAGE WAS 3000. THE CURRENT MILEAGE WAS 23000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308815  
**Date of Incident:** 20081128  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** DELRAY BEACH, FL  
**NHTSA Summary:**

I WAS PARKING MY 2003 CAMRY IN A MALL PARKING LOT WHEN IT SUDDENLY ACCELERATED. I HAD NO CONTROL AND SMASHED INTO A PARKED CAR. I NEVER HAD AN ACCIDENT IN 60+ YEARS OF DRIVING. NOW I KNOW IT WAS THE TOYOTA ACCELERATOR THAT CAUSED THE CRASH. MY ED MORSE TOYOTA DEALER IN DELRAY BEACH FL, TURNED ME AWAY FROM SERVICE SAYING IT IS NOT THEIR PROBLEM BUT I SHOULD CONTACT TOYOTA. I HAVE NOT BEEN ABLE TO REACH ANYONE THERE. I KNOW IT IS NOT IN THE RECALL BUT I TOLD THE DEALER I WANT TOYOTA TO KNOW THIS HAPPENED TO MY 2003 CAMRY AND I WANT THEM TO FIND THE CAUSE AND REMEDY IT. MY WIFE ALSO HAS A 2003 CAMRY AND WE DRIVE THEM BOTH WITH FEAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312161  
**Date of Incident:** 20081130  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** PLACERVILLE, CA  
**NHTSA Summary:**

DURING NORMAL DRIVING, MY WIFE AND FATHER-IN-LAW HAVE EXPERIENCED MULTIPLE INCIDENTS OF UNINTENDED ACCELERATION OR SURGING ON OUR 2008 RAV4 (AWD, 6-CYLINDER). THIS IS TYPICALLY OCCURRING AT HIGHWAY SPEEDS OR LIGHT ACCELERATION ABOVE ~25MPH. THIS HAS BEEN OCCURRING SINCE RIGHT AFTER WE PURCHASED THE VEHICLE IN OCTOBER 2008. DEALER COULD NOT VERIFY PROBLEM AND

C-1226

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NO ERROR CODES WERE FOUND. THE ANTI-SKID CONTROL COMES ON RANDOMLY AND APPLIED THE BRAKES ALSO, USUALLY WHILE VEHICLE IS STOPPED. WHEN FOOT IS REMOVED FROM BRAKE, VEHICLE STAYS STOPPED UNTIL ACCELERATOR IS PUSH AND THEN SYSTEM RELEASES THE BRAKES AND ANTI-SKID LIGHT GOES OUT. DEALER COULD NOT FIND ANY ERROR CODES FOR THIS EITHER. THIS IS A VEHICLE WITH A VIN NUMBER BEGINNING WITH J, WHICH HAS BEEN EXCLUDED FROM RECENT RECALLS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319414  
**Date of Incident:** 20081130  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** SOUTH HADLEY, MA  
**NHTSA Summary:**

2008 TOYOTA RAV-4 SURGES. SINCE PURCHASING THE VEHICLE IN NOVEMBER 2008, MY VEHICLE HAS SPORADICALLY SURGED WHEN COMING TO A STOP AND ALSO WHEN DRIVING WITH FOOT ON ACCELERATOR. I WILL HAVE MY FOOT ON THE BREAK AND THE CAR WILL SURGE AS IF I AM PRESSING ON THE ACCELERATOR. WHEN I AM DRIVING, IT SURGES AS IF I AM PRESSING THE GAS PEDAL UP AND DOWN, ALTHOUGH MY FOOT REMAINS STEADY. I COMPLAINED ABOUT THIS THE FIRST TIME THAT I TOOK MY VEHICLE IN AND EACH TIME I HAVE AN OIL CHANGE. I HAVE BEEN TOLD THAT THERE IS NOT A PROBLEM. I THINK THAT THERE MUST BE MORE TO THE TOYOTA RECALL BECAUSE MY VEHICLE THAT IS NOT SUBJECT TO THE RECALL APPEARS TO BE HAVING SIMILAR ISSUES. I COMPLAINED ABOUT THIS LONG BEFORE THIS RECALL WAS ANNOUNCED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305635  
**Date of Incident:** 20081201  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BANNING, CA  
**NHTSA Summary:**

TL- THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE DRIVING, THE VEHICLE WAS BEGAN COASTING ALTHOUGH THE ENGINE WAS RUNNING. HE COULD ACCELERATE FORWARD. WHEN HE CAME TO A STOP AND THEN TRY TO ACCELERATE AT FIRST, HE NOTICED THE HESITATION PROBLEM AGAIN BUT THEN SUDDENLY THE VEHICLE WOULD "TAKE OFF" AND ACCELERATE. HE EXPERIENCED THE PROBLEM AT THREE DIFFERENT TRAFFIC LIGHTS. HE TOOK THE VEHICLE TO A REPAIR SHOP AND HE WAS TOLD THAT THE THROTTLE POSITION SENSOR WAS OUT OF RANGE AND NEEDED TO BE REPLACED. HE HAD THE SENSOR REPLACED AT THE REPAIR SHOP AT HIS EXPENSE. HE HAD NO PROBLEMS SINCE THE REPAIR OUTSIDE OF PREMATURE SHIFT AT LOW SPEEDS. HE HAD NOT CALLED THE MANUFACTURER TO-DATE. THE CURRENT MILEAGE WAS APPROXIMATELY 33,000. THE FAILURE MILEAGE WAS 29,363-BK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307298  
**Date of Incident:** 20081201  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** MOBILE, AL  
**NHTSA Summary:**

C-1227

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MY COMPLAINT CENTERS AROUND THE THROTTLE POSITION SENSOR ON THE TOYOTA HIGHLANDER. THIS PROBLEM HAS BECOME MORE APPARENT WITHIN THE LAST YEAR ON THE 2003 MODEL THAT MY WIFE AND I OWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318193  
**Date of Incident:** 20081201  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** BALTIMORE, MD  
**NHTSA Summary:**

WE PURCHASED A 2005 TOYOTA AVALON. SINCE 2007, WE COMPLAINED OF ERRATIC ACCELERATION AND DOWNSHIFTING PROBLEMS. WE ALSO REPORTED ELECTRICAL ISSUES INVOLVING THE DASHBOARD LIGHTS BLINKING ON AND OFF. EACH RESPONSE WAS 6 YOUR CAR PASSED ALL OF OUR DIAGNOSTIC TESTS. LAST YEAR, WHILE ACCELERATING FOR A TRAFFIC LIGHT, OUR CAR SURGED FORWARD HITTING A VEHICLE. LUCKILY, NO ONE WAS HURT. ON JANUARY 25, 2010, WHILE ACCELERATING ON A BRIDGE INCLINE, THE CAR DID NOT SLOW WHEN THE GAS PEDAL WAS RELEASED. I APPLIED THE BRAKES AND STERED OFF THE ROAD HITTING A CURB. I CONTACTED OUR LOCAL DEALER. AFTER PERFORMING DIAGNOSTIC TESTS, WE WERE INFORMED THE VEHICLE WAS FINE. THE SURGING COULD NOT BE EXPLAINED. WHEN ASKED IF THE CAR HAD THE CTS GAS PEDAL, THE SERVICE MANAGER WASN'T SURE. AFTER CHECKING, HE CONFIRMED IT DID HAVE THE RECALLED PEDAL. WE EXPRESSED CONCERN ABOUT DRIVING THE VEHICLE. THE SERVICE MANAGER ASSURED US THEY FOUND NO PROBLEMS AND SAID THE TWO INCIDENTS WERE NOT RELATED TO THE FAULTY GAS PEDAL BECAUSE THEY TOOK PLACE TOO FAR APART. AFTER CONTACTING TOYOTA CORPORATE (REPEATEDLY) WE FINALLY HAD THE PEDAL FIX TAKEN CARE OF YESTERDAY. FROM THE START, WE FELT THE DEALER IGNORED US. ONE EMPLOYEE TOLD US IF IT IS RELATED TO THE GAS PEDAL, IT WILL BE THE FIRST COMPLAINT ON THE EAST COAST. WE HAVE OWNED TOYOTAS FOR OVER 25 YEARS. WE FULLY UNDERSTAND RECALLS. IT IS DIFFICULT TO UNDERSTAND DOWNPLAYING THE CONCERNS OF CUSTOMERS. TRUTHFULLY, WE FEEL NO SAFER AFTER THE NEW PART WAS INSTALLED. THIS DOES NOT SEEM AS IF IT WILL TAKE CARE OF THE PROBLEM ANY MORE THAN THE FLOOR MAT RECALL. WE ALSO CONTINUE TO HAVE PROBLEMS WITH THE ELECTRICAL SYSTEM (DASHBOARD LIGHTS BLINK ON AND OFF).

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10250962  
**Date of Incident:** 20081202  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SANFORD, NC  
**NHTSA Summary:**

AFTER BACKING OUT OF A PARKING SPACE AND SWITCHING THE CAR FROM REVERSE TO DRIVE, THE CAR ACCELERATED QUICKLY FORWARD CRASHING INTO TWO PARKED CARS AND FINALLY STOPPING AFTER HITTING A CONCRETE STRUCTURE. APPLYING THE BRAKE WOULD NOT STOP THE CAR. THE CAR HAS BEEN DECLARED A TOTAL LOSS BY THE INSURANCE COMPANY. UNEXPLAINED ACCELERATION EVENTS HAVE OCCURRED BEFORE WITH THIS CAR. \*TR

**Additional Summary:**

**Toyota ID Number:**

C-1228

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10303563  
**Date of Incident:** 20081202  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ARLINGTON, VA

**NHTSA Summary:**  
MY ACCELERATOR PEDAL ON MY 2007 TOYOTA CAMRY BECAME STUCK WHILE DRIVING EASTBOUND ON THE DULLES AIRPORT ACCESS FREEWAY. I WAS TRAVELING ABOUT 55 MPH WHEN THE CAR SUDDENLY ACCELERATED OUT OF MY CONTROL. I DID NOT KNOW WHAT WAS CAUSING THE GAS PEDAL TO STICK, BUT AFTER APPROXIMATELY 30 SECONDS TO A MINUTE, IT STOPPED STICKING AND I WAS ABLE TO DRIVE AT A NORMAL SPEED AGAIN. LUCKILY, THERE WERE NO OTHER CARS ON THE AIRPORT ACCESS FREEWAY WITH ME AND THE AIRPORT FREETWAY IS STRAIGHT AND ISOLATED FROM THE MAIN FREETWAY BY A MEDIAN. THIS WAS MY FIRST AND ONLY EXPERIENCE WITH THE ACCELERATOR PEDAL STICKING. IT HAS NOT HAPPENED TO ME SINCE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312735  
**Date of Incident:** 20081202  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** DERAY BEACH, FL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2002 TOYOTA CAMRY. SHE STATED THAT WHILE DRIVING AT 5 MPH WHEN PARKING THE VEHICLE WITH HER FOOT ON THE BRAKE, WITHOUT A WARNING IT ACCELERATED ON ITS OWN. SHE CRASHED INTO A CEMENT PILLAR AND THERE WERE FRONT END DAMAGES.THERE WERE NO INJURIES. THE VEHICLE WAS TOWED AND THE POLICE WAS CONTACTED AND A REPORT WAS FILED. TOYOTA HAS NOT BEEN CONTACTED. THERE HAVE BEEN REPAIRS DONE TO THE VEHICLE. PRIOR TO THE CRASH THIS HAS HAPPENED ONE ADDITIONAL TIME. THE FAILURE MILEAGE WAS 55000 AND CURRENT MILEAGE WAS 65000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302890  
**Date of Incident:** 20081203  
**Vehicle:** 2005 TOYOTA RAV4  
**Location of Incident:** KOKOMO, IN

**NHTSA Summary:**  
WE WERE APPROACHING OUR GARAGE WHEN ALL OF THE SUDDEN OUR 2005 TOYOTA RAV4 ACCELERATED WITHOUT ME PUSHING THE GAS PETAL. WE DROVE THROUGH THE FRONT OF OUR GARAGE, CAUSING SUBSTANTIAL DAMAGE TO OUR GARAGE AND THE SUV. BOTH GARAGE DOORS HAD TO BE REPLACED AND THE FRONT OF OUR GARAGE HAD TO BE REFRAMED AND DRY-WALLED INSIDE. MY HUSBANDS 1977 JEEP-CJ7 THAT HAS BEEN TOTALLY RESTORED WAS DAMAGED AND HAD TO BE REPAINTED. THE SUV SUFFERED DAMAGE REQUIRING A NEW PASSENGER DOOR, NEW PASSENGER SIDE TRIM, NEW SIDE MIRRORS, NEW HEADLIGHTS, AND REPAINTING OF THE FRONT HALF OF THE SUV. WE CONTACTED THE POLICE AND THEY SAID SINCE THE DAMAGE WAS DONE TO OUR PROPERTY NO REPORT NEEDED TO BE FILED. WE DID TAKE PICTURES FOR THE INSURANCE COMPANY WHICH WE STILL HAVE, AND WE CAN OBTAIN A COPY OF THE REPORT FROM THE INSURANCE COMPANY AND OR THE BODY SHOPS. WE ALSO CONTACTED THE TOYOTA DEALERSHIP AND QUESTIONED WHETHER THERE WERE ANY RECALLS OR PROBLEMS WITH ANY OTHER RAV4S AND THEY SAID NO. WE HAVE NOTICED ON SEVERAL OCCASIONS THAT THERE SEEMS TO BE SOME TIMES WHEN THE

C-1229

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THROTTLE SEEMS TO ACCELERATE WHILE WE ARE DRIVING DOWN THE ROAD, BUT NOTHING AS SEVERE AS THE ACCIDENT. WITH THE RECENT RECALLS OF TOYOTAS WE ARE VERY CONCERNED ABOUT ANOTHER INCIDENT OCCURRING AND FOR THE SAFETY OF LIVES. \*CN  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306113  
**Date of Incident:** 20081203  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BRISTOL, VA

**NHTSA Summary:**  
I WAS BACKING OUT OF A PARKING PLACE WHILE LEAVING WORK AND THE ACCELERATOR STUCK ON MY 2004 TOYOTA CAMRY SENDING ME INTO FOUR PARKED CARS IN THE PARKING LOT OF WELLMONT REGIONAL HOSPITAL. TOYOTA HAS RECALLED NUMEROUS OTHER YEAR MODELS WITH SIMILAR COMPLAINTS BUT HAS FAILED TO RECALL THE 2004 YEAR MODEL. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316211  
**Date of Incident:** 20081204  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**  
MY HUSBAND WAS WORKING OUT OF TOWN ON BUSINESS IN FT. WORTH, TX. WE LIVE IN CINCINNATI, OH. ON DEC 4 2008, MY HUSBAND IN HIS 2007 TOYOTA RAV4, ACCELERATED AT A HIGH RATE OF SPEED FOR ABOUT 1/4 MILE INTO HIS HOTEL BUILDING. THIS WAS REPORTED BY TWO EYE WITNESSES (PER POLICE REPORT). MY HUSBAND HAS NO MEMORY OF THE EVENT. HE SPENT 7 DAYS IN THE ICU AND WAS DISCHARGED AFTER 10 DAYS FROM THE HOSPITAL. HE HAD ONE ADDITIONAL SURGERY AND SEVERAL FOLLOW UP CONSULTATIONS WITH SEVERAL DCTORS SINCE TO DETERMINE WHAT CAUSED THE ACCIDENT. NOTHING WAS EVER DETERMINED. SINCE THE TOYOTA RECALL WAS ANNOUNCED, IT MAY OFFER AN ANSWER AS TO WHAT HAPPENED. HIS CAR WAS DESTROYED IN THE ACCIDENT, BUT WE STILL HAVE ALL THE INFORMATION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323130  
**Date of Incident:** 20081207  
**Vehicle:** 2005 TOYOTA MATRIX  
**Location of Incident:** WESTFIELD, MA

**NHTSA Summary:**  
2005 TOYOTA MATRIX. CONSUMER STATES UNINTENDED ACCELERATION. \*TGW THE CONSUMER STATED AS HE WAS APPROACHING A RED TRAFFIC SIGNAL TO A LOCAL SHOPPING CENTER, THE VEHICLE STARTED TO ACCELERATE. SINCE HE WAS NEARING A RED LIGHT, HE ALREADY HAD HIS FOOT ON THE BRAKE PEDAL. THE CONSUMER STATED IT WAS OBVIOUS SOMETHING WAS WRONG, SO HE IMMEDIATELY PLACED THE TRANSMISSION IN NEUTRAL. THE RPM OF THE VEHICLE'S TACHOMETER RACED BETWEEN 3,000 AND 4,000. WHEN THE TRAFFIC LIGHT TURNED GREEN, HE PLACED THE GEAR IN DRIVE, KEPT HIS FOOT FIRMLY ON THE BRAKE AND MANEUVERED THE VEHICLE INTO THE PARKING LOT AND INTO A PARKING SPACE. HE PLACED THE GEAR INTO PARK,

C-1230

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BUT THE ENGINE CONTINUED TO REV BETWEEN 3,000 AND 4,000. HE KICKED THE ACCELERATOR PEDAL IN AN ATTEMPT TO POSSIBLY LOWER THE RPM, BUT TO NO AVAIL. THE CONSUMER TURNED OFF THE ENGINE, EXITED THE VEHICLE AND PROCEEDED TO INSPECT THE ACCELERATOR PEDAL AREA FOR POSSIBLE SIGNS OF OBSTRUCTION ON THE FLOOR, IN THE CARPET AREA OR ON THE FLOOR MAP. THERE WAS NONE. HE OPENED THE HOOD OF THE CAR AND LOOKED IN THE ENGINE COMPARTMENT FOR POSSIBLE SIGNS OF DEBRIS, BUT THERE WAS NONE. THE CONSUMER STATED IT IS OBVIOUS THERE IS AN ELECTRONIC/COMPUTER GLITCH AND NOT A PROBLEM WITH A STICKING GAS PEDAL. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303385  
**Date of Incident:** 20081208  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** MILLERSVILLE, MD

**NHTSA Summary:**  
MY HUSBAND HAD JUST PULLED HIS 2004 TOYOTA CAMRY INTO A SCHOOL PARKING LOT AT A SLOW RATE OF SPEED. HE STOPPED WITH FOOT ON THE BRAKE, AND SHIFTED INTO REVERSE AS HE WAS GOING TO BACK INTO A PARKING SPACE. SUDDENLY, THE ACCELERATOR SURGED AT A HIGH RATE OF SPEED WITHOUT WARNING AND HE HIT THE BACK OF THE SCHOOL BUILDING AT A GREAT RATE OF FORCE. THE ENGINE STOPPED BUT THE AIR BAG FAILED TO DEPLOY. EXTENSIVE DAMAGE WAS DONE TO THE SCHOOL BUILDING (\$19,000) AND TO HIS VEHICLE (\$9000.) CAR HAD TO BE TOWED TO AUTO BODY DEALERSHIP. THIS WAS THE FIRST INCIDENT THAT THE CAR'S ACCELERATOR SURGED. AUTO BODY SHOP REPAIRED THE BODY OF THE CAR, BUT NO REPAIR TO ACCELERATOR AT ALL. WE HAD NO EXPLANATION AS TO WHY THE CAR ACCELERATED AT SUCH A HIGH RATE OF SPEED. NOW THAT WE HAVE BECOME AWARE OF ALL THE OTHER TOYOTAS THAT HAVE HAD ACCELERATION FAILURES, WE ARE NOW FILING THIS COMPLAINT. THIS ACCIDENT COULD HAVE BEEN MUCH MORE SERIOUS, AS CHILDREN WERE COMING IN AND OUT OF THE BUILDING FROM A SPORTS EVENT. THANKFULLY NO ONE WAS HURT. WE BELIEVE THAT TOYOTA NEEDS TO GO BACK MUCH FURTHER ON THEIR RECALLS ON TOYOTA CAMRYS THAN 2007, SINCE CLEARLY TOYOTA CAMRYS HAVE HAD THIS ACCELERATION PROBLEM AT LEAST AS FAR BACK AS 2004, PROBABLY EARLIER.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314705  
**Date of Incident:** 20081208  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** BRADENTON, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA AVALON. WHILE DRIVING 10 MPH AND SLOWING DOWN, THE VEHICLE SURGED FORWARD AND ACCELERATED ON ITS OWN. SHE HAD TO APPLY EXTREME PRESSURE TO THE BRAKE PEDAL IN ORDER TO STOP THE VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALER 8 TIMES WHERE THEY STATED THAT NOTHING WAS WRONG WITH THE VEHICLE AND THAT IT WAS NORMAL. THE ACCELERATOR PEDAL WAS PREVIOUSLY REPAIRED; HOWEVER, THE FAILURE CONTINUED TO OCCUR. THE FAILURE HAS OCCURRED SINCE THE VEHICLE WAS PURCHASED BRAND NEW. THE FAILURE MILEAGE WAS 25 AND THE CURRENT MILEAGE WAS 5500. UPDATED 04/01/10. \*LJ  
**Additional Summary:**

C-1231

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303451  
**Date of Incident:** 20081209  
**Vehicle:** 2006 TOYOTA SOLARA  
**Location of Incident:** PENSACOLA, FL

**NHTSA Summary:**  
2006 TOYOTA SOLARA SUDDENLY ACCELERATED WHEN LEAVING A PARKING LOT SPACE. STARTED A CHAIN REACTION ULTIMATELY INVOLVING THE SOLARA AND FOUR OTHER CARS. NO PERSONAL INJURY SINCE ALL CARS EXCEPT THE SOLARA WERE PARKED. ESTIMATE \$35-40K IN PROPERTY DAMAGE. AFTER REPAIRS, TOOK THE SOLARA TO A TOYOTA DEALER WHO SAID THE PROBLEM WAS A CARBON BUILD UP IN THE THROTTLE SYSTEM. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10255972, 10324709  
**Date of Incident:** 20081210  
**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** JEFFERSON, OR

**NHTSA Summary:**  
TL\*THE CONTACT OWNS, TL\* THE CONTACT OWNED A 2007 TOYOTA SIENNA. THE CONTACT STATED SHE WAS SITTING IDLE AT A CAR WASH AND WHEN SHIFTING INTO DRIVE, THE VEHICLE ABNORMALLY ACCELERATED. THE VEHICLE CRASHED INTO A TRUCK, HIT A GUARDRAIL AND PROCEEDED TO CRASH INTO A CEMENT WALL. THE VEHICLE DID NOT RESPOND TO THE CONTACTS ATTEMPTS TO BRAKE AND STOP THE ACCELERATION. THE VEHICLE WAS DESTROYED. THE CONTACT SUSTAINED INJURIES. THE CONTACT STATED THERE WERE SEVERAL SKID MARKS ON THE CEMENT FROM HER ATTEMPTING TO BRAKE. HER INSURANCE COMPANY WAS IN THE PROCESS OF INVESTIGATING THE CRASH. THE DEALER HAD NOT BEEN CONTACTED. THE FAILURE MILEAGE AND CURRENT MILEAGE WAS 45000. UPDATED 05/18/10. \*LJ  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308482  
**Date of Incident:** 20081210  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** GREENBELT, MD

**NHTSA Summary:**  
THE FOLLOWING DESCRIPTION IS FROM A NARRATIVE WRITTEN WITHIN 3 HOURS AFTER THE ACCIDENT. AROUND 5:30PM ON 12/10/2008 I WAS DRIVING HOME AROUND 2-3 MILES PER HOUR DUE TO TRAFFIC CONGESTION. THE SKY WAS DARK AND IT WAS LIGHTLY RAINING. THE TEMPERATURE WAS AROUND 60-65 DEGREES FAHRENHEIT, SO ICE WAS NOT PRESENT ON THE ROAD. THE LARGE SEMI TRUCK DIRECTLY AHEAD OF ME SLOWED DOWN TO A STOP, SO I ATTEMPTED TO BRAKE. MY BRAKES DID NOT SEEM TO HAVE AN EFFECT, SO I PUSHED ON THE BRAKES HARDER. THE BRAKES STILL HAD NO EFFECT. I IMMEDIATELY SHIFTED THE CAR INTO THE SPARK GEAR AND APPLIED THE EMERGENCY BRAKE. NEITHER THE SHIFTING THE GEARS NOR THE EMERGENCY BRAKE HAD ANY EFFECT ON THE CAR'S MOTION, MY CAR KEPT MOVING FORWARD. I EVENTUALLY STOPPED WHEN I SMASHED INTO THE BACK OF THE TRUCK, WHICH CAUSED ABOUT \$5K OF FRONT END DAMAGE FOR MY CAR AND NO APPARENT DAMAGE TO THE TRUCK. THE TIME BETWEEN WHEN I NOTICED THE CAR WAS NOT STOPPING TO WHEN MY CAR HIT THE TRUCK WAS AROUND 2-3 SECONDS. AFTER THINKING ABOUT THESE EVENTS AFTERWARD, I DIDN'T REMEMBER HEARING THE TRANSMISSION GRIND DUE TO THE

C-1232

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FACT THE CAR WAS IN THE 6PARK6, BUT CONTINUED TO MOVE FORWARD. AFTER THE COLLISION, THE TRUCK AHEAD OF ME LEFT AS IF NOTHING HAD HAPPENED. MY CAR STAYED STATIONARY NOW THAT ITS MOMENTUM WAS LOST. I SHIFTED THE CAR BACK INTO 6DRIVE6 AND SLOWLY DROVE HOME (AROUND 20-25 MPH). THE BRAKES WORKED LIKE NORMAL AND I DIDN'ET HEAR ANY NOISE WHEN I APPLIED THE BRAKES. I TOOK THE CAR INTO THE DEALERSHIP ON 01/10/2009. THE MECHANIC INSPECTED THE CAR AND FOUND THE BRAKES WERE IN 6NORMAL WORKING CONDITION6. THE MECHANIC HYPOTHESIZED THAT THE CAUSE FOR THE BRAKE FAILURE WAS EITHER THE BRAKE FLUID OVERHEATED OR DRIVER ERROR. HOWEVER, THERE WAS NO EVIDENCE TO SUPPORT EITHER HYPOTHESIS. NO REPAIR WAS RECOMMENDED AND NO PARTS WERE REPLACED. I AM CONFIDENT I DEPRESSED THE BRAKES AND NOT THE ACCELERATOR, SO I SUSPECT THERE MIGHT BE SOME OTHER PROBLEM WITH MY BRAKES. THE BRAKES HAVE NOT FAILED SINCE THIS INCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10339915  
**Date of Incident:** 20081210  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** PEARL, MS

**NHTSA Summary:**

I WAS COMING HOME AND WAITING FOR MY GARAGE DOOR TO OPEN WHEN MY 2002 TOYOTA RAV4 SUDDENLY ACCELERATED (EVEN THOUGH I QUICKLY PUT MY FOOT ON THE BRAKE) AND CRASHED THROUGH THE BOTTOM HALF OF THE GARAGE DOOR SIDE-SWINGING ANOTHER VEHICLE IN THE GARAGE. I TOOK THE VEHICLE TO A BODY SHOP TO GET FIXED AND ALSO TOOK IT TO A SERVICE SHOP, AND NEITHER PLACE COULD FIND ANYTHING WRONG WITH THE CAR. SINCE THEN, I HAVE NOTICED ON A FEW RARE OCCASIONS THAT, UPON SHIFTING THE CAR INTO REVERSE, THERE IS A SUDDEN JERKING ACTION. I AM BEGINNING TO THINK THAT THIS ALL MY BE RELATED TO THE ECM TRANSMISSION MODULE THAT I'VE BEEN READING ABOUT LATELY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312757  
**Date of Incident:** 20081211  
**Vehicle:** 1999 TOYOTA LAND CRUISER  
**Location of Incident:** LANCASTER, PA

**NHTSA Summary:**

TL \* THE CONTACT OWNS A 1999 TOYOTA LAND CRUISER. THE CONTACT'S WIFE WAS DRIVING AT APPROX 15 MPH WHEN THE ABS LIGHT BEGAN TO FLASH ACCOMPANIED BY A SUDDEN HIGH-PITCHED SQUEAL. SHE DEPRESSED THE BRAKE PEDAL WHICH WENT DOWN TO THE FLOOR BUT DID NOT SLOW OR STOP THE VEHICLE. SHE MADE A U-TURN, COASTED INTO A DRIVEWAY, SHIFTED INTO PARK AND TURNED THE VEHICLE OFF. THE CONTACT DROVE THE VEHICLE TO THE DEALERSHIP AND THE DEALER TOLD HIM THAT THE BRAKE BOOSTER ASSEMBLY HAD FAILED AND NEEDED TO BE REPLACED. THE VEHICLE WAS REPAIRED AT THAT TIME. HE CALLED THE MANUFACTURER AND RECEIVED A VERBAL COMMITMENT THAT THE REPAIR CHARGES WOULD BE COVERED BUT IT WAS LATER DENIED. THERE WERE NO FURTHER PROBLEMS WITH THE BRAKING SYSTEM SINCE THAT FIRST FAILURE. THE CURRENT MILEAGE WAS APPROXIMATELY 149,000. THE FAILURE MILEAGE WAS APPROXIMATELY 132,000. UPDATED 3/24/10 \*CN

**Additional Summary:**

C-1233

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316534  
**Date of Incident:** 20081211  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**

WHILE PARKING, THE CONSUMERS 2004 LEXUS ES 330 SUDDENLY ACCELERATED JUMPED AND CURB HIT A TREE. \*TS THE CONSUMER STATED SHE GENTLY PRESSED THE ACCELERATOR TO INCH INTO A PARKING SPACE A LITTLE MORE, WHEN THE VEHICLE SUDDENLY WENT OUT OF CONTROL. AFTER HITTING THE TREE, THE VEHICLE THEN BOUNCED BACK FROM THE TREE AND WENT DOWN AN INCLINE TO THE RIGHT WHERE SHE WAS ABLE TO STOP IT. THE CONSUMER WAS TREATED AT THE HOSPITAL FOR A HAIRLINE FRACTURE OF HER STERNUM. IT TOOK SEVERAL WEEKS TO RECOVER. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304772  
**Date of Incident:** 20081212  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** GREENVILLE, SC

**NHTSA Summary:**

MY 2009 TOYOTA CAMRY MAY HAVE ANOTHER ISSUE WITH THE BRAKES. I AM NOT SURE IF IT IS RELATED TO THE OTHER RECALLS, BECAUSE I SENT AN EMAIL TO TOYOTA ON MONDAY AND HAVE NOT YET HEARD BACK FROM THEM. WHEN I PRESS ON THE BRAKE PEDAL, AS I AM COMING TO A STOP, MY BRAKES APPEAR TO STOP WORKING AND THE CAR WILL SURGE FORWARD. THIS HAPPENS A LOT (AT LEAST ONCE A WEEK) AND I THOUGHT MAYBE IT WAS JUST THE TOYOTA AS THIS IS THE FIRST TOYOTA THAT I HAVE OWNED. I THINK THAT TOYOTA SHOULD HAVE TO BUY-BACK THESE VEHICLES. MY REASONS FOR PURCHASING THE TOYOTA WERE, SAFETY AND RESALE VALUE. MY VEHICLE IS NO LONGER SAFE AND HAS A HIGHLY DECREASED RESALE/TRADE-IN VALUE. SO, MUCH THAT I AM NOT EVEN ABLE TO TRADE IT IN FOR A SAFE VEHICLE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10251786  
**Date of Incident:** 20081213  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** VIRGINIA BEACH, VA

**NHTSA Summary:**

I WAS PULLING OUT OF A PARKING LOT WITH MY TOYOTA TACOMA WHEN IT SUDDENLY ACCELERATED TO A HIGH SPEED. I TRIED BRAKING BUT I COULD NOT STOP THE TRUCK. I FINALLY CUT THE IGNITION OFF TO STOP THE ACCELERATION. IT WAS NIGHT AND HAD THERE BEEN TRAFFIC I WOULD OF WRECKED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308853  
**Date of Incident:** 20081215  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** SKOKIE, IL

**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1234

I HAVE TOYOTA HIGHLANDER 2008 FROM AUG 2008. THIS CAR HAS A PROBLEM WITH BRAKING. FIRST WINTER IT WAS UNSAFE TO PARK CAR ON SHOPPING PARKINGS, BECAUSE OF CLOSE PROXIMITY TO OTHER CARS. HIGHLANDER WAS NOT STOPPING, IT CONTINUED MOVING WITH MY LEG ON THE BRAKE PEDAL. THIS CAR WAS NOT SLOWING DOWN. I DROVE MANY DIFFERENT SUVs FROM RENTAL COMPANIES, LIKE CHEVY TRAIL BLASER, GMC ACADIA, JEEP TWO DIFFERENT MODELS, BUT NEVER HAD ANY PROBLEMS WITH BRAKES. I WENT TO THE DEALERSHIP THREE TIMES AND EACH TIME THEY TOLD ME THEY CANNOT DO ANYTHING. I'M USED TO THIS CAR NOW, BUT BRAKING STILL NOT GOOD. IT REQUIRES DEEP PRESSURE ON THE PEDAL AND CAR IS STOPPING LONGER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310902  
**Date of Incident:** 20081215  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** TORRANCE, CA

**NHTSA Summary:**

2 TO 3 YEARS PRIOR TO THIS ACCIDENT I WAS COMING TO STOPLIGHT AND THE CAR BRAKE DID NOT WORK BUT ONLY FOR A FEW SECOND I REPORTED THIS TO MY HUSBAND AND HE TOOK IT TO SEVERAL MECHANICS BUT DID NOT FIND ANYTHING WRONG WITH THE VEHICLE. MY HUSBAND OWNS A AUTO PARTS STORE FOR 40 YEARS AND KNOWS A FEW QUALIFIED MECHANIC 3 PEOPLE WAS ON A FREEWAY ABOUT 1/4 MILE FROM OFF RAMP DOING ABOUT 65 MPH, WE STARTED TO MOVE OVER TO THE SLOWER LANE AS WE GOT TO THE SLOWER LANE I STEPPED ON THE BRAKES TO SLOW DOWN FOR THE OFF RAMP WHEN THE VEHICLE FELT THE BRAKES WERE NOT WORKING, I PUMPED THE BRAKES SEVERAL TIMES TO MAKE SURE I WAS STEPPING ON THE BRAKES BUT INSTEAD OF SLOWING DOWN THE VEHICLE KEPT ACCELERATING I DEPRESSED THE BRAKE PEDAL AS HARD AS I COULD AND HUNG ON FOR DEAR LIFE UPON ENTERING THE OFF RAMP I STUCK ANOTHER VEHICLE AND FLIPPED THE CAR SEVERAL TIMES. I ENDED UP WITH A CRACKED STERNUM, THE PASSENGER BROKE 3 OR 4 OF HER VERTEBRA, AND PASSENGER IN THE REAR SEAT WAS FATAL. UPDATED 03/10/10 \*BF \*TR

**Additional Summary:**

FROM NEWS REPORTS:

UMNI SUK CHUNG WAS DRIVING SOME CO-WORKERS BACK TO THE OFFICE AFTER LUNCH WHEN HER LEXUS RX330 ACCELERATED ON ITS OWN - EVEN AS SHE FRANTICALLY APPLIED THE BRAKES - BEFORE A FATAL CRASH ON THE 10 FREEWAY IN WEST LOS ANGELES KILLING HER SISTER-IN-LAW, 69-YEAR-OLD ESOOK SYNN AND BADLY INJURING CHUNG AND ANOTHER PASSENGER.

CHUNG FACES FELONY CHARGES OF GROSS VEHICULAR MANSLAUGHTER AND RECKLESS DRIVING CAUSING INJURY. SHE IS SCHEDULED TO APPEAR IN COUR JUNE 25 SO A JUDGE CAN SET A DATE FOR A PRELIMINARY HEARING. SHE FACES UP TO SIX YEARS IN PRISON IF CONVICTED. BEFORE THE ACCIDENT, SHE HAD A CLEAN DRIVING RECORD, ACCORDING TO THE CHP REPORT.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314710  
**Date of Incident:** 20081216  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** GLEN BURNIE, MD

**NHTSA Summary:**

C-1235

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS 2008 TOYOTA CAMRY. THE CONTACT WAS DRIVING 25 MPH WHEN THE ROAD VEHICLE ACCELERATED, CAUSING THE VEHICLE TO HIT THE GUARD RAIL ON THE SIDE OF THE ROAD. THE CONTACT TRIED TO APPLY THE BRAKES AND THE VEHICLE ACCELERATED INSTEAD. THE WEATHER WAS NOT A FACTOR. THE VEHICLE WAS REPAIRED BY THE INSURANCE COMPANY. THE FAILURE MILEAGE WAS NOT AVAILABLE. THE CURRENT MILEAGE WAS APPROXIMATELY 42,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322339  
**Date of Incident:** 20081216  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

CAR ACCELERATION OUT OF CONTROL. FOOT PEDAL ACCELERATION BUT ALSO ELECTRICAL PROBLEMS EXISTED AS WELL. WITHIN THE LAST YEAR AND A HALF AT LEAST TWICE A MONTH. FEAR OF OPERATING THE VEHICLE. RECALL AND ELECTRICAL REPAIRS WERE DONE. PARTS REPAIRED AND REPLACD ARE AS FOLLOVED. IGNITION COIL "B" PRIMARY/SECONDARY CIRCUIT MODIFY ACCELERATOR PEDAL AND FLOOR SURFACE. REPLACE OIL COOLER HOSE. REPLACE VVTI HOSE AND KIT OIL HOSE NO. 1

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336908  
**Date of Incident:** 20081216  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** WARREN, ME

**NHTSA Summary:**

LACK OF THROTTLE CONTROL, UP AND DOWN SHIFTING, ACCELERATION SURGING, EXTREMEL EXCELERATION FROM MINIMAL THROTTLE DEPRESSION (IMPOSSIBLE TO DRIVE IN MAINE WINTER SLIPPERY ROADS). CRUISE CONTROL VARIES 7 TO 9 MPH ON THE MAIN TURNPIKE WHEN SET 75 MPH. AT 75 MPH THE CAR WILL UNLOCK THE CONVERTER AND DOWN SHIFT TO MAINTAIN SPEED AND OVER ACCELERATES BY 5MPH AND STAYS IN THE LOWER GEAR FOR CONSIDERABLE TIME THEN DECELERATES THE THROTTLE AND DOES NOT UP SHIFT, THEN UP SHIF S AND LOCKS TH CONVERTER AT THE SAME TIME CREATING A SUDDEN JOLT AND TAKES 1/2 MILE TO RESUME SET SPEED UNLESS THERE ANOTHER HILL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340394  
**Date of Incident:** 20081216  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BERNARDSTON, MA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT EXITED THE VEHICLE WITH THE ENGINE RUNNING AND THE GEAR SELECTOR PLACED IN THE PARK POSITION. SUDDENLY, THE VEHICLE BEGAN TO ACCELERATE WITHOUT WARNING. THE CONTACT ENTERED THE VEHICLE AND APPLIED THE BRAKES. THE VEHICLE CONTINUED TO ACCELERATE AND CRASHED INTO THE GARAGE. THERE WAS NO PERSONAL INJURY. THE VEHICLE WAS TOWED TO AN INDEPENDENT MECHANIC WHERE THE TECHNICIAN WAS UNABLE TO DUPLICATE THE FAILURE. THE VEHICLE WAS REPAIRED FOR THE BODY

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1236

DAMAGES AT AN ESTIMATED COST OF \$6,000. THE FAILURE PROGRESSED. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC ON FOUR DIFFERENT TIMES FOR THE IDENTICAL FAILURE. THE MANUFACTURER HAD AN ENGINEER PERFORM A FURTHER INSPECTION ON THE VEHICLE IN WHICH THE ELECTRONIC CONTROL UNIT WAS UPGRADED. THE FAILURE MILEAGE WAS UNKNOWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307422  
**Date of Incident:** 20081217  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** PORT ARANSAS, TX

**NHTSA Summary:**

I HAVE A 2007 RAB4 PURCHASED NEW 11/06/07. THE CAR ACCELERATED AS I WAS BACKING OUT OF MY DRIVEWAY, CAUSING ME TO HIT TWO SIGNS ACROSS THE STREET, BEFORE FINALLY STOPPING, WHEN IT HIT THE CORNER OF MY HOUSE. I MADE A COMPLETE LOOP. THIS ALL TOOK PLACE IN APPROXIMATELY 2 TO 3 SECONDS. I TRULY CAN NOT SAY WHETHER THE ACCELERATOR STUCK, IT JUST HAPPENED SO FAST. THE DAMAGE WAS \$3900. I THOUGHT IT WAS JUST A FREAK THING, HOWEVER WHEN I SEE ALL THE TROUBLES WITH TOYOTA, I THINK IT SHOULD BE REPORTED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324031  
**Date of Incident:** 20081217  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** HACKETTSTOWN, NJ

**NHTSA Summary:**

WE HAVE A 2009 COROLLA. THE VEHICLE HAS BEEN JUMPING RIGHT FROM THE TIME OF PURCHASE WHEN WE MENTION TO DEALERSHIP THEY HAVE TOLD US THERE IS NOTHING WRONG WITH THE VEHICLE SEVERAL TIMES. THEY DONT EVEN DOCUMENT IT UNLESS WE ARE DEMANDING IT. WE HAVE NOT HAD AN ACCIDENT AS OF YET BUT THE SPRING HAS BEEN PUT UNDER THE PEDAL AND IT STILL WANTS TO TAKE OFF AT TIMES. IT IS NOT CONSISTANT BUT FREQUENT ENOUGH TO BE CONCERNED. TOWNE TOYOTA REFUSES TO OWN UP TO THIS PROBLEM, THE DATE IS THE FIRST DATE WE EXPERIENCED IT

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303803  
**Date of Incident:** 20081218  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** STEVENS POINT, WI

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE CONTACT STATED THAT AS SHE DROVE THROUGH A GREEN LIGHT, THE VEHICLE IN FRONT OF HER STOPPED SHORT AND WHEN SHE APPLIED THE BRAKES, THE VEHICLE FAILED TO STOP. SHE CRASHED INTO THE VEHICLE IN FRONT OF HER SINCE THE ACCELERATOR PEDAL BECAME STUCK. THERE WERE NO INJURIES. SHE ALSO STATED THAT BRAKES FAILED INTERMITTENTLY. SHE HAS NOT CONTACTED THE DEALER OR THE MANUFACTURER. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS 54,867. THE FAILURE MILEAGE WAS APPROXIMATELY 52,500.

**Additional Summary:**

C-1237

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CRASH AND INJURY ON DATED 12/21/2008 WHERE I THOUGHT MY 2008 HIGHLANDER WHICH I BOUGHT A MONTH AGO SKID ON A DRY ROAD IN BROAD DAY LIGHT. SPEED WAS BELOW 20 MPH 1000 FT AWAY FROM MY HOME INSIDE THE NEIGHBORHOOD OF READING, PA 19606. WE WERE GOING TO SEE A MOVIE ON A WEEKEND. ON LYNN AVE MY CAR SKID AND HIT A PARKED TRAILER BEHIND. I COULD NOT GET TIME TO PRESS THE BRAKE AT ALL. ALL I THOUGHT IS SNOW/BLACK ICE. MYSELF AND ATTENDING POLICE OFFICER DID NOT FIND ANY ICE ON THE ROAD. SO, AS USUAL HUMAN ERROR WAS BLAMED. BUT MY 14 YR SON NOTICED THE SKID BEFORE INCIDENT. MY WIFE AND SON BOTH WERE INJURED IN THE CRASH. IN OVER ONE YEAR I COULD NOT GET SATISFIED WITH THE POLICE REPORT WHICH SAID MY SPEEDING WAS TO BLAME. WE ALL KNEW I WAS NOT SPEEDING NEAR MY HOME. THE CONTROL OF MY CAR WENT AWAY FROM MY HAND. THE CAR SPED UP AND BEFORE ANY REALIZATION IT HIT THE BACK OF THE TRAILER. IF YOU SEE THE CAR AND THE WAY IT HIT, ONLY REASON YOU WILL BELIEVE THAT THE DRIVER MUST HAVE BEEN DRUNK. BUT I WAS NOT. NOW I KNOW WHAT REALLY HAPPENED THAT DAY. IT IS THE REASON WHY THE RECALL HAPPENED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20081221  
**Date of Incident:** 2002 TOYOTA CAMRY  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CONCORD, CA

**NHTSA Summary:**

**Additional Summary:**  
INFO FROM NEWS ARTICLES:

"Two sisters from Contra Costa County have sued Toyota for injuries they suffered in a 2008 car accident, claiming their Camry suddenly accelerated and sent them crashing into a brick wall.

Gloria Flores, of Concord, and Rosalinda Carranza, of Bay Point, were in Flores' 2002 Camry on Dec. 21, 2008, when the crash happened, according to the suit, that seeks unspecified damages for physical suffering and emotional pain and distress.

Flores, who was driving, was making a turn near Canal and Bailey roads when the car "went out of control and accelerated uncontrollably" and hit the wall, according to the complaint.

The suit further claims that a recall of that Camry model would have prevented the accident. Attorneys cited a technical services bulletin filed with the National Highway and Traffic Safety Administration on Aug. 30, 2002, noted that some of the vehicles "may exhibit a surging during light throttle input at speeds between 38-42 mph."

**Toyota ID Number:**  
**NHTSA ODI Number:** 20081221  
**Date of Incident:** 2002 TOYOTA RAV4  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:**

**NHTSA Summary:**

**Additional Summary:**  
PER LAWSUIT, CAROLINA SALVADOR WAS DRIVING A 2002 TOYOTA RAV4 EASTBOUND ON WARM SPRINGS ROAD IN LAS VEGAS AND ATTEMPTED TO TURN LEFT ONTO RAINBOW DRIVE. CAROLINA APPLIED THE BRAKES, BUT THE TOYOTA DID NOT SLOW DOWN IN FACT ACCELERATED WITHOUT WARNING DESPITE APPLICATION OF THE

C-1239

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10252343  
**Date of Incident:** 20081219  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** TOMBALL, TX

**NHTSA Summary:**

I PURCHASED A NEW 2008 TOYOTA TACOMA IN SEPTEMBER 2008. THE VEHICLE HAD RIGHT AT 3000 MILES WHEN THE MALFUNCTION OCCURRED. ON DECEMBER 19TH, 2008 I WAS ON THE WAY TO WORK WHEN MY VEHICLE SUDDENLY ACCELERATED AND LOST CONTROL, CAUSING ME TO ROLL OVER. THE VEHICLE WAS STILL ACCELERATING AFTER THE ROLL OVER AND I HAD TO JERK THE GEAR SHIFT INTO PARK TO GET IT TO STOP. AT THAT TIME THE VEHICLE MADE A GRINDING NOISE AND BEGAN TO SMOKE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10265000  
**Date of Incident:** 20081219  
**Vehicle:** 2000 TOYOTA ECHO  
**Location of Incident:** LA VISTA, NE

**NHTSA Summary:**

WHILE ATTEMPTING TO STOP VEHICLE USING FULL BRAKE PEDAL FORCE AND HAND BRAKE THE VEHICLE CONTINUED TO ACCELERATE. I WAS UNABLE TO STOP THE CAR AND NEARLY CAUSED AN ACCIDENT. AFTER SHIFTING THE TRANSMISSION INTO PARK THE ENGINE CONTINUED OPERATING AT HIGH SPEED. THE GAS PEDAL WAS NOT STUCK OR USED AT ANY TIME DURING THIS TIME. THIS OCCURRED ON TWO SEPARATE OCCASIONS BOTH AT HIGHWAY AND CITY SPEEDS. IT SEEMS THAT THERE ARE OTHER REPORTS OF SIMILAR INCIDENTS WITH THIS CAR. NO PROBLEMS WERE IDENTIFIED BY MECHANIC WHO COULDNT REPRODUCE THE PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317270  
**Date of Incident:** 20081220  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** PIPESTEM, WV

**NHTSA Summary:**

WE OWN A 2007 TOYOTA 4-RUNNER, BOUGHT NEW IN OCT. 08, THAT HAS SUDDEN BURST ACCELERATOR PROBLEMS. WHEN SETTING AT A TRAFFIC LIGHT OR ANOTHER STOP, TRUCK WILL SUDDENLY SURGE FORWARD WHILE FOOT IS ON THE BRAKE. IT HAPPENS EVERY TIME IT IS DRIVEN, AT SOME TIMES STRONGER THAN OTHERS. HAVE SPOKEN WITH THE DEALERSHIP ON NUMEROUS OCCASIONS, TO NO AVAIL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304032  
**Date of Incident:** 20081221  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** READING, PA

**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BRAKES. CAROLINA WAS UNABLE TO SLOW THE TOYOTA, AND BECAUSE OF THE HIGH RATE OF SPEED WAS UNABLE TO CONTROL THE TOYOTA. CAROLINA COLLIDED WITH A LIGHT POST ON RAINBOW DRIVE. AS A RESULT OF THE COLLISION, CAROLINA AND HER MOTHER, JOVITA SALVADOR, SUFFERED SEVERE INJURIES. JOVITA DIED ON JANUARY 27, 2009 AS A RESULT OF HER INJURIES.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319420  
**Date of Incident:** 20081221  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MANCHESTER, CT

**NHTSA Summary:**

2005 TOYOTA CAMRY - I LINDA R. JOSEY HAVE BEEN EXPERIENCING THE SAME ACCELERATION PROBLEMS AS THE 2007-2010. TWICE I HAVE BEEN IN TWO ACCIDENTS DUE TO ACCELERATION PROBLEM AND HAD TO GO THROUGH MY INSURANCE COMPANY FIX. THIS HAS BEEN HAPPENING SINCE 2007, MY DAUGHTER HAS ALMOST BEEN IN WHAT COULD HAVE BEEN TWO MAJOR COLLISIONS. I FEEL LIKE I AM DRIVING A DEATH TRAP. I HAVE WRITTEN TOYOTA REGARDING THIS MATTER WITH NO RESPONSE FROM THEM.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306082  
**Date of Incident:** 20081222  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** LONG BEACH, CA

**NHTSA Summary:**

ON 08/24/08, MY HUSBAND AND I PURCHASED A 2008 TOYOTA TACOMA TRUCK. ON 12/22/2008, HE WAS COMING TO A STOP AT A TRAFFIC LIGHT BEHIND ANOTHER VEHICLE. SUDDENLY, WITHOUT WARNING, THE ENGINE SEEMED TO ENGAGE AT FULL THROTTLE. HIS RIGHT FOOT WAS NOT ON THE GAS PEDAL, BUT ON THE BRAKE PEDAL AS IT SHOULD BE WHILE WAITING FOR THE LIGHT TO CHANGE TO GREEN. STARTLED, HE PUT BOTH FEET ON THE BRAKE PEDAL AS THE ACCELERATION OF THE ENGINE SEEMED TO OVERTAKE THE ABILITY TO BRAKE. THE TRUCK LURCHED FORWARD AND HIT THE CAR IN FRONT WHICH STOPPED THE MOMENTUM AND KILLED THE ENGINE. THE ACCELERATION AND POWER OF THE ENGINE WAS SO GREAT THAT THIS ALL HAPPENED IN ABOUT 3-5 SECONDS. WHEN HE RESTARTED THE ENGINE, EVERYTHING SEEMED TO BE FINE AS THE TRUCKS COMPUTER SEEMED TO RESET ITSELF. HE REPORTED THIS TO TOYOTA AND ASKED THAT THE TRUCK BE CHECKED OUT. WHEN WE WENT TO PICK UP THE TRUCK AT HOUMAN TOYOTA, WHERE A FACTORY TECH CAME TO INSPECT IT, HE WAS TOLD THAT THE BRAKING SYSTEM WAS FINE AND ACCELERATION SYSTEM (PEDAL LINKAGE) WAS FINE AS WELL. HE WAS EVEN TOLD THAT THE FLOOR MAT WAS UNHOOKED AND PROBABLY GOT STUCK ON TOP OF THE ACCELERATOR PEDAL. THE FLOOR MATS WERE NOT UNHOOKED WHEN WE DROPPED OFF THE TRUCK. MY HUSBAND TRIED THE FLOOR MAT ON TOP OF THE PEDAL WHILE STEPPING ON THE BRAKE AND THE RPM DID NOT GO UP MUCH AT ALL, CERTAINLY NOT ENOUGH TO OVERPOWER THE BRAKING SYSTEM AS THE TECH SUGGESTED. WE BELIEVE THERE WAS A COMPUTER MALFUNCTION AND NOT A MECHANICAL MALFUNCTION WHICH WAS THAT THE TECH CHECKED OUT. THE CASE MANAGER WAS INFORMED OF THIS BEFORE AND AFTER THE INSPECTION. AFTER THE RECALL NOTICE ON TV IN AUGUST, WE REMOVED THE FLOOR MATS FROM THE TRUCK. A SECOND INCIDENT OCCURRED 10/19/09 (WITH NO FLOOR MATS) WHICH DID NOT RESULT IN AN ACCIDENT. WE, AGAIN, BROUGHT THE TRUCK INTO THE DEALER AND IT WAS, ONCE AGAIN, CLEARED TO DRIVE WITH NO ISSUES.

C-1238

C-1240

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THERE IS CLEARLY A HUGE PROBLEM WITH THE VEHICLE AND WE ARE SCARED TO DRIVE IT. PLEASE HELP! \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322317  
**Date of Incident:** 20081222  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** MATTAPAN, MA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY. WHILE DRIVING AT A SPEED 40 MPH THE VEHICLE ACCELERATED ON ITS OWN WITHOUT THE GAS BEING ENGAGED. THE FAILURE OCCURRED EVERYTIME THE VEHICLE WAS DRIVEN. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE A PADDING WAS PLACED ON THE BRAKE. THE DRIVER ALSO STATED THAT THE VISOR CONSTANTLY FELL DOWN WHILE THE VEHICLE WAS DRIVEN. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 28. THE CURRENT MILEAGE WAS 4380.-TS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327987  
**Date of Incident:** 20081223  
**Vehicle:** 2003 TOYOTA SEQUOIA  
**Location of Incident:** SAND POINT, ID

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2003 TOYOTA SEQUOIA. THE CONTACT STATED THAT WHILE DRIVING IN SNOWY WEATHER AT 28 MPH. THE VEHICLE SUDDENLY ACCELERATED, SKIDDED TO THE LEFT AND CRASHED INTO A FIELD. THERE WERE NO INJURIES BUT A POLICE REPORT WAS FILED. THE VEHICLE WAS TAKEN TO AN INDEPENDENT REPAIR SHOP WHERE THE BODY WAS REPAIRED. THE ACCELERATION PROBLEM HAD NOT BEEN ADDRESSED AT THE TIME OF THE COMPLAINT. THE CONTACT BELIEVED THE FAILURE OCCURRED BECAUSE OF THE ELECTRICAL SYSTEM. THE FAILURE MILEAGE WAS APPROXIMATELY 95,000. THE CURRENT MILEAGE WAS APPROXIMATELY 139,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293511  
**Date of Incident:** 20081224  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** JAMUL, CA

**NHTSA Summary:**

ACCELERATOR PEDAL ON VEHICLE FAILED TO RETURN TO NON ACCELERATING POSITION AFTER ACCELERATING ON FREEWAY. VEHICLE CONTINUED TO ACCELERATE EVEN WHILE BRAKING. I HAD TO WEDGE MY FOOT UNDERNEATH THE ACCELERATOR PEDAL TO LIFT IT TO THE FULL UPWARD POSITION. THIS INCIDENT OCCURRED WHILE ACCELERATING SHARPLY, AND HAS NOT OCCURRED WITH GENTLE ACCELERATION. I HAVE AVOIDED ANY SUDDEN ACCELERATION WITH THIS VEHICLE. FOR FEAR OF A RECURRENCE OF THIS PROBLEM. THERE WAS NO FLOOR MAT INTERFERENCE WHILE THIS WAS OCCURRING, IT FELT AS THOUGH THE ACCELERATOR PEDAL WAS BEING OPERATED WITHOUT FOOT CONTACT, AS I COULD FEEL THE PEDAL DEPRESS UNDERNEATH MY RESTING FOOT. I AM A VERY EXPERIENCED DRIVER AND HAVE DRIVEN COMMERCIALLY FOR 20 YEARS AND HAVE NEVER EXPERIENCED ANYTHING LIKE THIS. \*TR

C-1241

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303042  
**Date of Incident:** 20081224  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** TALLAHASSEE, FL

**NHTSA Summary:**

CHRISTMAS EVE 2008 MY WIFE AND I WERE DRIVING OUR 2007 TOYOTA TUNDRA FROM BEL AIR MARYLAND TO LADSON, SC. JUST OUTSIDE OF COLONIAL HTS. VA. I TOOK THE TUNDRA OUT OF CRUISE CONTROL BECAUSE I WAS APPROACHING A TRACTOR TRAILER IN FRONT OF ME BUT THE TUNDRA KEPT ACCELERATING TOWARD THE SEMI. I HAD TO STAND ON THE BRAKE WITH BOTH FEET TO SLOW THE TUNDRA DOWN SO I COULD MOVE INTO THE RIGHT LANE AND EVENTUALLY STOP IT ON THE RIGHT SHOULDER OF I95. I TRIED TO CALL AAA BUT WAS UNABLE TO CORRECTLY DIAL MY CELL PHONE AS I WAS STILL TOO EXCITED DUE TO THE RUSH OF ADRENALINE I HAD EXPERIENCED. MY WIFE AND I THOUGHT THE PROBLEM WAS RELATED TO THE CRUISE CONTROL SO ONCE I CALMED DOWN WE CONTINUED OUR DRIVE TO SC. THE NEXT MORNING I TOOK THE TRUCK INTO THE LADSON OR SUMMERVILLE TOYOTA DEALER WHO KEPT IT THAT DAY AND FINALLY CALLED TO SAY NOTHING WAS WRONG. AT THE TIME I STILL THOUGHT IT WAS A CRUISE CONTROL ISSUE BUT NOW I BELIEVE IT WAS PART OF THE TOYOTA ACCELERATOR PROBLEM. I STILL HAVE THE TRUCK AND HAVE NOT EXPERIENCED ANOTHER INCIDENT SINCE THE ONE IN DECEMBER 2008\*CW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303501  
**Date of Incident:** 20081224  
**Vehicle:** 1998 TOYOTA TOYOTA TRUCK  
**Location of Incident:** BAYTOWN, TX

**NHTSA Summary:**

DEAR SIR OR MS, I FILED A WRITTEN COMPLAINT AND SENT MY COMPLAINT TO YOU OR ABOUT CONCERNING WHAT HAPPENED TO ME WHILE I WAS SITTING AND WAITING IN THE RIGHT LANE, THE FEEDER LANE, OFF OF BELTWAY 8, FOR THE LIGHT TO CHANGE, IN PASADENA, TEXAS ON 12/24/08. I WAS IN MY 1998 SMALL TOYOTA TRUCK AND THERE WAS A 30 TON GARBAGE TRUCK 2 CAR LENGTHS IN FRONT OF ME AND THE GARBAGE TRUCK DRIVER STARTED MOVING BACK AND FORTH TRYING TO GET AN ANGLE TO GET PERPENDICULAR, USING THE SIZE OF THE 30 TON GARBAGE TRUCK AND FORCING OR IN MY OPINION, BULLYING THE SMALLER CARS IN THE LEFT HAND LANE WITH THE SIZE OF THE 30 TON GARBAGE TRUCK BETWEEN THE CARS IN THE LEFT LANE AND MOVE INTO THE LEFT LANE. I TRIED TO MOVE INTO THE VACANT LOT TO MY RIGHT, GO OVER THE CURB INTO THE VACANT LOT TO MY RIGHT TO GET OUT OF THE 30 TON GARBAGE TRUCK'S WAS BECAUSE NO MATTER HOW I HONKED MY HORN AT THE ERRATIC DRIVER OF THE 30 TON GARBAGE TRUCK, HE KEPT GETTING CLOSER TO ME WHILE HE WAS MOVING BACK AND FORTH TRYING TO CHANGE LANES. DUE TO THE TOYOTA'S FLOOR MAT ROLLING UP UNDER MY BRAKE AND GAS PEDAL I COULD NOT MOVE AND THE TOYOTA'S FLOOR MAT HAD ROLLED UP UNDER MY BRAKE AND ACCELERATOR PEDALS AND WOULD NOT ALLOW ME TO MOVE MY TRUCK AND AVOID THE 30 TON GARBAGE TRUCK THAT BACKED UP ON ME AND CAUSED ME BRAIN AND SEVERE SPINAL INJURIES WHICH WILL REQUIRE 9 ENDOSCOPIC LASER SURGERIES AT THE BONITA SPRINGS INSTITUTE IN TAMPA, FLORIDA. NO NEUROSURGEON IN HOUSTON, TEXAS I WENT TO WOULD ATTEMPT TO PERFORM MY SPINAL SURGERIES. WHAT HAPPENED TO A REPLY FROM YOU? I AM WAITING ON MY INSURANCE COMPANY TO OKAY MY SURGERIES, ON A

C-1242

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WALKER, BECOMING A PARAPLEGIC. MEDICATION I HATE WHICH DOESN'T STOP THE SPINAL PAIN. I NEED TO KNOW HOW TO GET IN TOUCH WITH THE TOYOTA CAR COMPANY. ANSWER MY QUESTION. I DON'T BELIEVE THE ANSWERS TOYOTA STATED AND MY DEALERSHIP WILL NOT TALK TO ME. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332573  
**Date of Incident:** 20081224  
**Vehicle:** 2001 TOYOTA CELICA  
**Location of Incident:** JACKSONVILLE, FL

**NHTSA Summary:**

I PURCHASED A BRAND NEW TOYOTA CELICA IN 2001. IN 2006 IT BEGAN SOUNDING STRANGE WHEN ACCELERATING AND ALSO WHEN I WOULD BACK UP AND USE THE BRAKES. IT WOULD MAKE A VERY STRANGE SOUND AND THE BRAKES WOULD NOT WORK THE SAME AS THEY USED TO. I REPORTED THIS TO MECHANICS AT TOYOTA BUT THEY SAID THE CAR WAS FINE MECHANICALLY. ON DECEMBER 24, 2008 WHEN MERGING ON TO A EXIT SAN JOSE BLVD FROM 295 IN JACKSONVILLE FLORIDA MY CAR WOULD NOT SLOW DOWN IT ACTUALLY ACCELERATED. THE RPM GAUGE WENT UP INSTEAD OF DOWN AND THE PRESSURE WAS HIGH. MY CAR WOULD NOT SLOW DOWN OR STOP. IT WAS ACCELERATING WITHOUT MY FOOT ON THE PEDAL. I TRIED TO PUT THE BRAKES ON AND THE BRAKES WOULD NOT WORK. MY CAR WOULD NOT STOP. I WAS MERGING TO ONCOMING TRAFFIC ON A BUSY ROAD NEARING A CRASH. I THEN TRIED TO PUT MY CAR IN NEUTRAL AND IT STILL WOULD NOT STOP. I THEN PUT IT IN PARK AND IT STILL KEPT GOING DRIVING. I THEN PULLED THE KEY OUT BECAUSE IT WAS MY LAST ATTEMPT TO STOP THE CAR. AND THANK GOD MY CAR STOPPED JUST MISSING A COLLISION. SO TO SUM IT ALL UP. MY CAR ACCELERATED, HAD HIGH PRESSURE AND THE BRAKES FAILED COMPLETELY. THE ENGINE WAS REVVING. IT WAS VERY SCARY AND IF NOT FOR MY PULLING THE KEY OUT I WOULD PROBABLY BE DEAD OR SERIOUSLY INJURED AND COULD HAVE CAUSED A TERRIBLE ACCIDENT. I HAD MY CAR TOWED TO ERNIE PALMER TOYOTA. THEY CLAIMED IT WAS A FAULTY ACCELERATOR SENSOR. I SOLD MY CAR TO THEM BECAUSE I NEVER WANTED TO GET IN OR LOOK AT THAT CAR AGAIN. I STILL HAVE NIGHTMARES ABOUT IT. I DO NOT KNOW ANYTHING ABOUT HOW IT WAS FIXED BECAUSE I DID NOT HAVE IT FIXED. I SOLD IT. HOWEVER THE MECHANICS LATER AT TOYOTA TOLD ME IT WAS A FAULTY ACCELERATOR SENSOR. THERE WERE NO INJURIES OTHER THAT MY NECK BEING HURT FROM BEING THROWN TO SUCH A QUICK STOP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312186  
**Date of Incident:** 20081225  
**Vehicle:** 2003 LEXUS RX300  
**Location of Incident:** LONG WOOD, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2003 LEXUS RX300. WHILE DRIVING INTO A DRIVEWAY AT SPEEDS OF FEWER THAN 8 MPH, SHE HEARD A LOUD REVVING NOISE AND THE VEHICLE ACCELERATED WITHOUT INTENT. THE VEHICLE CRASHED INTO THE GARAGE DOOR AND PUSHED THE TWO VEHICLES INTO THE DRIVEWAY THROUGH A CEMENT WALL AND INTO HER HOME. THERE WERE NO INJURIES. NEITHER THE MANUFACTURER NOR DEALER WAS CONTACTED. THE REPAIRS WERE COVERED THROUGH HER INSURANCE COMPANY. THE FAILURE MILEAGE WAS 38,000 AND THE CURRENT MILEAGE WAS 70,000.

**Additional Summary:**

C-1243

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305603  
**Date of Incident:** 20081226  
**Vehicle:** 2008 TOYOTA HIGHLANDER HYBRID  
**Location of Incident:** WESTLAKE, OH

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2008 TOYOTA HIGHLANDER HYBRID. THE CONTACT STATED THAT SHE HAD AN ISSUE STOPPING HER VEHICLE WITHIN A REASONABLE TIME OF DEPRESSING THE BRAKE PEDAL. SHE PUSHED DOWN ON THE BRAKES AND DID NOT NOTICE AN IMMEDIATE RESPONSE ON AT LEAST 4 DIFFERENT OCCASIONS. SHE NOTICED THE FAILURE IN ICY WEATHER CONDITIONS. SHE ALSO STATED THAT THE VEHICLE WOULD SURGE A LITTLE WHEN SHE TAPPED THE BRAKE PEDAL AT TIMES. SHE TOOK THE VEHICLE TO THE DEALERSHIP BUT THE DEALER DID NOT INSPECT THE VEHICLE. SHE HAD NOT CALLED THE MANUFACTURER TO-DATE. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS APPROXIMATELY 45,000. THE FAILURE MILEAGE WAS APPROXIMATELY 15,000-BK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307319  
**Date of Incident:** 20081226  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** PLANO, TX

**NHTSA Summary:**

I SUSPECT THE CRUISE CONTROL OF MY 2004 MINIVAN TOYOTA SIENNA CE HAS SIMILAR ISSUE FOUND IN RECENT PRIUS REPORTS. 1. WHEN CRUISE CONTROL IS USED ON UPHILL ROAD CONDITIONS 2. THE SPEED CAN BE ACCELERATED TO OVER 5 MILES/HR MORE THAN THE CRUISE CONTROL SETTING. FOR EXAMPLE, WHEN I SET THE SPEED TO 70 MILES/HR. AT A LITTLE LONGER UPHILL ROAD, THE SPEED WILL DROP FIRST LIKE 67(MILES/HR) AND THEN ACCELERATE IN ORDER TO GET BACK TO 70MILES/HR SPEED TARGET. BUT THE CRUISE CONTROL SYSTEM CONTINUE ACCELERATING AFTER PASSING 70 MILES/HR AND COULD BE AS HIGH AS 75MILES/HR. 3. NOTHING HAD BEEN DONE, JUST BE CAUTIOUS BY MYSELF. AFTER READING SIMILAR COMPLAINTS ON PRIUS OF TOYOTA, I FEEL THIS MAY BE THE SAME ISSUE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310048  
**Date of Incident:** 20081230  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BREWSTER, NY

**NHTSA Summary:**

MY MOTHER WAS INVOLVED IN A COLLISION IN HER TOYOTA CAMRY DUE TO UNEXPECTED ACCELERATION. THE ACCIDENT HAPPENED IN HER DRIVEWAY WHILE SHE WAS LEAVING HOME. THE CAR, A 2004 MODEL, WAS REPAIRED (\$8,000) AT A NEARBY TOYOTA DEALERSHIP AND RECENTLY RETURNED. TOYOTA IS NOT ACKNOWLEDGING A PROBLEM WITH THEIR OLDER MODEL CAMRIES, SO ANY REPAIRS THAT WERE DONE TO MY MOTHER'S CAR WERE SIMPLY COSMETIC. I AM VERY CONCERNED FOR MY MOTHER'S SAFETY. THIS IS HER ONLY VEHICLE AND SHE'S NOW FORCED TO DRIVE A CAR THAT HAS DEMONSTRATED DANGEROUS AND UNEXPECTED ACCELERATION ISSUES. PLEASE ADVISE. (I AM LEAVING HER CONTACT INFO, BUT I DO NOT HAVE ACCESS RIGHT NOW TO THE VIN #. SHE CAN SUPPLY THAT INFO.)

C-1244

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20090000  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** KANSAS CITY, MO

**NHTSA Summary:**  
**Additional Summary:**  
Per email to Sean Kane dated 11/29/09 - I've had a different problem with the throttle. I had a 2000 Camry V6.  
When using cruise control at expressway speed with a warm engine (running for at least an hour), if traction was lost, engine would start going wild - racing or trying to stall. Loss of traction usually due to a bump or change in pavement, but also happened when fighting a head wind. Most Toyota service managers I talked to were clueless, one felt that it was an anti-rev feature malfunctioning that he had experienced driving a new (less than 1,000 miles) truck. My Toyota certified mechanic felt that it was throttle related. Problem could not be predicted or recreated. No idiot lights came on or codes. Everything fine if car allowed to cool for 45 minutes to an hour. I wrote to Toyota's head man about this and have a copy of my letter plus his response. Traded the car a year ago for a Toyota hybrid.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20090000  
**Vehicle:** 9999 TOYOTA AVALON  
**Location of Incident:** , NJ

**NHTSA Summary:**  
**Additional Summary:**  
IN JULY OR AUGUST OF 2009 AN ELDERLY COUPLE WERE DRIVING THEIR BRAND NEW TOYOTA AVALON ON ROUTE 9 IN BAYVILLE, NJ WHEN MAT CAUSED THE ACCELERATOR TO GET STUCK. THEIR CAR RACED FORWARD, MAN WAS UNABLE TO TURN OFF THE IGNITION, WENT FOR QUITE AWHILE BEFORE HE WAS ABLE TO REACH DOWN AND YANK THE CAR MAT AWAY FROM THE ACCELERATOR PEDAL. FORTUNATELY NO ONE WAS IN THEIR WAY. THE DEALER HAD INSTALLED THE MAT. THEY TOLD THE DEALERSHIP ABOUT THIS PROBLEM AND TURNED IN THEIR NEW CAR FOR A DIFFERENT MAKE - WITHOUT THESE MATS.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10253526  
**Date of Incident:** 20090101  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** SALEM, VA

**NHTSA Summary:**  
**Additional Summary:**  
WHILE ATTEMPTING TO STOP AT THE END OF A PARKING LOT, THE ENGINE ACCELERATED, THE VEHICLE LURCHED FORWARD RAPIDLY, COULD NOT BE STOPPED BY BRAKING. THE VEHICLE SURGED OVER A CURB, SHRUBS, AND THROUGH A CHAIN LINK FENCE BEFORE IT WAS ABLE TO BE STOPPED. THIS IS THE SECOND TIME THIS HAS OCCURRED. THE FIRST INCIDENT DID NOT RESULT IN ANY DAMAGE. SINCE THE INCIDENT OCCURRED THIS EVENING NO CORRECTIVE MEASURE HAS YET BEEN TAKEN.  
\*TR  
**Additional Summary:**

C-1245

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10261936  
**Date of Incident:** 20090101  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**  
**Additional Summary:**  
PLEASE NOTE - THIS IS OR MAY BE RELATED TO OTHER ODI I JUST REPORTED AT 10261933. I HAVE A LEXUS 2004 ES330 AND IN ADDITION TO WEIRD BRAKING PROBLEMS, I HAVE ALSO HIT THE BRAKE AND BASICALLY FELT THE CAR CONTINUE LIKE I NEVER HIT THE BRAKE AND I AM ACCELERATING OR HAVE CRUISE CONTROL ON. WHEN THIS HAS OCCURRED, I DID NOT FEEL THE ABS BRAKING SYSTEM ENGAGE OR ANY TYPE OF SLOWING DOWN OCCUR. I END UP HITTING AND RELEASING THE BRAKE QUICKLY TO TRY AND GET THE CAR TO BRAKE AND COME TO A STOP. ON ONE OCCASION I ALSO QUICKLY HIT THE GAS TO SEE IF PERHAPS THAT WOULD CLEAR THE PROBLEM, AND IT DID NOT. I PULLED OVER, CHECKED THAT NO DEBRIS OR FLOOR RUG HAD SOME HOW MADE THE GAS PEDAL STINK, AND THAT IS NOT THE PROBLEM. OTHER THAN THIS PROBLEM, AND THE PROBLEMS REPORTED UNDER ODI 10261933, I HAVE NOT HAD ANY OTHER PROBLEMS W/ ACCELERATING OR STOPPING. I HAVE BROUGHT THE ISSUE TO THE ATTENTION OF LEXUS AND THEY HAVE DENIED ANY RECALLS OR OTHER REPORTED PROBLEMS. I SUSPECT THEY ASSUME I AM A WOMAN - WHO CANNOT DRIVE. AGAIN, I HAVE OWNED FAST HIGH PERFORMANCE PORSHE AND MERCEDES PREVIOUSLY AND NEVER HAD THIS PROBLEM BEFORE. I HOPE SOMEONE WILL FIGURE THIS OUT BEFORE I AM INJURED OR PERHAPS SOMEONE ELSE IS. THANKS. PS NO DATE OF INCIDENT, SO I WILL PUT 1/1/09. THIS REFUSAL OF THE CAR TO ENGAGE THE BRAKE ETC HAS OCCURRED ABOUT 5 TIMES. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303737  
**Date of Incident:** 20090101  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** WINNETKA, CA

**NHTSA Summary:**  
**Additional Summary:**  
(2009 TOYOTA CAMRY) MY VEHICLE LURCHED FORWARD CAUSING NEAR COLLISION WITH OTHER VEHICLE DURING NORMAL STOP AND GO. PROBLEM OCCURS PERIODICALLY, ACCORDING TO LOCAL TOYOTA DEALERS NOT ENOUGH TO CAUSE CONCERN. VEHICLE REMAINS IN SAME CONDITION. THIS ISSUE IS NOT RELATED TO THE STICKING ACCELERATION PEDAL ISSUE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303742  
**Date of Incident:** 20090101  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** ZIONSVILLE, IN

**NHTSA Summary:**  
**Additional Summary:**  
ABOUT ONE YEAR AGO, I BEGAN TO NOTICE THE ACCELERATOR PEDAL WAS INTERMITTENTLY STICKY WHEN I DEPRESS IT. SOMETIMES I HAVE TO PRACTICALLY PUNCH IT WITH MY FOOT BEFORE IT FINALLY GIVES WAY, CAUSING THE CAR TO LURCH FORWARD. IT CONTINUES TO HAPPEN TO THIS DAY. SOME DAYS IT DOESN'T HAPPEN AT ALL, AND SOME DAYS IT HAPPENS EVERY TIME I COME TO A FULL STOP AND THEN TRY TO STEP ON THE GAS AGAIN. I HAVE NEVER DONE ANYTHING TO CORRECT OR REPAIR IT,

C-1246

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BECAUSE UNTIL THIS CURRENT RECALL, I VIEWED IT MORE AS A NUISANCE PROBLEM. THIS FAR IT HAS NEVER GOTTEN STUCK IN THE DEPRESSED POSITION, ACCORDING TO THE CURRENT TERMS OF THE RECALL. MY CAR IS NOT INCLUDED. HOWEVER, THE INFORMATION RELEASED TODAY ABOUT THIS CURRENT RECALL LEADS ME TO BELIEVE THAT MY STICKY ACCELERATOR MAY BE RELATED TO THE RECALL AND CERTAINLY WARRANTS INVESTIGATION. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305808  
**Date of Incident:** 20090101  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** ISLAMORADA, FL

**NHTSA Summary:**  
**Additional Summary:**  
IN THE PAST YEAR, I HAVE EXPERIENCED SUDDEN JERKS/E DURING ACCELERATION ON AT LEAST TWO OCCASIONS, AND HAD THE VEHICLE INSPECTED TWICE, IN AUGUST 2009 AND IN DECEMBER 2009. IN BOTH INSTANCES, TOYOTA MECHANICS ADVISED THEY COULD NOT IDENTIFY A PROBLEM. ADDITIONALLY, THROUGHOUT THE PAST YEAR, I HAVE EXPERIENCED NOTICEABLE PROBLEMS WITH THE ELECTRICAL SYSTEM, WHICH RAISE CONCERNS ABOUT THE OVERALL INTEGRITY OF THE ELECTRICS. THERE HAS BEEN VERY FREQUENT LOSS OF POWER TO THE POWER DOOR LOCKS AND MANUFACTURER'S RADIO. DURING THE INSPECTIONS, TOYOTA MECHANICS COULD NOT IDENTIFY A PROBLEM IN THIS AREA EITHER.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313907  
**Date of Incident:** 20090101  
**Vehicle:** 2008 TOYOTA SEQUOIA  
**Location of Incident:** SPRINGFIELD, MO

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313658  
**Date of Incident:** 20090101  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** WAKE FOREST, NC

**NHTSA Summary:**  
**Additional Summary:**  
I OWN A 1999 TOYOTA CAMRY XL. MY CAR IS NOT ON ANY OF THE RECALL LISTS, HOWEVER, I DO OCCASIONALLY EXPERIENCE A STICKY EXCELERATOR PEDAL. SINCE ALL THE MEDIA COVERAGE I'VE CHECKED THE FLOOR MATS, WHICH DON'T SEEM TO BE RELATED TO THE ISSUE. I BELIEVE ALL TOYOTA PRODUCTS NEED TO HAVE A RECALL TO BE SURE ALL YEARS ARE COVERED.  
**Additional Summary:**

C-1247

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314149  
**Date of Incident:** 20090101  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** FORT WORTH, TX

**NHTSA Summary:**  
**Additional Summary:**  
OUR 2003 TOYOTA AVALON HAS EXPERIENCED SEVERAL OCCURRENCES OF SUDDEN ACCELERATION. MY WIFE TOOK THE CAR TO OUR TOYOTA DEALER AND BOTH TIMES THEY SAID THAT IT WAS DUE TO THE FLOORMAT STICKING UNDER THE GAS PEDAL. THE MAT WAS REMOVED AND IT STILL HAS THE PROBLEM. WHILE I WAS DRIVING IT DOWN THE HIGHWAY, I LET OFF THE GAS TO SLOW DOWN AND IT STARTED TO SPEED UP. I PUT THE CAR INTO NEUTRAL AND THE ENGINE STARTED TO REV UP AND DOWN FROM 1000 RPM TO 2500 RPM. THIS CONTINUED FOR A COUPLE OF MINUTES UNTIL I WAS FORCED TO PULL OVER TO THE SIDE OF THE ROAD AND TURN THE ENGINE OFF AND RESTART IT. (THIS IS ALWAYS THE FIX. TURN OFF THE ENGINE AND RESTART IT. IT SEEMS TO RESET THE COMPUTER). THIS PROBLEM STARTED OVER A YEAR AGO AND CONTINUES TO OCCUR ALMOST MONTHLY. THIS VEHICLE IS NOT INCLUDED IN THE RECALL AND EVEN IF IT WAS, I DON'T FEEL THAT THE PROBLEM HAS A FIX, YET. WE HAVE TO CONTINUE TO DRIVE THE CAR BECAUSE WE CAN'T AFFORD ANOTHER ONE AND THE RESALE VALUE HAS PLUMMETED. JUST LAST WEEK MY WIFE WAS STOPPED BY A DPS OFFICER FOR SPEEDING FROM A STOP LIGHT. SHE DID NOT EVEN HAVE HER FOOT ON THE GAS PEDAL. SHE EXPLAINED WHAT HAD HAPPENED AND WAS NOT TICKETED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314372  
**Date of Incident:** 20090101  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** MONROE, GA

**NHTSA Summary:**  
**Additional Summary:**  
TL THE CONTACT OWNS A 2007 TOYOTA TUNDRA. WHEN HE MADE A SUDDEN STOP WHILE DRIVING 60 MPH ON THE HIGHWAY, THE REAR TIRE LOCKED AND THE VEHICLE SPUN AROUND. WHENEVER THE ROADS WERE WET OR COVERED WITH ICE HE LOST TRACTION, THE ABS LIGHT ILLUMINATED AND THE VEHICLE SHUT DOWN. THE FAILURE USUALLY OCCURRED WHEN HE STARTED THE VEHICLE. THE VEHICLE ALSO ACCELERATED WHEN HE SHIFTED INTO FOUR WHEEL DRIVE. HE TOOK THE VEHICLE TO THE DEALER THREE TIMES FOR THE FAILURES. THE DEALER STATED THAT SINCE THE DIAGNOSIS DID NOT LOCATE A FAILURE CODE THERE WAS NOTHING WRONG WITH THE VEHICLE. THE DEALER DID NOT ATTEMPT TO REPAIR OR REPLACE ANY PARTS RELATED TO THE FAILURE. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 20,000. THE CURRENT MILEAGE WAS 34,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315839  
**Date of Incident:** 20090101  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SOMERSET, NJ

**NHTSA Summary:**  
**Additional Summary:**  
2002 TOYOTA CAMRY, SUDDEN ACCELERATION,  
**Additional Summary:**

C-1248

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317588  
**Date of Incident:** 20090101  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** KATY, TX  
**NHTSA Summary:**  
2007 TOYOTA COROLLA EXPERIENCING THROTTLE SURGING. \*KB THE CONSUMER STATED THE VEHICLE TOOK OFF SUDDENLY. HE APPLIED THE BRAKE AS HARD AS HE COULD, BUT BEFORE THE VEHICLE STOPPED IT CRASHED INTO A HEAVY TOOL BOX AND SOME OTHER CONTAINERS AND INTO THE BACK WALL OF THE GARAGE. THE BUMPER WAS DAMAGED. THE SECOND TIME, WHILE BACKING OUT OF THE GARAGE, THE VEHICLE SUDDENLY TOOK OFF AGAIN. HE IMMEDIATELY APPLIED THE BRAKE FORCEFULLY, BUT THE VEHICLE DID NOT STOP BEFORE HE REACHED THE STREET. THERE WAS NO DAMAGE. THE THIRD TIME, THE VEHICLE SUDDENLY SURGED FORWARD IN THE MIST OF STOP AND GO TRAFFIC. FORTUNATELY, THERE WAS SPACE BETWEEN IT AND THE CAR AHEAD, SO HE WAS ABLE TO STOP BEFORE CONTACT. THE CONSUMER ALSO STATED HE HAD PROBLEMS WITH THE DOOR AND IGNITION. HE HAD FOUR DIFFERENT BATTERIES IN THE VEHICLE SINCE IT WAS PURCHASED. HE WAS TOLD THAT THE FIRST TWO HAD BAD CELLS IN THEM. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320886  
**Date of Incident:** 20090101  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** SOUTH PASADENA, CA  
**NHTSA Summary:**  
LTR FWD FM (CA) RE SUDDEN ACCELERATION FROM OWNER OF A 2005 TOYOTA PRIUS. \*KB THE CONSUMERS WIFE PULLED INTO A PARKING GARAGE. AS SHE PULLED INTO A PARKING SPACE AND APPLIED THE BRAKE, THE VEHICLE INSTEAD ACCELERATED SUDDENLY AND WITH SUCH FORCE THAT THE VEHICLE FLEW FROM THE 3RD STORY SPACE DOWN TO THE SECOND FLOOR. THE CONSUMER ALSO STATED ON AT LEAST ONE OCCASIONS PRIOR TO THE ACCIDENT, THE VEHICLE STARTED UP ON ITS OWN WITHOUT THE PRESENCE OF A KEY. THE VEHICLE WAS TOTALED. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324434  
**Date of Incident:** 20090101  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** BAYONNE, NJ  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA MATRIX. WHILE DRIVING APPROXIMATELY 5 MPH, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A PARKED VEHICLE. THERE WERE NO INJURIES NOR WAS A POLICE REPORT FILED. THE FAILURE RECURRED WHILE THE CONTACT WAS DRIVING APPROXIMATELY 50 MPH; THE VEHICLE SUDDENLY SURGED AS THE BRAKE PEDAL WAS DEPRESSED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THE ACCELERATOR PEDAL WAS REPAIRED, THE FLOOR MAT WAS REMOVED AND THE VEHICLE WAS RECALIBRATED. THE FAILURE MILEAGE WAS APPROXIMATELY 25,000. THE CURRENT MILEAGE WAS APPROXIMATELY 35,000.  
**Additional Summary:**

C-1249

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306596  
**Date of Incident:** 20090102  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** FORT WORTH, TX  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY. WHILE DRIVING 55 MPH ON THE HIGHWAY THE VEHICLE SUDDENLY ACCELERATED ON ITS OWN; HOWEVER, HE WAS ABLE TO SHIFT INTO NEUTRAL GEAR, APPLY THE BRAKE PEDAL AND SLOW THE VEHICLE DOWN. THE DEALER INSPECTED THE ACCELERATOR PEDAL AND STATED THAT THERE WERE NO COMPUTER CODES INDICATING THAT THERE WAS A FAILURE. THE FAILURE MILEAGE WAS 3,000. THE CURRENT MILEAGE WAS 6,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316800  
**Date of Incident:** 20090102  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** MESA, AZ  
**NHTSA Summary:**  
I WAS TRYING TO PARK MY 2009 TOYOTA COROLLA + STEPPED ON THE BREAKS BUT THE CAR SPED UP INSTEAD. THIS HAPPENED X 2. I HIT THE CURB VERY HARD AND TURNED OFF THE IGNITION. IF THE CURB HADNT STOPPED MY CAR IT WOULD HAVE KEPT ON GOING.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291005  
**Date of Incident:** 20090103  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** EAGAN, MN  
**NHTSA Summary:**  
REGARDING THE ACCELERATION SURGE IN TOYOTAS. WE DO NOT BELIEVE IT WAS THE FLOOR MATS! WE HAVE A 2009 COROLLA AND LAST WINTER WHEN IT WAS 2 MONTHS OLD, THE SURGE HAPPENED TO MY SON WHEN HE WAS DRIVING THE VEHICLE. HE HAD HIS FOOT TOTALLY OFF ACCELERATOR AND NOTHING WAS CAUGHT UNDER THE ACCELERATOR. THE COROLLA DOES NOT EVEN HAVE THE TYPE OF MATS THAT ARE CONSIDERED DANGEROUS AS IN THE CAMRYS AND OTHER MODELS. THANKFULLY, HE HAD THE KNOWLEDGE PUT THE BRAKES ON HARD, SHOVE IT IN NEUTRAL AND THEN APPLIED THE BRAKES ONCE AGAIN AND TURN OFF VEHICLE. PLEASE DO NOT LET TOYOTA JUST BELIEVE THIS IS THE RESULT OF FLOORMATS. I BELIEVE IT IS MORE COMPUTER AND ACCELERATOR RELATED. IT HAS NOT OCCURRED SINCE. PLEASE CONTINUE YOUR INVESTIGATION. THANK YOU! \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305948  
**Date of Incident:** 20090103  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** ACCOKEEK, MD  
**Additional Summary:**

C-1250

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
ON SEVERAL OCCASIONS, I HAVE EXPERIENCED A PROBLEM WITH MY 2008 TOYOTA AVALON'S ACCELERATOR PEDAL BEING HARD TO DEPRESS AND SEEMED STUCK IN SOME PARTIALLY DEPRESSED POSITION. UNTIL THE NATIONAL PRESS ON THIS ISSUE, I THOUGHT IT WAS JUST ME EXPERIENCING THE PROBLEM. I HAD NO IDEA THAT THIS WAS A PROBLEM THAT HAD LEAD TO THE DEATH OF PEOPLE AND THAT TOYOTA KNEW THIS PROBLEM EXISTED. WHEN IT WAS MENTIONED TO MY LOCAL TOYOTA DEALERSHIP SERVICE DEPARTMENT, I WAS TOLD IT WAS PROBABLY MY FLOOR MAT CAUSING THE PROBLEM SO I REMOVED THE MAT; HOWEVER, I STILL EXPERIENCED THE PROBLEM A FEW TIMES LATER. I WAS BEGINNING TO THINK IT WAS SOME MALFUNCTION IN MY PARTICULAR CAR AND DID NOT KNOW HOW DANGEROUS IT WAS. AT THIS POINT, NOTHING HAS BEEN DONE TO CORRECT THIS PROBLEM. I AM AWAITING A RETURN PHONE CALL FROM MY LOCAL TOYOTA DEALERSHIP.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318544  
**Date of Incident:** 20090103  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** READING, PA  
**NHTSA Summary:**  
I OWN 2-2007 CAMY. I. ALREADY WHEN TO THE DEALER FOR THE RECALL FOR ONE OF THE CARS, I STILL FEEL STICK PEDALS AND SOME ACCELERATION, NOT TOO MAYOR BUT I FEEL IT IN HIGHWAY AS WELL IN STOP SIGN. THE OTHER CAR (THIS ONE HAVE A BIG PROBLEM I FEEL MORE THE PROBLEM IN THIS ONE MORE THAN THE OTHER) WILL BE IN THE DEALER 3/17/2010 TO TRY TO FIX THE PROBLEM. I HOPE AND THIS WILL WORK CAUSE WERE AFRAID OF DRIVING THIS CARS. A)-GAS PEDALS AND BRAKES.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302500  
**Date of Incident:** 20090104  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** FISHERS, IN  
**NHTSA Summary:**  
EARLY JANAURY 2009 MY TOYOTA CAMRY HAD A SUDDEN ACCELERATION INCIDENT THAT DID NOT RESULT IN ANY INJURY BUT DID RESULT IN A DAMAGE TO MY CAR AND A CLAIM WITH NATIONWIDE INSURANCE. AT THE TIME I HAD NO IDEA WHAT HAPPENED IT WAS LIKE MY CAR WAS POSSESSED. I KNOW IT WAS NOT A FLOOR MAT ISSUE. I CONTACTED TOYOTA AND THEY INDICATED THAT SINCE I DID NOT HAVE MY CAR REPAIRED AT THEIR SERVICE CENTER THERE WOULD BE NO COMPENSATION. \*CW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325629  
**Date of Incident:** 20090104  
**Vehicle:** 2010 LEXUS RX350  
**Location of Incident:** JERSEY CITY, NJ  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 LEXUS RX350. WHILE RELEASING HER FOOT FROM THE ACCELERATOR PEDAL AT APPROXIMATE SPEEDS OF 30 MPH, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS ABLE TO STOP THE VEHICLE BY DEPRESSING THE

C-1251

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**  
BRAKE PEDAL. THE DEALER COULD NOT DUPLICATE THE FAILURE. THERE WERE NO REPAIRS MADE TO THE VEHICLE. THE FAILURE WOULD OCCUR INTERMITTENTLY. THE FAILURE MILEAGE WAS 1,700 AND THE CURRENT MILEAGE WAS 5,200.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313681  
**Date of Incident:** 20090105  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** NORTH RICHLAND HILLS, TX  
**NHTSA Summary:**  
I TOO HAD UNEXPECTED TROUBLE IN 2009 WITH MY 2005 TOYOTA COROLLA CE. I WAS WEARING UNUSUALLY WIDE WORK BOOTS, AND WHEN I PUT THE CAR INTO GEAR, I SOMEHOW MANAGED TO PUSH THE BRAKE AND GAS PEDALS TOGETHER. THE HARDER I PUSHED, THE MORE THE ENGINE RACED, BUT THE BRAKES WERE STRONGER. I WAS LUCKY, WITH A VEHICLE RIGHT IN FRONT OF ME IN A PARKING LOT. IN CANADA, IT IS NORMAL TO WEAR EVEN BIGGER, WIDER SNOW BOOTS IN THE WINTER. HAS ANYONE EVERY CONSIDERED THE DISTANCE BETWEEN THE PEDALS AS A ROOT CAUSE FOR UNEXPECTED ACCELERATION? UNEXPECTED ACCELERATION [INCIDENT: 100223-000473], FEBRUARY 23, 2010, FROM TOYOTA  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305543  
**Date of Incident:** 20090108  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SOUTH PASADENA, CA  
**NHTSA Summary:**  
MY CAR IS COASTING AT AT AROUND 40 MILES PER HOUR, THEN I STEP ON THE GAS TO ACCELERATE MY SPEED, MY 07 TOYOTA CAMRY LUNGES/JERKS FORWARD UNEXPECTEDLY AND SUDDENLY. ON MORE THAN ONE OCCASSION I ALMOST HIT ANOTHER CAR. I CALLED TOYOTA WARRANTY SERVICES AND THEY SAID NO ONE ELSE SUBMITTED A COMPLAINT ABOUT THAT TYPE OF ISSUE AND THAT BECAUSE OF THAT NOTHING COULD BE DONE--THERE WAS NO RESOLUTION. I TOOK IT TO THE DEALER TWICE, THEY DOWNPLAYED IT--AND SAID IT WAS HOW THE CAR OPERATES. BUT IF I DIDNT STEP ON MY BRAKES THE LUNGING FORWARD WOULD HAVE CAUSED ME TO HIT ANOTHER CAR. THIS HAPPENED ALMOST DAILY. I WONDER IF IT HAPPENED TO OTHER DRIVERS AS WELL? THE SECOND TIME I TOOK IT TO THE DEALER, THE GUY ADJUSTED SOMETHING BUT THE PROBLEM STILL HAPPENS...  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311849  
**Date of Incident:** 20090109  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** CEDAR RAPIDS, IA  
**NHTSA Summary:**  
I WAS DROPPING MY CHILDREN OFF AT SCHOOL WHEN MY CAMRY WENT FORWARD AND I WAS UNABLE TO BRAKE AND MY CAR WENT DIRECTLY INTO A FIRE HYDRANT APPROXIMATELY 20 FEET AWAY. I WAS DRIVING AT A VERY SLOW RATE OF SPEED AS I APPROACHED TO TURN A CORNER BUT THE CAR ACCELERATED STRAIGHT AHEAD INTO THE HYDRANT. I DISLOCATED PART OF MY FOOT BECAUSE I WAS PRESSING ON THE

C-1252

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BRAKE AS HARD AS I COULD TO STOP THE CAR BUT IT WOULD NOT STOP. IT WAS AS IF I HAD NO CONTROL OVER THE CAR. THE BRAKES AND/OR ANTI-LOCK BRAKES DID NOT DO ANYTHING. THE ANTI-LOCK BRAKES DID NOT ACTIVATE. WE HAD THE CAR REPAIRED AT OUR EXPENSE BUT WERE NOT AWARE OF THE RECALL AT THAT TIME AND DID NOT HAVE THE ACCELERATOR LOOKED AT. I WAS TOLD AT OUR LAST MAINTENANCE APPOINTMENT THAT THE FLOOR MAT IN MY CAR WAS SECURED BUT THAT THE CAR WOULD BE RECALLED. I BELIEVE IT WAS REPORTED TO THE POLICE WHEN I WAS TAKEN TO THE EMERGENCY ROOM BUT I DO NOT KNOW IF THEY MADE A REPORT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10254688  
**Date of Incident:** 20090110  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** AUSTIN, TX

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 LEXUS IS250. WHILE DRIVING 50 MPH, THE VEHICLE BEGAN ACCELERATING ON ITS OWN TO 80 MPH. THE VEHICLE FAILED TO COMPLETELY SLOW DOWN WHEN THE BRAKE PEDAL WAS DEPRESSED. THE CONTACT WAS ABLE TO KEEP THE SPEED AT APPROXIMATELY 50 MPH; HOWEVER, THE VEHICLE WAS CONTINUOUSLY ACCELERATING TO HIGHER SPEEDS. SHE WAS UNABLE TO SLOW THE VEHICLE DOWN AND CRASHED INTO A CURVE. THE CONTACT NOTICED THAT THE ROTORS WERE ORANGE AND THE REAR BRAKE PADS WERE MELTED INTO THE ROTORS. THE AXLE FAILED AND FRACTURED. THE CONTACT WAS NOT INJURED. A POLICE REPORT WAS FILED AND THE VEHICLE HAS NOT BEEN REPAIRED. THE MANUFACTURER STATED THAT THEY WOULD SEND A FIELD INSPECTOR TO INSPECT THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 31,200.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10259857  
**Date of Incident:** 20090110  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** BLUFF CITY, TN

**NHTSA Summary:**

THROTTLE CONTROL, 2008 TOYOTA TUNDRA WITH 5.7 L ENGINE. ELECTRONIC "FLY BY WIRE" DESIGN HAS DELAYS IN ADVANCING THROTTLE ON MOTOR. SEVERAL COMPLAINTS ON TUNDRA BLOGS ABOUT THIS AS WELL. COULD BE DANGEROUS WHEN MAKING U-TURNS OR IN BLIND AREAS AS THERE IS A HESITATION IN THE ENGINE RESPONSE. I ASKED DEALER ABOUT ADJUSTING AND WAS TOLD THAT UNIT WAS NOT ADJUSTABLE. I HAVE MY VEHICLE IN THE SHOP NOW FOR A REPLACEMENT OF THIS UNIT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291267  
**Date of Incident:** 20090110  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** PALENTIN, IL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY. WHEN ATTEMPTING TO ACCELERATE AT 50 MPH, THE VEHICLE HESITATED AND THEN BEGAN TO ACCELERATE PAST THE

C-1253

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INTENDED SPEED. AFTER REPEATED BRAKE APPLICATION SHE WAS ABLE TO DECELERATE. THE VEHICLE WAS TAKEN TO THE DEALER AND ALL OF THE TIRES WERE REPLACED. AFTER THE REPAIR THE FAILURE RESURFACED. SHE TOOK THE VEHICLE BACK TO THE DEALER, AND THE TECHNICIAN COMPLETED A SOFTWARE UPDATE. HE THEN ADDED THAT THE ROTORS WERE OUT-OF-ROUND AND THUS NEEDED TO BE TURNED. NONE OF THE REPAIRS HAVE REMEDIED THE FAILURE. THE TECHNICIAN THEN CONCLUDED THAT BECAUSE THEY COULD NOT DUPLICATE THE FAILURE, THEY COULD NOT PROVIDE A REMEDY. SHE INSPECTED HER VEHICLE AND NOTICED THAT THE CLIPS DID NOT PROPERLY SECURE THE COVER TO THE AIR FILTER HOUSING. THE FAILURE MILEAGE WAS 17000. THE CURRENT MILEAGE WAS 35000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305466  
**Date of Incident:** 20090110  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** WOODSIDE, NY

**NHTSA Summary:**

TL THE CONTACT OWNS A 2007 TOYOTA RAV-4. SHE STATED WHILE ATTEMPTING TO PULL INTO A PARKING SPOT, THE VEHICLE ABNORMALLY ACCELERATED. THE VEHICLE JUMPED THE CURB AND CRASHED INTO A WIRE FENCE. THE VEHICLE WAS INSPECTED BY HER LOCAL DEALER AND SHE AS TOLD THERE WERE NO RECALLS ON HER VEHICLE. THE MANUFACTURER WOULD NOT ASSIST. THE FAILURE AND CURRENT MILEAGES WERE UNDER 9,563. \*RMJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319117  
**Date of Incident:** 20090110  
**Vehicle:** 2005 TOYOTA RAV4  
**Location of Incident:** EASTOVER, SC

**NHTSA Summary:**

IT IS VERY DIFFICULT TO CONTROL ACCELERATION FROM A STOP WHILE DRIVING MY RAV4 IN STOP AND GO TRAFFIC. THIS HAS BEEN TRUE SINCE I PURCHASED THE CAR WITH ABOUT 40,000 MILES ON IT. I REMOVED THE FLOORMAT WITH NO CHANGE. I HAVE BEEN TOLD BY 2 TOYOTA DEALERSHIPS (ONE HAD THE CAR FOR EVALUATION FOR A DAY AND CHARGED ME AN DIAGNOSIS FEE AND FOR A RENTAL CAR) THAT THIS IS NORMAL. THIS IS A POTENTIALLY DANGEROUS CONDITION AND CLEARLY A SAFETY HAZARD. I HOLD A COMMERCIAL DRIVERS LICENSE AND HAVE HAD MANY YEARS OF EXPERIENCE DRIVING A WIDE VARIETY OF VEHICLES AND HAVE NEVER ENCOUNTERED THIS PROBLEM. IT IS ONLY A MATTER OF TIME BEFORE THE CAR HITS SOMETHING TOYOTA MUST ADDRESS THIS ISSUE. UNTIL THIS PROBLEM IS REMEDIED THERE IS THE REAL RISK OF SOMETHING OR SOMEONE BEING DAMAGED OR HURT (OR WORSE). UPDATE: ON MARCH 3, 2010 I DELIVERED THE CAR TO DICK DYER IN COLUMBIA, SC AT TOYOTA'S REQUEST. THE REGIONAL TECHNICIAN INSPECTED THE CAR THAT DAY. I HAVE SINCE BEEN CONTACTED BY THE GENERAL MANAGER AND INFORMED THAT TOYOTA IS FLYING A TEAM OF ENGINEERS FROM CALIFORNIA TO EVALUATE THE CAR NEXT MONDAY, MARCH 15, 2010.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302979

C-1254

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090111  
**Vehicle:** 1997 TOYOTA CAMRY  
**Location of Incident:** SHREWSBURY, NJ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 1997 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 30 MPH ON NORMAL ROAD CONDITIONS PRESSURE WAS APPLIED TO THE ACCELERATOR PEDAL AND THE PEDAL BEGAN TO STICK. THE DRIVER EXERTED AN AGGRESSIVE FORCE BEFORE THE ACCELERATOR PEDAL WAS RELEASED. THE VEHICLE WAS ABLE TO RESUME NORMAL OPERATION. THE FAILURE OCCURRED WHENEVER THE VEHICLE WAS IN OPERATION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 110,000. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310719  
**Date of Incident:** 20090111  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LOS ALTOS, CA

**NHTSA Summary:**

I WAS DRIVING MY 2007 TOYOTA CAMRY ON CENTRAL EXPRESS WAY EAST BOUND IN AROUND MOUNTAIN VIEW AND SUNNYVALE (CALIFORNIA) AREA, THE CAR SUDDENLY SPED UP AND DID NOT RESPOND TO BRAKING. I KEPT STEPPING ON THE BRAKE AND FUMBLING WITH SHIFT STICK, AND FINALLY STOPPED AFTER IT BLEW THROUGH 2 RED LIGHTS. LUCKILY, IT WAS SUNDAY EARLY MORNING AND THERE WERE ALMOST NO CARS ON THAT ROAD AND THUS I DIDN'T HIT ANY CARS. THE WEEK NEXT, I TOOK IT TO THE TOYOTA DEALER REPAIR SHOP AT PALO ALTO FOR REPAIR BECAUSE IT WAS STILL UNDER WARRANTY. THE PEOPLE AT THE DEALER REPAIR SHOP TOLD ME THAT IT MUST HAVE BEEN THE FLOOR MAT AND TOLD ME THERE WAS NOTHING TO REPAIR. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10254894  
**Date of Incident:** 20090112  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** STAFFORD, VA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 2 MPH IN A FAST FOOD RESTAURANT DRIVE THRU, THE VEHICLE ACCELERATED INADVERTENTLY. THE DRIVER REAR ENDED THE PRECEDING VEHICLE, CROSSED OVER THE MEDIAN, AND CRASHED INTO A DUMPSTER. THERE WERE NO INJURIES AND A POLICE REPORT WAS FILED. THE VEHICLE SUSTAINED MAJOR FRONT END DAMAGE AND THE DRIVER'S SIDE TIRE WAS FLATTENED. THE FOLLOWING DAY, THE CONTACT RECEIVED A RECALL NOTICE FOR NHTSA CAMPAIGN ID NUMBER 07E082000 (EQUIPMENT). THE RECALL PERTAINED TO THE FLOOR MATS MOVING FORWARD WHILE THE VEHICLE WAS IN MOTION, WHICH COULD POSSIBLY INTERFERE WITH THE ACCELERATOR PEDAL. THE CONTACT STATED THAT THIS RECALL SPECIFICALLY CORRESPONDS TO THE CRASH. THE DEALER AND MANUFACTURER WERE NOT NOTIFIED. THE CURRENT AND FAILURE MILEAGES WERE 110,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302432

C-1255

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090112  
**Vehicle:** 1993 TOYOTA CAMRY  
**Location of Incident:** BURLINGTON, MA

**NHTSA Summary:**

1993 TOYOTA CAMRY ACCERATOR STUCK ALL THE WAY TO THE FLOOR. I HAD IT FIXED AT AN INDEPENDENT SERVICE FACILITY. THE TECH REPLACED THE ENTIRE THROTTLE MECHANISM. HE SAID IT WAS WORN. THIS CAR IS OUTSIDE OF THE YEARS OF THE RECALL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314008  
**Date of Incident:** 20090112  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** MCLEAN, VA

**NHTSA Summary:**

MY CAR 2006 TOYOTA CAMRY GOT SUDDEN ACCELERATE FROM STOPPED POSITION AT A YIELD AND HIT THE CAR IN FRONT THOUGH DAMAGE TO THE FRONT CAR WAS NOT SIGNIFICANT. I STILL COULD NOT FIGURE IT OUT WHY THIS WOULD HAVE HAPPENED SINCE I DRIVE CAREFULLY. NO OTHER ACCIDENT ON TE RECORD SINCE I SARTED DRIVING FROM 2003. IT HAPPENED AROUND 9AM ON MY DAILY ROUTE TO WORKPLACE. RECENTLY I HEARD ABOUT TOYOTA RECALLS FOR CAMARY 2007 TO 2010. BUT I AM NOT SURE IF MY CAR ALSO HAVE SIMILAR PROBLEM. ONCE I VISITED TO SERVICE CETER AFTER THE INCIDENT FOR REGULAR SERVICE THEN THEY MENTIONED THAT MY CAR'S BREAK & GAS PADALS NEED CLEAN-UP OR I HAVE TO GET IT REPLACED. SINCE THEY TOLD LITTLE HIGHER AMOUNT I TOLD NO FOR REPAIR. I AM NOT SURE IF MY TOYOTA CAMARY 2006 TOO HAVE THE PROBLEMS DESCRIBED IN RECALL. I HAVE INCIDENT REPORTED WITH MY INSURER AND CAN PROVIDE CLAIM NUMBER, DOCUMENTS, INSURER INFO ETC AS REQUIRED. THERE WERE NO CHARGES PAID TO ANY VEHICLE IN THIS MINOR INCIDENT TILL NOW BUT INSURER HAS KEPT THIS INCIDENT OPEN TILL NOW IF OTHER PARTY MAKES NEW CLAIMS. I STILL THINK WHY MY VEHICLE GOT SUDDENT ACCELERATION SO THOUGHT TO REPORT THIS INCIDENT WITH DOT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322481  
**Date of Incident:** 20090112  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**

ACCELERATE WITHOUT PUSHING ON GAS PEDAL. RAN INTO ANOTHER CAR WHEN PULLING INTO A PARKING SPACE. CEASING INTO THE SPOT AND THEN IT ACCELERATED WHICH MADE IT RUN INTO THE CAR. NO ONE WAS HURT BUT MY CAR WAS DAMAGED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10254929  
**Date of Incident:** 20090113  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** MIDLAND, TX

**NHTSA Summary:**

C-1256

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

UNCONTROLLABLE ACCELERATION TO 100+ MPH. WILL NOT SLOW OR STOP EVEN WHILE PRESSING BRAKE WITH BOTH FEET. CONTINUES TO ACCELERATE. CRUISE CONTROL WILL NOT OVERRIDE ACCELERATION WHEN BRAKE IS APPLIED. HAD TO PUT IN NEUTRAL, AND TURN THE KEY WHILE HITTING BAR DITCH, NEARLY FLIPPING TRUCK AND COLLIDING WITH TWO 18 WHEELERS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317948  
**Date of Incident:** 20090113  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** CAROL STREAM, IL

**NHTSA Summary:**

I OWN A 2007 TOYOTA PRIUS. ABOUT A YEAR AGO, MY ACCELERATOR MALFUNCTIONED WHILE I WAS DRIVING. MY CAR SUDDENLY WANTED TO DRAMATICALLY INCREASE SPEED AND I HAD NO CONTROL OVER IT. I ALMOST GOT INTO A REALLY BAD CAR ACCIDENT. NOW I'M HEARING THAT THIS EXACT THING IS HAPPENING TO OTHER PEOPLE WITH THE SAME CAR AS ME. I HAVE TRIED CALLING MY LOCAL TOYOTA DEALERSHIP, AND THEY JUST TELL ME THAT THERE IS NOTHING THEY CAN DO ABOUT IT UNTIL I GET A RECALL IN THE MAIL. I HAVE TRIED CALLING CUSTOMER SERVICE, AND NO ONE EVER PICKS UP THE PHONE. I HAVE EMAILED TOYOTA EXPRESSING MY VERY STRONG FEELINGS ABOUT THIS, AND I HAVE YET TO RECEIVE AN EMAIL BACK. I AM VERY UPSET ABOUT THIS. I AM VERY SCARED TO DRIVE MY OWN CAR, AND I DO A LOT OF DRIVING. I CAN'T PAY TO GET MY CAR FIXED BECAUSE I AM A STUDENT. I FEEL LIKE TOYOTA IS JUST TELLING PEOPLE THAT THEY ARE DOING EVERYTHING THEY CAN TO HELP THEIR CUSTOMERS, BUT I FEEL THAT THEY HAVE TREATED ME WITH THE EXACT OPPOSITE ATTITUDE. I ALSO FEEL LIKE THEY AREN'T GOING TO TAKE THIS PROBLEM SERIOUSLY UNTIL THERE IS A TRAGEDY FROM THIS MALFUNCTION. I REALLY NEED MY CAR FIXED BEFORE I GET INTO A BAD CAR ACCIDENT, BUT TOYOTA DOESN'T SEEM TO CARE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321837  
**Date of Incident:** 20090113  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** HINTON, WV

**NHTSA Summary:**

GAS PEDAL PROBLEMS IN A 2009 TOYOTA COROLLA. STATED CAR UP INCREASE IN IDLE SPEED REMAINED LONGER THAN NORMAL. 8 MARCH 2010 DRIVING AT LOW SPEED THAN FOR NO REASON CAR SPEEDED UP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10255120  
**Date of Incident:** 20090114  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** LIMINGTON, ME

**NHTSA Summary:**

WHILE BRAKING AT INTERSECTION, TRUCK ACCELERATED STRIKING VEHICLE IN FRONT, CAUSING THAT VEHICLE TO STRIKE CAR IN FRONT OF THEM. FOOT WAS ON THE BRAKE. \*TR

C-1257

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10255446  
**Date of Incident:** 20090114  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

VEHICLE ACCELERATES ON ITS OWN WHEN ACCELERATOR PEDAL IS NOT DEPRESSED AND FOOT BRAKE IS NOT ENGAGED. IT HAPPENS WITHOUT ANY WARNING AND HAS ALREADY OCCURRED 5 TIMES. I HAVE TO STEP ON THE BRAKE REALLY HARD TO AVOID HITTING ANYTHING. IT OCCURRED ALSO ONE TIME WHEN IN REVERSE IMMEDIATELY AFTER STARTING WHICH WAS EXTREMELY DANGEROUS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323673  
**Date of Incident:** 20090114  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** NORTHAMPTON, MA

**NHTSA Summary:**

I WAS DRIVING MY 2007 TOYOTA RAV4 AND I WAS STOPPED AT A TRAFFIC LIGHT. WHEN THE LIGHT TURNED GREEN, I TURNED LEFT AND THE CAR STARTED TO RACE AND ACCELERATED TO 40 MPH AND STUCK THERE. I TRIED PRESSING ON THE BRAKE PEDAL AND NOTHING HAPPENED. I SWERVED TO MISS TWO CARS AND THE CAR KEPT GOING. I TRIED PUTTING IT INTO NEUTRAL AND NOTHING HAPPENED AGAIN. I THEN CALLED MY FATHER WHO IS FAMILIAR WITH CARS AND TOLD HIM THE STORY AND HE TOLD ME TO TRY THE EMERGENCY BRAKE AND THAT DIDN'T WORK EITHER. HE INSTRUCTED ME TO TRY IT AGAIN AND THIS TIME THE CAR JOLTED FORWARD AND SLOWED DOWN. I PULLED OVER AND TURNED THE IGNITION OFF AND WAS VERY SHAKEN AND QUITE UPSET. I HAD THE CAR TOWED TO LIA NORTHAMPTON TOYOTA AND INFORMED THEM I WOULD NOT BE DRIVING THIS LEASED CAR AGAIN UNLESS THEY LOOKED AT IT THROUGHLY AND REPAIRED IT. THE TECH VERIFIED A HIGH LDL. THE TECH FOUND A THROTTLE PLATE WAS MECHANICALLY STICKING. THEY REPLACED THE THROTTLE BODY. I ALSO HAD THEM DOCUMENT IT AND GIVE ME PAPERWORK. I DID CONTACT THEM WHEN THE RECALL WAS ANNOUNCED AND THEY TOLD ME THAT 2007 WAS NOT PART AND THEY WOULD NOT LOOK AT MY CAR AGAIN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326049  
**Date of Incident:** 20090114  
**Vehicle:** 2008 LEXUS RX400H  
**Location of Incident:** MALIBU, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 LEXUS RX400H. WHILE DRIVING 45 MPH, THE CONTACT NOTICED THAT WHEN SHE TOOK HER FOOT OFF THE ACCELERATOR PEDAL, THE VEHICLE SURGED FORWARD. SHE DEPRESSED THE BRAKE PEDAL AND THE VEHICLE SLOWED DOWN. THE FAILURE OCCURRED SEVERAL TIMES. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALERSHIP THREE TIMES BUT THE DEALER COULD NOT DUPLICATE THE FAILURE. THE VIN WAS UNAVAILABLE AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS APPROXIMATELY 2,000. THE CURRENT MILEAGE WAS UNKNOWN.

C-1258

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301899  
**Date of Incident:** 20090115  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** FREEDOM, NH

**NHTSA Summary:**

ACCELERATOR MOVING TO WIDE OPEN POSITION AND STICKING. INTERMITTENTLY OCCURS. TOYOTA MOTORS SENT RECALL NOTICE FOR MATS ONLY AND THE MATS AREN'T WHAT CAUSED THE PROBLEM. I HAD AND STILL HAVE DEALER INSTALLED MATS IN MY VEHICLE. THE NOTICE FOR THE MATS WAS SENT A COUPLE OF MONTHS AGO AND I HAVE YET HEARD FROM TOYOTA BUT IT APPEARS THAT THEY ARE NOT INCLUDING TACOMA'S IN THE RECALL AND MY TACOMA DID NOT ACCELERATE ON IT OWN BECAUSE OF THE MAT. IT MOVED WITHOUT ANY OUTSIDE FORCE AND IT HAS ALSO STUCK IN THE WIDE OPEN POSITION WHEN I HAVE TRIED TO PASS ANOTHER VEHICLE AT A HIGH RATE OF SPEED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310722  
**Date of Incident:** 20090115  
**Vehicle:** 2006 TOYOTA HIGHLANDER HV  
**Location of Incident:** WYNNWOOD, PA

**NHTSA Summary:**

2006 HYBRID TOYOTA HIGHLANDER - ACCELERATOR PEDAL SEEMS TO DEPRESS ON ITS OWN WHEN DRIVER'S FOOT IS ON IT; FEELS LIKE SOMEONE IS STEPPING ON YOUR FOOT AND PUSHING IT DOWN FURTHER. MY WIFE AND I HAVE EACH EXPERIENCED THIS INDEPENDENTLY ABOUT A DOZEN TIMES OVER THE PAST YEAR. THE CAR IS CONTROLLABLE AND THE BREAKS WORK WHEN THIS HAPPENS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312923  
**Date of Incident:** 20090115  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** SANTA FE, NM

**NHTSA Summary:**

ACCELERATOR STICKING ON 2008 TOYOTA PRIUS - 5 TO 10 TIMES. I TOOK IT TO THE DEALER (BEAVER TOYOTA - SANTA FE, NM). THE FIRST TIME THEY SAID THEY DID NOT KNOW WHAT IT WAS SINCE THEY COULD NOT REPRODUCE IT. THE SECOND TIME THEY SAID IT MUST HAVE BEEN BECAUSE OF THE FLOOR MATS. THE THIRD TIME I CALLED THEY SAID THE FLOOR MATS EVEN THOUGH I HAD REMOVED THEM. I AM UNSURE OF THE FIRST DATE ALTHOUGH IT SHOULD BE IN THEIR RECORDS. IT HAS NOT HAPPENED IN ABOUT 6 MONTHS. WHEN IT HAPPENED I WOULD PUT MY LEFT FOOT ON THE BRAKE AND "PRY" UP THE ACCELERATOR WITH THE FRONT OF MY RIGHT FOOT. THE FLOOR MAT NEVER SEEMED TO BE INVOLVED. MY DATES IN THIS REPORT ARE APPROXIMATE

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315146

C-1259

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090115  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** HAYWARD, CA, CA

**NHTSA Summary:**

I HAVE 2006 TOYOTA RAV4. JUST READ MY JAN 2009 NOTE. IT HAPPEN TWICE ON MY CAR. MY CAR ACCELERATE UNCONTROLLABLE EVEN THOUGH I TRY TO PUMP GAS PADAL SEVERAL TIMES CAR JUST WON'T SLOW DOWN. I THOUGHT PADAL STUCK. CAR SLOW DOWN WHEN I PRESS BRAKE PADAL. JUST LET YOU KNOW. IT NEVER HAPPEN AGAIN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316418  
**Date of Incident:** 20090115  
**Vehicle:** 2008 TOYOTA FJ CRUISER  
**Location of Incident:** ESCONDIDO, CA

**NHTSA Summary:**

I BOUGHT A NEW 2008 TOYOTA FJ CRUISER AND WHILE I HAD MY FOOT ON THE BRAKE THE ENGINE ACCELERATED. THIS HAPPENED TWO TIMES WITHIN 3 MONTHS OF ME BUYING THE CAR. SINCE THEN OVER A YEAR HAS PASSED AND THIS HAS NOT HAPPENED AGAIN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316380  
**Date of Incident:** 20090115  
**Vehicle:** 2006 LEXUS ES330  
**Location of Incident:** PALMDALE, CA

**NHTSA Summary:**

OUR 2006 LEXUS ES330 HESITATES AND STUTTERS WHEN ACCELERATING AFTER A SLOW-DOWN, STOP OR DURING A TURN. I HAVE READ VARIOUS THINGS WHICH SUGGEST IT COULD BE THROTTLE CONTROL, COMPUTER CONTROLLED ACCELERATOR, OR MASS AIR FLOW MAF SENSOR OR AIR INTAKE SENSOR AIS, ETC. ETC. BUT SOMETHING IS DEFINITELY WRONG. DEALERS NO HELP. WE TOOK THE CAR FOR THIS TROUBLE TO LEXUS OF VALENCIA AND SAW ASSISTANT SERVICE MANAGER BRYAN STOVER. HE TOLD US THAT THIS THE WAY THE CAR WAS BUILT. I THEN TRIED MY BEST TO HANDLE THIS CAR BUT IT CAUSED THE SAME PROBLEM AGAIN AND AGAIN. WE TOOK THE CAR TO THE DEALER A 2ND TIME -- VALENCIA LEXUS AND THE MANAGER TOLD US NOTHING IS WRONG WITH THIS CAR. I HAVE BEEN HAVING THIS PROBLEM SINCE I BOUGHT THE CAR IN 1/14/2009. IT HESITATES WHEN I TAKE TURNS, OR WHEN I STOP AT TRAFFIC LIGHTS AND STOP SIGNS. MANY TIMES THE ACCELERATOR GOES IDLE DURING THESE EVENTS AND CAR DOES NOT MOVE AND THAN I PUT MORE PRESSURE ON THE ACCELERATOR BUT THEN IT GOES FAST AND I ALMOST END UP HITTING THE CAR IN FRONT OF ME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318367  
**Date of Incident:** 20090115  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** SAN JOSE, CA

**NHTSA Summary:**

7/29/09 DRIVING ON THE FREEWAY AT 65 MPH TRANSMISSION STARTED SHIFTING GEAR AND MPH WAS MOVING FROM 60 TO 80 UP AND BACK DOWN. APPLIED EMERGENCY

C-1260

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BRAKE , SHIFTED GEAR TO NEUTRAL BUT NO ACTIONS COULD STOP THE TOYOTA TRUCK. MY NEPHEW AND I JUMPED FROM THE TRUCK WHEN I DETERMINED THAT IT WAS SLOWING DOWN AND NO CARS WERE PASSING ON THE FREEWAY. IT CAME TO A SUDDEN STOP 1/2 MILE AWAY FROM WERE WE JUMPED. THE ENGINE HAD SMOKE COMING OUT AND IT REVING UP AND DOWN. TOWED IT TO DEALER AND THEY SAID NO PROBLEM FOUND AND ACCUSED IT WAS THE FLOORMATS AFTER THEIR MASTER TECH LOOKED AT IT. NO REPAIRS WERE MADE AND THEY WANTED TO CHARGE US FOR WORN BRAKES AND BENT ROTORS WHICH WERE CAUSE BY THIS EVENT. IN-DISAGREEMENT WE TOWED TO ANOTHER TOYOTA AND THEY DETERMINED THAT THE COMPLAINT REGARDING THE SUDDEN ACCELERATION, WORN BRAKE PADS, AND BENT ROTORS CANNOT BE FOUND. WE TOOK BACK THE CAR FOR 6 MONTHS AND A SECOND INCIDENT HAPPEN 1/13/10. I WAS DRIVING ON A RESIDENTIAL STREET AND SUDDENLY THE TRUCK WAS ACCELERATED FROM 25 MPH TO 60 MPH. I PERFORMED ALL WAYS TO STOP THE TRUCK BUT IT WOULD NOT STOP. TO AVOID HITTING A BIG-RIG I HAD TO VERGE INTO AN EMBANKMENT. AGAIN POLICE AND FIRE DEPT WERE CALLED BUT NO ONE ACCIDENT OCCURED SO NO REPORTS WERE TAKEN. AGAIN WE TOWED IT TO THE DEALER STATING THE SAME SITUATION AND AGAIN NO PROBLEM HAS BEEN FOUND. THEY STILL HAVE THE TRUCK UNTIL TODAY 3/9/10 AND HAVE NOT GAVE ANY ANSWER ON WHAT IS HAD OCCURED AND NO ACTIONS HAD BEEN TAKEN. I HAVE SUFFERED TREMENDOUSLY. FEAR HAUNTS ME AT NIGHT AND I AM AFRAID TO EVEN STEP FOOT INTO THE TRUCK. I AM EMOTIONALLY DISTURBED ON THE ORDEAL AND HOW TOYOTA PERSISTED THAT NOTHING HAPPENED. MY 15 YEAR OLD NEPHEW WHO JUMPED OUT WHILE WE WERE ON THE FREEWAY HAS BEEN DRAMATIZED AND YET I CANNOT GET ANSWER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305394  
**Date of Incident:** 20090117  
**Vehicle:** 2003 TOYOTA SIENNA  
**Location of Incident:** SUGAR LAND, TX

**NHTSA Summary:**  
 2003 TOYOTA SIENNA MAY ALSO HAVE SUDDEN ACCELERATION PROBLEM. WHY 2003 TOYOTA SIENNA IS NOT ON TOYOTA'S RECENT RECALL LIST YET? THIS HAPPENED TO ME ONCE, I AM STILL VEY SCARED NOW, BUT I AM PUZZLED WHY 2003 TOYOTA SIENNA IS NOT ON TOYOTA'S RECENT RECALL LIST YET. PLEASE SEE THE FOLLOWING LINK FIRST. HTTP://TOWNHALL-TALK.EDMUNDS.COM/DIRECT/VIEW.F105086 I BELIEVE MY ACCIDENT HAPPENED ON SATURDAY, JANUARY 17, 2009. VERY FOTUNATELY, THERE WAS NO INJURY, AND THATS ONE OF THE REASONS WHY I DID NOT REPORT THE ACCIDENT THEN. I WAS DRIVING MY 2003 TOYOTA SIENNA FROM HOUSTON TO AUSTIN, TX. MY OLD SON WAS A FRESHMAN AT THAT TIME AND THE SPRING SEMESTER WAS ABOUT TO BEGIN. MY WIFE, MY LITTLE SON, WERE ALSO IN THE CAR AT THE TIME. THERE WERE TOTAL OF FOUR IN THE CAR. I WAS DRIVING ON HIGHWAY 71 USING THE CRUISE CONTROL. ABOUT 50 MILES (I DON'T KNOW EACTLY THE LOCATION, BUT I CAN FIND THAT LOCATION IF I DRIVE ON HIGHWAY 71 AGAIN) FROM AUSTIN, THERE WAS A TRAFFIC LIGHT. WHEN I WAS APPROACHING TO THAT TRAFFIC LIGHT, IT ALREADY TURNED TO RED, AND I IMMEDIATELY PUT MY RIGHT FOOT ON THE BRAKE TO TRY TO STOP THE CAR IN FRONT OF THE TRAFFIC LIGHT. AT THIS MOMENT, SOMETHING SCARING HAPPED. THE BRAKE DID NOT SEEM TO WORK, AND THE CAR STARTED TO ACCELERATE IN STEAD. I COULD NOT CONTROL THE CAR, AND MY CAR RUN THROUGH THE TRAFFIC LIGHT, AND EVERYONE IN THE CAR WAS VERY VERY SCARED. WE WERE VERY FORTUNATE BECAUSE THE CARS IN THE OTHER DIRECTION WERE STILL WAITING FOR THEIR GREEN LIGHT. FINALLY THE CAR WAS STOPPED APPRIMATELY 40 YARDS AFTER THE TRAFFIC LIGHT. I SLOWLY DROVE MY CAR INTO A GAS STATION NEARBY AND CHECKED THE CAR (BUT I COULD NOT FIND ANY PROBLEMS BECAUSE I AM NOT A

C-1261

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MECHANIC). AFTER THAT, I SLOWLY DROVE THE CAR TO AUSTIN TO DROP MY SON THERE, AND I DROVE BACK TO HOUSTON THROUGH HIGHWAY 290 VERY SLOWLY. AFTER THE ACCIDENT, I TOLD THE STORY TO MY COLLEAGUES AND MY CHURCH GROUP. I TOLD THEM IT WAS THE GOD WHO STOPPED THE CARS IN OTHER DIRECTION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318835  
**Date of Incident:** 20090117  
**Vehicle:** 2002 TOYOTA CAMRY SOLARA  
**Location of Incident:** CLIFTON, NJ

**NHTSA Summary:**  
 TL\* THE CONTACT OWNS A 2002 TOYOTA CAMRY SOLARA. AFTER SHIFTING INTO REVERSE IN AN ATTEMPT TO BACK INTO HER DRIVEWAY, THE VEHICLE SUDDENLY ACCELERATED BACKWARD AT APPROXIMATELY 5 MPH WITHOUT DRIVER INTENT. SHE DEPRESSED THE BRAKE PEDAL BUT THE VEHICLE WOULD NOT RESPOND. SHE THEN SHIFTED INTO NEUTRAL AND THE VEHICLE CAME TO A STOP. AFTER SHIFTING THE VEHICLE BACK INTO DRIVE, AND REMOVING HER FOOT FROM THE BRAKE PEDAL, THE VEHICLE ABNORMALLY ACCELERATED AGAIN. SHE SHIFTED INTO REVERSE A SECOND TIME AND AGAIN, THE VEHICLE ACCELERATED. SHE WAS ABLE TO PARK THE VEHICLE SUCCESSFULLY AND SHE IMMEDIATELY CONTACTED THE DEALER. THE DEALER ADVISED HER TO BRING THE VEHICLE IN TO BE DIAGNOSED AND ALSO STATED THAT THE FAILURE COULD BE A RESULT OF DRIVER ERROR. THE MANUFACTURER WAS CONTACTED AND SHE WAS INSTRUCTED TO TAKE THE VEHICLE TO THE DEALER. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS APPROXIMATELY 34,000 AND THE FAILURE MILEAGE WAS 30,100.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308476  
**Date of Incident:** 20090118  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ATLANTA, GA

**NHTSA Summary:**  
 PREVIOUSLY REPORTED ACCELERATION SURGE OF 2003 CAMRY WHILE BACKING OUT OF THE GARAGE. REPORTS OF ACCELERATION SURGES ON YOUR SITE EXCEED 140 FOR THE 2003 CAMRY VERSUS (AS BEST I COULD IDENTIFY) 29 FOR THE MALIBU, 26 FOR THE ACCORD AND 12 FOR THE TAURUS, ALL 2003 MODELS. IN LIGHT OF RECENT TOYOTA FINDINGS ARE YOU GOING TO REOPEN INVESTIGATIONS OF THE 2003 CAMRY?...HARV MILLER

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10257140  
**Date of Incident:** 20090119  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** SAN FRANCISCO, CA

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2006 TOYOTA PRIUS. WHILE DRIVING 60 MPH, THE VEHICLE BEGAN TO ACCELERATE ON ITS OWNS AND THE SPEED INCREASED TO 90 MPH. THE CONTACT DEPRESSED THE BRAKE PEDAL AND THE VEHICLE BEGAN TO SLOW DOWN, BUT FAILED TO COME TO A COMPLETE STOP. THE CONTACT WAS ABLE TO SAFELY

C-1262

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MANEUVER THE VEHICLE TO THE SHOULDER AND TURNED OFF THE IGNITION. UPON EXITING THE VEHICLE, THE CONTACT NOTICED THAT THE BRAKES WERE SMOKING. THE VEHICLE WAS TOWED TO THE DEALER AND THEY DETERMINED THAT THE FLOORMAT WAS PINNED DOWN TO THE ACCELERATOR PEDAL WHEN HE APPLIED THE BRAKES. THE BRAKES WERE COMPLETELY DESTROYED AND THE VEHICLE WAS REPAIRED AT THE COST OF \$1,600. THE CONTACT IS IN THE PROCESS OF NOTIFYING THE MANUFACTURER. THE FAILURE MILEAGE WAS 73,000 AND CURRENT MILEAGE WAS 76,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316381  
**Date of Incident:** 20090119  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** JACKSONVILLE, FL

**NHTSA Summary:**  
 WHILE DRIVING ON I-95 SOUTH OF JACKSONVILLE FLORIDA IN MY 2006 TOYOTA TACOMA I WAS FORCED TO ACCELERATE RAPIDLY TO AVOID AN ACCIDENT. THE VEHICLE KEPT ACCELERATING UNTIL I DOING ALMOST A 100 MPH WEAVING THROUGH TRAFFIC UNTIL I COULD GET INTO THE RIGHT HAND LANE AND SHUT THE ENGINE OFF. ONCE STOPPED THE FIRST THING I CHECKED WAS THE FLOOR MAT AS I HAD A PROBLEM WITH PREVIOUS VEHICLE CAUSING THE ACCELERATOR TO STICK BUT THE FLOOR MAT WAS NO WHERE NEAR THE ACCELERATOR PEDAL. I RESTARTED THE VEHICLE BUT IT JUST REV'D WIDE OPEN SO I TURNED IT BACK OFF AND CALLED ARLINGTON TOYOTA. I WAS ADVISED TO CALL A WRECKER AS THEY SAID THEY HAD NOT EXPERIENCED THIS ISSUE BEFORE. THEY HAD IT FOR THREE DAYS BUT COULD NOT FIND ANY PROBLEMS AS IT RUN PERFECTLY WHEN OFF LOADED OFF THE WRECKER. I WAS ADVISED TO INSTALL MAT RETAINING PINS. THEN I RECEIVED A RECALL FOR THE FLOOR MATS AND WHEN I TOOK IT TO THE DEALER FOR RECALL I WAS ADVISED TO REMOVE THE DRIVERS SIDE FLOORMAT. I WAS TOLD NOTHING MORE THAT TOYOTA AS TO WHAT WAS BEING ATTEMPTED TO CORRECT THE ISSUE. IS THAT A VIABLE RECALL? I KNOW FOR A FACT IT WAS NOT THE FLOOR MAT THAT CAUSED THE ISSUE BUT WAS ADVISED BY TOYOTA THERE WAS NO DOCUMENTED INSTANCES OF UNEXPLAINED ACCELERATION WITH TACOMA'S. MY VEHICLE IS A 2006 TACOMA PRERUNNER ACCESS CAB, V6, AUTOMATIC TRANSMISSION WITH TOWING PACKAGE. I REALLY THOUGHT THAT TOYOTA WOULD RAPIDLY GET FIX IN PLACE BUT THAT HAS NOT BEEN THE CASE AND FOR THIS REASON I AM SUBMITTING THIS COMPLAINT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296081  
**Date of Incident:** 20090121  
**Vehicle:** 2001 TOYOTA HIGHLANDER  
**Location of Incident:** LA MESA, CA

**NHTSA Summary:**  
 TL\* THE CONTACT OWNS A 2001 TOYOTA HIGHLANDER. WHILE DRIVING 10 MPH THE VEHICLE BEGAN TO RAPIDLY ACCELERATE. AFTER REPEATED BRAKE APPLICATION THE VEHICLE WOULD NOT STOP. CONSEQUENTLY SHE CRASHED INTO A SIGN. THE VEHICLE WAS TAKEN TO THE DEALER, AND THEY INSTALLED A SECONDARY HOOK TO THE FLOOR-MAT. ALSO SHE WAS ADVISED THAT IN APRIL 2010 THEY WOULD INSTALL A NEWLY DESIGNED ACCELERATOR PEDAL. THE FAILURE MILEAGE WAS 169,794.

**Additional Summary:**

C-1263

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306488  
**Date of Incident:** 20090121  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** BUD, WV

**NHTSA Summary:**  
 COULD NOT CONTROL GAS ACCELERATION ON 2006 TOYOTA COROLLA

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301824  
**Date of Incident:** 20090122  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MAURICE, LA

**NHTSA Summary:**  
 BACKING OUT OF PARKING SPOT AT A LOCAL HIGH SCHOOL. AFTER DROPPING OFF MY GRAND DAUGHTER FOR SOCCER PRACTICE. WHEN I PUT MY 05 TOYOTA CAMRY IN "REVERSE", IT BOLTED AT WHAT SEEMED LIKE MAXIMUM SPEED "BACKWARDS" GRAZING ONE CAR AND SMASHING INTO ANOTHER PARKED CAR ABOUT 25 FEET AWAY. TOTAL LOSS ON MY CAR AND MUCH DAMAGE TO OTHERS. LUCKY THERE WERE NO KIDS WALKING IN THE LOT AT THE TIME OF ACCIDENT. I READ AN ARTICLE LAST NIGHT THAT DESCRIBED THE SAME "STICKING ACCELERATOR" PROBLEM OTHER TOYOTA OWNERS HAVE EXPERIENCED. I DIDN'T KNOW ABOUT THE DEFECT AT THE TIME OF THE ACCIDENT, AND GOT "CHASTISED" BY LAW ENFORCEMENT FOR DRIVING RECKLESSLY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10309398  
**Date of Incident:** 20090122  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** PITTSBURGH, PA

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHILE DRIVING 15 MPH, THE CONTACT ATTEMPTED TO APPLY THE BRAKES TO SLOW THE VEHICLE DOWN; HOWEVER, IT ACCELERATED RAPIDLY WHILE DRIVING DOWN A HILL. THE CONTACT AND PASSENGER WERE FORCED TO APPLY EXTREME PRESSURE TO THE BRAKE PEDAL IN ORDER TO SLOW THE VEHICLE DOWN. THE VEHICLE CRASHED INTO SOME SMALL TREES WHICH CAUSED DAMAGE TO THE PASSENGER MIRROR, PARKING LENS, AND THE WASHER FLUID CONTAINER. THE CONTACT SHUT THE VEHICLE OFF FOR APPROXIMATELY 15 MINUTES, RESTARTED IT AND WAS ABLE TO SAFELY DRIVE THE VEHICLE TO HIS RESIDENCE. THE FOLLOWING DAY THE DEALER WAS UNABLE TO FIND THE CAUSE OF THE FAILURE; HOWEVER, THE DAMAGES WERE REPAIRED. THE CONTACT IS CONCERNED ABOUT THE SAFETY RISK SINCE THE ACCELERATOR WAS STICKING AND CAUSED THE FAILURE TO OCCUR. THE FAILURE MILEAGE WAS 43,587.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10258240  
**Date of Incident:** 20090123  
**Vehicle:** 2007 TOYOTA TUNDRA

C-1264

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** FREEPORT, TX

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA TUNDRA. WHILE DRIVING APPROXIMATELY 35 MPH ON A SANDY ROAD, THE ACCELERATOR PEDAL EXTENDED TO THE FLOOR WITHOUT ASSISTANCE. SUDDENLY, THE VEHICLE ACCELERATED AGGRESSIVELY AND FORCEFULLY AT 70 MPH. WHEN THE BRAKE PEDAL WAS DEPRESSED, THERE WAS NO RESPONSE. THE CONTACT SHUT OFF THE IGNITION WHILE THE VEHICLE WAS IN OPERATION IN ORDER TO COME TO A COMPLETE STOP. THE DRIVER INSPECTED THE VEHICLE AND STARTED THE IGNITION. THE VEHICLE RESUMED TO NORMAL OPERATION. THE FAILURE OCCURRED WITHOUT WARNING. THE VEHICLE WAS TAKEN TO TWO DIFFERENT AUTHORIZED DEALERS FOR INSPECTION, BUT THEY COULD NOT DUPLICATE THE FAILURES. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 28,400 AND CURRENT MILEAGE WAS 28,800.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318384  
**Date of Incident:** 20090123  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** WOODBRIDGE, VA

**NHTSA Summary:**

I RENTED A 2009 TOYOTA CAMRY FROM ENTERPRISE-RENT-A-CAR. ON JANUARY 23, 2009, AT APPROXIMATELY 7:30 A.M., I WAS THE BELTED DRIVER OF THE SUBJECT 2009 TOYOTA CAMRY. I WAS DRIVING AT A SAFE RATE OF SPEED, PROCEEDING EASTBOUND ON CARDINAL DRIVE IN WOODBRIDGE, VIRGINIA. AS I REACHED THE INTERSECTION OF CARDINAL DRIVE AND JEFFERSON DAVIS HIGHWAY, THE CAMRY SUDDENLY ACCELERATED AT A HIGH RATE OF SPEED AND I WAS UNABLE TO STOP THE VEHICLE BY BRAKING. THE CAMRY IMPACTED A 2005 DODGE CARAVAN THAT WAS ATTEMPTING TO MAKE A LEFT HAND TURN FROM NEABSCO ROAD ONTO SOUTHBOUND JEFFERSON DAVIS HIGHWAY. AS A RESULT OF THE COLLISION, I SUFFERED A LOSS OF CONSCIOUSNESS AND SUSTAINED SERIOUS INJURIES, INCLUDING A TRAUMATIC BRAIN INJURY, AS WELL AS NECK, BACK AND LEG INJURIES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10269368  
**Date of Incident:** 20090124  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** GULF SHORES, AL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 55 MPH, THE VEHICLE ACCELERATED ON ITS OWN AND WAS VERY DIFFICULT TO STOP. THE VEHICLE HAS TO BE DRIVEN FIVE OR SIX MILES IN ORDER FOR THE FAILURE TO OCCUR. THE FAILURE HAS OCCURRED ON FOUR OCCASIONS. THERE WERE NO WARNING LIGHTS ILLUMINATED ON THE INSTRUMENT PANEL PRIOR TO THE FAILURE. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION. THE FAILURE MILEAGE WAS 58,400 AND CURRENT MILEAGE WAS 62,261. UPDATED 06/27/09 \*BF THE DEALER HAS BEEN UNABLE TO DUPLICATE THE CONSUMERS CONCERN. UPDATED 06/23/09 \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316290

C-1265

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090124  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** MILLBRAE, CA

**NHTSA Summary:**

CAR OUT OF CONTROL ON RESIDENTIAL STREET NEAR MY HOME. SUDDEN ACCELERATION; BRAKES WOULD NOT STOP CAR AND I COULD NOT CONTROL STEERING. HIT TELEPHONE POLE THEN A PARKED CAR. THAT CAR AND MY 1905 LEXUS ES 330 WERE TOTALLED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304646  
**Date of Incident:** 20090126  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** FAIRFIELD, NJ

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT WAS DRIVING AT 60MPH WHEN HIS VEHICLE JERKED AND ACCELERATED AT A HIGH SPEED. THE CONTACT TOOK THE VEHICLE TO THE SIDE OF THE ROAD, PRESSED THE BRAKES AND PUT THE VEHICLE INTO NEUTRAL THIS SLOWED DOWN THE VEHICLE AND IT STOPPED. THE CONTACT DROVE THE VEHICLE HOME AND THEN CALL THE DEALER AND EXPLAINED WHAT HAPPEN AND WAS TOLD TO BRING THE VEHICLE IN. THE CONTACT TOOK THE VEHICLE TO THE DEALER AND IT WAS CHECKED AND NO PROBLEMS WERE FOUND WITH THE VEHICLE. THE FAILURE MILEAGE WAS 8,400.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307224  
**Date of Incident:** 20090126  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MONROE TWP, NJ

**NHTSA Summary:**

ON JAN. 26, 2009 I WAS PULLING MY 2007 TOYOTA CAMRY INTO A HANDICAPPED PARKING SPOT IN A STRIP MALL. MY RIGHT FOOT WAS ON THE BRAKE, AND THE CAR SUDDENLY ACCELERATED AND CONTINUED GOING FORWARD (THERE WAS NO CURB) UNTIL IT CRASHED INTO A PIZZA RESTAURANT. FORTUNATELY, I WASNT INJURED, ALTHOUGH MY INSURANCE COMPANY HAD TO COVER THE DAMAGE TO MY VEHICLE AND TO THE STORE; I HAD TO PAY MY DEDUCTIBLE AND WAS GIVEN A TICKET FOR CARELESS DRIVING, BECAUSE NO OTHER EXPLANATION FOR THE ACCIDENT WAS EVIDENT AT THE TIME. I COULDN'T UNDERSTAND HOW THE CAR COULD HAVE ACCELERATED WITH MY FOOT OFF THE GAS PEDAL AND ON THE BRAKE. HOWEVER, AFTER READING ABOUT THE RECENT FUROR REGARDING THE GAS PEDAL ON 2007 TOYOTAS, I BROUGHT MY CAR TO MY DEALERSHIP WHERE I WAS ADVISED THAT MY GAS PEDAL WAS MANUFACTURED IN JAPAN AND THUS NOT SUBJECT TO RECALL. THEY COULD NOT EXPLAIN THE ACCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318772  
**Date of Incident:** 20090126  
**Vehicle:** 1997 TOYOTA PREVIA  
**Location of Incident:** MADISON, WI

**NHTSA Summary:**

C-1266

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I WAS A FEW BLOCKS FROM WORK IN MY 1997 TOYOTA PREVIA WITH MY DAUGHTER. WE STARTED UP A STEEP HILL WHEN AT THE CREST MY VAN SUDDENLY ACCELERATED TO 50 MPH AND INCREASING. I STOOD ON THE BRAKE BUT IT HAD NO EFFECT AT ALL. THEN I TRIED TO SHIFT INTO PARK. I SUCCEEDED ONLY IN SHIFTING INTO REVERSE WHICH SENT US CAREENING BACKWARD FROM WHERE I HAD COME. THERE HAD BEEN ONLY ONE OTHER CAR ON THE STREET BECAUSE OF THE LATENESS OF THE HOUR AND IT WAS CLEAR THAT ON MY PRESENT COURSE, I WOULD HIT IT DEAD ON. I MOVED OVER ONTO THE CURB WHERE THERE WAS ABOUT A FOOT OF SNOW. EVEN SO, I RAKED HIS PASSENGER SIDE AND MY DRIVER'S SIDE. I MOVED FURTHER OVER ONTO THE YARDS, TOOK OUT A MAILBOX AND CHOSE TO GO UP A STEEP INCLINE WITH LOTS OF SNOW. THE SNOW SLOWED THE VAN DOWN, AND MY DAUGHTER STOOD UP AND FORCED THE SHIFT STICK INTO PARK. WE STOPPED. BEHIND US WERE DENSE TREES. IF WE HAD NOT STOPPED, WE WOULD SURELY HAVE BEEN KILLED. I HAD EXPERIENCED UNEXPLAINED ACCELERATION PREVIOUSLY, BUT WAS ALWAYS ABLE TO BRAKE AND STOP. SEVERAL TIMES BEFORE I HAD ASKED THE TOYOTA SERVICE TO PLEASE FIX THIS DEFECT. THEY SAID THEY COULDN'T TELL WHAT WAS WRONG IF ANYTHING AND COULD NOT FIX IT. THE INSURANCE "TOTALLED" MY VAN WITHOUT EVEN HAVING THE CAUSES CHECKED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303106  
**Date of Incident:** 20090127  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** SAUSALITO, CA

**NHTSA Summary:**

2006 TOYOTA COROLLA "S" / 52760 MILES I WAS DRIVING ON A CITY STREET AND APPROACHING A RED STOP LIGHT, I APPLIED THE BRAKES AND WAS NEARLY AT A COMPLETE STOP (COULD NOT HAVE BEEN GOING MORE THAN 2-3MPH). ALL OF A SUDDEN WITHOUT WARNING, THE ENGINE SURGED AND THE CAR LURCHED FORWARD-- DESPITE THE FACT THAT I THE BRAKES WERE BEING PRESSED. I IMMEDIATELY PRESSED HARDER ON THE BRAKES AND GOT NO REACTION, SO I JAMMED BOTH FEET ON THE BRAKE PEDAL AS HARD AS I COULD, THE WHEELS LOCKED AND I SKID APPROXIMATELY 10 FEET! I HAD TO STEER OUT OF THE WAY OF REAR-ENDING THE STOPPED CAR AHEAD OF ME. ALL OF THIS HAPPENED IN ABOUT A THREE SECOND TIME FRAME. IT WAS LITERALLY A MIRACLE THAT I DID NOT RAM INTO THE CAR AHEAD OF ME. ONCE THE CAR CAME TO A STOP, EVERYTHING SEEMED NORMAL AGAIN, AND THE CAR DROVE FINE AS IF NOTHING EVER HAPPENED. I AM THE ORIGINAL OWNER AND SOLE DRIVER OF THIS CAR AND HAVE NEVER EXPERIENCED ANYTHING LIKE THIS. IT WAS AS IF SOME OUTSIDE FORCE HAD CONTROL OVER THE CAR AND I COULD NOT STOP IT. THIS COULD HAVE CAUSED SERIOUSLY INJURY OR DEATH. IMMEDIATELY CALLED MY TOYOTA SERVICE DEPT. AND THE TECHNICIAN I SPOKE TO TOLD ME HE "NEVER HEARD OF SUCH A THING" OR THAT "MAYBE PERHAPS THE FLOOR MAT WAS INVOLVED". I CURRENTLY HAVE NO FLOOR MATS IN THIS VEHICLE SO THAT WAS NOT THE CAUSE. I AM BRINGING THE CAR INTO TOYOTA. HOWEVER IN RESEARCHING THIS INCIDENT ONLINE, I AM NOT THE ONLY PERSON WHO HAS EXPERIENCED THIS SUDDEN LURCHING AND LOSS OF CONTROL. TOYOTA NEEDS TO ADDRESS THIS NOW! \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312913  
**Date of Incident:** 20090127  
**Vehicle:** 2010 LEXUS RX350  
**Location of Incident:** WOLCOTT, CT

C-1267

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
IT'S A LEXUS RX 350 2010, THE TRUCK SEEMS TO ACCELERATE OR LURCHES FORWARD WITH BRIEF SPURTS OF ACCELERATION, THE LAPSE IN BRAKING IS PROBABLY LESS THE A SECOND. IT HAPPEN WHILE I BRAKE TO A FULL STOP. I TAKE THE TRUCK TO TWO LEXUS DEAL FOR CONCERN, BUT THEY SAID, THE VEHICLE IS OPERATING AS DESIGNED, WHEN THEY COMPARED TO SAME MODEL VEHICLE. THEY ALSO SAID THAT LURCHES IS, THE VEHICLE IS PREPARING TO SHIFT INTO NEXT GEAR SO IT'S READY TO SHIFT TO A DIFFERENT GEAR.PLEASE REVIEW THIS INCIDENT SO THAT I COULD GET THIS OFF MY MIND.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304880  
**Date of Incident:** 20090128  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**

MY CAR ACCELERATED WHEN I TOOK MY FOOT OFF GAS PEDAL TO APPLY BRAKES. I HIT THE REAR OF CAR IN FRONT OF ME. WITH MY FOOT STILL ON THE BRAKE I HIT THE CAR A SECOND TIME. MY CAR STOPPED WITH MY FOOT STILL ON BRAKE. NO ONE WAS INJURED. BOTH SHOOK UP. POLICE OFFICER BEHIND ME WITNESSED ACCIDENT. IT WAS RUSH HOUR ON EXPRESSWAY. MY CAR IS BEING REPAIRED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331230  
**Date of Incident:** 20090128  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BOYNTON BEACH, FL

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE DRIVING AT 5MPH WHEN A TRUCK IN FRONT OF HER BRAKED VERY HARD, SHE PUT EXTREME FORCE ON THE BRAKE PEDAL TO STOP AND THEY DID NOT ENGAGE AT ALL AND ACCELERATED ON ITS OWN. THERE WERE FRONT END DAMAGES TO THE VEHICLE, THERE WERE INJURIES TO THE PASSENGER WITH HER SHE SUSTAINED NECK INJURIES, THE DEALER WAS CONTACTED AND THEY REPAIRED THE VEHICLE AND ALSO COULD NOT FIND OUT WHAT CAUSED THE ACCELERATION. THIS ACCELERATION OCCURRED ONCE AGAIN AND SHE WAS THEN ABLE TO STOP THE VEHICLE. THE FAILURE MILEAGE WAS UNKNOWN AND THE CURRENT MILEAGE WAS 37000.CV

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336965  
**Date of Incident:** 20090128  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** SUN VALLEY, CA

**NHTSA Summary:**

2008 TOYOTA PRIUS. CONSUMER STATES UNINTENDED ACCELERATION WHICH CAUSED AN ACCIDENT.\*TGW THE CONSUMER STATED AS HE WAS APPLYING THE BRAKES TO KEEP FROM HITTING A HUGE DIRT MOUND, THE VEHICLE ACCELERATED INSTEAD OF BRAKING. HE WENT OVER THE MOUND ONTO SOME RAILROAD RACKS. THE CONSUMER STATED HE EXPERIENCED SUDDEN ACCELERATION ON SEVERAL OCCASIONS PRIOR TO

C-1268

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE ACCIDENT, BUT DISMISSED IT. THE CONSUMER CONTINUED TO EXPERIENCE SUDDEN ACCELERATION AFTER THE ACCIDENT. THE CONSUMER NO LONGER OWNS THE VEHICLE. NO POLICE REPORT WAS FILED. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10256972  
**Date of Incident:** 20090129  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**  
I WAS TRAVELING ON THE FREEWAY AND WAS CHANGING GEARS WHEN THE ACCELERATOR PEDAL SUDDENLY DROPPED TO THE FLOOR AND THE ENGINE SUDDENLY RACED UP TO REDLINE. I HAD THE CLUTCH IN AT THE TIME. I CHECKED TO MAKE SURE MY MAT WAS NOT INTERFERING WITH THE PEDAL. THIS IS THE SECOND TIME THIS HAS HAPPENED WITH THIS TRUCK. I PUMPED THE PEDAL SEVERAL TIMES BUT THE ENGINE CONTINUED TO RACE. I SWITCHED TO THIRD GEAR AND LET OUT THE CLUTCH. THIS BROUGHT THE RPM'S DOWN BUT CAUSED THE VEHICLE TO BEGIN RAPID ACCELERATION. I PUSHED IN THE CLUTCH AND THE ENGINE WENT BACK TO RACING AT REDLINE. AFTER PUMPING THE PEDAL FOR SEVERAL MORE SECONDS THE ENGINE WENT BACK TO NORMAL IDLE. I PUT IT BACK IN GEAR AND CONTINUED WITH MY TRIP. I WORRY ABOUT HOW A LESS EXPERIENCED DRIVER MIGHT HANDLE A PROBLEM LIKE THIS. I AM ALSO CONCERNED ABOUT WHAT THIS BEHAVIOR MIGHT DO TO ENGINE LIFE IF IT KEEPS REPEATING. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342271  
**Date of Incident:** 20090129  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** GLENDALE, CA

**NHTSA Summary:**  
2009 TOYOTA CAMRY. CONSUMER STATES UNINTENDED ACCELERATION \*TGW THE CONSUMER STATED WHILE DRIVING, THE VEHICLE MADE A STRANGE NOISE AND SUDDENLY IT ACCELERATED ON ITS OWN. THE CONSUMER APPLIED THE BRAKE, BUT TO NO AVAIL. THE VEHICLE CONTINUED TO RACE AND FINALLY SHE REAR ENDED ANOTHER VEHICLE WHERE THE VEHICLE STOPPED. JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304789  
**Date of Incident:** 20090130  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** GUNTERSVILLE, AL

**NHTSA Summary:**  
WHEN DRIVING DOWN HILL, AND APPLYING THE BRAKES, THE VEHICLE ACCELERATES AND THE ENGINE REVS UP. THIS CAN BE REPEATED ON A REGULAR BASIS. INQUIRED ABOUT THE PROBLEM WITH THE DEALER AND WAS TOLD IT WAS NORMAL. \*TR

**Additional Summary:**

**Toyota ID Number:**

**C-1269**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10314553  
**Date of Incident:** 20090130  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** TORRANCE, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE DRIVING AT VARIOUS SPEEDS OF 5 MPH AND UP, THE VEHICLE WOULD DRIVE VERY "BOUNCY," SIMILAR TO DRIVING A ROCKING CHAIR, AS DESCRIBED BY THE CONTACT. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY COULD NOT DUPLICATE THE FAILURE. ALSO, UPON BARELY DEPRESSING THE ACCELERATOR PEDAL, THE VEHICLE WOULD ABNORMALLY ACCELERATE AS IF SHE HAD SLAMMED HER FOOT ON THE ACCELERATOR PEDAL, WHILE TRAVELING AROUND A CURVE OR MAKING A LEFT OR RIGHT TURN, THE VEHICLE WOULD MOMENTARILY ACCELERATE AND FEEL AS THOUGH THE DRIVER MIGHT LOSE CONTROL. THE MANUFACTURER WAS CONTACTED, HOWEVER THEY WOULD NOT ASSIST. NO REPAIRS WERE MADE TO THE VEHICLE TO DATE. THE CONTACT WAS UNAWARE IF HER VEHICLE WAS UNDER RECALL. THE FAILURE MILEAGE WAS 1,925 AND THE CURRENT WAS 88,050.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318249  
**Date of Incident:** 20090130  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** SAN LUIS OBISPO, CA

**NHTSA Summary:**  
LEXUS RX 400H ACCELERATED SUDDENLY AS I WAS PULLING INTO A PARKING SPACE, AND CRASHED INTO A BRICK BUILDING. INCURRED \$10,000 DAMAGE TO VEHICLE AS A RESULT OF UNEXPLAINED ACCELERATION. NEVER HAS HAPPENED AGAIN-TOOK TO LEXUS DEALER TO HAVE IT CHECKED AFTER DAMAGES REPAIRED AT BODY SHOP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302523  
**Date of Incident:** 20090131  
**Vehicle:** 1998 TOYOTA AVALON  
**Location of Incident:** COVENTRY, RI

**NHTSA Summary:**  
WHILE ACCELERATING MERGING ONTO THE HIGHWAY, CAR'S ACCELERATOR STUCK "TO THE FLOOR". CAR CONTINUED TO ACCELERATE TO 80MPH UNTIL THE DRIVER WAS ABLE TO PHYSICALLY LIFT THE PEDAL WITH THE SIDE OF HER FOOT. BROUGHT CAR TO REPAIR CENTER WHERE NO CAUSE WAS FOUND. PROBLEM HAS NOT OCCURRED SINCE INITIAL INCIDENT. \*CW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10270220  
**Date of Incident:** 20090201  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** PHILADELPHIA, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA TACOMA. THE VEHICLE ACCELERATED ON ITS OWN SEVERAL TIMES WHEN THE CONTACT ATTEMPTED TO STOP. THE FAILURE

**C-1270**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OCCURRED WHILE DRIVING 40 MPH. THE VEHICLE STOPS WHEN THE GEAR IS PLACED INTO NEUTRAL. HE TOOK THE VEHICLE TO THE DEALER AND THEY RECOMMENDED ADDING FUEL INJECTOR TO THE VEHICLE. THE DEALER DIAGNOSED THE VEHICLE AFTER THE SECOND FAILURE, BUT COULD NOT LOCATE A FAILURE CODE. THE MANUFACTURER WAS NOTIFIED SEVERAL TIMES AND ADVISED THE CONTACT TO TAKE THE VEHICLE BACK TO THE DEALER. THE VEHICLE HAS NOT BEEN REPAIRED. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 8,000 AND CURRENT MILEAGE WAS 10,200.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10284620  
**Date of Incident:** 20090201  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** GILBERT, AZ

**NHTSA Summary:**  
MY COMPLAINT CONCERNS MY 2007 TOYOTA CAMRY WHICH SEEMS TO BE SIMILAR TO A CURRENT OPEN INVESTIGATION # DP09-001. WHILE TRYING TO EXIT THE FREEWAY MY FOOT "STUTTER STEPPED" UP AND DOWN ON THE ACCELERATOR TRYING TO MERGE TO THE PROPER LANE. I WAS "STUTTER STEPPING" BECAUSE THERE WAS A VEHICLE IN THE LANE I WAS TRYING TO CHANGE TO AND WE BOTH ACCELERATED AND DECELERATED AT THE SAME TIME IN AN ATTEMPT TO CHANGE INTO EACH OTHER'S LANE. I ACCELERATED AND DECELERATED APPROXIMATELY THREE TIME. THIS MOTION ON THE ACCELERATOR SEEMED TO CAUSE THE ACCELERATOR TO "STICK" AND MY VEHICLE WAS ACCELERATING OUT OF CONTROL. SEVERAL ATTEMPTS TO SLOW THE CAR DOWN FAILED. THE BRAKES WOULD NOT RESPOND AS I APPLIED FOOT PRESSURE. AS I APPROACHED THE INTERSECTION AT AN EXTREMELY HIGH RATE OF SPEED (AND INCREASING) I WAS ABLE TO FINALLY STOP THE CAR BY APPLYING BOTH FEET ON THE BRAKE PEDAL USING MY BACK AGAINST THE SEAT TO GAIN LEVERAGE. I AM A 6'5" MALE WEIGHING 200+ POUNDS. THE CAR WENT INTO A SKID WHEN THE BRAKES KICKED IN ALLOWING ME TO REGAIN CONTROL OF THE VEHICLE WITHOUT DAMAGE OR INJURY. THE CAR RESUMED ITS NORMAL FUNCTION AFTER THE INCIDENT. THERE WAS A PERIOD OF TIME WHEN THE VEHICLE WAS NOT RESPONDING THAT I FEARED FOR MY LIFE. I WAS MOTIVATED TO FILE THIS COMPLAINT WHEN I LEARNED ABOUT A DEADLY CRASH IN SAN DIEGO, CA INVOLVING AN OFF DUTY CHP OFFICER. HE WAS DRIVING A 2009 LEXUS ES 350. TOYOTA IS BLAMING THE "RUN-AWAY" CAR ON A DEFECTIVE FLOORMAT. BASED ON MY EXPERIENCE I BELIEVE THERE IS A MUCH MORE SERIOUS SAFETY RELATED DEFECT. I'M NOT SURE WHAT TO DO AT THIS POINT, BUT I DO NOT FEEL SAFE DRIVING THE VEHICLE. MY WIFE HAS TOLD ME THAT SHE EXPERIENCED A LESS SEVERE INCIDENT OF UNINTENDED ACCELERATION ALSO. SHE CAN PROVIDE DETAILS IF IT WILL HELP YOUR INVESTIGATION. I INTEND TO GET RID OF THE VEHICLE, BUT I NEED TO GET SOME ADVICE ON HOW BEST TO DO THAT AND ALSO HELP PREVENT OTHER POTENTIAL DEADLY CRASHES FOR OTHERS. NOTE: I AM NOT CERTAIN OF THE INCIDENT DATE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302636  
**Date of Incident:** 20090201  
**Vehicle:** 2009 LEXUS RX  
**Location of Incident:** TORRANCE, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 LEXUS RX. THE CONTACT WAS DRIVING APPROXIMATELY 15 MPH ON NORMAL ROAD CONDITIONS, PROCEEDING TO TURN AT AN INTERSECTION. THERE WAS PRESSURE APPLIED TO THE ACCELERATOR PEDAL,

**C-1271**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FOLLOWED BY NO POWER RESPONSE. THE VEHICLE RESUMED OPERATION AFTER TWO SECONDS OF A DELAY. IN ADDITION, THE VEHICLE EXHIBITED AN UNINTENDED FORCEFUL AND AGGRESSIVE ACCELERATION. THE FAILURES OCCURRED INTERMITTENTLY. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER ON FOUR SEPARATE OCCASIONS FOR THE IDENTICAL FAILURES. THE TECHNICIAN WAS UNABLE TO DUPLICATE THE FAILURES. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALFUNCTIONS. THE FAILURE MILEAGE WAS 75.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320272  
**Date of Incident:** 20090201  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** KINGMAN, AZ

**NHTSA Summary:**  
BOUGHT MY USED 2000 CAMRY IN AUG, 2008. A FEW MONTHS LATER, GAS PEDAL STARTED STICKING WHEN I APPLY PRESSURE TO ACCELERATE AFTER MAKING A STOP. SOMETIMES IT HAPPENS EVERY TIME I MAKE A STOP IN A GIVEN DAY. OTHER TIMES, WHEN I'M OUT AND ABOUT, IT DOES NOT STICK WHEN I ACCELERATE. I HAVE TO GIVE IT A LITTLE PUSH TO ACCELERATE FROM THE STOPPED POSITION. HAPPENS ABOUT 70% OF THE TIME. MAKES NO DIFFERENCE IF IT'S WINTER OR SUMMER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321937  
**Date of Incident:** 20090201  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** ROSEVILLE, CA

**NHTSA Summary:**  
2006 TOYOTA CAMRY. CONSUMER STATES UNINTENDED ACCELERATION. \*TGW THE CONSUMERS WIFE WAS DRIVING ON THE INTERSTATE WITH THE CRUISE CONTROL ENGAGED. WHEN ALL OF A SUDDEN THE VEHICLE IN FRONT OF HER SLOWED DOWN. WHEN SHE PUT HER FOOT ON THE BRAKE, THE VEHICLE STARTED GOING FASTER. THERE WERE CARS ON BOTH SIDES OF HER, BUT SHE WAS ABLE TO SWERVE TO THE RIGHT JUST MISSING THE VEHICLE IN FRONT OF HER. WHEN SHE REMOVED HER FOOT FROM THE BRAKE, THE VEHICLE BEGAN TO SLOW DOWN. ONE YEAR LATER, WHILE PULLING INTO A PARKING LOT, THE CONSUMERS WIFE WAS GOING ABOUT 5 MPH ABOUT TO PULL INTO A PARKING SPACE, SHE PUT HER FOOT ON THE BRAKE AND THE VEHICLE LUNGED FORWARD. SHE SHIFTED THE GEAR INTO NEUTRAL AND SHUT OFF THE ENGINE AND STOPPED WITHIN A FOOT OF THE POLE. A MONTH AFTER THAT INCIDENT, SHE WAS TRAVELING DOWN THE FREEWAY AND WHEN SHE APPLIED THE BRAKE TO PREPARE TO EXIT, THE VEHICLE ACCELERATED. SHE TOOK HER FOOT OFF THE BRAKE AND THE VEHICLE SLOWED DOWN. THE CONSUMER CONTACTED THE DEALER AND WAS TOLD HIS VEHICLE WAS NOT INCLUDED IN THE RECALL. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10261660, 10263408  
**Date of Incident:** 20090203  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** PLYMOUTH, MN

**NHTSA Summary:**

**C-1272**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DRIVING HOME FROM WORK, I EXPERIENCED A SUDDEN UNCONTROLLABLE SURGE IN ACCELERATION CAUSING MY SPEED TO INCREASE FROM ABOUT 60 MPH TO 80+ MPH. IMMEDIATELY I BEGAN TO BRAKE HARD AS I WAS RAPIDLY APPROACHING TRAFFIC JUST AHEAD OF ME. FORTUNATELY THE INSIDE LEFT LANE WAS UNOCCUPIED AND I WAS ABLE TO MAKE AN IMMEDIATE LANE CHANGE. INITIALLY I DEPRESSED THE BRAKE PEDAL AS HARD AS I COULD USING BOTH FEET BUT ONLY MANAGED TO SLOW THE VEHICLE TO 40-45 MPH. WITH MY SPEED REDUCED, I ALTERNATED BETWEEN PUMPING THE ACCELERATOR PEDAL AND PULLING UP ON IT FROM THE UNDERSIDE WITH MY RIGHT FOOT AS IT BECAME CLEAR THAT THE THROTTLE WAS STUCK IN AN OPEN POSITION. THE VEHICLE CONTINUED TO SPEED BACK UP TO OVER 65 MPH WITH LESS PRESSURE ON THE BRAKE PEDAL. WITH TRAFFIC JUST AHEAD OF ME, I MOVED OVER TO THE LEFT SHOULDER NEXT TO THE CENTER BARRIER AND CONTINUED TO TRY TO RELEASE THE OPEN THROTTLE. THERE WERE CLOUDS OF SMOKE AROUND THE VEHICLE AND THE SMELL OF BURNING MATERIALS FROM THE OVERHEATING BRAKES. AFTER FINALLY GETTING THE VEHICLE SLOWED DOWN TO ABOUT 25-30 MPH, I SHIFTED INTO  $\gamma$  NEUTRAL $\gamma$  AND DEPRESSED THE START/STOP PUSH BUTTON A NUMBER OF TIMES HOPING TO STOP THE ENGINE BUT NOTHING HAPPENED. INSTEAD THE RPM'S MOVED UP INTO THE REDLINE RANGE ON THE TACHOMETER. I QUICKLY SHIFTED BACK INTO  $\gamma$  DRIVE $\gamma$ ; THE VEHICLE JOLTED AND RAPIDLY ACCELERATED TO 60+ MPH. AS THE BRAKES WERE FADING QUICKLY, I WAS CERTAIN THAT I WOULD NEED TO SHIFT BACK INTO  $\gamma$  NEUTRAL $\gamma$  AND LET THE ENGINE BLOW UP TO STOP THE VEHICLE. SUDDENLY THE ACCELERATION SURGE STOPPED AND I WAS ABLE TO BRING THE VEHICLE TO A STOP  $\gamma$  ABOUT 1  $\mu$  TO 2 MILES FROM WHERE IT HAD STARTED. I QUICKLY SHIFTED INTO  $\gamma$  PARK $\gamma$  AND DEPRESSED THE START/STOP PUSH BUTTON TO TURN OFF THE ENGINE. THE VEHICLE SEEMED TO  $\gamma$  SHUTTER $\gamma$  AS I DID SO. UPON RESTARTING THE CAR, I DROVE CAUTIOUSLY TO LEXUS OF WAYZATA A SHORT DISTANCE AWAY FULLY PREPARED TO SHIFT INTO  $\gamma$  NEUTRAL $\gamma$  IF THE ACCELERATION REPEATED. THE CAR REMAINS THERE OVER 5 WEEKS LATER. \*TR: PETITION FOR ADDITIONAL INVESTIGATION INTO THE UNWANTED AND UNINTENDED ACCELERATION OF MODEL YEAR 2007 LEXUS ES350. \*NJ THE MANUFACTURER STATED THE UNWANTED ACCELERATION WAS A RESULT OF THE FLOOR MATS INTERFERING WITH THE THROTTLE PEDAL. THE CONSUMER EXPERIENCED UNWANTED ACCELERATION AND DOES NOT BELIEVE THE PROBLEM IS WITH THE FLOOR MATS. SEE ALSO 10261660 \*DSY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306379  
**Date of Incident:** 20090203  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** GREENBAY, WI

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY HYBRID. THE CONTACT STATED THAT WHILE SHE PROCEEDED THROUGH A TRAFFIC LIGHT AT APPROXIMATELY 5 MPH, THE VEHICLE ACCELERATED TO A HIGHER SPEED. THE CONTACT WAS FORCED TO PLACE BOTH FEET ON THE BRAKE PEDAL IN ORDER TO STOP THE VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALER WHO WAS UNABLE TO PROVIDE THE CAUSE OF THE FAILURE. THE FAILURE MILEAGE WAS 8,000.

**Additional Summary:**

C-1273

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293664  
**Date of Incident:** 20090204  
**Vehicle:** 2008 LEXUS IS  
**Location of Incident:** GLENWOOD, MD

**NHTSA Summary:**

IN EARLY 02/09 I WAS DRIVING HOME ON INTERSTATE 695 N IN MARYLAND. I WAS TRAVELING ABOUT 50 MPH, WHEN ALL OF A SUDDEN THE CAR SUDDENLY ACCELERATED TO ABOUT 95 MPH THROUGH NO EFFORT OF MY OWN. I DID NOT ENGAGE THE ACCELERATOR PEDAL TO INCREASE THE SPEED OF THE VEHICLE. I IMMEDIATELY ENGAGED THE FOOT BRAKE TO DECELERATE AND BUT THE CAR WOULD NOT SLOW. EVENTUALLY AFTER SEVERAL ATTEMPTS I WAS ABLE TO SLOW THE CAR WITH THE BRAKE BUT THE ENGINE CONTINUED TO VIOLENTLY REV. AS I RELEASED THE FOOT BRAKE, THE CAR ONCE AGAIN ACCELERATED WITHOUT ENGAGING THE ACCELERATOR PEDAL. EVEN AFTER ENGAGING THE EMERGENCY BRAKE, THE UNAIDED ACCELERATION AND MY ATTEMPT TO DECELERATE THE CAR CONTINUED. I WAS FINALLY ABLE TO SLOW THE CAR ENOUGH TO PULL OUT OF TRAFFIC AND OVER TO THE EMERGENCY LANE AND EVENTUALLY STOP THE MOTION OF THE VEHICLE. ALTHOUGH I WAS ABLE TO BRING THE CAR TO A STOP, THE ENGINE CONTINUED TO REV VIOLENTLY, THE BACK TIRES SPUN OUT OF CONTROL AND THE BACK OF THE CAR STARTED TO FISH TAIL. I TRIED A NUMBER OF DIFFERENT TACTICS TO STOP THE CAR COMPLETELY INCLUDING, ATTEMPTING TO MANUALLY SHIFT GEARS, PUTTING THE CAR IN NEUTRAL ETC. FINALLY, AFTER SEVERAL MINUTES I WAS ABLE TO TURN OFF THE IGNITION AND BRING THE CAR TO A COMPLETE STOP AND THE ORDEAL CAME TO AN END WITHOUT DAMAGING THE CAR AND MORE IMPORTANTLY WITHOUT INJURY TO ME OR OTHERS. I HAD THE CAR TOWED TO DEALERSHIP THAT NIGHT AND EXPLAINED THE SITUATION TO THE SERVICE ORGANIZATION THE FOLLOWING DAY. THE SERVICE TEAM CONDUCTED MULTIPLE DIAGNOSTIC TESTS BUT WAS UNABLE TO DETERMINE OR EXPLAIN THE CAUSE OF THE UNINTENDED ACCELERATION TO MY SATISFACTION. ONE SERVICE REP SUGGESTED THAT THE FLOOR MAT WAS THE CAUSE BUT I HAD CHECKED IMMEDIATELY AFTER THE ORDEAL THE NIGHT BEFORE TO ENSURE THAT THE FLOOR MAT HAD NOT BECOME LODGED UNDER THE ACCELERATOR PEDAL. SINCE THE DEALERSHIP WAS NOT ABLE TO DETERMINE THE CAUSE OF THE PROBLEM, I DECIDED THAT THE BEST COURSE OF ACTION WAS TO RETURN THE CAR AND LEASE ANOTHER CAR. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10259227  
**Date of Incident:** 20090205  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** BURIEIN, WA

**NHTSA Summary:**

AT 4:45 PM ON 2/5/2009, I DROVE MY 2007 TOYOTA PRIUS WEST ON SW ANDOVER ST. IN SEATTLE WA. I SLOWED AS I MADE A RIGHT TURN TO PARK PERPENDICULAR TO THE STREET WITH A 6 FOOT HIGH CHAIN-LINK FENCE IN FRONT OF ME ON TOP OF A RETAINING WALL. THE BOTTOM OF THE WALL IS 6 FEET BELOW STREET LEVEL ON A PAVED PARKING AREA. AS THE PRIUS APPROACHED THE FENCE, I BRAKED TO STOP, BUT THE CAR DID NOT SLOW, SO I FLOORED THE BRAKE. THE CAR HIT A FENCE POST, PULLING IT OUT OF ITS MOUNT AND THEN THE CAR MOVED OVER THE TOP OF THE WALL PUSHING THE POLE AND FENCE OVER ITS HOOD & ROOF. THE FRONT OF THE PRIUS DROPPED TO THE AREA BELOW THE WALL WHILE THE REAR REMAINED ON THE TOP. THE FENCE MESH STRETCHED BUT SLOWED THE PRIUS'S FORWARD MOVEMENT AND KEPT THE REAR FROM GOING OVER THE WALL. THE DASHBOARD WAS STILL LIT AND I

C-1274

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LOWERED THE ELECTRICAL WINDOWS AND YELLED FOR HELP. THE FIRST ARRIVAL TOLD ME TO "TURN OFF THE CAR". THIS IS SIGNIFICANT BECAUSE THE ONLY WAY HE COULD HAVE KNOWN THE CAR WAS RUNNING WAS IF HE HEARD THE SOUND OF THE PRIUS'S GASOLINE ENGINE THAT ONLY KICKS IN AT HIGHER SPEEDS. I OPENED THE DOOR AND JUMPED DOWN TO THE PAVEMENT. THE POLICE CAME AND MADE A REPORT. I DID NOT RECEIVE A CITATION. THE PRIUS WAS EXTRACTED BY A TOW COMPANY AND HAULED AWAY. FORTUNATELY I RECEIVED NO PHYSICAL INJURY. THE CHAIN LINK FENCE WAS TRULY A SAFETY NET. ON 2/12/2009, MY INSURANCE COMPANY, USAA, DECLARED MY PRIUS "TOTALED" AND MADE A SETTLEMENT PAYMENT. I THOUGHT PERHAPS MY BRAKES HAD FAILED. I HAD MY PRIUS RECEIVE A ROUTINE 25,000 MILE CHECK AT THE TOYOTA DEALERSHIP JUST EIGHT DAYS BEFORE THE ACCIDENT. FROM ARTICLES ON WWW.CONSUMERSAFETY.COM I LEARNED THAT SIMILAR ACCIDENTS WITH THE PRIUS HAVE HAPPENED TO OTHER PEOPLE. AFTER READING THEIR EXPERIENCES, I NOW BELIEVE THAT "UNINTENDED ACCELERATION" WAS THE MORE LIKELY CAUSE OF MY ACCIDENT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10286930  
**Date of Incident:** 20090205  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** KERRVILLE, TX

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. WHILE DRIVING 5 MPH INTO A DRIVEWAY HER VEHICLE CRASHED INTO A BRICK RETAINER WALL. THE VEHICLE WAS TOWED TO A LOCAL MECHANIC WHO QUOTED A REPAIR COST OF \$2000 TO REPAIR THE DAMAGE TO THE FRONT FENDER. THE MECHANIC STATED THAT HE CONFIRMED THAT THERE WAS NO MECHANICAL DAMAGE DONE TO THE VEHICLE. THE AIR BAGS DID NOT DEPLOY AND NO ONE WAS INJURED. WHILE PARKING THE VEHICLE IT UNEXPECTEDLY ACCELERATED AND CRASHED INTO A BEAUTY SALON. THE POLICE WAS NOTIFIED AND A REPORT IS AVAILABLE. THE POLICE OFFICER STATED THAT THE CONTACT LOSS CONSCIOUSNESS PRIOR TO THE CRASH. THE CONTACT STATED SHE WAS IN COMPLETE CONTROL OF THE VEHICLE WHEN IT ACCELERATED ON ITS OWN ON BOTH OCCASIONS. THE DEALER STATED THAT THERE WERE NO PROBLEMS WITH THE VEHICLE WHEN IT WAS SOLD TO HER. THE MANUFACTURER STATED THAT THEY WOULD CONDUCT A SURVEY OF THE DAMAGES AND CHECK FOR A MECHANICAL FAILURE. THE CONTACT WAS NOT NOTIFIED BY THE DEALER IF A REPRESENTATIVE HAS ASSESSED THE DAMAGES. THE FAILURE MILEAGE WAS 55,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317814  
**Date of Incident:** 20090205  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** CORONA, CA

**NHTSA Summary:**  
 AFTER CHANGING THE FRONT BRAKE PADS ON OUR 2004 TOYOTA SIENNA SOMETIME EARLY 2009 AND WHILE IT WAS PROPPED UP ON METAL RAMP, MY DAUGHTER PLACED THE TRANSMISSION IN REVERSE APPLIED SOME GAS, IT INSTANTLY TOOK OFF AT A HIGH SPEED IN REVERSE. THE CAR TRAVELED APPROX 40 FEET BACKING INTO A DITCH WHICH AT THAT TIME IT STOPPED POSSIBLY BECAUSE OF THE SUDDEN ABRUPT DITCH. I HER FATHER WAS WATCHING AND ASKED "WHAT DID YOU DO?" SHE STATED "NOHING IT JUST TOOK OFF" THIS WAS A YEAR BEFORE I HEARD OF THE TOYOTA PROBLEMS SO I

C-1275

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

JUST SHRUGGED IT OFF AS A WEIRD INCIDENT. NOW HEARING OTHER INCIDENTS I SUDDENLY REMEMBERED MY INCIDENT. I ONLY REPORT IT NOW BECAUSE IT MAY HELP WITH ANY INVESTIGATION AS TO WHAT THE PROBLEM IS. I HAVE NOT YET HEARD OF THE ACCELERATING PROBLEM HAPPENING IN REVERSE LIKE IT HAPPENED TO ME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290934  
**Date of Incident:** 20090206  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** SANTA BARBARA, CA

**NHTSA Summary:**

MY TOYOTA PRIUS ACCELERATED AT EXTREMELY HIGH SPEED AS I PULLED INTO MY DRIVEWAY. I CRASHED THROUGH THE GARAGE DOOR INTO THE BOXES AND FURNITURE STORED IN THE GARAGE. I HAD MY FOOT PRESSED ALL THE WAY DOWN ON THE BRAKE BUT COULD NOT SLOW DOWN OR STOP BUT ACCELERATED TO A VERY HIGH SPEED. THERE WAS SIGNIFICANT PROPERTY DAMAGE AND CAR DAMAGE. IT WAS REPORTED TO ALLSTATE. NO OTHER VEHICLE WAS INVOLVED. THE AIRBAG DID NOT ACTIVATE! I DO NOT KNOW THE EXACT SPEED OTHER THAN TO SAY IT WAS EXTREMELY FAST AND VERY, VERY TERRIFYING! \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307396  
**Date of Incident:** 20090206  
**Vehicle:** 2003 LEXUS GX470  
**Location of Incident:** ADRIAN, MI

**NHTSA Summary:**

I WAS TRAVELING WEST ON A TWO LANE PAVED ROAD (SUTTON ROAD) NEAR SUTTON SCHOOL. WEATHER WAS SNOWING AND ROAD CONDITIONS SLIPPERY WHEN MY ACCELERATOR FAILED TO RETURN TO IDLE POSITION. I APPLIED BRAKES AS I WAS APPROACHING A VEHICLE IN FRONT OF ME TRAVELING IN THE SAME DIRECTION. THE ELECTRONIC STABILITY CONTROL FAILED TO MAINTAIN STRAIGHT DIRECTION AS PER DESIGN INTENT AND MANUALS. FRONT BEGAN SLIDING TO LEFT AND REAR OF VEHICLE BEGAN SLIDING TO RIGHT. I INCREASED BRAKE PRESSURE AND STEERED INTO TH SKID, TO THE RIGHT. I WAS ABLE TO MISS THE CONTACT WITH ANY OTHER VEHICLES AND OR DAMAGE ANY PROPERTY, BUT DID END UP SLIDING INTO A DITCH OFF OF THE ROAD. WITH THE IMPACT RESULTING IN THE DEATH OF MY SERVICE DOG. AS I AM HANDICAPPED. NO DAMAGE TO MY VEHICLE, BUT NO I AM VIRTUALLY IMMOBILE WITH THE LOSS IF MY DEAR SERVICE DOG.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314114  
**Date of Incident:** 20090207  
**Vehicle:** 2002 LEXUS RX300  
**Location of Incident:** WELLINGTON, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 LEXUS RX300. WHENEVER THE CONTACT ATTEMPTED TO COME TO A COMPLETE STOP, HE NOTICED THAT THE RPM'S SUDDENLY INCREASED CAUSING THE VEHICLE TO LUNGE FORWARD EVEN WHEN THE BRAKES WERE APPLIED. THE CONTACT PREVIOUSLY NOTICED THAT ALL OF THE DASHBOARD WARNING LIGHTS

C-1276

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ILLUMINATED FOR SEVERAL DAYS AND THEN SHUT OFF WITHOUT BEING SERVICED. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP. THE CURRENT AND FAILURE MILEAGES WERE 174000. UPDATED 3/24/10 \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334230  
**Date of Incident:** 20090207  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** MANHANTAN BEACH, CA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290763  
**Date of Incident:** 20090208  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** HAZEL CREST, IL

**NHTSA Summary:**  
I OWN A 2008 TOYOTA CAMRY. WHILE DRIVING ON THE EXPRESSWAY, THE ACCELERATOR PEDAL BECAME STUCK. THANKFULLY, IT WAS AN EARLY SUNDAY MORNING AND THERE WERE VERY FEW CARS ON THE EXPRESSWAY. I COULDN'T FIGURE OUT WHAT WAS GOING ON AT FIRST WHEN I TOOK MY FOOT OFF THE GAS AND THE CAR WOULDN'T SLOW DOWN. I THEN THOUGHT TO MOVE THE FLOOR MAT OUT OF THE WAY AND THE GAS PEDAL BECAME DISENGAGED. THIS OCCURRED AGAIN, HOWEVER, AND I TOOK THE FLOOR MAT OUT OF MY CAR. I THOUGHT IT COULD HAVE BEEN THE FLOOR MAT UNTIL I RECENTLY HEARD ABOUT THE REPORTS OF OTHER TOYOTA OWNERS AND THEIR EXPERIENCE WITH THIS PROBLEM (ESPECIALLY THE FAMILY THAT WAS KILLED AS A RESULT OF THEIR GAS PEDAL STICKING). FURTHERMORE, I NEVER RECEIVED A NOTICE FROM TOYOTA REGARDING THIS PROBLEM. A FRIEND OF MINE MADE ME AWARE OF IT. I FIND THIS APPALLING. I ALSO FIND IT APPALLING THAT TOYOTA IS EXCUSING ITSELF FROM BLAME AND IS SHIFTING IT TO THE VEHICLES' OWNERS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10261673  
**Date of Incident:** 20090209  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BAKERSFIELD, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT THE FLOORMATS WERE NOT SECURED BECAUSE THEY WERE PLACED ON TOP OF AN EXISTING

C-1277

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CARPETED FLOORMAT. WHILE THE VEHICLE WAS IN MOTION, THE FLOORMATS MOVED FORWARD AND INTERFERED WITH THE ACCELERATOR PEDAL, WHICH CAUSED THE VEHICLE TO ACCELERATE TO 86 MPH. THE CONTACT RECEIVED A CITATION. SHE CALLED THE MANUFACTURER AND WAS INFORMED THAT BECAUSE HER MATS WERE CARPETED, THEY WERE EXCLUDED FROM NHTSA CAMPAIGN ID NUMBER 07E082000 (EQUIPMENT). THE MANUFACTURER WOULD NOT ASSUME ANY RESPONSIBILITY. THE FAILURE AND CURRENT MILEAGES WERE 65,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10258438  
**Date of Incident:** 20090210  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** OLYPHANT, PA

**NHTSA Summary:**  
I OWN A 2008 TOYOTA TACOMA 4WD 6CYL EXT CAB I WAS DRIVING DOWN THE HIGHWAY AND WAS PASSING A SLOWER MOVING VEHICLE WHEN MY TRACK STARTED ACCELERATING ON IT'S OWN IT TOOK ME FROM 60 MPH TO 78 AND WOULD HAVE CONTINUED IF I DIDN'T APPLY MY BRAKES AS HARD AS I COULD IT CONTINUED TO TRY AND PULL EVEN WITH THE BRAKES APPLIED. THE CRUISE CONTROL WAS ON AT THE TIME BUT WAS NOT ENGAGED I GOT THE TRUCK TO THE SIDE OF THE ROAD AND TURNED OFF THE KEY. I TOOK THE TRUCK TO A TOYOTA DEALER AND HAD IT CHECKED OUT THEY SAY THEY COULD NOT FIND A PROBLEM WITH IT THEY CONTACTED TOYOTA AND GAVE ME A CASE NUMBER FOR THE PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291126  
**Date of Incident:** 20090210  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** FAIRVIEW, NJ

**NHTSA Summary:**  
I OWN A RX 330 LEXUS AND IT HAS A PROBLEM WITH THE ACCELERATOR. SOMETIMES IT GETS STUCK AT ABOUT 3 RPMS AND IT WONT COME DOWN FROM THERE UNTIL SOMETHING LETS GO OF IT AND THEN IT JERKS EVEN THOUGH I WOULD BE GOING AT A LOW SPEED SUCH 25MPH. THE ACCELERATOR FEELS RIGID AND NO MATTER HOW MUCH YOU PUSH ON IT THE SPEED DOESN'T INCREASE UNTIL IT JERKS AND LETS GO. OTHER TIMES IT TENDS TO GO FASTER EVEN THOUGH I AM NOT PRESSING ON IT. WHEN I BRAKE IT DOESN'T WANT TO STOP UNTIL I SLAM ON THE BRAKES HARD. I CAN FEEL THAT IT IS LIKE SOMETHING IS STUCK AND THE CAR DOES WHAT IT WANTS UNTIL IT IS LET GO WHICH IS WHEN IT JERKS. I HAVE NOT HAD A CRASH YET, BUT I AM CONCERNED ABOUT IT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312548  
**Date of Incident:** 20090210  
**Vehicle:** 2004 LEXUS GS300  
**Location of Incident:** LAKE ELSINORE, CA

**NHTSA Summary:**  
I HAD MY GAS PEDAL STICK TWICE ON MY LEXUS GS 300 YEAR 2004. THE FIRST TIME I DIDN'T KNOW WHAT WAS GOING ON. I WAS IN MY DRIVEWAY WHEN IT HAPPEN AND I

C-1278

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PUT MY FOOT ON THE BRAKE AND SHIFTED INTO NEUTRAL. THE SECOND TIME IT HAPPENED I NOTICED THE FACTORY FLOOR MAT WAS JAMMED INTO THE GAS PEDAL. BOTH TIMES I WAS ABLE TO APPLY THE BRAKES TO HOLD THE VEHICLE IN PLACE AND SHIFT TO NEUTRAL. REPORTED THIS TO THE DEALER BUT THEY CLAIMED THEY HAD NO REPORTS OF GAS PEDAL STICKING FOR THE GS 300.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315732  
**Date of Incident:** 20090210  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** CLACKAMAS, OR

**NHTSA Summary:**  
MY 2009 TACOMA WHEN SLOWING OR GOING AROUND A CORNER, PRIMARILY A RIGHT TURN FAILS TO ACCELERATE WHEN THE PEDDL IS PRESSED AND THE ENGINE RACES MOMENTARILY, THEN ENGAGES. I HAAVE HAD IT IN TO THE DEALER ON MORE THAN ONE OCCASION ONLY TO BE TOLD THAT THE PROBLEM IS THE "DRIVE BY WIRE" WHICH IS ELECTRONIC. HOW CAN TOYOTA SAY THAT THERE IS NOTHING WRONG WITH THE ELECTRONICS WHEN THEY BLAME THE REVERSE PROBLEM ON ELECTRONICS?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10265717  
**Date of Incident:** 20090211  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** KERRVILLE, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 15 MPH, THE VEHICLE ACCELERATED WITHOUT WARNING. AS A RESULT, THE CONTACT CRASHED THE VEHICLE INTO A WALL. THE VEHICLE WAS MODERATELY DAMAGED. ONE WEEK LATER, THE FAILURE RECURRED AND THE VEHICLE CRASHED INTO A BUILDING. THE VEHICLE WAS COMPLETELY DESTROYED AND NONE OF THE AIR BAGS DEPLOYED. THE CONTACT WAS NOT INJURED IN EITHER CRASH. A COMPLAINT WAS FILED WITH THE MANUFACTURER AND A REPRESENTATIVE CONCLUDED AFTER INSPECTION OF THE VEHICLE THAT NOTHING CAUSED THE SPONTANEOUS ACCELERATION. A POLICE REPORT WAS FILED. THE FAILURE MILEAGE WAS 50,000 AND CURRENT MILEAGE WAS 60,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303935  
**Date of Incident:** 20090212  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** HAGERSTOWN, MD

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 LEXUS ES300. WHILE DRIVING APPROXIMATELY 5 MPH OUT OF A PARKING SPACE PRESSURE WAS APPLIED TO THE ACCELERATOR PEDAL. FOLLOWED BY AN UNINTENDED INCREASE IN SPEED. THE VEHICLE FAILED TO SLOW DOWN AND CRASHED INTO THE RESIDENCE HOME AND A TREE. THERE WERE NO INJURIES. THE POLICE WAS NOTIFIED. THE VEHICLE WAS COMPLETELY DESTROYED AND IT WAS TOWED TO AN AUTO COLLISION FACILITY. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE. THE FAILURE MILEAGE WAS 60,000.

**Additional Summary:**

C-1279

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310801  
**Date of Incident:** 20090212  
**Vehicle:** 2010 TOYOTA TACOMA  
**Location of Incident:** BELLEVUE, MI

**NHTSA Summary:**  
TL\*THE CONTACT OWNS 2010 TACOMA TUNDRA. HE STATED THAT ON SEVERAL OCCASIONS THE VEHICLE ACCELERATED BACAUSE THE ACCELERATOR PEDAL IS TO CLOSE TOO THE BREAK PEDAL. HE TOOK THE VEHICLE TO THE DEALER. THE DEALER STATED THERE IS NOTHING THEY COULD DO, THAT IS THE WAY THE VEHICLE IS DESIGNED. THE CURRENT AND THE FAILURE MILEAGE WERE 900.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313781  
**Date of Incident:** 20090212  
**Vehicle:** 2009 TOYOTA YARIS  
**Location of Incident:** FREEDOM, NH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA YARIS. THE VEHICLE HAS EXPERIENCED NUMEROUS UNEXPECTED ACCELERATION FAILURES. THE VEHICLE HAS ALSO EXCEEDED 90 MPH WHEN THE FAILURE OCCURRED. TOYOTA TOLD THE CONTACT THAT THERE WERE NO PROBLEMS WITH THE VEHICLE; HOWEVER, THE FAILURE OCCURRED EVERY TIME SHE DROVE IT. THE CONTACT HAS RECEIVED SEVERAL TICKETS BECAUSE OF THE ACCELERATION. THE VEHICLE BEGAN SHAKING PRIOR TO IT ACCELERATING. THE FAILURE MILEAGE WAS 100. THE CURRENT MILEAGE WAS 18000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20090213  
**Date of Incident:** 20090213  
**Vehicle:** TOYOTA AURIS  
**Location of Incident:** ,

**NHTSA Summary:**  
**Additional Summary:**  
On Friday 13 February 2009, his Toyota Auris accelerated out of control, crashed through a wall and into a garden. Toyota said the vehicle was not faulty.

As I set off from my driveway, I touched the accelerator and the car shot out forward. I was lucky I didn't crash into my neighbour's car. I should probably have stopped driving right then, but I didn't. I thought: 'The trouble will probably go away if I drive on a bit'. I carried on, but the car kept racing forward every time I touched the accelerator.

As I came round a left turn, the car lurched forward like a Formula 1 vehicle. I saw a white van coming towards me. I was going too fast - we were heading for a head-on collision. I managed to steer out of the way and straight into a parked car, but at least I missed the van. When I looked out, I could see I was blocking the road, so I tried to reverse out of the way. But when I touched the accelerator, the car shot backwards. It spun in a semi circle, hit the kerb and flipped backwards over the pavement and crashed through a wall. I landed in someone's front garden, with the front wheels hanging in the air, having destroyed a small tree and a bollard.

C-1280

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10259837, 10258884  
**Date of Incident:** 20090214  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** ORLANDO, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE EXITING THE HIGHWAY AT LESS THAN 15 MPH, THE VEHICLE ACCELERATED UNCONTROLLABLY WHEN THE BRAKE PEDAL WAS DEPRESSED. THE DRIVER, WEIGHING 250 LBS., COULD NOT PLACE ENOUGH FORCE ON THE BRAKE PEDAL TO STOP THE VEHICLE. HE RAN TWO RED LIGHTS AND BARELY MISSED A COMMERCIAL VEHICLE AND NUMEROUS OTHER VEHICLES WHILE THE BRAKES WERE STILL FULLY ENGAGED. HE WAS FINALLY ABLE TO STOP THE VEHICLE BY ENGAGING THE EMERGENCY BRAKE. THE DEALER STATED THAT THE FAILURE WAS CAUSED BY THE FLOOR MATS. THE CONTACT WAS CONCERNED ABOUT HOW THAT WAS LINKED TO THE UNCONTROLLABLE ACCELERATION. THE FAILURE AND CURRENT MILEAGES WERE LESS THAN 18,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293176  
**Date of Incident:** 20090214  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** FINDLAY, OH

**NHTSA Summary:**  
HAVE A 2005 TOYOTA CAMRY. THE ENGINE HAS STARTED ACCELERATING THREE TIMES, THE LAST BEING 2/14/09. EACH TIME THE BRAKES WERE ABLE TO KEEP THE CAR FROM SPEEDING UP AND, AFTER A FEW SECONDS, THE ENGINE WENT BACK TO AN IDLE. TWO TIMES I TOOK THE CAR TO THE DEALER (AND TALKED OTHER TIMES) AND THEY CHECKED IT OUT. THEY COULD NOT FIND ANY PROBLEM AND AFTER CONFERRING WITH THEIR "HEADQUARTERS" IN CALIFORNIA, SAID THAT THEY HAD NEVER HEARD OF ANYONE HAVING THIS PROBLEM. AFTER READING THE FIRST ARTICLE IN A NEWSPAPER ABOUT THIS CONCERN I CHECKED THE FLOOR MAT. THE FLOOR MAT IS NOT EVEN CLOSE TO THE ACCELERATOR PEDDLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317956  
**Date of Incident:** 20090214  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SCARSDALE, NY

**NHTSA Summary:**  
I OWN A 2007 TOYOTA CAMRY THAT IS NOT COVERED UNDER THEIR PEDAL RECALL. BECAUSE IT HAS A VIN # THAT BEGINS WITH A J. HOWEVER, WE HAVE EXPERIENCE ONE UNEXPECTED ENGINE ACCELERATION AND ARE NERVOUS ABOUT THE SAFETY OF THE CAR. THE INCIDENT WAS THIS PAST FEBRUARY 14, 2009. MY HUSBAND WAS DRIVING THE CAR WITH TWO BUSINESS CLIENTS AS PASSENGERS. AS HE WAS DRIVING ON THE FDR DRIVE IN MANHATTAN, THE CAR ACCELERATED UNEXPECTEDLY FOR APPROXIMATELY 15 SECONDS. THE INCIDENT WAS NOTICED BY ALL. I HAVE BEEN USING THIS VEHICLE, BUT HAVE RECENTLY BEGUN USING MY PARENTS CAR AS I HESITATE TO DRIVE MY CHILDREN IN A CAR THAT MIGHT DO THIS AGAIN. I HAVE EXPRESSED MY CONCERNS TO TOYOTA, BUT HAVE ONLY RECEIVED A STOCK E-MAIL RESPONSE THANKING ME FOR MY COMMUNICATION.

C-1281

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322849  
**Date of Incident:** 20090214  
**Vehicle:** 2008 TOYOTA MATRIX  
**Location of Incident:** NEWARK, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA MATRIX. CONTACT WAS DRIVING AT ABOUT 35MPH IN THE RAIN. THE VEHICLE IN FRONT OF THE CONTACTS VEHICLE APPLIED BRAKES. THE CONTACT STATES WHEN TRYING TO APPLY HER BRAKES THE VEHICLE KEPT ACCELERATING. THE CONTACT HIT THE VEHICLE IN FRONT OF HER AND IT THEN BECAME A 3 VEHICLE COLLISION. THE CONTACT STATES SHE WAS NOT INJURED BUT THE DRIVER FROM ANOTHER VEHICLE WAS INJURED. CONTACT WAS NOT GIVEN A POLICE REPORT BUT IS SURE THERE IS ONE AVAILABLE. THE FAILURE MILEAGE WAS 6,000 AND THE CURRENT MILEAGE IS 10,000. THE CONTACT STATES SHE WAS ABLE TO DRIVER HER VEHICLE TO REPAIR SHOP FOR FIX. AR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290777  
**Date of Incident:** 20090215  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** YUKON, OK

**NHTSA Summary:**  
2001 TOYOTA RAV4 THE ACCELERATOR SUDDENLY BECAME STUCK FULL OPEN AT A SLOW SPEED. WAS ABLE TO BRING CAR TO STOP BY RIDING BRAKES AND TURNED ENGINE OFF. HAPPENED ONE TIME. CAR SEEMED FINE AFTER RESTARTING. NOTHING WAS DONE TO CORRECT BECAUSE NEVER COULD FIGURE OUT CAUSE AND HAS NEVER REPEATED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292294  
**Date of Incident:** 20090216  
**Vehicle:** 2008 TOYOTA CAMRY SOLARA  
**Location of Incident:** ADELPHI, MD

**NHTSA Summary:**  
HELLO, I HAVE A 2008 SOLARA. I JUST BOUGHT THIS CAR A LITTLE OVER A YEAR AGO. I HAD REPORTED SOME PROBLEMS WITH THE ACCELERATION. TOYOTA HAS TOLD ME THEY RECEIVED NO COMPLAINTS AND THAT I DON'T HAVE A PROBLEM AND MAKE SURE THAT I DON'T JUST PUSH THE PEDAL TO HARD IN OTHER WORDS HE SAID DON'T GUN IT. THIS ALL HAPPENED BEFORE ANY RECALL WAS DONE. THEY TOLD ME THAT THERE IS NO PROBLEMS WITH MY CAR UNLESS I CAN DUPLICATE THE PROBLEM. I DRIVE IN WASHINGTON DC AND WHEN YOU STOP AND GO AND SOMETIMES WHEN IT GOES IT PICKS UP ACCELERATION AND I HAVE TO KEEP HITTING MY BRAKES TO SLOW DOWN OR HIT FOR A HARD STOP. THIS DOESN'T HAPPEN ALOT BUT STILL I HAVE CONCERNS, SINCE AT ONE POINT THERE USED TO BE A PROBLEM WITH THIS. THIS WAS NOT DUE TO FLOOR MATS AND AS I STATED THIS WAS WELL BEFORE RECALL. NO ONE HAS BEEN HURT AND NOW I HAVE TO KEEP A GREAT DISTANCE TO MAKE SURE I DON'T HIT THE PERSON IN FRONT OF ME SINCE I NEVER KNOW WHEN IT WILL KICK IN. THIS IS AN ONGOING ISSUE WITH MY CAR. THE DATE I AM CLICKING ON BELOW IS A GUESS SINCE I AM WORKING

C-1282

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND HAVE MY PAPERS AT HOME. THE DATE BELOW ALSO IS THE BEGINNING OF ALL THIS. \*TR THANK YOU  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314592  
**Date of Incident:** 20090216  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** OREGON CITY, OR

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. HE STATED THAT WHILE HIS FOOT WAS ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED ON ITS OWN AFTER IDLING AT 15,000 RPMs. THE VEHICLE CRASHED INTO ANOTHER VEHICLE IN FRONT OF HIM. THERE WERE NO FRONT END DAMAGES AND NO INJURIES. THE VEHICLE WAS TAKEN TO A REPAIR FACILITY AND THE REPAIRS WERE MADE. THE DEALER HAS NOT BEEN CONTACTED REGARDING THE FAILURE. THE FAILURE MILEAGE WAS 760 AND THE CURRENT MILEAGE WAS 16985.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316909  
**Date of Incident:** 20090216  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ROCHESTER HILLS, MI

**NHTSA Summary:**  
I HAVE EXPERIENCED SEVERAL INCIDENTS OF SUDDEN ACCELERATION IN MY 2003 TOYOTA CAMRY. I TOOK IT INTO A TOYOTA DEALER WHEN IT FIRST HAPPENED, BUT THEY DID NOTHING.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317208  
**Date of Incident:** 20090216  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** PLEASANTVILLE, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT WAS DRIVING APPROXIMATELY 55 MPH, PROCEEDING TO A COMPLETE STOP. THE ENGINE REVVED DURING BRAKING. HER LEFT FOOT WAS APPLIED TO THE BRAKE PEDAL, AND TAPPING THE ACCELERATOR PEDAL WITH THE RIGHT FOOT, THE RPM LEVEL DECREASED. THE VEHICLE WAS ABLE TO OPERATE NORMALLY. THE ACCELERATION ISSUES OCCURRED SEVEN DIFFERENT TIMES. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR THE IDENTICAL FAILURES ON THREE SEPARATE OCCASIONS. THE TECHNICIAN STATED THAT THERE WERE NO PROBLEMS WITH THE VEHICLE. NHTSA RECALL CAMPAIGN ID NUMBER 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) WAS RELATED TO THE FAILURE. THE VIN WAS NOT INCLUDED IN THE RECALL. THE FAILURES WERE MORE PREVALENT TO OCCUR IN COLDER WEATHER TEMPERATURES. THE MANUFACTURER WAS NOTIFIED. THE VEHICLE HAS NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS 14,200. THE FAILURE MILEAGE WAS 800.

**Additional Summary:**

C-1283

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308440  
**Date of Incident:** 20090217  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** JERSEY CITY, NJ

**NHTSA Summary:**  
I WAS DRIVING OUR LEXUS ES330 WITH MY WIFE FROM NJ TO CT ON A HIGHWAY. AT ONE POINT DURING THE DRIVE, REMOVED MY FOOT FROM THE GAS PEDAL, BUT INSTEAD OF SLOWING DOWN, THE CAR STARTED ACCELERATING. IN PANIC I STARTED APPLYING THE BRAKES, BUT THE CAR WOULD NOT SLOW DOWN AT ALL. FORTUNATELY, THERE WAS NO OTHER CAR RIGHT IN FRONT OF ME, OTHERWISE IT WOULD HAVE RESULTED IN A MESSY CRASH. IT WAS VERY SCARY. EVENTUALLY ACCELERATOR STOPPED WORKING COMPLETELY AND THE CAR STOPPED IN LANE OF THE HIGHWAY. I CANNOT BELIEVE TOYOTA HAS NOT INCLUDED THIS MODEL IN THEIR RECALL LIST. THIS IS RIDICULOUS. AND I CHECKED IT THEN, THE MAT ON THE DRIVER SIDE WAS NOT STUCK IN THE GAS PEDAL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10260824  
**Date of Incident:** 20090218  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** LATHAM, NY

**NHTSA Summary:**  
THERE IS A SAFETY RECALL OUT FOR THE 2007 LEXUS ES 350 IN RESPECT TO ALL WEATHER FLOOR MATS POTENTIALLY CAUSING A JAMMED ACCELERATOR (NHTSA ACTION # EA07010). THE RECALL WAS INITIATED IN SEPT. 2007. THE LAST REPORT FILED BY LEXUS WITH YOUR OFFICE INDICATED THAT THERE WERE OVER 32,000 OWNERS OUT OF 55,000 THAT THEY WERE UNABLE TO CONTACT. MY VEHICLE WAS TAKEN IN FOR SERVICING AT THE LOCAL LEXUS DEALER BY THE PREVIOUS OWNER IN AUG. 2008 AND THE DEFECTIVE MAT WAS IN PLACE. WHEN I PURCHASED THIS VEHICLE IN JANUARY OF THIS YEAR, I IMMEDIATELY CALLED THIS SAME DEALER TO HAVE MY NAME INDICATED AS THE OWNER OF RECORD. I SPECIFICALLY ASKED IF I HAD TO DO ANYTHING ELSE FOR RECALL NOTIFICATION ETC. AND WAS TOLD NO. LAST WEEK MY WIFE EXPERIENCED THE JAMMED ACCELERATOR DUE TO THE FAULTY MAT AND WAS EXTREMELY FORTUNATE THAT SHE WAS ABLE TO BRING A RUNAWAY VEHICLE DOING 80 OR 90 MPH TO A STOP WITHOUT AN ACCIDENT. I CALLED THE LEXUS DEALER IMMEDIATELY AFTER THE INCIDENT AND WAS TOLD ABOUT THE MAT PROBLEM BUT NOT ABOUT A RECALL. I FOUND OUT ABOUT THE RECALL FROM YOUR WEBSITE. I ALSO WENT TO THE NATIONAL WEBSITE FOR LEXUS AND FOUND THAT I WAS NOT REGISTERED AS THE OWNER AND SO I REGISTERED. I LATER CALLED THE LOCAL LEXUS DEALER TO SEE ABOUT THE RECALL AND THE PERSON SAID "YOU ARE LISTED IN THE NATIONAL LIST, I AM SURPRISED SOMEONE TOOK THE TIME". (IN REALITY THAT SOMEONE WAS ME, NOT ANYONE AT THE DEALERSHIP). MY PROBLEM WITH THE MAT HAS BEEN TAKEN CARE OF BY THE LOCAL DEALER AFTER I ASKED ABOUT THE RECALL, BUT THIS ISN'T MUCH HELP TO ALL THE OTHERS OUT THERE DRIVING AROUND WITH THESE FAULTY MATS. ACCORDING TO YOUR WEBSITE, ONE PERSON HAS DIED AND SEVERAL HAVE BEEN INJURED..... SO FAR. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322279  
**Date of Incident:** 20090218

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1284

**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** CARROLLTON, TX

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2007 TOYOTA SIENNA WHICH WAS MODIFIED FOR DISABLED PERSONS. WHILE DRIVING AT AN UNKNOWN SLOW SPEED THE DRIVER APPLIED THE BRAKES AND THE VEHICLE INVOLUNTARILY ACCELERATED AND CRASHED INTO ANOTHER VEHICLE. THERE WERE NO INJURIES AND THE POLICE WERE NOT NOTIFIED. THE DRIVER WAS ABLE TO SAFELY DRIVE THE VEHICLE HOME WITHOUT THE FAILURE REOCCURRING. THE CONTACT STATED THAT THE BRAKES ON THE VEHICLE HAD ALWAYS NEEDED HEAVY PRESSURE TO BRAKE PROPERLY. TOYOTA ADVISED THE CONTACT NOT TO DRIVE THE VEHICLE AND TOWED THE VEHICLE TO THEIR AUTHORIZED TOYOTA DEALERSHIP. THE BRAKES WERE THE ONLY COMPONENT WORKED ON AND THERE WAS NO MENTION OF THE VEHICLE SPEED CONTROL ISSUE. THE FAILURE HAS NOT OCCURRED SINCE. THE FAILURE MILEAGE WAS 12,000 AND THE CURRENT MILEAGE WAS 20,000. SM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313339  
**Date of Incident:** 20090219  
**Vehicle:** 2005 TOYOTA MATRIX  
**Location of Incident:** CAMP DENNISON, OH

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 TOYOTA MATRIX XR. THE CONTACT STATED THAT THE VEHICLE ACCELERATED AND THE BRAKE PEDAL EXTENDED TO THE FLOOR. HE TOOK THE VEHICLE TO THE DEALER AND THEY REPLACED THE ROTORS AND THE PADS NUMEROUS TIMES; HOWEVER, THEY HAVE CONTINUED TO FAIL. THE BRAKES DO NOT FUNCTION PROPERLY IN COLD WEATHER. THE VEHICLE WAS TAKEN TO THE DEALER NUMEROUS TIMES AND THEY WERE UNABLE TO DIAGNOSE OR DUPLICATE THE FAILURE. THE TOYOTA MANUFACTURER WAS NEVER CALLED. THE FAILURE MILEAGE WAS 29,700.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320681  
**Date of Incident:** 20090219  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** CONCORD, CA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2007 TOYOTA AVALON. WHILE DRIVING DOWN THE MOUNTAINS AT APPROXIMATELY 80MPH THE VEHICLE SUDDENLY ACCELERATED. SHE PUT HER FOOT ON THE BRAKE. THE VEHICLE WILL NOT STOP SHE SHIFTED THE GEAR INTO NEUTRAL PLACE THE EMERGENCY BRAKE AND THE VEHICLE STOPPED. SHE TURNED IT OFF WAITED A FEW MINUTES AND WAS ABLE TO DRIVE THE VEHICLE HOME. SHE TOOK THE VEHICLE TO THE DEALER. THE DEALER TEST DROVE AND DIAGNOSE, BUT WAS NOT ABLE TO RECREATE OR LOCATE A FAILURE CODE. THE ACCELERATOR PEDAL REINFORCEMENT BAR WAS REPLACED FEBRUARY 4, 2010. THE FAILURE MILEAGE WAS 11,186 AND THE CURRENT MILEAGE WAS 19,013. LI

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328110  
**Date of Incident:** 20090219

C-1285

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 LEXUS IS350  
**Location of Incident:** SCOTTSDALE, AZ

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 LEXUS IS350. THE CONTACT STATED THAT WHILE DRIVING 45 MPH, THE VEHICLE ABNORMALLY ACCELERATED UP TO 135 MPH. SHE WAS ABLE TO SLOW THE VEHICLE DOWN BY DEPRESSING THE BRAKE PEDAL. THE CONTACT STATED THAT THE VEHICLE HAD PREVIOUSLY BEEN DIAGNOSED BY THE DEALER SEVERAL TIMES FOR THE FAILURE BUT THE DEALER WAS UNABLE TO PROVIDE A REMEDY. THE VIN WAS A PART OF NHTSA CAMPAIGN ID NUMBER 09V388000 (VEHICLE SPEED CONTROL, ACCELERATOR PEDAL) BUT THE DEALER STATED THAT THERE WAS NO REMEDY FOR THE RECALL. THE CONTACT STATED THAT THE VEHICLE WAS NOT SAFE TO OPERATE AND WAS UNABLE TO RECEIVE ANY ASSISTANCE FROM THE MANUFACTURER. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 15,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343174  
**Date of Incident:** 20090219  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** IMPERIAL BEACH, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT STATED WHILE SITTING IDLE AT A TRAFFIC STOP WITH THE BRAKES DEPRESSED, THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED INTO THE VEHICLE AHEAD OF HERS. THE CONTACT WAS ABLE TO DRIVE THE VEHICLE AFTER THE CRASH. THERE WERE NO REPORTED INJURIES. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THERE WERE UNKNOWN REPAIRS MADE TO THE VEHICLE. FOLLOWING REPAIRS, THE CONTACT NOTICED THAT WHEN BRAKING TO A STOP, THE VEHICLE WOULD ABNORMALLY VIBRATE EXCESSIVELY. THE DEALER REPLACED THE ROTORS ON THE VEHICLE HOWEVER, THE CONTACT BELIEVED THE FAILURE TO BE ASSOCIATED WITH NHTSA CAMPAIGN ID NUMBER: 09V338000 (SERVICE BRAKES, HYDRAULIC POWER ASSIST: VACUUM). THE CONTACT STATED THE BRAKES WERE INOPERABLE DURING THE UNINTENDED ACCELERATION FAILURE AND BELIEVED THE BRAKES WERE ALSO DEFECTIVE. THE FAILURE MILEAGE WAS 5,000 AND THE CURRENT MILEAGE WAS 16,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293976  
**Date of Incident:** 20090220  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** GLASTONBURY, CT

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2006 TOYOTA CAMRY. WHILE DRIVING IN REVERSE INTO A PARKING SPACE, THE VEHICLE ACCELERATED WITHOUT INTENTION AND CRASHED INTO A HOUSE. THE DRIVER SUSTAINED MINOR INJURIES ON HER HAND. THERE WERE DAMAGES TO THE REAR BUMPER, EXTERIOR LIGHTS AND FRAME STRUCTURE. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC FOR REPAIRS. THE FAILURE MILEAGE WAS UNKNOWN. THE CURRENT MILEAGE WAS 56,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10259623

C-1286

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090220  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** TRAVERSE CITY, MI

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE DRIVING APPROXIMATELY 65 MPH, THE VEHICLE SPONTANEOUSLY ACCELERATED TO 100 MPH WITHOUT VOLUNTARY APPLICATION OF THE ACCELERATOR PEDAL. WHEN THE FAILURE OCCURRED, THE RPMs ABNORMALLY INCREASED AND THE BRAKING SYSTEM BECAME INOPERATIVE. THE CONTACT HAD TO DEPRESS THE PARKING BRAKE IN ORDER TO STOP THE VEHICLE. THE VEHICLE WAS TOWED TO A DEALER BECAUSE THE TECHNICIAN COULD NOT DUPLICATE THE FAILURE OR LOCATE ANY DIAGNOSTIC ERROR CODES. THE FAILURE AND CURRENT MILEAGES WERE 65,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323576  
**Date of Incident:** 20090222  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** YIGO, GU

**NHTSA Summary:**  
I WAS SOLD A DEFECTIVE 2009 TOYOTA MATRIX. MY SON WAS DRIVING THE VEHICLE MERGING INTO TRAFFIC. HIS LANE WAS ENDING AND THERE WASN'T AN OPENING FOR HIM TO MERGE. HE WASN'T ABLE TO STOP THE CAR AND ENDED UP RUNNING INTO A TELEPHONE POLE WHICH FELL ON THE VEHICLE AND IT WAS TOTALED. HE SAID THAT HE DIDN'T UNDERSTAND WHY HE COULDN'T STOP AND COULDN'T EXPLAIN WHAT HAPPENED. THE POLICE OFFICER WAS UPSET AT MY SON BECAUSE HE SAID THERE MUST HAVE BEEN A REASON HE CRASHED INTO THE POLE AND SINCE NO ONE COULD FIGURE IT OUT THE POLICE OFFICERS ONLY CONCLUSION WAS TO ASSUME THAT MY SON WAS SLEEPY. IN MARCH OF THIS YEAR I RECEIVED A CALL FROM THE LOCAL TOYOTA DEALER STATING THAT OUR 2009 MATRIX IS BEING RECALLED FOR THE DEFECTIVE ACCELERATOR PEDAL AND THAT I SHOULD BRING IT IN TO BE REPAIRED. I EXPLAINED TO THEM IT WAS TOO LATE THE VEHICLE HAS BEEN TOTALED IN AN ACCIDENT. I WAS ORIGINALLY INFORMED THAT TOYOTA WOULD DO AN INVESTIGATION. THEN AFTER SEVERAL WEEKS THEY TOLD ME THAT THERE IS NOTHING THEY CAN DO BECAUSE THE VEHICLE IS NOT AVAILABLE FOR AN INVESTIGATION AND ALSO BECAUSE NO ONE ELSE HAS REPORTED PROBLEMS WITH THE MATRIX. THE FACT IS I WAS SOLD A DEFECTIVE CAR AND MY FAMILY AND I WERE IN DANGER EVERY TIME THE VEHICLE WAS DRIVEN. THE STEERING WHEEL WAS ALSO DEFECTIVE. THE AIRBAG WAS COMING OUT OF THE STEERING WHEEL AND THE WHOLE STEERING WHEEL. IT WAS REPLACED BEFORE THE ACCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10260186  
**Date of Incident:** 20090222  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** STAFFORD, TX

**NHTSA Summary:**  
MY GAS PEDAL ACCELERATES ON ITS OWN. \*TR

**Additional Summary:**

**Toyota ID Number:**

C-1287

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10303697  
**Date of Incident:** 20090222  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** FREEMONT, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE DRIVING 45 MPH AND ATTEMPTING TO SLOW DOWN THE ACCELERATOR PEDAL WAS STUCK TO THE FLOOR AND CAUSED A CRASH TO OCCUR. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP ALTHOUGH THE CONTACT PREVIOUSLY EXPERIENCED THE SAME FAILURE. THERE WERE NO INJURIES. THE CURRENT AND FAILURE MILEAGES WERE 24,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308066  
**Date of Incident:** 20090224  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** JEFFERSON, SD

**NHTSA Summary:**  
STATE FARM CLAIM NUMBER 41-4318-877 2009 TOYOTA TACOMA ACCELERATOR POLICE REPORT ON FILE WITH SIOUX CITY IOWA POLICE DEPT. I REARENDED A MINIVAN AT AN INTERSECTION WHERE SHE WAS STOPPED FOR A RED LIGHT DUE TO THE VEHICLE LUNGING AND FAILING TO STOP DISPITE ME STANDING ON THE BREAKS....TOYOTA DEALERSHIPS ARE NOT FIXING THE PEDAL AS RECALL IS ORDERING SINCE THEY SAY IT IS NOT ON THE RECALL LIST. WE HAVE HAD THIS VEHICLE FOR 1 YEAR ON A 3 YR LEASE. MY HUSBAND DRIVES IT AS I FEEL UNSAFE IN IT AND IT HAS "ACTED UP" FOR HIM ON SEVERAL OCCASSIONS. WE ARE GETTING NO ASSISTANCE FROM TOYOTA IN FIXING THIS DEFECT OR LETTING US OUT OF THE LEASE. IN ORDER FOR US TO "TRADE" IT FOR A FORD F150 WE HAVE TO EAT \$4000 OF NEGATIVE EQUITY... I STRONGLY FEEL THAT WE ARE PUTTING OUR LIVES IN DANGER BY DRIVING THIS VEHICLE BUT HAVE NO CHOICE SINCE WE BOTH HAVE A 30 MILE COMMUTE IN OPPOSITE DIRECTIONS. ITS NOT LIKE WE HAVE OTHER VEHICLES TO DRIVE INSTEAD. ACCORDING TO YOUR WEBSITE, IT HAS A RECALL, BUT WHEN BILLION TOYOTA IN SIOUX FALLS SD RUNS THE VIN THEY CLAIM IT HAS NO RECALL. WE NEED YOUR HELP!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320664  
**Date of Incident:** 20090225  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** DENNIS, MA

**NHTSA Summary:**  
TL- THE CONTACTS OWNS A 2007 TOYOTA CAMRY HYBRID. THE CONTACT STATED THAT FOR THE PAST YEAR THE VEHICLE HAS HAD PERIODIC ACCELERATION ISSUES. THE VEHICLE HAS NEVER GOTTEN AWAY FROM THE CONTACT, BUT IT HAS HAD TIMES WHEN IT WOULD CONTINUE TRAVELING AT THE SAME RATE OF SPEED AND NOT SLOW DOWN. THIS HAPPENS EVEN WHEN THE VEHICLE IS NOT IN CRUISE CONTROL. THE FAILURE MILEAGE WAS 50000 AND CURRENT MILEAGE 79000. RL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322708  
**Date of Incident:** 20090225

C-1288

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 1997 TOYOTA AVALON  
**Location of Incident:** TOMS RIVER, NJ  
**NHTSA Summary:**  
DRIVER WAS ATTEMPTING TO PARK IN A LEGAL PARKING SPACE IN THE LAST ROW OF PARKING LOT ON 9 MULE RD TOMS RIVER NJ- NOSE IN. WEATHER GOOD. CAR ACCELERATED OVER THE CURB COMING TO REST IN DRAINAGE DITCH THAT BACKS TO THE LOT. AIR BAG INFLATED AND DRIVER WAS PINNED AND NECK BROKEN. THE CAR WAS TOTALED AND DRIVER TAKEN BY AMBULANCE TO HOSPITAL. NO PAST EXPERIENCE WITH UNEXPLAINED ACCELERATION - ONLY TIME IT EVER HAPPENED. NO OTHER CARS INVOLVED IN ACCIDENT AND DRIVER WAS ALONE IN VEHICLE. POLICE REPORT FILED. INSURANCE COMPANY TOOK POSSESSION OF CAR.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294388  
**Date of Incident:** 20090227  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** FOSTER CITY, CA  
**NHTSA Summary:**  
IN LIGHT OF THE RECENTLY ANNOUNCED SAFETY RECALL FOR THIS VEHICLE, WE FELT COMPELLED TO INFORM YOU OF THE FOLLOWING INCIDENTS INVOLVING THE REFERENCED AUTOMOBILE: 1) ON OR ABOUT APRIL 2008 WE HAD JUST LEFT OUR HOUSE AND TRAVELED ABOUT TWO MILES WHEN WE STOPPED AT A RED LIGHT. WITH THE VEHICLE IN GEAR AND MY FOOT ON THE BRAKE, I FELT THE CAR ATTEMPTING TO SURGE FORWARD. I APPLIED GREATER PRESSURE ON THE BRAKE PEDAL AND WAS ABLE TO KEEP THE CAR FROM MOVING. THIS SURGING DID NOT REPEAT ITSELF AT ANY OTHER STOPS THAT DAY. 2) ON OR ABOUT FEBRUARY 27, 2009, MY WIFE HAD JUST LEFT COSTCO IN OUR CITY AND TRAVELED ABOUT 1/2 MILE WHERE SHE STOPPED AT A RED LIGHT PRIOR TO MAKING A LEFT TURN. WHILE WAITING FOR THE GREEN LIGHT, THE CAR SUDDENLY STOPPED DEAD; THE ENGINE HAD UNEXPECTEDLY SHUT ITSELF OFF WITH THE CAR IN GEAR. SHE ATTEMPTED TO RE-START THE CAR SEVERAL TIMES TO NO AVAIL. THE POLICE WAS CALLED WHO IN TURN CALLED AAA. WHILE WAITING FOR AAA TO ARRIVE, SHE ATTEMPTED TO RE-START THE VEHICLE ONE LAST TIME AND WAS SURPRISED TO FIND THAT IT DID START SUCCESSFULLY. THE APPROXIMATE TIME BETWEEN THE CAR'S ENGINE DYING AND BEING RESTARTED WAS ABOUT 15 MINUTES. THIS HAS NEVER REPEATED; HOWEVER, MY WIFE HAS NOTICED THE ENGINE IDLING FAST WHILE THE CAR WAS STOPPED ON SEVERAL OCCASIONS. WE BROUGHT THE CAR INTO PUTNAM LEXUS FOR INSPECTION ON MARCH 6, 2009, WHERE THEY WERE UNABLE TO DUPLICATE THE PROBLEM. 3) ON SEPTEMBER 2, 2009, WE HAD JUST EXITED THE FREEWAY WHEN WE STOPPED AT THE FIRST STOP LIGHT. THE CAR'S ENGINE BEGAN IDLING FAST AND THEN BEGAN IDLING ROUGH. WITH MY FOOT ON THE BRAKE PEDAL, I GLANCED AT THE TACHOMETER AND NOTICED THAT THE NEEDLE WAS NOT STEADY AS IT NORMALLY IS BUT THE RPM'S WERE FLUCTUATING BETWEEN A BIT HIGHER THAN NORMAL AND A BIT LOWER THAN NORMAL. THIS BEHAVIOR HAS REPEATED SPORADICALLY ON A NUMBER OF OCCASIONS. WE DO NOT BELIEVE THE FLOOR MAT CAUSED THE ABOVE INCIDENTS. WE HAVE ONLY USED THE LEXUS FLOOR MATS THAT CAME WITH THE VEHICLE AND THE ANCHOR. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10260687

C-1289

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090227  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** LAS VEGAS, NV  
**NHTSA Summary:**  
THIS HAS HAPPENED ON FOUR (4) OCCASIONS. THE FIRST TWO (2) I WAS NOT SURE THAT IT WAS DRIVER ERROR, I AM NOW POSITIVE THAT WAS NOT THE CASE. APPROACHING A RED LIGHT I HAVE REMOVED MY FOOT OFF THE ACCELERATOR. AS I GET CLOSER TO THE INTERSECTION I APPLIED THE BRAKE, MY VEHICLE ACCELERATED. I WAS STOPPED AND MY REAR TIRES WERE SPINNING. (THE PAVEMENT LOOKED DAMP) I SHIFTED TO NEUTRAL. THE TACHOMETER WENT TO FOUR THOUSAND (4000). I PUMPED THE ACCELERATOR A COUPLE OF TIMES AND THE ENGINE RETURNED TO NORMAL OPERATIONS. I AM WAITING FOR MY DAY OFF TO RETURN THE VEHICLE FOR SERVICE ASSUMING THEY CAN DUPLICATE THE PROBLEM? \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10276805  
**Date of Incident:** 20090227  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** CHICAGO, IL  
**NHTSA Summary:**  
2006 TOYOTA CAMRY SURGED UNEXPECTEDLY. INCREASE IN ENGINE SPEED OCCURRING WHILE THE ACCELERATOR PEDAL IS NOT DEPRESSED. UNCONTROLLED SURGE CAUSED VEHICLE TO CRASH INTO OTHER OBJECTS. UPON IMPACT, AIR BAGS DID NOT INFLATE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320405  
**Date of Incident:** 20090227  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BELAIR, MD  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THE VEHICLE WAS REPAIRED UNDER THE RECALL BUT THEN IT ACCELERATED. THERE WAS NO PROBLEM BEFORE THE FIX. AS SHE WAS PARKING AT ABOUT FIVE MPH THE VEHICLE ACCELERATED INTO A MOUNTAIN OF SNOW AND STOPPED. THE VEHICLE WAS NOT DAMAGED AND NO ONE WAS INJURED. THE DEALER CAME AND TOWED THE VEHICLE TO DIAGNOSE THE FAILURE AND STATED THEY WILL BE SENDING OUT A REPRESENTATIVE FROM THE MANUFACTURER TO TAKE A LOOK AT THE VEHICLE. THIS WILL NOT HAPPEN UNTIL A FEW DAYS AND SHE IS VERY AFRAID TO DRIVE THE VEHICLE. THE FAILURE MILEAGE WAS 35,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314155  
**Date of Incident:** 20090228  
**Vehicle:** 2008 TOYOTA 4RUNNER  
**Location of Incident:** FLORENCE, SC  
**NHTSA Summary:**  
I OWN A 2008 TOYOTA 4RUNNER. I KNOW IT IS NOT ON THE RECALL LIST, BUT A YEAR AGO I HAD AN ACCIDENT THAT FITS THE DESCRIPTION OF THE SUDDEN ACCELERATION.  
**Additional Summary:**

C-1290

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NO ONE AT THE TIME BELIEVED ME WHEN I SAID THAT I DID NOTHING WRONG, THAT THE CAR JUST TOOK OFF. IN FEBRUARY 2009 I WAS ON MY WAY TO WORK AT AROUND 6 AM, EVERYTHING WAS GOOD. THEN THE NEXT THING I REMEMBER I FELT THE CAR GO OVER A CURB AND RUN INTO A BUILDING. THE DAMAGE WAS GREAT TO THE VEHICLE. THE SPEED LIMIT WAS 35 MILES/HOUR. I REMEMBER PRESSING ON THE BREAK, BUT IT HAD NO EFFECT. I WAS CHARGED WITH CARELESS DRIVING, HAD TO PAY TO FIX THE BUILDING AND MY CAR, AND I NOW ALSO HAVE HIGHER INSURANCE COST. THIS HAPPENED IN FLORENCE SC.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10262272  
**Date of Incident:** 20090301  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CAPE CORAL, FL  
**NHTSA Summary:**  
SUBMISSION OF MOTOR VEHICLE DEFECT NOTIFICATION REGARDING HIS 2007 TOYOTA CAMRY. REQUESTING A FINAL ATTEMPT TO CORRECT THE CONTINUING SUBSTANTIAL DEFECT(S) OR CONDITION(S). \*\*NAR\*\* \*NJ THE CONSUMER STATED THE THROTTLE STICKS, THE RPM'S STICK AND THE CHECK ENGINE LIGHT ILLUMINATED. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304811  
**Date of Incident:** 20090301  
**Vehicle:** 2001 TOYOTA COROLLA  
**Location of Incident:** CUPERTINO, CA  
**NHTSA Summary:**  
I AM A SLOW DRIVER AND OBEY SPEED LIMITS. I KNEW I WAS COMING UP TO A STOP SIGN ON A 25 MPH ROAD, AND I ALWAYS DO A REAL STOP, NOT A SLOW DOWN AND CREEP FORWARD. A BLOCK OR TWO PRIOR TO THE ACCIDENT, I PASSED SEVERAL POLICE CARS AND EVEN AN UNSAFE DRIVER WOULD HAVE CAREFULLY OBEYED THE TRAFFIC LAWS. I HAVE NO MEMORY OF THE COUPLE OF SECONDS IMMEDIATELY PRIOR TO AND DURING THE ACCIDENT, AND MY FIRST MOMENT I SAW WHAT WAS HAPPENING, I HAD MY FOOT ALREADY ON THE BRAKE PUSHING DOWN HARD ON IT BUT HEADING TO THE CURB ANYWAY. I THINK THE CURB STOPPED THE CAR. MY AIR BAGS DID NOT DEPLOY AND THE OFFICER AT THE SCENE WAS SURPRISED. I BELIEVE THIS FITS THE COMPLAINTS ABOUT SUDDEN ACCELERATION. MY CAR WAS TOTALED AND I HAD TO GET A NEW CAR. I'VE ASKED MY INSURANCE COMPANY TO INVESTIGATE, BUT THEY HAVE NOT GOTTEN BACK TO ME. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305280  
**Date of Incident:** 20090301  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** ST PAUL, MN  
**NHTSA Summary:**  
WE OWN A 2004 TOYOTA COROLLA (A MODEL NOT IN THE RECALL) BUT HAVE HAD TWO INCIDENTS OF SUDDEN ACCELERATION WHILE BRAKING AT AN INTERSECTION.  
**Additional Summary:**

C-1291

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305506  
**Date of Incident:** 20090301  
**Vehicle:** 2008 TOYOTA FJ CRUISER  
**Location of Incident:** PISCATAWAY, NJ  
**NHTSA Summary:**  
THIS IS A SPORADIC OCCURRENCE AND CANNOT BE REPRODUCED DELIBERATELY: WHEN BRAKING SUDDENLY AT 40 MPH AND BELOW, THE VEHICLE DOES NOT SLOW DOWN NOTICEABLY. IT APPEARS ONLY MINIMAL BRAKING FORCE IS EXERTED AT THESE OCCURRENCES, DESPITE MAXIMUM BRAKE FORCE ON THE PEDAL. THIS HAPPENS ALSO ON DRY PAVEMENT, RULING OUT SKIDDING AS CAUSE OF FAILED DECELERATION. THE MASSIVELY PROLONGED BRAKING DISTANCE CAUSED TWO NEAR-MISSES. THE VEHICLE WAS PURCHASED NEW, WITH THE BRAKE DEFECT FIRST NOTICED DURING THE FIRST YEAR OF OPERATION (FIRST 15,000 MILES). THE DEALERSHIP WAS NOTIFIED, DETAILS EXPLAINED, AND AN INSPECTION OF THE BRAKING SYSTEM WAS REQUESTED. THE DEALERSHIP WAS UNABLE TO DUPLICATE THE CONCERN BECAUSE OF THE ONLY SPORADIC OCCURRENCE OF BRAKE FAILURE. NO ACTION WAS TAKEN.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307269  
**Date of Incident:** 20090301  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ALOHA, OR  
**NHTSA Summary:**  
I HAVE A 2007 CAMRY 4CYLDR AUTOMATIC, THAT HAS PROBLEMS ACCELERATING. THIS USUALLY HAPPENS AT LEAST ONCE A DAY. FOR EXAMPLE IF I TAKE OFF FROM A RED LIGHT OR A STOP THE CAR WILL HESITATE LIKE IT IS STALLING AND THEN WILL PROCEED TO TAKE OFF. THIS IS AN INCONSISTENT PROBLEM THAT WHEN I COMPLAINED AT THE DEALERSHIP THEY COULDN'T REPRODUCE THE PROBLEM. THE OTHER EXAMPLE THAT THE CAR EXHIBITS IS THAT WHEN YOU TAKE YOUR FOOT OF THE GAS PEDAL THE CAR WILL SLOW DOWN BUT AS YOU REAPPLY YOUR FOOT THE CAR WILL HESITATE OR STALL UNTIL YOU REMOVE YOUR FOOT AND REAPPLY IT. I HAVE 60000 MILES ON MY CAR AND IT HAS HAD ALL THE TIMELY SERVICES DONE TO IT. IT HAS BEEN A GREAT CAR UP TILL ABOUT A YEAR AGO WHEN THE PROBLEM BEGAN. ROUGHLY 45000 MILES AGO. I FEAR THAT THIS MAY RESULT IN AN INABILITY TO DRIVE DEFENSIVELY AND RESULT IN AN ACCIDENT. NEITHER MY WIFE NOR I AM AGGRESSIVE DRIVERS, AND WE DONT FEEL THAT THIS IS AS A RESULT OF HARSH DRIVING. I DID TAKE THE CAR INTO THE DEALER TO FIND OUT IF IT WAS PART OF THE GAS PEDAL RECALL THAT IS GOING ON AND THEY SAID THAT IT WASN'T. I HOPE THAT TOYOTA WILL MAKE A TIMELY DECISION ON THIS AS I HAD HOPED TO PURCHASE ANOTHER TOYOTA IN THE FUTURE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313922  
**Date of Incident:** 20090301  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CHESTER SPRINGS, PA  
**NHTSA Summary:**  
WHILE SITTING AT A RED LIGHT WITH MY FOOT ON THE BRAKE, THE ENGINE SPEED INCREASED FROM IDLE WITHOUT TOUCHING THE ACCELERATOR PEDAL. I SLAMMED MY FOOT DOWN ON THE ACCELERATOR A FEW TIMES THINKING IT WAS LODGED. IT

C-1292

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DEPRESSED AND RETURNED TO POSITION WITHOUT STICKING. AFTER APPROX. FIVE OR MORE SECONDS THE ENGINE SPEED RETURNED TO IDLE ON ITS OWN. I SHUT OFF THE VEHICLE AND RESTARTED IT. THE PROBLEM HASN'T OCCURRED SINCE - KNOCK ON WOOD. THE SPEED INCREASE WAS NOT MINOR AS ONE WOULD EXPECT FROM THE AIR CONDITIONING TURNING ON - THE ENGINE SPEED WAS SEVERAL THOUSAND RPM'S BUT DID NOT RED-LINE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316587  
**Date of Incident:** 20090301  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** KEY WEST, FL

**NHTSA Summary:**  
WHILE DRIVING DOWN THE FREEWAY AT APPROX. 65MPH THE VEHICLE ACCELERATED, AS WE DON'T OFTEN DRIVE OUR VEHICLE IT HAS ONLY OCCURRED 2-3 TIMES(BETWEEN 2008-2009). FORTUNATELY WE HAVE ALWAYS BEEN A REASONABLE DISTANCE FROM OTHER VEHICLES WHEN THE TRUCK "TAKES OFF"(IT IS LIKE YOU GUNNED THE GAS PEDAL). AFTER THE ACCELERATION THE TRUCK JUST SLOWS BACK DOWN. WE RECEIVED A RECALL NOTICE FOR THE FLOOR MAT ISSUE, WHICH THIS IS NOT THE ISSUE, IT STATED WE WOULD BE INFORMED AS TO WHEN WE SHOULD BRING THE VEHICLE IN FOR THAT REPAIR. SO FAR NO OTHER CONTACT HAS BEEN MADE. WITH BRINGING THIS ACCELERATION CONCERN TO THE ATTENTION OF THE DEALER, WE WERE INFORMED THAT ALTHOUGH THE '95 TACOMAS ARE NOT IN THE ACCELERATOR RECALL, THEY WOULD LOOK AT THE GAS PEDAL AND REPLACE IT IF NEEDED AT OUR EXPENSE MINUS LABOR COSTS. I SEE NOW THAT THIS MAY NOT EVEN FIX THE PROBLEM. SHOULD I BOTHER HAVING THIS REPAIR DONE?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317048  
**Date of Incident:** 20090301  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** TAMPA, FL

**NHTSA Summary:**  
TL\* CONTACT OWNED A 2003 TOYOTA CAMRY. THE CONTACT STATED SHE HAD SEVERAL PROBLEMS WITH THIS VEHICLE WHEN SHE HAD IT. SHE ALMOST RAN THREW HER WINDOW WHEN THE VEHICLE WAS IN PARK. SHE NO LONGER HAS THE VEHICLE BUT THOUGHT THAT FILING A COMPLAINT WAS THE RIGHT THING TO DO. THE FAILURE MILEAGE 70,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317129  
**Date of Incident:** 20090301  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** WEXFORD, PA

**NHTSA Summary:**  
ON 2/26/10 I BROUGHT MY 2009 TOYOTA COROLLA LE TO NORTH HILLS TOYOTA/SCION SERVICE CENTER AT 711 BROWNS LANE PGH PA 15237 TO HAVE THE RECALL WORK PERFORMED. AS PER THE THE WORK ORDER #TOCS162571, THE WORK PERFORMED WAS: INSTALLING ACCELERATOR PEDAL REINFORCEMENT BAR, BRAKE INSPECTION,

C-1293

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INSTALLING INTAKE AIR TUBE CONNECTOR KIT. UP UNTIL THAT TIME, I HAD NOT EXPERIENCED ANY PROBLEMS. ON 3/1/10 AT 10:25AM, THE 2009 TOYOTA COROLLA ABRUPTLY ACCELERATED TO OVER 7,000 RPM'S WHILE MY FOOT WAS APPLIED TO BRAKE AS I WAS COMING TO A STOP AT A RED LIGHT. THE CAR CONTINUED TO MOVE DESPITE APPLYING EXTRA PRESSURE TO THE BRAKE WITH MY FOOT. I THEN TURNED THE CAR OFF WITH THE KEY, PUT IT IN PARK, WAITED APPROX. 1 MINUTE, AND RESTARTED THE CAR. THE ACCELERATION WAS MUCH WORSE THAN THE FIRST TIME AND THE NEEDLE ON THE TACHOMETER AGAIN WENT TO OVER 7,000 RPM'S AND THE ENGINE SOUNDED LIKE A "JET ENGINE". I IMMEDIATELY TURNED TO ENGINE OFF AGAIN. THE POLICE WERE THEN CALLED AS THE CAR WAS BLOCKING TRAFFIC. THE OFFICER AND MYSELF PUSHED THE CAR TO SIDE OF ROAD WITHOUT STARTING IT. AAA EVENTUALLY TOWED THE CAR TO NORTH HILLS TOYOTA/SCION SERVICE CENTER. ON 3/2/10, DEANA HICKS OF THE SERVICE DEPT. CALLED TO SAY, UPON INSPECTION, THEY FOUND NOTHING WRONG WITH THE CAR. I ASKED THEM TO EXAMINE THE CAR FURTHER AND A SERVICE TECH. TOOK IT HOME OVER NIGHT IN AN ATTEMPT TO REPLICATE THE PROBLEM AND COULD NOT. AT THIS POINT WE WERE TOLD WE COULD TAKE THE CAR BACK.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322185  
**Date of Incident:** 20090301  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** RHODODENDRON, OR

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2008 TOYOTA TUNDRA. THE CONTACT STATED THAT THE VEHICLE ACCELERATED SO FAST THAT THE CONTACT DIDN'T HAVE TIME TO PUT THE VEHICLE INTO NEUTRAL. THE CONTACT STATED THAT HE WAS COASTING THE VEHICLE AT APPROXIMATELY 30 MPH, WHEN THE RPM 1100 TO 4000 RPM. THE CONTACT STATED THAT THE TRACTION CONTROL CAME ON, THEN THE VEHICLE LOST TRACTION AND THE VEHICLE DID A 360 DEGREE TURN INTO ONCOMING TRAFFIC. THE CONTACT STATED THAT THE WEATHER WAS SNOWING BUT WAS NOT A FACTOR TO THE VEHICLE ACCELERATING. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC AND TESTING. THE CONTACT STATED THAT THERE ARE TWO PEOPLE THAT DRIVE THE VEHICLE AND THERE IS TWO PEOPLE THAT EXPERIENCE THE VEHICLE FAILURE. THE DEALER COULD NOT DUPLICATE THE PROBLEM. THE APPROXIMATE FAILURE MILEAGE WAS 10,000. THE APPROXIMATE CURRENT MILEAGE WAS 28,000. RG

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10260635  
**Date of Incident:** 20090302  
**Vehicle:** 2004 TOYOTA SEQUOIA  
**Location of Incident:** PRESCOTT, AZ

**NHTSA Summary:**  
VEHICLE LOSES CONTROL OF ACCELERATION WHEN TURNING AND CAUSES OTHER VEHICLES TO NEARLY CRASH INTO MY VEHICLE. THE VSC (VEHICLE SKID CONTROL) SYSTEM ACTIVATES IN ERROR DURING NORMAL DRIVING ON DRY PAVEMENT DUE TO FAULTY SYSTEM (THIS IS KNOW PROBLEM WITH TOYOTA SEQUOIA). SECONDARY PROBLEM RELATED TO THIS, THE VEHICLE SKID CONTROL SYSTEM DOES NOT DISENGAGE WHILE IN SNOW AND IT GETS STUCK. \*TR

**Additional Summary:**

C-1294

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304612  
**Date of Incident:** 20090302  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** RANCHO MIRAGE, CA

**NHTSA Summary:**  
BACK IN 2009, I EXPERIENCED RUNAWAY ACCELERATION IN MY 2006 TOYOTA PRIUS. THE CRUISE CONTROL HAD BEEN ENGAGED FOR BETWEEN 5 AND 15 MINUTES. ALL OF A SUDDEN, THE VEHICLE STARTED TO RACE. I WAS TRAVELING IN THE 70'S (MPH), AND IT SHOT UP TO NEARLY 100 BEFORE I GOT IT UNDER CONTROL. THE DEALER CLAIMED HE HAD NO SUCH OTHER COMPLAINTS AND COULD NOT REPLICATE MY PROBLEM. I BROUGHT IT BACK AGAIN A FEW MOS. LATER BECAUSE THE CRUISE CONTROL INTERMITTENTLY FAILED TO SET. I BROUGHT IT BACK A THIRD TIME, AGAIN, A FEW MOS. LATER. THIS TIME, THEY HAD A FIX, WHICH WAS A NEW CRUISE CONTROL MODULE. THE FIRST 2 TRIPS WERE UNDER WARRANTY. THEY WANTED TO CHARGE ME THE 3RD TIME BECAUSE IT WAS THEN BEYOND THE 3 YEARS OF WARRANTY. I FOUGHT THIS BECAUSE THE CONDITION WAS OBVIOUSLY PRE-EXISTING. YESTERDAY, STEVE WOZNIAK RECEIVED TELEVISION AND PRESS ATTENTION WHEN HE REPORTED THE SAME PROBLEM, A PROBLEM THAT TOYOTA TOLD ME THEY HAD NEVER EXPERIENCED BEFORE. AS FAR AS I AM CONCERNED, THIS COMPANY IS SCAMMING THE PUBLIC. THEY ARE PLAYING WITH PEOPLE'S LIVES. IT'S GOT TO STOP. IT'S MORE THAN JUST BRAKE PEDALS AND CARPET, IT'S APPARENTLY A WAY OF LIFE FOR THIS COMPANY. (I NO LONGER HAVE THE VEHICLE. DATES AND MILEAGE ARE APPROX.)

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304865  
**Date of Incident:** 20090302  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** CYPRESS, TX

**NHTSA Summary:**  
2006 TOYOTA COROLLA. GAS PEDAL FAILED TO ACCELERATE ENGINE AT CRITICAL TIME WHEN CROSSING HIGHWAY FROM SHOPPING STRIP. CAR WAS STOPPED BLOCKING TRAFFIC NARROWLY ESCAPING A COLLISION AND I HAD TO PUSH THE CAR OFF THE HIGHWAY BY HAND. VEHICLE WAS OUT OF WARRANTY WITH 47618 MILES. TOYOTA REPAIRED THE VEHICLE FREE OF CHARGE. THEY REPLACED THE COMPUTER ENGINE CONTROLLER. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10260842  
**Date of Incident:** 20090304  
**Vehicle:** 2007 TOYOTA CAMRY HV  
**Location of Incident:** HOLAUALOA, HI

**NHTSA Summary:**  
CRUISE CONTROL DOES NOT WORK CORRECTLY ON ROLLING HILLS WHICH IS LIKELY GOING TO CAUSE COLLISIONS. THE CRUISE CONTROL WILL ALLOW THE SPEED TO DECREASE BY AS MUCH AS 5 MPH WHILE DESCENDING DOWN THE A HILL, THEN AS IT BEGINS TO CLIMB IT QUICKLY ACCELERATES WAY OVER THE TARGET SPEED. THIS CAUSES A WHIPLASH EFFECT TO ALL PASSENGERS AND MAY CAUSE THE DRIVER TO LOSE CONTROL AND COLLIDE WITH VEHICLES. \*TR

**Additional Summary:**

C-1295

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316576  
**Date of Incident:** 20090304  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** SAINT CLOUD, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA TUNDRA. THE CONTACT STARTED THE VEHICLE AND THE RPM'S INCREASED FOR A FEW SECONDS WITHOUT THE CONTACT DEPRESSING THE ACCELERATOR PEDAL. THE CONTACT SHUT THE VEHICLE OFF AND RESTARTED IT AND IT FUNCTIONED NORMALLY. THE CONTACT INFORMED THE MANUFACTURER AND THEY STATED THAT HE WOULD HAVE TO GET IT INSPECTED BY A AUTHORIZED DEALER AND PAY THE REPAIR COST. THE VEHICLE WARRANTY WAS NOT VALID. THE MANUFACTURER ALSO STATED THAT THEY ONLY GO BACK AS FAR AS THE 2007 MODEL AND THAT THERE WERE NO KNOWN RECALLS ON THE 2006 MODELS. THE FAILURE WAS 10,000 AND THE CURRENT MILEAGE WAS 25000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293898  
**Date of Incident:** 20090305  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
I HAVE HAD 2 ACCIDENTS WHERE MY TOYOTA HAS ACCELERATED ITSELF AND THE ONLY WAY TO STOP WAS TO CRASH IN THE CAR IN FRONT OF ME...THE BRAKE WOULD NOT WORK...AS A RESULT MY INSURANCE HAS GONE UP AND THE VALUE OF MY TOYOTA HAS GONE DOWN. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302187  
**Date of Incident:** 20090306  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** MELBOURNE, FL

**NHTSA Summary:**  
I PURCHASED A 09 TOYOTA MATRIX 5DR, 2WD, CUV ON 1/24/09. DURING THE FIRST WEEK IN MARCH 2009 I WAS DRIVING ON A 45 MPH CITY STREET GOING A LITTLE LESS THAN THE SPEED LIMIT WHEN ALL OF A SUDDEN MY CAR SPED UP. I GAVE THE GAS PEDAL A TAP THINKING IT HAD JUST STUCK, BUT THE MOTOR KEPT RACING AS I PICKED UP SPEED. I TOOK MY FOOT OFF THE GAS PEDAL AND PUT MY FOOT ON THE BRAKE PEDAL, BUT THE CAR WOULD NOT SLOW DOWN. I NEVER LOOKED TO SEE HOW FAST I WAS GOING, I WAS TOO BUSY, TRYING TO SLOW DOWN AND FIND A PLACE TO PULL OVER BEFORE I CAUGHT UP TO THE CAR AHEAD OF ME AND RAMMED INTO IT. LUCKILY THE TRAFFIC WAS LIGHT AND THE CAR IN FRONT OF ME A WAYS OFF. AND I WAS IN AN OUTER LANE AND FOUND A PLACE TO PULL IN, CONTINUING TO PRESS DOWN ON THE BRAKE PEDAL AS HARD AS I COULD. I IMMEDIATELY TURNED OFF THE KEY AND PUT THE CAR IN PARK. I TRIED TO START IT UP AGAIN AFTER A FEW MINUTES, BUT THE MOTOR CONTINUED TO RACE IN PARK. I TUNED THE IGNITION OFF, AND I THEN DISCOVERED THAT A FLOOR MAT HAD SLIPPED UNDER THE GAS PEDAL, SO I PULLED IT OUT AND STARTED THE CAR AGAIN. I STARTED NORMALLY. MY HEART WAS RACING AND IT TOOK ME MORE THAN AN HOUR TO GET MY EMOTIONS UNDER CONTROL BECAUSE I KNEW WHAT COULD HAVE HAPPENED HAD I BEEN DRIVING ON NEARBY RT. 95 WHERE TRAFFIC MOVES AT A FAST

C-1296

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CLIP AND THERE IS REALLY NOWHERE TO PULL OVER. A FEW MONTHS LATER I SAW ON TV ABOUT OTHER PEOPLE HAVING THE SAME PROBLEM, BUT WITH HEART WRENCHING RESULTS. I CALLED TOYOTA HEADQUARTERS AND HAD THE INCIDENT DOCUMENTED. IT HAS ONLY BEEN A FEW DAYS THAT I SAW THE RECALL IN THE NEWSPAPER, SO I AM WAITING TO HEAR FROM TOYOTA. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316560  
**Date of Incident:** 20090306  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** BOYNTON BCH, FL

**NHTSA Summary:**

PURCHASED A 2008 TOYOTA TUNDRA SR5 DOUBLE CAB. FROM DAY ONE HAD PROBLEMS WITH MY ACCELERATOR WAS TOO SPRINGY AND SENSITIVE ON NUMEROUS OCCASIONS HAD DIFFICULTY KEEPING ACCELERATOR IN CONTROL. TOOK IT BACK TO THE DEALER SEVERAL TIMES WHERE THEY WOULD HOOK IT UP TO THE COMPUTER ONLY TO TELL ME THERE WAS NOTHING WRONG. ALTHOUGH I HAD TALKED TO A TOYOTA MECHANIC AND HE TOLD ME THERE WOULD PROBABLY HAVE SOMETHING COME OUT ON THIS MATTER BECAUSE HE HAS SEEN PROBLEMS LIKE THIS BEFORE. I WENT IN FOR THE RECALL AND IT SEEMS THERE IS A WORSE PROBLEM NOW. I TRULY BELIEVE THIS IS AN ELECTRONIC PROBLEM BECAUSE IT SEEMS TO COINCIDE WITH THE TRANSMISSION WHICH IS ALSO ELECTRONIC. THIS PROBLEM IS ON GOING. ESPECIALLY WHEN PROCEEDING FROM A STOPPED POSITION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10261149  
**Date of Incident:** 20090307  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** TRAFFORD, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA TACOMA. WHILE DRIVING 65 MPH, THE CONTACT ATTEMPTED TO PASS ANOTHER VEHICLE AND THE SPEED INCREASED TO 80 MPH UNEXPECTEDLY. SHE DEPRESSED THE BRAKE PEDAL WITH BOTH FEET, BUT THE VEHICLE WOULD NOT SLOW DOWN. THE CONTACT PULLED OVER TO THE SIDE OF A GRAVEL ROAD AND PLACED THE VEHICLE INTO NEUTRAL. THE ENGINE BEGAN TO REV AND SHE HAD TO TURN OFF THE ENGINE TO MAKE IT STOP. THE VEHICLE WAS PURCHASED IN APRIL OF 2008 AND THIS WAS NOT THE FIRST TIME THE CONTACT EXPERIENCED UNINTENDED ACCELERATION. THE DEALER INFORMED HER TO HAVE THE VEHICLE TOWED TO THEM AT HER EXPENSE. THE CONTACT WAS INFORMED THAT THE FLOOR MATS CAUSED THE ACCELERATION, ALTHOUGH THEY WERE NOT IN CLOSE PROXIMITY TO THE ACCELERATOR PEDAL. THE CONTACT DOES NOT WANT TO DRIVE THE VEHICLE IN THIS CONDITION. THE FAILURE MILEAGE WAS 12,140. UPDATED 03/13/09. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296767  
**Date of Incident:** 20090307  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** CHAMPAIGN, IL

C-1297

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

I OWN A 2008 TOYOTA RAV 4 WHICH I PURCHASED NEW. ON SEVERAL OCCASIONS I HAVE HAD THE ACCELERATOR PEDAL BECOME STUCK FULLY OPEN WHEN ACCELERATING TO MERGE ONTO AN INTERSTATE HIGHWAY. I WAS TOLD SEVERAL MONTHS AGO THAT AN AFTERMARKET FLOOR MAT WAS SLIPPING FORWARD AND TRAPPING THE PEDAL. RECENTLY WHEN THIS EVENT HAPPENED I STOPPED AND LOOKED AT THE MAT MYSELF. IT WAS AT LEAST 4 TO 6 INCHES FROM CONTACTING THE ACCELERATOR PEDAL OR ANY PART OF THE DRIVE BY WIRE SWITCH. I FEEL LIKE THE DEALERSHIP IS JUST TRYING TO GET AROUND ACTUALLY INVESTIGATING MY COMPLAINT. THIS HAS HAPPENED ON SEVERAL OCCASIONS OVER THE LAST 6 TO 9 MONTHS. I FINALLY DECIDED TO FILE THIS COMPLAINT AFTER IT HAPPENED TO ME THIS MORNING (12/22/2009). \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314411  
**Date of Incident:** 20090307  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** MANHATTAN BEACH, CA

**NHTSA Summary:**

TOYOTA 2008 PRIUS SUDDEN ACCELERATION, REMOVED THE MATS PRIOR TO THE RECALL, AS WE FIGURED OUT BY LOOKING AT OTHER CARS CLEARANCE BELOW THE GAS PEDAL. I ACCELERATED BACKWARDS WHEN TRYING TO PARK MY CAR. HIT A PARKED CAR. AFTER REMOVAL OF THE MATS, MY CAR HAS ACCELERATED ON TWO OTHER OCCASIONS. I TURNED THE CAR OFF AFTER STOMPING ON BRAKE AND APPLYING PARKING BRAKE. I INFORMED JOHN ELLIWAY TOYOTA DEALERSHIP IN MANHATTAN BEACH CA AND THEY WERE DISMISSIVE. THIS HAPPENED LONG BEFORE SUDDEN ACCELERATION WAS IN THE MEDIA. THERE IS SOMETHING WRONG WITH MY CAR AND THEY REFUSE TO ACKNOWLEDGE IT. THE FIRST TIME IT HAPPENED, MY MOTHER WATCHED ME ZOOM DOWN OUR ALLEY IN REVERSE AS I WAS ATTEMPTING TO PARK MY CAR. I HAVE A WITNESS. ONE TWO OTHER OCCASIONS THIS HAS HAPPENED, THE DEALER SAYS THAT MY CAR IS NOT EFFECTED BY THE RECALL. I HAD THE ALL WEATHER CAR MATS IN MY CAR THAT I PURCHASED AT THE DEALER. I REMOVED THEM, BUT THIS STILL HAS HAPPENED. IF SOMETHING HAPPENS TO ME I WANT THIS TO BE A RECORD OF MY COMPLAINT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316630  
**Date of Incident:** 20090307  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** WARWICK, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHENEVER THE CONTACT DROVE THE VEHICLE AT VARIOUS SPEEDS THE VEHICLE WOULD SUDDENLY ACCELERATE WITHOUT WARNING. IN ORDER TO STOP THE ACCELERATION THE CONTACT HAD TO APPLY EXTREME PRESSURE TO THE BRAKE PEDAL. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE VEHICLE WAS PERFORMING NORMALLY. THE CONTACT HAS NOTICED THE FAILURE SINCE THE DAY THE VEHICLE WAS PURCHASED. THE VIN WAS NOT AVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE 8900.

**Additional Summary:**

C-1298

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303544  
**Date of Incident:** 20090308  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BRONX, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 35 MPH HIS VEHICLE ACCELERATED AND CRASHED INTO A PEDESTRIAN AND DAMAGED A TELEPHONE POLE. THE CONTACT SUSTAINED MINOR INJURIES BUT DOES NOT KNOW IF HE LOSS CONSCIOUSNESS OR NOT. THE VEHICLE WAS DESTROYED. THE INSURANCE AND TOYOTA WAS CONTACTED AND THEY ARE INVESTIGATING THE FAILURE. A POLICE REPORT IS AVAILABLE IF NEEDED. THE FAILURE MILEAGE WAS UNKNOWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302176  
**Date of Incident:** 20090309  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** MIAMI, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE DRIVING 40 MPH THE CONTACT TRIED TO SLOW THE VEHICLE DOWN BY APPLYING THE BRAKES. THE VEHICLE WOULD NOT SLOW DOWN AND CRASHED INTO ANOTHER VEHICLE. THE VEHICLE WAS TOWED AND THE CONTACT WAS INJURED BY THE AIR BAG. THE CONTACT FEELS THE ACCELERATOR PEDAL WAS STICKING AND THAT CAUSED THE CRASH. THE CONTACT DID NOT CALLED THE MANUFACTURER REGARDING THIS ISSUE. THE FAILURE MILEAGE WAS 73,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308426  
**Date of Incident:** 20090309  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** FARINA, IL

**NHTSA Summary:**

I WAS ON MY WAY TO WORK WHEN THE VEHICLE IN FRONT OF ME STOPPED TO TURN. I HIT MY BRAKE AT WHICH TIME THE ACCELERATOR STUCK AND I HIT THE VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20090309  
**Date of Incident:** 20090309  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

FROM CHICAGO TRIBUNE NEWS ARTICLE - "Crash reports tell of horror":

"Jose Madrigal, a Mexican immigrant and devoted Catholic, made the sign of the cross each time he took a drive.

"My father was not very comfortable getting in a car," Adelina Aguilera, his daughter, said recently.

C-1299

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

On March 9, 2009, Madrigal was a passenger in a 2009 Corolla driven by his wife of 50 years, Adelina Madrigal.

His wife said she was driving on Florence Avenue when the car suddenly accelerated, even as she applied pressure to the brakes. In order to avoid approaching cars, she swerved onto the wrong side of the road, struck a car and then crashed into a concrete wall beneath the 605 Freeway, according to a Downey police accident report.

Jose Madrigal, 89, was critically injured. He died March 25 from internal injuries.

"My dad was in wonderful health. He still mowed the lawn, had a great appetite, was very active," Aguilera said. "I expected to have my father around for a long, long time."

Downey police Officer Sean Penrose did not believe Adelina Madrigal's account of the accident. He issued the 71-year-old woman a ticket for speeding and wrote in his report that she must have applied the gas pedal instead of the brakes.

On April 15, three weeks after her husband's death, she paid a fine for speeding and the case was closed, according to DMV records. It was the first ticket Madrigal ever received, her daughter said."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312756  
**Date of Incident:** 20090310  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** MAITLAND, FL

**NHTSA Summary:**

MY TOYOTA PRIUS 2006 ACCELERATED ON ITS OWN. I CALLED SERVICE AND WAS TOLD TO DRIVE TO NEAREST DEALER. BUT ACCELERATION WAS SCARILY OUT OF MY CONTROL OTHER THAN BY FIERCE BRAKING. I HAVE NO IDEA HOW FAST I WAS GOING, BUT HAD TO PUT SOMETHING IN THE BOX SO I PUT 80MPH. I STOPPED AS SOON AS I COULD SAFELY AND WHERE I COULD GET SIGNAL TO CALL (BEING IN THE COUNTRY) AS SOON AS I STOPPED THE BRAKE PADS BURNT UP. I HAD TO TICK SOMETHING ON THE "COMPLAINT TYPE" BUT NONE OF THE CATEGORIES QUITE FIT. I WAS TOLD THAT THIS OCCURED BECAUSE OF OEM BATTERY FAILURE CAUSING THIS PROBLEM. IT WAS TIME FOR SERVICE BUT OTHERWISE HAD NO INDICATION THE BATTERY WAS LOW. I ACCEPTED THIS AND PAID THE \$903.42 BILL FOR NEW BATTERY, BRAKES. THIS PROBABLY ALSO INCLUDED A REGULAR BASIC SERVICE AND OIL CHANGE. NOW I WONDER IF THIS IS A PART OF A LARGER PICTURE. AND WHAT INDICATION COULD THERE BE SO THIS DOESN'T HAPPEN AGAIN. I WAS VERY FORTUNATE THAT THIS WAS ALL THAT HAPPENED AND THAT I WAS ON AN EMPTY COUNTRY ROAD AT THE TIME. THANKS FOR LISTENING

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323923  
**Date of Incident:** 20090310  
**Vehicle:** 1994 TOYOTA COROLLA  
**Location of Incident:** MIDDLETOWN, CT

**NHTSA Summary:**

I TOOK MY 1994 COROLLA TO THE CAR WASH IN CROMWELL CT. AFTER I WAS DONE I PUT BACK THE MATS AND PUT THE CAR IN DRIVE AND MOVED FORWARD TO LEAVE THE STALL. AFTER A FEW FEET AND OUT OF THE STALL, I TRIED TO PUT THE BRAKES TO TRY TO STOP THE CAR BUT THE CAR KEPT ROLLING I KEPT BRAKING BUT NOTHING

C-1300

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HAPPENED AND THE CAR WAS HEADING TOWARD THE ROAD (RTE 3), I MUST'VE PANICKED BECAUSE I TRIED TO SHIFT OUT OF THE DRIVE WHEN THE CAR ZOOMED BACKWARDS (I'VE NEVER KNEW THE COROLLA HAD THAT MUCH POWER) I DIDN'T HAVE THE TIME TO COMPREHEND WHAT HAPPENED WHEN THE CAR SLAMMED IN SUCH FORCE IN THE CORNER WALL OF THE STALL. THE CAR WAS IN SUCH A SHAPE NO ONE COULD UNDERSTAND WHAT HAPPENED. THE DRIVER'S SEAT WAS TOTALLY DAMAGED, IT WILL NO LONGER STAND UPRIGHT. I REALLY COULDN'T UNDERSTAND WHAT HAPPENED, NO SERIOUS INJURIES HAPPENED TO ME AND I THANK THE LORD I DIDN'T HURT ANYBODY. THIS HAPPENED ABOUT A YEAR AGO, I DONATED THE CAR TO AMERIC CAN! CARS FOR KIDS ON JULY 13 2009. THE CAR HAD ABOUT 80,000 MILES. IT BELONGED TO MY WIFE'S GRAND FATHER WHO RARELY USED IT. AFTER HIS DEATH, WE TOOK THE CAR FOR A TUNEUP BEFORE WE PUT IT BACK ON THE ROAD. I BELIEVE THE CAR WAS IN THE GARAGE FOR ABOUT 2 YEARS PRIOR TO THE TUNE UP. I AM NOT ASKING FOR ANYTHING I DON'T KNOW WHETHER IT WILL HELP YOU IN YOUR INVESTIGATION FOR OLDER CARS. AGAIN, I COULDN'T MAKE SENSE OF WHAT HAPPENED BUT WHEN I READ ABOUT THE MATS THAT'S WHEN EVERYONE IN MY FAMILY AND FRIENDS CALLED TO SAY I NEEDED TO LET YOU KNOW. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322101  
**Date of Incident:** 20090311  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** MISSION VIEJO, CA

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10261772  
**Date of Incident:** 20090313  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** SOUTH PLAINFIELD, NJ

**NHTSA Summary:**

2008 TOYOTA HIGHLANDER - ACCELERATED TO PASS A CAR IN THE NEXT LANE SO I COULD PASS AND THE ACCELERATOR GOT STUCK. I COULD NOT STOP THE CAR. I PULLED INTO THE SHOULDER AND THOUGH THE CAR INTO NEUTRAL AND HAD BOTH FEET ON THE BRAKE AND STILL THE CAR WANTED TO GO BUT IT SLOWED A BIT SO I

C-1301

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THREW IT INTO PARK AND THE JERKED BUT FINALLY CAME TO A STOP AND I SHUT OFF THE CAR. THIS IS THE 2ND TIME THIS HAS HAPPENED TO ME AND I AM AFRAID THAT IT MAY CAUSE A SERIOUS ACCIDENT. CURRENTLY THE CAR IS AT THE DEALERSHIP. HOWEVER, THE DEALERSHIP SAYS THEY HAVEN'T HEARD OF THIS BEFORE. YET WHEN I GOOGLED THE ISSUE TOYOTA HAS HAD THIS PROBLEM BEFORE WITH THE HIGHLANDER AS WELL AS OTHER VEHICLES INCLUDING THE CAMRY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307631  
**Date of Incident:** 20090313  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**

I WAS DRIVING MY 2004 TOYOTA COROLLA LAST MARCH 13, 2009 AT NOON IN A CROWDED PARKING LOT IN MASON, OHIO, A SUBURB OF CINCINNATI. I WAS STOPPING AT A STOP SIGN AND AFTER THAT, I PUSHED ON MY GAS PEDAL WHEN THE CAR TOOK OFF, GOING FROM A DEAD STOP TO 60 MPH, CROSSING THE LOT SO FAST THAT I WOULD I DID NOT KILL ANYONE THAT DAY. I COULD NOT CONTROL THE CAR AT ALL. IT WAS AS IF I WAS ON A DRAGSTRIP TRYING TO RACE! I WAS SURROUNDED BY MINIVANS AND THERE WAS A BURGER KING RESTAURANT ON THE ONE SIDE OF ME WITH A BUSY KOHL'S NEXT TO MY CAR. I WAS TERRIFIED BECAUSE I COULD NOT STOP THE CAR! THE BRAKES DID NOT WORK FOR ME. AT ALL!!!!!!!!!!!!!!!!!!!! I HAD TO STOP THE CAR AS I HAD ONLY A FEW MINUTES TO STOP OR I WOULD HAVE JUMPED OVER A 4 FOOT GRASSY PARTITION BEFORE I WENT INTO A 4-LANE INTERSECTION FULL OF TRAFFIC!!!!!!!!!!!! I WOULD HAVE CAUSED A NICE ACCIDENT AND KILLED SOMEONE OR MANY!!!!!!!!!!!! I THREW THE CAR INTO "PARK AND TURNED OFF THE IGNITION RIGHT THEN" THE CAR DID A 180 DEGREE TURN LANDING NEAR THE GRASSY PARTITION!!!!!!!!!!!! I WAS FINE BUT SO SCARED!!!!!!!!!!!!!!!!!!!! HAD NO IDEA WHAT TO DO TO STOP BUT IT WORKED. I WENT TO KING'S TOYOTA AFTER THAT WHICH WAS ACROSS THE STREET. THEY CHECKED THE CAR AND SAID IT WAS A BUILDUP OF GASES IN THE CAR!!!!!!!!!!!! SUCH A LIE!!!!!!!!!!!! WHY DID THEY NOT KNOW WHAT WAS IT WAS??? THEY HAVE HAD COMPLAINTS SINCE 1999???????????? MY QUESTION IS WHY IS MY CAR NOT PART OF THE RECALL SINCE I HAVE HAD A SUDDEN ACCELERATION PROBLEM???????????????????? KING'S WILL LOOK AT MY CAR NEXT WEEK BUT THEY WILL MAKE ME PAY FOR REPAIRS WHEN IT'S THEIR FAULT AND IT'S NOT ON THE LIST. PLEASE HAVE THEM EXPAND THE RECALL SO THAT PEOPLE LIKE ME CAN TRUST THEIR CARS AGAIN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308116  
**Date of Incident:** 20090313  
**Vehicle:** 2009 TOYOTA AVALON  
**Location of Incident:** PASADENA, TX

**NHTSA Summary:**

I WAS BACKING UP INTO A DRIVEWAY AND THE CAR STARTED GOING REAL FAST AND WHEN I TRIED TO BRAKE, IT WOULDN'T STOP AND THEN MY SHOE GOT CAUGHT. I RAN INTO A BLD., I TRIED TO MISS IT SO I HIT THE CORNER OF THE BLD. IT WAS A VERY HARD HIT. IT KNOCKED ME SILLY FOR A WHILE. THE CAR I WAS DRIVING WAS A RENT CAR WHICH WAS A 2009 TOYOTA AVALON. I DO NOT HAVE THE VIN # FOR THIS WAS A RENTAL.

**Additional Summary:**

C-1302

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293506  
**Date of Incident:** 20090314  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2000 TOYOTA CAMRY. WHILE DRIVING 15 MPH THE VEHICLE SUDDENLY BEGAN TO ACCELERATE WITHOUT INTENTION. AFTER ONE MINUTE OF REPEATED BRAKE APPLICATION, THE VEHICLE STOPPED. THE VEHICLE HAS NOT BEEN INSPECTED TO DETERMINE THE CAUSE OF THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 52000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320260  
**Date of Incident:** 20090314  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** SANTA ROSA, CA

**NHTSA Summary:**

GOING HOME ON NORTH ON LOS OLIVOS RD (25 MPH ZONE) AND ROLLING TO A FOUR WAY STOP CROSSING MANZINITA RD (NE SANTA ROSA, CA) MY 2001 AVALON ACCELERATED AT FULL THROTTLE (ROAR). I HAD MY FOOT ON BRAKE SO I WAS SHOCKED. PRESSING HARD ON BRAKE THE ACCELERATOR DISENGAGED AFTER ABOUT 3 SECONDS. I TOLD MY WIFE THAT I HAD A SENIOR MOMENT, THINKING I HAD PRESSED ACCELERATOR AND BRAKE AT SAME TIME. NEVER HAPPEND AGAIN. SEEING 2001 AVALON MENTIONED USA TODAY MOTIVATED THIS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320969  
**Date of Incident:** 20090314  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** DALLAS, GA

**NHTSA Summary:**

STUCK GAS PEDAL ON MY TACOMA TRUCK.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311802  
**Date of Incident:** 20090315  
**Vehicle:** 2006 LEXUS ES330  
**Location of Incident:** KENSINGTON, NH

**NHTSA Summary:**

2006 LEXUS ES 330. COMPLETELY STOPPED AT TRAFFIC LIGHT WITH RIGHT FOOT ON BRAKE. CAR SUDDENLY LURCHED FORWARD AND SMASHED INTO TRUCK IN FRONT OF CAR. \$3,000 DAMAGE TO FRONT BUMPER AND HOOD OF LEXUS. CAR REPAIRED. UNINTENDED ACCELERATION. NOW HAVE INSURANCE PENALTY TO PAY MONTHLY. \*TR

**Additional Summary:**

**Toyota ID Number:**

C-1303

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10317092  
**Date of Incident:** 20090315  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** EUGENE, OR, OR

**NHTSA Summary:**

SOMETHING IS WRONG WITH MY CAR'S ACCELERATION AND CRUISE CONTROL MECHANISMS. SOMETIMES, IF I'VE BEEN USING MY CRUISE CONTROL, AND I'M COASTING, THE THROTTLE WILL SUDDENLY ENGAGE ON ITS OWN AND REV AS IF THE GAS WAS FLOORED. IN SECONDS THE TACHOMETER WILL CLIMB TOWARD THE REDLINE. EVERY TIME THIS HAS HAPPENED (ABOUT 5 TIMES) I'VE HIT THE CLUTCH AND IT HAS STOPPED IMMEDIATELY. I'VE NEVER BEEN IN ANY DANGER YET, AND IT USUALLY JUST LEAVES ME SCRATCHING MY HEAD.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10284229  
**Date of Incident:** 20090316  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** DEPOE BAY, OR

**NHTSA Summary:**

TODAY, ANOTHER LEXUS /TOYOTA HAS AN ACCELERATION PROBLEM WHICH FINALLY CAUSED 4 DEATHS. MANY OF US HAVE HAD SIMILAR EXPERIENCES. YOU HAVE 3 AT LEAST ALREADY LISTED IN YOUR COMPLAINTS. 2006 TOYOTA HIGHLANDERS (3) JUST TOOK OFF AND DRIVERS COULDN'T STOP THEM (I AM ONE) UNTIL THE CAR HIT SOMETHING. LEXUS TOO, MADE BY TOYOTA. PLEASE CHECK INTO THIS. I WROTE TOYOTA TO EXPLAIN THAT I DID NOT PUT MY FOOT ON ACCELERATOR. I GOT A GENERIC LETTER BACK, WITHOUT HELP OR EXPLANATION. WE HAVE A PROBLEM WITH THESE CARS, SOMEONE NEEDS TO ADDRESS THESE UNEXPLAINED ACCELERATIONS. MY CAR FLEW THROUGH THE AIR WITH ME SCREAMING, TRYING TO STOP IT. I HIT HEADON INTO A CEMENT SIDE OF AN IRRIGATION DITCH. PASSENGER IS STILL IN REHAB SINCE MARCH OF THIS YEAR. IS IT JUST THE MATS, AS THE SAN DIEGO PRESS IS SUGGESTING WITH THE DEATH OF THE CHP AND HIS 3 FAMILY MEMBERS? I THINK NOT. SOMETHING IN ONE OF THE SYSTEMS, CODES, CRUISE CONTROL, COMPUTER OR ??? PLEASE CHECK THESE OUT. TOYOTA HAS KEPT QUIET LONG ENOUGH. FARMERS INSURANCE IS CODING MY ACCIDENT AS MY FAULT, YET I HAVE NEVER HAD AN ACCIDENT AND DID NOT CAUSE THIS ONE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311155  
**Date of Incident:** 20090316  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** HASKELL, NJ

**NHTSA Summary:**

I HAVE A 2004 TOYOTA. I TOOK THE CAR TO CRESTMONT TOYOTA IN 2006 AND INFORMED THEM THAT MY CAR ACCELERATED SUDDENLY WHEN I WAS PULLING OUT OF A SIDE STREET ON TO A MAIN ROAD CAUSING ME TO GO UP ON THE GRASS. AT FULL SPEED I HAD BOTH FEET ON THE BRAKE AND THE CAR WAS RACING I HAD TO SHUT IT OFF THEY SAID THEY REMOVED THE MAT. I HAVE A COPY OF THE COMPLAINT. THIS HAPPENED TWO MORE TIMES THE LAST TIME IN EARLY 2009 I WAS SITTING AT A LIGHT WHEN THE CAR JUST ACCELERATED INTO THE CAR IN FRONT OF ME CAUSING A ACCIDENT. I HAVE A COPY OF THE POLICE REPORT. I ALSO TOLD MY INSURANCE COMPANY AT THE TIME

C-1304

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHAT HAPPENED. I AM AFRAID TO DRIVE THIS CAR. I HAVE BEEN DRIVING FOR FORTY SIX YEARS AND HAVE NEVER HAD A TICKET OR CAUSED A ACCIDENT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319625  
**Date of Incident:** 20090316  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** WOODBRIDGE, VA

**NHTSA Summary:**

I HAVE A 2004 TOYOTA SIENNA. IT IS NOT RECALLED. MY TOYOTA VAN WOULD STRUGGLE TO GET MOVING ESPECIALLY GOING UP A SMALL INCLINE I WOULD HAVE TO PUSH THE GAS PEDDLE TO THE FLOOR(THE CARS RPMS WOULD RACE) IN ORDER FOR IT TO MOVE, IT WAS LIKE GASPING FOR AIR. I BROUGHT IT TO TOYOTA AND THEY RAN THE TESTS AND SAID NOTHING WAS WRONG, IN THE END THEY CLAIMED IT WAS THE FLOOR MAT PREVENTING THE GAS PEDDLE FROM OPERATING PROPERLY. NOT POSSIBLE THE FLOOR MAT WAS NOT OUT OF PLACE BECAUSE OF STAINS ON THE FLOOR. THE FLOOR MAT IS HEAVY AND DOES NOT SLIDE AROUND. NOW I AM FRUSTRATED SO BROUGHT IT TO COTTMANS AUTOMOTIVE AND THEY RAN THE COMPUTER ON IT AND SAID NOTHING CAME UP ON THE COMPUTER AS NOT WORKING, IF IT KEEPS DOING IT BRING IT BACK. WELL NOW I KNOW WHETHER IT COMES OUT OR NOT THIS IS A COMPUTER PROBLEM. IT DOES NOT SHOW UP ON THE COMPUTER TESTS THEY RUN AND YOU CAN NOT DUPLICATE THE PROBLEM ON DAMAND. WITH ALL THE TROUBLES OCCURRING WITH TOYOTA, THEY ARE TRYING TO BLAME IT ALL ON FLOOR MATS, A COMPUTER PROBLEM WOULD BE MUCH MORE COSTLY TO REPAIR SOMETIMES COMPUTERS CAN TAKE CONTROL. I FIND IT VERY INTERESTING MY PROBLEM AND NOW THE PROBLEM WITH ACCELERATION IS ALL BLAMED ON FLOOR MATS? MY SIENNA IS STILL HAVING THE SMAE PROBLEM NOT ABLE TO ACCELERATE AND JERKS WHEN IT DOES GET GOING. THIS IS OUR 4TH TOYOTA AND WE HAVE NEVER HAD ANY TROUBLE. IN ALL MY YEARS AS L LOYAL TOYOTA CUSTOMER I FIND THIS VERY SAD. THANK YOU

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320545  
**Date of Incident:** 20090316  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** AUGUSTA, GA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING 50MPH THE VEHICLE HAD SUDDENLY BEGAN TO ACCELERATE WITHOUT WARNING, IN ORDER TO STOP THE VEHICLE THE CONTACT WAS ABLE TO USE THE VEHICLES BRAKES. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FLOOR MATS WAS CAUSING THE ACCELERATION, HOWEVER THE CONTACT IS STILL EXPERIENCING THE FAILURES. THERE WERE NO PRIOR WARNINGS AND THE CURRENT AND FAILURE MILEAGES WERE 61000. BML

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321008  
**Date of Incident:** 20090316  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** SHILOH, NJ

C-1305

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

WE PURCHASED A 2009 PRIUS, 11/08. IN 3/16/09 IT ACCELERATED UNEXPECTEDLY ON THE NJ TURNPIKE NEAR NEWARK AIRPORT, A SPEED JUDGED AT 85 MILES/HOUR. I WAS THE DRIVER, THERE WERE 4 PASSENRGERS, CLEARLY UNATTENDED ACCELERATION NOT CAUSED BY A FLOOR MAT. SCENARIO: TRAVELING IN RIGHT LANE, CAME UP BEHIND CEMENT MIXER TRAVELING AT 45-50 MI/HOUR; ACCELERATED QUICKLY TO GET INTO MIDDLE LANE; MIDDLE LANE TRAFFIC CONSTANT, TRAVELING MIN. 70 MI/HOUR; ONCE IN MIDDLE LANE, DE-ACCELERATED. INSTEAD OF DE-ACCELERATING, THE CAR ENGINE ROARED, TAKING OFF AT AN UNBELIEVABLE SPEED. TURNED ON FLASHERS, PUT FOOT ON BRAKE. ABLE TO CONTROL SPEED OF CAR. BREAKING ALL THE TIME. ENGINE ROARING. NO PLACE TO PULL OVER. ONLY THOUGHT: GET TO TOLL BOOTH, HOPE I COULD STOP IT COMPLETELY WITH BRAKE; SUDDENLY, AFTER ABOUT 5 MIN., THERE WAS A SOUND IN THE ENGINE (?) LIKE A THUD. CAR RESUMED NORMAL OPERATIONS. FOLLOW-UP: WENT INTO NYC, DROVE CAR HOME THAT EVENING, 3 HOUR DRIVE; HUSBAND TOOK CAR TO VINELAND TOYOTA DEALER WHERE BOUGHT; THEY SAID BLACK BOX SHOWED THAT, IN ADDITION TO MOST RECENT ACCELERATION, THERE WERE PRIOR ACCELERATIONS; WE NEVER NOTICED THEM; THEY COULD FIND NOTHING WRONG WITH IT; SAID MAT HAD BEEN THE PROBLEM; HUSBAND, FORMER CEO/AMER. LUNG ASSOC., CONTACTED TOYOTA REGIONAL, SAYING THAT HE WAS NOT SATISFIED WITH DIAGNOSIS OF PROBLEM - WE WERE AFRAID TO DRIVE THE CAR. KNEW MANAGEMENT BECAUSE OF TOYOTA'S SUPPORT OF ALA. IN FACT, AFTER HIS RETIREMENT, ENDORSED '02 PRIUS IN TOYOTA BROCHURE, AND WAS FEATURED IN 2 TOYOTA VIDEOS; MANAGEMENT SENT TECHS FROM REG. OFFICE; REPS CONCURRED WITH DEALER; PROBLEM WAS FLOOR MAT. OUTCOME: NO WORK WE KNOW OF WAS DONE TO RECTIFY ACCELERATION; MAT REMOVED, BUT COULDN'T SEE HOW IT INTERFERED WITH PEDAL. COULDN'T REPLICATE THE EVENT BY MOVING MAT AROUND. NO EXPLANATION FOR THUD; LITTLE LIKELIHOOD THAT THE MAT COULD SLIP BACK IN PLACE. DON'T TRUST CAR! PLEASE ADVISE US OF YOUR INTENT ON THIS MATTER. THANK YOU.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292738  
**Date of Incident:** 20090317  
**Vehicle:** 2003 LEXUS IS300  
**Location of Incident:** REDONDO BEACH, CA

**NHTSA Summary:**

WAS SLOWLY PULLING INTO PARKING SPACE WHEN CAR SUDDENLY ACCELERATED FULL THROTTLE. CAR WAS CARRIED OVER PARKING BUMPER INTO BUSHES BEYOND, WITH DAMAGES TO BODY AND UNDERCARRIAGE OVER SIX THOUSAND DOLLARS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305049  
**Date of Incident:** 20090317  
**Vehicle:** 2006 SCION XB  
**Location of Incident:** SOMERVILLE, NJ

**NHTSA Summary:**

2006 SCION XB --- WE HAVE EXPERIENCED SAME GAS PEDAL PROBLEM ON FOUR OR FIVE OCCASIONS IN THE LAST TWO YEARS. THE VEHICLE EITHER DID NOT SLOW WHEN THE GAS PEDAL WAS DEPRESSED AND IN TWO INSTANCES THE VEHICLE ACTUALLY BEGAN TO ACCELERATE WHILE GOING UPHILL APPROACHING SLOWING TRAFFIC. RE: TOYOTA RECALL NOT ON SCION MODELS?

C-1306

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312975  
**Date of Incident:** 20090318  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE DRIVING 3 TO 5 MPH WITH HIS FOOT ON THE BRAKE PEDAL, THE VEHICLE CONTINUED TO ACCELERATE INTO THE REAR END OF A TRUCK, SIDE SWIPED ANOTHER VEHICLE BECAUSE THE BRAKES FAILED TO ENGAGE. THE BRAKES FAILED TWICE AND EACH TIME THE VEHICLE CONTINUED TO ACCELERATE ON ITS OWN ALTHOUGH THE CONTACT HAD HIS FOOT ON THE BRAKE PEDAL. THERE WERE NO INJURIES DURING BOTH COLLISIONS. A POLICE REPORT WAS NOT FILED. THE VEHICLE WAS DRIVEN TO HIS HOME. THE VEHICLE WAS TAKEN TO THE DEALER AND THE BRAKES WAS CHECKED, HOWEVER, NO FAILURE WAS DETECTED. THE FAILURE MILEAGE WAS 20,000. UPDATED 03/30/10. \*LJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10352668  
**Date of Incident:** 20090318  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2007 TOYOTA COROLLA. THE CONTACT STATED THAT WHEN HE DEPRESSED THE BRAKE PEDAL, THE VEHICLE SUDDENLY ACCELERATED. THE FAILURE WAS INTERMITTENT. TO STOP THE VEHICLE, HE WOULD SHIFT INTO NEUTRAL AND TURN OFF THE ENGINE. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALERSHIP ABOUT EIGHT TIMES BUT THE FAILURE COULD NOT BE DUPLICATED. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CONTACT CALLED THE MANUFACTURER AND FILED A COMPLAINT BUT WAS TOLD THAT THERE WERE NO RECALLS. THE CURRENT MILEAGE WAS APPROXIMATELY 17,000. THE FAILURE MILEAGE WAS APPROXIMATELY 8,000-BK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291128  
**Date of Incident:** 20090319  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SAYREVILLE, NJ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE APPROACHING A PARKING SPACE, THE VEHICLE ACCELERATED WITHOUT INTENTION, CONSEQUENTLY THE VEHICLE CRASHED INTO A WALL. THE ACCELERATOR PEDAL WAS STUCK, SO THE ENGINE CONTINUED TO REV. THE BUMPER AND THE FRONT-END OF VEHICLE WAS DAMAGED. THE WARRANTY COMPANY TOWED THE VEHICLE TO THE DEALER FOR INSPECTION. THE TECHNICIAN CONCLUDED THAT THE FLOOR-MATS CAUSED THE FAILURE. HE THEN ADDED THAT THIS WAS A COMMON FAILURE WITH HIS MODEL TYPE. HOWEVER HE SPECULATED THAT THE TECHNICIAN INCORRECTLY DIAGNOSED THE VEHICLE, BECAUSE THE FLOOR-MATS WERE VERY FAR AWAY FROM THE ACCELERATOR PEDAL. THE VEHICLE WAS THEN TOWED TO HIS MECHANIC, AND REPAIRED AT AN

C-1307

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

EXPENSE OF \$1200.00 THE FAILURE MILEAGE WAS 55000. THE CURRENT MILEAGE WAS UNKNOWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10262584  
**Date of Incident:** 20090320  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** NORTH SMITHFIELD, RI

**NHTSA Summary:**

TWICE THIS HAS HAPPENED WITH IN A WEEK. THE FIRST TIME THE ENGINE ACCELERATED WHILE COMING TO A STOP BUT I HAD TIME TO PUMP THE BRAKE AND THE ACCELERATION STOPPED AND I DISMISSED IT AS A FLUKE OCCURRENCE BUT TODAY COMING TO WORK IT WAS WORSE AND I WAS GOING THROUGH A SCHOOL DISTRICT, I WAS COMING TO A STOP SIGN, BRAKES WERE APPLIED BUT THE 2006 TOYOTA TACOMA ACCELERATED OUT OF CONTROL. I COULD NOT PUT ENOUGH FORCE ON THE BRAKE PEDAL TO STOP MY VEHICLE. MY BACK TIRES WERE SQUEAL. I BARELY MISSED A VAN WHILE HAVING TO TURN RIGHT AS THE BACK END PEELLED OUT UNCONTROLLABLE ACCELERATION OF THE ENGINE EVEN WHILE THE BRAKES WERE FULLY ENGAGED BY ME. I WAS ABLE FINALLY STOP SOME HOW. I WOULD LIKE TO HAVE AN AGENCY OF THE FEDERAL GOVERNMENT INSPECT THIS TRUCK BEFORE I EVEN ATTEMPT TO HAVE MY LOCAL TOYOTA DEALERSHIP INSPECT IT. I AM CONCERNED THAT THE DEALERSHIP AND/OR TOYOTA INC. WILL COVER-UP AND/OR DECLINE TO ADMIT THERE IS A PROBLEM WITH THIS PARTICULAR TRUCK AND OTHERS WITH THE SAME COMPLAINT; THIS ABSOLVING THEMSELVES OF ANY LIABILITY AND/OR RESPONSIBILITY OF THIS ISSUE/CONCERN THAT HAS BEEN EXPERIENCED BY MORE THAN 1 TOYOTA TACOMA OWNER. IN THIS INCIDENT, THERE WAS NEITHER AN ACCIDENT NOR ANY FATALITIES INVOLVED, LUCKILY, BUT IS THAT WHAT IT TAKES, FATALITIES, BEFORE TOYOTA AND/OR THE APPROPRIATE GOVERNMENT AGENCY TAKES THIS ISSUE SERIOUSLY? THANK YOU, ANDREW W. MASTALERZ \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323034  
**Date of Incident:** 20090320  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2008 TOYOTA AVALON. WHILE PULLING INTO A GARAGE AT 2 MPH, THE VEHICLE SUDDENLY ACCELERATED AND CAUSED A CRASH. THE CRASH CAUSED DAMAGE TO THE HOOD AND FENDER. THE VEHICLE HAS NOT BEEN REPAIRED. THE FAILURE MILEAGE WAS 32444. THE CURRENT MILEAGE WAS 32444.-TS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326122  
**Date of Incident:** 20090320  
**Vehicle:** 1999 TOYOTA COROLLA  
**Location of Incident:** SALEM, SC

**NHTSA Summary:**

KANSAS HIGHWAY PATROL CASE # 2009003359 CAR TRAVELLING ON CRAWFORD ROAD NEAR WOODWARD ROAD DRIVER REPORTED TO PATROL "LITTLE WAYS BEFORE HILL

C-1308

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATOR GOT STUCK, TRIED TO SLOW DOWN, WOULD NOT LET ME STOP, BANKED INTO THIS." PASSENGER QUOTED "GOING PRETTY QUICK OVER HILL, TRYING TO SLOW DOWN. AS WENT OVER HILL 60-70, SPEEDING UP, ROLLED." CAR DESTROYED TOYOTA COROLLA, DRIVER AND PASSENGER HAD ONLY MINOR INJURIES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293962  
**Date of Incident:** 20090323  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BROAD RUN, VA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHILE ATTEMPTING TO TURN AT 40 MPH THE VEHICLE BEGAN TO ACCELERATE WITHOUT INTENTION. AFTER REPEATED BRAKE APPLICATION HE WAS ABLE TO STOP THE VEHICLE. SHORTLY AFTERWARDS WHILE REVERSING OUT OF A PARKING SPACE, THE VEHICLE RAPIDLY ACCELERATED. HE WAS ABLE TO STOP THE VEHICLE BY USING THE SAME METHOD. HE WAS IN PROCESS OF TAKING THE VEHICLE TO THE DEALER FOR INSPECTION. THE CURRENT MILEAGE WAS APPROXIMATELY 80,000. THE FAILURE MILEAGE WAS APPROXIMATELY 78,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294895  
**Date of Incident:** 20090324  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** NORTH FORT MYERS, FL

**NHTSA Summary:**

S10 APPROPRIATE HANDLING - LETTER TO THE SECRETARY FROM JOSEPHINE SZAMBELAN WITH COMMENTS RE FLOOR MAT IN HER 2009 TOYOTA CAMRY INTERFERING WITH THE CAR ACCELERATION. \*NJ THE CONSUMER STATED ON SEVERAL OCCASIONS, SHE COULD NOT GET THE VEHICLE TO ACCELERATE. THE VEHICLE WOULD ONLY TRAVEL 5-15 MPH. THE CONSUMER ASKED THE DEALER IF THE FLOOR MATS WERE THE PROBLEM AND THEY SAID NO. AFTER TAKING IT UPON HERSELF TO REMOVE THE FLOOR MATS, THE VEHICLE IS NOW ACCELERATING PROPERLY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10262909  
**Date of Incident:** 20090324  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** MANTENO, IL

**NHTSA Summary:**

I WAS COMING UP TO A TWO WAY STOP MY FOOT WAS OFF THE ACCELERATOR AT ABOUT 12 MILES AN HOUR WHEN THE ENGINE STARTED TO ACCELERATE I STARTED TO BRAKE BUT ENGINE WAS REVING SO HIGH IT PUSHED MY TRUCK INTO THE PATH OF A SEMI BEFORE I GOT THE TRUCK PUT INTO NEUTRAL. LUCKILY NO CAR WAS COMING IN THE OPPOSITE DIRECTION SO THE SEMI DRIVER WENT INTO THE OTHER LANE AND AVOIDED A BAD ACCIDENT WHICH MIGHT HAVE KILLED ME. CALLED THE DEALER SAID BRING IT IN RIGHT A WAY, WILL UP DATE WITH RESULTS LATER. \*TR

**Additional Summary:**

C-1309

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10263227  
**Date of Incident:** 20090326  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** MANCHESTER, NH

**NHTSA Summary:**

I BOUGHT MY 2005 TACOMA ABOUT 2 MONTHS AGO. I HAVE EXPERIENCED THIS PROBLEM THREE TIMES NOW. THE LAST TIME BEING TONIGHT AFTER PICKING UP MY DAUGHTER AT WORK. THE TRUCK WAS ACCELERATING AND I WAS LITERALLY STANDING ON THE BRAKE AND THE ENGINE WAS RACING AND WOULD NOT STOP. I THROUGH IT INTO NEUTRAL AND IT SOUNDED LIKE IT WAS GOING TO EXPLODE! I HAVE NO RUGS IN MY VEHICLE, IT DID NOT COME WITH ANY, AND I WAS GOING TO GET THE ALL WEATHER MATS, BUT HAVE NOT BOUGHT THEM YET. THE CRUISE CONTROL WAS NOT ENGAGED. I DO CONSIDER MYSELF TO BE A FAIRLY EXPERIENCED DRIVER. I USE TO RACE A 70 CHEVELLE IN THE 1+4 MILE (THIS WAS MANY YEARS AGO.), IF I DID NOT HAVE SUCH EXPERIENCE I AM SURE I WOULD HAVE RAN THE CAR UP A TREE OR SOMETHING. I AM SCARED, I HAVE BEAT CANCER TWICE AND ILL BE 71@#5% IF I AM GOING TO LET A FAULTY TACOMA TAKE ME OUT! \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308986  
**Date of Incident:** 20090326  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** PITTSBURGH, PA

**NHTSA Summary:**

HIGH ACCELERATION OF MOTOR. THROTTLE IS NOT RUNNING AS IT SHOULD. CONTINUES TO RUN BETWEEN TWO TO ONE & HALF RPMS CONSTANTLY. TOOK TO DEALER LAST YEAR RE PROBLEM WAS INFORMED THAT IT WAS BECAUSE OF CARPET WAS UNDER PEDAL. THIS WAS TRUE AS MY CARPET HAS FASTNERS WHICH HOLD CARPET IN PLACE. HAVING READ AND REVIEWED TOYOTA SITE, IT CONFIRMED THAT THE PROBLEM IS IN THE THROTTLE. DEALER STATES NOT PART OF RECALL. ADVISE TO CONTACT TOYOTA. UNABLE TO CONTACT BY PHONE. AM IN PROCESS OF WRITTING TO COMPANY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332207  
**Date of Incident:** 20090327  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**

THIS COMPLAINT IS BEING FILED ONBY ME AS A RESULT OF THE TERRIBLE SAFETY PROBLEMS I HAVE ENCOUNTERED SINCE PHURSCING MY 2009 TOYOTA COROLLA NEW FROM PERFORMANCE TOYOTA DEALERSHIP IN FAIRFIELD, OHIO. ON 3/27/2009 MY COROLLA SPED UP ON ITS ON CAUSING ME TO STRIKE A PARKED VEHICLE, AND INJURING MYSELF. I CALLED THE WALTON, KENTUCKY PLANT ABOUT THIS THE FOLLOWING DAY. THEIR ADVISE TO ME WAS TO TAKE MY VEHICLE TO THE DEALERSHIP WHERE I HAD BOUGHT IT FOR AN INSPECTION. ON APRIL 1, 2009 I DID THIS VERY THING AND I WAS TOLD BY THEIR MECHANICS THAT EVERY THING ON MY CAR WAS FINE AND THAT IT WAS PROBABLY JUST OPERATOR OF THE VEHILES FAULT. LEAVING THE DEALERSHIP WORRIED, AND CONCERNED I PUT MY TOYOTA COROLLA IN THE BODY SHOP FOR REPAIRS. TEN DAYS LATER AFTER HAVING MY VEHICLE INSPECTED BY THEIR MECHANICS

C-1311

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20090324  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** CALABASAS, CA

**NHTSA Summary:**

**Additional Summary:**

Per phone call from complainant on 11/10/09 - he and his wife Melanie experienced sudden unintended acceleration on March 24, 2009 in their 2004 Prius. Vehicle surged while going down small incline leaving a restaurant. Traveling at about 10 mph, had foot on brake because the incline was steep. Approached PCH and took foot off brake and put foot on brake again when it lurched forward. Thought he had foot on brake and didn't understand why it was surging, began pumping the brakes, seemed to lose power steering. Lost braking, then brakes locked. Dealer asked about floor mat - it is a carpeted floor mat that came with the car. No floor mat interference. Following that the dealer told him it was the battery. Complainant says he is certain that it was not the floor mat. Dealer replaced radio and other parts - had a \$1500 bill.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317031  
**Date of Incident:** 20090324  
**Vehicle:** 2009 LEXUS RX350  
**Location of Incident:** NORTH BOROUGH, MA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 LEXUS RX350. WHILE PULLING INTO AN OFF-STREET PARKING SPACE AT SPEEDS OF LESS THAN 5 MPH, THE VEHICLES ENGINE BEGAN TO SURGE AND THE VEHICLE THEN ABNORMALLY ACCELERATED. THE CONTACT ATTEMPTED TO DEPRESS THE BRAKE PEDAL, HOWEVER THE BRAKES WERE NON-RESPONSIVE. THE VEHICLE THEN CRASHED HEAD ON INTO A STONE WALL. THE VEHICLE WAS ABLE TO BE DRIVEN FROM THE CRASH SITE. SHE THEN DROVE TO HER LOCAL DEALER. THE DEALER DID A SHORT VISUAL INSPECTION AND STATED THERE WAS NOTHING WRONG WITH THE VEHICLE AND THAT DRIVER ERROR WAS THE CAUSE OF THE CRASH. A DIAGNOSTIC WAS NOT PERFORMED ON THE VEHICLE. REPAIRS TO THE VEHICLE WERE MADE. THERE WERE NO ADDITIONAL FAILURES FOLLOWING THE REPAIRS. SHE STATED THAT FOLLOWING THE REPAIRS, THE ACCELERATOR PEDAL FELT HIGHER AND AS IF THERE WERE MODIFICATIONS DONE ON THE VEHICLE, HOWEVER SHE COULD NOT PROVE WHAT REPAIRS WERE DONE. THE FAILURE MILEAGE WAS 4,500 AND THE CURRENT WAS APPROXIMATELY 7,500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311363  
**Date of Incident:** 20090325  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** GREENVILLE, SC

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE CONTACT WAS DRIVING INTO A PARKING SPACE AND THE GEAR WAS PLACED INTO THE PARK POSITION. SUDDENLY, THE ENGINE SURGED WITHOUT WARNING. THE VEHICLE TRAVELED OVER A CURB AND CRASHED INTO A TREE. THERE WERE NO INJURIES SUSTAINED DURING THE CRASH. THE POLICE WAS CALLED TO THE SCENE AND A REPORT WAS FILED. THE CURRENT AND FAILURE MILEAGES WERE 79,000. UPDATED 02/26/10 \*BF

**Additional Summary:**

C-1310

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND HAVING MY BODY REPAIRS MADE THE SAME THING OCCURED TO ME AGAIN WHEN ON 4/1/2009 MY TOYOTA COROLLA ACCELORATED UPON ITS OWN AGAIN STRIKING A PARKED VEHICLE CAUSING ADDITIONAL INJURIES TO MYSELF AS WELL AS THIS TIME I WAS CITED BY THE POLICE, MY INSURANCE CARRIER RAISED MY RATES TO NEARLY DOUBLE THE USUAL AMOUNT, AND I AM PAYING FOR A CAR THAT I AM TERRIFIED AT THIS POINT TO BE DRIVING. WHEN I REQUESTED PRINT OUTS FROM THE DEALERSHIP OF THE MECHANICAL INSPECTION THAT WAS MADE BETWEEN AUTO ACCIDENTS THEY BECAME VERY AGITATED WITH ME, AND MY SON TO THE POINT OF COMPLETE RUDDNESS. ON 22/4/2010 THEY MADE A CRRETION ON MY TOYOTA COROLLA TO MAKE AN ATTEMPT TO FIX THE SUDDEN ACCELERATION PROBLE, AND TOLD ME TO REMOVE MY DRIVERS SIDE FLOOR MAT THAT I WOULD BE RECEIVING A NEW ONE FOR SAFTEYS REASONS. I DID THIS BUT STILL AS OF YET HAVE NOT RECEIVED ANY SUCH FLOOR MAT FOR MY CAR. ON 5/19/2010 MY SON AND I TOOK MY COROLLA IN FOR AN OIL CHANGE AND TIRE ROTATION WHEN WE WERE TOLD OF A BRAKE RECALL THAT MY CAR NEEDED WHICH WOULD ONLY TAKE 40 MINUTES TO ACCOMPLISH. I TOLD THEM TO FIX IT PLEASE I HAVE COMPLIED IN EVERY WAY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304501  
**Date of Incident:** 20090328  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** MONROEVILLE, PA

**NHTSA Summary:**

INTERMITTENT SUDDEN ACCELERATION IN A 2009 TOYOTA RAV4 WITHOUT FURTHER DEPRESSION OF THE GAS PEDAL WHICH CAUSES THE VEHICLE TO LURCH FORWARD. THE GAS PEDAL IS NOT JAMMED OR SLOW TO RAISE NOR DOES IT STICK. THIS HAS HAPPENED ON NUMEROUS OCCASSIONS SINCE MARCH 2009 WITH NO COMMON DENOMENATOR SUCH AS SPEED, ROAD CONDITIONS, ETC. THIS HAS EVEN HAPPENED WHEN THE VEHICLE WAS IN PARK AND WITHOUT THE GAS PEDAL BEING DEPRESSED AT ALL. THE VEHICLE WILL RACE SUDDENLY AND JUST AS QUICKLY GO BACK TO IDLE. THE DATE OF THE FIRST INCIDENT AND THE MILEAGE LISTED BELOW ARE APPROXIMATIONS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10263536  
**Date of Incident:** 20090329  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** RESTON, VA

**NHTSA Summary:**

RESTON, VA, MARCH 29, 2009 I HAVE A GAS PEDAL PROBLEM. IT ACCELERATES BY ITSELF AND WHEN I TRY TO PUT MY CAR AT P (PARKING) THERE IS A BIG NOISE AND IT SMELLS LIKE BURNING PLASTIC. I HAVE GONE TO MY CAR DEALER 5 TIMES IN THE LAST 5 MONTHS FOR THE SAME PROBLEM. EACH TIME THEY SAID THEY CANNOT DUPLICATE THE PROBLEM. THE 2 LAST TIMES I BROUGHT MY CAR TO THE DEALER THEY WERE TALKING ABOUT CARPET (FLOOR MAT) PROBLEM. MY LAST VISIT TO MY DEALER WAS ON 3/17/2009 AND YESTERDAY 3/28/2009 I EXPERIENCED THE SAME PROBLEM. IT HAPPENED TO ME AGAIN AND I DON'T KNOW WHAT TO DO ANYMORE. I NEED SOME HELP FROM TOYOTA BECAUSE MY CAR IS NOT EVEN 2 YEARS OLD. I AM STARTING TO BE AFRAID TO DRIVE MY OWN CAR AND HAVE AN ACCIDENT. IF TOYOTA CANNOT FIND MY PROBLEM, WHAT ARE MY OPTIONS? \*TR

**Additional Summary:**

C-1312

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334893  
**Date of Incident:** 20090329  
**Vehicle:** 9999 TOYOTA CAMRY  
**Location of Incident:** PITTSBURGH, PA  
**NHTSA Summary:**  
TOYOTA CAMRY. CONSUMER STATES UNINTENDED ACCELERATION \*TGW THE CONSUMER STATED WHEN HE STARTED THE ENGINE, IT BEGAN TO RACE. HE MADE TWO ATTEMPTS TO BACK OUT OF THE PARKING SPACE AND THE RACING DID NOT STOP. ON THE THIRD ATTEMPT, THE VEHICLE SHOT BACKWARDS AND HEADED TOWARD A BUILDING. THE CONSUMER MANAGED TO STEER THE VEHICLE AND SCRAPED THE SIDE OF THE BUILDING. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312704  
**Date of Incident:** 20090330  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** THURMOND, NC  
**NHTSA Summary:**  
TL \* THE CONTACT OWNS A 2009 TOYOTA COROLLA. HE STATED THAT WHILE DRIVING AT 45 MPH ON A RAINY DAY THE VEHICLE SURGED FORWARD WHILE HAVING HIS FOOT ON THE BRAKE AND APPLYING A LOT OF PRESSURE. THE VEHICLE WAS VERY HARD TO CONTROL. THE STEERING TURNED VERY LOOSELY AND THEN HE CRASHED. HE SUSTAINED LOWER BACK INJURIES AND THE VEHICLE WAS DESTROYED. TOYOTA WILL BE CONTACTED TO REPORT THE CRASH. PRIOR TO THIS CRASH HE HAD EXPERIENCED THIS ISSUE 2 ADDITIONAL TIMES. THE FAILURE AND CURRENT MILEAGE WAS 22172.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308184  
**Date of Incident:** 20090331  
**Vehicle:** 2008 TOYOTA HIGHLANDER HYBRID  
**Location of Incident:** NEW HAVEN, CT  
**NHTSA Summary:**  
SHORTLY AFTER COMMENCING BRAKING, BRAKES BRIEFLY SEEM TO "LET GO" OR SLIP. THE SENSATION IS OF THE CAR LURCHING FORWARD, ALMOST ACCELERATING. THEN BRAKING RESUMES. PLEASE NOTE THAT THIS IS NOT A ONE-TIME INCIDENT; I NOTICE IT EVERY TIME I DRIVE AT SLOW OR MODERATE SPEEDS, AND THEN NEED TO BRAKE--MOST RECENTLY, TODAY. 2008 MODEL HIGHLANDER HYBRID WAS PURCHASED IN MARCH 2009; WE HAVE OWNED IT FOR 11 MONTHS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310754  
**Date of Incident:** 20090331  
**Vehicle:** 2004 TOYOTA AVALON  
**Location of Incident:** DRIPPING SPRINGS, TX  
**NHTSA Summary:**  
AS A SCHOOL BUS APPROACHED, I MOVED OVER SLIGHTLY TO THE RIGHT TO GIVE IT MORE ROOM. UNEXPECTEDLY, THE CAR ACCELERATED AND I HIT A TREE ON THE RIGHT  
**Additional Summary:**

C-1313

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SIDE OF THE ROAD. IT DID NOT OCCUR TO ME AT THE TIME OF THE ACCIDENT THAT THE 2004 AVALON XLS HAD SPED UP. THAT HAD OCCURRED TWICE BEFORE WHILE DRIVING. I SUFFERED A SLIGHT CHIP IN MY LEFT ANKLE BONE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320554  
**Date of Incident:** 20090331  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** AUGUSTA, GA  
**NHTSA Summary:**  
I OWN A 2009 TOYOTA CAMRY HYBRID PURCHASED NEW 4/3/2008. AT THE END OF MARCH, 2009, I HAD THE FIRST OF FOUR (THUS FAR) ACCELERATOR RUNAWAY EVENTS. I WAS ABLE TO STOP THE CAR BY APPLYING EXTREMELY HARD BRAKE PRESSURE WITH BOTH FEET, TAKING SEVERAL SECONDS TO STOP THE CAR AS IT FISH-TAILED WILDLY ON THE ROAD. A COUPLE OF DAYS LATER, IT HAPPENED AGAIN. MY CAR WAS AT THE DEALERSHIP 4/3/2009. THEY TOLD ME THIS ACCELERATOR RUNAWAY WAS CAUSED BY MY FLOOR MAT CAUSING THE GAS PEDAL TO STICK. I REMOVED THE FLOOR MAT. APPROXIMATELY 6 WEEKS LATER, THE ACCELERATOR RUNAWAY EVENT HAPPENED TWICE MORE. THE FLOOR MAT WAS NOT IN THE CAR. I HAVE CALLED TOYOTA, BEEN TREATED LIKE I WAS DELUSIONAL AND THEN AS THE PUBLIC OUTCRY/PRESS RELEASES BEGAN LATER IN 2009, CONTACTED TOYOTA AGAIN. I FINALLY GOT MY SCHEDULED RECALL (AT MY PERSISTANCE--THE DEALERSHIPS NEVER CALLED ME TO SCHEDULE THIS) THEN AFTER I REQUESTED DETAILS OF THE PLANNED RECALL CHANGES, I FOUND OUT AFTER MY APPOINTMENT THEY SAID MY VEHICLE QUALIFIED ONLY FOR THEM TO CUT DOWN MY GAS PEDAL. NO SHIM ASSEMBLY TO THE GAS PEDAL AND NO SOFTWARE UPDATE AS I WAS TOLD "YOU ALREADY HAVE THE MOST CURRENT SOFTWARE". REALLY?? MY NOW MUTILATED GAS PEDAL ALLOWS MY FOOT TO CONSTANTLY SLIP OFF OF IT WHILE DRIVING AS IT IS SO SMALL. I AM SCARED OF MY VEHICLE AS THERE WAS NEVER A WARNING PRE-ACCELERATOR RUNAWAY & THERE IS NO "FIX" EITHER. NOT THAT I WOULD TRUST TOYOTA AT THIS POINT. I HAVE COPIES OF ALL SERVICE TICKETS, INCLUDING THE 4/3/2009 TICKET WITH MY COMPLAINT OF THE GAS PEDAL STICKING" WRITTEN ON IT. THIS IS AVAILABLE TO YOU AS WELL AS A DETAILED FOUR PAGE LETTER OUTLINING EVERY STEP OF MY EVENTS. I SENT AN EMAIL & REC'D A RESPONSE FROM YOU, TITLED NOTIFICATION OF CASE CHANGE/CASE ESCALATION, CASE NO. 245586. I CALLED IN & SPOKE WITH A REPRESENTATIVE AND HE GAVE ME A CASE NO. TOO. TELEPHONE CALL CASE #10320545. PLEASE ADVISE MY NEXT STEP. THANK YOU.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295969  
**Date of Incident:** 20090401  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** ENGLEWOOD, CO  
**NHTSA Summary:**  
ELECTRIC THROTTLE PROBLEM ON THE 2008 TOYOTA PRIUS. \*NJ THE DEALER TOLD THE CONSUMER TO REMOVE THE FLOOR MATS. THE CONSUMER ALSO RECEIVED A LETTER REGARDING THE DEFECT. THE CONSUMER STATED NO ONE HAS CONTACTED HER REGARDING A REMEDY FOR THE DEFECT. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295969  
**Date of Incident:** 20090401  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** ENGLEWOOD, CO  
**NHTSA Summary:**  
ELECTRIC THROTTLE PROBLEM ON THE 2008 TOYOTA PRIUS. \*NJ THE DEALER TOLD THE CONSUMER TO REMOVE THE FLOOR MATS. THE CONSUMER ALSO RECEIVED A LETTER REGARDING THE DEFECT. THE CONSUMER STATED NO ONE HAS CONTACTED HER REGARDING A REMEDY FOR THE DEFECT. \*JB  
**Additional Summary:**

C-1314

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10305865  
**Date of Incident:** 20090401  
**Vehicle:** 2003 LEXUS GS300  
**Location of Incident:** APACHE JUNCTION, AZ  
**NHTSA Summary:**  
WHILE STOPPING THE VEHICLE SOMETIMES THE BRAKE DISTANCE IS EXTENDED AS THE CAR IS SLOW TO STOP. ON A REGULAR BASES THE VEHICLE BRAKE PEDAL STICKS TO THE FLOOR WHILE STOPPED AT A LIGHT, I THEN HAVE TO PULL THE PEDAL UP WITH MY LEFT FOOT TO BEGIN ACCELERATION. WHEN APROACHING SLOWER TRAFFIC AS THE TRAFFIC RESUMES AT REGULAR SPEEDS THE BRAKE PEDAL STICKS AND CONTINUES STOPPING THE CAR.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307434  
**Date of Incident:** 20090401  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** WESTFORD, VT  
**NHTSA Summary:**  
DRIVING MY NEW 2008 TOYOTA HIGHLANDER LEASED DEC. 2008. ON 4-5 SEPARATE OCCASIONS WHILE DRIVING WITH THE CRUISE CONTROL, ON 1 ACCELERATED AND THE VEHICLE IMMEDIATELY WENT TO FULL RACE. PEDAL WAS NOT STUCK. COULD NOT TURN OFF THE CRUISE CONTROL. SHIFTING INTO NEUTRAL CAUSED UNCONTROLLED MAXIMUM RPM'S. TURNING THE KEY OFF AND BACK ON NUMEROUS TIMES DID NOT FIX THE PROBLEM. EVENTUALLY AFTER ABOUT 20-30 SECONDS THE PROBLEM RESOLVED, ENGINE SLOWED WITH NO SIGN THERE HAD EVER BEEN A PROBLEM. THIS HAS NOT HAPPENED AGAIN SINCE SPRING 2009 BUT THAT SPRING THE 4-5 EPISODES HAPPENED WITHIN A FEW WEEKS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311225  
**Date of Incident:** 20090401  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CHAPEL HILL, NC  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY LE. WHILE DRIVING WITH THE CRUISE CONTROL SET AT 80 MPH THE VEHICLE SUDDENLY ACCELERATED TO 86 MPH. SHE WAS ABLE TO TURN THE CRUISE CONTROL OFF AND GAIN CONTROL OF THE VEHICLE. THE DEALER STATED THEY COULD NOT MAKE ANY REPAIRS SINCE THEY WERE NOT ABLE TO DUPLICATE THE FAILURE. SHE SHOULD NOT BE FORCED TO USE THE AUTOMATIC RESUME ON THE CRUISE CONTROL. SHE ALSO STATED THAT THE COMPUTER HEADBOARD WAS PREVIOUSLY RESET. SHE HAS EXPERIENCED THE FAILURE TWICE. THE FAILURE MILEAGE WAS 11,366. THE CURRENT MILEAGE WAS 12,271. UPDATED 03/24/10 \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315760  
**Date of Incident:** 20090401  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** IRVINE, CA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA SIENNA. HE STATED THAT WHILE DRIVING AT 45 MPH ON A RAINY DAY THE VEHICLE SURGED FORWARD WHILE HAVING HIS FOOT ON THE BRAKE AND APPLYING A LOT OF PRESSURE. THE VEHICLE WAS VERY HARD TO CONTROL. THE STEERING TURNED VERY LOOSELY AND THEN HE CRASHED. HE SUSTAINED LOWER BACK INJURIES AND THE VEHICLE WAS DESTROYED. TOYOTA WILL BE CONTACTED TO REPORT THE CRASH. PRIOR TO THIS CRASH HE HAD EXPERIENCED THIS ISSUE 2 ADDITIONAL TIMES. THE FAILURE AND CURRENT MILEAGE WAS 22172.  
**Additional Summary:**

C-1315

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
2004 TOYOTA SIENNA XLE LTD. THERE WERE TIMES WHEN THE GAS PEDAL WOULD GET STUCK AT 60 MPH OR WHEN I WAS TURNING ON A LONG FREEWAY ON RAMP GOING ABOUT 30-35, THE VAN WOULD ACCELERATE WHEN I DID NOT WANT IT TO.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319747  
**Date of Incident:** 20090401  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** ROME, NY  
**NHTSA Summary:**  
FAX FWD LTR FM RE SUDDEN UNINTENDED ACCELERATION IN A 2008 TOYOTA RAV4, REPLY TO UTICA, NY OFC. \*TGW EACH TIME THE CONSUMER EXPERIENCED SUDDEN ACCELERATION, SHE WAS APPROACHING AN INTERSECTION WITH SEVERAL CARS STOPPED AT A RED LIGHT. THE CONSUMER STATED THE ONLY WAY TO STOP THE VEHICLE, WAS BY TURNING IT OFF. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323284  
**Date of Incident:** 20090401  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** ALSIP, IL  
**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2006 TOYOTA TUNDRA CREW CAB. THE REAR LEAF SPRING BROKE AND FLEW OFF WHILE DRIVING 50MPH ON THE HIGHWAY. (IT DID NOT HIT ANYONE). THERE IS A TOTAL OF FOUR LEAF SPRINGS AND ONLY ONE BROKE. THE VEHICLE WAS TAKEN TO THE DEALER THEY REFUSE TO REPAIR BECAUSE IT IS NOT ON WARRANTY. HE WAS REFERRED TO ANOTHER SPRING SHOP TO REPAIR THE FAILURE. THE CONTACT WILL BE PAYING FOR THE REPAIRS HIMSELF. THE DEALER ALSO CONTACTED THE MANUFACTURER AND THEY STATED THERE IS NOTHING THAT CAN BE DONE TO REPAIR THE VEHICLE. ALSO, WHEN HE IS SITTING AT A STOP LIGHT THE ENGINE WILL REVVED ITSELF INTERMITTENTLY THE BRAKE HAS TO BE DEPRESS VERY HARD SO THE VEHICLE WOULD NOT LUNGED FORWARD. THE DEALER WAS INFORMED OF THIS ONGOING FAILURE BUT STATED THERE IS NO RECALL AND THERE IS NOTHING THEY CAN DO. THE FAILURE MILEAGE WAS 84,000...MW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324269  
**Date of Incident:** 20090401  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** FINDLAY, OH  
**NHTSA Summary:**  
2001 TOYOTA AVALON. CONSUMER STATES UNINTENDED ACCELERATION. \*TGW THE CONSUMER STATED HIS DAUGHTER WAS ATTEMPTING TO PARK THE ABOVE REFERENCED VEHICLE, WHEN IT ACCELERATED OUT OF CONTROL AND HIT A FENCE. THE CONSUMER DROVE TO WORK THE NEXT DAY AND SHE NOTICED SHE COULD NOT ACCELERATE MORE THAN 45 MPH. \*JB UPDATED 05/25/10 \*JB  
**Additional Summary:**

C-1316

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334841  
**Date of Incident:** 20090401  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SOMERDALE, NJ

**NHTSA Summary:**  
2004 TOYOTA CAMRY. CONSUMER STATES UNINTENDED ACCELERATION \*TGW THE CONSUMER STATED SHE WAS MAKING A RIGHT TURN TO PARK THE VEHICLE, WHEN SUDDENLY, THE VEHICLE ACCELERATED OUT OF CONTROL, HIT A POLE, WENT OVER A SMALL MOUND OF GRASS AND STOPPED HITTING TWO CARS THAT WERE PARKED PERPENDICULAR ON THE OTHER SIDE OF THE MOUND GRASS. WHEN THE CONSUMER TOOK THE VEHICLE TO THE DEALER, TO HAVE IT INSPECTED, IT WAS DISCOVERED THAT THE HOOKS WERE MISSING THAT HELD THE FLOOR MATS IN PLACE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10264116  
**Date of Incident:** 20090402  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** BIRMINGHAM, AL

**NHTSA Summary:**  
MY '06 TOYOTA TACOMA EXPERIENCED UNINTENDED AND SUDDEN ACCELERATION WILL ENTERING I65 THE TRUCK FISHTAILED AND DID A 180 SLAMMING INTO THE CONCRETE GUARD RAIL. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10264120  
**Date of Incident:** 20090402  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** SCHENECTADY, NY

**NHTSA Summary:**  
I HAD TO GO GET DOGFOOD SO DROVE TO STORE 2 MILES AWAY, UPON RETURNING HOME PULLED INTO DRIVEWAY TO PARK IN FRONT OF GARAGE WERE I HAVE PARKED FOR 14 YEARS. AS I APPLIED THE BRAKE THE TRUCK ACCELERATED FORWARD HITTING THE GARAGE. IT HAPPENED WITHIN SECONDS AND I APPLIED THE BRAKES AS HARD AS I COULD TOOK TRUCK TO TOYOTA TO HAVE IT CHECKED AND THEY FOUND NOTHING WRONG, SO IT WAS OFF TO THE TOYOTA BODY SHOP FOR REPAIRS TO THE SUM OF \$3300. THIS IS MY FORTH TOYOTA TACOMA AND I LOVE THESE TRUCKS BUT NOW I'M VERY CONCERNED THAT THE NEXT TIME SOMEONE COULD GET HURT OR KILLED. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313720  
**Date of Incident:** 20090402  
**Vehicle:** 1993 TOYOTA CAMRY  
**Location of Incident:** CONCORD, CA

**NHTSA Summary:**  
I HAVE A 1993 TOYOTA CAMERY. ON APRIL 2, 2009, WE WERE DRIVING ON I-68 E LESS THAN 100 FROM OUR DESTINATION OF WASHINGTON, DC. WE WERE DRIVING AROUND THE HILLS AND SUDDENLY, THE CAR STARTED TO ACCELERATE UNINTENTIONALLY. THE

C-1317

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BRAKES WERE PRESSED TO THE FLOOR BUT IT DIDN'T SLOW THE CAR BUT DID HELP SO THAT CAR DIDN'T ACCELERATE MORE THAN THE 75+MPH. (IT HAD ACCELERATED TO FROM 60-65MPH.) WE TRIED TO TURN THE CRUISE CONTROL ON AND OFF THINKING IT WAS A COMPUTER ISSUE BUT IT DIDN'T HELP AND IT WAS OFF WHEN THE INCIDENT BEGAN. WE TRIED GOING INTO NEUTRAL BUT IT JUST REVVED THE ENGINE UP INTO THE RED, BUT FROM THERE WE WERE GOING TO PUT IT IN PARK, BUT GOING FROM NEUTRAL TO PARK WE PASSED THROUGH REVERSE AND SINCE THE CAR WAS ACCELERATING WE STARTED TAKING OFF IN REVERSE. WE ENDED UP PERPENDICULAR TO ONCOMING TRAFFIC COMING AROUND THE MOUNTAIN, BUT GOT THE ENGINE TURNED OFF. WE WERE TOLD THAT THE THROTTLE GOT STUCK. (THE WIRE OVER THE SPRING MECHANISM THAT PULLS THE THROTTLE WIRE BACK IF YOU TAKE YOUR FOOT OFF THE PEDAL.) IT WAS TAKEN OFF THE RETRACTING MECHANISM AND I HAVEN'ET HAD ANY INCIDENTS SINCE. I HAD NOTICED THE RECALL OF MORE RECENT CAMERYS NOTING THE FLOORMATS TO EXPLAIN UNEXPECTED ACCELERATION. I DON'T HAVE A FLOORMAT IN THE DRIVER'S FOOTWELL. I'VE NOTICED OTHER ACCOUNTS ON THE TOYOTA DISCUSSION BOARD OF PEOPLE HAVING UNINTENTIONAL ACCELERATION AND NOT HAVING FLOORMATS EITHER.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334113  
**Date of Incident:** 20090402  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** GARFIELD, NJ

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE THE CRUISE CONTROL WAS SET AT 75MPH THE VEHICLE SUDDENLY ACCELERATED UP 140MPH. HE APPLIED THE BRAKE UNTIL THE VEHICLE SLOW DOWN. THE DEALER TEST DROVE THE VEHICLE. THE DEALER STATED NOTHING WAS WRONG WITH THE VEHICLE. THE FAILURE MILEAGE WAS 1,000 AND THE CURRENT MILEAGE WAS 70,000. LI  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302612  
**Date of Incident:** 20090403  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** FRONT ROYAL, VA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA TACOMA. HE STATES THAT WHILE AT A COMPLETE STOP WHILE HAVING HIS FOOT ON THE BRAKE THE VEHICLE ACCELERATED FORWARD. ON A DIFFERENT OCCASION WHEN HE WAS IN REVERSE THE VEHICLE ACCELERATED WITHOUT A WARNING. HE PUT FULL PRESSURE ON THE BRAKES AND THEN THE ACCELERATION STOPPED. THE DEALER WAS CONTACTED. THE DEALER STATED THAT HE HAD A OPTION TO BRING IN THE VEHICLE AND THAT IT WILL TAKE THE DEALER A WHILE TO FIGURE AND DUPLICATE THE FAILURE. THERE HAVE BEEN NO REPAIRS TO THE VEHICLE. THE FAILURE MILEAGE WAS 30000 AND CURRENT MILEAGE WAS 50000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305287  
**Date of Incident:** 20090403

C-1318

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** WEST PALM BEACH, FL

**NHTSA Summary:**  
ACCELERATOR STUCK ON 2006 TOYOTA CAMRY. TOYOTA TOLD ME IT HAD TO BE THE ELECTRONICS AND NOT THE THROTTLE ASSEMBLY. I WAS SO AFRAID I HAD THE THROTTLE ASSEMBLY REPLACED ANYWAY AT MY OWN EXPENSE. THIS WAS ALL BEFORE THE RECENT PUBLICITY. I HAVE SUPPORTING DOCUMENTS FOR YOUR REVIEW. TOYOTA NEVER TOLD ME ABOUT THE HISTORY OF ISSUES NOR OFFERED TO PAY FOR THIS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319937  
**Date of Incident:** 20090403  
**Vehicle:** 2002 TOYOTA TACOMA  
**Location of Incident:** PALATKA, FL

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2002 TOYOTA TACOMA. WHILE DRIVING AT 35MPH GOING OVER THE BRIDGE THERE WAS A NOISE AND THEN THE VEHICLE ACCELERATED AND CRASHED INTO ANOTHER VEHICLE SITTING AT THE LIGHT. HE STATED HE WAS PRESSING THE BRAKES BUT THE VEHICLE KEPT ON GOING AND DID NOT STOP. THE ROAD CONDITION WAS WET THE RAIN HAD JUST FINISHED COMING DOWN. NO ONE WAS INJURED, THERE WAS A POLICE REPORT IF NEEDED AND THE VEHICLE WAS TOTAL. THE VEHICLE WAS TOWED TO A REPAIR SHOP WHERE THE TOYOTA MANUFACTURE INSPECTED THE VEHICLE AND STATED THERE IS NO FAILURE. THE VIN IS UNKNOWN. THE FAILURE MILEAGE WAS 130,000...MW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325552  
**Date of Incident:** 20090403  
**Vehicle:** 2010 LEXUS RX350  
**Location of Incident:** GIBSONIA, PA

**NHTSA Summary:**  
ON SATURDAY, APRIL 3, 2010, I WAS DRIVING MY 2010 LEXUS RX 350 ON A TWO-LANE ROAD IN CLARION PA. I WENT TO PASS THE VEHICLE IN FRONT OF ME WHEN MY ACCELERATOR GOT STUCK. THE VEHICLE RPM REDLINED AND I QUICKLY ACCELERATED. I SLAMMED ON MY BRAKES, AND EMERGENCY BRAKES, AND EVENTUALLY PUT IN THE CAR IN NEUTRAL, AND WAS ABLE TO COME TO A STOP OFF THE ROADWAY IN ABOUT 1/2 MILE. WHEN I WAS STOPPED (VEHICLE WAS STILL RED-LINING), I WAS ABLE TO SEE THE ACCELERATOR PEDAL WAS STUCK IN THE GROVE ON THE TOP OF MY ALL WEATHER OEM CAR MAT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326487  
**Date of Incident:** 20090403  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CONCORD, NC

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2002 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 35 MPH APPROACHING TRAFFIC STOP SIGNAL. WHEN THE BRAKE

C-1319

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PEDAL WAS ENGAGED THE VEHICLE ACCELERATED AND CRASHED INTO ANOTHER VEHICLE. THERE WERE NO PERSONAL INJURIES AND THE VEHICLE SUSTAINED DAMAGES. A POLICE REPORT WAS FILED OF THE INCIDENT. THE VEHICLE WAS NOT INCLUDED IN A RECALL DEFECT. THE FAILURE MILEAGE WAS UNAVAILABLE. THE CURRENT MILEAGE WAS 53,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10273044, 10265332  
**Date of Incident:** 20090404  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** LAGUNA HILLS, CA

**NHTSA Summary:**  
I DRIVE A 2008 TOYOTA PRIUS. AS I WAS DRIVING OUT OF THE GAS STATION AND STEPPED ON THE ACCELERATOR, THE CAR CONTINUED GOING FASTER. THE BRAKE DID NOT WORK, THE ONLY WAY THE CAR STOPPED WAS BY HITTING ANOTHER CAR. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10265129  
**Date of Incident:** 20090405  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** FORTSON, GA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 TOYOTA TACOMA. WHILE THE VEHICLE WAS IN NEUTRAL, THE ENGINE REVVED HIGHLY. THE CONTACT ATTEMPTED TO SHIFT INTO PARK, BUT WAS UNSUCCESSFUL. HE SHIFTED INTO DRIVE, BUT THE ENGINE STILL REVVED AND THE VEHICLE ACCELERATED TO APPROXIMATELY 25 MPH. THE CONTACT DEPRESSED THE BRAKE PEDAL AND THE TIRES SQUEALED. HE WAS FINALLY ABLE TO SHIFT BACK INTO NEUTRAL AND THEN INTO PARK. THE FAILURE OCCURRED ONLY ONCE. THE DEALER AND MANUFACTURER HAVE NOT BEEN NOTIFIED. THE CURRENT MILEAGE WAS 9,053 AND FAILURE MILEAGE WAS APPROXIMATELY 8,500.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321981  
**Date of Incident:** 20090406  
**Vehicle:** 9999 TOYOTA CAMRY  
**Location of Incident:** SUN CITY, CA

**NHTSA Summary:**  
TOYOTA CAMRY. CONSUMER STATES DEFECTIVE ELECTRONIC THROTTLE CONTROL. \*TGW THE CONSUMER STATED WHEN SHE DROVE UP TO A PICK WINDOW SHE PLACED HER FOOT ON THE BRAKE, BUT THE VEHICLE DID NOT STOP. THE VEHICLE JUST ACCELERATED ON ITS OWN. THE CONSUMER SUFFERED INJURIES FROM THE ACCIDENT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317789  
**Date of Incident:** 20090407  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** LEBANON, NH

C-1320

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE ATTEMPTING TO ENTER THE HIGHWAY FROM AN OFF RAMP SHE BARELY PRESSED THE ACCELERATOR PEDAL AND THE VEHICLE ABNORMALLY ACCELERATED UP TO SPEEDS OF OVER 75 MPH. THERE WAS A SUDDEN INCREASE IN THE ENGINE RPMs AND WHEN SHE ATTEMPTED TO APPLY PRESSURE TO THE ACCELERATOR PEDAL IT WAS STUCK IN THE OPEN THROTTLE POSITION. SHE ATTEMPTED TO DEPRESS THE BRAKES, TO NO AVAIL. SHE WAS ABLE TO ENGAGE THE EMERGENCY BRAKE AND AGAIN SHE ATTEMPTED TO APPLY THE BRAKES. THE VEHICLE FINALLY DECREASED IN SPEED. A STATE TROOPER ARRIVED TO OFFER ASSISTANCE AND INVESTIGATE THE FAILURE. THE CONTACT CONFIRMED THAT THE FLOOR MATS WERE NOT INTERFERING WITH THE ACCELERATOR PEDAL. THE MANUFACTURER WAS CONTACTED AND WOULD NOT OFFER ANY ASSISTANCE. ALTHOUGH THERE WERE RECALLS ON HER VEHICLE PERTAINING TO THE EXACT SAME FAILURES (NHTSA CAMPAIGN ID NUMBERS: 10V023000 AND 10V017000: COMPONENT: VEHICLE SPEED CONTROL-ACCELERATOR PEDAL), HER VIN WAS NOT INCLUDED IN THE RECALL CAMPAIGN. NO REPAIRS WERE MADE TO THE VEHICLE. THE FAILURE MILEAGE WAS 5,457 AND THE CURRENT WAS APPROXIMATELY 10,100.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314489  
**Date of Incident:** 20090408  
**Vehicle:** 1996 TOYOTA TERCEL  
**Location of Incident:** LUSBY, MD

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 1996 TOYOTA TERCEL. WHILE DRIVING 60 MPH THE VEHICLE ACCELERATED AND WOULD NOT STOP. HE HAD TO DRIVE TO A SERVICE ROAD AND FORCE THE GEAR INTO PARK TO STOP THE VEHICLE. SOME WD-40 WAS SPRAYED ON THE ENGINE AND THEY HAVE NOT HAD THE PROBLEM SINCE. THE VEHICLE WAS PURCHASED IN 2008 WITH 128,000 MILES. THE CONTACT HAS NOT CALLED THE DEALER OR TAKEN THE VEHICLE IN FOR INSPECTION. THE FAILURE MILEAGE WAS 145,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316714  
**Date of Incident:** 20090408  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** ROME, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA RAV4. THE CONTACT STATED THAT HER VEHICLE HAD UNINTENDED ACCELERATION WHICH OCCURRED INTERMITTENTLY. THE CONTACT WAS DRIVING APPROXIMATELY 30 MPH. WHEN THE FAILURE OCCURRED, THE CONTACT HAD TO PUT THE VEHICLE IN NEUTRAL. IN ORDER TO SLOW IT DOWN AND THE RPMs INCREASED RAPIDLY. THE VEHICLE WAS DIAGNOSED BY THE DEALER THREE TIMES AND THEY WERE UNABLE TO DIAGNOSE OR DUPLICATE THE FAILURE. THE TOYOTA MANUFACTURER WAS ALSO CALLED AND A CLAIM WAS FILED. THE VIN ON HER VEHICLE BEGINS WITH A "J" AND THEY HAVE STATED THAT SINCE IT WAS MADE IN JAPAN; THEREFORE, THE FAILURE SHOULD NOT HAVE OCCURRED. THE FAILURE MILEAGE WAS 35,000.

**Additional Summary:****Toyota ID Number:****C-1321****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10265288  
**Date of Incident:** 20090409  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** PORT CHARLOTTE, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA SIENNA. WHILE DRIVING BETWEEN 5-6 MPH, ANOTHER VEHICLE RAN A STOP SIGN AND STRUCK THE DRIVER'S SIDE OF THE CONTACT'S VEHICLE. HER VEHICLE FISH-TAILED AND TURNED TO THE LEFT. THE VEHICLE ACCELERATED AND STRUCK ANOTHER VEHICLE. THE CONTACT HAD NO CONTROL OVER THE VEHICLE. SHE ATTEMPTED TO PLACE THE VEHICLE INTO PARK, BUT WAS UNSUCCESSFUL. THE ENGINE REVVED AND THE VEHICLE ACCELERATED AGAIN. THE VEHICLE STRUCK A CURB, A BOULDER, AND THEN A PALM TREE BEFORE COMING TO A COMPLETE STOP. THE BRAKES FAILED TO OPERATE DURING THE INCIDENT. A POLICE REPORT WAS FILED AND THERE WERE NO INJURIES. THE VEHICLE WAS TOWED TO A GMC DEALER AND THEY TEST DROVE THE VEHICLE, BUT WERE UNABLE TO DUPLICATE THE FAILURE. THE VEHICLE IS STILL AT THE GMC DEALER AND WILL BE APPRAISED. THE FAILURE AND CURRENT MILEAGES WERE 40,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305304  
**Date of Incident:** 20090409  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** WODURN, MA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 TOYOTA RAV4. WHILE DRIVING 25 MPH ON A LOCAL ROAD THE VEHICLE SUDDENLY ACCELERATED FROM 25 MPH TO 85 MPH. SHE QUICKLY MADE A LEFT TURN TO AVOID A COLLISION AND CRASHED INTO AN ISLAND AND A CEMENT RETAINING WALL. THE INSURANCE COMPANY DIDN'T GIVE HER A REPORT ON WHAT COULD HAVE CAUSED THE FAILURE TO OCCUR. THE VEHICLE WAS DESTROYED. SHE BROKE HER RIGHT ANKLE, AND HER LOWER BACK WAS INJURED. ONE OF THE PASSENGERS SUSTAINED A BROKEN LEFT HAND AND INJURIES TO THE NECK. THE OTHER PASSENGER RECEIVED INJURIES TO THE NECK. THE POLICE REPORT INFORMATION WAS NOT AVAILABLE. THE VIN WAS UNAVAILABLE. THE FAILURE AND THE CURRENT MILEAGES WERE 60,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291515  
**Date of Incident:** 20090410  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** DEL. MAR, CA

**NHTSA Summary:**

NEEDING MAXIMUM ACCELERATION TO AVOID BEING STRUCK FROM BEHIND, I THRUST THE ACCELERATOR TO THE FLOOR IN MY '08 PRIUS. SAFELY AVOIDING A POSSIBLE COLLISION, MY AUTO CONTINUED TO ACCELERATE. THE ACCELERATOR WAS STUCK IN THE FULL DOWN POSITION AND COULD NOT BE BUDGED EITHER BY HAND OR BY REPEATED STOMPING TO RELEASE IT. I MADE SURE THE FLOOR MAT WAS NOT INTERFERING WITH THE ACCELERATOR, WHICH IT WASN'T. I BRAKED HARD AND TURNED OFF THE 4 LANE STREET TO THE RIGHT AND WAS ABOUT TO TURN OFF THE ENGINE WHEN IT RELEASED AS RAPIDLY AS IT BEGAN. I REPORTED IT TO TOYOTA AT MY NEXT OIL SERVICE - BUT THEY HAD NO PRIOR EXPERIENCE OF THIS TYPE OF COMPLAINT. I HAVE SINCE REFRAINED MAXIMUM ACCELERATION - BUT AM AFRAID

**C-1322****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LET ANYONE ELSE DRIVE MY AUTO NOW THAT I AM AWARE THAT THERE IS NO DIRECT MECHANICAL CONNECTION TO INVESTIGATE OR CORRECT IN THE FUEL SYSTEM, BUT INSTEAD AN ELECTRONIC ONE, ("FLY BY WIRE" LIKE THE NEW COMMERCIAL JETS), I AM EVEN MORE ON EDGE. THANK GOD, THE PRIUS IS UNDERPOWERED. IN A MORE POWERFUL AUTO, THE ENGINE WOULD HAVE OVERPOWERED THE BRAKES AND LED TO A POSSIBLE DISASTER. ELECTRONICS MALFUNCTION SPORADICALLY! PLEASE INVESTIGATE!!!!\*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295101  
**Date of Incident:** 20090410  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** FT MEADE, MD

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2006 LEXUS IS250. WHILE DRIVING THE VEHICLE RAPIDLY INCREASED ITS SPEED UP TO 90 MPH. HE ATTEMPTED TO REMOVE THE FLOOR-MAT FROM UNDER THE ACCELERATOR PEDAL. HOWEVER, THE VEHICLE VEERED OFF OF THE ROAD AND THEN INTO A DITCH. WHEN THE VEHICLE ROLLED OVER, ONE OCCUPANT WAS EJECTED FROM THE FRONT SEAT, SINCE HE WAS NOT WEARING A SEAT BELT. THE OTHER THREE PASSENGERS HAD BRUISES LACERATIONS, AND WERE HOSPITALIZED. THE VEHICLE WAS COMPLETELY DESTROYED. A POLICE REPORT WAS AVAILABLE. THE FAILURE MILEAGE WAS 24,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307500  
**Date of Incident:** 20090410  
**Vehicle:** 2008 TOYOTA FJ CRUISER  
**Location of Incident:** WEXFORD, PA

**NHTSA Summary:**

ANTI LOCK BRAKES ACTIVATED AFTER HITTING RIPPLE IN EXIT RAMP SURFACE. VEHICLE WOULD NOT STOP DESPITE PRESSING DOWN HARDER ON THE BRAKE PEDAL. REQUIRED RELEASING BRAKE PEDAL COMPLETELY AND THEN REAPPLYING BRAKES TO CAUSE VEHICLE TO STOP. CAME VERY CLOSE TO SHOOTING OUT INTO FOUR-WAY INTERSECTION. HAS HAPPENED ON SEVERAL OCCASIONS UNDER SIMILAR CIRCUMSTANCES (VERY MINOR BUMP ON ROAD CAUSES ANTILOCKS TO ACTIVE UPON BREAKING THOUGH THIS DOESN'T ACTUALLY STOP THE VEHICLE).

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308835  
**Date of Incident:** 20090410  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** ESMONT, VA

**NHTSA Summary:**

SUDDEN ACCELERATION IN 2007 TOYOTA PRIUS WHEN USING CRUISE CONTROL TO INCREASE SPEED IN SMALL INCREMENTS. CANCELING CRUISE CONTROL AND RESUMING MANUAL CONTROL REGAINED CONTROL OF THE VEHICLE. THIS HAPPENED TWICE. I HAVE NOT USED THE CRUISE CONTROL SINCE THIS INCIDENT AND HAVE TOLD MY WIFE NOT TO USE IT EITHER.

**Additional Summary:****C-1323****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312816  
**Date of Incident:** 20090410  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** CHASKA, MN

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA PRIUS. SHE STATED THAT THREE TIMES SHE HAS EXPERIENCED SUDDEN ACCELERATION. ONCE WHILE TURNING LEFT ON THE HIGHWAY AT 55MPH THE VEHICLE SUDDENLY ACCELERATED. SHE ALSO EXPERIENCED BRAKE FAILURE WHEN PULLING UP TO A STOP SIGN, OR RED LIGHT, OR DRIVING OVER A BUMP THE BRAKE DID NOT RESPOND IMMEDIATELY. SHE TOOK THE VEHICLE TO THE DEALER. THE DEALER STATED THE VEHICLE IS NOT INCLUDED IN THE RECALL AND THERE WAS NOTHING THEY COULD DO, BUT THEY WOULD REPORT THE FAILURE TO THE MANUFACTURER. THE FAILURE MILEAGE WAS 25,000 AND THE CURRENT MILEAGE 33,765.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316603  
**Date of Incident:** 20090410  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** DETROIT, MI

**NHTSA Summary:**

IN APPROX APR 2009 I EXPERIENCE ACCEREATE PEDAL , I WENT TO SLOW THE CAR DOWN EASING ON BREAK BECAUSE I WAS COMMING TO A INTERSECTION AND COULD NOT STOP AND TRIED TO PUSH ON BREAK THAT DID NOT WORK HAD TO SWITCH TO NATURAL BECAUSE BREAK WAS NOT WORKING I WAS ON DRY LAND AND IT WAS LIKE I HAD NO CONTROL OF THE CAR, WHEN I TOOK IT TO HAVE OIL CHANGED NO ONE SAID ANYTHING AND IT WAS LIKE OH WELL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291509  
**Date of Incident:** 20090411  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** SUN CITY, CA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA PRIUS. WHILE PARKING HER VEHICLE, IT BEGAN TO ACCELERATE RAPIDLY. THE VEHICLE DROVE OVER THE CEMENT CURB AND THEN CRASHED INTO A STORE-FRONT. THE DRIVER SUSTAINED INJURIES TO HER NECK AND SHOULDERS. A POLICE REPORT WAS FILED. THE VEHICLE WAS REPAIRED THROUGH HER INSURANCE COMPANY. THE FAILURE AND CURRENT MILEAGES WERE UNKNOWN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313778  
**Date of Incident:** 20090411  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** PITTSBURG, CA

**NHTSA Summary:****C-1324****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

1. TOYOTA SIENNA CE DRIVER'S DOOR WELDED PART (INSIDE DOOR) SNAP OFF CAUSING LOUD THUD SOUND WHEN OPENING & CLOSING THE DOOR. I FOUND OUT IN THE INTERNET THAT BEFORE THERE WAS A LOT OF COMPLAINT ABOUT IT BUT TOYOTA DID NOT ORDER A RECALL & NOW THEY WANT ME FIX IT IN A SHOP AT MY OWN EXPENSE. 2. SUDDEN ACCELERATION FROM IDLING DURING TRAFFIC CRUISING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313518  
**Date of Incident:** 20090414  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** LANHAM, MD  
**NHTSA Summary:**

I OWN A 2005 TOYOTA CAMRY SE. WHILE DRIVING APPROXIMATELY 25MPH ON A RAINY DAY MY VEHICLE ACCELERATED. I HAD TO APPLY THE BRAKES SEVERAL TIMES BEFORE THEY WORKED. MY FAILURE MILEAGE WAS 48,000 AND THE CURRENT MILEAGE WAS 57, 897. VWB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319922  
**Date of Incident:** 20090414  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** POUGHKEEPSIE, NY  
**NHTSA Summary:**

ON TWO SEPARATE OCCASIONS MY 2008 TOYOTA PRIUS HAS DONE THE AUTOMATIC ACCELERATION PROBLEM. THESE WERE BOTH LONG BEFORE RECENT REPORTS IN APRIL OF LAST YEAR. THE FIRST TIME WAS ON ROUTE 84 BETWEEN THE WHITE PLAINS AND CARMEL EXITS. MY VEHICLE ACCELERATED TO BETWEEN 80 -85 MPH. I WAS IN SOME TRAFFIC AND FLASHED MY LIGHTS AT OTHER VEHICLES IN THE PASSING LANE BECAUSE I COULD NOT STOP! WHEN I REGAINED CONTROL OF MY VEHICLE SEVERAL MINUTES LATER, I CALLED MY DEALERSHIP AND THEY HAD ME BRING THE CAR RIGHT IN AND THEN TOLD ME NOTHING WAS WRONG WITH IT. THEY TOLD ME IT WAS A BRAKE PROBLEM. I HAD TWO WITNESSES MY 16 AND 19 YEAR OLD CHILDREN. A FEW MONTHS LATER, THE ACCELERATION HAPPENED AGAIN WITH MY 49 YEAR OLD FINANCE IN THE CAR. IT WAS AN IN TOWN ACCELERATION ON THE ROAD IN FRONT OF MY HOUSE (HOOKER AVENUE). AGAIN, I REGAINED CONTROL IN A FEW MINUTES, BUT PARTIALLY WENT THROUGH A RED LIGHT BECAUSE OF INABILITY TO STOP. AGAIN, I HAD IT CHECKED AT THE DEALERSHIP. AGAIN, THEY PUT IT DOWN AS BRAKE RELATED INSTEAD OF ACCELERATION. THEY CHECKED THE CAR AND SAID IT WAS FINE. I CALLED THEM AFTER THIS 2008 TOYOTA INCIDENT AND THEY ARE SAYING THIS DOESNT HAPPEN ON MY MODEL. IT DOES! THEY RAN ANOTHER CHECK THIS MORNING AND AGAIN NOTHING WRONG. PLEASE DO SOMETHING BEFORE SOMEONE IS KILLED!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323527  
**Date of Incident:** 20090414  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** WALLED LAKE, MI  
**NHTSA Summary:**

C-1325

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL - THE CONTACT OWNS A 2006 TOYOTA PRIUS. WHILE DRIVING 70 MPH DURING SUNNY WEATHER CONDITIONS, THE VEHICLE ACCELERATOR WHEN TO THE FLOOR. HE STATED THIS IS THE SECOND TIME THIS HAS HAPPEN. HE ENGAGED THE BRAKE AND THE ON AND OFF SWITCH AND THAT CORRECT THE PROBLEM. THE CONTACT WAS CALLING FOR SOMEONE ELSE AND IS NOT SURE IF THE FAILURE HAS BEEN DIAGNOSE. HE STATED THE MANUFACTURE WAS CONTACT AND HE WAS TOLD THAT THEY WOULD GET BACK TO HIM WHEN THEY WERE READY TO FIX THE FAILURE. THE CONTACT IS UNABLE TO PROVIDE A VIN. THE FAILURE MILEAGE WAS UNKNOWN AND THE CURRENT MILEAGE WAS 104,000. VWB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326701  
**Date of Incident:** 20090414  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** EVERETT, WA  
**NHTSA Summary:**

I GOT A TOYOTA COROLLA '95. EVERYTIME I RELEASE THE GAS PEDAL, IT WILL MAKE A JERK MOTION. THE MAINTENANCE INDICATOR LIGHT IS ON. I WENT TO MEINEKE THIS AFTERNOON AND PAID 80 FOR THE DIAGNOSTIC CHECK. LUCKILY, THE SERCVIE TECH IS HONEST AND TOLD ME ABOUT THE ENGINE CONTROL MODULE. I WILL CALL THE RODLAND TOYOTA HERE IN EVERETT WA WHERE I ALSO BOUGHT THE CAR IN 2005.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10298751  
**Date of Incident:** 20090415  
**Vehicle:** 2001 TOYOTA TACOMA  
**Location of Incident:** REDONDO BEACH, CA  
**NHTSA Summary:**

2001 TOYOTA TACOMA-ACCELERATED WHEN BRAKING, HIGH RPMS, WHEN APPLYING THE BRAKE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303018  
**Date of Incident:** 20090415  
**Vehicle:** 2005 TOYOTA RAV4  
**Location of Incident:** ROANOKE, VA  
**NHTSA Summary:**

TL -THE CONTACT OWNS A 2005 TOYOTA RAV4. WHILE DRIVING APPROXIMATELY BETWEEN 1-10 MPH ON NORMAL ROAD CONDITIONS, PROCEEDING TO TURN MAKE A LEFT AT AN INTERSECTION THERE WAS AN UNINTENDED INCREASE IN ACCELERATION. THE DRIVER APPLIED PRESSURE TO THE BRAKE PEDAL AND THE VEHICLE FAILED TO SLOW DOWN. SUDDENLY, THE VEHICLE CRASHED INTO AN OPPOSING VEHICLE. THERE WERE NO PERSONAL INJURIES. THE POLICE WAS CALLED TO THE SCENE. HE WAS ABLE TO DRIVE THE VEHICLE. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE BODY DAMAGES. THE FAILURE MILEAGE WAS 38,000.

**Additional Summary:**

**Toyota ID Number:**

C-1326

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10303529  
**Date of Incident:** 20090415  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** SUNSET BEACH, NC  
**NHTSA Summary:**

THE GAS PEDAL ON OUR 2003 TOYOTA AVALON BEGAN STICKING WHEN CAR WAS 5 YEARS OLD. IT WAS MOST NOTICEABLE WHEN THE CAR WAS STOPPED AND WE WANTED TO BEGIN MOVING. IT BECAME HARD TO DEPRESS UNTIL A GOOD BIT OF PRESSURE, AND THEN THE CAR WOULD LURCH FORWARD OR BACKWARD VERY QUICKLY. WE TRIED LUBRICATING THE PEDAL MECHANISM BUT THAT DIDN'T WORK. THE DEALER SAID THEY FIXED IT AT OUR 100,000 MILE CHECK BUT IT STILL STUCK. THE RECENT PROBLEM WITH TOYOTA GAS PEDALS MAY HAVE BEEN AROUND A LOT LONGER THAN THOUGHT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303509  
**Date of Incident:** 20090415  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** WAYNESVILLE, GA  
**NHTSA Summary:**

I WAS TRAVELING TO A TRAINING OP ON HWY 301 SOUTH WITH 2 CO-WORKERS IN MY VEHICLE. I EASED OUT TO PASS A VEHICLE AND PUNCHED TO GAS TO GET ON AROUND HIM. THE GAS PEDAL STUCK IN THE WIDE OPEN POSITION (OR FELT LIKE WIDE OPEN). IT ACCELERATED FROM ABOUT 50 MPH TO 100 MPH IN SUCH A SHORT TIME, IT SEEMED LIKE SECONDS. I HAD HEARD A RUMOR THAT THE FLOOR MAT MAY BE THE ISSUE, SO WHILE ACCELERATING AT AN ABSOLUTELY UNBELIEVABLE SPEED, I ATTEMPTED TO RE ARRANGE MY FLOOR MAT. I WAS SCARED TO DEATH, BENT OVER, TRAVELING AT OVER 100 MPH. OMG. FINALLY SOMETHING HAPPENED AND THE VEHICLE PEDAL LET GO. I WAS VISIBLY SHAKEN AS WERE MY PASSENGERS. IT SCARED ME TO DEATH. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306571  
**Date of Incident:** 20090415  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** MIAMI, FL  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA TUNDRA. WHILE DRIVING APPROXIMATELY 10 TO 30 MPH WHEN HE TOOK HIS FOOT OF THE GAS PEDAL THE VEHICLE CONTINUED TO ACCELERATE AND WHEN HIS FOOT IS ON THE BRAKE PEDAL THE VEHICLE LUNGED FORWARD. TWO SEPARATE TOYOTA DEALERS DIAGNOSED THE FAILURE SIX TIMES AND ALSO EXPERIENCED THE FAILURE; HOWEVER, THE DEALER IS WAITING FOR A RESPONSE FROM THE MANUFACTURER ON HOW TO REPAIR THE VEHICLE. HE ALSO FILED CLAIM NUMBER 0904137238 WITH THE MANUFACTURER WHO FOLLOWED UP WITH HIM TO FIND OUT IF THE DEALER REPAIRED THE VEHICLE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 19,699 AND THE CURRENT MILEAGE WAS 34,850.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312520  
**Date of Incident:** 20090415  
**Vehicle:** 2007 TOYOTA FJ CRUISER  
**NHTSA Summary:**

C-1327

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** BEAUMONT, TX  
**NHTSA Summary:**

2007 TOYOTA FJ CRUISER. I'VE HAD ACCELERATION ISSUES WITH MY TOYOTA FJ CRUISER, AS MENTIONED IN THE CURRENT RECALLED MODELS. WHILE ATTEMPTING TO COME TO A STOP, THE ENGINE REVS AND "ACCELERATES" AT AN UNCONTROLLABLE LEVEL THROWING THE CAR OUT OF CONTROL. THIS HAS HAPPENED A MINIMUM OF 3 TIMES ALREADY AND POSSIBLY MORE THAT I WROTE OFF AS OTHER ISSUES. 2 OF THE 3 TIMES I TURNED SHARPLY TO THE RIGHT AND OFF THE ROAD WITHOUT HITTING ANYONE OR ANYTHING, APPLYING THE BRAKE UNTIL THE ENGINE SLOWED DOWN AND I COULD COME TO A FULL STOP. I CALLED TOYOTA, (MAY 2009) AND THEY THOUGHT IT MIGHT BE A COMPUTER ISSUES AFFECTING ACCELERATION, OF COURSE THIS WAS BEFORE THE WIDESPREAD RECALL. THESE ISSUES WERE NOT DUE TO FLOOR MATS OR STICKY ACCELERATORS. I UNDERSTAND THAT MY CAR, 2007 FJ, IS NOT PART OF THE RECALL, BUT HAS THE SAME ISSUES AS THE RECALLED MODELS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312789  
**Date of Incident:** 20090415  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** CLIFTON, VA  
**NHTSA Summary:**

I BOUGHT A USED 2004 LEXUS RX IN DECEMBER OF 2008. EVER SINCE OWNING THE VEHICLE, AT RANDOM TIMES WHEN ACCELERATING FROM A STOP OR SLOW MOVEMENT, IT WILL HESITATE AND THEN REVS UP AND THRUSTS FORWARD. I TOLD MY MECHANIC (A CERTIFIED LEXUS MECHANIC) ABOUT IT AND HE SAID THAT I SHOULD TAKE IT TO THE LEXUS DEALER TO HAVE THE "COMPUTER PROGRAM UPDATED". I TOOK IT TO THEM LAST SPRING AND THEY MADE ME DRIVE IT WITH THEM TO FEEL THE HESITATION AND THRUSTING FORWARD AND THEN TOOK IT INTO THE SHOP TO COMPLETE THE REPROGRAMMING OF IT. BUT THEN THEY LOOKED AT THE CAR'S RECORDS AND IT SAID THAT THE CAR HAD ALREADY BEEN REPROGRAMMED AND THEY TOLD ME THAT THEY COULDN'T REPROGRAM IT AGAIN. THE MECHANIC SAID HE WOULD SEND NOTICE OF THE PROBLEM TO LEXUS, BUT I NEVER HEARD ANYTHING BACK FROM THE DEALER OR LEXUS. MY CAR STILL DOES THIS REVING UP AND THRUSTING FORWARD. THERE HAS BEEN NO ACCIDENT, BUT I THOUGHT YOU MIGHT WANT TO KNOW ABOUT A PROBLEM WITH A LEXUS ACCELERATOR AND ITS COMPUTER SYSTEM, THAT THEY EITHER IGNORED OR CAN'T FIX. DO YOU THINK THIS COULD BE A PRECURSOR TO A SERIOUS PROBLEM AND MAYBE AN ACCIDENT IN THE FUTURE? I AM NERVOUS NOW THAT I HAVE HEARD ALL ABOUT THE PROBLEMS WITH LEXUS ACCELERATORS AND ACCUSATIONS OF COVER-UPS. I TOOK IT TO THE DEALER AND NOTHING WAS FIXED AND NO ONE HAD THE COURTESY TO LET ME KNOW WHY NOT. WHO SHOULD I TRUST TO TAKE IT TO NOW? AM I IN DANGER IN THE FUTURE? HAVE YOU HAD OTHER COMPLAINTS ABOUT THE LEXUS ACCELERATOR COMPUTER SYSTEM?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319702  
**Date of Incident:** 20090415  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** SOUTH HAMILTON, MA  
**NHTSA Summary:**

UNCONTROLLABLE ACCELERATION FOR MY 2009 TOYOTA CAMRY FOR 20 SECONDS. NO ACCIDENT.

C-1328

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306764  
**Date of Incident:** 20090416  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** BLOOMINGTON, IL

**NHTSA Summary:**  
LEXUS RX400H HAS A BRAKE ISSUE. INSTEAD OF STOPPING IT SOMETIME ACCELERATES AND CONTINUOUS BRAKING LEADS IT TO STOP. THE HYBRID TECHNOLOGY FORCES MANY OF US TO CHANGE ALL FOUR COMPANY FITTED ALL FOUR TIRES JUST IN 2 YEARS. VERY DISAPPOINTED BY PAYING PREMIUM FOR PREMIUM BRAND BUT NOT GETTING PREMIUM QUALITY!  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311814  
**Date of Incident:** 20090416  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HARLEYSVILLE, PA

**NHTSA Summary:**  
AS I WAS PULLING INTO THE CURB TO PARK, MY 2007 TOYOTA CAMRY ACCELERATED AND CRASHED INTO A BUILDING IN QUAKERTOWN, PA. I PUT IT INTO REVERSE AND STOPPED THE CAR. DAMAGE TO THE BRICK BUILDING WAS EXTENSIVE. PROPERTY DAMAGE AMOUNTED TO \$14,500 AND AUTO DAMAGE AT \$750. REPLACEMENT PARTS WERE INSTALLED IN THE AUTO. BRICKWORK AND INTERIOR DAMAGE WAS TAKEN CARE OF. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292670  
**Date of Incident:** 20090417  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** FARMINGTON HILLS, MI

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE CONTACT STATED THAT THE ACCELERATOR PEDAL IN HER VEHICLE WAS OUT OF CONTROL. SHE WAS DRIVING AT APPROXIMATELY 20 MPH ONTO A RAMP AND THE VEHICLE JUST BEGAN TO SPEED UP TO AT LEAST 35 MPH. WHEN SHE TRIED TO USE THE BRAKES, SHE FELT AS SHE WERE PRESSING ON AIR. SHE TURNED THE VEHICLE TOWARD A TREE BUT BEFORE IT CRASHED INTO THE TREE, SHE GOT OUT OF THE VEHICLE. A POLICE REPORT IS AVAILABLE. THE VEHICLE WAS NOT DESTROYED. SHE WAS TOLD BY OTHER OCCUPANTS IN A VEHICLE BEHIND HER THAT HER BRAKE LIGHTS WERE FLASHING AS IF SHE WERE USING HER HAZARD LIGHTS. THE MANUFACTURER ADVISED HER TO WRITE A LETTER REGARDING THE FAILURE; HOWEVER, A CLAIMS MANAGER TOLD HER THAT THE MANUFACTURER COULD NOT ASSIST HER AND THE VEHICLE WAS OPERATING NORMALLY. THE CURRENT MILEAGE WAS APPROXIMATELY 21,000. THE FAILURE MILEAGE WAS APPROXIMATELY 16,000.  
**Additional Summary:**

**Toyota ID Number:**

**C-1329**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10314391  
**Date of Incident:** 20090417  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** BYRAM, MS  
**NHTSA Summary:**  
MY LEXUS IS250 SUDDEN ACCELERATION AND CRASH  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321577  
**Date of Incident:** 20090417  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** DETRIOT, MI

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2005 TOYOTA COROLLA. WHILE DRIVING AT 5 MPH PULLING INTO A PARKING SPOT WHEN THE VEHICLE ACCELERATED ON ITS OWN AND HIT A BUILDING. THE VEHICLE WAS TOWED TO THE DEALER WHERE THEY NEVER TOLD HIM WHAT WAS THE CAUSE OF THE ACCELERATION. THERE WERE REPAIRS TO THE VEHICLE. HE STATED THAT THE VEHICLE STILL SURGES FORWARD AND IS IDLING FAST THEY CONTACTED THE DEALER ONCE AGAIN AND THEY STATED THAT THE VEHICLE IS OK. THE FAILURE MILEAGE WAS UNKNOWN AND THE CURRENT MILEAGE WAS 65531 CV.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321561  
**Date of Incident:** 20090417  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** LEXINGTON, MA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2003 TOYOTA AVALON. THE CONTACT STATED THAT WHILE BACKING OUT OF HER DRIVEWAY, THE VEHICLE SUDDENLY ACCELERATED AND HIT ANOTHER VEHICLE, PUSHING THAT VEHICLE UP ONTO A LAWN. SHE WAS NOT SURE HOW QUICKLY THE VEHICLE ACCELERATED BUT STATED THAT IT CAUSED MAJOR DAMAGE AFTER IT "JETTISONED". THERE WERE A MINOR INJURY WITH SOMEONE OUTSIDE THE VEHICLE AND A POLICE REPORT WAS TAKEN. THE VEHICLE WAS NOT INSPECTED TO FIND THE CAUSE OF THE SUDDEN ACCELERATION. SHE CALLED THE DEALERSHIP BUT WAS TOLD THAT THERE WERE NO PROBLEMS. SHE HAD NOT SPOKEN WITH THE MANUFACTURER TO-DATE. SHE HAD NO OTHER ISSUES WITH ACCELERATION. THE CURRENT MILEAGE WAS APPROXIMATELY 93,000. THE FAILURE MILEAGE WAS APPROXIMATELY 91,000-BK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10266633, 10303061  
**Date of Incident:** 20090418  
**Vehicle:** 2009 TOYOTA SIENNA  
**Location of Incident:** MOUNT DORA, FL

**NHTSA Summary:**  
ON AN EARLY SATURDAY APRIL 18, 2009 TRIP TO THE AIRPORT THE CRUISE CONTROL STUCK WHILE ACCELERATING AND WOULD NOT DISENGAGE BY PRESSING THE BRAKE PEDAL OR BY PULLING THE CRUISE CONTROL LEVER (LOCATED ON THE STEERING COLUMN) TOWARDS THE DRIVER. I HAD JUST GONE THROUGH AN AUTOMATIC  
**Additional Summary:**

**C-1330**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOLLGATE IN THE FAR LEFT LANE AND BEGAN ACCELERATING (AND PROBABLY HIT THE RESUME/FEATURE OF THE CRUISE CONTROL LEVER) IN ORDER TO GET IMMEDIATELY OVER TO THE FAR RIGHT LANE TO EXIT. WITHIN SECONDS I WAS UP TO AN ADEQUATE SPEED AND TOUCHED THE BRAKE. THE CAR CONTINUED ACCELERATING. I PRESSED THE BRAKE MORE FIRMLY AND PULLED THE CRUISE CONTROL LEVER TOWARDS ME. NEITHER ACTION DISENGAGED THE CRUISE CONTROL. I WAS ABLE TO AVOID TRAFFIC AND POINT THE CAR TOWARDS THE RIGHT SHOULDER. I THEN PUSHED THE GEAR SHIFT INTO NEUTRAL AND THE CAR ENGINE SLOWED DOWN, THE CAR STOPPED ACCELERATING, AND THE CRUISE CONTROL DISENGAGED. ON MY RETURN TRIP I TRIED TO DUPLICATE THE ACTIONS WHICH PRECEDED THE PROBLEM BUT WAS NOT SUCCESSFUL. (I HAVE DRIVEN THE CAR ABOUT 5600 MILES AND THIS WAS THE FIRST TIME THIS PROBLEM HAS OCCURRED.) THE SAME DAY I TOOK THE CAR TO A LARGE TOYOTA DEALER. THEY DROVE THE CAR SEVERAL MILES AND DID NOT HAVE THE PROBLEM OCCUR. SO THEY WERE NOT ABLE TO FIND A PROBLEM. THEY SAID THEY COULD ONLY FIX A PROBLEM IF THEY COULD EXPERIENCE IT. AND, THEY SUGGESTED I TAKE THE CAR TO THE TOYOTA DEALER THAT SOLD IT TO ME. LATER THE SAME DAY I DID RETURN THE CAR TO THE TOYOTA DEALER THAT SOLD IT TO ME. THEY WERE GOOD LISTENERS AND KEPT THE CAR FOR SEVERAL DAYS OF DRIVING, DIAGNOSTICS, AND PHONE CALLS TO TOYOTA. BUT, IN THE END THEY TOO, COULD NOT LOCATE A PROBLEM AND RETURNED THE CAR TO ME UNCHANGED. MY CONFIDENCE IN THIS VEHICLE IS GREATLY DIMINISHED. WHILE I WAS SUCCESSFUL IN DISENGAGING THE ACCELERATING CRUISE CONTROL BY PUTTING THE CAR INTO NEUTRAL I DO NOT WANT TO HAVE TO DEPEND ON THAT ESPECIALLY IN A HEAVY TRAFFIC SITUATION. \*TR, IN APRIL 2009 THE ACCELERATOR STUCK ON MY 2009 TOYOTA SIENNA VAN. THE DEALER FAILED TO REPLICATE THE PROBLEM AND NEITHER THE DEALER NOR TOYOTA HAS MADE ANY PROGRESS TO RESOLVING. NOW I SEE WHERE A VAST NUMBER OF OTHER TOYOTA VEHICLES ARE SIMILARLY PLAGUED AND MY CONFIDENCE IN THE SIENNA IS FURTHER ERODED. PLEASE HELP! TW\*  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311673  
**Date of Incident:** 20090418  
**Vehicle:** 2006 TOYOTA HIGHLANDER HV  
**Location of Incident:** PISGAH FOREST, NC

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA HIGHLANDER HV. THE CONTACT STATED AS HE WAS DRIVING AT 50 MPH AND SET THE VEHICLE SPEED CONTROL, THE VEHICLE ACCELERATED AND THE SPEED INCREASED RAPIDLY. HE HAD TO CONTINUE TO APPLY HIS FOOT ON AND OFF OF THE ACCELERATOR PEDAL TO STOP THE VEHICLE. AFTER THE VEHICLE SLOWED DOWN HE PULL TO THE SIDE OF THE ROAD, TURNED THE VEHICLE ON AND OFF, AND DROVE THE VEHICLE TO THE DEALER. THE DEALER STATED THAT HE COULD NOT DUPLICATE THE FAILURE, YET THEY RESET THE COMPUTER. THE VEHICLE ACCELERATED AFTER THE COMPUTER WAS RESET WHILE DRIVING IN RAINY AND INCLEMENT WEATHER CONDITIONS. THE VEHICLE WOULD SHUT OFF IMMEDIATELY WITHOUT ANY WARNING. THE TOYOTA MANUFACTURER WAS CALLED AND STATED THAT THE VEHICLE WAS DESIGNED TO SHUT OFF IN INCLEMENT WEATHER TO PROTECT THE ELECTRICAL DRIVE MOTOR IN THE WHEELS. THE MANUFACTURER WAS NOT WILLING TO REPAIR THE VEHICLE SINCE THERE WERE NO RECALLS ASSOCIATED WITH HIS VIN. THE FAILURE MILEAGE WAS 18,000 AND THE CURRENT MILEAGE WAS 60,000.  
**Additional Summary:**

**Toyota ID Number:**

**C-1331**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10316621  
**Date of Incident:** 20090419  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** FOREST HILL, MD

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT EXITED THE DRIVEWAY AT APPROXIMATELY 2 MPH. THE GEAR SHIFTER WAS PLACED INTO DRIVE, FOLLOWED BY AN UNEXPECTED ACCELERATION. THE VEHICLE CRASHED INTO THE SIDE OF A HOUSE. THERE WAS NO PERSONAL INJURY. A POLICE REPORT WAS NOT FILED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER. THE TECHNICIAN WAS UNABLE TO DUPLICATE THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 57,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302635  
**Date of Incident:** 20090420  
**Vehicle:** 2007 TOYOTA FJ CRUISER  
**Location of Incident:** REDLANDS, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA FJ CRUISER. THE CONTACT STATED THAT HE NOTICED ON TWO OCCASIONS, THE VEHICLE BEGAN TO SUDDENLY ACCELERATE TO ALMOST 90 MPH. WHEN HE INSPECTED THE VEHICLE, HE SAW THAT THE FLOOR MATS SLID UP AND WERE PUSHING AGAINST THE GAS PEDAL. THE FLOOR MATS WERE NOT PROPERLY HOOKED TO PREVENT THE ACCELERATION. HE HAS NOT CONTACTED THE DEALER OR THE MANUFACTURER TO-DATE. THE VEHICLE HAD NOT BEEN REPAIRED TO-DATE. THE CURRENT MILEAGE WAS 29,939. THE FAILURE MILEAGE WAS APPROXIMATELY 22,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321383  
**Date of Incident:** 20090420  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** GRAHAM, CA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT WAS DRIVING 10MPH AND WHEN SHE DEPRESSED THE BRAKE THE VEHICLE SURGED FORWARD. THE VEHICLE WENT OVER THE CURB. THE CONTACT DID SUSTAIN INJURY. THE POLICE CAME TO THE SCENE BUT DID NOT MAKE A REPORT. THE AIRBAGS DID NOT DEPLOY. THE VEHICLE WAS TOWED TO A LOCAL MECHANIC. THE VEHICLE WAS REPAIRED UNDER TWO RECALLS THE ACCELERATOR PEDAL AND THE BRAKES AFTER THE ACCIDENT OCCURED. THE CONTACT HAS HAD THE VEHICLE PARKED SINCE THE DEALERS REPAIRED THE VEHICLE SO SHE DOES NOT KNOW IF THE VEHICLE IS STILL EXPERIENCING THE SAME FAILURE. THE VIN WAS NOT AVAILABLE. THE APPROXIMATE FAILURE MILEAGE WAS 200 AND THE CURRENT MILEAGE WAS 200. DF  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323205  
**Date of Incident:** 20090421  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** PALOS VERDES ESTATES, CA

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**C-1332**

**NHTSA Summary:**

2008 TOYOTA PRIUS. CONSUMER STATES UNINTENDED ACCELERATION. \*TGW THE CONSUMERS WIFE WAS DRIVING WHEN SHE FELT THE VEHICLE SPEED UP AND PULL TO THE RIGHT. SHE ATTEMPTED TO TURN THE WHEEL TO THE LEFT TO COMPENSATE, BUT THE NEXT THING SHE KNEW, SHE WAS HANGING FROM THE SEAT BELT UPSIDE DOWN. THE CONSUMER HIT A CONCRETE MAILBOX AND ROLLED OVER. THE CONSUMERS WIFE SUFFERED INJURIES. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10308236  
**Date of Incident:** 20090422  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** EDGEWATER, NJ

**NHTSA Summary:**

I WAS IN A 2009 TOYOTA CAMRY THAT WAS INVOLVED IN A CRASH. I WAS IN A 35 MILES ZONE, GOING UPHILL AND WELL WITHIN THE LIMIT, BUT WHEN I APPLIED THE BRAKES, THE CAR DIDN'T REALLY SLOW DOWN ENOUGH TO NOT CRASH INTO THE VEHICLE THAT DIDN'T YIELD AT THE TRAFFIC SIGNAL. I DIDN'T THINK MUCH ABOUT IT THEN, SINCE THE OTHER DRIVER ADMITTED FAULT, BUT IT COULD POSSIBLY HAVE BEEN BECAUSE OF A DEFECT WITH THE CAR'S ACCELERATION. THANKFULLY NO ONE SUSTAINED ANY SIGNIFICANT INJURIES SINCE THE AIRBAGS GOT DEPLOYED IN THE CAMRY. I WOULDN'T HAVE THOUGHT MUCH OF THE INCIDENT, BUT THE NEWS OF THE RECALLS JUST MAKES ME BELIEVE THAT THE PROBLEM WAS WITH THE CAR'S ACCELERATION AND NOTHING ELSE.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10322266  
**Date of Incident:** 20090425  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** MIDLAND, MI

**NHTSA Summary:**

HELLO, I KNOW THE LAST THING YOU PEOPLE NEED IS YET ANOTHER COMPLAINT ABOUT TOYOTA, BUT I HAD AN INCIDENT LAST YEAR WHILE DRIVING MY FATHER'S 2003 CAMRY. I NEVER FILED A COMPLAINT WITH NHTSA OR TOYOTA, BECAUSE AFTER THE INCIDENT WHEN I TOOK THE CAR TO THE LOCAL TOYOTA DEALER, THEY TRIED TO BELITTLE ME WHEN I INQUIRED ABOUT RUNNING A DIAGNOSTICS ON THE CAR'S BEHAVIOR. I REALLY THOUGHT IT WAS JUST ONE OF THOSE THINGS I COULDN'T GO UP AGAINST, SO I LET IT GO. I EXPERIENCED SUDDEN ACCELERATION WHILE PARKING THE CAR AND THE CAR SURGED FORWARD AND HIT ANOTHER CAR. NOBODY WAS HURT, THANKFULLY. WE GOT THE CAR FIXED, BUT SINCE THEN NOBODY WANTS TO DRIVE THE CAR. IT'S BEEN SITTING IN THE GARAGE, DRIVEN ABOUT 3X IN THE ENTIRE LAST YEAR. I AM 38 YEARS OLD, GREAT DRIVING RECORD, AND AM TOTALLY POSITIVE MY FOOT WAS ON THE BRAKE (AS WE WERE SLOWING TO A STOP). I HAVE READ OTHER INCIDENTS THAT ARE ALMOST IDENTICAL TO MINE. ANYWAYS, THAT'S IT. I AM MORE THAN HAPPY TO PROVIDE MORE INFORMATION IF NECESSARY. THANK YOU, TRISH HADLEY

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10294544  
**Date of Incident:** 20090426

C-1333

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2008 TOYOTA COROLLA

**Location of Incident:** BRANDON, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA COROLLA. WHILE DRIVING 5 MPH OUT OF A PARKING LOT THERE WAS A LOUD POPPING SOUND AND THE VEHICLE BEGAN TO ACCELERATE INTO ON COMING TRAFFIC. THE VEHICLE STOPPED AFTER IT CRASHED INTO A PARKED VEHICLE. THE CONTACT SUFFERED A BACK INJURY DURING THE CRASH BUT WAS NOT TRANSPORTED TO THE HOSPITAL. THE VEHICLE WAS NOT DESTROYED AND HAS BEEN REPAIRED. THE CONTACT DOES NOT KNOW WHY THE VEHICLE ACCELERATED. THE CURRENT MILEAGE WAS 19,700 AND THE FAILURE MILEAGE WAS 19,500.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10286296  
**Date of Incident:** 20090427  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE EXITING A PARKING SPACE, THE VEHICLE ACCELERATED WITHOUT INTENTION. AS A CONSEQUENCE SHE CRASHED INTO A TREE. THE VEHICLE WAS TAKEN TO THE DEALER, AND A TECHNICIAN REMOVED THE FLOOR-MATS. THE FAILURE MILEAGE WAS 20000. THE CURRENT MILEAGE WAS 24000.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 20090427  
**Date of Incident:** 2000 TOYOTA CAMRY  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**

PER NEWS ARTICLES:

On April 27, 2009, a Toyota Camry driven by Nicolas Petit-Frere, "suddenly and unexpectedly accelerated, causing the driver to lose control, strike a wall, then a large tree", injuring the driver, two passengers and killing 15 year old Nathaniel Stuckey. An investigation was not able to substantiate any fault on the part of the driver, so no charges were filed against him.

Nathaniel Stuckey's mother, Tina Stuckey, has filed suit against Toyota.

**Toyota ID Number:**

**NHTSA ODI Number:** 10315277  
**Date of Incident:** 20090427  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** WOODSBORO, TX

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. SHE STATED THAT WHILE DRIVING AT 70 MPH AND CHANGING LANES, SHE PRESSED THE BRAKE PEDAL AND NOTICED THAT THEY DIDN'T ENGAGE AND THE VEHICLE CONTINUED TO ACCELERATE AND HIT A TRUCK. THERE IS A POLICE REPORT, THE VEHICLE WAS DESTROYED AND TOWED. SHE

C-1334

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SUSTAINED LEG AND SHOULDER INJURIES. TOYOTA HAS NOT BEEN NOTIFIED AND NO REPAIRS WERE MADE TO THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 20,000.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10303022  
**Date of Incident:** 20090428  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** CONYERS, GA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2000 TOYOTA CAMRY. WHENEVER THE CONTACT WOULD DRIVE THE VEHICLE AT ANY SPEED SHE NOTICED THAT THE ACCELERATOR PEDAL WAS STICKING TO THE FLOOR. THE CONTACT HAS TO PUMP THE ACCELERATOR PEDAL SEVERAL TIMES IN ORDER FOR THE PEDAL TO STOP STICKING AND AT THE SAME TIME THE VEHICLE SUDDENLY SURGED FORWARD. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALER AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 180000.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10311349  
**Date of Incident:** 20090428  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** LANCASTER, CA

**NHTSA Summary:**

THROTTLE GOT STUCK WHILE DRIVING AND WOULD NOT STOP GOING FASTER UNTIL I TURNED OFF ENGINE. IT WAS NOT THE FLOOR MAT THAT CAUSED BUT SOMETHING IN THE THROTTLE ASSY. I DID TAKE IT TO TOYOTA TO DOCUMENT IT. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10314277  
**Date of Incident:** 20090428  
**Vehicle:** 1995 TOYOTA CAMRY  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**

1995 TOYOTA CAMRY. CONSUMER STATES SUDDEN ACCELERATION WAS THE CAUSE OF AN ACCIDENT. \*TGW THE CONSUMERS WIFE WAS DRIVING THE VEHICLE WHEN IT SUDDENLY ACCELERATED AND CRASHED INTO A TREE AND A WALL. THE CONSUMER'S WIFE WAS SERIOUSLY INJURED. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10267437  
**Date of Incident:** 20090429  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** HOMESTEAD, FL

**NHTSA Summary:**

I WAS DRING 40MPH AND THE THROTTLE/ACCELERATOR GOT STUCK AS I TRIED TO PASS ANOTHER CAR. I HAD TO SLAM ON THE BRAKES AS I ALMOST CRASHED AGAINST

C-1335

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ANOTHER VEHICLE. EVEN THEN, THE TRUCK CONTINUED UNTIL I SLAMMED ON THE BRAKES A SECOND TIME AND SHIFTED THE GEAR INTO PARKING IN THE MIDDLE OF THE STREET. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10290908  
**Date of Incident:** 20090429  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** WOODRIDGE, IL

**NHTSA Summary:**

I OWNED A 2005 LEXUS ES330 THAT WAS INVOLVED IN A CRASH. ON 4/29/09 THE DRIVER OF THE VEHICLE WAS PULLING INTO A PARKING SPOT WHEN THE CAR ACCELERATED AFTER HER FOOT WAS OFF ACCELERATOR CAUSING THE VEHICLE TO CRASH THROUGH A STOREFRONT WALL AND WINDOWS, CAUSING EXTENSIVE DAMAGE TO BUILDING AND TOTALING THE VEHICLE. THE POLICE DID NOT BELIEVE THAT THERE WAS AN ACCELERATION PROBLEM NOR DID I UNTIL HEARING THIS RECENT REPORT ON THE NEWS. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10316955  
**Date of Incident:** 20090429  
**Vehicle:** 2008 LEXUS IS250  
**Location of Incident:** CUPERTINO, CA

**NHTSA Summary:**

I LIKE TO REPORT AN INCIDENT OF A POSSIBLE MANUFACTURE MALFUNCTION ON MY 2008 LEXUS IS250. THE INCIDENT HAPPENED ON 4/29/2010. I WAS FIRST STOPPED FOR RED LIGHT IN THE NEUTRAL GEAR. AS I WAS READY TO MOVE FORWARD ON GREEN LIGHT, I SWITCHED THE AUTOMATIC TRANSMISSION TO "DRIVE," HOWEVER THE CAR JUST ACCELERATED UNCONTROLLABLE FORWARD. I IMMEDIATELY STEPPED THE BREAK PADDLE REPEATLY (~3 TIMES), BUT THE BREAK DIDN'T WORK UNTIL MY CAR HIT THE CAR IN FRONT OF ME. AFTER COLLIDING WITH THE CAR IN FRONT OF ME, MY LEXUS ENGINE SHUT DOWN BY ITSELF. I TOOK MY CAR TO MAGNUSSEN'S LEXUS DEALERSHIP IN FREMONT, CA, BUT THEY COULD NOT FIND A PROBLEM. IN LIGHT OF SO MANY PROBLEMS REPORTED BY OTHER DRIVERS AGAINST TOYOTA AND LEXUS, I STARTED TO THINK MY INCIDENT IS NOT AN ISOLATED CASE AND MAY BE SIGNIFICANT FOR FURTHER INVESTIGATION. I WOULD LIKE TO MAKE AN OFFICIAL REPORT TO THE INCIDENT THAT HAPPENED TO ME AND ASK YOU TO ADDRESS THE POSSIBLE SAFETY ISSUE. BEST REGARDS,

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10318449  
**Date of Incident:** 20090430  
**Vehicle:** 2001 TOYOTA SIENNA  
**Location of Incident:** GAINESVILLE, FL

**NHTSA Summary:**

I WAS DRIVING A 2001 TOYOTA SIENNA. I TURNED LEFT INTO A PARKING SPACE AND PULLED FORWARD WHILE STILL IN DRIVE, RATHER THAN STOPPING, THE CAR CONTINUED TO ACCELERATE SLOWLY, RAN OVER A WOODEN PARKING BARRIER, AND CRASHED INTO A CONCRETE WALL A FEW FEET AWAY.

C-1336

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327710  
**Date of Incident:** 20090430  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** UPLAND, CA

**NHTSA Summary:**

2002 TOYOTA ACCELERATION IN REVERSE. ON 30 APRIL 2009 THE CAMRY ACCELERATED AND CRASHED IN TO A PT CRUISER, THE CRASH WAS REPORTED TO TOYOTA IN APRIL 2010, AND CASE NUMBER 1004020679 WAS MADE. WHEN THE CONSUMERS WIFE PUT HER FOOT ON THE BRAKE AND STARTED THE ENGINE, IT HAD A VERY HIGH IDLE AFTER IT WAS STARTED. SHE PLACED THE TRANSMISSION INTO REVERSE WITH HER FOOT STILL ON THE BRAKE WHEN SUDDENLY, THE VEHICLE ACCELERATED BACKWARDS AND HIT A PARKED VEHICLE. UPDATED IVOQ 05/25/10

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20090500  
**Vehicle:** 2003 TOYOTA 4RUNNER  
**Location of Incident:** ARLINGTON, TX

**NHTSA Summary:**

**Additional Summary:**  
Last May, I was pulling slowly, coming to a stop in front of my dry cleaners when my auto accelerated and I went into the building. The police said I stepped on the gas, my sandal was stuck on the gas pedal etc. I truly did not know what happened. My foot was on the brake, I was almost stopped when it happened. I have relived this a million times. They totaled my auto and nothing was checked out.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10297030  
**Date of Incident:** 20090501  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** DUBUQUE, IA

**NHTSA Summary:**

S10 APPROPRIATE HANDLING - LETTER TO THE SECRETARY FROM MRS. JUDY HALEY GIZMO DISPUTING CLAIM BY TOYOTA THAT UNINTENDED ACCELERATION OF TOYOTA VEHICLES DUE TO FAULTY FLOOR MATS. \*NJ THE CONSUMER DISPUTED TOYOTA'S CLAIM THAT THE MANY CASES OF UNINTENDED ACCELERATION WERE DUE TO FAULTY FLOOR MATS. THE CONSUMER STATED THE CRASH SHE HAD WAS NOT DUE TO FAULTY FLOOR MATS WHICH WERE LATCHED DOWN, BUT WAS DUE TO ACCELERATION/BRAKE PROBLEMS IN THE COMPUTER AND ELECTRICAL SYSTEMS OF THE VEHICLE. THE CONSUMER STATED SHE BACKED THE VEHICLE OUT OF THE DRIVEWAY, SHE EXITED THE GARAGE AND PRESSED THE BUTTON TO CLOSE THE GARAGE DOOR. AFTER CLOSING THE GARAGE DOOR, SHE SAID SHE WASNT SURE IF SHE PLACED THE GEAR IN DRIVE OR NEUTRAL, BUT SUDDENLY THE VEHICLE LUNGED FORWARD GOING UP TO 15-20 MPH. WITHIN 5 SECONDS THE CONSUMER CRASHED INTO THE GARAGE DOOR, RAMMED INTO THE INSIDE KITCHEN WALL CAUSING EXTENSIVE DAMAGE. THE AIR BAGS DIDNT DEPLOY. THE CONSUMER SUFFERED INJURIES.

**Additional Summary:**

C-1337

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303595  
**Date of Incident:** 20090501  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** SILVER SPRING, MD

**NHTSA Summary:**

2009: ONE INCIDENT SEVERAL MONTHS TO A YEAR AGO IF I AM NOT MISTAKEN THAT MY CAR ACCELERATED. IT FELT LIKE MY CAR HAD INCREASED BY A SIGNIFICANT AMOUNT IN MPH. I THOUGHT I PRESSED THE GAS. I ATTEMPTED TO ACCELERATED A BIT BUT THE CAR APPEARED TO ACCELERATE ON ITS OWN. I BELIEVE I STEPPED ON THE BRAKE AT SOME POINT BUT IT DID NOT CHANGE THE ACCELERATION. I CANT SAY IF I PUT ON BRAKES FIRST TO SLOW MYSELF DOWN OR ACCELERATED. HOWEVER, I DO KNOW NEITHER ONE AFFECTED THE CAR FROM THE ACCELERATION. THE ACCELERATION STOPPED ON ITS OWN. I HAVE NOT HAD ANY OTHER INCIDENT BUT I AM ACUTELY CAUTIOUS WHEN DRIVING BECAUSE THAT INCIDENT DID SEEM UNUSUAL AND WORRISOME AT THE TIME. I DID NOT REPORT B/C I PLACED IT AS ISOLATED. I, HOWEVER, WANT TO ENSURE THE SAFETY OF OTHERS AND MY FAMILY. I AM SURE OF THIS EXPERIENCE AS AN OCCURRENCE THAT SHOULD BE REPORTED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310227  
**Date of Incident:** 20090501  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** CHAMPAIGN, IL

**NHTSA Summary:**

TWO EPISODES OF SUDDEN UNEXPLAINABLE ACCELERATION. 2006 TOYOTA SIENNA MINI-VAN. FIRST INCIDENT: DRIVING AT ABOUT 25 OR 30 MPH. CAR SUDDENTLY SPED UP. USING BRAKE STOPPED THE CAR. SECOND INCIDENT OCCURRED WHEN I PUT CAR IN REVERSE TO BACK INTO MY DRIVEWAY; SUDDEN SPEED INCREASE IN REVERSE. BRAKE WORKED TO STOP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310276  
**Date of Incident:** 20090501  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** DERBY, VT

**NHTSA Summary:**

I HAVE A 2005 TOYOTA CAMRY XLE. I HAD TWO INSTANCES OF SPONTANEOUS ACCELERATION. BOTH HAPPENED WHEN MY FOOT WAS ON THE BRAKE PEDAL AND HAD BEEN ON THE BRAKE PEDAL. THERE WAS NO STICKING ACCELERATOR INVOLVED. WE BROUGHT THE CAR TO THE TOYOTA DEALERSHIP IN BERLIN VT. THE MECHANICS HOOKED THE CAR TO THEIR COMPUTER DIAGNOSTICS AND REPLACED AN "ELECTRONIC SENSOR" AND I HAVE NEVER HAD THE PROBLEM SINCE. THIS HAPPENED AROUND JUNE OF 09. I WOULD THINK THAT THE DEALERSHIP SHOULD HAVE RECORDS OF THIS REPAIR. IT IS HARD TO BELIEVE THAT THAT THIS IS UNRELATED TO THE PRESENT PROBLEM. MY CAR YEAR WAS NOT IN THE RECALL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313821

C-1338

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090501  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** HIGHLAND PARK, IL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. THE DRIVER WAS INVOLVED IN A CRASH IN MAY 2009. THE CONTACT DROVE 3 MPH IN HER DRIVEWAY AND TURNED HER VEHICLE AROUND WHEN THE VEHICLE ACCELERATED UP TO 40 MPH ON ITS OWN AND CRASHED INTO A FENCE. THE DRIVER WAS THROWN FROM THE CAR INTO HER NEIGHBORS YARD. THE DRIVER WAS VERY SORE FROM THE CRASH BUT DID NOT GO TO THE HOSPITAL. THE DEALER STATED THAT THEY WOULD DOCUMENT THE FAILURE. THE VEHICLE WAS REPAIRED. THE FAILURE MILEAGE WAS 19,000. THE CURRENT MILEAGE WAS 20,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314319  
**Date of Incident:** 20090501  
**Vehicle:** 1996 TOYOTA CAMRY  
**Location of Incident:** ATLANTA, GA

**NHTSA Summary:**

S10 APPROPRIATE HANDLING RE TOYOTA SAFETY RECALL FOR SUDDEN ACCELERATION. \*TGW DURING THE MONTHS OF MAY THROUGH JULY 2009, THE CONSUMER EXPERIENCED PROBLEMS WITH THE BRAKES. OFF AND ON, THE BRAKE PEDAL WOULD GO ALL THE WAY TO THE FLOOR. THE VEHICLE WOULD NOT STOP, UNTIL THE IGNITION WAS TURNED OFF. THERE WAS A STRANGE ODOR COMING FROM UNDER THE HOOD. HOWEVER, THE CONSUMER WAS ABLE TO CONTROL THE VEHICLE. IT WOULD GENERALLY HAPPEN WHEN ATTEMPTING A ROUTINE STOP. THE VEHICLE WAS TAKEN TO A REPAIR SHOP, BUT THEY COULDN'T FIND ANYTHING WRONG WITH THE VEHICLE. THEN ON AUGUST 19, 2009, THE VEHICLE SUDDENLY ACCELERATED; THE BRAKES DID NOT WORK AND THE VEHICLE WAS ACCELERATING AT A HIGH RATE OF SPEED. AS THE CONSUMER DESPERATELY SHIFTED FROM NEUTRAL, SECOND AND THIRD GEAR, SHE WAS UNABLE TO CONTROL THE VEHICLE. SHE WAS ABLE TO WEAVE IN BETWEEN CARS AS THERE WAS NO PLACE FOR HER TO PULL OVER WITHOUT CRASHING. SHE PUT ON HER HAZARD LIGHTS AND BEEPED THE HORN TO WARN OTHER DRIVERS. SHE THEN SWUNG INTO A WIDE PARKING LOT ENTRANCE AND SLAMMED THE GEAR INTO PARK AND CAME TO AN ABRUPT HALT. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316281  
**Date of Incident:** 20090501  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** CHAPEL HILL, NC

**NHTSA Summary:**

I HAVE A 2006 TOYOTA TACOMA PICKUP TRUCK THAT HAS HAD NUMEROUS INCIDENTS OF AUTOMATIC RAPID ACCELERATION. THESE HAVE ALL OCCURRED DURING HIGHWAY DRIVING AND WITH MULTIPLE DRIVERS. INITIALLY, I THOUGHT THIS WAS RELATED TO A CRUISE CONTROL PROBLEM SINCE THEY OCCURRED DURING HIGHWAY DRIVING. HOWEVER, THE CRUISE CONTROL WAS REPLACED IN 2008 AND I AM STILL HAVING ACCELERATION PROBLEMS. AT PRESENT TIME TOYOTA HAS THE VEHICLE LISTED FOR THE 90L FLOOR MAT ENTRAPMENT RECALL ONLY AND NOT THE ACCELERATOR PEDAL RECALL. I DO NOT THINK THIS IS A FLOOR MAT PROBLEM, BUT RATHER IT IS AN ACCELERATOR PEDAL PROBLEM. I HAVE ATTEMPTED TO CALL AND EMAIL TOYOTA

C-1339

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317816  
**Date of Incident:** 20090501  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT STATED SHE TOOK HER VEHICLE IN FOR THE ACCELERATION RECALL BUT SHE IS STILL EXPERIENCING THE ACCELERATION PROBLEM. THE VEHICLE IS STILL PICKING UP SPEED. THE CONTACT STATED SHE HAD TO KEEP PRESSING THE BRAKES AND IT EVENTUALLY SLOWS DOWN, HOWEVER THE VEHICLE WILL FEEL LIKE ITS GOING TO STALL OUT ON HER. THE CONTACT ALSO STATED WHEN PUTTING THE VEHICLE IN REVERSE IT MAKES A POPPING/KNOCKING SOUND. THE CONTACT STATES WHEN SHE DECELERATES AND THEN TRIES TO ACCELERATE AGAIN HER VEHICLE WILL HESITATE AND THEN JERK. THE CONTACT STATED THE DEALER SAYS THEY CANNOT DO ANYTHING ABOUT THIS. THE FAILURE MILEAGE WAS UNKNOWN AND THE CURRENT IS 27,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320566  
**Date of Incident:** 20090501  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** HOLLADAY, UT

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2009 TOYOTA PRIUS. THE CONTACT STATED THAT SHE WAS DRIVING UP TO A TRAFFIC LIGHT AT APPROXIMATELY 5 MPH. THE CONTACT STATES THERE IS ONE PERSON IN THE FAMILY THAT DRIVES THE VEHICLE AND THERE ARE TWO PEOPLE THAT HAVE EXPERIENCED UNINTENDED ACCELERATION. THE CONTACT WAS ABLE TO STOP THE VEHICLE ONCE THE VEHICLE ACCELERATED TO ANOTHER VEHICLE. THE CONTACT STATED THAT THE WEATHER WAS CLEAR AND WAS NOT A FACTOR. THE VEHICLE WAS NOT TAKEN TO THE DEALER FOR DIAGNOSTIC AND TESTING. THE VEHICLE WAS TOTALED. THE CONTACT PROVIDED NO VIN AT THIS TIME. THE APPROXIMATE FAILURE MILEAGE WAS UNAVAILABLE. THE APPROXIMATE CURRENT MILEAGE WAS UNAVAILABLE. RG

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285954  
**Date of Incident:** 20090502

C-1340

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SOLON, OH

**NHTSA Summary:**  
MY 2007 TOYOTA CAMRY HAS ACCELERATED UNCONTROLLABLY ON SEVERAL OCCASIONS. AT NO TIME DID THE FLOOR MAT CAUSE THE PROBLEM. THE LAST TIME I TOOK THE CAR TO TOYOTA FOR THE PROBLEM WAS IN MAY 2009. I WAS TOLD IT WAS A COMPUTER PROBLEM, AND THE COMPANY HAD OTHER REPORTS OF SIMILAR PROBLEMS. ACCORDING TO MY INVOICE FROM THE VISIT, TOYOTA PERFORMED THE FOLLOWING SERVICE TO CORRECT THE PROBLEM: \*RECALIBRATE ECM OPPE68025. I HAVE NOT EXPERIENCED THE ACCELERATION ISSUE SINCE MAY. BUT THE PROBLEM WAS ONLY SPORADIC AND OCCURRED NO MORE THAN TWO OR THREE TIMES A YEAR. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303531  
**Date of Incident:** 20090502  
**Vehicle:** 2003 LEXUS GX470  
**Location of Incident:** BRANCHBURG, NJ

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 LEXUS GX470. WHEN SHE ATTEMPTED TO DRIVE THE VEHICLE INTO A PARKING SPACE, IT SUDDENLY ACCELERATED AND CRASHED IN TO A PARKED VEHICLE. A POLICE REPORT WAS NOT TAKEN AND THERE WERE NO INJURIES. A LOCAL MECHANIC WAS UNABLE TO DIAGNOSE THE FAILURE. THE FAILURE MILEAGE WAS 105,000 AND THE CURRENT MILEAGE WAS 130,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303774  
**Date of Incident:** 20090502  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** RED BANK, NJ

**NHTSA Summary:**  
2008 LOW MILEAGE TOYOTA HIGHLANDER STICKING ACCELERATOR PEDAL. MY ACCELERATOR GOT STUCK AT FULL THROTTLE. I'M SURE IT WAS NOT THE MATS; I DID NOT HAVE ANY. THE MILEAGE WAS VERY LOW AT THE TIME, UNLIKE WHAT THE RECALL IS ADDRESSING. IT HAS NOT HAPPENED SINCE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332509  
**Date of Incident:** 20090502  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** FORT WORTH, TX

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE TRAVELING ON A BACK ROAD GOING AT A SLOW RATE OF SPEED CROSSING A CREEK THE VEHICLE ACCELERATED WITHOUT DRIVER INTENT. IT WENT UP A HILL GOING FASTER AND FASTER. THE VEHICLE FINALLY STOPPED. THE VEHICLE WAS TAKEN HOME. NO OTHER INFORMATION IS AVAILABLE. VIN UNKNOWN. RD  
**Additional Summary:**

C-1341

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304341  
**Date of Incident:** 20090503  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** BONDURANT, IA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA PRIUS. THE CONTACT STATED SHE WAS PULLING INTO A PARKING SPACE AND THE VEHICLE ACCELERATED INTO A PARKING RAMP AND DAMAGED THE BUMPER OF HER VEHICLE. THERE WERE NO INJURIES. VEHICLE WAS DRIVEN TO THE DEALER AND THEY COULD NOT DUPLICATE THE PROBLEM. THEY TOLD CONTACT IF THE FAILURE HAPPEN AGAIN TO BRING THE VEHICLE BACK TO THE DEALER. THE FAILURE MILEAGE 5,000 THE CURRENT MILEAGE IS 13,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317607  
**Date of Incident:** 20090504  
**Vehicle:** 2006 TOYOTA HIGHLANDER HEV  
**Location of Incident:** BUFFALO, NY

**NHTSA Summary:**  
2006 TOYOTA HIGHLANDER HYBRID. CONSUMER STATES UNINTENDED ACCELERATION CAUSED A CRASH. \*TGW THE CONSUMER STATED SHE WAS WAITING IN LINE WITH HER FOOT ON THE BRAKE, WHEN SUDDENLY HER VEHICLE ACCELERATED AND CRASHED INTO THE VEHICLE IN FRONT OF HER. THE OTHER PARTIES IN THE OTHER VEHICLE CLAIMED TO INJURED. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10273040  
**Date of Incident:** 20090505  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
I HAVE BEEN DRIVING A TOYOTA TACOMA 2006 FOR A YEAR AND IT HAS HAD TWO OCCURRENCES WHERE THE CAR GOES OUT OF CONTROL. I JUST PRESS THE GAS PEDAL AND IT CREATES THIS WEIRD SCREECHING NOISE AND ALL A SUDDEN IT JERKS FORWARD AND IT STARTS TO RUN FULL FORCE. IT HAS HAPPENED WHEN THE CAR IS GOING 5 MPH. THE FIRST TIME I HAD STOPPED IN AN INTERSECTION WHEN IT WAS MY TURN TO GO I PRESSED THE GAS PEDAL AND THERE WAS THIS SCREECHING NOISE. ALL OF A SUDDEN IT WENT FORWARD AT FULL SPEED AND IT HIT A CAR IN FRONT OF IT. THE NEXT TIME I WAS DRIVING IN A PARKING STRUCTURE 5MPH WHEN ALL OF A SUDDEN IT STARTED DOING THE SAME NOISE AND IT WENT FULL FORCE AND HIT THE WALL. I CHECKED IF THERE WAS ANYTHING UNDER THE FLOOR IF THE MAT WAS LOOSE OR THERE WAS DEBRIS AND NOTHING WAS AROUND THE PEDALS. I GOT BRUISES IN MY NECK AND CHEST BECAUSE OF THE SAFETY BELT. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293989  
**Date of Incident:** 20090506  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** TORRANCE, CA

C-1342

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
MY TOYOTA TACOMA SUDDENLY ACCELERATED TO A DANGEROUS LEVEL OF SPEED WHILE IN CRUISE CONTROL. IT HAPPENED SEVERAL TIMES DURING MY LONG DISTANCE TRIP AND SCARED ME INTO NOT USING IT AGAIN. I THOUGHT IT WAS ME DOING SOMETHING WRONG, UNTIL I READ ABOUT OTHER COMPLAINTS. I BOUGHT IT USED IN 2008, AND WASN'T AWARE OF ANY ISSUES UNTIL THE ROAD TRIP THIS YEAR. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310565  
**Date of Incident:** 20090506  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**  
VEHICLE ACCELERATED ON ITS ONE IN DRIVEWAY AFTER SHIFTING INTO DRIVE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313124  
**Date of Incident:** 20090506  
**Vehicle:** 2000 LEXUS ES300  
**Location of Incident:** WYNCOTE, PA

**NHTSA Summary:**  
CAR SURGED OUT OF CONTROL-STOPPED BY A FIRE HYDRANT AND LAWN BUSHES-CAR WAS TOTALED- BAGS DID NOT OPEN-PROBLEM WITH SENSORES REPLACED 2 AND THE IMMEDIATELY BEFORE CRASH- RUN AWAY CHECK ENGINE LIGHT PLUS ANOTHER LIGHT CAME ON  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310844  
**Date of Incident:** 20090507  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** NORTH BROOK, IL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2000 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 5 MPH INTO A PARKING SPACE THE CONTACT APPLIED THE BRAKES, THE VEHICLE ACCELERATED, CRASHED INTO ANOTHER VEHICLE WHICH HIT A PERSON AND FRACTURED THEIR LEG. THE INJURED WAS TRANSPORTED TO THE HOSPITAL. THE CONTACT DID NOT CALL THE MANUFACTURER REGARDING THIS FAILURE AND THOUGHT IT WAS OPERATOR ERROR. SINCE THE NEWS WAS RELEASED REGARDING THE STICKY PEDAL RECALL THE CONTACT IS CERTAIN THAT THE STICKY PEDAL COULD HAVE CAUSED THE VEHICLE TO RAPIDLY ACCELERATE. THE FAILURE MILEAGE WAS 25,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313615  
**Date of Incident:** 20090507  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** PASADENA, MD

C-1343

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
WHEN USING CRUISE CONTROL OUR TOYOTA SENNIA 2006 VAN WILL INCREASE IN SPEED WITHOUT ANY CHANGES. WE HAVE STOP USING CRUISE CONTROL TO PREVENT ANY INCREASE IN SPEED  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296579  
**Date of Incident:** 20090508  
**Vehicle:** 2004 TOYOTA TACOMA  
**Location of Incident:** BRISTOL, TN

**NHTSA Summary:**  
TL\*THE CONTACT HAS A 2004 TOYOTA TACOMA. THE VEHICLE WAS PRE-OWNED AND PURCHASED IN APRIL 2009. WHILE DRIVING BETWEEN 25 AND 35 MPH, THE VEHICLE BEGAN ACCELERATING WITHOUT PLACING PRESSURE ON THE GAS PEDAL. THE FAILURE HAS OCCURRED ON FIVE OCCASIONS. THE FAILURE IS RELATED TO THE VEHICLE SPEED CONTROL. THE FAILURE MILEAGE WAS 68,000 AND THE CURRENT MILEAGE AND MOST RECENT FAILURE OCCURRED AT 74,000 MILES.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318061  
**Date of Incident:** 20090509  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** PIKESVILLE, MD

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2005 TOYOTA COROLLA. THE CONTACT STATED WHILE DRIVING 30 MPH THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT APPLIED THE BRAKES AND THE BRAKES DID NOT SLOW THE VEHICLE DOWN. AFTER PRESSING THE BRAKES REPEATEDLY THE VEHICLE STOPPED. THE CONTACT CALLED THE MANUFACTURER REGARDING THE SUDDEN ACCELERATION BUT THE MANUFACTURER DID NOT ATTEMPT TO REMEDY THE VEHICLE. THE CONTACT STATED THE SUDDEN ACCELERATION HAD NOTHING TO DO WITH THE ACCELERATION PEDAL. THE FAILURE MILEAGE WAS 40,000. JO  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318976  
**Date of Incident:** 20090509  
**Vehicle:** 2001 TOYOTA SEQUOIA  
**Location of Incident:** CHARLOTTE, NC

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2001 TOYOTA SEQUOIA. THE CONTACT STATED WHILE DRIVING 40 MPH IN THE RAIN THE VEHICLE BEGAN TO ACCELERATE WITHOUT WARNING. THE VEHICLE STEERED THE VEHICLE INTO ANOTHER LANE AND CRASH INTO A WALL. THE VEHICLE WAS STRUCK IN THE REAR BY ANOTHER VEHICLE. TWO PEOPLE WERE INJURED DURING THE CRASH AND THE VEHICLE WAS DESTROYED. THE FAILURE MILEAGE WAS 70,000. JO  
**Additional Summary:**

**Toyota ID Number:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1344

**NHTSA ODI Number:** 10322333  
**Date of Incident:** 20090509  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** PLEASANT VILLE, CA

**NHTSA Summary:**  
TL- THE CONTACT RENTED A 2010 TOYOTA COROLLA. THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH IN REVERSE DOWN HIS DRIVEWAY, WHEN THE VEHICLE ACCELERATED INTO A BUILDING. THE CONTACT STATED THAT HE HAD A CONCUSSION AND A STIFF NECK, BUT DID NOT GO TO THE HOSPITAL. THE VEHICLE WAS TAKEN TO THE RENTAL AGENCY. THE CONTACT DOES NOT KNOW, BUT PRESUMES THAT THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC, TESTING, AND REPAIRS. THE CONTACT HAS NOT SEEN THE VEHICLE SINCE IT WAS DRIVEN AWAY BY THE RENTAL AGENCY. THE CONTACT STATED THAT THE WEATHER WAS NOT A FACTOR, THE APPROXIMATE FAILURE MILEAGE WAS 3,958. THE APPROXIMATE CURRENT MILEAGE WAS 3,958. RG

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303397  
**Date of Incident:** 20090510  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** GRANVILLE, OH

**NHTSA Summary:**  
ENGINE CONTROL MODULE AND AUTO TRANSMISSION FAILURE. BOUGHT RAV USED JULY 2007 WITH 109,230 MI. CHECK ENGINE LIGHT WAS ON (HAS REMAINED ON) BUT WAS DIAGNOSED AS O2 SENSOR & RAV OPERATED PERFECTLY (LIVE WHERE EMISSIONS CHECK NOT REQUIRED). MAY 2009 TRANNY STARTED ALTERNATING BETWEEN WORKING GOOD, SHIFTING ROUGH, SLIPPING BETWEEN GEARS, AND NOT DOWNSHIFTING AT SLOW DOWN OR STOP. HAD MECHANIC WITH OVER 15 YRS EXPERIENCE AT TOYOTA DEALERSHIP CHECK IT (AFTER HOURS). HE WAS UNAWARE OF CONNECTION TO FAULTY ECM SO WE THOUGHT TRANNY WAS BAD & HE FLUSHED TRANNY. THAT REDUCED FREQUENCY OF SYMPTOMS BUT DID NOT STOP THEM. WE STILL THOUGHT PROBLEM WAS MECHANICAL & TRANNY REBUILD/REPLACE WAS INEVITABLE & I DROVE IT LONGER TO SAVE UP MONEY FOR REPAIRS. I LIVE ON A SEMI-RURAL OHIO STATE ROUTE WITH 55MPH POSTED LIMIT & 65MPH AVERAGE SPEED. I HAD NUMEROUS NEAR MISSES WHEN THE VEHICLE WOULD NOT ACCELERATE PROPERLY OR BEGAN TO ACCELERATE NORMALLY THEN SLIPPED, HESITATED, OR REFUSED TO SHIFT. MY 18YR OLD SON DROVE THE RAV IN DEC & PULLED OUT OF OUR DRIVEWAY IN FRONT OF A SEMI TRACTOR TRAILER RIG WITH WHAT WOULD HAVE BEEN SAFE DISTANCE EXCEPT THAT THE RAV DECIDED NOT TO ACCELERATE. THE TRUCK WAS ABLE TO PASS, BUT HAD THERE BEEN ONCOMING TRAFFIC, IT WOULD NOT HAVE BEEN ABLE TO SLOW ENOUGH IN TIME. INTERMITTENT SYMPTOMS CONTINUED UNTIL 12/14/09 WHEN 2ND & 3RD GEAR BURNED OUT & I DROVE HOME 20 MILES IN 1ST. JUST PARTS THRU TOYOTA WILL COST \$2000 FOR REBUILD TRANNY PLUS \$1000 FOR ECM. INDEPENDENT REPAIRMEN CAN FIX THE ECM FOR \$65. HAD 1 AT LEAST KNOWN ROOT CAUSE OF THE SYMPTOMS WAS ECM NOT TRANNY (TOYOTA'S KNOWN SINCE 2006 OR BEFORE) I COULD HAVE SAVED \$4-5K & AVOIDED 7 MONTHS OF RISKY DRIVING. I CHALLENGE ANYONE WHO THINKS THIS IS NOT A SAFETY ISSUE TO DRIVE ONE OF THESE AND RELY ON IT WHEN IT FAILS IN 65MPH TRAFFIC. OR WE CAN WAIT UNTIL SOMEONE IS KILLED WHERE THERE IS ENOUGH EVIDENCE TO SHOW THIS PROBLEM WAS THE CAUSE OF THE ACCIDENT AND NOT POOR DRIVER JUDGMENT. \*TR

**Additional Summary:**

**Toyota ID Number:**

**C-1345**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10304993  
**Date of Incident:** 20090510  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** SAN FRANCISCO, CA

**NHTSA Summary:**  
I WAS STOPPED AND TICKETED BY A CHP OFFICER ON HIGHWAY 5 SOUTH OF SACRAMENTO, CA AFTER BEING CLOCKED AT 93 MPH, WHILE I HAD SET THE CRUISE CONTROL OF MY 2008 TOYOTA PRIUS AT 80 MPH.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306434  
**Date of Incident:** 20090510  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** WICHITA, KS

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA PRIUS. THE CONTACT WAS POSITIONED IN THE VEHICLE WITHOUT THE ENGINE TURNED OFF WHEN THERE WAS FORCEFUL PRESSURE APPLIED TO THE ACCELERATOR PEDAL, FOLLOWED BY THE STICKING OF THE PEDAL. HOWEVER, THE ACCELERATOR PEDAL RELEASED WITHIN A FEW SECONDS. WHENEVER THE VEHICLE WAS IN OPERATION THE DRIVER APPLIED PARTIAL FORCE TO THE ACCELERATOR PEDAL TO AVOID THE PEDAL STICKING. THE AUTHORIZED DEALER WAS BEEN NOTIFIED OF THE MALFUNCTION. THE FAILURE MILEAGE WAS UNKNOWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319055  
**Date of Incident:** 20090510  
**Vehicle:** 2006 LEXUS IS350  
**Location of Incident:** LA QUINTA, CA

**NHTSA Summary:**  
I OWN A 2006 LEXUS IS 350. I HAVE HAD TWO INCIDENTS OF "UNATTENDED ACCELERATION" BUT WAS FORTUNATE THAT BOTH OCCURRED ON THE FREEWAY AND I WAS ABLE TO GET THE VEHICLE TO STOP ACCELERATING. MY QUESTION IS THIS; I RECEIVED A NOTICE FROM LEXUS, ABOUT SIX MONTHS AGO, THAT THERE WAS A PROBLEM WITH THE VEHICLE; HOWEVER THEY WERE GOING TO LET ME KNOW WHEN THEY HAD A FIX FOR THE PROBLEM. I'VE CALLED SEVERAL TIMES, THE LAST TIME WAS THIS WEEK 3-9-10, AND WAS TOLD AGAIN THAT THEY DO NOT HAVE A FIX AND I NEED TO WAIT AND THEY WOULD LET ME KNOW WHEN TO BRING THE VEHICLE IN. THIS SEEMS DANGEROUS, AND I WOULD LIKE TO COMPLAIN THAT LEXUS IS NOT DOING ENOUGH TO EITHER GET ME A REPLACEMENT VEHICLE TO DRIVE UNTIL THEY FIX THE CAR, OR FIX IT. THANKS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10289492  
**Date of Incident:** 20090511  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** MALIBU, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA TUNDRA. WHILE ATTEMPTING TO ACCELERATE AT APPROXIMATELY 40 MPH ON NORMAL ROAD CONDITIONS, THE ACCELERATOR PEDAL

**C-1346**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BECAME STUCK. AFTER REPEATED APPLICATION SHE WAS ABLE TO RELEASE THE ACCELERATOR PEDAL. AN IDENTICAL FAILURE OCCURRED ON A SEPARATE OCCASION. THE VEHICLE HAS NOT BEEN INSPECTED. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE. THE FAILURE MILEAGE WAS 10,000. THE CURRENT MILEAGE WAS 12,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10276554  
**Date of Incident:** 20090512  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** WASHOE VALLEY, NV

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE DRIVING 60 MPH, THE VEHICLE ACCELERATED UNEXPECTEDLY. THE CONTACT DEPRESSED THE BRAKE PEDAL, BUT THE VEHICLE DID NOT STOP ACCELERATING. THE VEHICLE WAS LITERALLY IN A "RUNAWAY" MODE AND THE ENGINE HAD TO BE TURNED OFF IN ORDER TO STOP THE VEHICLE. THE FAILURE HAS OCCURRED AT LEAST 12 TIMES IN THE PAST YEAR. TOYOTA CLAIMS TO BE UNAWARE OF THIS FAILURE AND REFUSES TO INVESTIGATE THE COMPLAINTS. THE FAILURE MILEAGE WAS 4,200.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10286018  
**Date of Incident:** 20090512  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** EUREKA, CA

**NHTSA Summary:**  
I HAVE A 2004 TOYOTA 4RUNNER AND A FEW MONTHS AGO THE ACCELERATOR PEDAL GOT STUCK UNDER THE RUBBER FLOOR MAT. I PURCHASED THE RUBBER FLOOR MAT FROM A TOYOTA DEALER AND IT WAS MADE SPECIFICALLY FOR THE 4 RUNNER. WHEN THE PEDAL GOT STUCK, THE ENGINE WAS RUNNING WIDE OPEN. I MANAGED TO GET THE VEHICLE IN NEUTRAL AND STOPPED BEFORE HITTING ANYTHING. IT WAS VERY FRIGHTENING. IT APPEARS LIKE THE MAT SLID FORWARD AND THAT WAS WHAT CAUSED THE PEDAL TO GET STUCK. I HAD RECENTLY CLEANED THE MAT AND MAY NOT HAVE HAD IT POSITIONED PROPERLY WHEN I REINSTALLED IT. I THINK THE DESIGN OF THE MAT IS NOT SAFE DUE TO THE THICKNESS OF THE MAT AT THE FRONT NEAR THE PEDAL. FUTURE INCIDENTS ARE LIKELY IF THE MAT IS LOOSE AND SLIDES FORWARD. I DID HAVE A CARPETED MAT UNDER THE RUBBER MAT. THE CARPETED MAT CAME WITH THE 4RUNNER WHEN I BOUGHT THE VEHICLE. THIS LIKELY CONTRIBUTED TO THE RUBBER MAT COMING LOOSE AND SLIDING FORWARD. IF NOT INSTALLED PROPERLY, IT APPEARS LIKE THE CARPETED MAT COULD ALSO SLIDE FORWARD AND MAY CAUSE THE ACCELERATOR TO GET STUCK. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306678  
**Date of Incident:** 20090512  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ROCK HILL, SC

**NHTSA Summary:**  
2003 TOYOTA CAMRY DISCUSSION THREAD -----  
2003 RESPONSE (KWIL) - 01/26/2010 04:26 PM DEAR MS. DUNCAN, WE APOLOGIZE FOR YOUR

**C-1347**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CONCERN WITH THE PERFORMANCE OF YOUR 2003 CAMRY, AND WE APPRECIATE YOU TAKING THE TIME TO LET US KNOW UNINTENDED ACCELERATION INVOLVING TOYOTA AND LEXUS VEHICLES HAS BEEN THOROUGHLY INVESTIGATED ON SEVERAL OCCASIONS OVER THE LAST FEW YEARS. NONE OF THESE STUDIES HAS FOUND THAT AN ELECTRONIC THROTTLE CONTROL SYSTEM MALFUNCTION IS THE CAUSE OF UNINTENDED ACCELERATION. ELECTRONIC THROTTLE CONTROL, ADOPTED IN SOME FORM BY NEARLY ALL AUTOMAKERS, HAS SEVERAL FAIL-SAFE FEATURES AND ENHANCES SAFETY BY MAKING POSSIBLE FUNCTIONS SUCH AS TRACTION CONTROL, STABILITY CONTROL AND ADAPTIVE LASER CRUISE CONTROL. TOYOTA VALUES THE SAFETY OF OUR OWNERS AND THE PUBLIC. IT IS OUR UTMOST CONCERN AND TOYOTA HAS AND WILL CONTINUE TO TAKE APPROPRIATE MEASURES TO ADDRESS ANY DEFECT TRENDS THAT ARE IDENTIFIED. WE HAVE DOCUMENTED YOUR EMAIL AT OUR NATIONAL HEADQUARTERS UNDER FILE #1001141725. IF WE CAN BE OF FURTHER ASSISTANCE, PLEASE CLICK ON THE FOLLOWING LINK: [HTTP://WWW.TOYOTA.COM/HELP/CONTACTUS.HTML](http://www.toyota.com/help/contactus.html), TO CONTACT US. SINCERELY, KYM WILSON TOYOTA CUSTOMER EXPERIENCE CUSTOMER (PHYLLIS DUNCAN) - 01/22/2010 06:21 AM I HAVE BEEN CONCERNED ABOUT MY VEHICLE VIN #4T1B32K6U773526 - SINCE AN EXPERIENCE I HAD IN MAY OF 2009 IN NICHOLS, SC I WAS DEPARTING MY SISTER'S FARM - HAD MY CAR IN REVERSE - WHEN IT ACCELERATED AT A HIGH RATE OF SPEED IN REVERSE. THE ENGINE HAD A VERY LOUD WHINE AND IN A MATTER OF SECONDS WENT FROM 0 TO 60 MPH (MY GUESS) IT WENT IN REVERSE & ALMOST CAUSING A COLLISION WITH HORSES AND BARN. I APPLIED BRAKES & SHIFTED GEARS & ALL IN VAIN. ONLY WHEN I TURNED THE KEY OFF & DID THE CAR STOP. MY CAR RECEIVED SUPERFICIAL DAMAGE. MY CAR WAS EXAMINED BY HARRELSON TOYOTA, ROCK HILL, SC. & NOTHING WAS FOUND WRONG. AN INCIDENT REPORT WAS FILED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308900  
**Date of Incident:** 20090512  
**Vehicle:** 2008 LEXUS RX400H  
**Location of Incident:** CANTON, OH

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2009 LEXUS RX400H. THE CONTACT STATED WHEN YOU STEP ON THE BRAKES WHILE STOPPING THE VEHICLE LUNGED FORWARD WHEN YOU HIT A POT HOLE OR A BUMP INTO THE ROAD. THE VEHICLE WAS TAKEN TO THE DEALER TO RUN A DIAGNOSTIC TEST AND NO CODES CAME UP SHOWING IF ANY FAILURE HAS OCCURRED. CONTACT STATED SHE FILE A COMPLAINT WITH THE TOYOTA DEALER FOR THE FAILURE. PROBLEM. THERE WAS NO MAINTENANCE PERFORMED ON THE VEHICLE PRIOR TO THIS FAILURE. THE FAILURE MILEAGE WAS 9,000..MW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319040  
**Date of Incident:** 20090512  
**Vehicle:** 2005 TOYOTA MATRIX  
**Location of Incident:** ENCINO, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA MATRIX. THE CONTACT WAS DRIVING APPROXIMATELY 40 MPH WITH AN UNEXPECTED INCREASE OF ACCELERATION. THE VEHICLE CONTINUED TO TRAVEL WITH DIFFICULTY IN SLOWING DOWN, AND CRASHED INTO A VEHICLE. THE DRIVER SUSTAINED INJURY TO THE ARM; THE FRONT SEAT PASSENGER SUSTAINED BACK INJURIES. A POLICE REPORT WAS FILED. THE VEHICLE WAS

**C-1348**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOWED TO AN AUTHORIZED DEALER WITH FRONT END DAMAGES. THE VEHICLE WAS REPAIRED FOR THE BODY DAMAGES. THE TECHNICIAN WAS UNABLE TO LOCATE A PROBLEM AND STATED THAT THE VEHICLE OPERATED NORMALLY. THE ACCELERATION FAILURE RECURRED ON A SEPARATE OCCASION. THE FAILURE MILEAGE WAS UNKNOWN. THE CURRENT MILEAGE WAS 52,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291376  
**Date of Incident:** 20090513  
**Vehicle:** 2006 TOYOTA 4RUNNER  
**Location of Incident:** BROOKLYN, NY

**NHTSA Summary:**  
HIGHWAY MERGE RAMP AT ALMOST FULL THROTTLE TWICE, ONCE PASSING ANOTHER VEHICLE ON HIGHWAY AT ALSO HIGH THROTTLE USAGE. ACCELERATOR PEDAL WAS STUCK OPEN VEHICLE CONTINUED TO ACCELERATE FELT LIKE CRUISE CONTROL WAS ENGAGED BUT WASN'T. I STEPPED ON BRAKES BUT THAT DIDN'T HELP, I THEN HIT THE ACCELERATOR PEDAL WITH MY RIGHT FOOT AND THE PEDAL WENT BACK TO NORMAL.  
\*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326440  
**Date of Incident:** 20090513  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** WANTAGH, NY

**NHTSA Summary:**  
MARIA KERINS, A RESIDENT OF WANTAGH, NY, WAS DRIVING ON THE WANTAGH STATE PARKWAY WHEN SHE WAS HIT FROM BEHIND AND THEN EXPERIENCED THE SUDDEN, UNINTENDED ACCELERATION OF HER 2005 TOYOTA PRIUS. THE ACCELERATION CONTINUED AFTER SHE PRESSED ON THE BRAKE PEDAL. AS A RESULT, KERINS STRUCK ANOTHER VEHICLE ON THE ROAD AND WAS INVOLVED IN A SERIOUS ACCIDENT. MOREOVER, THE SEATBELT IN THE VEHICLE WAS DEFECTIVE IN THAT IT BECAME UNFASTENED AND THE AIRBAGS DID NOT DEPLOY. THE VEHICLE HAS A VIN# JTKD22U53082369 AND WAS PURCHASED AT ATLANTIC TOYOTA IN LONG ISLAND.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10269404  
**Date of Incident:** 20090514  
**Vehicle:** 2005 TOYOTA SEQUOIA  
**Location of Incident:** IMPERIAL, CA

**NHTSA Summary:**  
2005 TOYOTA SEQUOIA VAC TRAC DISENGAGED LOST CONTROL / ACCELERATOR/BRAKES/ TOOK AUTO TO REPAIR DEALER COULD NOT FIND PROBLEM.  
\*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10269956  
**Date of Incident:** 20090514

C-1349

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**

MY 2009 TOYOTA PRIUS WAS LESS THAN 4 MONTHS OLD. AS I WAS PARKING IN FRONT OF MY APARTMENT, I COULD FEEL THE CAR STILL ACCELERATING WHILE I HAD ALREADY MOVED MY FOOT TO THE BRAKE. BRAKING AS HARD AS I CAN I REALIZED MY CAR WASN'T RESPONDING AT ALL. THE CAR CLIMBED ON TO THE CURB INTO THE GRASS, HIT A LIGHT POLE, TILTED TO ITS RIGHT SIDE (I WAS PARKING TO MY RIGHT) AND FELL DOWN ON ITS SIDE. I TRIED TO TURN THE CAR OFF, BUT WONT TURN OFF. THE WHEELS WERE STILL ACCELERATING AS I WAS TRYING TO GET OUT OF THE SEAT BELT. CALLED OUT FOR HELP AND GOT OUT THROUGH THE DRIVER SIDE WINDOW. I CALLED 911. POLICE HELPED ME TURN OFF THE VEHICLE. UNTIL THAT TIME, THE CAR WAS STILL ACCELERATING ON ITS OWN. THIS SEEMS TO BE A COMMON ISSUE WITH THE TOYOTA PRIUS 2ND GENERATION. THIS HAPPENS WHEN THE CAR IS AT VERY LOW SPEED (LIKE IN MY CASE, WHILE PARKING) OR WHEN ITS FLOORED ALL THE WAY. THIS SHOULD BE THOROUGHLY INVESTIGATED. THE CAR IS WITH GEICO, MY INSURANCE COMPANY FOR FURTHER INVESTIGATION. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310167  
**Date of Incident:** 20090514  
**Vehicle:** 2009 TOYOTA 4RUNNER  
**Location of Incident:** BEAUMONT, TX

**NHTSA Summary:**

I AM FILING THIS CLAIM TO REPORT A POTENTIAL SAFETY PROBLEM WITH THE TRANSMISSION IN THE 2009 TOYOTA 4RUNNER. I BOUGHT MY 2009 4RUNNER NEW IN MAY OF 2009 AND FROM THE FIRST WEEK NOTICED A PROBLEM WITH THE TRANSMISSION SLIPPING, AND IT IS PROGRESSIVELY GETTING WORSE. IT HAPPENS CONSISTENTLY EACH TIME I SLOW DOWN (BUT DON'T STOP COMPLETELY) TO TURN CORNERS AND THEN CONTINUE TO ACCELERATE. THE TRANSMISSION DOESN'T RESPOND, THE CAR JUST SITS THERE, AND THE ENGINE GOES FROM 1500 RPM'S TO UP TO 2500 RPM'S BEFORE THE TRANSMISSION CATCHES UP WITH THE ENGINE AGAIN AND THE CAR THEN MOVES. I AM CONCERNED EACH TIME THIS HAPPENS, ESPECIALLY WHEN THERE IS TRAFFIC FOLLOWING BEHIND ME IN THE TURN. I BROUGHT IT IN TO THE DEALERSHIP TO CHECK IT OUT RIGHT AFTER WE BOUGHT IT. THEY RAN A DIAGNOSTIC AND TOLD US THAT EVERYTHING CHECKED OUT OK. I HAD THE TECHNICIAN DRIVE IT, AND I WENT WITH HIM. HE SAID THAT HE COULDN'T FEEL WHAT I WAS TALKING ABOUT. EVEN THOUGH I FELT IT WHEN HE SLOWED TO MAKE A TURN, HE THEN TOLD ME THAT IT WAS PROBABLY BECAUSE IT TOOK THE NEW ELECTRONIC TRANSMISSION A FEW SECONDS TO COMMUNICATE WITH THE CAR'S COMPUTER. SOUNDED LIKE HE WAS GUESSING AT WHAT MIGHT BE CAUSING THE PROBLEM. I HAVE SINCE CONTACTED CUSTOMER CARE AT TOYOTA, AND RECEIVED A RESPONSE IN E-MAIL TELLING ME TO CONTACT THE DEALERSHIP IN MY AREA, AND THAT TOYOTA HAD ALREADY DONE SO ON MY BEHALF. HE SAID IF I DIDN'T HEAR FROM THE MANAGER AT MY DEALERSHIP BY FEB. 11, 2010, TO CONTACT TOYOTA AGAIN. I HAVEN'T HEARD FROM MY DEALERSHIP AS OF FEB 13. I HAVE TALKED WITH OTHER OWNERS OF THIS MODEL, AND THEY EXPERIENCE THE SAME THING, AND THEY HAVE GOTTEN THE SAME RUNAROUND FROM THE COMPANY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10269040  
**Date of Incident:** 20090515

C-1350

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** NORWOOD, MA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA COROLLA. WHEN THE CONTACT SLIGHTLY DEPRESSED THE ACCELERATOR PEDAL AT 1 MPH, THE VEHICLE SURGED FORWARD AND CRASHED INTO ANOTHER VEHICLE. THERE WERE NO INJURIES. HE IS IN THE PROCESS OF HAVING THE VEHICLE INSPECTED TO DETERMINE THE CAUSE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 19,652.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10269328  
**Date of Incident:** 20090515  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** BOSTON, MA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE DRIVING 50 MPH, THE VEHICLE ACCELERATED TO A HIGH SPEED AND WOULD NOT SLOW DOWN. THE CONTACT DEPRESSED THE BRAKE PEDAL, BUT THE VEHICLE STILL WOULD NOT STOP. HE HAD TO PUSH THE POWER BUTTON IN ORDER TO TURN OFF THE VEHICLE. THE VEHICLE WAS ABLE TO BE RESTARTED, BUT IT WOULD NOT RESET ITSELF. THE VEHICLE WAS TOWED TO THE DEALER AND IS CURRENTLY BEING REPAIRED. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 3,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20090515  
**Date of Incident:** 20090515  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** , MA

**NHTSA Summary:**  
**Additional Summary:**  
On May 15,2009 my Toyota Corolla 2005 went into sudden acceleration as I was backing out of my driveway.My vehicle went into a high rate of sudden acceleration and sped out of control,and it hit a car in the driveway across the street. I notified the Toyota Corporation who inspected the car and claimed that the accident was due to a floor mat that was not attached to the hooks. I know for a fact that this is not true.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301867  
**Date of Incident:** 20090515  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** BILLERICA, MA

**NHTSA Summary:**  
I PURCHASED AN 06 TUNDRA IN APRIL OF 09. I HAVE NOTICED FROM TIME TO TIME WHEN AT A STOP LIGHT THE ENGINE WILL SURGE AND IF YOU ARE NOT ON THE BRAKE HARD THE TRUCK WILL JOLT FORWARD QUICKLY. IS THIS PART OF THE SAME ISSUE WITH THE ACCELERATOR PROBLEM THAT TOYOTA IS RECALLING SO MANY VEHICLES? \*TR

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302168

C-1351

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090515  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** HOLYOKE, MA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH INTO A PARKING SPACE. THERE WAS PRESSURE APPLIED TO THE BRAKE PEDAL. THE VEHICLE FAILED TO SLOW DOWN AND CRASHED INTO A BUILDING. THERE WERE NO PERSONAL INJURIES. THE VEHICLE WAS TOWED A COLLISION CENTER AND REPAIRED FOR THE BODY DAMAGES AT THE COST OF \$4,000. IN ADDITION, THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION; HOWEVER, THE CAUSE OF FAILURE HAS NOT BEEN DETERMINED AT THIS TIME. THE FAILURE MILEAGE WAS 34,000. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303308  
**Date of Incident:** 20090515  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** ENNIS, TX

**NHTSA Summary:**

MY DAUGHTER WAS DRIVING HER 2004 TOYOTA CAMRY LAST YEAR AND THE ACCELERATOR STUCK AND WHEN SHE GAVE IT SOME MORE GAS IT GOT STUCK AND ACCELERATED AND SHE WAS UNABLE TO STOP THE CAR WITH HER BRAKES AND SHE RAN INTO A STORE WHICH IS HOW SHE STOPPED. TORE THE STORE WALL DOWN AND TOTALED HER CAR. THE OFFICER THAT RESPONDED TO THE SCENE SAID THAT HIS FRIEND'S CAR DID THE SAME THING A WEEK PREVIOUSLY AND HE ALSO HAD A TOYOTA CAMRY. MY DAUGHTER WAS TOTALLY LIABLE FOR THIS AND SHE AND HER FRIEND SUSTAINED SOME SCRATCHES AND BUMPS ON THE ARMS AND FOREHEAD BUT DID NOT GO TO THE HOSPITAL BECAUSE SHE THOUGHTS THIS WAS ALL HER FAULT AND WAS CONCERNED IF THE INSURANCE WOULD PAY FOR THE BUILDING! SHE WAS VERY UPSET AND FOR SEVERAL DAYS DID NOT DRIVE. WHEN SHE DID BUY A CAR SHE HAD TO USE HER OWN MONEY FOR A DOWN PAYMENT BECAUSE SHE DID NOT HAVE THAT CAR FOR VERY LONG. SHOULD WE LOOK INTO TRYING TO CONTACT TOYOTA ABOUT THIS SITUATION? THERE IS A POLICE AND INSURANCE REPORT THAT I CAN OBTAIN THAT STATES THESE THINGS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310009  
**Date of Incident:** 20090515  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MIAMI, FL

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2007 TOYOTA CAMRY I.E. WHILE DRIVING AT APPROXIMATELY 15MPH THE SHE NOTICED THAT THE VEHICLE WAS MOVING FASTER THAN NORMAL AND SHE STARTED TO APPLY THE BREAK, BUT THE VEHICLE WILL NOT STOP AND SHE CRASHED INTO A MOVING VEHICLE REAR END THAT VEHICLE MOVED OVER TO THE RIGHT SIDE OF THE ROAD AND HER VEHICLE CONTINUED ACCELERATE OUT OF CONTROL SHE CONTINUED TO BREAK HARD AND IT FINALLY CAME TO A STOP. SHE RECEIVED INJURIES TO THE CHEST AND CONTINUES TO HAVE PROBLEM WITH HER HEART. THE INSURANCE COMPANY TOWED THE VEHICLE TO THE DEALER. THE VEHICLE WAS REPAIRED. SHE DOES NOT KNOW IF THE INSURANCE COMPANY INVESTIGATED THE FAILURE, BUT SHE RECENTLY TOOK THE VEHICLE TO THE DEALER AND THE DEALER

C-1352

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

REPLACED THE ACCELERATOR PEDAL. THE FAILURE AND THE CURRENT MILEAGE INFORMATION WAS NOT AVAILABLE. THE FLORIDA POLICE REPORT NUMBER 3951FVE. LI  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314229  
**Date of Incident:** 20090515  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** LANCASTER, NY

**NHTSA Summary:**  
I WAS TURNING INTO A DRIVEWAY WITH MY FOOT ON THE BRAKE WHEN MY 2007 RAV4 SUDDENLY BEGAN TO ACCELERATE. THE RPM'S WERE OVER 6000. I TOOK MY VEHICLE INTO THE DEALER THAT DAY AND THEY PERFORMED A DIAGNOSTIC CHECK BUT TOLD ME THEY FOUND NOTHING WRONG. I ASKED WHAT I COULD DO OR WHO I COULD SPEAK TO AND THEY SAID THERE NOTHING UNLESS THE VEHICLE WAS RECALLED. THIS INCIDENT HAPPENED IN MAY 2009 AND WHEN I HAD THE VEHICLE IN JUST RECENTLY FOR NORMAL MAINTENANCE I AGAIN WAS TOLD THERE WAS NOTHING I COULD DO SINCE IT IS NOT A PART OF THE RECALL. WHY ISN'T IT? MUST SOMEONE IN MY FAMILY DIE BEFORE SOMEONE WILL MAKE IT A PART OF THE RECALL LIST? I AM TAKING MY VEHICLE IN FOR A SAFETY CKECK NEXT WEEK.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314839  
**Date of Incident:** 20090515  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** FOREST HILLS, NY

**NHTSA Summary:**  
I DROVE A 2004 TOYOTA SIENNA. MY CAR IS NOT PART OF THE RECALL. HOWEVER, I HAD AN INCIDENT SIMILAR TO THE GAS ACCELERATION. THIS INCIDENT HAPPENED LAST YEAR, WHERE I WAS IN MCDONALD PARKING LOT. I TOOK MY FOOT OFF THE GAS PEDAL TO SLOW DOWN IN ORDER TO PARK, SUDDENLY THE CAR ACCELERATED (ABOUT 20 MPH) AND I HAD TO STEP ON THE BRAKE BUT THE CAR DID NOT SLOW DOWN. I HAD TO STEP ON THE BREAK THE SECOND TIME FOR THE CAR TO STOP. THIS INCIDENT LAST ONLY A FEW SECONDS. I DID NOT HAVE ANY MORE INCIDENT AFTER THAT ONE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315030  
**Date of Incident:** 20090515  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SANTA ANA, CA

**NHTSA Summary:**  
WHEN HEADING SOUTH ON 57, AND SPEEDING UP, MY CAR KEPT ON ACCELERATING AFTER I TOOK MY FOOT OFF THE ACCELERATOR. I HAD TO PRESS ON THE BRAKE WITH BOTH FEET IN ORDER TO SLOW IT DOWN. IT HAS ONLY OCCURED ONCE, ON THE DATE BELOW. THE CAR IS GOING TO BE TAKEN TO THE DEALERSHIP TO GET THE DEFECTIVE PART REPLACED

**Additional Summary:**

**Toyota ID Number:**

**C-1353**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10317539  
**Date of Incident:** 20090515  
**Vehicle:** 2008 TOYOTA SEQUOIA  
**Location of Incident:** CAMP SPRINGS, MD

**NHTSA Summary:**  
2008 TOYOTA SEQUOIA. PRIOR TO NATIONWIDE RECALL I HAVE COMPLAINED TO TOYOTA CONCERNING UNRESPONSIVENESS OF THE ACCELERATOR PEDAL, AS WELL AS OTHER DEFECTS IN VEHICLE AND I CONTINUE TO BE IGNORED BY BOTH MANUFACTURER AND DEALERSHIP. WITH DEALERSHIP MAKING EXCUSES BY SAYING THINGS LIKE DIFFERENT PARTS OF THE BODY WHERE MADE IN DIFFERENT FACTORIES CAUSING THERE TO BE VARIANTS IN THE COLOR OF THE VEHICLE BUMPER FROM THE REST OF THE BODY, AND THAT THEY ARE NOT THAT FAMILIAR WITH THE NEW MODEL SEQUOIA SINCE THEY HAVENT HAD THEM IN THE SHOP YET (EXCUSE MADE IN 2009). I MADE A WRITTEN REQUEST IN NOVEMBER IN REGARDS TO WHAT I CALL UNRESPONSIVENESS OF THE ACCELERATOR PEDAL, WHEN I PUSH THE PEDAL SOME TIMES THE CAR WILL ACCELERATE RAPIDILY OTHER TIMES IT WOULD DO NOTHING THEN JUMP AND ACCELERATE WITHOUT ME PUTTING ACCESS PRESSURE ON THE PEDAL. I ALSO REPORTED ON DEFECTS IN LEATHER SEATS AND BODY COLOR WHICH IS TWO TONED BY DEFECT TO NAME A FEW OF THE ISSUES. THE MANUFACTURER CALLED ME, REFERRED ME BACK TO THE DEALERSHIP AND AGAIN THE DEALERSHIP WILL NOT DO ANYTHING ABOUT THE ISSUES AS MINIMIZES THEM. HERE WE ARE IN 2010 MY CAR STILL ACCELERATES WHEN IT WANTS TO INSTEAD OF WHEN I WANT IT TO, I STILL HAVE A CAR WITH EXTERIOR AND INTERIOR DEFECTS AND POOR WORKMANSHIP. AND WAS INSULTED WHEN THE ONLY THING I HAVE RECEIVED FROM TOYOTA WAS A POST CARD ASKING ME TO PAY OVER \$200 FOR A DVD TO UPDATE MY NAVIGATION CENTER, WHICH IS ADDING SALT TO THE WOUND THAT TOYOTA HAS DUG IF ANYTHING TOYOTA SHOULD BE DOING MORE THEN A TEMPORARY FIX FOR CUSTOMERS AND MAKING US PAY MORE MONEY TO FIX THEIR ISSUES. THE UNPREDICTABLE ACCELERATION IS NOT FROM A STICKY PEDAL I BELIEVE ITS ELECTRICAL, POSSIBLY FROM OTHER ELECTRICAL DEVICES, SUCH AS CELL PHONE, GARAGE DOOR OPENER REMOTE, GATE REMOTES OR DOOR ACCESS REMOTES, ALL WHICH I CARRY FROM TIME TO TIME IN MY VEHICLE, HOWEVER I CANT PUT MY LIFE IN DANGER TESTING OUT MY THEORY. SOMETHING NEEDS TO BE DONE SOON, EITHER REPLACE THE CARS OR PAY UP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318651  
**Date of Incident:** 20090515  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** JEFFERSONVILLE, IN

**NHTSA Summary:**  
2004 TOYOTA CAMRY. CONSUMER STATES UNINTENDED ACCELERATION. \*TGW AS THE CONSUMER WAS TURNING INTO A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED TO WHAT SOUNDED LIKE MAXIMUM RPM'S. THE VEHICLE SIDE SWIPED ANOTHER VEHICLE, JUMPED FOUR OR FIVE CURBS AND PLOWED INTO A LANDSCAPE BEFORE COMING TO A STOP. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10351562  
**Date of Incident:** 20090515  
**Vehicle:** 2008 SCION XB  
**Location of Incident:** JUNO BEACH, FL

**C-1354**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2008 SCION XB. THE CONTACT STATED THE ACCLERATED PEDAL STICKS TO THE FLOOR. HE WAS DRIVING AT 60MPH AND PASSING ANOTHER VEHICLE WHILE ACCELERATING UP TO 70MPH THE ACCELERATOR PEDAL STAYS IN THE STUCK POSITION AND WOULD NOT RELEASE. THIS WAS THE SECOND INCIDENT. ON THE FIRST INCIDENT THE VEHICLE WAS TAKEN TO THE DEALER WHERE HE WAS TOLD THE FLOOR MAT WAS PROBABLY STUCK UNDER THE PEDAL CAUSING IT NOT TO RELEASE. THE TOYOTA MANUFACTURER WAS NOT CONTACTED ON EITHER OCCASION. THE FAILURE MILEAGE WAS 20,000 AND THE CURRENT MILEAGE WAS 49,600...MW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304410  
**Date of Incident:** 20090517  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** FOUNTAIN VALLEY, CA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2009 TOYOTA PRIUS. THE CONTACT'S WIFE WAS DRIVING THE VEHICLE AT APPROX 10 MPH. THE VEHICLE SUDDENLY ACCELERATED AS THE DRIVER'S FOOT WAS ON THE BRAKE TRYING TO SLOW DOWN. THE VEHICLE IN FRONT WAS REAR ENDED BUT THE VEHICLE STILL DID NOT STOP ACCELERATING SO THE DRIVER SWERVED AND HIT A SIGN. THERE WERE NO INJURIES REPORTED AT THE SCENE, BUT AFTER 3 PEOPLE IN THE OTHER VEHICLE REPORTED INJURIES. A POLICE REPORT WAS TAKEN AT THE SCENE. THE CONTACT TOOK THE VEHICLE TO THE DEALERSHIP AFTER THE BODY REPAIRS WERE DONE AND THE DEALER INSPECTED THE VEHICLE. HE WAS INFORMED THAT THEY COULD FIND NOTHING WRONG WITH THE VEHICLE. HE CALLED THE MANUFACTURER AND REPORTED THE PROBLEM. HE WAS STILL AWAITING A RESPONSE AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS APPROXIMATELY 14,000. THE FAILURE MILEAGE WAS APPROXIMATELY 5,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311596  
**Date of Incident:** 20090517  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** NORTH ATTLEBORO, MA

**NHTSA Summary:**  
GAS PEDAL IN MY 2009 TOYOTA COROLLA STUCK WHILE MY DAUGHTER WAS BACKING UP AND CAUSED HER TO GO INTO A TREE CAUSING \$7,000 IN DAMAGES TO MY CAR, WHICH MY INSURANCE PAID FOR AND SHE IS PAYING HIGHER INSURANCE FROM THE ACCIDENT. ALSO MY CAR DOES HAVE STEERING PROBLEMS DRIVING OVER 50 MPH. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312361  
**Date of Incident:** 20090518  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** ELK GROVE, CA

**NHTSA Summary:**  
IN LATE MAY 2009 WHILE ON HIGHWAY 50 IN SACRAMENTO JUST EAST OF THE 50/80 INTERCHANGE IN GOOD WEATHER (DRY AND CLEAR) MY 2006 TOYOTA TACOMA'S GAS PEDDAL BURIED ITSELF TO THE FLOOR AND THE VEHICLE WENT TO MAXIMUM

**C-1355**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATION. BRAKING ONLY HAD A SLIGHT INITIAL EFFECT AND THEN OVERHEATED AND FADED. AFTER A LUCKY 4 MILES I SHIFTED TO NEUTRAL AND THE PROBLEM RESOLVED. THIS BEGAN AROUND 60MPH AND MAXED AROUND 107. DURING THE 4 MILES I ACTIVATED AND DEACTIVATED MY CRUISE SEVERAL TIMES. THE BRAKES, REACHED DOWN AND PULLED ON THE PEDDAL AND THE MAT. THE RECENT TOYOTA EXPLANATIONS OF STICKING PEDDEL AND MAT ISSUES DID NOT APPLY AND I FIND THEM LUDICROUS. IT IS AN EERIE FEELING TO HAVE YOUR ACCELERATOR LEAVE YOUR FOOT ON ITS OWN. TRUCK HAD 36,500 MILES, NEVER IN AN ACCIDENT, WAS IN GOOD REPAIR WITH REGULAR MAINTENANCE AND WAS STOCK EXCEPT FOR A SHELL. WHILE OWNED THE TRUCK HAD EXPERIENCED THE AT STOP SURGE DESCRIBED BY MANY OTHERS WHERE IT FELT LIKE SOMEONE TAPPED THE BACK OF THE TRUCK WHILE WAITING IN AN INTERSECTION. LOVED THE TRUCK UNTIL THAT DAY, AND RESPECTED TOYOTA. HAD THIS HAPPENED ON ANOTHER ROAD OR WITH HEAVIER TRAFFIC IT WOULD HAVE HAD A DIFFERENT OUTCOME. TRADED THE VEHICLE TWO WEEKS LATER AT GREAT LOSS OF EQUITY. SOMEONE ELSE NOW OWNS THIS VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10269578  
**Date of Incident:** 20090519  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** WINNIPEG, MANITOBA, CANADA, 00

**NHTSA Summary:**  
FIRST HIGHWAY TRIP WITH A BRAND NEW 2009 TOYOTA VENZA AUTOMATIC 4 CYLINDER AWD. MAINTAINED SPEED LIMIT 100 KILOS/HR. WENT TO PASS A SEMI AND GAS PEDAL STUCK AT 120 KILOMETERS ON NARROW TWO WAY HIGHWAY WITH SOFT SHOULDERS POST MAJOR SNOW FALL LAST FRIDAY(NORMALLY NOT SPEED). WAS UNABLE TO DEPRESS THE GAS PEDAL AND APPLY FULL PRESSURE ON BRAKES THE VEHICLE DID NOT SLOW DOWN ENGINE WAS STILL RACING. FINALLY WAS ABLE TO PUT TRANSMISSION INTO NEUTRAL. STILL WITH FULL BRAKES BARELY WORKING WITH RACING ENGINE. ENGINE SMELLS BEGAN, ABLE TO WRESTLE CAR TO GRAVEL SHOULDER. THROW INTO PARK AND IMMEDIATELY KILLED ENGINE. ONCE SEMI CALMED DOWN, TRIED TO INSPECT GAS PEDAL. YANKED OUT TOYOTA MANUFACTURED INSTALLED RUBBER MAT WHICH HAD BEEN IMPROPERLY INSTALLED ON TOP OF EXISTING FACTORY CARPET MAT WHICH WAS CLIPPED IN PLACE. READ ABOUT THIS BEING IMPROPER - IN CAR MANUAL WHILE WAITING TO HEAR BACK FROM DEALERSHIP FOR SAFETY INSTRUCTIONS GIVEN SYSTEM WARNING THAT MAJOR BRAKE FAILURE MAY HAVE ALSO OCCURRED. CAREFULLY DID SOME CHECKS OF BRAKES. HARD PRESSURE ON PEDAL RESULTED IN TRACTION SIGNAL REAPPEARING. SOFT PRESSURE THERE WAS NO TRACTION SIGN. VERY CAUTIOUSLY AND SLOWLY 90 - 95 KILOMETERS/HR. CONTINUED HOME ON LAST LEG OF TRIP WITH NO PASSING. ONCE HOME, RE-INSPECTED GAS PEDAL AREA AND NOTED A CORRESPONDING LINE INDENT TO WHERE RUBBER MATT MAY HAVE DUG INTO CARPET ON RIGHT SIDE OF GAS PEDAL. THOUGH NOT A MECHANIC, DEDUCTIVELY, RUBBER MAT IMPROPER INSTALL MAY LIKELY HAVE CAUSED GAS PEDAL STICK. RUBBER MAT CLEARLY WARNED NOT TO INSTALL ON TOP OF CARPET MAT! WHY DEALER DID. NO IDEA! WHY BRAKING SYSTEM NOT WORK WHILE ENGINE RACED IN DRIVE... I HAVE NO IDEA! FEEL VERY VERY VERY LUCKY TO BE ALIVE! COULD HAVE EASILY ENDED IN DEATH BUT FOR MY MANY YEARS OF SPORT CAR DRIVING WITH STANDARDS TRANSMISSION, AND HIGHWAY DRIVING SKILLS! MARKED ON THE MAT "DO NOT INSTALL." \*TR

**Additional Summary:**

**Toyota ID Number:**

**C-1356**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10281336  
**Date of Incident:** 20090519  
**Vehicle:** 2008 TOYOTA CAMRY HV  
**Location of Incident:** LOS ANGELES, CA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY HV. THE MAT WHICH IS A PROTECTIVE MAT OVER THE STANDARD VEHICLE MAT CAUSED THE ACCELERATOR PEDAL TO GET STUCK UNDER THE MAT. ON SEVERAL OCCASIONS HE HAD TO STOP THE VEHICLE AND DISCONNECT THE MAT FROM THE ACCELERATOR PEDAL. THE FAILURE MILEAGE WAS 10,000  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290766  
**Date of Incident:** 20090519  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** CANTON, NY  
**NHTSA Summary:**  
WHILE DRIVING MY EMPLOYER'S 2008 (OR 2009) TOYOTA PRIUS SEVERAL TIMES IN SUMMER OF 2009, I PRESSED THE ACCELERATOR PEDAL TO THE FLOOR TO PASS, AND THE PEDAL STUCK IN THE WIDE OPEN POSITION. THIS HAPPENED SEVERAL SEPARATE TIMES DURING THE SUMMER OF 2009. THE CAR WAS SENT TO LOCAL TOYOTA DEALERSHIP, WHERE IT WAS SUPPOSEDLY FIXED, HOWEVER IT STUCK SEVERAL TIMES AGAIN AFTER REPAIR? THIS PROBLEM HAD NOTHING TO DO WITH FLOORMATS. THIS HAPPENED TO OTHER DRIVERS AT WORK OF THIS SAME CAR TOO. I AM A PROFESSIONAL DRIVER WITH 40 YEARS OF DRIVING EXPERIENCE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306463  
**Date of Incident:** 20090519  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** SUMMERVILLE, SC  
**NHTSA Summary:**  
I BOUGHT A 2010 TOYOTA CAMRY THAT HAS THE NEW SIX SPEED AUTOMATIC TRANSMISSION. WHEN I WAS COASTING TO SLOW DOWN THE TRANSMISSION SEEMED TO DISENGAGE AND DID NOT HOLD BACK ANYMORE. I CAME WITHIN A FOOT OF RUNNING INTO THE REAR OF THE CAR IN FRONT OF ME WHICH WAS STOPPED AT A RED LIGHT. THIS HAD HAPPENED MANY TIMES BEFORE BUT NEVER THIS CLOSE TO AN ACCIDENT WHEN THE CAR REACHES AROUND 20MPH THE TRANSMISSION DOESN'T HOLD BACK ANY LONGER AND YOU HAVE TO PUT YOUR FOOT ON THE BRAKE HARD. IT IS NOT A GOOD FEELING. ON MAY 22, 2009 I CALLED THE SALESMAN AND HE TOLD ME TO COME IN AND DRIVE ANOTHER 2010 CAMRY TO SEE IF THAT TRANSMISSION ACTED THE SAME SINCE THIS WAS THE FIRST YEAR FOR THE NEW SIX SPEED AUTOMATIC. I TOOK IT IN ON THE 22ND AND THE SALESMAN AND I TOOK A NEW 2010 CAMRY OUT FOR A DRIVE AND IT ACTED THE SAME WAY. SO THE CONCLUSION WAS THAT ALL THE 2010 CAMRYS WERE THE SAME AND I WOULD HAVE TO LIVE WITH IT. MY WIFE IS VERY LEARY ABOUT DRIVING THIS CAR AND AFRAID SHE WILL RUN INTO SOMEONE. WE HAVEN'T HAD A PROBLEM WITH THE ACCELERATOR, BUT THE TRANSMISSION SEEMS TO BE A PROBLEM WE ARE VERY CONCERNED NOW THAT THE OTHER PROBLEMS HAVE ARISEN ABOUT THE CAMRY.  
**Additional Summary:**

C-1357

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314807  
**Date of Incident:** 20090519  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BELMONT, CA  
**NHTSA Summary:**  
ON MAY 19, 2009 I WAS INVOLVED IN A REAR END ACCIDENT. THIS OCCURED DUE TO A FAULTY ACCELERATOR MECHANISM THAT CAUSED UNEXPECTED BURST OF SPEED. THIS WAS THE WAS THE ONLY OCCURANCE OF THIS PROBLEM. TOYOTA HAD A RECALL AND DID THE REQUIRED REPAIRS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325715  
**Date of Incident:** 20090519  
**Vehicle:** 2005 TOYOTA MATRIX  
**Location of Incident:** LEAWOOD, KS  
**NHTSA Summary:**  
2005 TOYOTA MATRIX INEXPLICABLY ACCELERATED RESULTING IN DRIVER AND CAR CRASHING INTO GORCERY STORE AND HITTING A GAS UTILITY LINE. CAR WAS COMPLETELY TOTALED WITH NO DEATHS  
**Additional Summary:**

**Toyota ID Number:** 0912102632  
**NHTSA ODI Number:** 20090520  
**Date of Incident:** 20090520  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** LENEXA, KS  
**NHTSA Summary:**  
**Additional Summary:**  
My mom's car was involved in a single car accident with several thousand dollars of damage, and the Toyota dealers told her that they were unaware of any similar problems.

ON MAY 20, 2009 MRS. PEARLMUTTER WAS DRIVING AT A LOW SPEED AND TURNING INTO A PARKING SPACE AT A SHOPPING PLAZA WHEN THE CAR SUDDENLY LURCHED FORWARD AND SMASHED INTO A POLE CAUSING BODY DAMAGE TO THE CAR. CAR WAS TAKEN TO MOLLE TOYOTA DEALERSHIP IN KANSAS CITY, MO. MR. & MRS. PEARLMUTTER HAD A FEW CONVERSATIONS WITH PERSONNEL FROM MOLLE TOYOTA ABOUT THE ACCIDENT AND THEIR CONCERNS AND ASKED IF THERE HAD BEEN ANY SIMILAR PROBLEMS WITH OTHER CAMRYS. THEY WERE TOLD THAT THEY (DEALERSHIP) HAD NEVER HEARD OF ANY SIMILAR INCIDENTS.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301809  
**Date of Incident:** 20090520  
**Vehicle:** 2009 LEXUS ES350  
**Location of Incident:** NORTHVILLE, MI  
**NHTSA Summary:**  
2009 LEXUS ES-350 HAD SUDDEN ACCELERATION WHICH WAS OUT OF CONTROL IN MAY 2009. I HAD BROUGHT THIS CAR BACK TO LEXUS DEALERSHIP AT SOUTHFIELD, MI WHO SAID IT WAS NOT AN ISSUE. \*TR  
**Additional Summary:**

C-1358

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302476  
**Date of Incident:** 20090520  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** MT. PLEASANT, SC  
**NHTSA Summary:**  
LAST SPRING, MY HUSBAND AND I FILED A COMPLAINT AGAINST TOYOTA FOR STUCK ACCELERATOR PEDAL IN OUR 2006 TACOMA PICK-UP TRUCK. WE HAD ABOUT 4 INCIDENTS WHERE THE PEDAL WAS STUCK, DURING SPEEDS RANGING FROM 30-60 MILES PER HOUR. THE FLOOR MATS WERE NOT THE ISSUE. TOYOTA DENIED ANY PROBLEMS AT THE TIME AND OUR ONLY CHOICE WAS TO LEAVE OUR TRUCK AT THE DEALERSHIP BECAUSE WE WERE AFRAID TO DRIVE IT HOME OR SELL IT TO SOMEONE ELSE. THEY SUGGESTED WE TRADE IN THE VEHICLE FOR A NEW TRUCK, WHICH WE DID, FOR A 2009 TACOMA. I AM VERY DISBURBED THAT TOYOTA DID NOT INCLUDE THE TACOMA ON THE RECALL LIST WHEN WE KNOW FOR A FACT IT HAS THE ISSUE, AT LEAST THE 2006 MODEL DID. I FEAR THAT THE RECALL LIST IS INCOMPLETE (ALL 2006 TACOMAS ON THE ROAD ARE A HAZARD) AND FEAR THAT MY TRUCK MIGHT HAVE THE ISSUE TOO.\*CW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303239  
**Date of Incident:** 20090520  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** MORGANTOWN, WV  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT NOTICED A GRINDING NOISE MOST OF THE TIME WHEN SHE DEPRESSED THE BRAKE PEDAL. SHE TOOK THE VEHICLE TO THE DEALER WHO STATED THAT THEY COULD NOT FIND ANYTHING WRONG WITH IT. THE FAILURE CONTINUED TO OCCUR AND THE DEALER TURNED THE ROTORS TO REMEDY THE PROBLEM. HOWEVER, SHE CONTINUED HEARING THE GRINDING NOISE. IN SEPTEMBER 2009, SHE TOOK THE VEHICLE TO THE DEALER WHO REPLACED THE BRAKE PADS AND ROTORS. SHE NO LONGER NOTICED THE NOISE. YET, THE BRAKE PEDAL EXTENDED TO THE FLOOR WITH A SUDDEN PULLING AND GRABBING MOTION. THE DEALER TOLD HER THAT THE ABS ACTIVATED WHICH CAUSED THAT FEELING. SHE ALSO STATED THAT THE VEHICLE WOULD SUDDENLY ACCELERATE ON AN INTERMITTENT BASIS. IN DECEMBER 2009, THE DRIVER CRASHED INTO A BRICK WALL WHEN THE VEHICLE SUDDENLY ACCELERATED. THERE WERE NO INJURIES. THE DEALER TOOK PICTURES AND TOLD HER THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. FURTHERMORE, THE GEAR SHIFT BROKE AND THE DEALER DID NOT REPAIR THE VEHICLE FOR SIX MONTHS. SHE CALLED THE MANUFACTURER AND WAS UNABLE TO SPEAK WITH A REPRESENTATIVE. THE CURRENT MILEAGE WAS APPROXIMATELY 17,000. THE FAILURE MILEAGE WAS APPROXIMATELY 1,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303494  
**Date of Incident:** 20090520  
**Vehicle:** 2004 TOYOTA AVALON  
**Location of Incident:** CHARLESTON, SC  
**NHTSA Summary:**

C-1359

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATOR STUCK TWO DIFFERENT TIMES ON MY 2004 TOYOTA AVALON. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304126  
**Date of Incident:** 20090520  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** ASHLAND, MA  
**NHTSA Summary:**  
TWOICE MY TOYOTA PRIUS HAS "SURGED" UNEXPECTEDLY. I WAS COASTING INTO A PARKING SPACE BOTH TIMES, SO WAS ABLE TO STOMP ON THE BRAKE AND STOP THE CAR. WHEN THE FIRST RECALL WAS ISSUED I KNEW IT WASN'T THE FLOOR MAT. MINE WAS THE ORIGINAL ONE AND WAS FIRMLY ATTACHED. IT DID NOT MOVE AND "ENTRAP" THE PEDAL AND I DID NOT HAVE MY FOOT ON THE GAS WHEN THE SURGES HAPPENED. I DID NOT BOTHER TO REPORT IT AT THE TIME, AS I AM AN OLDER FEMALE AND HAVE BEEN TREATED LIKE AN IDIOT AT THE DEALERSHIP WHEN I SPOKE WITH THE SERVICE PEOPLE. THE CAR HAS BEEN FINE IN EVERY OTHER WAY. I BELIEVE THIS IS A THROTTLE OR COMPUTER/ELECTRONIC PROBLEM AND I BELIEVE THAT THEY KNOW IT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307950  
**Date of Incident:** 20090520  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** HOLLY SPRINGS, NC  
**NHTSA Summary:**  
WITH THE MEDIA COVERAGE OF TOYOTA PROBLEMS, I SAW A WOMAN INTERVIEWED WHO COMPLAINED OF "SUDDEN ACCELERATION" WITH HER TOYOTA WHILE BRAKING. I RECOGNIZED THAT IT IS SOMETHING I HAVE EXPERIENCED FREQUENTLY WITH OUR 2009 CAMRY XLE V6 W. 6 SPEED AUTO TRANS. IT IS NOT A "SUDDEN ACCELERATION" PROBLEM, BUT A SUDDEN FREE-WHEELING PROBLEM, MOST NOTICEABLE WHEN DRIVING ON LEVEL OR DOWNHILL ROADS. AS YOU BRAKE TO COME TO A STOP, THE AUTO TRANS. DOWNSHIFTS INTO A LOWER GEAR, BUT IT DOESN'T DO IT FAST ENOUGH, SO IT MOMENTARILY GOES THROUGH NEUTRAL CREATING A MOMENTARY FREE-WHEELING SITUATION THAT DOES ACCELERATE THE CAR JUST AS YOU ARE WANTING TO COME TO A STOP. IT IS PARTICULARLY DISCONCERTING WHEN BRAKING INTO AN INTERSECTION WHILE GOING DOWN HILL. I CALLED THE TOYOTA CUSTOMER CARE NUMBER ON 5/21/09 TO REPORT IT, HOPING THERE MIGHT HAVE BEEN A SOFTWARE UPGRADE. THEY SAID IT WAS NOT NORMAL AND CREATED CASE # 0905126552 AND TOLD ME TO TAKE THE CAR TO MY DEALER, WHICH I DID ON 06/01/09. THE DEALER RESET THE AUTOMATIC TRANSMISSION COMPUTER, BUT THAT DID NOT CORRECT THE PROBLEM. I LATER REPORTED IT AGAIN TO TOYOTA ON A 07/22/09 CUSTOMER SURVEY. WE HAVE BEEN LIVING WITH IT, BUT ARE CAREFUL WHEN BRAKING INTO AN INTERSECTION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313823  
**Date of Incident:** 20090520  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** SEATTLE, WA  
**NHTSA Summary:**

C-1360

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE INCIDENT OCCURRED IN A 2006 TOYOTA TACOMA DOUBLE CAB (AUTOMATIC TRANSMISSION) ON DRY PAVEMENT DURING CONGESTED EVENING RUSH-HOUR TRAFFIC IN REDMOND, WASHINGTON, USA. THE VEHICLE WAS COASTING (DECELERATING) UP A GENTLE RIGHT-BENDING GRADE TO A YIELD SIGN FROM SOUTHBOUND 148TH AVE TO WESTBOUND REDMOND WAY (RTE 908). AS THE VEHICLE COASTED TO THE YIELD SIGN SLOWING THROUGH A SPEED OF APPROXIMATELY 25-30 MPH, THE VEHICLE SUDDENLY AND UNEXPECTEDLY ACCELERATED AT FULL POWER WITH THE TACHOMETER NEEDLE INDICATING APPROXIMATELY 5000-6000 RPM. THE DRIVER STATES WITH UTMOST CERTAINTY THAT HIS FOOT WAS NOT IN CONTACT WITH THE ACCELERATOR PEDAL IMMEDIATELY PRIOR TO OR DURING THE ACCELERATION. THE VEHICLE'S CRUISE CONTROL WAS TURNED ON BUT THE DRIVER STATES WITH UTMOST CERTAINTY THAT THE CRUISE CONTROL WAS NOT SET/ENGAGED IMMEDIATELY PRIOR TO OR DURING THE INCIDENT. WITHIN APPROXIMATELY 2 SECONDS OF THE ONSET OF THE RAPID UNEXPECTED ACCELERATION, THE DRIVER APPLIED HEAVY BRAKING AND THE ACCELERATION CEASED. THE VEHICLE OPERATED NORMALLY IMMEDIATELY AFTER THE APPLICATION OF BRAKES. THE DRIVER STATES THAT NO SUBSEQUENT UNEXPECTED ACCELERATIONS HAVE OCCURRED SINCE THE REPORTED INCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314266  
**Date of Incident:** 20090520  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** PORT ST. LUCIE, FL

**NHTSA Summary:**

LEXUS FAST ACCELERATION IN MY CAR. IT HAS HAPPENED 4 OR 5 TIMES IN MY 2006 LEXUS IS 250, WHICH I BOUGHT NEW. AT FIRST, I THOUGHT IT WAS MY FAULT SINCE I USUALLY WEAR WIDE ATHLETIC SHOES. I THOUGHT THAT I WAS TOUCHING BOTH THE BRAKE AND ACCELERATOR AND MENTIONED IT TO MY SISTER, WHO WORKS FOR A LEXUS DEALER. SHE TOLD ME THAT THEY WERE COMING OUT WITH A LETTER ABOUT THE FLOOR MATS CAUSING THE PROBLEM. I TOOK THE DRIVER'S SIDE FLOOR MAT OUT OF MY CAR. I CHECKED THE CLEARANCE AND IT WAS ABOUT 2 INCHES. MY BROTHER, WHO WAS THE FORMER CHAIRMAN OF THE BOARD OF ENGINEERS AT WESTINGHOUSE, TOLD ME THAT IT SOUNDED LIKE A COMPUTER PROBLEM. I CHANGED MY DRIVING SHOES TO GET SOME THIN SOLE, NARROW PUMAS. IT HAS HAPPENED ONCE SINCE THEN. I USUALLY ONLY USE THE LEXUS FOR LONG TRIPS, AND MOST OF THE PROBLEMS HAPPENED WHEN I WAS PARKING THE CAR AFTER DRIVING A LONG WAY. WITHOUT THINKING WHAT TO DO, I JUST PUT THE CAR INTO NEUTRAL OR IF I WASN'T MOVING, I'D SHIFT IT INTO PARK. TURN THE ENGINE OFF. THEN, I WOULD RESTART IT AND IT WAS OK. I WAS A BIT SHAKY AND MY WIFE THOUGHT I WAS NUTS. AROUND TOWN, I DRIVE MY OLD 1996 TOYOTA TACOMA TRUCK. NEVER HAD A PROBLEM WITH IT. I BOUGHT IT NEW AND STILL USE IT EVERY DAY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320994  
**Date of Incident:** 20090520  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** FOXBORO, MA

**NHTSA Summary:**

TL - THE CONTACT OWNS A 2005 TOYOTA PRIUS. WHILE DRIVING 2 MPH BACKING OUT OF HER DRIVE WAY, SHE ENGAGED HER ACCELERATOR AND IT CRASHED INTO A TELEPHONE POLE. 1 PASSENGER INJURED HER WRIST AND BUMP HER HEAD. A

C-1361

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

REPORT WAS FILE. THE VEHICLE COST TO REPAIRED WAS \$10,000.00 WORTH OF DAMAGES. THE VEHICLE WAS REPAIRED BY A LOCAL DEALER. THE FAILURE MILEAGE WAS 65,000. THE CURRENT MILEAGE WAS 88,000. VWB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326446  
**Date of Incident:** 20090520  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** BIRMINGHAM, AL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 35 MPH THE BRAKES WERE ENGAGED AND THE VEHICLE ACCELERATED INTO A BRICK WALL. A POLICE REPORT WAS NOT FILED OF THE INCIDENT. THERE WAS NO MENTION OF PERSONAL INJURY. THE VEHICLE SUSTAINED DAMAGES. ADDITIONALLY, ON A SEPARATE OCCASION THE VEHICLE FAILED TO STOP DURING BRAKING. THE CONTACT RECEIVED A RECALL LETTER UNDER NHTSA CAMPAIGN ID NUMBER 09V338000 (SERVICE BRAKES, HYDRAULIC: POWER ASSIST: VACUUM). THE RECALL DEFECT RELATED TO THE PRIOR FAILURES. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC TESTING. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. DEALER THE FAILURE MILEAGE WAS 63. THE CURRENT MILEAGE WAS 28,532.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304001  
**Date of Incident:** 20090521  
**Vehicle:** 2009 LEXUS IS  
**Location of Incident:** WAXAHACHIE, TX

**NHTSA Summary:**

MAY OF 2009 - LEASED 09 LEXUS IS250; HAVING ONLY DRIVEN IT FOR ABOUT 1 WEEK WHEN ENTERING THE ONRAMP OF I-35 IN TEXAS, SUDDENLY REALIZED THAT CAR WAS ACCELERATING OUT OF CONTROL. THE CRUISE CONTROL LOCKED IN BY ITSELF. RPM WAS OFF THE CHARTS. I COULD NOT EXIT AT "MY" EXIT AND CONTINUED SOUTH ON I-35. I TRIED TO BRAKE, BUT NOTHING HAPPENED. I CALLED MY HUSBAND AND TOLD HIM MY CAR WAS OUT OF CONTROL. I KEPT TRYING TO BRAKE...STILL NOTHING. SOMEHOW THE CAR STARTED TO SLOW, I GOT ON THE SHOULDER AND KEPT GOING FOR 1-2 MILES. I TRIED TO PUT THE CAR INTO NEUTRAL...RPM'S AGAIN WERE OUT OF CONTROL. I THINK THAT THEN IMMEDIATELY PUT THE CAR INTO "PARK" AND PUSHED THE ENGINE START STOP BUTTON AND WAITED FOR HELP. LUCKILY, I OR NO ONE ELSE WAS INJURED IN THIS INCIDENT. LEXUS ASSURED ME IT WAS BECAUSE OF THE FLOOR MATS, BUT I'VE NEVER BEEN FULLY CONVINCED. IT HAS ONLY HAPPENED THAT ONE TIME, BUT HONESTLY, THAT'S ENOUGH FOR ME. I TRIED TO TRADE THE CAR IN, BUT SALESMAN SAID IT WAS NOT A GOOD IDEA (\$) SINCE THE CAR WAS NEW. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308706  
**Date of Incident:** 20090521  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** OAKLAND, NJ

**NHTSA Summary:**

C-1362

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BACK ON MAY 21, 2009, I PULLED OUT OF MY DRIVEWAY IN MY 2006 LEXUS IS250 AND THE ACCELERATOR IMMEDIATELY BECAME STUCK DOWN FORCING MY CAR TO GO ALMOST 55 MPH DOWN A WINDING HILL. AT THIS POINT THE BRAKE ALSO DID NOT WORK AND I SIMPLY HAD TO WAIT FOR EVERYTHING TO BEGIN WORKING AGAIN. I WAS EXTREMELY LUCKY THIS HAPPENED AT NIGHT AND NOBODY WAS IN FRONT OF ME BECAUSE THIS IS A MAIN ROAD. I CONTACTED LEXUS THE NEXT DAY WHO INFORMED IT WAS JUST MY FLOOR MAT AND TO REMOVE THE EXTRA MAT IMMEDIATELY. WHILE I DID NOT AGREE DUE TO THE WAY BOTH THE ACCELERATOR PEDAL AND BRAKES FELT COMPLETELY LOCKED IN PLACE, I DID AS THEY SAID. NOW WITH THE RECENT RECALL ON TOYOTA MODELS, I CALLED LEXUS AGAIN WHO INFORMED ME THAT IN ABOUT 3 MONTHS I WILL RECEIVE A RECALL NOTICE AND THAT IN THE MEAN TIME I CAN COME IN AND HAVE A TECH TEST DRIVE IT WITH ME FOR "PEACE OF MIND". I WOULD LIKE TO UNDERSTAND WHY THIS CAR HAS NOT BEEN INCLUDED AND PUBLICLY ANNOUNCED IN THE RECALL WHEN THEY ARE FULLY AWARE OF THE DANGERS! BEING TOLD THE "PART" NEEDED TO TO CORRECT THE PROBLEM (BOTH THE ACCELERATOR AND THE BRAKE SYSTEM) IS NOT YET BEING MANUFACTURED FOR MY MODEL IS UNACCEPTABLE AND IN THE MEANTIME I AM TRYING TO NOT DRIVE MY VEHICLE AND HAVE THIS EXPERIENCE AGAIN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316329  
**Date of Incident:** 20090521  
**Vehicle:** 2007 LEXUS RX400H  
**Location of Incident:** INDIANAPOLIS, IN

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 LEXUS RX400H. WHENEVER THE CONTACT PRESSED THE BRAKE PEDAL SHE NOTICED THAT THE VEHICLE WOULD SLIGHTLY SURGE FORWARD FOR A SHORT PERIOD. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHO STATED THAT THE VEHICLE WAS PERFORMING NORMALLY. THERE WERE NO PRIOR WARNINGS AND THE CURRENT AND FAILURE MILEAGES WERE 17000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329604  
**Date of Incident:** 20090521  
**Vehicle:** 2005 LEXUS LS430  
**Location of Incident:** FORT LAUDERDALE, FL

**NHTSA Summary:**

2005 LEXUS LS430. CONSUMER STATES UNINTENDED ACCELERATION \*TGW THE CONSUMER STATED WHEN HE APPROACHED HIS PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED EVEN THOUGH HIS FOOT WAS ON THE BRAKE. FORTUNATELY, A STEEL FENCE STOPPED THE VEHICLE FROM CRASHING INTO THE ADJACENT BUILDING. THE CONSUMER STATED THE VEHICLE SUSTAINED \$5,000 IN DAMAGES \*JB UPDATED 05/12/10 \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10269805  
**Date of Incident:** 20090522  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SUFFERN, NY

C-1363

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
2004 CAMRY VIN: EXPERIENCED UNINTENDED ACCELERATION (SURGING) AFTER APPLYING BRAKE TO COME TO FULL STOP. I EXAMINED THE POSITION OF MY FEET AFTER STOPPING, AND TURNING OFF IGNITION TO CANCEL SURGING. LEFT FOOT WAS ON FOOTREST IN DRIVER FOOTWELL. RIGHT FOOT WAS ON BRAKE. THIS IS THE SECOND INSTANCE OF UNINTENDED ACCELERATION IN APPROXIMATELY THREE MONTHS. MILEAGE WAS 45960. NO PARTS HAVE BEEN REPLACED YET. I WILL CONTACT A DEALER TO DETERMINE IF THERE IS A RECALL. PREVIOUS EXPERIENCE WITH INTERMITTENT PROBLEMS HAVE LED TO "NO DIAGNOSIS" BY DEALERSHIPS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10286150  
**Date of Incident:** 20090522  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** SAN RAMON, CA

**NHTSA Summary:**

WHILE DRIVING ON I10 IN CA, MY MOTHER ACCELERATED TO PASS A TRUCK AND WHEN SHE EASED UP ON THE ACCELERATOR NOTHING HAPPENED. IN FACT, SHE STARTED TO ACCELERATE. SHE TRIED TO BRAKE AND PUT THE EMERGENCY BRAKE ON AND SHE KEPT GOING IN EXCESS OF 90 MPH. SHE DROVE THROUGH A REST AREA BUT WAS UNABLE TO STOP. FINALLY SHE HIT THE GAS PEDAL AGAIN AND THAT DID IT - SHE FINALLY HAD CONTROL AND SLOWED WAY DOWN. SHE DID SO MUCH DAMAGE TO THE ENGINE WHILE TRYING TO GET IT TO STOP THAT CATHEDRAL CITY LEXUS REPLACED THE WHOLE ENGINE. SHE WAS TOLD THE PROBLEM WAS CAUSED BY HER ALL WEATHER FLOOR MAT. SHE WAS NOT AWARE OF ANY RECALL ON FLOOR MATS NOR HAD TUSTIN LEXUS, WHO ALWAYS SERVICES HER CAR, EVER SAID ANYTHING TO HER AND THE MATS HAVE BEEN IN THE CAR SINCE SHE PURCHASED IT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291473  
**Date of Incident:** 20090522  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** ANN ARBOR, MI

**NHTSA Summary:**

MY BOYFRIEND AND I WERE ON I-94 IN MICHIGAN WHEN MY PARENTS' 2009 CAMRY ACCELERATED OUT OF CONTROL. A SEMI TRUCK WAS MERGING ONTO THE EXPRESSWAY, SO MY BOYFRIEND HIT THE ACCELERATOR TO GIVE THE TRUCK ENOUGH ROOM. WE WERE USING CRUISE CONTROL AT THE TIME GOING ABOUT 70 MPH, BUT THE CAR CONTINUED TO ACCELERATE AT A SPEED IN EXCESS 90 MPH AFTER THE BRAKE WAS APPLIED ONCE WE GOT AROUND THE TRUCK. THE ENGINE WAS REVVING VERY LOUDLY AT THIS POINT. THE BREAK DID NOT OVERRIDE THE CAR'S ACCELERATION OR CRUISE CONTROL EVEN WHEN MY BOYFRIEND STOOD WITH ALL OF HIS WEIGHT ON THE BREAK. AFTER SEVERAL MINUTES, THE CAR FINALLY STOPPED ACCELERATING. I TOOK THE CAR TO MY LOCAL TOYOTA DEALER, ASSUMING THE PROBLEM WAS WITH THE CRUISE CONTROL. THE DEALER TRIED TO RECREATE THE LOSS OF ACCELERATION CONTROL I EXPERIENCED, BUT SAID THEY WERE UNABLE TO DO SO. THE DEALER MECHANICS INSPECTED THE CRUISE CONTROL WIRING SYSTEM, BUT CLAIMED THEY FOUND NOTHING WRONG WITH THE CAR. THIS EVENT HAPPENED IN MAY 2009, WELL BEFORE THE RECENT INCREASE IN PRESS COVERAGE RELATING TO SIMILAR INCIDENTS. \*TR

**Additional Summary:**

C-1364

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303194  
**Date of Incident:** 20090522  
**Vehicle:** 2000 TOYOTA AVALON  
**Location of Incident:** GIG HARBOR, WA  
**NHTSA Summary:**  
 ON MAY 22, 2009, I BACKED MY 2000 TOYOTA AVALON INTO A PARKING AREA NEXT TO A SHORT PRIVATE ROAD LOCATED ABOUT HALFWAY DOWN A HIGH CLIFF ABOVE A BEACH. AFTER GETTING OUT OF THE CAR, I DECIDED TO MOVE IT ABOUT A FOOT FURTHER OFF THE ROAD, SO I BACKED UP VERY SLOWLY UNTIL THE BUMPER JUST TOUCHED THE CLIFF BEHIND ME. I BRAKED, THE CAR STOPPED, AND THEN I STEPPED VERY LIGHTLY ON THE GAS PEDAL, INTENDING TO BRAKE IMMEDIATELY AFTER MOVING FORWARD A FEW INCHES. TO MY HORROR, THE CAR SHOT FORWARD RAPIDLY, AND I WAS UNABLE TO STOP IT, NO MATTER HOW HARD I PUMPED THE BRAKE PEDAL. I SOMEHOW MANAGED TO TURN IT TO THE LEFT AND THUS AVOIDED PLUNGING OVER THE CLIFF BELOW ME. THE CAR CONTINUED TO ACCELERATE, FISH-TAILING UP A SLIGHT GRADE. THEN IT HIT A PARKED CAR AND TURNED UPSIDE-DOWN ON THE ROAD. I SUFFERED BROKEN VERTEBRAE IN MY BACK AND NECK AND HAD TO BE HOSPITALIZED FOR 12 DAYS AND WEAR A HEAD-NECK BRACE FOR TWO MONTHS. THE CAR WAS TOTALED. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305350  
**Date of Incident:** 20090522  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** MILWAUKEE, WI  
**NHTSA Summary:**  
 WHEN PULLING INTO A PARKING SPACE IN A PARKING GARAGE, MY CAR SURGED FORWARD AND CRASHED INTO THE CONCRETE WALL CAUSING OVER \$8,000.00 WORTH OF DAMAGE AND HURTING MY NECK. A FEW MONTHS AGO, I GOT A LETTER FROM TOYOTA STATING THAT THE FLOOR MAT WAS THE PROBLEM, SO I REMOVED THE MAT. HOWEVER, LAST WEEK WHILE I WAS PULLING INTO A DRIVEWAY THE CAR SURGED FORWARD AGAIN. I WAS GOING SLOW AND PUSHED ON THE BRAKE HARD AND WAS ABLE TO STOP BEFORE I HIT ANYTHING. THE CAR ACTUALLY FEELS AND SOUNDS LIKE IT IS ACCELERATING. ALSO, ABOUT 3 YEARS AGO WHEN I FIRST BROUGHT THE PRIUS IN FOR ROUTINE MAINTENANCE I INFORMED THE TOYOTA DEALER AT 5727 S 27TH ST. MILWAUKEE WISCONSIN. THAT THE CAR FEELS LIKE IT IS SKIDDING WHEN I APPLY THE BRAKES WHILE DRIVING ON A BUMPY ROAD. THE SKID LIGHT IN THE DASH ACTUALLY COMES ON. THEY SAID THAT THERE WAS NO RECALL FOR THIS PROBLEM SO THEY DIDN'T EVEN LOOK AT IT. THIS IS AN ONGOING OCCURANCE. I HAVEN'T HAD AN ACCIDENT YET FROM THIS PROBLEM BUT I THINK THAT YOU SHOULD LOOK INTO THIS ALSO SINCE I SEE THAT THEY ARE SAYING THAT ONLY THE 2010 PRIUSES HAVE THIS PROBLEM. MY CAR IS A 2006 TOYOTA PRIUS VIN:JTDKB20U967501969.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325623  
**Date of Incident:** 20090522  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** ROCHESTER, NY  
**NHTSA Summary:**

C-1365

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10272711  
**Date of Incident:** 20090523  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** KINGSHILL, VI  
**NHTSA Summary:**  
 MY HUSBAND AND I PURCHASE A TOYOTA TACOMA DOUBLE CAB 4X4 2009, ON FRIDAY MAY 22, 2009, AND WE ARE HAVING PROBLEMS WITH THE TRANSMISSION AND THE RADIO. WHEN WE ARE SLOWING DOWN TO TURN ON A CURVE AND WHEN WE DEPRESS THE ACCELERATOR THE TRANSMISSION DOWNSHIFTS INTO WHAT APPEARS TO BE THE 1ST GEAR. THE ENGINE WILL RACE UP TO A HIGHER RMP AS THE CAR SUDDENLY SLOWS DOWN. THIS IS DEFINITELY A SAFETY HAZARD. THIS POSSES A POSSIBILITY OF AN ACCIDENT AS OUR VEHICLE SLOWS DOWN QUICKLY AS WE ARE COMING OUT OF THE CURVE, LIGHT INTERSECTION OR ENTERING INTO AN INTERSECTION. THIS HAS BEEN OCCURRING SINCE WE PURCHASED BOTH VEHICLE. WE TOOK IT TO THE DEALER TO BE CHECKED, BUT CANNOT SEE ANYTHING WRONG WITH IT. THEY TOLD ME THEY CAN'T DO ANYTHING TO CORRECT THE ISSUE.(TOYOTA OF ST. CROIX,US VIRGIN ISLANDS). RADIO HAS BEEN ORDERED BECAUSE IN BOTH VEHICLES THE RADIO DOESN'T WORK. IT SHUTS OFF, AND IN THE OTHER ONE WHEN YOU ACCELERATE (GAS PEDAL) THE VOLUME GOES DOWN AND SOMETIMES UP. WHAT CAN YOU DO TO ASSIST US. THANK YOU. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321801  
**Date of Incident:** 20090523  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** EAGLEVILLE, PA  
**NHTSA Summary:**  
 I HAVE A 2006 LEXUS RX 400 H. A LEXUS CERTIFIED USED VEHICLE. THE VEHICLE WAS NEW TO ME LAST SUMMER. IT ACCELERATES SLIGHTLY WHEN I INITIATE BRAKING 2 OR 3 TIMES OUT OF 20 TIMES. I THOUGHT IT WAS "NORMAL" FOR A CAR WITH REGENERATIVE BRAKING. IT STARTLES YOU WHEN IT HAPPENS BUT HARD PRESSURE ON THE BRAKE STOPS THE CAR. YOU HAVE TO PAY ATTENTION EACH TIME YOU BRAKE. WHAT IS SCARY IS IT ACCELERATES A LOT IN ABOUT 1 OF 100 TIMES WHEN I BRAKE. AT FIRST I THOUGHT I WAS HITTING BOTH THE GAS AND THE ACCELERATOR... BUT I AM SURE I AM NOT. THE CAR WILL ACCELERATE TWO CAR LENGTHS BEFORE YOU CAN BRAKE IT. I THOUGHT IT WAS DANGEROUS AND BROUGHT IT TO THE DEALER LAST YEAR. WE WENT FOR A TEST DRIVE AND THE PROBLEM DID NOT OCCUR. THE DEALERSHIP RECORDED THE COMPLAINT AND TOLD ME TO KEEP AN EYE ON IT. THE 2 CAR LENGTH ACCELERATION PROBLEM WAS WORSE IN THE HOT MONTHS AND IT DID NOT SEEM TO OCCUR IN THE WINTER MONTHS. THE SLIGHT ACCELERATION PROBLEM HAS NOT CHANGED IN  
**Additional Summary:**

C-1366

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FREQUENCY. WITH ALL THIS TOYOTA BRAKE STUFF, I WONDER WHY I HAVE NOT HEARD OF THIS PROBLEM IN LEXUS HYBRID CARS TOO?  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10297978  
**Date of Incident:** 20090524  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** NEW IBERIA, LA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA AVALON. WHILE DRIVING AND ATTEMPTING TO SLOW DOWN AND AVOID HITTING A VEHICLE IN FRONT OF HER, THE VEHICLE BEGAN TO ACCELERATE. SHE WAS ABLE TO AVOID AN ACCIDENT WITH ANOTHER VEHICLE; HOWEVER, SHE CRASHED INTO A DRAIN PIPE. SHE WAS SUSTAINED A MINOR INJURY TO HER LEG. A POLICE REPORT WAS FILED. SHE HAS NOT SPOKEN WITH THE DEALERS OR THE MANUFACTURER. SHE RECEIVED RECALL NOTICE 09V388000, VEHICLE SPEED CONTROL, ACCELERATOR PEDAL AFTER THE FAILURE OCCURRED. THE CURRENT MILEAGE WAS 8,877. THE FAILURE MILEAGE WAS APPROXIMATELY 8,600.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314460  
**Date of Incident:** 20090524  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** MOUNT DESERT, ME  
**NHTSA Summary:**

ABOUT 8 OR 9 MONTHS AGO, I WAS DOING MAYBE 45 MILES PER HOUR WHEN ALL OF A SUDDEN THE RPM'S WENT WILD, THE ENGINE HOWLED, AND MY 2007 TOYOTA RAV4 LIMITED SPED OFF AS IF SOMEONE HAD DUMPED A BOULDER ON THE ACCELERATOR PEDAL. MY HEART WAS IN MY THROAT AS I TRIED TO STOP THE CAR. PRESSING THE BRAKE HARD DIDN'T DO IT. I THEN STUCK MY FOOT UNDERNEATH THE ACCELERATOR PEDAL AND PUSHED UP WITH THE TOE OR MY SHOE A FEW TIMES. THAT WORKED AND SUBSEQUENTLY I COULD DEPRESS THE BRAKE AND THE CAR RESPONDED NORMALLY. I ASSUMED AT THE TIME THAT MAYBE THE DRIVER'S-SIDE FLOOR MAT HAD SOMEHOW CREPT UP AND IMPEDED THE FREE OPERATION OF THE PEDAL. A THEORY THAT TOYOTA HEADQUARTERS ALSO SEEMED TO FIND PLAUSIBLE (THOUGH NOT FOR THE RAV4, APPARENTLY). SO I THREW OUT THE MAT AND DIDN'T REPLACE IT WITH ANYTHING. WE HAVE DIRTY CARPETING NOW, BUT WE ARE ALIVE. OF COURSE, IN RECENT WEEKS, THE WORLD HAS LEARNED THAT MILLIONS OF TOYOTAS ARE POTENTIALLY AFFLICTED WITH A STICKY ACCELERATOR PEDAL. TWO WEEKS AGO, WE DROVE OUR CAR TO THE DEALER, DOWNEAST TOYOTA IN BREWER, MAINE, WHEN IT WAS TIME FOR ITS 60,000-MILE SERVICE ANYWAY, AND WE INSISTED THAT THE ACCELERATOR BE REPLACED. WE DISCOVERED LATER THAT THEY HADN'T DONE SO, EVEN THOUGH WE ADVISED THEM CLEARLY THAT WE'D HAD A POTENTIALLY LIFE-THREATENING INCIDENT INVOLVING THE ACCELERATOR. THE REASON THEY WILL NOT REPLACE THE ACCELERATOR, THEY TOLD MY WIFE, IS BECAUSE TOYOTA BELIEVES THAT THE 2007 RAV4 HAS NO ACCELERATOR PROBLEMS. IN OTHER WORDS, OUR CAR IS NOT PART OF THE RECALL, SO WE'RE OUT OF LUCK NO MATTER WHAT LEVE PERSONALLY EXPERIENCED.  
**Additional Summary:**

**Toyota ID Number:**

C-1367

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10315106  
**Date of Incident:** 20090525  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** LAGUNA WOODS, CA  
**NHTSA Summary:**

WHILE DRIVING FROM CA TO VA IN MAY OF 2009 I EXPERIENCED AN UNINTENDED ACCELERATION WHILE IN CRUISE CONTROL. THIS OCCURRED AFTER I WOULD SLOW DOWN FOR TRAFFIC AND THEN ACTIVATE THE RESUME CONTROL. THIS HAPPENED ON SEVERAL OCCASIONS DURING THE TRIP EAST AND ON THE RETURN TRIP BACK TO CA. THE SPEEDS WITH THE UNINTENDED ACCELERATION REACHED 95MPH ON THE FIRST OCCASION AND STOPPED ONCE I APPLIED THE BRAKES. AFTER THE FIRST INCIDENT I WAS ABLE TO KEEP THE ACCELERATION FROM REACHING MORE THAN 10 TO 15 MPH OVER THE ASSIGNED CRUISE CONTROL SPEED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10272579, 10306155  
**Date of Incident:** 20090526  
**Vehicle:** 2002 LEXUS RX300  
**Location of Incident:** CRESTWOOD, KY  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 LEXUS RX300. WHEN THE CONTACT ATTEMPTED TO START THE VEHICLE, SHE NOTICED THAT THE ENGINE ATTEMPTED TO START ITSELF BEFORE THE KEY WAS TURNED ALL THE WAY IN THE IGNITION. SHE PROCEEDED TO SHIFT THE VEHICLE FROM PARK INTO DRIVE. THE VEHICLE ACCELERATED QUICKLY AND WOULD NOT STOP, EVEN WHEN THE BRAKES WERE APPLIED. THE VEHICLE CRASHED THROUGH THE GARAGE DOOR AND, APPROXIMATELY TEN FEET FURTHER, STRUCK A RETAINING WALL, HER NEIGHBOR'S HOME, AND A GAS METER. THE CONTACT PLACED THE VEHICLE INTO REVERSE AND IT SPED BACK THROUGH HER RETAINING WALL AND STRUCK HER HOME. THE AIR BAGS DID NOT DEPLOY AND THERE WERE NO INJURIES. A POLICE REPORT WAS FILED AND THE VEHICLE WAS DESTROYED. THE DEALER STATED THAT THEY HAD NEVER HEARD OF THIS TYPE OF FAILURE. SHE ATTEMPTED TO NOTIFY THE MANUFACTURER, BUT WAS UNABLE TO REACH ANYONE. THE CURRENT AND FAILURE MILEAGES WERE 61,232. I OWNED A 2002 LEXUS RX300, WHICH WAS TOTALED IN MAY OF 2009 DUE TO A STICKING ACCELERATOR. AFTER I STARTED IT IN MY GARAGE, THE VERY SECOND, I ENGAGED THE DRIVE GEAR, WITH MY FOOT SECURELY PLANTED ON THE BRAKE, MY VEHICLE TOOK OFF LIKE A ROCKET. IT CRASHED THRU MY GARAGE DOOR, PROCEEDED ABOUT 20 FEET ACROSS MY DRIVING PAD, CRASHED THRU A BRICK RETAINING WALL AND DID NOT STOP UNTIL IT HIT MY NEIGHBOR'S HOUSE NEXT DOOR. MY VEHICLE WAS TOTALED AND COLLISION RESULTED IN MASSIVE DAMAGE TO MY HOME AND MY NEIGHBOR'S HOME. TOYOTA INSPECTED MY VEHICLE AND ADVISED THAT MY INCIDENT WAS NOT THE RESULT OF A MANUFACTURING DEFECT AND THAT THEY WERE UNABLE TO DETERMINE THE CAUSE. MY VEHICLE HAD 61,000 MILES AND WAS IN MINT CONDITION AT THE TIME OF THE CRASH. I REPORTED THIS INCIDENT TO NHTSA ON 6/1/09. THERE HAS BEEN NO MENTION OF LATER MODEL LEXUS IN ANY OF THE CONVERSATIONS. I'D LIKE FOR SOMEONE TO ADDRESS MY ISSUE AS WELL. THANK YOU. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314092

C-1368

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090526  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BEVERLY, MA

**NHTSA Summary:**  
I EXPERIENCED THE SUDDEN ACCELERATION PROBLEM (WHICH HAS BEEN IN THE NEWS) IN MAY OF LAST YEAR. I WAS ABLE TO STOP THE CAR AFTER PUTTING IT INTO NEUTRAL AND SHUT OFF THE ENGINE. WHEN I RESTARTED IT, IT PERFORMED NORMALLY. I THEN DROVE IT DIRECTLY TO MY REPAIR SHOP WHERE THEY COULD FIND NOTHING WRONG. IT HAS NOT REOCCURRED SINCE. I OWN A 2004 TOYOTA CAMRY WITH ABOUT 72000 MILES ON IT.

**Additional Summary:**  
I own a 2004 Camry which I have had since 2005. About 4 months ago the car took off suddenly on Rte 62 in Danvers. I hit the accelerator a few times thinking that it may be stuck. That didn't work, so I tried to brake and that didn't work either. I put the car into neutral and then was able to stop the car. I shut off the engine and when I started it again it performed normally. I drove it directly to Autodyne in Beverly where I have my repairs done. Rob checked it out and couldn't find anything wrong.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291097  
**Date of Incident:** 20090527  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** VIRGINIA BEACH, VA

**NHTSA Summary:**  
TL\* THE CONTACT HAS A 2003 TOYOTA COROLLA. AFTER PROCEEDING FROM A STOP LIGHT AT 35 MPH, THE VEHICLE ACCELERATED TO 70 MPH. EVEN AFTER BRAKE APPLICATION, THE VEHICLE CONTINUED TO ACCELERATE. SHE THEN SHIFTED THE VEHICLE INTO PARK AND TURNED THE ENGINE OFF. THE VEHICLE WAS TOWED TO HER HOME. A MECHANIC INSPECTED THE VEHICLE, BUT COULD NOT IDENTIFY THE CAUSE OF THE FAILURE. THE MANUFACTURER WAS NOTIFIED, AND SHE WAS ADVISED THAT HER MODEL TYPE DOES NOT HAVE A DEFECT. THE FAILURE MILEAGE WAS 100,000. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302574  
**Date of Incident:** 20090527  
**Vehicle:** 2000 LEXUS LX470  
**Location of Incident:** SACRAMENTO, CA

**NHTSA Summary:**  
1. ACCELERATING ONTO CITY STREET 2. THE FAILURE - THE LOWER PORTION OF THE GAS PEDAL BECAME STUCK UNDER THE FLOOR MAT. IT HAPPENED TO ME TWICE. AFTER FIGURING OUT WHAT HAPPENED, AS I WAS ACCELERATING, I BENT DOWN AND MOVED THE FLOOR MAT. SCARY, STARTED TO PANIC, AS I COULDN'T BRAKE TO STOP, ACCELERATING AT HIGHER SPEEDS, NOT SAFE TO GET TO THE FLOOR MAT AND READJUST IT WHILE ACCELERATING INTO TRAFFIC. 3. DIDN'T KNOW ANYTHING COULD BE DONE UNTIL LISTENING TO NEWS REPORTS OF THIS RECENTLY. \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20090527  
**Vehicle:** 2007 TOYOTA CAMRY

C-1369

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** MENDHAM, NJ

**NHTSA Summary:**  
**Additional Summary:**  
FROM USA TODAY NEWS ARTICLE "The died in Toyotas, leaving many questions"

"During the past 12 months, Alfred Anzalone has had to cope with two losses. His daughter, Nancy, died in a car crash in May. His wife, Helen, passed away in January. She had a heart attack the morning of her daughter's funeral and never recovered, Anzalone says.

The NHTSA complainant, an anonymous relative, acknowledged in the filing that Nancy Anzalone suffered from bipolar disorder and was on the way to the hospital but insisted she was not suicidal.

Her father, who says he is convinced his daughter died because of Toyota's sudden-acceleration problems, disagrees with the complaint. He says his daughter was heading to work that morning and that witnesses say she sped through a red light with her emergency flashers on. A truck driver who saw the crash in his rearview mirror says the car swerved to miss him and crashed into a tree.

Police found the car burning and in two pieces."

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20090528  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** FREMONT, CA

**NHTSA Summary:**  
**Additional Summary:**  
On May 28, 2009, Aurora Rabuy was driving her 2006 Toyota Highlander on Alvarado Blvd., Fremont, CA with three passengers, when the SUV began suddenly accelerating and traveling too fast, she applied the brakes, but the vehicle would not stop or slow down, there were no brakes, she attempted to move the steering wheel back and forth in an attempt to slow the vehicle down, it continued and struck a tree, killing one pregnant passenger and severely injuring another passenger. The Fremont Police Report No. is 090528012.

Analy Manalo Drumm suffered injury to left chest and internal injuries to head and torso, went into cardiac arrest at scene. At 11:31 AM was pronounced dead by Dr. Schnabel.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308168  
**Date of Incident:** 20090528  
**Vehicle:** 2009 TOYOTA YARIS  
**Location of Incident:** STATEN ISLAND, NY

**NHTSA Summary:**  
I WAS BEHIND ANOTHER VEHICLE ON A RAMP LEADING FROM ONE ROADWAY TO ANOTHER AND NOW REALIZE THAT I HAD EXPERIENCED UNINTENDED ACCELERATION AS I WAS SLOWLY FOLLOWING THE VEHICLE IN FRONT OF ME ON THIS UPHILL RAMP AND MY VEHICLE LUNGED FORWARD STRIKING THE OTHER VEHICLE. THIS VEHICLE WAS A LOANER FROM GALAXY TOYOTA, EATONTOWN,N.J., A 2009 YARIS. IT WAS TOWED BACK TO TOYOTA.

**Additional Summary:**

**Toyota ID Number:**

C-1370

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10308756  
**Date of Incident:** 20090528  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** MISSOURI CITY, TX

**NHTSA Summary:**  
I HAVE A 2009 CAMRY. I KNOW ABOUT THE RECALL FOR THE ACCELERATION PROBLEM. THIS IS A SIMILAR PROBLEM THAT IS DIFFERENT, BUT ACTUALLY COULD BE RELATED PERHAPS. IF I SET MY CRUISE CONTROL FOR EXAMPLE AT 65 (OR ANY SPEED) AND I BRAKE THE CRUISE CONTROL DEACTIVATES. IF I SLOW TO LETS SAY 35 TO GO THROUGH TOWN, AND THEN HIT RESUME, THE CAR ACCELERATES VERY FAST UNTIL IT GETS TO 65 AGAIN. THIS ACCELERATION IS SO FAST THAT YOU OFTEN NEED TO RE-BRAKE TO RE ESTABLISH CONTROL OF THE CAR. THIS HAS BEEN A CONSTANT PROBLEM WITH THE 2009 CAMRY. I HAVE ANOTHER VEHICLE DODGE THAT GRADUALLY GAINS SPEED WHEN I HIT RESUME AND HAVE HAD A 96 CAMRY WITH CRUISE THAT HAD A GRADUAL RETURN TO THE PRESET SPEED. THE CRUISE CONTROL ON THE CAMRY IS DANGEROUS AND FAR FASTER THAN I WOULD EVER ACCELERATE FROM 35 TO 65 ON MY OWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10273568  
**Date of Incident:** 20090529  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** SAN JOSE, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2000 TOYOTA CAMRY. WHILE BACKING OUT OF A PARKING SPACE AT AN UNKNOWN SPEED, THE VEHICLE ACCELERATED ON ITS OWN WITHOUT WARNING. THE VEHICLE STRUCK A LAMP POST AND WAS TOWED TO AN AUTO LOT. THIS WAS THE FIRST TIME THIS FAILURE OCCURRED. A POLICE REPORT WAS FILED AND THERE WERE NO INJURIES. THE INSURANCE COMPANY WAS NOTIFIED AND THEY SENT AN ADJUSTER TO INSPECT THE VEHICLE. THE VEHICLE IS CURRENTLY IN THE INSURANCE COMPANY'S POSSESSION. THE DEALER WAS NOTIFIED AND STATED THAT THEY WOULD BE IN TOUCH. THE FAILURE AND CURRENT MILEAGES WERE 51,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10272614  
**Date of Incident:** 20090531  
**Vehicle:** 2005 TOYOTA TUNDRA  
**Location of Incident:** SPARKS, NV

**NHTSA Summary:**  
DRIVING AT HIGHWAY SPEED, WITH CRUISE CONTROL ENGAGED, AND BEGINNING TO CLIMB A GENTLE HILL, ENGINE SUDDENLY ACCELERATES AT FULL THROTTLE, AND THE TRANSMISSION DOWNSHIFTS TWO GEARS. IT CAUSES THE VEHICLE TO SUDDENLY AND RAPIDLY ACCELERATE. VEHICLE IS VERY DIFFICULT TO CONTROL ON SNOWY, OR RAIN SLICK ROADWAYS. IF FOLLOWING ANOTHER VEHICLE THAT SLOWS ON HILL, SUCH AS A SEMI TRACTOR-TRAILER, THERE IS EMINENT DANGER OF A REAR-END COLLISION. THIS IS NOT AN ISOLATED INCIDENT, IT OCCURS EVERY TIME THREE CONDITIONS ARE MET: 1. CRUISE CONTROL IS ENGAGED. 2. VEHICLE DRIVES UP INCLINE OR HILL. 3. HIGHWAY SPEED. \*TR

**Additional Summary:**

**Toyota ID Number:**

C-1371

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10303030  
**Date of Incident:** 20090601  
**Vehicle:** 2009 TOYOTA HIGHLANDER  
**Location of Incident:** EDWARDSBURG, MI

**NHTSA Summary:**  
I PURCHASED A 2009 TOYOTA HIGHLANDER, IN FEBRUARY 2009. ON JUNE 1, 2009, I WAS NORTHEAST OF ROCKVILLE, INDIANA ON HIGHWAY 47 IN THIS TOYOTA HIGHLANDER. I APPROACHED A SLOW MOVING VEHICLE ON A STRAIGHT SECTION OF ROADWAY AND PASSED THE VEHICLE. AS I WAS PASSING I FELT LIKE THE CAR WAS GOING FASTER THAN I WAS ACCELERATING. WHEN I PULLED BACK INTO THE RIGHT LANE THE CAR WAS GOING EVEN FASTER AND I REALIZED THAT THE CAR WAS ACCELERATING ON ITS OWN. LUCKILY, I WAS STILL ON A LONG STRAIGHT SECTION OF THE ROAD AND HAD SOME TIME. I FIRST TRIED TO BRAKE BUT THE CAR KEPT GOING EVEN FASTER. I PUT THE CAR IN NEUTRAL AND STARTED BRAKING AND LUCKILY FOUND A PLACE TO PULL OFF THE ROAD. I WAS COMPLETELY SHOCKED THAT THE ENGINE WAS RACING UNCONTROLLABLY. I LOOKED DOWN AT THE ACCELERATOR AND NOTHING WAS PUSHING OR TOUCHING IT. I THEN TURNED OFF THE CAR, PUT THE CAR IN PARK, GOT OUT OF THE CAR AND LOOKED AROUND THE ACCELERATOR AGAIN TO MAKE SURE THAT NOTHING WAS PUSHING ON IT, THEN WAITED FOR ABOUT A MINUTE AND RESTARTED THE CAR. THE CAR STARTED WITH THE ENGINE RACING. I TURNED OFF THE CAR AND RESTARTED THE CAR TWO MORE TIMES AND EACH TIME THE ENGINE RACED UNCONTROLLABLY. I TURNED OFF THE CAR, LEFT A MESSAGE FOR MY HUSBAND ON HIS PHONE AND WAITED FOR FIVE MINUTES HOPING MY HUSBAND WOULD CALL BACK. HE DID NOT CALL SO I DECIDED TO START THE CAR ONE MORE TIME. WHEN I DID, THE CAR STARTED NORMALLY AND THE ENGINE DID NOT RACE. I TRIED TO CALM DOWN EMOTIONALLY AND DROVE HOME NOT KNOWING WHEN OR IF THE ACCELERATOR WOULD BE A PROBLEM. I TOOK THE HIGHLANDER IN FOR SERVICE TO JORDAN AUTOMOTIVE GROUP, MISHAWAKA, INDIANA ON 6/3/2009 AND THEY INSISTED THAT THE FLOOR MATS WERE THE PROBLEM. I DO NOT BELIEVE THIS BECAUSE I HAD CHECKED EVERYTHING AROUND THE ACCELERATOR WHEN THE ENGINE WAS RACING AND THERE WAS ABSOLUTELY NOTHING TOUCHING THE ACCELERATOR. THE PROBLEM IS ELECTRONIC. I DO NOT FEEL SAFE IN THIS VEHICLE \*CW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303133  
**Date of Incident:** 20090601  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** PATTERSON VILLE, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 LEXUS ES330. WHEN HE ATTEMPTED TO START THE VEHICLE AND PRESS THE ACCELERATOR PEDAL IT BECAME STUCK AND THE RPM'S INCREASED RAPIDLY. HE DID NOT TAKE THE VEHICLE TO THE DEALER, YET, HE REMOVED THE FLOOR MAT. THE FAILURE MILEAGE WAS 45,000 AND THE CURRENT MILEAGE WAS 79,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305278  
**Date of Incident:** 20090601  
**Vehicle:** 2007 TOYOTA CAMRY HV  
**Location of Incident:** YUBA CITY, CA

C-1372

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

WE OWN A 2007 TOYOTA CAMRY HYBRID WITH A "SLOW TO RETURN" GAS PEDAL. WE REPORTED THIS PROBLEM TO YUBA CITY TOYOTA (CALIFORNIA) IN EARLY TO MID 2009 (PRIOR TO THE TOYOTA RECALL). THE TECHNICIAN AT THAT TIME VERIFIED AND CONFIRMED THE "SLOW TO RETURN" GAS PEDAL AND SAID IT MUST BE COMMON WITH THE CAMRY HYBRID. WHEN THE CURRENT GAS PEDAL RECALL WAS ANNOUNCED WE CONTACTED YUBA CITY TOYOTA AND WAS TOLD THE CAMRY HYBRID WAS NOT INCLUDED IN THE RECALL EVEN THOUGH WE COMPLAINED ABOUT THE PROBLEM ON PRIOR OCCASIONS PRIOR TO THE RECALL. ON JANUARY 29, 2010 I CONTACTED TOYOTA BY USING THEIR "CUSTOMER EXPERIENCE" TELEPHONE NUMBER (1-800-331-4331) AND WAS TOLD BY "LUIS" IN CUSTOMER SERVICE THAT A "REPRESENTATIVE" WOULD CALL US WITHIN TWO DAYS. AS OF TODAY, WE HAVE NOT RECEIVED A TELEPHONE CALL BACK FROM TOYOTA AND YUBA CITY TOYOTA WILL NOT ASSIST IN ANY REPAIRS WITHOUT AUTHORIZATION FROM TOYOTA. THE TOYOTA REFERENCE # 1001148767 WAS PROVIDED TO ME BY TOYOTA ON JANUARY 29, 2010. I HAVE ATTEMPTED NUMEROUS TIMES TO CONTACT TOYOTA CUSTOMER SERVICE WITH NEGATIVE RESULTS DUE TO THE HIGH NUMBER OF CALLS TO TOYOTA. THE TOYOTA CAMRY HYBRID HAS A PROBLEM WITH THE GAS PEDAL AND SOMEONE NEEDS TO ASSIST TOYOTA CAMRY HYBRID CUSTOMERS WITH GETTING THIS ISSUE RESOLVED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307112  
**Date of Incident:** 20090601  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LEVITTOWN, NY

**NHTSA Summary:**

I OWN A 2007 TOYOTA CAMRY WHICH I BELIEVE IS ONE OF THE VEHICLES THAT IS BEING RECALLED BECAUSE A FAULTY ACCELERATOR PEDAL. BECAUSE OF THIS RECALL, I WAS WONDERING IF AN ACCIDENT THAT MY WIFE HAD LAST YEAR WAS CAUSED BY THE PROBLEM ASSOCIATED WITH THE RECALL? MY WIFE WAS DRIVING ON A LOCAL PARKWAY IN STOP AND GO TRAFFIC. THE WEATHER WAS CLEAR AND DRY. MY WIFE WAS UNABLE TO STOP THE VEHICLE (TRAVELING AT A SPEED UNDER 25 MPH) AND HIT THE VEHICLE DIRECTLY IN FRONT OF HER. MY CAR SUSTAINED DAMAGE TOTALING \$6,575.79. I WONDER IF A FAULTY ACCELERATOR WAS THE CAUSE OF MY WIFE'S ACCIDENT? \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312337  
**Date of Incident:** 20090601  
**Vehicle:** 2002 TOYOTA CELICA  
**Location of Incident:** COLORADO SPRINGS, CO

**NHTSA Summary:**

TWICE WHEN COMING TO A STOP AT A STOP LIGHT, MY TOYOTA CELICA CONTINUED TO IDLE AT ABOUT 4000 RPM. I TRIED PULLING THE CAR MAT TOWARD THE SEAT TO BE SURE IT WASN'T INTERFERING WITH THE ACCELERATOR PEDAL. I ALSO TRIED GIGGLING THE ACCELERATOR PEDAL TO BE SURE NOTHING WAS STUCK. NEITHER OF THESE STOPPED THE HIGH RPM IDLE. EACH TIME THE ONLY THING THAT WOULD REDUCE THE RPM WAS TO TURN OFF THE ENGINE AND RESTART IT. THE TOYOTA HAS A MANUAL TRANSMISSION AND THE CLUTCH WAS DEPRESSED EACH TIME DURING THE HIGH RPM IDLE.

**Additional Summary:**

C-1373

**Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313412  
**Date of Incident:** 20090601  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** SAN FRANCISCO, CA

**NHTSA Summary:**

I WAS TURNING INTO A PARKING SPACE AT WORK AND MY 2004 LEXUS RX330 SUDDENLY MADE A REVVING NOISE AND ACCELERATED INTO A TREE IN THE MEDIAN AND THEN SMASHED HEAD ON INTO THE CAR IN THE OPPOSITE SPACE. THE BMW THAT MY CAR HIT WAS COMPLETELY TOTALLED. MY FORWARD MOMENTUM WAS STOPPED BY THE BMW BECAUSE MY CAR CLIMBED ON THE TREE AND ENDED UP ON TOP OF THE BMW. I WAS NOT ON THE PHONE AND HAD NO ALCOHOL OR DRUGS IN MY SYSTEM AND THERE WAS NO PASSENGER IN THE CAR TO DISTRACT ME. I AM A 58 YEAR OLD HEALTHY WOMAN WHO HAS BEEN DRIVING FOR 42 YEARS. I TOOK THE CAR INTO MY LEXUS DEALER AND THEY CHECKED THE COMPUTER AND CLAIMED THERE WERE NO DEFECTS. THEY TOLD ME I HAD PROBABLY STEPPED ON THE GAS INSTEAD OF THE BRAKE OR THE FLOOR MAT HAD GOTTEN STUCK ON TOP OF THE ACCELERATOR PEDAL. I CHECKED THE PEDAL (AS DID A CO-WORKER) RIGHT AFTER THE ACCIDENT AND THE MAT WAS NOT ON OR NEAR THE PEDAL. IN ADDITION, I DO NOT BELIEVE I HIT THE GAS INSTEAD OF THE BRAKE AS THE PARKING SPOT HAD AN UPHILL GRADE AND I MOST LIKELY WAS NOT YET READY TO BRAKE WHEN THE ACCELERATION OCCURRED. THE WEATHER WAS CLEAR AND SUNNY. MY BROTHER, WHO IS AN AIRLINE PILOT, SUGGESTED THAT IT COULD HAVE BEEN THE DRIVE-BY-WIRE ELECTRONICS MALFUNCTIONING BUT THE LEXUS DEALER ASSURED ME THAT COULD NOT POSSIBLY HAVE BEEN THE CASE. NOW, HEARING ABOUT ALL OF THE OTHER ACCELERATION PROBLEMS I BELIEVE MY COMPLAINT SHOULD BE ADDED TO THE LIST OF LEXUS/TOYOTA UNEXPLAINED UNINTENDED ACCELERATION PROBLEMS. IF SOMEONE HAD BEEN IN FRONT OF ME OR IN THE CAR I HIT THEY WOULD HAVE BEEN BADLY INJURED OR KILLED. I HAVE PICTURES OF THE DAMAGE IF YOU WOULD LIKE TO SEE THEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316232  
**Date of Incident:** 20090601  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** LOS A, CA

**NHTSA Summary:**

I PURCHASED MY CAMRY IN 2007 FROM CARSON TOYOTA IN LOS ANGELES. ON THE SECOND DAY AFTER PURCHASED MY VEHICLE I ALREADY STARTED EXPERIENCING ELECTRICAL PROBLEMS WITH MY MOON ROOF. ON SOME OCCASIONS IT WOULD NOT CLOSE PROPERLY. INSTEAD OF PUSHING THE CLOSE BUTTON, I HAD TO TAP IT TILL IT CLOSES COMPLETELY AND CAREFUL NOT TO OVER TAP OR IT WOULD OPEN ON ITS OWN AGAIN. THIS PROBLEM COMES AND GOES AND I'VE HAD THE DEALER CHECKED MY CAR BACK THEN. OVERALL, THEY GAVE ME A HARD TIME, FIRST RESPONSE I RECEIVED FROM THEIR MECHANIC WAS "THAT'S HOW IT IS" SO I ARGUED WITH HIM THAT YOU DON'T TAP A MOON ROOF BUTTON HOPING IT WOULD CLOSE PROPERLY. I ALSO SPOKE TO THE SALES AGENT WHO SOLD IT TO US AND JUST GAVE THE ANSWER "ITS A MACHINE, SOMETIMES IT BREAKS DOWN" WHICH MADE ME UPSET AS I JUST BOUGHT THE CAR A WEEK BEFORE AND IF HE TOLD ME THAT THEN, I WOULD NOT HAVE SUNK \$20,000 INTO IT IF IT WOULD START ACTING UP ON THE SECOND DAY! ANYWAY, THEY CHECKED MY MOONROOF AND COULD NOT FIND ANYTHING WRONG AND TOLD ME TO COME BACK NEXT WEEK IF IT STILL DIDN'T WORK. UNFORTUNATELY IT STOPPED AND IN THE PAST 2.8

C-1374

**Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

YEARS THIS PROBLEM KEEPS SURFACING AND DISSAPPEARING UP TO NOW. THEN AFTER LIVING WITH THIS DEFECT, I HAD THE UNFORTUNATE EXPERIENCE OF SUDDEN ACCELERATION WHEN MY GAS PEDAL GOT STUCK. I HAVE BAD BACK PROBLEMS BUT WITH SUDDEN PANIC WAS ABLE TO REACH DOWN AND GRAB THE CARPET TO LOOSEN THE PEDAL. SINCE THEN I HAVE NOT FELT SAFE IN MY CAR AND I'M AFRAID TO PRESS ON THE GAS PEDAL TO HARD. I'M CONCERNED ABOUT THE RECALL AS IT DOES NOT PREVENT THE ACCERATIONS FROM HAPPENING AND IF I HIT MY BREAKS ON A BUSY STREET AND THE CAR DIES, I'M AFRAID OF GETTING HIT FROM BEHIND OR ON THE SIDE ESPECIALLY WITH MY SON IN THE CAR. TO SUMMARIZE: I'VE HAD AN ACCELERATION AND ELECTRICAL PROBLEMS WITH THIS TOYOTA. IF I MAY PUT IN A REQUEST, TOYOTA NEEDS TO TAKE BACK THIS CAR AND REFUND IT'S CURRENT WORTH AT THE TIME TO THE RECALL, SO THAT WE CAN PURCHASE A SAFER FAMILY CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317477  
**Date of Incident:** 20090601  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** RENTON, WA

**NHTSA Summary:**

GAS PEDAL STICKS WHILE DRIVING OR MOVING AFTER A STOP SIGNAL. IT DOES EVERYDAY WHEN I DRIVE. TOLD THE DEALER, THEY SAID MY VEHICLE YEAR IS NOT IN RECALL BY TOYOTA NOW. NO REPAIRS DONE NOW. ALSO LIGHTING SYSTEM IT BLOWS LIGHT BULB, ALWAYS ONE HAS TO BE OUT OR ELSE IT WILL BLOW OUT COUPLE HOURS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318077  
**Date of Incident:** 20090601  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** LACEY, WA

**NHTSA Summary:**

WHILE MERGING ONTO I-5 I PUSHED THE RESUME SPEED SELECTION ON SPEED CONTROL. THE CAR SPED UP AND EXCEEDED THE PRESET SPEED OF 59 MPH AND REACHED 80 MPH. NEITHER APPLYING THE BRAKES OR PUSHING THE SPEED CONTROLS ON/OFF SWITCH TURNED THE SPEED CONTROL OFF. I TURNED THE KEY OFF AND ON TO CONTROL THE STEERING AND USED THE PARKING BRAKE TO GET THE CAR TO THE SHOULDER. THIS WAS A VERY FRIGHTING EXPERIENCE SO I JUST SAT THERE FOR A WHILE. I STARTED THE CAR AND THE ENGINE A COUPLE TIMES AND RPM'S WENT TO THE RED LINE. THE FLOOR MAT WAS LAYING FLAT AND HOOKED. I LOOKED UNDER HOOD AND NOTHING LOOKED UNUSUAL. I STARTED THE ENGINE AGAIN AND IT RAN NORMALLY. I PHONED THE DEALER'S SERVICE DEPT, AND THEY SAID IT WAS PROBABLY THE FLOOR MATS AND A RECALL NOTICE WAS IN THE WORKS. WE HAVE DRIVEN THE CAR ABOUT 5000 MILES SINCE INCIDENT, BUT WE DONT USE THE SPEED CONTROL. I AM SCHEDULED TO HAVE THE ACCELERATOR PEDAL REPLACED THIS WEEK.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332417  
**Date of Incident:** 20090601  
**Vehicle:** 1998 LEXUS GS400  
**Location of Incident:** IRVINE, CA

C-1375

**Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C***NHTSA Summary:**

LEXUS STUCK PEDAL--I DRIVE A 1998 LEXUS GS400 WHICH I BOUGHT NEW. WHEN I FIRST BOUGHT IT, I'D PRESSED THE PEDAL ALL THE WAY DOWN("FLOORED IT") MANY TIMES AND EVERYTHING WAS FINE. HOWEVER IN MORE RECENT YEARS, I RARELY "FLOORED IT". ONE TIME LAST SUMMER, I PUSHED THE PEDAL ALL THE WAY DOWN TO PASS A CAR AND THE PEDAL STUCK. MY CAR ACCELERATED FROM 35MPH TO 70MPH IN A MATTER OF SECONDS ON A LOCAL ROAD. I HIT THE BRAKES SEVERAL TIMES BUT IT KEPT SPEEDING UP. I WAS ABLE TO PRY UP THE PEDAL UP WITH MY TOE AVERTING A NEAR-ACCIDENT. THIS WAS BEFORE ALL OF THE NEWS WITH TOYOTA'S SUDDEN ACCELERATION CAME TO LIGHT. I DIDN'T TAKE THE CAR INTO THE LOCAL LEXUS SHOP BECAUSE, THEY CHARGE AT LEAST \$2000 EVERYTIME I TAKE IT IN. I DROVE THE CAR FOR ANOTHER YEAR BUT MADE SURE NOT TO PRESS THE PEDAL ALL THE WAY DOWN. HOWEVER, I AM INTENDING ON TRADING IN THE CAR NOW AND I WANT TO MAKE SURE THE DEFECT IS FIXED BECAUSE ANY FUTURE OWNERS OF THIS CAR WILL NOT BE AWARE OF THIS PROBLEM AND IT IS A POTENTIAL HAZARD WAITING TO HAPPEN. I WANTED TO FILE A COMPLAINT WITH THE GOVERNMENT BEFORE TAKING IT IN BECAUSE (A) I WANT THE GOVERNMENT TO BE AWARE THAT LEXUS(NOT JUST TOYOTA) HAS THIS PROBLEM OF STUCK PEDAL/ACCELERATION (B) IN CASE THE GOV WANTED TO CONDUCT ANY INVESTIGATION WITH MY VEHICLE REGARDING THE STUCK PEDAL FOR EVIDENCE OR RESEARCH BEFORE LEXUS DOES ANYTHING WITH IT(IT DID NOT INVOLVE A FLOORMAT--THE PEDAL JUST STUCK AND DIDN'T COME BACK UP AFTER I RELEASED MY FOOT) (C) COMPEL LEXUS TO FIX THE PROBLEM FOR FREE BECAUSE IT IS A SAFETY DEFECT BEFORE SELLING IT TO A FUTURE OWNER. I FEEL THIS IS IMPORTANT FOR THE GOVERNMENT TO DO EXTENSIVE RESEARCH REGARDING THIS MATTER. LEXUS HAS MANAGED TO STAY OUT OF TOYOTA'S RECENT CULPABILITY ISSUES, BUT CERTAINLY MY LEXUS HAD THE SAME EXACT PROBLEM. YOU MAY ALSO WANT ENGINEERS TO EXAMINE MY PEDAL FOR MORE RESEARCH OR EVEN EVIDENCE AS TO WHY THIS OCCURS IN LEXUS/ TOYOTA VEHICLES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291061  
**Date of Incident:** 20090602  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** YOUNGSTOWN, OH

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA CAMRY. WHILE DRIVING 40 MPH THE VEHICLE ACCELERATED WITHOUT INTENTION FOUR TIMES. AFTER REPEATED BRAKE APPLICATION THE VEHICLE DECELERATED TO THE INTENDED SPEED. THE DEALER WAS NOTIFIED AND THE CONSUMER WAS TOLD THE BRING THE VEHICLE IN. THE FAILURE MILEAGE WAS 15,000. UPDATED 11/20/09 \*BF THE SERVICE MANAGER LOOKED AT THE DRIVERS SIDE OF THE CARPET AND SAID THERE WAS NOTHING WRONG, BUT PLACED TWO TIES AT THE EDGE OF THE CARPET. UPDATED 11/20/09

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312737  
**Date of Incident:** 20090602  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** RENO, NV

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA COROLLA. THE CONTACT'S DAUGHTER WAS DRIVING AT APPROX 35 MPH, THE VEHICLE TRIED TO ACCELERATE AND LURCH FORWARD SUDDENLY AND REPEATEDLY. SHE PULLED OVER AND TURNED THE VEHICLE

C-1376

**Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OFF. THE CONTACT STATED THAT THERE WERE NO PRIOR INSTANCES OF THE FAILURE BEFOREHAND. THE CONTACT TOOK THE VEHICLE TO THE DEALERSHIP AND THE DEALER REPLACED THE ECM COMPONENT. SHE HAD NOT NOTICED ANY PROBLEMS WITH THE VEHICLE SINCE THE REPAIR. SHE HAD NOT SPOKEN WITH THE MANUFACTURER TO-DATE. THE CURRENT MILEAGE WAS APPROXIMATELY 23,500. THE FAILURE MILEAGE WAS APPROXIMATELY 18,000. UPDATED 03/24/10 \*BF  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294283  
**Date of Incident:** 20090603  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** CASTLETON, VA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA PRIUS. THE CONTACT STATED THAT WHENEVER SHE WAS DRIVING THE HEADLIGHTS CAME ON AND SHUT OFF INTERMITTENTLY. OCCASIONALLY, THE HEADLIGHTS WOULD NOT COME BACK ON FOR FIFTEEN MINUTES AFTER THEY SHUT OFF. THE ACCELERATOR PEDAL ALSO BEGAN STICKING TO THE FLOOR; HOWEVER, THERE WERE NO FLOOR MATS IN HER VEHICLE. THE DEALER INFORMED HER THAT FOR \$400 THEY WOULD REPLACE THE BULBS IN THE VEHICLE. THERE WERE NO RELATED RECALLS. THE VIN NUMBER WAS UNKNOWN. THE FAILURE MILEAGE WAS 75,850.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10273020  
**Date of Incident:** 20090604  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** ARROWSIC, ME  
**NHTSA Summary:**

I AM WRITING TO LET YOU KNOW OF A PROBLEM I AM EXPERIENCING WITH A 2009 TOYOTA PRIUS THAT I PURCHASED NEW JUST ONE WEEK AGO AND WHICH STILL HAS LESS THAN 500 MILES ON IT. A COUPLE OF DAYS AGO I WAS APPROACHING A STOP AT AN INTERSECTION, IN TOWN WHERE MY SPEED HAD BEEN ONLY ABOUT 15 MPH. WHILE MY FOOT WAS ON THE BRAKE, JUST PRIOR TO A FULL STOP, THE CAR ACCELERATED ON ITS OWN. I KEPT MY FOOT ON THE BRAKE, PRESSING HARD, AND THE BRAKE EVENTUALLY OVERRODE THE ACCELERATOR AND STOPPED. LOOKING AT THE DASH I SAW THAT THE ABS BRAKE LIGHT FLASHED ON BRIEFLY. IT WAS A SUNNY DAY, NO RAIN, NO SLICK SURFACE, NO ONE WAS IN FRONT OF ME, SO NO DAMAGE TO ME OR ANYONE ELSE. ANOTHER INCIDENT HAPPENED THIS MORNING IN MY GARAGE. I GOT INTO THE PRIUS, FOOT ON THE BRAKE, PUSHED THE POWER BUTTON, AND THEN A MOMENT LATER, STILL IN PARK, I FELT A SURGE. THE CAR DID NOT LUNGE FORWARD, BUT I STRONGLY FELT THE REVVING AND SURGE OF POWER, AND THE CAR LIFTED FROM THE POWER. THESE INCIDENTS CAUSED ME TO SEARCH THE WEB FOR SIMILAR EXPERIENCE OF OTHERS, AND I HAVE FOUND MANY, SOME WITH SEVERE CONSEQUENCES. I WOULD ALSO LIKE TO ADD THAT IN HINDSIGHT I REALIZE THAT TWO OTHER THINGS I HAVE NOTICED ABOUT THE BRAKES MIGHT BE IMPORTANT TO RELATE. I SOMETIMES HEAR A SLIGHT GRINDING DISK SOUND WHEN I BRAKE, AND I HAVE ON A FEW OCCASIONS NOTICED THAT THE BRAKES ARE SKIPPING AND THE ABS ENGAGING, AS IF I WERE ON A SLIPPERY OR GRAVELED SURFACE. YET THAT WAS NEVER THE CASE; THE ROAD CONDITIONS WERE DRY AND TAR WAS IN GOOD CONDITION. I KNOW THIS BECAUSE I LOOKED BACK EACH TIME TO SEE WHAT MIGHT HAVE CAUSED THE BRAKES TO ACT STRANGELY. THERE WAS NO APPARENT CAUSE. IN RETROSPECT, AFTER HAVING EXPERIENCED THE ACCELERATION

C-1377

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AT THE STOP SIGN, I REALIZE THAT THESE OTHER ODD BRAKING ISSUES MIGHT BE SYMPTOMS OF THE BIGGER BRAKING ISSUE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303870  
**Date of Incident:** 20090604  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** FT WAYNE, IN  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 TOYOTA HIGHLANDER. WHILE DRIVING 40 MPH, THE VEHICLE ACCELERATED AN ADDITIONAL 10 MPH. THE CONTACT STATED THE FIRST FAILURE OCCURRED APPROXIMATELY FOUR TO FIVE YEARS AGO AND HAS RECURRED WITHIN THE LAST SEVEN MONTHS. THE DEALER ADVISER HER THAT THERE ARE NO RELATED RECALLS. THE FAILURE MILEAGE WAS 86,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311302  
**Date of Incident:** 20090604  
**Vehicle:** 1995 TOYOTA COROLLA  
**Location of Incident:** LAS VEGAS, NV  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 1995 TOYOTA COROLLA. THE CONTACT WAS DRIVING APPROXIMATELY 35 MPH ON NORMAL ROAD CONDITIONS. THE STEERING WHEEL EXHIBITED EXCESSIVE VIBRATION. THE VEHICLE BEGAN TO PULL TO THE LEFT DIRECTION. IN ADDITION, UNEXPECTEDLY THERE WAS AN INCREASE IN ACCELERATION. THE DRIVER WAS ABLE TO CONTINUE IN OPERATION WITH CAUTION. THERE WAS DIFFICULTY STEERING AND THE DRIVER APPLIED GREAT FORCE TO THE STEERING WHEEL. THE FAILURES OCCURRED WHENEVER THE VEHICLE WAS IN OPERATION, THE VEHICLE HAS NOT BEEN REPAIRED AT THIS TIME. THE FAILURE MILEAGE AND VIN WERE UNKNOWN.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319367  
**Date of Incident:** 20090604  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** GREENSBORO, NC  
**NHTSA Summary:**

SUDDEN ACCELERATION OF VEHICLE  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10273039  
**Date of Incident:** 20090605  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MINNETONKA, MN  
**NHTSA Summary:**

WHILE MY WIFE (DRIVER FOR 40 YEARS) WAS BACKING OUT OF THE DRIVEWAY THE CAR ACCELERATED AT FULL THROTTLE, SHOT ACROSS THE STREET AND INTO THE

C-1378

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NEIGHBORS' YARD AND CRASHED INTO A TREE WHICH PREVENTED THE CAR FROM CRASHING INTO THE HOUSE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305853  
**Date of Incident:** 20090605  
**Vehicle:** 2009 LEXUS RX350  
**Location of Incident:** NAPLES, FL  
**NHTSA Summary:**

FOOT SLIPS BETWEEN GAS PEDAL AND BRAKE CAUSING CAR TO ACCELERATE  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310636  
**Date of Incident:** 20090606  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** OAKLAND, CA  
**NHTSA Summary:**

TOYOTA CAMRY 2000: INTERMITTENT AND UNEXPECTED ACCELERATION OF VEHICLE (LURCHING FORWARD) EITHER JUST BEFORE, DURING, OR JUST AFTER APPLYING SUBTLE PRESSURE TO BRAKE PEDAL. ISSUE TYPICALLY OCCURS IN STOP AND GO TRAFFIC WHEN: - ATTEMPTING TO SLOW VEHICLES FORWARD MOTION IN RESPECT OF POSTED SPEED LIMITS - APPROACHING STOP SIGNS OR RED TRAFFIC SIGNALS, OR - SWITCHING BETWEEN BRAKING AND ACCELERATION IS REQUIRED (ROAD CURVES, SPEED BUMPS, PARKING LOTS, ETC.). NO ACCIDENTS OR SPECIFIC INCIDENTS HAVE OCCURRED AS A RESULT OF THIS PROBLEM THAT I AM AWARE OF. I FIRST DISCOVERED THE ISSUE DRIVING MY MOTHER'S CAMRY WHILE VISITING HER IN FLORIDA. BECAUSE THE NHTSA REQUIRES INCIDENT-SPECIFIC INFORMATION TO COMPLETE THIS FORM, I SELECTED A DATE IN EARLY JUNE 2009 WHEN I FIRST BECAME AWARE OF THE PROBLEM. THE MILEAGE REPORTED IS APPROXIMATE. NOTE: ALTHOUGH I DO NOT TYPICALLY DRIVE THIS PARTICULAR CAR, I HAVE OWNED TWO TOYOTAS AND CURRENTLY DRIVE A 2006 PRIUS. I BELIEVE THAT THIS ANOMALY IS WORTH REPORTING, GIVEN THAT TOYOTA'S CURRENT RECALL OF ITS VEHICLES FOR VERY SIMILAR ISSUES HAS NOT YET ADDRESSED THESE ISSUES FOR OLDER MODELS. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292384  
**Date of Incident:** 20090607  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** OAK HARBOR, WA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS 2008 TOYOTA TUNDRA. WHILE DRIVING 60MPH AND CHANGING LANES, THE VEHICLE SUDDENLY ACCELERATED AND THE GAS PEDAL EXTENDED TO THE FLOOR. SHE WAS FORCED TO SHIFT INTO NEUTRAL GEAR AND DRIVE ONTO THE EMERGENCY LANE. THE ENGINE CONTINUED TO REV PRIOR TO SHUTTING THE ENGINE OFF. THE VEHICLE WAS TOWED TO THE DEALER. THE DEALER STATED THAT THE FLOOR MAT CAUSED THE VEHICLE TO ACCELERATE, YET SHE DOESN'T AGREE THAT THE FLOOR MATS CAUSED THE VEHICLE TO ACCELERATE. THE DEALER REPLACED THE ENGINE. THE FAILURE MILEAGE WAS 1,032 AND THE CURRENT MILEAGE WAS 11,000.  
**Additional Summary:**

C-1379

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311007  
**Date of Incident:** 20090607  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** MILL VALLEY, CA  
**NHTSA Summary:**

STARTED HAVING INTERMITTENT INCIDENTS APPROX 8 MTHS AGO. 3 X OCCURRED. 2 X WHEN PULLING INTO DRIVEWAY TO PARK, DRIVEWAY SLIGHTLY GRADED UP SLANT, BRAKED BUT MINOR INCREASE ACCELERATION OCCURRED. BRAKED HARDER & STOPPED. INCREASE ACCELERATION CONTINUED FOR APPROX 15-20 SEC LONGER THEN RETURNED IDLE. TOOK SERVICE & TUNE-UP. TOLD THEM, SERVICED AND SAID FINE. ALSO CHECKED ELECTRICAL AS LIGHTING SWITCHED FROM FRONT TO BACK SEAT FOR NO REASON. TOLD JUST REPROGRAM NEEDED & OK. AFTER THAT SERVICE HAD ONE MORE INCIDENT WHEN OVER MCDONALD'S MILL VALLEY - DRIVE THRU - VEHICLE AHEAD MOVED & I TRIED TO JUST MOVE SLOWLY TOO. ACCELERATED MUCH HIGHER THAN FOOT PRESSURE ON PEDAL. HIT BRAKES HARD & JUST MISSED CAR AHEAD OF ME. CAR WAS STOPPED, BUT ACCELERATION REMAINED HIGHER FOR 30-45 SEC. LINE HELD UP UNTIL ACCELERATION SEEMED OK. THEN MOVED AHEAD W/ NO ISSUES. NOW NO INCIDENTS X APPROX. 2 MONTHS. NOTE PEDAL ACTION HAS ALWAYS APPEARED OK. NOT HUMAN ERROR. FOUND NO KNOWN CAUSE. DO USE STANDARD RUBBER RAV4 FLOOR MATS - OK & CLEARANCE TO DEPRESSED PEDAL 3 1/2-4 INCHES. I WAS UNAWARE OF PROBLEMS TOYOTA WHEN THESE OCCURRED, THEN NEWS, & "RED LIGHT" & THOUGHT OF MY INCIDENTS. WILL THEY RETURN AGAIN? MY VIN# SAYS I AM OK? I DO KNOW INCIDENTS HAPPENED. HAD SPOKEN WITH MY SON WHO IS AUTO ENGINEER TOO. MINOR OR MAJOR INCIDENTS STILL DO CARRY RISK EXPOSURE FOR ME. AND COST EFFECT RISK EXPOSURE TOO. NOTE I DO NOT KNOW EXACT DATES OF 4 INCIDENTS. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290834  
**Date of Incident:** 20090608  
**Vehicle:** 2008 TOYOTA SOLARA  
**Location of Incident:** CENTERVILLE, VA  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA SOLARA. WHILE RELEASING THE PARKING BRAKE AT A STOP LIGHT, THE VEHICLE ACCELERATED WITHOUT INTENTION. AS A CONSEQUENCE HE REAR-ENDED ANOTHER VEHICLE. IN ORDER TO STOP THE VEHICLE FROM SURGING FORWARD HE HAD TO SHIFT INTO THE NEUTRAL GEAR, AND THEN REMOVE THE KEY FROM THE IGNITION. THE CURRENT AND FAILURE MILEAGES WERE 11900.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303688  
**Date of Incident:** 20090608  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** LEOMINSTER, MA  
**NHTSA Summary:**

TOYOTA COROLLA XRS 2005 GAS PEDAL STICKING. WHILE DRIVING SPEED INCREASED. I HAD TO FIGHT WITH GAS PEDAL AND BRAKE PEDAL TO BRING VEHICLE UNDER CONTROL. DANGER WAS IMMINENT AND I FOUGHT WITH PEDALS. IF I HAD BEEN ON AN OPEN ROAD

C-1380

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WITH NOTHING AHEAD OF ME (GIVING ADDITIONAL TIME) I WOULD HAVE DEPRESSED THE CLUTCH. THIS IS A XRS HAVING 6 SPEED MANUAL AND LARGER ENGINE THAN STANDARD COROLLA. THIS HAS HAPPENED AT LEAST 3 OR 4 TIMES IN THE 5 YEARS I HAVE OWNED THE VEHICLE. I AM NOT SURE WHAT HAPPENED WASN'T THE RESULT OF OPERATOR ERROR BUT REPETITION OF SIMILAR EVENT INDICATES OTHER THAN OPERATOR ERROR. THE DATE INDICATED ON FORM WAS ONLY USED SO THAT I CAN CONTINUE ENTERING DATA. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319027  
**Date of Incident:** 20090608  
**Vehicle:** 2008 LEXUS IS350  
**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**

AS I WAS PARKING MY LEXUS IN A PARKING LOT, THE CAR SUDDENLY SHOT FORWARD, MOVING OVER THE PARKING CEMENT BARRIER AND CRASHING INTO A WALL. THE CAR WAS REPAIRED. AFTER I RECEIVED THE RECALL NOTICE FROM TOYOTA RELATING TO THE FLOOR MAT ISSUE, I MADE SURE THE FLOOR MATS WERE PROPERLY ATTACHED. THIS HAPPENED ONLY ONCE. I BELIEVE THAT THE ACCIDENT WAS CAUSED BY THE FLOOR MAT SLIDING AND PUSHING ON THE ACCELERATOR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293670  
**Date of Incident:** 20090609  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** SAN MATEO, CA

**NHTSA Summary:**

JUNE 9, 2009 MY 2007 ES 350 LEXUS TOOK OFF WITH ME REACHING A FRIGHTENING SPEED OF 95 MILES AN HR WHEN I REACHED THE MAT UNDER MY RIGHT KNEE AND YANKED THE CARPET AND AT LAST FREED THE GAS AND BRAKE PEDAL. I KNOW THE WHERE BOTH INVOLVED AS I HIT THE BRAKES TO NO AVAIL AS THE SPEED BECAME FRIGHTENING AND KEEPING IT ON THE ROAD WAS A MIRACLE. I THINK IT IS UNACCEPTABLE THAT I DID NOT RECEIVE ANY RECALL NOTICE FOR ALMOST 4 MOST AFTER THIS INCIDENT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10288952  
**Date of Incident:** 20090609  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** OXNARD, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA 4RUNNER. WHILE DRIVING 65 MPH WITH THE CRUISE CONTROL ACTIVATED, THE ACCELERATOR BECAME STUCK. AFTER REPEATED BRAKE APPLICATION, THE VEHICLE WOULD NOT STOP. AFTER DEACTIVATING THE CRUISE CONTROL SHE WAS ABLE TO STOP THE VEHICLE. THE DEALER WAS NOTIFIED, AND A TECHNICIAN CONCLUDED THAT THE FLOOR-MAT WAS THE CAUSE OF THE FAILURE; HOWEVER, SHE BELIEVED THAT THE TECHNICIANS HAVE INCORRECTLY IDENTIFIED THE CAUSE OF THE FAILURE. THE FAILURE MILEAGE WAS 48,675.

**Additional Summary:**

C-1381

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303950  
**Date of Incident:** 20090609  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** HILLSBORO, OR

**NHTSA Summary:**

I WAS DRIVING MY 2006 TOYOTA SIENNA LE THROUGH A PARKING GARAGE. AS I WAS MAKING A SHARP RIGHT-HAND TURN INTO MY PARKING SPOT, THE VEHICLE ACCELERATED AT FULL-THROTTLE AND SMASHED INTO A CONCRETE WALL. THE FRONT BUMPER WAS HEAVILY DAMAGED AND I HAD SOME SYMPTOMS OF WHPLASH FOR A FEW DAYS. IT HASN'T HAPPENED SINCE THEN. THANKFULLY, I MENTIONED THE INCIDENT TO THE TOYOTA SERVICE REP AT MY NEXT SCHEDULED MAINTENANCE, BUT THERE WAS NO INSPECTION MADE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305409  
**Date of Incident:** 20090609  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** LODI, NJ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 5 MPH OUT OF THE DRIVEWAY, THE VEHICLE ACCELERATED UNCONTROLLABLY AND CRASHED INTO A POLE. THE VEHICLE WAS DESTROYED AND TOWED FROM THE SCENE. THE CONTACT SUSTAINED INJURIES AND WAS TRANSPORTED TO THE HOSPITAL. A POLICE REPORT IS AVAILABLE IF NEEDED. THE CONTACT DOES NOT KNOW WHAT CAUSED THE FAILURE TO OCCUR. THE MANUFACTURER WAS NOT NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS 30,000

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307109  
**Date of Incident:** 20090609  
**Vehicle:** 1998 TOYOTA RAV4  
**Location of Incident:** DEARBORN HTS, MI

**NHTSA Summary:**

MY 98 RAV4 STARTED ACCELERATION PROBLEMS AFTER WE HIT 120,000 MILES. IT HAS DONE IT ABOUT A DOZEN TIMES BUT IT SEEMS LIKE IT HAS ONLY HAPPEN WHEN WE ARE STOPPED AT A LIGHT OR STOPPED TO PULL OUT INTO TRAFIC, IT MAY HAVE DONE IT ONLY 1 OR 2 TIMES WHILE DRIVING. \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315659  
**Date of Incident:** 20090609  
**Vehicle:** 2000 TOYOTA AVALON  
**Location of Incident:** CROWNSVILLE, MD

**NHTSA Summary:**

200 TOYOTA AVALON CAR UNEXPECTEDLY ACCELERATED WHILE CAR WAS IN CRUISE CONTROL. COULD NOT DISENGAGE CRUISE CONTROL.CHECK ENGINE LIGHT ASLO CAME

C-1382

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ON. CONDITION WAS VERIFIED BY TEACH WHEN SERVICED BY DEALER. CLEANED AND SERVICED MASS AIR FLOW SENSOR AND RESET. CLEAN AND SERVICED IDLE AIR CONTROL VALVE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316303  
**Date of Incident:** 20090609  
**Vehicle:** 1997 TOYOTA 4RUNNER  
**Location of Incident:** SCHERTZ, TX

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 1997 TOYOTA 4RUNNER. WHILE DRIVING APPROXIMATELY 70 MPH, THE VEHICLE SUDDENLY ACCELERATED ON ITS OWN UP TO 100 MPH. HE BEGAN SHIFTING FROM NEUTRAL GEAR TO DRIVE AND VICE VERSA TO SLOW THE VEHICLE DOWN. HE TOOK THE VEHICLE TO THE DEALER WHO STATED THAT AN AFTER MARKET ALARM BOX WAS TUCKED BEHIND THE PEDAL. THE DEALER STATED THAT THE BOX MAY HAVE CAUSED THE FAILURE. ANOTHER DEALER TOLD HER THAT A CABLE NEEDED TO BE REPLACED. HE CALLED THE MANUFACTURER BUT RECEIVED NO ASSISTANCE. THE VEHICLE HAD NOT BEEN REPAIRED WHEN THE COMPLAINT WAS FILED. THE CURRENT MILEAGE WAS APPROXIMATELY 108,000. THE FAILURE MILEAGE WAS 107,038.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293564  
**Date of Incident:** 20090610  
**Vehicle:** 2001 TOYOTA SIENNA  
**Location of Incident:** GARDENA, CA

**NHTSA Summary:**

5 MONTHS AGO MY SON WAS DRIVING MY CAR AND IT SUDDENLY ACCELERATED AND HE COULD NOT GET THE CAR TO STOP EVEN WHEN HE PUT ON THE BRAKE. WHEN I GOT THE CAR, I STARTED THE ENGINE AND IT LUNGED FORWARD, BUT I PUT THE CAR IN NEUTRAL AND THE ENGINE JUST RACED. I ULTIMATELY TOOK THE CAR TO MY MECHANIC AND HE TOOK IT SOMEWHERE ELSE WHERE THEY REPAIRED THE PROBLEM AFTER TWO ATTEMPTS. MY CAR DID NOT HAVE ANY DRIVER SIDE FLOOR MATS IN IT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294292  
**Date of Incident:** 20090610  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** ELDERSBURG, MD

**NHTSA Summary:**

ON JUNE 10, 2009 I WAS DRIVING MY 2006 TOYOTA TACOMA, AS I STARTED TO DECREASE MY SPEED AT A TRAFFIC LIGHT THE ENGINE BEGAN TO RACE. I ATTEMPTED TO STOP; HOWEVER, THE ENGINE RACED AND I WAS UNABLE TO STOP MY TRUCK. AS A RESULT I CAUSED AN ACCIDENT - MYSELF AND ANOTHER TRUCK. NO ONE WAS INJURED, HOWEVER THERE WAS DAMAGE TO BOTH VEHICLES. AT THE TIME OF THE ACCIDENT I WAS UNAWARE OF ANY POSSIBLE RECALLS OR SAFETY WARNINGS REGARDING A THROTTLE PROBLEM. THIS WAS THE SECOND TIME THE THROTTLE "STUCK". I WAS FORTUNATE THAT TIME, NO ONE ELSE WAS ON THE ROAD I WAS DRIVING. IM

C-1383

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

EXTREMELY CONCERNED THAT THIS WILL HAPPEN AGAIN. NOW TOYOTA IS ISSUING A RECALL ON SPECIFIC VEHICLES. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336025  
**Date of Incident:** 20090610  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** APACHE JUNCTION, AZ

**NHTSA Summary:**

WHEN COMING TO A STOP, THE CAR INCREASES IDLE TO 1500-2000 AND THE BRAKES SOMETIMES BECOME "SQUISHY" AND THE BRAKE PEDAL WILL FEEL LIKE THERE IS NO PRESSURE. THE CAR WILL STOP, BUT THE IDLE WILL CONTINUE TO REV UP. I HAVE TO ENSURE I DO NOT RELEASE THE BRAKE UNTIL THE CAR IN FRONT OF ME IS A VERY SAFE DISTANCE AWAY. THE DEALER COULD NOT REPLICATE THE PROBLEM. THIS HAS CONTINUOUSLY OCCURED SINCE THE CAR WAS NEW, IT NOW HAS APPROXIMATELY 17000 MILES. THIS VEHICLE, PER THE VIN WAS NOT INCLUDED IN THE RECALL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312841  
**Date of Incident:** 20090611  
**Vehicle:** 2007 TOYOTA SEQUOIA  
**Location of Incident:** EAST BETHEL, MN

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA SEQUOIA. THE CONTACT STATED WHILE DRIVING AT 55 MPH AND RELEASING THE ACCELERATOR PEDAL THE PEDAL NEVER RELEASED. THE SPEED OF THE VEHICLE INCREASED TO 90 MPH. THE CONTACT PUT THE VEHICLE INTO NEUTRAL AND SHUT THE VEHICLE OFF. THE CONTACT WAS ABLE TO PULL THE VEHICLE OFF THE ROAD AND CHECK TO SEE IF THE FLOOR MAT CAUSED THE VEHICLE TO ACCELERATE, BUT FOUND THAT IT WASN'T THE FLOOR MAT. THE CONTACT RESTARTED THE VEHICLE WITHOUT ANY PROBLEMS. THE CONTACT CALLED THE MANUFACTURER AND THEY INFORMED THE CONTACT TO TAKE THE VEHICLE TO A DEALER. THE DEALER PERFORMED A DIAGNOSTIC TEST AND FOUND NOTHING WRONG WITH THE VEHICLE. THE CONTACT FEELS THIS YEAR SHOULD BE ADDED TO RECALL NUMBER 10V17000 REGARDING THE STICKY PEDAL. THE FAILURE MILEAGE WAS 55,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303543  
**Date of Incident:** 20090612  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** MACOMB, IL

**NHTSA Summary:**

I HAD A SUDDEN ACCELERATION EXPERIENCE IN A 2004 TOYOTA SIENNA VAN. I AM FILING THIS COMPLAINT BECAUSE I AM CONCERNED THAT THE RECENTLY ANNOUNCED TOYOTA RECALLS DO NOT INCLUDE THE SIENNA MODEL. THE INCIDENT OCCURRED WHILE I WAS PARKING MY ROOMMATE'S SIENNA VAN. I PULLED INTO A PARKING SPOT, UNHAPPY WITH THE ANGLE IN WHICH I WAS PARKED, I PUT THE VEHICLE INTO REVERSE, BACKED UP SLOWLY THEN PUT THE VEHICLE INTO DRIVE AND STARTED TO ENTER INTO THE PARKING SPOT WHILE STRAIGHTENING THE WHEEL. AS THE VEHICLE MOVED FORWARD, THE ENGINE SUDDENLY MADE A LOUD ROARING NOISE AND LEAPT

C-1384

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FORWARD OUT OF CONTROL, JUMPING A PARKING CURB AND UP OVER THE SIDEWALK IN FRONT OF THE RESTAURANT. I PLACED BOTH FEET IMMEDIATELY ON THE BRAKE BUT COULDN'T STOP THE VEHICLE. WHAT STOPPED THE VEHICLE WAS THE BRICK WALL OF THE RESTAURANT. AFTER THE INCIDENT, WE HAD THE VEHICLE EXAMINED BY A TOYOTA DEALER WHO DID DIAGNOSTIC TESTING AND COULD NOT DETERMINE A CAUSE FOR THE SUDDEN ACCELERATION. THIS EVENT OCCURRED PRIOR TO NEWS REPORTS OF A POSSIBLE PROBLEM WITH TOYOTA VEHICLES. WHEN THE TOYOTA PROBLEM BECAME PUBLIC LAST FALL, I CONTACTED TOYOTA AND OFFICIALLY "REGISTERED" MY EXPERIENCE WITH THE SIENNA VAN (TOYOTA REFERENCE #0911107062). I ALSO CALLED MY TOYOTA DEALER IN MY TOWN (MACOMB IL) WHO ADMITTED THERE WAS ANOTHER SIENNA VAN BROUGHT TO HIM THAT ALSO EXPERIENCED A SUDDEN ACCELERATION AFTER THE ONE I WAS DRIVING. MY STATE FARM INSURANCE AGENT IS ALSO AWARE OF THAT OTHER SIENNA EXPERIENCE. I AM NOT SEEKING REIMBURSEMENT BUT I AM CONCERNED THAT THE SIENNA MODEL SHOULD ALSO BE CONSIDERED FOR THE PEDAL ASSEMBLY RECALL. AT THE TIME, THIS SIENNA HAD APPROXIMATELY 78,000 MILES ON IT. JUST FOR THE RECORD, I AM A 2007 TOYOTA CAMRY OWNER AND HAVE NOT HAD ANY ISSUES WITH SUDDEN ACCELERATION IN THIS VEHICLE (APPROXIMATELY 22,000 MILES), THANK YOU. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303741  
**Date of Incident:** 20090612  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** SACRAMENTO, CA

**NHTSA Summary:**

ON JUNE 12 MY WIFE WAS ENTERING A PARKING SPOT WITH HER FOOT ON THE BRAKE PEDAL WHEN THE 2003 LEXUS ES 300 SUDDENLY WITH A ROAR SURGED FORWARD JUMPED A PARKING BUMPER AND A HIGH SIDEWALK CURB WENT FORWARD ABOUT 6 FEET AND HIT A CONCRETE AND STEEL GIRDER STAIR CASE. THE CRASH DID OVER 5000.00 DOLLARS DAMAGE TO THE CAR AND OVER 5000.00 DOLLARS TO THE STAIRS. MY WIFE WAS WEARING HER SEAT BELT AND HAD A SORE COLLAR BONE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315685  
**Date of Incident:** 20090612  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** CATAREGA BEACH, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2000 TOYOTA CAMRY. WHILE COMING FROM A COMPLETE STOP, THE ACCELERATOR PEDAL WOULD STICK IN THE OPEN THROTTLE POSITION. SHE WOULD CONTINUE TO TAP ON THE PEDAL WITH HER FOOT UNTIL IT WOULD MOVE BACK INTO THE IDLE POSITION. THE DEALER WAS CONTACTED ON SEVERAL OCCASIONS AND THERE WERE SEVERAL ATTEMPTS TO CORRECT THE FAILURE, EXACT REPAIRS WERE UNKNOWN TO THE CONTACT. THE ACCELERATOR PEDAL WAS PREVIOUSLY REPLACED AS WELL, HOWEVER THE FAILURE PERSISTED. TO DATE, THE FAILURE PERSISTS AND THERE WERE NO RECALLS ON HER VEHICLE. THE FAILURE MILEAGE WAS 90,000 AND THE CURRENT MILEAGE WAS APPROXIMATELY 155,694.

**Additional Summary:**

**Toyota ID Number:**

**C-1385**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10292480  
**Date of Incident:** 20090613  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MARTINEZ, GA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE APPROACHING A RED TRAFFIC LIGHT THE VEHICLE SUDDENLY BEGAN TO ACCELERATE ON ITS OWN; HOWEVER, SHE WAS ABLE TO CONTROL THE VEHICLE. THE FAILURE OCCURRED ON TWO OCCASIONS. THE CURRENT AND THE FAILURE MILEAGES WERE 15,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318542  
**Date of Incident:** 20090613  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 LEXUS IS250. WHILE THE VEHICLE WAS TRAVELING 25 MPH THE CONTACT ATTEMPTED TO BRAKE AND NOTICED THAT THE VEHICLE HAD SUDDENLY SURGED FORWARD. THE CONTACT HAD TO TURN OFF THE VEHICLE IN ORDER TO STOP THE ACCELERATION. THE SAME FAILURE HAS OCCURRED ON 3 PRIOR OCCASIONS. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP AND THE FAILURE MILEAGE WAS 108000. CURRENT MILEAGE WAS 113000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10274014  
**Date of Incident:** 20090614  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** HANSVILLE, WA

**NHTSA Summary:**

THE THROTTLE IN MY 2007 RAV4 V6 LIMITED HAS STUCK OPEN THREE TIMES IN THE LAST FEW MONTHS. IT HAPPENS AFTER I "FLOOR" THE ACCELERATOR. THE FIRST TIME OCCURRED IN MY GARAGE AS I WAS TRYING TO START THE ENGINE. I HAD TO TURN IT OFF. THE SECOND TIME WAS A WEEK LATER AS I WAS PASSING A TRUCK GOING UP A HILL ON A 3 LANE HIGHWAY. I PUT ON THE BRAKES AND TRIED TO GET THE TRANSMISSION INTO NEUTRAL AS I TRIED TO GET TO CROSS TWO LANES OF TRAFFIC TO GET TO THE SHOULDER. I WAS SUCCESSFUL WITHOUT GETTING INTO AN ACCIDENT, BUT IT WAS SCARY. I TOOK THE CAR TO A DEALER AND THEY SAID THAT THE THROTTLE BODY HAD A LEAK, SO THEY REPLACED THE SEAL. I DID NOT EXPERIENCE THE PROBLEM AGAIN FOR A COUPLE OF MONTHS UNTIL IT HAPPENED AGAIN TWO DAYS AGO. I WAS ACCELERATING TO MERGE WITH TRAFFIC ON A FREEWAY. I APPLIED THE BRAKES AND THE THROTTLE STOPPED STICKING AND QUICKLY RETURNED TO NORMAL OPERATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291452  
**Date of Incident:** 20090615  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** MINERAL, VA

**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**C-1386**

2007 TOYOTA AVALON LIMITED. DEFECTIVE LASER CRUISE CONTROL. NOTE: VEHICLE HAS KEYLESS IGNITION. WHEN ACTIVATED THE UNIT WOULD REGISTER OBSTRUCTIONS THAT WERE NOT THERE OR WOULD NOT EVEN RECOGNIZE A VEHICLE DIRECTLY IN FRONT. WHEN THE UNIT RECOGNIZES THE OBJECT IT STARTS TO SLOW DOWN, APPLY THE BRAKES, AND WHEN THE OBSTRUCTION IS FAR ENOUGH AWAY IT RESUMES SPEED. THE PROBLEM IS WHEN IT RESUMES SPEED, THE ACCELERATOR IS ALMOST PUSHED TO THE FLOOR AND ACCELERATION IS RAPID. THE BEST WAY TO DISENGAGE THE SYSTEM IS FROM THE CONTROL STALK ON THE STEERING COLUMN. I HAD THIS PROBLEM FROM THE TIME I BOUGHT THE VEHICLE IN JULY OF 2007. AFTER TWO YEARS OF COMPLAINING TO THE DEALER THE UNIT WAS RECOGNIZED AS BEING DEFECTIVE AND REPLACED IN JUNE 2009. THE DEALER CLAIMED THAT HE HAD NOT RECEIVED ANY DIRECTIVE FROM TOYOTA USA CONCERNING A PROBLEM WITH THE UNIT. WITH ALL THE PUBLICITY THAT TOYOTA IS RECEIVING CONCERNING ACCELERATOR PROBLEMS, I THOUGHT THAT IN SOME CASES THE CAUSE MAY BE RELATED TO COMPUTER PROBLEM IN ADDITION TO A "JAMMED" OR STUCK ACCELERATOR. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296326  
**Date of Incident:** 20090615  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PROVIDENCE, RI

**NHTSA Summary:**

I WAS DRIVING DOWN AN OPEN ROAD AT A MODERATE SPEED (ABOUT 40 MPH). THE VEHICLE SUDDENLY BEGAN TO ACCELERATE. I STEPPED ON THE BRAKE PEDAL BUT THIS ONLY CAUSED THE ENGINE TO REV. I CONTINUED TO PRESS ON THE BRAKE PEDAL WITH A GREAT DEAL OF FORCE AND WAS EVENTUALLY WITH DIFFICULTY ABLE TO BRING THE VEHICLE TO A STOP EVEN THOUGH THE ENGINE CONTINUED TO BE REVVING VERY HIGH. I PUT THE CAR IN PARK AND TURNED OFF THE ENGINE. AFTER WAITING FOR A FEW SECONDS, I TURNED THE VEHICLE BACK ON AGAIN. THE ENGINE WAS STILL REVVING OUT OF CONTROL. I TURNED THE VEHICLE BACK OFF AND WAITED A FEW SECONDS THEN TRIED AGAIN. THE ENGINE WAS STILL REVVING VERY HIGH. ON THE THIRD OR FOURTH TRY OF THIS CYCLE, THE ENGINE FINALLY STARTED NORMALLY. I WAS THEN ABLE TO DRIVE AWAY AT A NORMAL SPEED. I TOOK THE VEHICLE TO A TOYOTA DEALER ON 6/18/09. THEY CHECKED IT WITH A SCAN TOOL AND DID A ROAD TEST BUT COULD NOT FIND ANYTHING WRONG WITH THE VEHICLE. THIS WAS A ONE-TIME EVENT AND HAS NEVER HAPPENED AGAIN. THE DEALER SAID THAT THE PROBLEM WAS LIKELY CAUSED BY A FLOOR MAT BUT I FIND THIS SIMPLY IMPOSSIBLE TO BELIEVE. I CHECKED THE PEDALS AFTER STOPPING THE CAR AND THEY WERE NOT OBSTRUCTED IN ANY WAY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301891  
**Date of Incident:** 20090615  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** BOULDER, CO

**NHTSA Summary:**

I JUST THOUGHT YOU SHOULD KNOW, LAST YEAR MY GAS PEDAL GOT STUCK. I HAVE A 2004 TOYOTA HIGHLANDER. WHEN I INVESTIGATED IT, I FOUND THAT THE PLASTIC PANEL TO THE RIGHT OF THE PEDAL HAD BROKEN LOOSE CAUSING THE PANEL TO LIFT UP SO THAT THE PEDAL COULD GET STUCK UNDER IT. THE PLASTIC SCREW HAD COMPLETELY SHEARED OFF. I WENT TO TOYOTA HERE IN BOULDER AND THEY REPLACE

**C-1387**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE SCREW. WHY MANUFACTURERS USE PLASTIC SCREWS IS BEYOND ME. I WAS A LITTLE DISAPPOINTED THAT TOYOTA WOULD HAVE USED PLASTIC SCREWS FOR WHAT IS APPARENTLY A STRESSED AREA. IM JUST GLAD I DID NOT HAVE AN ACCIDENT. IT WAS PRETTY SCARY! \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304918  
**Date of Incident:** 20090615  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** DILLON, MT

**NHTSA Summary:**

I HAVE A 2007 TOYOTA TACOMA. I HAVE HAD ONE EXPERIENCE OF THE ACCELERATOR STICKING. I WAS DRIVING ON A HIGHWAY WHEN ALL OF A SUDDEN THE CAR WAS GOING LIKE 80 MPH, ENGINE SCREAMING - THE BRAKES DIDN'T RESPOND AT ALL. I WAS NOT IN CRUISE CONTROL (I NEVER USE THAT) AND I HAVE JUST FACTORY INSTALLED MATS, WHICH WERE NOT STUCK UNDER THE ACCELERATOR. THANK GOD THE ROAD WAS EMPTY. I PULLED OVER, PUT THE CAR IN NEUTRAL AND SHUT IT OFF. IT DIDN'T DO IT AGAIN SO I FORGOT ABOUT IT UNTIL ALL THIS NEWS ABOUT SO MANY PEOPLE DESCRIBING THE EXACT SAME THING. I HAVE A FLAWLESS DRIVING RECORD FOR 34 YEARS, I CAN DRIVE ANYTHING. THE FACT THAT TOYOTA SAYS TACOMA NOT INVOLVED I DO NOT BELIEVE FOR A SECOND. THEY ARE LYING. NOW I HAVE TO SELL THE CAR BECAUSE IT FEELS LIKE AN ACCIDENT WAITING TO HAPPEN. PLEASE PLEASE INVESTIGATE FURTHER THE PROBLEM WITH THE TACOMA. THANK YOU. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304619  
**Date of Incident:** 20090615  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** HARTWELL, GA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA RAV 4. THE CONTACT STATED THAT WHILE DRIVING AT 55 MPH WHEN BRAKING WITH HIS FOOT ON THE BRAKE PETAL THE ENGINE DID NOT SLOW DOWN, IT KEPT GOING THE SAME SPEED. THE CONTACT WAS ABLE TO SLOW THE VEHICLE DOWN AND IT STOPPED. THIS HAS OCCURRED 2 TIMES WHERE THE VEHICLE ACCELERATES ON ITS OWN. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY TOLD HIM THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THIS ISSUE HAS OCCURRED WHEN USING THE CRUISE CONTROL. THERE HAVE BEEN NO REPAIRS DONE TO THE VEHICLE. THE FAILURE MILEAGE WAS 15000 AND CURRENT MILEAGE WAS 48000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305145  
**Date of Incident:** 20090615  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** LEESBURG, VA

**NHTSA Summary:**

2005 TOYOTA TACOMA. AT LOW SPEED (25 MPH) USING CRUISE CONTROL, THE VEHICLE OVER-ACCELERATES WHEN IT APPROACHES A HILL OR INCLINE. DISENGAGING THE CRUISE CONTROL ONCE THE OVER-ACCELERATION STARTS SEEMS TO FIX THE PROBLEM.

**Additional Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**C-1388**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310277  
**Date of Incident:** 20090615  
**Vehicle:** 2005 SCION XA  
**Location of Incident:** BOYNTON BEACH, FL

**NHTSA Summary:**  
IN JUNE 2009 I WAS COASTING INTO MY PARKING SPACE AT WORK, WHEN ALL OF A SUDDEN MY 2005 TOYOTA SCION XA ACCELERATED, DROVE OVER A PARKING BUMPER, PLOWED INTO A SMALL TREE AND DROVE INTO A BRICK WALL. THE BRAKES FAILED AND WERE TOTALLY USELESS. I HAD MY CAR TOWED TO THE TOYOTA DEALERSHIP WHERE I PURCHASED MY CAR. I REPORTED THIS INCIDENT TO THE TOYOTA DEALERSHIP AND WAS INFORMED THAT THEY NEVER HEARD OF ANY PROBLEMS, LIKE MY OWN, WITH THE SCION. THE REPAIR SHOP TOLD ME THAT I MUST HAVE HIT THE GAS PEDAL INSTEAD OF THE BRAKES. THEY ASSURED ME THEY WOULD LOOK INTO THE PROBLEM BUT UNLESS IT HAPPENS WHILE THEY WERE WORKING ON IT, THEY COULD DO NOTHING. I WROTE TO TOYOTA MOTOR SALES IN TORRANCE, CA IN SEPTEMBER 2009 DESCRIBING MY CONCERNS AND NEVER RECEIVED A RESPONSE. SINCE THIS INCIDENT, THERE HAVE BEEN SEVERAL INCIDENTS WHERE THE ENGINE HAS RACED ON ITS OWN. ALSO, VERY OFTEN WHEN THE GAS PEDAL IS DEPRESSED IT SEEMS TO FEEL LIKE IT IS "STICKING" AND/OR NOT GETTING THE MESSAGE THAT IT IS TIME TO GET INTO GEAR AND GO FORWARD.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311266  
**Date of Incident:** 20090615  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** BOSTON, MA

**NHTSA Summary:**  
I PURCHASED A 2009 TOYOTA CAMRY HYBRID IN MAY, 2009. FOR THE FIRST FEW MONTHS I GOT GREAT GAS MILEAGE (AROUND BETWEEN 35-45 MILES TO THE GALLON) BOTH IN THE CITY AS WELL AS ON THE HIGHWAY. IN THE LAST COUPLE MONTHS, THE ELECTRIC COMPONENT TO MY ENGINE HAS NOT BEEN WORKING LIKE IT HAS BEFORE AND MY GAS MILEAGE IN THE CITY IS NEARLY HALF (ABOUT 21-23 MILES TO THE GALLON). AT FIRST, I CHALKED IT UP TO A BAD TANK OF GAS, BUT MONTHS AND SEVERAL TANKS OF GAS LATER, THE PROBLEM STILL ENDURES. THE CAR SHOULD BE HARNESSING ELECTRIC ENERGY WHEN BREAKING AND AT STOPLIGHTS. INSTEAD, IT IS USING AN ABSURD AMOUNT OF GAS. ADDITIONALLY, THE ELECTRIC ENGINE WILL SUDDENLY KICK IN WHEN BREAKING SUDDENLY GIVING THE CAR A BOOST OF ACCELERATION WHILE I AM TRYING TO STOP THE CAR. THE WHOLE REASON I PURCHASED A HYBRID CAR WAS TO REAP THE BENEFITS OF GREAT GAS MILEAGE, BUT NOW I AM GETTING FAR LESS THAN THE REGULAR CAMRY MODEL. I ALSO FEEL THAT THE SUDDEN ACCELERATION IS A SAFETY HAZARD. GIVEN THE SERIES OF RECALLS TOYOTA HAS CURRENTLY HAD, HAVE YOU RECEIVED ANY OTHER COMPLAINS FROM CAMRY HYBRID DRIVERS? \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311298  
**Date of Incident:** 20090615  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** WEST CHESTER, PA

**NHTSA Summary:**

C-1389

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DRIVING AT SLOW SPEED. TRIED TO SLOW AT AN INTERSECTION AND WHEN I HIT BRAKES, THE CAR UNEXPECTEDLY ACCELERATED AND I NARROWLY AVOIDED A HEAD ON CRASH! \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313054  
**Date of Incident:** 20090615  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** MAPLE VALLEY, WA

**NHTSA Summary:**  
I HAVE EXPERIENCED THE ENGINE SURGE PROBLEM WITH MY 2009 TOYOTA VENZA. IN MY CASE, IT HAPPENS INTERMITTENTLY, AND HAS NOT YET CAUSED AN ACCIDENT. IN ALL OF THESE INCIDENTS, I WAS ACCELERATING TO PASS ANOTHER CAR OR TO MERGE INTO TRAFFIC WHEN THE ENGINE SURGED, CAUSING THE CAR TO MOVE MUCH FASTER THAN I HAD INTENDED. IN THE FIRST CASE OF PASSING, THE SURGE NEARLY CAUSED ME TO LOSE CONTROL OF THE CAR BECAUSE TORQUE PULLED THE STEERING WHEEL BEYOND WHERE I INTENDED TO TURN. WHEN I TOOK THE CAR INTO THE TOYOTA DEALER, THE CUSTOMER HANDLER TOLD ME THE CAR WAS DESIGNED TO DO THIS, AND EVENTUALLY HE WORKED HIS WAY AROUND TO, "ONCE THE CAR'S COMPUTER GETS USED TO THE WAY YOU DRIVE, IT WON'T HAPPEN ANY MORE." MORE RECENTLY, THE DEALER HAS SAID THE VENZA IS NOT COVERED BY THE RECALL, SO I CAN'T EVEN GET THE SHIM WHICH DOESN'T SEEM LIKELY TO SOLVE AN ENGINE SURGE PROBLEM, BUT WOULD AT LEAST HELP TO DISPROVE THE STICKING PEDAL STORY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336591  
**Date of Incident:** 20090615  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** SCARSDALE, NY

**NHTSA Summary:**  
IN THE SUMMER OF 2009 MY TOYOTA 2008 SIENNA XLE AWD ENGINE SPEED SLOWLY STARTED TO CLIMB WITHOUT MY FOOT ON THE GAS PEDAL. I DON'T REMEMBER THE EXACT SEQUENCE OF EVENTS THAT FOLLOWED BUT I BELIEVE I PLACED IT INTO NEUTRAL, STOPPED, PLACED IT INTO PARK (AUTOMATIC TRANSMISSION) AND TURNED THE ENGINE OFF THEN ON AGAIN. AFTER THAT THE ENGINE RESPONDED ONLY TO MY ACTIONS ON THE GAS PEDAL. IT DID OCCUR TO ME THAT THE PEDAL COULD HAVE BEEN CAUGHT UNDER THE FLOOR MAT SO I CHECKED ITS POSITION AND IT WAS SOME DISTANCE FROM THE PEDAL AND COULD NOT HAVE BEEN THE CAUSE. I HAVE OWNED THIS VEHICLE FROM NEW IN MAY 2008 AND THIS UNDIRECTED ACCELERATION HAS ONLY OCCURED ONCE. THE CAR HAS JUST COMPLETED 20,000 MILES. I REPORTED THIS TO THE DEALER WHO SERVICED MY CAR FOR THE 20,000 MILE INTERVAL, AND VIA TOYOTA'S WEB SITE BUT I WANT TO MAKE SURE YOU ARE AWARE THAT SIENNA VANS CAN ALSO HAVE THIS PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296202  
**Date of Incident:** 20090616  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** WALLACE, CA

**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1390

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA TUNDRA. WHILE DRIVING 60 MPH AND RELEASING THE ACCELERATOR PEDAL THE VEHICLE CONTINUED TO ACCELERATE. THE FAILURE ONLY OCCURRED ONCE. THE FAILURE MILEAGE WAS 47000 AND THE CURRENT MILEAGE WAS 55000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307953  
**Date of Incident:** 20090616  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** LANSING, IL

**NHTSA Summary:**  
THE 2009 TOYOTA COROLLA THAT WAS PURCHASED IN 2009 ACCELERATED, ON ITS OWN ACCORD WHILE PULLING OUT OF THE GARAGE. THIS CAUSED THE CAR TO INCREASE IN SPEED SO QUICKLY THAT THE CAR HIT THE NATURAL GAS METER LOCATED NEXT TO THE HOUSE. THE FORCE OF THIS IMPACT COMBINED WITH THE ACCELERATION CAUSED MAJOR DAMAGE. THE GAS METER BEGAN TO LEAK AND THE FORCE OF IMPACT AND CONTINUING ACCELERATION OF THE VEHICLE, LITERALLY RIPPED A GASH IN THE SIDE OF THE CAR, APPROX 5 FEET LONG. THIS GASH WAS CAUSED BY THE REGULAOR ON THE GAS METER. (THE METER IS WELL OUT OF THE WAY OF THE PATH AND HAS NEVER BEEN A PROBLEM. IT HAS BEEN IN THIS LOCATION FOR DECADES. THE VEHICLE ONLY STOPPED BECAUSE IT WAS FORCED TO, AS THE SMALL SECTION OF THE GAS METER WHICH IMPACTED THE CAR WAS UNABLE TO CONTINUE RIPPING INTO THE CAR. AS IT FINALLY CAME TO A POINT WHERE THE DOOR ENDED AND THE PASSENGER SIDE FRONT QUARTER PANEL BEGAN. THIS WAS NOT REPORTED TO THE POLICE, AS THIS HAPPENED ON OUR PRIVATE PROPERTY. IN ADDITION, WE SAW NO POINT IN REPORTING IT TO NHTSA AS WE COULD NOT FATHOM THAT IT WAS EVEN THE CAR'S FAULT. AS PERPLEXED AS WE WERE THAT THIS HAPPENED, UNTIL RECENTLY, WE HAVE NEVER BEEN ABLE TO EXPLAIN WHY SUCH DAMAGE WOULD BE CAUSED BY PULLING OUT OF THE DRIVEWAY AT SUCH A SLOW SPEED, OR EVEN HOW WE MANAGED TO HIT THE GAS METER. WITH THE GIVEN NEWS OF THE SUDDEN ACCELERATION RECALL, WE NOW HAVE A VERY CLEAR PICTURE AS TO WHAT HAPPENED. THE VEHICLE WAS NEVER REPAIRED AS THE COST OF THIS REPAIR IS GOING TO BE MORE THAN WE CAN AFFORD AT THE MOMENT. ADDITIONALLY, THE GAS METER BEGAN TO LEAK AND HAD TO IMMEDIATELY BE TURNED OFF AND AN EMERGENCY REPAIR CALL TO THE GAS COMPANY WAS MADE. THE REGULATOR ON THE METER WAS REPLACED, BUT WE WERE WITHOUT GAS IN THE HOUSE FOR A SHORT PERIOD. THANKFULLY, THE HOUSE DID NOT EXPLODE. WE ARE VERY CONCERNED ABOUT THIS AS THIS CAR IS DRIVEN 80 MILES A DAY TO GO TO WORK AND RETURN DAILY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313592  
**Date of Incident:** 20090616  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS 2002 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE ACCELERATED WHILE DRIVING 35 MPH WHEN HE TRIED TO STOP THE VEHICLE IT CONTINUED TO ACCELERATE INTO AN INTERSECTION. THE VEHICLE EVENTUALLY STOPPED ON ITS OWN. THE CAMRY IS A 6 CYLINDER VEHICLE AND THE MECHANIC WHO LOOKED AT THE VEHICLE STATED THAT THE 4 CYLINDER HAD A GAS CABLE AND A 6

C-1391

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CYLINDER HAS ELECTRONICS. THE MECHANIC THOUGHT THE PROBLEM WAS CAUSED BY THE ELECTRONICS. THE CONTACT ALSO HIT A WIRE WHEN THE VEHICLE ACCELERATED WHICH PREVENTED HIM FROM MAKING THE RIGHT TURN. THE FAILURE MILEAGE WAS 52000. THE CURRENT MILEAGE WAS 56759. UPDATED 04/01/10 \*BF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318511  
**Date of Incident:** 20090616  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** COBURN, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 45 MPH THE VEHICLE SUDDENLY ACCELERATED. TO STOP THE ACCELERATION THE CONTACT HAD TO APPLY EXTREME BRAKING PRESSURE. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THE CURRENT AND FAILURE MILEAGES WERE 23000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10274157  
**Date of Incident:** 20090617  
**Vehicle:** 2009 TOYOTA SIENNA  
**Location of Incident:** SIMPSONVILLE, SC

**NHTSA Summary:**  
ATTEMPTED TO ACCELERATE TO PASS A LARGE TRUCK AND VEHICLE STARTED ACCELERATING OUT OF CONTROL. TRIED TO BRAKE AND THAT DIDN'T WORK. APPLIED FOOT BRAKE AND THAT DIDN'T WORK. SPEED MAY HAVE INCREASED TO APPROX 70-80 MPH. SPEEDOMETER SHOW APPROX 45 MPH. UNABLE TO STEER VEHICLE. IT WAS AS IF THE MOTOR HAD STOPPED AND I HAD NO POWER STEERING. AFTER HITTING 2-3 VEHICLES AND THEN THE RIGHT LANE BRIDGE WALL. THE FRONT TIRE AND STEERING ASSEMBLY BENT INWARD AND THAT CAUSED THE VAN TO STOP. THAT GOD THAT NOONE WAS INJURED BUT SOMETHING IS SERIOUSLY WRONG. I'VE SEEN SEVERAL COMPLAINTS OF SUDDEN ACCELERATION IN SIENNA VANS AND THIS NEED MUCH ATTENTION. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303564  
**Date of Incident:** 20090618  
**Vehicle:** 2003 TOYOTA 4RUNNER  
**Location of Incident:** FRESNO, CA

**NHTSA Summary:**  
SUDDEN ACCELERATION OF 2003 TOYOTA 4 RUNNER AS MY WIFE WAS PULLING INTO PARKING SPACE. THE VEHICLE JUMPED OVER A FLOWER BED AND STRUCK TWO PARKED CARS. THE FRONT END SUSTAINED APPROXIMATELY \$2,000 IN DAMAGES. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304951  
**Date of Incident:** 20090618  
**Vehicle:** 2009 TOYOTA PRIUS

**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1392

**Location of Incident:** WASHINGTON DC, DC

**NHTSA Summary:**

WAITING FOR MY HUSBAND AT HIS MOTHER'S ASSISTED LIVING RESIDENCE, I PUT MY 2009 PRIUS IN PARK MODE. DECIDING TO RETURN TO THE BLDG ENTRANCE, I PUT THE CAR IN REVERSE (OUT OF PARKING MODE) AND LET IT GO AT ITS OWN SPEED. MY FOOT NEVER TOUCHED THE ACCELERATOR. I WAS ABOUT TO TURN THE WHEEL TO REENTER THE ENTRANCE AREA, WHEN THE CAR STARTED TO ACCELERATE. I QUICKLY PUT MY FOOT ON THE BRAKE BUT THE BRAKES DIDN'T WORK. I THEN SAW A WOMAN IN THE REAR VIEW MIRROR, ABOUT A FOOT FROM ME STANDING ON THE CURB IN FRONT OF THE BLDG'S GLASS FAÇADE. I TURNED THE WHEEL JUST MISSING HER AS WELL AS THE BLDG. FRANTICALLY PRESSING THE BRAKES WHILE THE CAR CONTINUED ACCELERATING MORE, I ALMOST WENT ON TO A BUSY ST. ACROSS FROM A MALL. SOMEHOW I SAVED MYSELF & OTHERS BY TURNING THE STEERING WHEEL TO THE RT, REENTERING THE PROPERTY VIA A CURB CUT FOR WHEEL CHAIRS, ETC. I MISSED HITTING A POLE BUT RAN OVER 2 TREES, WHICH THE CAR SEVERED & WHICH ABRUPTLY STOPPED THE CAR, JUST BEFORE HITTING A BRICK WALL. THIS ALL HAPPENED AT NIGHT, IN THE DARK. IN REVERSE THE POLICEMAN & THE TOW TRUCK OPERATOR WERE INCREDULOUS HOW THE CAR GOT INTO THAT SPACE. IT WAS TOWED TO A NEARBY TOYOTA DEALER, WHERE THE BRAKES WERE PRONOUNCED "PERFECT". SO MY HUSBAND INSISTED I BE CHECKED OUT. WHILE RELATING THE INCIDENT TO THE DOCTOR, THE DR. GOOGLED "PRIUS BRAKE/ACCELERATION PROBLEMS" & FOUND MANY & PRINTED 1 OF A 2009 PRIUS WHERE THE DRIVER ENCOUNTERED 3 SUCH OCCURRENCES "DUE TO A COMBINATION OF MYSTERIOUS ACCELERATION AND LOSS OF BRAKES". THE DR. WAS CERTAIN I WAS THE VICTIM, BUT SUGGESTED I HAVE AN MRI "TO BE SURE"-- WHICH I DID & I'M FINE. THAT I WAS IN CONTROL IN A TOTALLY UNCONTROLLABLE SITUATION AT NIGHT WITH A CAR IN REVERSE, WHERE I ALMOST KILLED SOMEONE & POSSIBLY KILLED OR HURT OTHERS, INCLUDING MYSELF, AND DONE CONSIDERABLE DAMAGE ALONG THE WAY IS A MIRACLE AND THE CULPRIT, I'M CONVINCED, IS WAS A "GLITCH" IN THE CAR'S COMPUTER. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293006  
**Date of Incident:** 20090619  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** MCKEES ROECK, PA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE DRIVING 35 MPH UP A SLIGHT SLOPE THE ACCELERATOR BECAME STUCK, AND THE BRAKES WOULD NOT FUNCTION. SHE THEN COASTED INTO A NEARBY GAS STATION. THE VEHICLE WAS TAKEN TO A LOCAL MECHANIC, BUT HE COULD NOT IDENTIFY THE CAUSE OF THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 18000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303671  
**Date of Incident:** 20090619  
**Vehicle:** 1992 LEXUS LS400  
**Location of Incident:** GARDEN CITY, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 1992 LEXUS LS400. WHEN THE CONTACT WAS AT A STOP SIGN ATTEMPTING TO ACCELERATE, THE ACCELERATOR PEDAL BECAME STUCK TO THE

C-1393

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FLOOR. THE VEHICLE ACCELERATED ON ITS OWN INTO TRAFFIC BEFORE CRASHING INTO A HEDGE. THE VEHICLE CONTINUED TO ACCELERATE AFTER THE VEHICLE WAS IN THE PARK POSITION. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALER. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 75000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304258  
**Date of Incident:** 20090619  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** BOCA RATON, FL

**NHTSA Summary:**

I HAVE A 2006 PRIUS. TWICE IN 60,000 MILES, WHEN IN CRUISE CONTROL, DRIVING AT HIGHWAY SPEEDS, AND HAVING TO BRAKE SUDDENLY, THE CRUISE CONTROL DISENGAGED, AS IT SHOULD. I BRAKE, THE CAR SLOWS, AS IT SHOULD. THEN THE CAR STARTS TO SURGE UP TO THE ORIGINAL CRUISE CONTROL SET SPEED. I AM ABLE TO BRAKE AND STOP IT, BUT AT HIGHWAY SPEEDS, AND APPROACHING A NEAR EMERGENCY STOP SITUATION- THIS HAS SCARED ME. IT HAS ONLY HAPPENED TWICE...BUT MEMORABLE IN THE SURPRISE IT EVEN HAPPENED. I REPORTED IT TO A LOCAL TOYOTA DEALER, WHO COULDN'T RECREATE THE PROBLEM, THEN ALSO CALLED THE TOYOTA CORPORATION CUSTOMER SERVICE, WHICH SAID THEY HAD NO REPORTS OF THAT HAPPENING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316889  
**Date of Incident:** 20090619  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** MARYSVILLE, CA

**NHTSA Summary:**

WE PURCHASED A 2005 TACOMA PICK-UP IN 2005. MY HUSBAND HAS HAD TWO EXPERIENCES WITH THE PICK-UP ACCELERATORING ON ITS OWN, AT FULL THROTTLE, WITHOUT HIS FOOT ON THE THROTTLE AT ALL. ONLY AFTER TURNING THE ENGINE OFF DID IT STOP. THIS TOOK PLACE IN 2006 & 2007. HE CONTACTED THE TOYOTA DEALERSHIP THAT WE PURCHASED IT FROM AND WERE TOLD THEY HAD NOT HEARD OF ANYTHING LIKE THAT HAPPENING. WE GAVE THE TRUCK TO OUR SON IN AUGUST OF 2008. IN JUNE OF 2009, THE TRUCK ACCELERATED TO FULL THROTTLE, WHILE IN REVERSE, GOING MAYBE 5MPH. HE HAD HIS FEET ON THE BRAKE AND THE TIRES WERE SMOKING. LUCKILY, HE WAS ABLE TO STOP IT. WE NOW HAVE A 2008 TACOMA PICKUP AND A 2009 COROLLA CAR IN OUR POSSESSION. WE'RE VERY CONCERNED ABOUT WHAT IS GOING ON. WE WOULD APPRECIATE YOU LOOKING AT THE TACOMA PICK-UP FOR MORE THAN THE FLOOR MAT RECALL. WE HAVE HAD THIS HAPPEN TO OUR FAMILY AND WE WANT THE PROBLEM SOLVED. I HAVE SENT AN EMAIL TO TOYOTA ON THEIR WEB SITE TELLING THEM OF OUR EXPERIENCE WITH THE TACOMA PICKUP. THANK YOU.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293991  
**Date of Incident:** 20090620  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** CHILDRRESS, TX

**NHTSA Summary:**

C-1394

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\* THE CONTACT OWNS A 2009 TOYOTA RAV4. WHILE DRIVING 70 MPH, THERE WAS UNINTENDED VEHICLE ACCELERATION. AFTER BRAKE APPLICATION HE WAS ABLE TO DECELERATE. THE VEHICLE WAS TAKEN TO THE DEALER BUT THE TECHNICIAN WAS UNABLE TO IDENTIFY THE CAUSE OF THE FAILURE. THE FAILURE MILEAGE WAS 8,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291163  
**Date of Incident:** 20090620  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** WARRINGTON, PA

**NHTSA Summary:**

2003 TOYOTA CAMRY INVOLVED IN AN 8 CAR ACCIDENT ON 6/20/09. CAR ACCELERATED UNCONTROLLABLY AND DRIVER WAS UNABLE TO STOP CAR.\*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304047  
**Date of Incident:** 20090620  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** HASTINGS, MN

**NHTSA Summary:**

I HAD PULLED MY 2005 CAMRY XLE INTO MY GARAGE STALL AND WAS AT A COMPLETE STOP. I LET OFF THE BRAKE TO INCH FORWARD ANOTHER INCH OR TWO WHEN ALL OF A SUDDEN MY VEHICLE HAD A HIGH POWER SURGE. THE VEHICLE SOUNDED LIKE THE RPM'S WENT TO THE MAX IMMEDIATELY, MY CAR TOOK OFF AT FULL POWER AND ACCELERATED AT A HIGH SPEED INTO MY GARAGE WALL. I SLAMMED ON THE BRAKE AS HARD AS I POSSIBLY COULD, PRIOR TO HITTING THE GARAGE WALL. THE GARAGE WALL WAS FORCED OFF THE FOUNDATION BY THE IMPACT AND AT THAT POINT MY CAR STOPPED. THIS HAS ONLY HAPPENED ONCE, I HAD NO IDEA HOW TO EXPLAIN TO THE INSURANCE COMPANY WHAT HAD HAPPENED SINCE I WAS IN COMPLETE SHOCK AND REALLY HAD NO GOOD EXPLANATION FOR THE INSURANCE COMPANY HOW MY CAR ACCELERATED ON ITS OWN. MY VEHICLE HAD AUTO BODY DAMAGE AS WELL AS PROPERTY DAMAGE TO MY HOME. I DID NOT CONTACT TOYOTA AT THIS TIME, SEARCHED THE INTERNET TO FIND OTHER 2005 CAMRY OWNERS THAT HAVE EXPERIENCED THE SAME SITUATION, SO I ASKED THE INSURANCE COMPANY IF THEY HAVE HEARD OF THIS HAPPENING TO OTHERS AND THEY INDICATED YES. I HAD A WITNESS IN THE GARAGE WHO WAS THANKFULLY NOT STANDING IN FRONT OF MY VEHICLE WHEN IT ACCELERATED. THE WITNESS ALSO HEARD THE MASSIVE POWER SURGE OF THE VEHICLE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304466  
**Date of Incident:** 20090620  
**Vehicle:** 2008 TOYOTA CAMRY HV  
**Location of Incident:** CAPE CANAVERAL, FL

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA CAMRY HYBRID. THE CONTACT STATED THAT WHEN SHE DEPRESSED THE BRAKE PEDAL, SHE FELT A JOLTING JERK AND THE PEDAL WENT DOWN TO THE FLOOR WHEN SHE APPLIED IT LIGHTLY. SHE TOOK THE VEHICLE TO THE DEALERSHIP AND THE DEALER RECALIBRATED THE STROKE SENSOR. ABOUT 8-9

C-1395

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MONTHS LATER, THE ISSUE OCCURRED AGAIN SO SHE TOOK THE VEHICLE BACK TO THE DEALERSHIP AND THE STROKE SENSOR WAS REPLACED. SHE STATED THAT SHE NOTICED NO PROBLEMS SINCE THE LATEST REPAIR. SHE HAD NOT CALLED THE MANUFACTURER TO-DATE. THE CURRENT MILEAGE WAS APPROXIMATELY 24,000. THE FAILURE MILEAGE WAS APPROXIMATELY 20,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307192  
**Date of Incident:** 20090620  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** ELGIN, IL

**NHTSA Summary:**

I OWN A TOYOTA 2007 RAV4 WHICH AS BEEN IN THE DEALERSHIPS SHOP OVER 10 TIMES FOR THE SAME TWO ISSUES BREAKS AND GRINDING NOISE, PER TOYOTA EACH TIME IT WAS DIFFERENT, BUT I KNOW IT WAS THE SAME TWO THINGS. IT'S LIKE TOYOTA IS FALSIFYING CUSTOMER'S CAR ISSUES WITH THEIR OWN WORDS INSTEAD OF MAKING PROPER DOCUMENTATION. IT STARTED OFF WITH THE BREAKS WHEN I FIRST PURCHASED THE CAR THEY WERE MAKING A NOISE AND WHEN GOING OVER SPEED BUMPS THE CAR WOULD ACCELERATE INSTEAD OF STOPPING, BUT I THOUGH THIS WAS MAY BE AN ADDED FEATURE TO THE NEW CAR. THE FIRST REAL INCIDENT IS WHEN THE CAR WOULD STOP AND I CRASHED INTO TO A SIDE RAIL, IT DIDN'T DO MUCH DAMAGE, AND IT TOTAL ABOUT \$400.00. THE CAR IS MAKING A METALLIC NOISE IN THE SUSPENSION AND THIS WAS REPORTED, BUT EACH AND EVERY TIME TOYOTA'S TECHS DRIVES WITH ME AND MY HUSBAND WHILE WE DRIVING THE CAR TO DUPLICATE THE NOISE TOYOTA'S TECHS SAID THIS NOISE WAS NORMAL. WE KNEW THIS NOISE WASN'T NORMAL BEHAVIOR OF A BRAND NEW CAR, I TOOK IT TO ANOTHER AUTO SHOP AND THEY VERIFIED THAT THE NOISE WAS IN THE SUSPENSION SYSTEM, THAT TOYOTA WOULD NEED TO ADDRESS THE ISSUE BECAUSE THE CAR WAS STILL UNDER WARRANTY, AND IT WOULD COST ME MONEY TO LOCATE THE NOISE. WHEN I TOLD TOYOTA THEY SAID THEY GIVE A CAR UNTIL THEY COULD FIND THE ISSUE, BY LETTING THEIR FIELD TECH LOOK AT THE CAR, AND I ASKED WHEN THIS TECH WOULD BE AVAILABLE. I WANTED TO SEE THIS PERSON LOOK AT THE CAR, BUT THEY CAME UP WITH A MILLION AND ONE REASONS THAT I COULD MEET WITH THE TECH? AFTER TALKING TO PEOPLE FROM THEIR CORP OFFICE ABOUT THE METALLIC NOISE AND THE BREAKS TOYOTA SAID, SINCE WE CAN'T FIND ANYTHING WRONG WITH THE CAR IT'S UNDER WARRANTY SO IF SOMETHING HAPPENS IT WILL BE FIXED. WHAT I DON'T UNDERSTAND IS WHY SHOULD I HAVE TO WAIT FOR THIS CAR TO KILL ME OR MY FAMILY FOR THE COMPANY TO LOOK AT THERE FAULTS BECAUSE ALL WE DID WAS PURCHASED A CAR FROM THE TOP OF THE LINE AUTO MAKERS TO GET THIS KIND OF TREATMENT?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313296  
**Date of Incident:** 20090620  
**Vehicle:** 2008 TOYOTA CAMRY HV  
**Location of Incident:** BOISE, ID

**NHTSA Summary:**

JUNE, 2009 MY 2008 CAMRY HYBRID VERED ACROSS TWO LANES OF TRAFFIC EVEN THOUGH I WAS HOLDING THE STEERING WHEEL AND DID NOT STEER THE VEHICLE IN THAT DIRECTION. ALSO, ON THAT SAME TRIP, WHEN ENGAGING CRUISE CONTROL, MY 2008 CAMRY STARTED TO ACCELERATE RAPIDLY, I DISENGAGED CRUISE CONTROL IMMEDIATELY, AND PUSHED THEN RELEASED THE GAS PEDAL AND IT CORRECTED.

C-1396

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313351  
**Date of Incident:** 20090620  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** LEWISVILLE, NC

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA TUNDRA. THE CONTACT WAS DRIVING APPROXIMATELY 35 MPH AND CHANGING LANES ON THE HIGHWAY. THE ROAD CONDITIONS WERE NORMAL. THE ACCELERATOR PEDAL BEGAN TO STICK WITH AN UNINTENDED INCREASE OF ACCELERATION. THERE WERE SEVERAL ATTEMPTS BEFORE THE VEHICLE SLOWED DOWN. THE DRIVER WAS ABLE TO RESUME TO NORMAL OPERATION. THE AUTHORIZED DEALER WAS NOTIFIED OF THE MALFUNCTION. THE VEHICLE WAS NOT INSPECTED AT THAT TIME. THE FAILURE WAS A ONE TIME OCCURRENCE. THE FAILURE MILEAGE WAS 30,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303580  
**Date of Incident:** 20090621  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 60 MPH WITH THE CRUISE CONTROL ENGAGED, THE VEHICLE BEGAN TO ACCELERATE TO APPROXIMATELY 65 MPH. THE DRIVER TURNED OFF THE CRUISE CONTROL AND USED THE BRAKES TO SLOW THE VEHICLE DOWN. SHE ALSO STATED THAT THE FAILURE OCCURRED TWO ADDITIONAL TIMES SINCE IT OCCURRED IN JUNE 2009. SHE DID NOT TAKE THE VEHICLE TO THE DEALER OR CALL THE MANUFACTURER. THE CURRENT MILEAGE WAS APPROXIMATELY 11,000. THE FAILURE MILEAGE WAS APPROXIMATELY 4,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310957  
**Date of Incident:** 20090621  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SUGARLAND, TX

**NHTSA Summary:**  
TL\* THE CONTACT HAS A 2007 TOYOTA CAMRY. THE CONTACT HAD A SEVERE CRASH DO TO AN UNEXPECTED ACCELERATION. THE VEHICLE WAS GOING DOWN A STRAIGHT ROAD AND THE VEHICLE BEGAN ACCELERATING. THE VEHICLE WAS TRAVELING 55MPH WHEN THE VEHICLE ACCELERATED. THE CONTACT LOST CONTROL OF THE VEHICLE AND CROSSED OVER THE MEDIAN AND HIT AN ONCOMING VEHICLE HEAD ON THE CONTACT WAS BLINDED BY THE CRASH. THIS IS THE ONLY TIME THIS FAILURE OCCURRED. THE FAILURE MILEAGE WAS UNKNOWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301993

**C-1397**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090622  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** RENSSELEAR, NY

**NHTSA Summary:**  
VEHICLE RETAINS CRUISE CONTROL SPEED IN MEMORY EVEN AFTER APPLYING BRAKES AND STOPPING. GOES BACK TO CRUISE CONTROL SPEED INSTEAD OF RESPONDING TO GAS PEDAL AND RAMS INTO THE VEHICLE IN FRONT. VEHICLE REVS UP AND DOWN FOR NO REASON WHEN IN CRUISE CONTROL EVEN WHEN TRAVELING ON FLAT TERRAIN/FREEWAY. COMPLAINTS TO LOCAL TOYOTA DEALER DID NOT HELP UNTIL THE ACCIDENT. DID AN UPGRADE TO THE SOFTWARE WHICH HAS HELPED BUT LITTLE, PROBLEM STILL REMAINS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303333  
**Date of Incident:** 20090622  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** OMAHA, NE

**NHTSA Summary:**  
I WAS MAKING A RIGHT TURN ONTO A BUSY STREET AND ACCELERATED HARD WITH MY 2008 ES 350 LEXUS. AFTER ACCELERATING TO 45MPH I STOPPED APPLYING PRESSURE TO THE ACCELERATOR PEDAL BUT THE CAR CONTINUED TO ACCELERATE UP TO 80MPH WHILE GOING UP HILL AND MY FOOT WAS COMPLETELY OFF THE ACCELERATOR PEDAL. I TRIED TO SEE IF THE PEDAL WAS STUCK BY LIFTING THE ACCELERATOR PEDAL WITH MY FOOT BUT THE CAR CONTINUED TO ACCELERATE. I WAS APPROACHING AN INTERSECTION AND USED BOTH FEET TO APPLY FIRM PRESSURE TO THE BRAKE PEDAL. I WAS ABLE TO STOP THE CAR ALTHOUGH THE ENGINE WAS IDLING AT A MUCH HIGHER RPM THAN NORMAL. I DID NOT EXPERIENCE THE SITUATION AGAIN ON THE REMAINDER OF MY 20 MINUTE TRIP. I DID NOT HAVE MY WINTER DRIVING MATS IN PLACE WHEN THIS OCCURRED. I DID NOT REPORT THIS TO LEXUS ALTHOUGH DESCRIBED MY EXPERIENCE TO CO-WORKERS THAT SAME DAY. BASED ON RECENT NEWS REPORTS I FORMALLY NOTIFIED MY EXPERIENCE TO LEXUS CUSTOMER SERVICE TODAY. I EXPLAINED THAT THIS PROBLEM HAD NOTHING TO DO WITH THE ACCELERATOR PEDAL GETTING STUCK ON A FLOOR MAT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313730  
**Date of Incident:** 20090622  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** ANN HARBOR, MI

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA RAV4. THE CONTACT STATED THAT AS HE WAS DRIVING AT 55 MPH THE VEHICLE ACCELERATED UP TO 70 MPH AND WOULD NOT STOP. AS HE DEPRESSED THE BRAKE PEDAL THE VEHICLE CONTINUED TO ACCELERATE ON ITS OWN. THE DEALER WAS CALLED AND STATED THAT HE HAD TO WAIT UNTIL HE RECEIVED A RECALL NOTICE BEFORE HE COULD BRING THE VEHICLE IN. THE FAILURE MILEAGE WAS 26,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315072

**C-1398**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090622  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** CAMDEN-WYOMING, DE

**NHTSA Summary:**  
I OWN A 2005 LEXUS ES 330. LAST JUNE AS I WAS ATTEMPTING TO PARK ON THE 3RD LEVEL OF A PARKING GARAGE, THE VEHICLE EXELERATED ON ITS OWN. I WAS ACTUALLY AT A STANDSTILL AND THE VEHICLE ENGINE ROARED AND PROCEEDED FORWARD ON ITS OWN. I PUT BOTH FEET ON THE BRAKES AND PUT THE CAR IN PARK. THE ENGINE THEN DIED DOWN. I CHECKED TO MAKE SURE THAT THE FLOOR MAT WAS NOT OBSTRUCTING THE EXCELERATOR AND IT WAS NOT. AT THE TIME, I CHALKED IT UP TO "A FLUKE"; HOWEVER, IN LIGHT OF THE PROBLEMS THAT HAVE OCCURRED IN RELATIONSHIP TO THE TOYOTA VEHICLES, I FELT I SHOULD REPORT THIS OCCURANCE. I PERSONALLY DO NOT THINK THIS WAS RELATED TO THE EXELORATOR, I THINK IT HAD TO DO WITH THE ELECTRONICS. I HAVE NOT HAD ANY FURTHER OCCURENCES; HOWEVER, IT IS WORTH A NOTATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285972  
**Date of Incident:** 20090623  
**Vehicle:** 2009 TOYOTA AVALON  
**Location of Incident:** BANNING, CA

**NHTSA Summary:**  
GOING VERY SLOWLY AND HEADING INTO A CURB IN A PARKING LOT, I STEPPED ON THE BRAKE, AND INSTEAD THE CAR ACCELERATED AND STOPPED ONLY WHEN IT HIT A LIMB OF A LARGE BUSH. IT LEFT A DENT IN MY FRONT BUMPER. THIS HAS HAPPENED ONLY ONE TIME. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314237  
**Date of Incident:** 20090623  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** AVENTURA, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATED THAT WHEN HE ENGAGED THE ACCELERATOR PEDAL THE VEHICLE FAILED TO ACCELERATE NORMALLY, INSTEAD IT MADE A ZOOMING NOISE, LUNGED FORWARD AND STOPPED BEFORE THE COMPUTER ACTIVATED. THE VEHICLE WAS TAKEN TO THE DEALER AND HE WAS TOLD THAT THE VEHICLE WAS FUNCTIONING PROPERLY. THERE WERE NO FAILURES DIAGNOSED WITHIN THE COMPUTER. THE TOYOTA MANUFACTURER WAS ALSO CALLED AND HE FILED A CLAIM. THE FAILURE MILEAGE WAS 3,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316927  
**Date of Incident:** 20090623  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** OAKTON, VA

**C-1399**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DRIVER WAS COMING OUT OF DRIVEWAY SLOWLY. ALL OF A SUDDEN, CAR WAS IN THE MIDDLE OF THE ROAD AND WAS HIT IN THE DRIVERS'S DOOR. 2009 COROLLA WAS TOTALLED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312684  
**Date of Incident:** 20090624  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BRIGHTON, MI

**NHTSA Summary:**  
I DID NOT NOTICE ANY MALFUNCTIONS OF MY CAR PRIOR TO THE EVENT THAT I AM REPORTING. IN JUNE OF 2009 I WAS PULLING INTO A PARKING SPACE IN A PARKING LOT. MY FOOT WAS LIGHTLY ON THE BRAKE AND I NEARLY AT A COMPLETE STOP WHEN MY CAR LURCHED FORWARD LIKE A ROCKET. MY CAR JUMPED THE CURB OF THE PARKING SPOT, SIDESWIPE A ROW OF MAILBOXES ON MY LEFT WHILE TRAVELING ACROSS AN SMALL ISLAND OF LAWN AND SHOOTING OVER ANOTHER CURB ON THE OTHER SIDE OF THE ISLAND. MY VEHICLE CAME TO A STOP ON THE OTHER SIDE OF THE PARKING LOT APPROXIMATELY 15 FEET SHORT OF RAMMING THE SIDE OF A PARKED CAR. BOTH OF MY FEET WERE ON THE BRAKE PEDAL, BOTH OF MY LEGS WERE FULLY EXTENDED WITH MY KNEES LOCKED AND MY ENTIRE BODY WAS FULLY EXTENDED WITH ALL OF MY WEIGHT APPLIED TO THE BRAKE PEDAL. I IMMEDIATELY PLACED THE CAR IN PARK AND TURNED THE ENGINE OFF. THE LEFT FRONT QUARTER PANEL OF MY CAR RECEIVED MINOR DAMAGE FROM HITTING THE MAIL BOXES. THERE WAS A WITNESS FROM THE VETERINARY CLINIC WHERE THE EVENT OCCURED WHO SAW THE ACCIDENT. BECAUSE MY FOOT WAS ON THE BRAKE AND NOT ON THE GAS PEDAL I DO NOT BELIEVE THAT THIS EVENT OCCURRED BECAUSE OF A MECHANICAL PROBLEM WITH THE ACCELERATOR PEDAL OR FLOOR MAT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285076  
**Date of Incident:** 20090625  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
HAD ACCIDENT IN 2007 TOYOTA CAMRY. VEHICLE HESITATED AS I HAD ACCELERATED TO GO AROUND A TRUCK TO AVOID HITTING IT. THIS CAR HESITATES ABOUT 2 TO 3 SECONDS BEFORE TAKING OFF. WHEN CAR DOES TAKE OFF IT GOES TO FAST AND CAN MAKE A DRIVER LOSE CONTROL. THIS CAR ALSO SHAKES OR VIBRATE WHEN YOU ACCELERATE TO SPEEDS OF 60 TO 65MPH. STEERING IS A PROBLEM WHEN CAR HESITATE THEN TAKES OFF. THIS IS WHEN YOU CAN LOSE CONTROL. PASSING AND CHANGING LANES CAN BE A PROBLEM WHEN ACCELERATION IS NEEDED. THIS CAR CAN BE VERY DANGEROUS. THERE'S NOTHING WRONG WITH THE SPEEDOMETER. I GUESS IT'S THE TRANSMISSION OR WHATEVER PART THAT CONTROLS THE CAR TAKE OFF SPEED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312857  
**Date of Incident:** 20090625  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** LOS ANGELES, CA

**C-1400**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

THE FIRST TIME I EXPERIENCED PROBLEMS WITH MY BRAKES OCCURRED ON APRIL 28TH, 2007. I WAS EXITING A PARKING LOT THAT HAD A DOWNWARD SLOPE AND AS I MERGED ONTO THE MAIN ROAD, I STEPPED ON MY BRAKES BUT MY CAR WOULD NOT STOP. I WAS FORCED TO USE THE EMERGENCY BRAKES, BUT EVEN THEN, THE VEHICLE DID NOT COME TO A COMPLETE STOP FOR ANOTHER 10 YARDS. ON MAY 2ND, 2007, I TOOK THE VEHICLE TO BE CHECKED AT HOLLYWOOD TOYOTA IN LOS ANGELES, CA. THE INVOICE NOTES STATE THAT THE CAUSES FOR THE BRAKE PROBLEMS ON THIS PARTICULAR OCCASION WERE THAT THE BRAKE PEDAL WAS SPONGY AND THE BRAKES WERE OUT OF ADJUSTMENT. FOR THE VEHICLE BEING BRAND NEW AND ME BEING THE FIRST OWNER, I FIND IT RATHER DISTURBING THAT THESE BRAKE PROBLEMS HAD ALREADY BECOME AN ISSUE AFTER ONLY ONE MONTH OF OWNERSHIP. ON MARCH 24TH, 2009, ANOTHER SIGNIFICANT BRAKING INCIDENT HAPPENED. AS I ENTERED THE DRIVEWAY OF MY HOME, I STEPPED ON THE ACCELERATOR TO GO UP THE DRIVEWAY'S INCLINE AND THEN TAPPED ON MY BRAKES. WHEN I TAPPED ON THE BRAKES THE VEHICLE WOULD NOT STOP. I PULLED ON THE EMERGENCY BRAKES BUT IT STILL DID NOT STOP. I WAS FORCED TO STEER MY VEHICLE IN THE DIRECTION OF MY HOUSE IN ORDER FOR THE VEHICLE TO HOPEFULLY STOP WITH THE IMPACT. THE FRONT DRIVER'S SIDE OF THE VEHICLE BROKE THROUGH A WOODEN FENCE SURROUNDING MY FRONT GARDEN BEFORE THE VEHICLE HIT THE CORNER OF MY HOUSE AND FINALLY CAME TO A HALT. THE MOST SERIOUS BRAKING FAILURE INCIDENT OCCURRED ON JUNE 25TH, 2009 IN THE KAISER SUNSET PARKING STRUCTURE. I PUT THE CAR IN REVERSE TO PULL OUT OF MY PARKING SPOT. I THEN SHIFTED TO DRIVE WHILE APPLYING MY BRAKES. SINCE THE STRUCTURE WAS AT AN INCLINE THE VEHICLE GAINED VELOCITY AS I DROVE DOWN TO THE LOWER LEVELS TO EXIT. I PRESSED ON MY BRAKES BUT IT DID NOT WORK. I THEN PULLED ON THE EMERGENCY BRAKES BUT THE VEHICLE STILL WOULD NOT STOP. I WAS FORCED TO HIT THE EXIT CROSS BAR SO THAT THE IMPACT WOULD STOP MY VEHICLE FROM MOVING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318813  
**Date of Incident:** 20090625  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**

WHILE IN 'CRUISE CONTROL' WITH NO USE OF THE GAS PEDAL, THE CAR STARTED TO INCREASE SPEED BEYOND THE SET SPEED. WHEN I REALIZED WHAT WAS HAPPENING, I STEPPED ON THE BRAKE WHICH OVERRODE SPEED CONTROL AND BEGAN SLOWING DOWN AS IT NORMALLY WOULD IF THE CAR WAS NOT ACCELERATING BUT AT STEADY SPEED. NOTE: DATE BELOW IS APPROXIMATE. EVENT HAPPENED TWICE DURING SUMMER OF 2009 AT HIGH SPEED (SETTING AT 70MPH)

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320106, 10323189  
**Date of Incident:** 20090625  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** WEEHAWKEN, NJ

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2001 LEXUS RX300. WHILE THE CONTACT WAS BACKING INTO HIS PARKING SPOT THE VEHICLE HAD SUDDENLY SURGED IN REVERSE CAUSING THE CONTACT TO CRASH INTO A NEARBY VEHICLE. NO ONE WAS INJURED AND A POLICE

**C-1401****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

REPORT WAS FILED FOR THE INCIDENT. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 78000.0 BML, 2001 LEXUS RX300. CONSUMER STATES SUDDEN SURGE INTO REVERSE CAUSING A CRASH INTO ANOTHER VEHICLE. \*TGW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303682  
**Date of Incident:** 20090626  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SANGER, TX

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING 50 MPH SHE APPLIED THE BRAKES AND THEY FAILED TO STOP THE VEHICLE WHICH CAUSED HER TO CRASH INTO A RAILING AND A DITCH. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP. THE CONTACT HAS EXPERIENCED THE IDENTICAL FAILURE ON MORE THAN 5 OCCASIONS. THE VIN WAS NOT AVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE 56,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305696  
**Date of Incident:** 20090626  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** PITTSBURG, CA

**NHTSA Summary:**

MY HUSBAND HAD A CRASH ON 06/26/2009 ON HIS TOYOTA TUNDRA 2006 IN CONCORD, CALIFORNIA (HIGHWAY 242). HE SAID HE WAS ON THE FREEWAY AND THE TRAFFIC STOPPED SUDDENLY. HE PUSHED THE BRAKE PEDAL, BUT THE TRUCK KEPT RUNNING AT THE SPEED THAT IT WAS WITHOUT STOPPING. HE CRASHED 3 CARS, AND THE TOYOTA TUNDRA 2006 WAS A TOTAL LOSS. THANK GOD NOBODY WAS HURT IN THAT ACCIDENT. BUT IT TOOK US SO LONG FOR THE INSURANCE COMPANY TO REIMBURSE US THE COST OF THE TRUCK. ALSO, I THINK IT WASN'T FAIR, BECAUSE THE TRUCK WAS IN SUCH GOOD CONDITION, HE WAS TAKING CARE OF THAT TRUCK LIKE IT WAS HIS BABY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294365  
**Date of Incident:** 20090628  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** HACKETTSTOWN, NJ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2001 TOYOTA CAMRY. WHILE DRIVING INTO A SHOPPING CENTER, THE VEHICLE ACCELERATED UNCONTROLLABLY. THE CONTACT APPLIED EXTREME PRESSURE TO THE BRAKE PEDAL, HOWEVER, THE VEHICLE FAILED TO SLOW DOWN. THE CONTACT WAS ABLE TO AVOID CRASHING INTO THE FRONT OF A BUILDING; HOWEVER, HE CRASHED INTO A DUMPSTER AND THE BACK OF THE BUILDING. THE VEHICLE WAS DESTROYED. THE AIR BAGS DEPLOYED. THE CONTACT SUSTAINED BROKEN RIBS, NUMEROUS BRUISES AND CONTUSIONS. THE CONTACT HAS NOT CONFIRMED IF THE FLOOR MATS CAUSED THE VEHICLE TO ACCELERATE. THE CURRENT AND FAILURE MILEAGES WERE 91,000.

**Additional Summary:****C-1402****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290388  
**Date of Incident:** 20090628  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE EXITING A PARKING SPACE THE VEHICLE ACCELERATED WITHOUT INTENTION. AS A CONSEQUENCE HE REAR-ENDED ANOTHER VEHICLE. NO ONE WAS INJURED BUT THERE WAS OVER \$3000 DAMAGED TO THE OTHER VEHICLE. HE FILED CASE # 0909144743 WITH THE MANUFACTURER THE FAILURE MILEAGE WAS 46,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308086  
**Date of Incident:** 20090628  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** WEST NEWBURY, MA

**NHTSA Summary:**

VEHICLE LURCHED FORWARD WHILE BRAKE PEDAL WAS DEPRESSED ON TO SEPARATE OCCASIONS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308643  
**Date of Incident:** 20090628  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** LINCOLN, NE

**NHTSA Summary:**

ANOTHER TOYOTA CONSUMER WITH NO FIX, THEY KEEP SAYING YOUR CAR IS NOT INCLUDED YOUR NOT HAVING THOSE ISSUES.. YOUR CAR WAS BUILT IN JAPAN... I DONT CARE IT IS HAVING MIND OF ITS OWN AND I SUGGESTED TO THEM IT IS NOT FLOOR MATS ETC... THAT AT THAT TIME AND STILL I FELT IT TO BE A COMPUTER ISSUE WITH GAS PEDAL AS MY CAR INDEED HAS A MIND OF ITS OWN AND TAKES OFF IN A FLASH OR WILL NOT STOP ENGINE CONTINUES TO RACE RPM WITH BRAKE SMASHED DOWN I HAVE OWN THIS 2010 CAMRY SINCE JUNE OF 2009 HAVE 2000 MILES OF USE OUT OF IT AND SHAKY ONES TO SAY THE LEAST... NO CONCERN FROM TOYOTA RUN AROUND ALL THE TIME LIKE IM MAKING UP STORIES AS AGIAN YOUR CAR IS NOT INCLUDED IN THESE PROBLEMS 31000.00 PROBLEM FOR ME AS CAR IS NOT SAFE IS NOT USABLE AND CAN NOT BE TRADED NO ONE WANTS AND VALUES CONTINUE TO FALL QUICKLY..... MAKE THEM ACCOUNTABLE

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295331  
**Date of Incident:** 20090629  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** SAUGUS, MA

**NHTSA Summary:****C-1403****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\* THE CONTACT OWNS A 2008 TOYOTA RAV 4. WHILE DRIVING 10 MPH THE VEHICLE BEGAN TO ACCELERATE WITHOUT INTENTION. THE BRAKE PEDAL WAS DEPRESSED TO THE FLOOR, BUT THE VEHICLE WOULD NOT DECELERATE. THE VEHICLE WAS TAKEN TO THE DEALER ON SEVERAL OCCASIONS, BUT THEY COULD NOT IDENTIFY THE CAUSE OF THE FAILURE. THE FAILURE MILEAGE WAS 5,200. UPDATED 1/11/09 \*CN UPDATED 01/13/10 \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315677  
**Date of Incident:** 20090629  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** TRACY, CA

**NHTSA Summary:**

WHEN PULLING INTO A PARKING PLACE IN A STRIP-MALL, MY CAR SUDDENLY ACCELERATED, JUMPED THE CURB, CROSSED A 2-LANE ROAD, JUMPED ANOTHER CURB, CROSSED A 6 FOOT SIDEWALK AND RAN INTO THE FRONT OF A STORE, COMPLETELY DESTROYING THE WALL, WINDOW, AND FRONT DOOR OF THE STORE, APPROX. 12 FEET WIDE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305215  
**Date of Incident:** 20090630  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** PASCO, WA

**NHTSA Summary:**

2008 PRIUS BRAKE ACCELERATION. I PULLED SLOWLY INTO MY REGULAR PARKING SPOT AT WORK. MY PRIUS ALL OF A SUDDEN SPED UP AND I COULDN'T STOP IT BEFORE THE CAR HIT THE UTILITY BOX ON THE SIDE OF OUR OFFICE. I HAVE PICTURES AND A WITNESS. I INFORMED MY INSURANCE "ALLSTATE" WHEN THE PROBLEM WAS BROUGHT TO PUBLIC ATTENTION BUT BECAUSE I HAD MOVED AND NO LONGER HAVE ALLSTATE, THEY WERE NOT CONCERNED. I HAVE NOTIFIED TOYOTA AND AS OF THIS DATE, THEY HAVE NOT COMMENTED. I WAS TOLD AT THE TIME THAT IT WAS MY FAULT, THEREFORE I ASSUMED IT MUST HAVE BEEN. I WANT YOU TO KNOW THAT I EXPERIENCED THIS PROBLEM AND NOW REALIZE I WAS NOT AT FAULT. THE ACCIDENT IS ON MY RECORD FOR THREE YEARS AND MY PRIUS HAD TO HAVE A NEW BUMPER WHICH CAUSES IT TO NO LONGER HAVE FULL RESALE VALUE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313664  
**Date of Incident:** 20090630  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** HOLLISTON, MA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA AVALON XL7. WHILE DRIVING ABOUT 65 MPH ON A RAINY NIGHT THE VEHICLE ACCELERATED UP TO 90 MPH. WHEN HE APPLIED THE BRAKES AND THE VEHICLE CONTINUED TO SPIN OUT OF CONTROL AND CRASHED INTO A GUARD RAIL. THE FAILURE MILEAGE WAS 55,000 AND THE CURRENT MILEAGE WAS 62,000. THE VEHICLE HAS BEEN REPAIRED BY A MECHANIC. THE CONTACT WAS UNABLE TO PROVIDE THE VIN.

**C-1404****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315794  
**Date of Incident:** 20090630  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** EUGENE, OR

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

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20090700  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** AKRON, OH

**NHTSA Summary:**  
Sean:  
Just got off the phone with Matt, the consumer who called, about the crash his wife was involved in this past July. He knows vehicles as he is a performance test driver for Goodyear.  
Wife driving 2006 Lexus IS250  
All Weather Floor Mats provided by Lexus and in vehicle for at least 18 months.  
No prior problems with floor mats  
She is driving on country road and goes to pass a dump truck. As she accelerates, the throttle sticks wide open.  
Tries to brake but doesn't help  
She presses the ignition button but it does not shut down the engine. He does not believe she held it down for the three seconds  
She pulls in front of dump truck and puts vehicle in park to stop. Dump truck hits her from behind. She is not injured but there is \$13,500 damage with the car  
She does not know if the floor mat was caught up in pedal  
Vehicle brought to Lexus dealer and photos taken (He has copies of the photos)  
Lexus engineer, Rick Vierke, flown out to look at vehicle. Spent a few hours inspection vehicle. No one representing the vehicle owner was in attendance  
Two weeks after inspection he is told that the cause of the crash was a stuck pedal in the floor mat and it is the owner's responsibility to make sure the floor mat is correctly installed.  
He was to receive a detailed report from Lexus 4 weeks later. Still has not received it and the accident was in July  
He filed a complaint with NHTSA and talked to the head investigator Steven (He could not remember his last name)  
Also filed a complaint with Lexus  
Also received a letter from Lexus legal in California telling him to send a letter regarding what compensation he is looking for.  
Does not want to get involved with Class Action or other litigation if there is one  
May be interested in talking though.

**C-1405**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20090700  
**Vehicle:** 2009 TOYOTA CAMRY HYBRID  
**Location of Incident:** RICHBORO, PA

**NHTSA Summary:**  
**Additional Summary:**  
Three SUA events: Wife driving each time  
First time occurred in June / July 2009 (exact date will be provided) accelerated onto 95 in NJ - continued to accelerate - hit brakes, held and then finally "clicked" out of acceleration. Had all-weather floor mat - but not OE Toyota. Not secured with clips, but noted that it had spikes underneath and it was not interfering.

Second event happened about one month after the first. In the meantime took the AWFM out. Had regular carpeted OE mats clipped in. Was accelerating onto highway and the car kept going. Put on brake and e-brake and was able to stop by slowing and pulling onto shoulder and turning off the key. Dealer said it was the floor mat even though it was in place and carpeted.

Third time, no floor mat in the car (3 to four weeks ago). Was able to pull over without an incident. Hit about 70 or 80 then heard an audible "click" when it went to idle. Took to dealer - left with dealer. Three days later had a Toyota rep come to examine the car - nothing found. Dealer couldn't account for it. Nothing on scan, etc. Kept telling them there were no other complaints.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20090700  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** , CA

**NHTSA Summary:**  
**Additional Summary:**  
CBS 5 SAN FRANCISCO REPORT DATED FEB. 24, 2010 (SEE DOCUMENT TOYSUA4211)

"This has affected me so much, I can't even explain it. It's just overwhelming," said Patrick Luong. He said it all began one afternoon in July, as Luong drove down Interstate 680 toward home in the 2008 Toyota Tundra he'd purchased new, earlier that year. Suddenly, he said, the car took off.  
"It accelerated from 100 mph back down to 50, 60, 70, 100 on the freeway, it was just shifting gears by itself, like it was possessed," he said.  
And in the passenger seat sat Luong's 15-year-old nephew.

"He's like 'uncle, uncle!' I am swerving and cars are swerving and I am trying not to hit them. What was going on in my mind was, you know, 'we're going to die,'" he recalled.  
He managed to put the truck in neutral and steer it to the side of the freeway:  
"It was still accelerating up and down but it wasn't moving the tires were spinning and I told my nephew 'jump! jump for your life,'" he recalled.  
Both men jumped out, uninjured. But when he took the car to this Toyota dealership, "They looked at me like I was an idiot, like I just went and made this up."  
The dealership found 'no engine or transmission malfunction codes and told him the problem was the floor mat. So he drove the truck home. But three weeks ago he said it happened again.

He said the truck sped up to 60 miles an hour in a residential neighborhood.  
"I put it in neutral, slammed on the brakes so hard to avoid hitting the truck," he said. The truck, with Luong inside, wound up in the ditch.  
Back at the dealership once again, he said a technician dismissed his fears again.

**C-1406**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303855  
**Date of Incident:** 20090701  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CHICO, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. SHE STATED THAT THE VEHICLE ACCELERATED TWICE AND IT WAS NOT DUE TO THE FLOOR MAT. THE FIRST INCIDENT OCCURRED WHILE PULLING OUT OF THE GARAGE WITH HER FOOT ON THE BRAKE PEDAL. SECOND INCIDENT OCCURRED WHILE DRIVING IN REVERSE 5 MPH OUT OF THE DRIVEWAY; HOWEVER, SHE WAS ABLE TO BRING THE VEHICLE TO A COMPLETE STOP BY APPLYING THE BRAKE. THE DEALER ADVISED HER TO THE FLOOR MAT OUT OF THE VEHICLE. THE FAILURE MILEAGE WAS 20,000 AND THE CURRENT MILEAGE WAS 26,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306922  
**Date of Incident:** 20090701  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** REDLANDS, CA

**NHTSA Summary:**  
THIS IS JUST TO PASS ALONG TO YOU THAT I TOO HAVE EXPERIENCED THAT ODD SENSATION OF MOMENTARY ACCELERATION WHILE DRIVING, BUT WHILE LETTING OFF THE ACCEL PEDAL. ON THE HANDFUL OF OCCASSIONS WHEN IT HAS TAKEN PLACE, I BELIEVE I WAS ALWAYS DRIVING IN HEAVY STOP-AND-GO FREEWAY TRAFFIC. ALMOST FROM THE FIRST DAY I LEASED THE CAR, I HAVE COMPLAINED TO FRIENDS THAT I THOUGHT MY ELECTONICALLY-CONTROLLED TRANSMISSION WAS "TOO SMART"-THAT IT THOUGHT IT KNEW BETTER HOW TO DRIVE THE CAR THAN I DID. I HAVE A FEATHER TOUCH IN MY DRIVING STYLE, AND I HAVE NOT LIKED HOW THE TRANSMISSION IS CONSTANTLY TRYING TO FIGURE OUT IF IT WANTS TO BE SHIFTING UP OR DOWN IN HEAVY TRAFFIC. NOW, WITH THE RECENT MEDIA COVERAGE, I AM WONDERING IF THE ISSUE IS BROADER AND COULD BE PART OF THE UNINTENDED ACCELERATION ISSUE?  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307895  
**Date of Incident:** 20090701  
**Vehicle:** 2003 TOYOTA 4RUNNER  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**  
MODEL : 2003 TOYOTA 4 RUNNER V8 ISSUE : AUTOMATIC ACCELERATION WHILE A/C ON HOW TO DUPLICATE THE ISSUE : OPTION 1] WHILE THE ENGINE IS RUNNING AND THE VEHICLE IS IN DRIVE WITH BRAKES DEPRESSED TURN THE A/C "ON", THE VEHICLE WOULD TRY TO SUDDENLY MOVE FORWARD. THE TACHOMETER ALSO SHOWS HIGHER READINGS. OPTION 2] TURN YOUR A/C OFF DRIVE FOR A WHILE AND THEN TURN YOUR A/C ON. THE MOMENT YOU TURN YOUR A/C ON THE VEHICLE ACCELERATES ON ITS OWN FOR A WHILE. THIS PROBLEM IS MAGNIFIED ESPECIALLY IN SUMMER AND HOTER CLIMATES AND DOES NOT FAIL TO OCCUR IN SUMMER. THANKS ASH  
**Additional Summary:**

**C-1407**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317636  
**Date of Incident:** 20090701  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** FLUSHING, MI

**NHTSA Summary:**  
THE CAR DIDN'T STOP BECAUSE THE GAS PEDAL GOT STOCK AND THE BRAKES WOUDN'T WORK , IT OCCURED ONCE , WHICH CAUSED THE ACCIDENT . PARTS WAS REPAIRED , I DON'T HAVE THE OLD PARTS OR THE CAR BECUSE IT WAS A RENTAL CAR ( 2010 TOYOTA CAMRY ) .  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319572  
**Date of Incident:** 20090701  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** WEST LAFAYETTE, IN

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321545  
**Date of Incident:** 20090701  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** WEST CHESTER, OH

**NHTSA Summary:**  
MY 2008 AVALON EXPERIENCED UNEXPECTED ACCELERATION TWICE...ONCE IN 2008 AND ONCE IN 2009...BOTH TIMES I HAD THE CRUISE CONTROL ON, WHICH HAS A SAFETY FEATURE, A LASER, WHICH KEEPS YOU FROM GETTING TOO CLOSE TO THE CAR IN FRONT OF YOU...MY CAR ACCELERATED AND IGNORED THE SAFETY LASER. IT SLOWED DOWN IMMEDIATELY WHEN I APPLIED THE BRAKES. THE KEY IS, THE PEDAL WAS NOT STUCK, I DID NOT HAVE TO DO ANYTHING WITH THE FLOOR MATS, I DID NOT HAVE TO KEEP APPLYING THE BRAKES, THEY WORKED AS DESIGNED. THEREFORE IT, IN MY OPINION, WAS ALL ELECTRONIC, AS FAR AS THE ACCELERATION MALFUNCTION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329773  
**Date of Incident:** 20090701  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** COLUMBUS, GA

**C-1408**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10276034  
**Date of Incident:** 20090702  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** MONTGOMERY, AL

**NHTSA Summary:**

I WAS PASSING ANOTHER VEHICLE IN MY 2007 TOYOTA TACOMA. THE ACCELERATOR STUCK WHILE PASSING. I TAPPED IT TWICE TRYING TO RELEASE IT AND APPLIED THE BRAKES. THE ACCELERATOR PEDAL WOULD NOT RELEASE AND THE VEHICLE CONTINUED TO ACCELERATE. I QUICKLY TURNED OFF THE IGNITION AND COASTED TO A STOP. THE PEDAL WAS STILL LAYING ON THE FLOOR WHEN I STOPPED SO I OPENED THE ENGINE HOOD AND LOOKED TO SEE IF I COULD SEE THE CABLE LINKAGE AND SEE WHAT WAS CAUSING THE PROBLEM. I THEN WENT BACK TO THE CAB TO SEE IF THE FLOOR MAT WAS CAUSING THE PROBLEM (IT WAS NOT). AS I CAME TO THE CAB DOOR I HEARD A POP AS THE ACCELERATOR PEDAL SNAPPED BACK UP (ABOUT TWO MINUTES AFTER COASTING TO A STOP). I THEN STARTED THE VEHICLE AND IT DROVE NORMALLY. I TOOK THE VEHICLE TO THE DEALER TO HAVE IT CHECKED OUT. THEY SAID THEY COULD FIND NO ERROR CODES AND THAT THEY COULD NOT FIND ANYTHING WRONG WITH THE ACCELERATOR. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291180  
**Date of Incident:** 20090703  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** GEORGETOWN, TX

**NHTSA Summary:**

I WAS "TI-BONED" ON MY DRIVERS' SIDE ON JULY 3, 2009 IN MY 2007 PRIUS. THE CAR HAD EXTENSIVE DAMAGE AND THE ELECTRIC MOTOR WAS DISMANTLED AND REPLACED (SAME ONE) AS PART OF THE REPAIR. AT THE TIME OF THE ACCIDENT IT WAS FINE AND I AVERAGED ABOUT 48-52 MPG. IT WAS IN THE TOYOTA REPAIR SHOP FROM JULY 7TH THROUGH LATE AUGUST AND WASN'T RETURNED UNTIL MID-SEPTEMBER. I HAVE NOT BEEN DRIVING IT SINCE I LAST PICKED IT UP BECAUSE I DID NOT FEEL SAFE IT. THE PROBLEM WAS NEVER FOUND AND I WAS TOLD "...IF WE CAN'T FIND THE PROBLEM, WE CAN'T FIX IT...IF IT HAPPENS AGAIN, BRING IT BACK, IT'S UNDER WARRANTY." YESTERDAY (NOVEMBER 4, 2009) I HAD TO DRIVE IT TO WORK (DOWNTOWN) BECAUSE MY HUSBAND HAD OUR VAN AND I FOUND THAT IT IS STILL ACCELERATING IN ODD WAYS LIKE IT DID WHEN WE GOT IT BACK IN SEPTEMBER. WHILE IN STOP AND GO

**C-1409****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TRAFFIC AT A LOW SPEED WHEN I WENT TO ACCELERATE TO A HIGHER SPEED (APPX. 50 MPH) IT WASN'T ACCELERATING PROPERLY, THEN SUDDENLY "KICKED INTO" ACCELERATION THEN I HAD TO SLOW IT DOWN WITH THE BRAKES. THE TOYOTA HYBRID ENGINE DISMANTLING MANUAL (I FOUND ONLINE WHEN I WAS TOLD TOYOTA COULD NOT FIND THE PROBLEM) ON PAGE 1 #1-5 SHOWS HOW THE VEHICLE SHOULD BE OPERATING. AS I'VE DESCRIBED SINCE AUGUST, THE DAY I FIRST PICKED IT UP, THIS IS NOT HOW IT'S FUNCTIONING. IN LIGHT OF THE NEWS YESTERDAY, THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FOUND NO DEFECT EXISTS IN VEHICLES WITH PROPERLY INSTALLED FLOOR MATS. AND IN FACT, THE NHTSA SAID, TOYOTA VEHICLES HAVE A VERY SERIOUS DEFECT. I WOULD LIKE TO KNOW WHAT TOYOTA CAN DO NOW TO GET MY PRIUS WORKING PROPERLY (OR CONSIDER IT TOTALED) BEFORE I (OR MY FAMILY) ARE IN A HORRIBLE ACCIDENT LIKE THE 16 PEOPLE WHO HAVE ALREADY DIED OR THE 200+ WHO HAVE HAD SERIOUS ACCIDENTS AS A RESULT OF THIS ISSUE! BY THE WAY, THERE ARE NO CAR MATS IN IT, BUT THERE WERE BEFORE THE ACCIDENT AND THIS ISSUE NEVER OCCURRED BEFORE TOYOTA'S "REPAIRS" TO IT! \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302646  
**Date of Incident:** 20090703  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PENSACOLA, FL

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 70 MPH THE GAS PEDAL WOULD STICK. THE CONTACT HAS NOT TAKEN THE VEHICLE TO THE DEALER OR CALLED THE MANUFACTURER. THE CONTACT IS CONCERNED ABOUT THE SAFETY RISK SINCE A CRASH COULD OCCUR. THE FAILURE MILEAGE WAS 29214.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308666  
**Date of Incident:** 20090704  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** HOLMDEL, NJ

**NHTSA Summary:**

STICKY GAS PEDAL, 2001 TOYOTA CAMRY LE. CAR DOES NOT MOVE UNTIL THE GAS PEDAL IS PRESSED HARD

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310678  
**Date of Incident:** 20090704  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** SONOMA, CA

**NHTSA Summary:**

APPROXIMATELY 7 MONTHS AGO MY 2007 TOYOTA PRIUS BEGAN ACCELERATING DURING USE OF THE CRUISE CONTROL. I REPORTED THE PROBLEM TO THE DEALERSHIP WHO SAID THEY HAVE NO FIX FOR IT. I CAN'T USE THE CRUISE CONTROL IN MY CAR FOR FEAR THE CAR WILL NOT STOP ACCELERATING. \*TR

**Additional Summary:****C-1410****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332179  
**Date of Incident:** 20090704  
**Vehicle:** 2008 LEXUS IS350  
**Location of Incident:** OAKLAND, CA

**NHTSA Summary:**

I AM DRIVING A CAR WHICH HAS ACCELERATED UNINTENTIONALLY THREE TIMES. I WANT LEXUS TO BE RESPONSIBLE AND FIND OUT WHY MY CAR ACCELERATES RANDOMLY AND I WANT THEM TO FIX MY CAR. I ALSO WANT LEXUS TO ADMIT TO THIS SAFETY FLAW. I WISH THAT LEXUS WOULD BE PUNISHED FOR THIS SERIOUS BREACH IN CONCERN FOR PUBLIC SAFETY ALTHOUGH THAT IS NOT MY IMMEDIATE CONCERN. IN JULY OF 2009 THE CAR ACCELERATED WHEN THE BRAKES WERE APPLIED. THE CAR COULD NOT BE STOPPED BY APPLYING THE BRAKES ALONE AND ONLY STOPPED WHEN IT WAS PUT IN NEUTRAL AND HIT THE CAR IN FRONT OF US. LEXUS ATTRIBUTED THIS TO THE DRIVERS' δBIG FOOTδ. IN DECEMBER OF 2009 WHILE LEAVING A PARKING LOT, THE CAR LEAPT ACROSS A SIDEWALK WHILE THE BRAKE WAS DEPRESSED, AND DID NOT STOP UNTIL IT WAS PUT IN NEUTRAL. LEXUS ATTRIBUTED THIS INCIDENT TO A MOVING FLOOR MAT. IN APRIL OF 2010, ONE WEEK AFTER LEXUS INSTALLED A δBRAKE OVERRIDE OF ACCELERATORδ, THE CAR ENGINE ACCELERATED INTO RED RPM'S. THE OVERRIDE TOOK PLACE BUT CAR STRAINED AGAINST THE BRAKE AND ONLY STOPPED WHEN IT WAS PUT IN NEUTRAL. LEXUS SAID THE CAR DOESN'T δREGISTER THIS OCCURRENCE SO TO LEXUS, APPARENTLY NOTHING HAPPENED. WHEN THE CAR ACCELERATED IN APRIL AFTER LEXUS HAD INSTALLED THE COMPUTER PROGRAM TO CREATE A BRAKE OVERRIDE OF THE ACCELERATOR, A δFIELD TECHNICIAN CHECKED OUT THE CAR THOROUGHLY δ. I ASSUMED THAT THE COMPUTER FIX WOULD ALSO RECORD BRAKE/ACCELERATOR ACTION, BUT THAT WAS OBVIOUSLY NOT BUILT INTO THE MODIFICATION. THE FIELD TECHNICIAN SAID THAT ALL SYSTEMS IN THE CAR WERE FUNCTIONING AND THAT HE DROVE IT FOR 16 MILES AND THERE WERE NO PROBLEMS. THIS ACCELERATION HAS HAPPENED THREE TIMES IN TWO YEARS AND THE CAR HAS 25,000 MILES ON IT. IT IS INCONCEIVABLE TO ME THAT GIVEN THE SERIOUSNESS OF THE PROBLEM, A 16 MILE TEST DRIVE COULD BE CONSIDERED ADEQUATE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10278006  
**Date of Incident:** 20090705  
**Vehicle:** 2007 LEXUS IS250  
**Location of Incident:** NORTH JUDSON, IN

**NHTSA Summary:**

2007 LEXUS IS250. TRAVELING AT 55 MPH ON HWY, HIT CRUISE, CAR SUDDENLY ACCELERATED TO NEARLY 105 MPH BY ITSELF. BRAKES UNRESPONSIVE. DID NOT RESPOND TO PUTTING IN NEUTRAL. HAD TO PLACE IN PARK. LEXUS BLAMES ON FLOOR MAT INTERFERENCE. DRIVER DISAGREES. CRUISE WOULD NOT TURN OFF. 911 CALLED, ADVISED TO DRIVE INTO FIELD. 2ND TIME THIS HAPPENED SINCE PURCHASING CAR IN MAR 2009. ALTHOUGH CAR UNDER WARRANTY, LEXUS REFUSES TO PAY. INSURANCE ADJUSTER SENT TO DEALERSHIP TO INSPECT. WAITING ON RESULTS. \*TR CONSUMER IS ADDING PHOTOS. 7/29/09 \*NJ RECEIVED PHOTE. UPDATED 08/05/09 \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315007  
**Date of Incident:** 20090705

**C-1411****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** FULLERTON, CA

**NHTSA Summary:**

SUDDEN FORCEFUL ACCELERATION OF A 2007 TOYOTA CAMRY HYBRID, NOT DUE TO FLOOR MAT OR STICKING GAS PEDAL. (VIN NUMBER STARTED WITH A J SO WAS NOT PART OF SUBSEQUENT RECALL FOR GAS PEDAL PROBLEMS), WHILE EASING INTO A HEAD-IN PARKING SPACE. FORCEFULLY HITTING THE BREAK DID NOT SLOW THE VEHICLE AND IT ONLY STOPPED, AND WAS TOTALED, WHEN IT WAS STEERED INTO A CONCRETE LIGHT POLE TO AVOID ENTERING A BUSY STREET. THE ACCELERATION WAS SO FORCEFUL THAT THE CAR HIT AND WENT OVER TWO APPROXIMATELY 8" CONCRETE SIDES ON A PLANTER AND ONLY STOPPED WHEN THE RIGHT FRONT TIRE AND RIGHT FRONT PORTION OF THE VEHICLE HIT THE CONCRETE LIGHT POLE. THE FORCE WAS SUFFICIENT TO CAUSE THE RIGHT FRONT SEAT PASSENGER SEVERE SOFT TISSUE INJURIES TO THE LEFT CHEST THAT TOOK 6 MONTHS TO FULLY HEAL FROM THE RESTRAINT OF THE TRI-POINT SEAT BELT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313767  
**Date of Incident:** 20090706  
**Vehicle:** 1995 TOYOTA CAMRY  
**Location of Incident:** BARNEGAT, NJ

**NHTSA Summary:**

UNASSISTED AND UNSAFE ACCELERATION ON FOUR OCCASIONS WITH MY 1995 TOYOTA CAMRY AND A COMPLETE ENGINE STALL-OUT WHILE DOING 15 MPH WITH MY 2009 TOYOTA CAMRY.

**Additional Summary:**

please be advised that my wife and I experienced the "acceleration problem" with our 1995 Camry on four occasions, the car was towed twice and toyota was never able to find the problem. we then traded up to a 2009 Camry LE with only 7000 miles. After three months, while driving at 15 MPH, the engine stalled out and again, the car was towed to Toyota and they found no cause for the problem. Had this incident occurred on a high speed roadway, my wife and I could very easily have become carnage. We then realized that no Toyotas were safe and bought a different brand after losing \$8000 on the 2009 Camry after only 5 months and 4000 miles. I feel compelled to let the public know that Toyota has been lying for a long time and that the acceleration problem is indeed ELECTRICAL and not mechanical and the problem stems from at least 1995.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302907  
**Date of Incident:** 20090706  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** MELROSE, MA

**NHTSA Summary:**

WHILE TRAVELING DOWN MAIN STREET APPROACHING AN INTERSECTION WITHOUT WARNING MY CAR VERY SUDDENLY ACCELERATED AT A VERY HIGH SPEED AND CRASHED INTO A CAR IN FRONT OF ME. DRIVER'S SIDE AIRBAG INFLATED, BLOCKING MY VISION WHILE MY CAR CONTINUED TO RACE FORWARD. I IMMEDIATELY JAMMED ON THE BRAKES, THE CAR SWERVED FORWARD TO THE LEFT, CROSSED MAIN STREET, AND CAME TO A STOP IN FRONT OF A UTILITY POLE. FRONT AXEL BROKE, ON IMPACT WHICH CAUSED THE CAR TO STOP. SEAT BELT AND AIRBAG PULLED ME BACK AGAINST THE DRIVERS SEAT RESULTED IN CHEST BRUISING AND PAIN. I WAS KNOCKED OUT FOR A FEW SECONDS AND CAME TO JUST AS AIRBAG WAS BEGINNING TO DEFLATE. THE DASHBOARD SLAMMED INTO MY LEGS BADLY BRUISING BOTH OF THEM. POLICE AND

**C-1412****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

EMT WERE ON THE SCENE, AND I WALKED OUT OF THE CAR ON MY OWN. MY VEHICLE AND THE ONE IT CRASHED INTO WERE BOTH TOTAL LOSSES. AT THE TIME OF THE CRASH MY CAR HAD BEEN DRIVEN ROUGHLY 3,000 MILES. I WAS TAKEN TO THE HOSPITAL BY AMBULANCE, TREATED AND RELEASED THAT SAME DAY. VEHICLE SPEED BEFORE IMPACT WAS 20, SPEED ON IMPACT IS IMPOSSIBLE TO DETERMINE AS CAR ACCELERATED ON ITS OWN SO QUICKLY AND CRASHED SO HARD. \*TW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323936  
**Date of Incident:** 20090706  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** COLUMBUS, GA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA MATRIX. THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED RAPIDLY AFTER SHE DEPRESSED THE ACCELERATOR PEDAL TO MAKE A LEFT TURN. THE VEHICLE CRASHED INTO ANOTHER VEHICLE. THE AIR BAGS DID NOT DEPLOY. BOTH THE CONTACT AND DRIVER OF THE OTHER VEHICLE SUSTAINED NECK INJURIES; A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALERSHIP WHERE IT WAS REPAIRED AT THE CONTACTS EXPENSE. THE MANUFACTURER CALLED THE CONTACT AND REQUESTED TO TAKE THE VEHICLE APART TO REPAIR THE PROBLEM. THE CONTACT WANTED REIMBURSEMENT FOR THE REPAIRS AND WANTED TO GIVE THE VEHICLE BACK AS SHE WAS STILL EXPERIENCING SUDDEN ACCELERATION INTERMITTENTLY. THE FAILURE MILEAGE WAS APPROXIMATELY 289. THE CURRENT MILEAGE WAS APPROXIMATELY 2,900.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302524  
**Date of Incident:** 20090707  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** ANAHEIM, CA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 TOYOTA AVALON. WHEN SHE APPROACHED A TRAFFIC LIGHT OR INTERSECTION AND ATTEMPTED TO ACCELERATE, THE GAS PEDAL WAS STUCK AND THE VEHICLE WOULD NOT ACCELERATE. SHE HAD TO ENGAGE THE ACCELERATOR PEDAL REPEATEDLY BEFORE THE VEHICLE WOULD MOVE FORWARD. A LOCAL MECHANIC SPRAYED THE ACCELERATOR PEDAL WITH SOME DW3 SPRAY; HOWEVER, THE FAILURE WAS NOT CORRECTED. SHE CONTACTED THE DEALER. THE DEALER STATED THAT HER VEHICLE WAS NOT A PART OF THE RECALL; THEREFORE, SHE WILL HAVE TO PAY FOR THE REPAIR. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 30,000 AND THE CURRENT MILEAGE WAS 50,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307278  
**Date of Incident:** 20090707  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** KAAAWA, HI  
**NHTSA Summary:**

GAS PEDAL GOT STUCK ON MY TOYOTA TACOMA WHEN PASSING. REPORTED TO TOYOTA DEALERSHIP 7/17/09

C-1413

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313797  
**Date of Incident:** 20090707  
**Vehicle:** 2007 TOYOTA FJ CRUISER  
**Location of Incident:** HOUME, LA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA FJ CRUISER. OCCASIONALLY WHEN THE CONTACT ATTEMPTED TO ACCELERATE AT VARIOUS SPEEDS, HE NOTICED THAT THE ACCELERATOR PEDAL BECAME STUCK TO THE FLOOR CAUSING THE VEHICLE TO ACCELERATE. IN ORDER TO STOP THE VEHICLE THE CONTACT HAD TO APPLY EXTREME BRAKING PRESSURE. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 31000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319446  
**Date of Incident:** 20090707  
**Vehicle:** 1997 TOYOTA COROLLA  
**Location of Incident:** CLEMSON, SC  
**NHTSA Summary:**

I EXPERIENCE SUDDEN ACCELERATION ON MY TOYOTA COROLLA 1997 WHEN THE CRUISE CONTROL IS ACTIVE AND SET ON SPEED. IT HAPPENED ABOUT 4 TIMES OVERT HE LAST THREE YEARS AND I CAN CORRECT IT BY TURNING OFF THE CRUISE CONTROL. SOMETIMES IT WOULD HAPPEN WHEN I SET THE SPEED AND SOMETIMES WOULD HAPPEN WHEN I ACCELERATE WITH THE CRUISE CONTROL SET ON SPEED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293688  
**Date of Incident:** 20090708  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** WISTON SALEM, NC  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA COROLLA. WHILE REVERSING OUT OF HIS DRIVE-WAY THE VEHICLE ACCELERATED BACKWARDS WITHOUT INTENTION. AFTER REPEATED BRAKE APPLICATION HE WAS ABLE TO STOP THE VEHICLE. THE MANUFACTURER WAS IN THE PROCESS OF BEING NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS 7,000. THE CURRENT MILEAGE WAS 12,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20090708  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** MONTICELLO, IL  
**NHTSA Summary:**

**Additional Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1414

going into my driveway car accelerated I hit our brick mail box did about \$11,000 damage to car \$2200 to mailbox. I thought i was going nuts.My lower legs are still bruised from the airbags going off.My right leg was burned from airbags.

**Toyota ID Number:** 200707121237  
**NHTSA ODI Number:** 10290289  
**Date of Incident:** 20090709  
**Vehicle:** 2007 TOYOTA YARIS  
**Location of Incident:** TUSTIN, CA  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA YARIS. WHILE DRIVING BETWEEN 65-70 MPH SHE APPLIED PRESSURE TO THE BRAKES BUT THE VEHICLE WOULD NOT STOP. HE WAS ABLE TO DECELERATE BY SHIFTING THE VEHICLE INTO THE NEUTRAL GEAR. 2 WEEKS LATER THE VEHICLE ACCELERATED WITHOUT WARNING ONTO THE HIGHWAY. THE DEALER COULD NOT PROVIDE A REMEDY BECAUSE THE FAILURE COULD NOT BE DUPLICATED. THE CURRENT MILEAGE WAS 18,150 AND THE FAILURE MILEAGE WAS 5500.

I bought a 2007 Toyota Yaris with power package at Tustin Toyota in Tustin, CA, onj Aug. 17, 2006. I had an incident around July 12, 2007, that I reported to Toyota that day, Case #200707121237. I like to use my cruise control and in my previous Toyota Celica, I used it to accelerate while on I-5 heading south from Orange County towards San Diego. The car began to accelerate and my attempts to slow it down did not work until I downshifted to Neutral. Since the dealer could not duplicate the incident, they ignored it, and the Yaris is not on the recall list. I have also reported this to NHSTA, but they tell me unless they get several complaints, nothing can be done. I am afraid to drive my car long distances because of this issue, and only have 19,200 miles on the car.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303068  
**Date of Incident:** 20090709  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** ROYERSFORD, PA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE DRIVING 10 MPH INTO A PARKING SPACE, THE VEHICLE ACCELERATED AND CRASHED INTO A POLE. THERE WAS MINOR DAMAGE TO THE FRONT OF THE VEHICLE. THE CONTACT WAS NOT INJURED. THE CONTACT DID NOT CALL THE MANUFACTURER OR A DEALER. THE CONTACT STATED THAT THE CRASH OCCURRED DUE TO THE ACCELERATOR PEDAL BEING STUCK. THE FAILURE MILEAGE WAS 55,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306824  
**Date of Incident:** 20090709  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** CHICAGO, IL  
**NHTSA Summary:**

2006 TOYOTA HIGHLANDER HYBRID - I WAS STOPPED IN A RIGHT TURN ONLY LANE. THE VEHICLE IN FRONT OF ME BEGAN TO MAKE A RIGHT TURN ON A RED LIGHT. AS HE MOVED FORWARD, I SLIGHTLY RELEASED PRESSURE ON THE BRAKES AND MY VEHICLE LUNGED FORWARD AND CRASHED INTO THE VEHICLE IN FRONT OF ME WHICH HAD STOPPED SUDDENLY. THIS "LUNGING" IS A COMMON OCCURRENCE IN THIS TOYOTA VEHICLE. WE HAD THOUGHT IT WAS JUST AN IDIOSYNCRASY OF THE HYBRID VEHICLE.

C-1415

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HOWEVER, MY BROTHER HAS A NEWER MODEL HIGHLANDER HYBRID AND HE DOES NOT EXPERIENCE THIS LUNGING. WHAT I MEAN BY LUNGING IS THAT THE VEHICLE, AT TIMES, WILL LUNGE FORWARD AS YOU RELEASE THE BREAK AT A HIGHER SPEED THAN AN IDLE. IN THE SIMPLE ACCIDENT MENTIONED ABOVE, MY VEHICLE SUSTAINED OVER \$3000 IN DAMAGE, WHICH IS QUITE AN EXTRAORDINARY AMOUNT FOR THIS TYPE OF ACCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310576  
**Date of Incident:** 20090709  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** WORCESTER, MA  
**NHTSA Summary:**

ON SEVERAL OCCASIONS WHILE DRIVING MY WIFE'S 2007 TOYOTA RAV4, THE MOTOR REVVED MOMENTARILY WHILE I WAS BRAKING. THE LAST INSTANCE WAS IN THE SUMMER OF 09 WHILE DRIVING THROUGH A CAMPGROUND AT APPROXIMATELY 5 MPH. A PERSON CROSSED THE ROAD IN FRONT OF ME AND I APPLIED THE BRAKE TO LET HIM PASS. WHILE DRIVING THROUGH THE CAMPGROUND, THE MOTOR REVVED (I AM ESTIMATING IT REVVED FROM IDLE TO ABOUT 17-1800 RPM) AND THE VEHICLE LURCHED FORWARD, STARTLING THE PEDESTRIAN CROSSING IN FRONT OF ME. FORTUNATELY MY FOOT WAS ON THE BRAKE AND I JUST APPLIED THE BRAKE HARDER AND NO ONE WAS HURT. ON SEVERAL OTHER OCCASIONS PREVIOUS TO THESE INCIDENTS, I EXPERIENCED SIMILAR PROBLEMS, AND I HAD PREVIOUSLY DISMISSED THEM THINKING THAT PERHAPS I COULD HAVE STEPPED ON THE BRAKE AND GAS AT THE SAME TIME. I KNOW THIS NOT TO BE THE CASE IN THIS LATEST INSTANCE BECAUSE MY WIFE AND I WERE RETURNING FROM THE BEACH AND I WAS BAREFOOT, SO I KNOW DID NOT STEP ON BOTH THE GAS AND BRAKE SIMULTANEOUSLY. THE GAS PEDAL ALSO DID NOT STICK. I WAS IDLING THROUGH THE CAMPGROUND AT THE TIME WITHOUT MY FOOT ON THE GAS AT ALL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316201  
**Date of Incident:** 20090709  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ELK GROVE, CA  
**NHTSA Summary:**

BACK IN JULY 2009, COMING TO A STOP ON BOND ROAD AND WATERMAN IN ELK GROVE, CA MY 2007 TOYOTA CAMRY XLER ACCELERATED AND HIT SUV IN FRONT OF ME. NO INJURY WAS CAUSED, MAJOR DAMAGE TO FRONT END OF MY AUTOMOBILE NO DAMAGE TO SUV. TOOK CAR TO FOLSOM TOYOTA, REPORTED INCIDENT, THEY SAID THEY WOULD LOOK AT CAR. AT THE TIME WAS NOT ADVISE OF PROBLEMS TOYOTA WAS HAVING WITH ACCELERATOR. WAS TOLD NOTHING WRONG WITH CAR. THEN VSC ALARM WAS COMING ON. THEN THAT BATTERY IN TWO (2) YEAR OLD CAR NEEDED TO BE REPLACED. I TOLD THEM THAT IT WAS THE KEY BATTERY. THEY INSISTED THAT IT WAS THE CAR BATTERY, WHICH I QUESTIONED BECAUSE IT SAID KEY BATTERY. THEN REPLACED THE BATTERY, THE COMPANY WHO SOLD ME THE BATTERY WHEN CAR WAS ONLY TWO YEARS OLD. THEN WHEN WE BROUGHT OLD BATTERY BACK TO THEM AS A CORE. THE GUY QUESTIONED THAT THERE WAS NOTHING WRONG WITH THE BATTERY. THE GREEN EYE WAS STILL GREEN AND HE THOUGHT THERE WAS NOTHING WRONG WITH BATTERY. THE CAR DIES TWICE LEAVING MYSELF AND DAUGHTER STRANDED AT MY DAUGHTERS DANCE CLASS WHERE I HAVE TO CALL MY FATHER A RETIRED MECHANIC TO COME AND JUMP MY BATTERY. THEN I WENT TO ELK GROVE TOYOTA AND ASKED THEM TO CHECK

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1416

BATTERY IN KEY THEY REPLACED THE BATTERY IN KEY AND THE PROBLEM WAS SOLVED. IN SEPTEMBER 2009 I RECEIVED LETTER REQUIRING THAT I TAKE FLOOR MATS OUT OF CAR. BUT STILL THE CAR WOULD ACCELERATE ESPECIALLY WHEN PUTTING CRUISE CONTROL. SO NOW WORRIED TO DRIVE CAR. THE FLOOR MAT WERE NEVER THE CAUSE OF ACCELERATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320464  
**Date of Incident:** 20090709  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** BROOKLYN, NY

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2008 TOYOTA CAMRY SE. THE CONTACT STATES THERE ARE 6 PEOPLE IN THE FAMILY THAT DRIVE THE VEHICLE AND 2 PEOPLE HAVE EXPERIENCED UNINTENDED ACCELERATION. THE CONTACT WAS DRIVING APPROXIMATELY 45 MPH IN HEAVY TRAFFIC, ON A PEDISTRIAN BLOCK, AND THE VEHICLE UNATTENTIONALLY ACCELERATES TO 70 MPH. THE CONTACT STATED THAT HE WAS ABLE TO SLOW DOWN THE VEHICLE. THE CONTACT STATED THE VEHICLE PERIODICALLY ACCELERATES. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC AND TESTING. THE CONTACT STATED THAT THE DEALER STATED THE FLOOR MATS WAS DEFECTED. THE CONTACT STATED THE VEHICLE STILL ACCELERATES. THE CONTACT CALLED THE DEALER TO EXPLAIN THE FLOOR MATS IS NOT THE DEFECT AND THE DEALER STATED TO THE OWNER OF THE VEHICLE THAT IT IS JUST LEXUS HAVING ACCELERATION FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 8,000. THE APPROXIMATE MILEAGE WAS 8,000. RG

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294730  
**Date of Incident:** 20090710  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** LEXINGTON, SC

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE THE CONTACT WAS ATTEMPTING TO ACCELERATE HE NOTICED THAT THE ACCELERATION PEDAL HAD BECOME STUCK IN A OPEN POSITION CAUSING THE VEHICLE TO CONTINUE TO ACCELERATE. THE FAILURE OCCURED FOR 10 XECONDS BEFORE THE ACCELERATOR PEDAL HAD CORRECTED ITSELF. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED TO REMOVE THE DRIVER SIDE FLOOR MAT. THE CURRENT MILEAGE IS 90000, FAILURE MILEAGE WAS AT 75000. BML

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10276982  
**Date of Incident:** 20090710  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** QUEEN CREEK, AZ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE DRIVING APPROXIMATELY 65 MPH, THE CONTACT PRESSED THE RESUME CRUISE CONTROL BUTTON. SUDDENLY, THE ENGINE BEGAN TO REV AND THE VEHICLE CONTINUED TO ACCELERATE TO 90 MPH. HE DEPRESSED THE BRAKE PEDAL, BUT THE VEHICLE CONTINUED TO ACCELERATE. THE

C-1417

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATOR PEDAL WAS 'PEGGED' TO THE FLOOR, HOWEVER, NOTHING WAS OBSTRUCTING THE PEDAL. THE CONTACT DISENGAGED THE CRUISE CONTROL AND PLACED THE VEHICLE INTO NEUTRAL SO THAT HE COULD COAST TO A STOP. HE HAD TO PLACE THE VEHICLE BACK INTO GEAR IN ORDER TO FINALLY STOP THE VEHICLE. HE INSPECTED THE VEHICLE BUT DID NOT SEE ANYTHING JAMMED UNDER THE HOOD NOR DID HE SEE ANY LEAKS. THE CONTACT TURNED OFF THE VEHICLE. WHEN HE RESTARTED THE VEHICLE, IT PERFORMED NORMALLY. HE TOOK THE VEHICLE TO THE DEALER, BUT THEY FOUND NO FAILURES. THE DEALER STATED THAT THE FLOOR MAT COULD HAVE CONTRIBUTED TO THE FAILURE. THE MANUFACTURER OFFERED NO ASSISTANCE. THE CURRENT MILEAGE WAS 43,603 AND FAILURE MILEAGE WAS APPROXIMATELY 43,455.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10277453  
**Date of Incident:** 20090710  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** DIAMOND BAR, CA

**NHTSA Summary:**

MY 2007 TOYOTA CAMRY LE HAD JERK ON ACCELERATION AS WELL AS TURNING. TALKED TO SERVICE MANAGER AND TOYOTA CUSTOMER SERVICE, AND WAS TOLD THAT IT IS A "FEATURE" IN ORDER TO SATISFY THE EPA REQUIREMENT, WHICH THE SIGNAL WAS SENT OT THE COMPUTER, AND TIMING REQUIRED. I DO NOT UNDERSTAND AND BELIEVE THAT, AS I ALSO HAD A 2006 HIGHLANDER HYBRID, WHICH DID NOT DO ME THE SAME INSTANCE. THE JERK MAY CAUSE THE CAR BEHIND REAR-END MY CAMRY. CAN YOU PLEASE LOOK INTO THIS ISSUE. HOPEFULLY I AM THE FIRST ONE THAT FILE THIS COMPLAINTS \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302593  
**Date of Incident:** 20090710  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** ROSEMONT, IL

**NHTSA Summary:**

AWHILE BACK IN THE SUMMER OF 2009, I NOTIFIED YOU ABOUT MY CONCERN FOR SAFETY IN MY 2002 TOYOTA HIGHLANDER. THE CAR TOOK OFF FOR NO APPARENT REASON ACCELERATING TO AN UNSAFE SPEED. I WAS ONLY ABLE TO STOP BY SHIFTING TO NEUTRAL AND SLAMMING ON THE BRAKES MISSING SEVERAL CARS. THE FEEDBACK I GOT WAS THE FLOOR MAT, WHICH I TOLD THE DEALER WAS BULL. I BELIEVE THE PROBLEM MAY BE IN THE COMPUTER. I CHECKED ALL THE CABLES AND THROTTLE BODY CABLES INCLUDING LINKAGE. I HAD THE WHOLE FUEL SYSTEM CLEANED INSIDE AND OUT INCLUDING THE THROTTLE BODY. THIS SEEMED TO TEMPORARY SOLVE THE PROBLEM. MY CONCERNS ARE 1. I THINK TOYOTA NEEDS TO LOOK FURTHER BACK IN YEARS THIS HAS BEEN A CONCERN BY GOGGLING THIS PROBLEM. 2. WHEN THE PROBLEM(S) ARE IDENTIFIED YOU NEED THE LOOK AT REPAIRS WHERE THE PARTS MAY HAVE BEEN USED. 3. I BELIEVE THIS PROBLEM MAY BE CAUSED BY SEVERAL FACTORS. 2002 TOYOTA HIGHLANDER \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306267

C-1418

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090710  
**Vehicle:** 2006 TOYOTA SOLARA  
**Location of Incident:** NEW YORK, NY

**NHTSA Summary:**

2006 TOYOTA SOLARA GAS PEDAL GOT STUCK AND CAR CRASHED INTO THE WALL IN MY GARAGE THE CAR HAS NOT BEEN FIXED

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311783  
**Date of Incident:** 20090711  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** ALIQUIPPA, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA SIENNA. WHILE THE CONTACT WAS DRIVING 70 MPH USING THE CRUISE CONTROL THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. THE CONTACT HAD TO APPLY EXTREME PRESSURE TO THE BRAKES AND ENGAGE THE EMERGENCY BRAKE TO STOP THE VEHICLE. THE CONTACT NOTICED PRIOR THE FAILURE THAT THE VEHICLE WOULD SURGE WITHOUT WARNING WHENEVER TRAVELING UP AN INCLINE USING THE CRUISE CONTROL. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP. THE CURRENT AND FAILURE MILEAGES WERE 73099.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10276530  
**Date of Incident:** 20090712  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** NEW BERN, NC

**NHTSA Summary:**

I OWN A 2008 TOYOTA PRIUS. ON 12JUL2008 I WAS RETURNING HOME AND DRIVING ON HWY 70 EAST NEAR GOLDSBORO, NC. I WAS TRAVELING AT A SPEED OF APPROX 55-60 MPH. THE VEHICLE WAS IN CRUISE CONTROL. THE TRAFFIC WAS GETTING HEAVY AND I HAD TO SLOW DOWN, SO I PUT ON THE BRAKES AND THE CRUISE CONTROL DID NOT RESPOND OR DISENGAGE AT THAT TIME. SO I KEPT APPLYING PRESSURE ON THE BRAKE PEDAL AND PULLED OFF OF THE ROADWAY. WHEN I LIFTED MY FOOT OFF OF THE BRAKE PEDAL THE VEHICLE AGAIN WANTED TO ACCELERATE. I HAD TO TURN THE IGNITION SYSTEM OFF AND WAIT A SHORT TIME. I RE-STARTED THE VEHICLE AND EVERY SEEM TO BE OK. ON 13JUL09 I HAD THE VEHICLE CHECKED OUT BY A TOYOTA OF NEW BERN, AND THEY COULDN'T FIND ANYTHING WRONG WITH THE VEHICLE. THEY STATED THEY WOULD OPEN A CASE ON IT AND NOTIFY THERE COMPANY. I JUST WANTED TO WRITE THIS NOTICE IN CASE IT HAPPENS AGAIN TO ME OR SOMEONE ELSE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305431  
**Date of Incident:** 20090712  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** FAIRLAND, OK

**NHTSA Summary:**

I OWN A 2005 TOYOATA CAMRY SE, I WAS DRIVING ON THE HIGHWAY AT 70 MPH, FROM CHICAGO TO JOPLIN MO, AS I CAME TO THE RAMP TO EXIT THE HIGHWAY, I PUT MY FOOT ON THE BRAKE PEDAL AND STARTED TO BRAKE, THE CAR ACCELERATED AND WOULDNT

C-1419

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BRAKE. I HAD TO HIT THE BRAKE PEDAL SEVERAL TIMES BEFORE THE CAR FINALLY STOPPED ACCELERATING. IT WAS A VERY SHORT WINDING RAMP AND I NEEDED TO SLOW DOWN QUICKLY. MY FAMILY ASSUMED IT WAS ME. IT HAPPENED LAST SUMMER AND IT WAS RAINING AT THE TIME. I WAS ABLE TO AVOID AN ACCIDENT BUT I KNOW IT WASNT ME, AND MY CAR IS NOT ON THE RECALL LIST FOR A REPAIR- THAT SCARES ME. THAT WAS THE ONLY INCIDENT WITH MY VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305227  
**Date of Incident:** 20090712  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** EDMOND, OK

**NHTSA Summary:**

ON JULY 12, 2009 I ATTEMPTED TO STOP FOR A RED LIGHT IN MY 2007 TOYOTA TUNDRA. NO MATTER HOW HARD I BRAKED, MY VEHICLE CONTINUED TO ACCELERATE. THE TRAFFIC REPORT AND INSURANCE COMPANY DOCUMENTED MY EXPERIENCE (OF BEING UNABLE TO STOP MY TRUCK). MY TRUCK WAS TOTALED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312412  
**Date of Incident:** 20090712  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

I OWN A 2006 TOYOTA TACOMA PRERUNNER DOUBLE CAB 4X2 V6. I BOUGHT THE TRUCK NEW FROM THE DEALERSHIP AND HAVE EXPERIENCED FOUR INSTANCES WHERE AFTER PRESSING THE GAS PEDAL HARD, THUS INTO OVERDRIVE, THE TRUCK EITHER KEPT SPEEDING UP OR DID NOT REV BACK DOWN. 1ST INSTANCE - ABOUT 6 MONTHS AFTER BUYING THE VEHICLE, I WAS ENTERING THE FREEWAY AND NEEDED TO SPEED UP TO ENTER INTO TRAFFIC AT SPEED. I PRESSED THE GAS PEDAL HARD ENOUGH TO BOOST SPEED. AS I ENTERED TRAFFIC, THE TRUCK JUST KEPT SPEEDING UP. AFTER APPLYING A LIGHT BRAKE, I PUMPED THE GAS PEDAL SEVERAL TIMES AND IT THE TRANSMISSION FINALLY ENGAGED AND GEARED BACK DOWN. 2ND INSTANCE - WHILE LEAVING THE FREEWAY @ 65 MPH I SLOWED TO 45 MPH AND SWITCHED LANES TO THE LEFT. THEN I APPLIED GAS TO SPEED UP TO MERGE AND THE TRUCK DID NOT SLOW DOWN. AGAIN THE LINK BETWEEN THE THROTTLE AND THE TRANSMISSION DID NOT SEEM TO REACTION AS IN A NORMAL SITUATION. I HAD TO MERGE BACK BECAUSE THE WOULD NOT SLOW DOWN FAST ENOUGH. AFTER 4-5 SECONDS THE TRUCK SLOWED DOWN. 3RD INSTANCE - AGAIN ENTERING THE FREEWAY. I APPLIED PRESSURE TO THE GAS PEDAL TO SPEED UP ENOUGH TO ENTER THE TRAFFIC. THIS TIME THE THROTTLE OPENED FULL BORE. I PUT THE TRUCK IN NEUTRAL, LIGHTLY APPLIED THE BRAKE, AND PUMPED THE GAS PEDAL. AFTER 5 SECONDS THE TRUCK FINALLY REVVED BACK DOWN. I REACHED A SPEED OF OVER 90 MPH IN THIS INSTANCE. 4TH INSTANCE - DRIVING UPHILL THE CAR AUTOMATICALLY INCREASED THROTTLE WITH A SMALL AMOUNT OF ADDITIONAL PRESSURE TO THE PEDAL. THE TRUCK SURGED FORWARD, AGAIN FULL BORE. I USED THE SAME TECHNIQUE AND IT EVENTUALLY SLOWED. THIS PROBLEM IS DEFINITELY NOT A FLOOR MAT PROBLEM. I NOW DRIVE MY TRUCK VERY GINGERLY SO AS NOT TO REPLICATE THE ISSUE. I HAVE TAKEN THE TRUCK TO TWO DEALERSHIPS, BOTH HAVE NOT BEEN HELPFUL OR HAVE RECOGNIZED THE PROBLEM. SAYING THAT "YOUR TRUCK IS NOT ON THE RECALL LIST WE SEE HERE, CALL THIS TOYOTA NUMBER." I KNOW THAT OTHERS WITH THE SAME MODEL HAVE THIS PROBLEM.

C-1420

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10276568  
**Date of Incident:** 20090713  
**Vehicle:** 2008 TOYOTA YARIS  
**Location of Incident:** ALTHA, FL

**NHTSA Summary:**

ACCELERATOR PETAL STICKING, I TOOK MY FOOT AWAY FROM THE GAS PEDAL IN PREPARATION FOR MY TURN PEDAL STUCK AND CONTINUED TOO ACCELERATE I HAD TO DEPRESS BRAKES TO STOP CAR AND GAS PEDAL RELEASED. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10295151  
**Date of Incident:** 20090713  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** OPA LOCKA, FL

**NHTSA Summary:**

I WAS INFORMED IT WAS TOO LATE TO DEFEND MY CASE ON A TRAFFIC TICKET I GOT IN THE MAIL. THE TICKET WAS FROM ATTS AND MIAMI GARDENS POLICE FOR RUNNING A RED LIGHT. I WANTED A HEARING SINCE IT WAS BECAUSE OF A ISSUE WITH THE CAR I WAS DRIVING. THIS OCCURRED ON MORE THAN ONE OCCASION BUT I DIDN'T THINK MUCH OF IT. THE CAR WOULD NOT STOP. THIS REALLY SCARED ME BUT AFTER CONTINUOUSLY PRESSING THE GAS AND BRAKE THEN IT WOULD RESUME NORMAL FUNCTION. I HAD RENTED A SILVER 2007 OR 2008 TOYOTA CAMRY IN JULY OF THIS YEAR, HOWEVER I WAS NOTIFIED OF THE TICKET MONTHS LATER. I RECEIVED A PICTURE AND VIDEO OF ME ACCELERATING AT A LIGHT WHICH I RECALLED. I WAS UNABLE TO DEFEND MY CASE DUE TO THIS WEIRD NEW CAMERA TRAFFIC LAW STUFF. I FEEL EXTREMELY VIOLATED AND TAKEN ADVANTAGE OF. BESIDES IT WAS MY SAFETY AND MYSELF THAT WAS AT RISK. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10310752  
**Date of Incident:** 20090713  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** KNOXVILLE, TN

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED AS SHE STOPPED AT A STOP SIGN WITH THE VEHICLE IDLING SHE FELT AS IF THE MOTOR WAS SURGING. AS SHE PUT HER FOOT ON THE BRAKES, THE VEHICLE WOULD STOP AND SLOW DOWN. THIS FAILURE HAS HAPPEN AT LEAST THREE TIMES. THE CONTACT TOOK THE VEHICLE IN TO THE DEALER AND WAS TOLD THEY COULD NOT DUPLICATE THE FAILURE AND THERE IS NOTHING THEY COULD DO. THE DEALER MODIFIED THE ACCELERATOR PEDAL ACCORDING RECALL REMEDY. THE FAILURE MILEAGE WAS 27,000.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10316306  
**Date of Incident:** 20090713

C-1421

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** GERMANTOWN, TN

**NHTSA Summary:**

I HAD STOPPED FOR GAS MIDPOINT IN A 10 HOUR DRIVE. AFTER COMPLETING MY STOP, I ACCESSED INTERSTATE 40 E FROM THE ENTRANCE RAMP AT WHICH POINT THERE WAS A SUDDEN INDEPENDENT INCREASE SURGE IN SPEED BY THE CAR AND NOT ME. I WOULD LIKEN IT TO THE SURGE ONE EXPERIENCES WHEN THE CAR IS ON AUTO CONTROL AND IT IS ADJUSTING TO GO UP A STEEP INCLINE. I REMEMBER FEELING LIKE THE CAR WAS POSSESSED-IT HAD A MIND OF ITS OWN. I DID HAVE THE CLEAR ALL WEATHER MATS IN MY CAR WHICH WAS PURCHASED THROUGH LEXUS. SINCE I WAS ON THE INTERSTATE AND THERE WASN'T A LOT OF TRAFFIC I DIDN'T FEEL PANICKY. I TRIED TAPPING ON THE BRAKE A COUPLE OF TIMES AND THIS DIDN'T SLOW ME DOWN. I REMEMBER LOOKING AT MY CONSOLE TRYING TO SEE WHAT GEAR I WAS IN WHICH WAS INDEED DRIVE AND THEN ATTEMPTING TO LOOK AT THE ACCELERATOR. BECUASE I'M SHORT, AND MY SEAT IS PRETTY FAR FORWARD IN ORDER FOR MY FEET TO REACH THE ACCELERATOR I DIDN'T HAVE A CLEAR VIEW OF IT. AS QUICKLY AS IT STARTED IT STOPPED WITHOUT ANY HELP FROM ME. I PULLED OVER TO TAKE A LOOK AT THE FLOOR MAT TO SEE IF IT HAD SLID AND IT HAD NOT. THE ALL WEATHER MAT HAS BEEN REMOVED AND LEXUS HAS SHORTENED THE ACCELERATOR PEDAL AS WELL AS INSTALLED THE NEW OVERRIDE SOFTWARE ON MY CAR. I HAVE NOT HAD ANY FURTHER INCIDENTS OF UNEXPLAINABLE ACCELERATION SINCE THAT ONE INCIDENT.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10306594  
**Date of Incident:** 20090714  
**Vehicle:** 2000 TOYOTA CELICA  
**Location of Incident:** EDISON, NJ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2000 TOYOTA CELICA. THE CONTACT STARTED THE IGNITION AND OBSERVED THAT THE PEDAL WAS STICKY WHEN PRESSURE WAS APPLIED TO THE ACCELERATOR PEDAL. WHILE THE VEHICLE WAS IN OPERATION EXTREME PRESSURE WAS ALSO APPLIED TO THE BRAKE PEDAL AND CLUTCH IN ORDER TO STOP THE VEHICLE. THE FAILURE OCCURRED ON TWO SEPARATE OCCASIONS. THE VEHICLE HAS NOT BEEN INSPECTED FOR THE MALFUNCTION. THE VIN WAS UNAVAILABLE. THE FAILURE MILEAGE WAS 128.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10310932  
**Date of Incident:** 20090714  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** BOZEMAN, MT

**NHTSA Summary:**

ACCELERATOR STICKS WHEN I LET OFF THE GAS PEDAL. PEDAL DOES NOT STAY PHYSICALLY DEPRESSED, IT JUST DOESN'T SLOW DOWN. IF I PUSH IN CLUTCH, ENGINE RACES AND RPM STAYS HIGH. DEALER TOLD ME THIS WAS ENGINEERED INTO THE VEHICLE TO "ASSIST WITH SHIFTING". \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10293568

C-1422

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090715  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** ALTA LOMA, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA TUNDRA. HE SLIGHTLY TAPPED THE ACCELERATOR PEDAL, AND THEN THE VEHICLES SPEED INCREASED AND CRASHED INTO AN EMBANKMENT. THERE WERE NO REPORTED INJURIES. AN AUTHORIZED TECHNICIAN INSPECTED THE VEHICLE, HOWEVER, HE DID NOT PROVIDE A REMEDY BECAUSE HE COULD NOT DUPLICATE THE FAILURE. HE FILED A COMPLAINT WITH THE MANUFACTURER, IN WHICH A TECHNICIAN SPECIALIST WAS SENT TO INSPECT THE VEHICLE. THE SPECIALIST WAS ALSO UNABLE TO DETERMINE THE CAUSE OF THE FAILURE. THE FAILURE MILEAGE WAS 44,107.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10280359  
**Date of Incident:** 20090715  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** FALLS CHURCH, VA

**NHTSA Summary:**

MY ACCELERATOR PEDAL GOT CAUGHT BETWEEN MY TOES AND BOTTOM OF MY FOOT AND THE BOTTOM OF AN OPEN-TOED SHOE AND I COULD NOT PULL MYSELF FREE TO STOP MY CAR AND I RAN INTO A STOPPED CAR IN FRONT OF ME AT AN INTERSECTION, WHICH WAS PUSHED INTO ANOTHER CAR. I WAS TRAVELING VERY SLOWLY, BUT MY ACTIVITY IN TRYING TO FREE MY FOOT CAUSED MY CAR TO ACCELERATE SOME. THIS HAD NEVER HAPPENED TO ME BEFORE. WHEN I TOLD A NEIGHBOR SHE SAID THE SAME THING HAD HAPPENED TO HER, BUT THAT SHE WAS NOT OUT IN TRAFFIC AT THE TIME. I NOTICED THAT BOTH OF OUR VEHICLES HAVE VERY NARROW ACCELERATOR PEDALS, AND THAT THIS COULD HAVE HAPPENED TO ANYONE. I HAVE NOT BEEN DRIVING WITH SANDALS SINCE THEN, BUT A GREAT MANY PEOPLE DO. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10290758  
**Date of Incident:** 20090715  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** BLOOMINGDALE, GA

**NHTSA Summary:**

2009 TOYOTA TACOMA 4X4 CREW PICKUP TRUCK WITH AUTO TRANSMISSION AND V6 ENGINE ACCELERATED UNEXPECTEDLY TO OVER 80 MPH, THEN LATER ON THE SAME TRIP IT HAPPENED AGAIN. I WAS ON A LONG STRAIGHT STRETCH OF INTERSTATE THE SECOND TIME SO I ALLOWED THE TRUCK TO ACCELERATE TO APPROXIMATELY 95 MPH AT WHICH TIME I STOPPED THE TRUCK AGAIN. THE FIRST TIME IT HAPPENED, I HAD DISENGAGED THE CRUISE CONTROL. DUE TO A SLOWER CAR IN FRONT OF ME AND WHEN I ENGAGED THE CRUISE CONTROL, RESUME FEATURE, THE TRUCK ACCELERATED 15 MPH PAST THE PRESET SPEED AT WHICH TIME I TURNED OFF THE CRUISE CONTROL AND REGAINED CONTROL OF THE TRUCK. THE SECOND TIME THAT IT HAPPENED THE TRUCK WAS AGAIN IN CRUISE CONTROL MODE AND WAS GOING UP A LONG HILL. WHEN THE CRUISE CONTROL SHIFTED THE TRANSMISSION DOWN AND ACCELERATED TO MAINTAIN SET SPEED THE TRUCK CONTINUED TO ACCELERATE PAST 95 MPH AND WAS ONLY STOPPED BY TURNING OFF THE CRUISE CONTROL AGAIN. I ALLOWED THE TRUCK TO GET TO THAT SPEED TO SEE IF IT WOULD DISCONTINUE ACCELERATING BUT CHICKENED OUT AT 95 MPH BECAUSE IT IS AFTER ALL A TRUCK. I TOOK THE TRUCK TO THE SELLING

C-1423

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291380  
**Date of Incident:** 20090715  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** SUN VALLEY, CA

**NHTSA Summary:**

TOYOTA PRIUS 2006. I PRESSED ACCELERATOR ALL THE WAY DOWN TO ACCELERATE AND GOT STUCK THERE. I WAS ABLE TO STOP THE CAR WITH THE BRAKE. IT HAPPENS TWICE IN JULY 2009. ONCE I STOPPED THE CAR I CHECKED IF THE FLOOR MATS HAVE DONE SO. THE FLOOR MATS WERE NOT THE CAUSE. THE ACCELERATOR WAS STUCK ALL THE WAY DOWN EVEN WITH THE ENGINE OFF... AND ONLY AFTER A MINUTE OR TWO OF THE CAR STOPPED AND ENGINE OFF DID CAME THE ACCELERATOR BACK. I BROUGHT THE CAR TO THE DEALERS AND THEY TOLD ME THAT IT WAS THE MAT. I TOLD THEM THAT WAS NOT THE CASE. THE DEALER PUT SOME GREASE IN THE ACCELERATOR AND DID A FEW MORE THINGS (CLEANING AROUND AND THE FUEL INJECTION I THINK). SINCE THEN I HAVE AVOIDED PRESSING THE ACCELERATOR ALL THE WAY DOWN EVEN WHEN I NEED THE POWER TO ACCELERATE AT THE ENTRANCE OF HIGHWAYS AND HAS NOT HAPPENED AGAIN. BUT THERE IS DEFINITELY SOMETHING WRONG WITH EITHER THE MECHANICS OF THE ACCELERATOR OR THE ELECTRONICS THAT SOMEHOW GETS THE ACCELERATOR STUCK WHEN YOU PRESS ALL THE WAY DOWN. THIS SHOULD NOT HAPPEN AND NEEDS TO BE REPAIRED. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10293241  
**Date of Incident:** 20090715  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** CHESAPEAKE, VA

**NHTSA Summary:**

UPON STARTING AND PUTTING CAR IN REVERSE ENGINE EXPERIENCED UNCONTROLLABLE EXCELERATION. CAR IT BACKED ACROSS A THE TRAFFIC LANE IN APARKING LOT WITH THE BRAKES APPLIED STUCK TWO PARKED CARS AND ENDED UP ON TOP OF A PLANTING AREA AFTER HITTING A TREE PLANTED THERE. POLICE WERE CALLED AND RESPONDED. THE CAR HAS BEEN LOOKED AT BY A MECHANIC BUT COULD NOT FIND A VISIBLE PROBLEM WITH THE ACCELERATOR.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10307118

C-1424

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090715  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** FREDERICKSBURG, TX

**NHTSA Summary:**  
I WAS CHANGING LANES FROM THE LEFT HAND LANE TO THE RIGHT HAND LANE IN A 2006 TOYOTA COROLLA. THE VEHICLE ACCELERATED SUDDENLY LEFT THE ROAD WENT THROUGH THE CABLE BARRIER AND OVER TURNED IN OPPOSING LANES. I WAS KNOCKED UNCONSCIOUS. THIS HAPPENED AT 6:00 ON 7/15/2009 ON I 10 IN BORNE, TX. \*CN  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310875  
**Date of Incident:** 20090715  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** EAST AMHURST, NY

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 TOYOTA RAV 4. THE CONTACT STATED THAT WHILE DRIVING AT 25 MPH WHEN SHE ACCELERATED TO GET ON TO ANOTHER LANE THE ACCELERATOR PETAL BECAME STUCK. SHE PUT HER FOOT ON THE BRAKE AND IT SLOWED THE VEHICLE DOWN A BIT, THEN SHE PUT IT IN NEUTRAL. SHE THEN PROCEEDED TO DRIVE AND THE PETAL CAME BACK UP. THIS FAILURE HAD OCCURRED 2 TIMES AT THE TIME OF THE COMPLAINT. THE VEHICLE WAS TAKEN IN TO THE DEALER WHERE THEY COULD NOT DUPLICATE THE FAILURE. THERE HAD BEEN NO REPAIRS DONE TO THE VEHICLE TO DATE. THE FAILURE MILEAGE WAS 40000 AND CURRENT MILEAGE WAS 46628.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311551  
**Date of Incident:** 20090715  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** HUDSON, NH

**NHTSA Summary:**  
I PURCHASED MY TOYOTA SIENNA IN JUNE 2008. THIS PAST SUMMER(2009) AND FALL MY WIFE COMPLAINED THAT THE VEHICLE ACCELERATED OWN ITS OWN TWICE. BOTH OCCURRENCES WERE IN PARKING LOTS WHEN SHE WAS COMING TO A COMPLETE STOP, SUDDENLY THE CAR LUNGED FORWARD. SHE WAS LUCKY BOTH TIMES WITH NO ACCIDENTS. I INITIALLY BRUSHED IT OFF THINKING SHE ACCIDENTALLY HIT THE GAS PEDAL AND DIDN'T REALIZE IT. WITH THE RECENT RECALLS I AM SURPRISED THAT THE SIENNA HAS NOT BEEN RECALLED. NOW I AM CONCERNED ABOUT THE VEHICLE'S SAFETY (WHICH IS WHY I BOUGHT THE TOYOTA IN THE 1ST PLACE). I WOULD PLEASE LIKE MY SIENNA LOOKED AT FOR THE SAME ACCELERATION RECALL ISSUE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312014  
**Date of Incident:** 20090715  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** PICKINS, SC

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA TACOMA. WHILE DRIVING 70 MPH ON A HILL WITH THE CRUISE CONTROL ACTIVATED, THE VEHICLE CHANGED GEARS AND THE RPMs

C-1425

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INCREASED RAPIDLY. THE FAILURE HAS OCCURRED APPROXIMATELY 20 TIMES. THE DEALER WAS CONTACTED, TEST DROVE THE VEHICLE AND DUPLICATED THE FAILURE; YET, THEY SAID THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. NO REPAIRS WERE MADE TO THE VEHICLE. THE FAILURE MILEAGE WAS 6000 AND THE CURRENT MILEAGE WAS 17311. UPDATED 03/19/2010. \*LJ  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313863  
**Date of Incident:** 20090715  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** BATTLE CREEK, MI

**NHTSA Summary:**  
DRIVING ON HIGHWAY AND HAD A RUNAWAY GAS PEDAL ACCELERATION OF TOYOTA RAV4. THE FAILURE HAPPENED ONCE AND AFTER BRAKING AND WORKING WITH THE CRUISE CONTROL LEVER, I WAS ABLE TO GET IT SLOWED DOWN. I WENT FROM 70 MPH TO 87 MPH IN A SPLIT SECOND AS A RESULT OF THE ACCELERATION PROBLEM. I HAVE CALLED THE LOCAL DEALER AND THE DEALER THAT WE BOUGHT THE TOYOTA FROM AND THEY ARE NOT OFFERING CONCERN OR A SOLUTION. ONE DEALER SUGGESTED WE CALL THE NATIONAL HEADQUARTERS OF TOYOTA, BUT AFTER DOING SO, I HAD NO WAY TO LEAVE A MESSAGE. IT WAS ALL PREPROGRAMMED TO DEAL ONLY WITH TOYOTA'S THAT WERE ON THE RECALL LIST. WE DON'T FEEL REAL SAFE WITH OUR FAMILY CAR AND FELT THE NEED TO LET SOMEONE KNOW. WE ALSO WANT TO LET OTHERS BEWARE OF THE PROBLEM WITH THE 2003 MODEL OF TOYOTA RAV4. WE NOW HAVE A CAR THAT WE DO NOT TRUST IS SAFE AND NOBODY WILL DO ANYTHING ABOUT IT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313833  
**Date of Incident:** 20090715  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** CARMICHAEL, CA

**NHTSA Summary:**  
2000 CAMRY LE, 4 CY ACCELERATES GOING DOWN HILLS. IT SEEMS TO THIS DRIVER THAT ACCELERATOR GOING DOWN HILLS FOR THIS MODEL IS TOO RAPID. FOR EXAMPLE, WHILE DRIVING ON NARROW MOUNTAINOUS CURVE IN 2009, I HAD PROBLEMS HOLDING THE CAR STEERING WHEEL STEADY AND WAS FORCED TO SUDDENLY BRAKE HARD SO THAT THE CAR DID NOT GO OVER THE STEEP MOUNTAIN RIDGE THAT MOST PROBABLY WOULD HAVE CAUSED MY DEATH, AS WELL AS THE PASSENGERS WHO WERE IN THE CAR. THE LAST ACCELERATOR PROBLEM OCCURRED IN 2009; HOWEVER, EVER SINCE I PURCHASED THE 2000 TOYOTA, I HAVE HAD PROBLEMS WHENEVER I WENT UP AND DOWN HILLS. THE 4 CYLINDER ACCELERATOR DID NOT SUPPORT GOING UP HILLS, BUT SPEED GOING DOWN HILLS WAS SUCH THAT I HAD TO BRAKE HARD MANY TIMES AND WAS FORCED TO HOLDING STEERING WHEEL STEADY SO THAT ACCIDENTS DID NOT OCCUR. IN VIEWING YOUR WEBSITE AND PROBLEMS OCCURRING WITH THE 2000 TOYOTA CAMRY LE, I FOUND 438 COMPLAINTS HAD BEEN FILED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285810  
**Date of Incident:** 20090716  
**Vehicle:** 2006 LEXUS IS250

C-1426

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** CANTON, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 LEXUS IS 250. WHILE DRIVING 50 MPH THE ACCELERATOR PEDAL WAS STUCK UNDER THE FLOOR MAT. AS A CONSEQUENCE, HE HAD TO SHIFT THE VEHICLE INTO PARK TO DECELERATE WHICH CAUSED A TRUCK TO CRASH INTO THE REAR OF THE VEHICLE. THE VEHICLE WAS EXTENSIVELY DAMAGED. THERE WERE NO INJURIES. AN AUTHORIZED TECHNICIAN STATED THAT THE FAILURE WAS NOT CAUSED BY A DEFECT. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE 35000. UPDATED 10/13/09. \*LJ UPDATED 10/14/09  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317375  
**Date of Incident:** 20090716  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** SAN CLEMENTE, CA

**NHTSA Summary:**  
ON JULY 16, 2009, MY WIFE WAS TRAVELLING SLOWLY BEHIND A TRUCK WHEN A TRAFFIC LIGHT TURNED RED. SHE TRIED TO STOP AND HAD HER FOOT FIRMLY ON THE BRAKE, BUT THE CAR DIDN'T STOP AND CRASHED INTO THE TRUCK IN FRONT OF HER, CAUSING ABOUT \$8,000 DAMAGE TO HER CAR AND NONE TO THE TRUCK. NO ONE WAS INJURED, BUT MY WIFE MISSED A DAY OF WORK. WE SUSPECT THAT THIS WAS REALLY A "STUCK" ACCELERATOR PROBLEM OR, REALLY AN ELECTRONIC PROBLEM WITH THE ACCELERATOR. THIS HAS HAPPENED ONLY ONE TIME. THE LEXUS DEALER AND THE AUTO REPAIR SHOP SAID HER BRAKES WERE FINE. SUBSEQUENTLY, IN FEB 2010, THE LEXUS DEALER CALLED US AND HAD HER BRING IN THE CAR (2007 LEXUS ES350) FOR ACCELERATOR/BRAKE REPAIRS. ALTHOUGH HER CAR HAS NOT OFFICIALLY BEEN RECALLED FOR THE RECENT TOYOTA ACCELERATION PROBLEM, THEY WANTED TO PRE-EMPT A FUTURE RECALL AND GET HER CAR FIXED. LAST YEAR, HER CAR WAS RECALLED FOR A FLOOR MAT PROBLEM, BUT THEY SAID HER FLOOR MATS HAD BEEN INSTALLED PROPERLY AND NOTHING WAS DONE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318567  
**Date of Incident:** 20090716  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** PRATTVILLE, AL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHEN THE CONTACT DRIVES THE VEHICLE APPROXIMATELY 30 MPH HE NOTICED THAT IT BEGAN TO HESITATE AND SUDDENLY ACCELERATE WITHOUT WARNING. ALSO, WHEN THE VEHICLE IS DRIVEN FROM A COLD START OR IN THE MORNING THE CONTACT NOTICED THAT THE VEHICLE WILL MOMENTARILY CONTINUE TO ACCELERATE AFTER HE HAD TAKEN HIS FOOT OFF OF THE ACCELERATOR PEDAL. THE VEHICLE HAD NOT BEEN DIAGNOSED BY THE DEALERSHIP AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS 8000, THE CURRENT MILEAGE IS 9000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295083  
**Date of Incident:** 20090717

C-1427

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MEMPHIS, TN

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 50 MPH THE VEHICLE WOULD NOT ACCELERATE. ALSO INTERMITTENTLY THE VEHICLE WILL ACCELERATE WITHOUT APPLICATION OF THE ACCELERATOR PEDAL. THE DEALER WAS CONTACTED, BUT NO ASSISTANCE WAS PROVIDED. THE VEHICLE HAS NOT BEEN REPAIRED. THE FAILURE MILEAGE WAS 47553. THE CURRENT MILEAGE WAS 50001.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302483  
**Date of Incident:** 20090717  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE WAITING AT THE STOP SIGN HER VEHICLE ACCELERATED AND CRASHED INTO A VEHICLE. THERE WERE NO INJURIES. A POLICE REPORT IS AVAILABLE IF NEEDED. THE FRONT BUMPER AND THE HEADLIGHTS WERE DAMAGED. THE CONTACT WAS ABLE TO DRIVE THE VEHICLE HOME. CONTACT DID NOT CALL THE MANUFACTURE OR DEALER. THE FAILURE MILEAGE WAS 49,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308589  
**Date of Incident:** 20090717  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** LAKE JACKSON, TX

**NHTSA Summary:**  
I WAS DRIVING MY 2008 TOYOTA AVALON IN TRAFFIC NORTH OF HOUSTON AND FLOORED IT TO GET ON AN EXIT RAMP IN FRONT OF ANOTHER CAR. WHEN I TOOK MY FOOT OFF THE ACCELERATOR, THE ENGINE CONTINUED TO RUN AT HIGH REVS AND I HAD TO PUSH HARD ON THE BRAKE TO KEEP THE CAR FROM CONTINUING TO ACCELERATE WHILE GOING UP A STEEP RAMP. AFTER ABOUT 3 SECONDS THE REVS DROPPED AND EVERYTHING CONTINUED AS NORMAL. THIS HAPPENED ON JULY 17, 2009. THEN, IN DECEMBER OF 2009 I WAS DRIVING ON A SIDE STREET WHEN A TRUCK RAN A STOP SIGN AND WAS GOING TO HIT ME. I FLOORED IT TO GET OUT OF THE WAY AND AGAIN THE CAR CONTINUED TO ACCELERATE AFTER I TOOK MY FOOT OFF THE GAS. I REMEMBERED HEARING A REPORT ABOUT THE POTENTIAL OF FLOOR MATS CAUSING THE PEDAL TO STICK SO I HIT THE BRAKES, PUT THE CAR IN NEUTRAL AND REACHED DOWN AND PULLED ON THE FLOOR MAT. THE OUT OF CONTROL ACCELERATION AGAIN LASTED ABOUT 3 TO 4 SECONDS. I DON'T KNOW IF THE FLOOR MAT WAS CAUSING IT TO STICK OR NOT. I HAD A RUBBER MAT ON TOP OF THE MAT THAT I BOUGHT WITH THE CAR THAT HOOKS INTO THE FLOOR BOARD. I DON'T THINK THAT MAT EVER INTERFERED WITH THE PEDAL. I LOOKED AT IT CLOSELY AND IT DOES NOT SEEM POSSIBLE. BUT I TOOK IT OUT ANYWAY. I HAVE A 2007 TOYOTA TUNDRRA CREW CAB AND THIS HAS NEVER HAPPENED TO IT BUT I HAVE NEVER FLOORED THAT TRUCK EITHER. THE CAR HAD ABOUT 20,000 MILES ON IT WHEN IT HAPPENED THE FIRST TIME AND ABOUT 24,000 THE SECOND TIME.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10299642

C-1428

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090718  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** SIDNEY, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. SHE STATED THAT WHILE DRIVING 15 MPH AND MAKING A LEFT TURN, THE VEHICLE ACCELERATED AND CRASHED INTO A CURB OVER AN EMBANKMENT. THE CONTACT SUSTAINED MAJOR INJURIES AND A BROKEN ANKLE. THE VEHICLE WAS TOWED. THE VEHICLE WAS REPAIRED. THE DEALER WHERE THE CONTACT PURCHASED THE VEHICLE WAS NOTIFIED AND THEY STATED THAT THEY WOULD REPORT IT TO TOYOTA. THE CONTACT HAS NOT DRIVEN THE VEHICLE SINCE THE CRASH OCCURRED. THE FAILURE AND CURRENT MILEAGES WERE 6975.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312232  
**Date of Incident:** 20090718  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** WILLINGBORO, NJ

**NHTSA Summary:**  
PLEASE I NEED SOMEBODY TO HELP ME WITH MY CASE WITH TOYOTA. I HAD AN ACCIDENT BACK TO JULY IN MY TOYOTA COROLLA 2009. I HIT SOMEONE HOUSE WITH MY TOYOTA BECAUSE (ACCELERATOR AND PEDAL WERE STUCK AND I LOST THE CONTROL OF THE CAR. I DIDN'T KNOW WHAT WENT WRONG NOT ONLY IM A WOMAN AND I DON'T KNOW ANYTHING ABOUT "MECHANIC PEDAL" ETC. WHEN POLICE CAME I TRIED TO EXPLAIN TO THEM WHAT CAUSE THE ACCIDENT. THEY TOLD ME THAT IF I DON'T STOP LYING I CAN END UP TO JAIL. SO THE HOUSE OWNER SUED ME I WENT TO A LOT OF PROCEDURE OF LAWSUIT. I NEVER KNEW THAT COULD HAPPENED TO ME. THREE DAYS AFTER COURT, I RECEIVED THE RECALL LETTER FROM TOYOTA. I DROVE MY CAR TO TOYOTA I FOUND OUT MY CAR HAS 2 RECALLS ( ACCELARATOR AND PEDAL). PLEASE HELP ME. AT LEAST TOYOTA CAN PAY THE WOMAN THAT SUED ME AND MY MEDICAL EXPENSES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317286  
**Date of Incident:** 20090718  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** HONOKAA, HI

**NHTSA Summary:**  
I OWN A 2003 TOYOTA CAMRY THAT EXPERIENCED THE SAME UNEXPLAINABLE ACCELERATION BEING AIRED ON TELEVISION NEWSCASTS ONLY A COUPLE OF MONTHS AGO. AS I WAS DRIVING IN FRONT OF A POPULAR SHOPPING AREA MY CAR ACCELERATED AT AN ALARMING SPEED. IT FELT LIKE A JET. I QUICKLY ATTEMPTED TO PRESS ON MY FOOT BRAKE AND EVEN TRIED THE HAND BRAKE. THE CAR CEASED TO STOP. THE CAR CROSSED A MAJOR INTERSECTION AND DANGEROUSLY ENTERED A BUSY PARKING LOT AT A POPULAR MALL. I WAS BARELY ABLE TO DODGE PEDESTRIANS, MOVING AND PARKED CARS UNTIL I TURNED SUDDENLY AND CRASHED INTO THE MEDIAN THAT DIVIDED THE PARKING ROWS IN THE PARKING LOT. ON-LOOKERS CAME TO CHECK ON ME AND SPOKE OF HOW THE BACK TIRES WERE SMOKING BECAUSE MY CAR WAS GOING SO FAST. SHAKEN UP, MY PASSENGER AND I CALLED FAMILY MEMBERS WHO RUSHED TO THE SCENE AND PROCEEDED TO CALL A TOW COMPANY BECAUSE THE VEHICLE WAS CLEARLY NOT CAPABLE OF BEING DRIVEN. THE FRONT WHEEL AXLE WAS

C-1429

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 LEXUS GS350  
**Location of Incident:** OCEANSIDE, CA

**NHTSA Summary:**  
2007 LEXUS GS350 SUDDEN ACCELERATION. THIS IS SIMILAR TO REPORTS ON FILE ON LEXUS 2007 ES350. THE GS350 WILL DRIVE AROUND IN PARKING LOT WITHOUT PRESSING ON GASOLINE PEDAL AT 12-15MPH. AT SPEEDS OF 40MPH A SLIGHT PRESSURE ON GAS PEDAL CAUSES ACCELERATION TO 50-60MPH. I AM FORCED TO DRIVE IT WITH TRIPTRONIC TRANSMISSION TO SLOW VEHICLE BECAUSE EXCESSIVE BRAKE PRESSURE REQUIRED TO STOP IT. THIS IS ON-GOING ISSUE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303716  
**Date of Incident:** 20090720  
**Vehicle:** 2003 TOYOTA SIENNA  
**Location of Incident:** SANDY, UT

**NHTSA Summary:**  
2003 TOYOTA SIENNA, SPONTANEOUS, UNCONTROLLED ACCELERATION. FIRST OCCURRENCE ON OR ABOUT 7/20/09. AT LEAST 3 SUCCESSIVE OCCURRENCES. TOYOTA DEALER (LARRY H MILLER BIG TOYOTA CITY) WAS ABLE TO DUPLICATE PROBLEM IN ROAD TESTS. WHEN IT HAPPENED TO ME, I THREW TRANSMISSION IN NEUTRAL. ENGINE HIT REDLINE IN TIME IT TOOK TO TURN KEY TO OFF (1-2 SECONDS) FIRST MIS IDENTIFIED AS STICKING THROTTLE CABLES. TOYOTA REPLACED CABLES. EVENTUALLY (AFTER RECURRENCE) REPLACED THROTTLE BODY. WIFE NEARLY HAD ACCIDENT WITH FIRST OCCURRENCE, HAD TO STAND ON BRAKES TO GET CAR STOPPED. SHUT DOWN VEHICLE IN LEFT TURN LANE ON BUSY SIX LANE ROAD. VEHICLE TOWED. I HAD TO REPLACE BRAKES/ROTORS. ABLE TO AVOID ACCIDENT WITH RECURRENCE BY SHOWING WIFE HOW TO THROW TRANSMISSION IN NEUTRAL AND SHUT DOWN VEHICLE. WIFE DOES NOT TRUST VEHICLE ALTHOUGH NEW THROTTLE BODY SEEMS TO HAVE SOLVED PROBLEM. TOYOTA KEPT VEHICLE TWICE FOR TOTAL OF TWO WEEKS. WE PAID OVER \$1,300. TOYOTA NEVER ACKNOWLEDGED NOR ACCEPTED RESPONSIBILITY FOR THIS SERIOUS SAFETY ISSUE. OFFERED FREE CAR WASH WHEN WE COMPLAINED TO SERVICE MANAGER. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303772  
**Date of Incident:** 20090720  
**Vehicle:** 2000 TOYOTA 4RUNNER  
**Location of Incident:** FOLSOM, CA

**NHTSA Summary:**  
ON A SUNDAY AFTERNOON DURING LAST SUMMER, I WAS DRIVING MY 2000 TOYOTA 4RUNNER WITH MY WIFE AND 9-YR OLD DAUGHTER AT THE BACK SEAT. I HAD THE CAR ON CRUISE CONTROL AT ABOUT 65/70 MPH. BEFORE MOVING OVER TO MY DESTINATION OFF RAMP, I TRIED TO CANCEL THE CRUISE CONTROL BUT TO MY HORROR IT WAS NOT CANCELING. THE HARDER I PRESSED THE BRAKE, THE FASTER THE CAR TRIED TO MOVE FORWARD/ACCELERATING. I HAD TO TAKE AND SOMEHOW MANAGED A IMMEDIATE LEFT ON A T JUNCTION WITH TRAFFIC LIGHT CONTROL. I WAS ALMOST GOING TO HIT THE CAR INFRONT RUNNING AT A SPEED APPROPRIATE FOR A BUSY CITY STREET. WE ALL STARTED PRAYING TO GOD. I WAS ON A BRIDGE/OVERPASS.THERE WAS NO WAY TO DRIVE OFF THE ROADWAY. I ALMOST PASSED OUT IN HORROR, BUT BARELY MANAGED TO MOVE OVER TO THE LANES IN THE OPPOSITE DIRECTION (LUCKILY THERE WAS NO MEDIAN AND THE ONCOMING TRAFFIC LIGHT WAS RED). WHEN NOTHING WAS

C-1431

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BENT, AND THERE WAS MUCH DAMAGE TO THE FRONT RIGHT WHEEL AREA DUE TO THE ANGLE OF THE CRASH. THANKFULLY, NEITHER MY PASSENGER NOR I WERE INJURED, BUT VERY SHAKEN UP. ONCE THE CAR WAS TOWED TO A NEARBY SERVICE CENTER, THEY WERE ABLE TO SURMISE THAT THE CAR WAS A BIT MANGLED AND REQUIRED PARTS NOT READILY AVAILABLE IN HILO, HAWAII. THE ESTIMATE TO REPAIR THE CAR EXCEEDED \$3,000. I CONTACTED MY CAR INSURANCE CARRIER TO REPORT THE INCIDENT. NEARLY ONE MONTH LATER, THE CAR WAS REPAIRED. MY DAUGHTER TOOK THE CAR TO A TOYOTA SERVICE CENTER AND ASKED THEM TO PLEASE EXAMINE THE CAR AND EVALUATE WHETHER IT WAS SAFE FOR DRIVING. THE MICRO CHIP DID NOT INDICATE ANYTHING ABNORMAL ACCORDING TO THE SERVICE AGENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302597  
**Date of Incident:** 20090719  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** ROOSEVELT, UT

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA TUNDRA. THE CONTACT STATED AS HE WAS DRIVING 15 MPH THE VEHICLE AND FOUR WHEELING THE ACCELERATOR PEDAL GOT STUCK. THE CONTACT STATED AS HE WAS DRIVING UP THE MOUNTAIN THE ACCELERATOR PEDAL GOT STUCK AND THE VEHICLE WENT OVER THE EDGE OF THE MOUNTAIN ALMOST KILLING HIM. THERE IS A POLICE REPORT OF THE ACCIDENT AND THE VEHICLE IS STILL SITTING ON THE SIDE OF THE MOUNTAIN BECAUSE THEY UNABLE TO GET THE VEHICLE OFF THE MOUNTAIN. THE CONTACT STATED HE HAS TO GET A CRANE AND A HELICOPTER TO GET THE VEHICLE FROM WHERE IT HAS BEEN STUCK SINCE JULY 2009. THE TOYOTA MANUFACTURE HAD NOT BEEN CALL. THE FAILURE MILEAGE WAS 2,800.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307445  
**Date of Incident:** 20090719  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** FINDLAY, OH

**NHTSA Summary:**  
DURING A DRIVE ON US224 IN OHIO, MY HUSBAND WAS DRIVING MY 2005 TOYOTA ON CRUISE CONTROL. AFTER PASSING A VEHICLE, HE ATTEMPTED TO SLOW DOWN BY BRAKING BUT THE CAR WAS STILL TRYING TO ACCELERATE. IT TOOK FOUR ITERATIONS OF PUSHING ON THE BRAKE TO FINALLY MAKE THE CAR SLOW DOWN. WE WERE ABLE TO PULL OFF OF THE HIGHWAY AND STOP. DURING THE INCIDENT, WE COULD FEEL THE PULL OF ACCELERATION EVEN WHEN HE WAS DEPRESSING THE BRAKE. IF HE LET OFF OF THE BRAKE THE CAR WOULD BEGIN ACCELERATING AGAIN. WE DID HAVE AN AFTERMARKET FLOOR MAT ON THE DRIVER SIDE, HOWEVER IT IS A VERY HEAVY, THICK MAT THAT DOES NOT MOVE. WE ARE 100% CONVINCED THAT THE FLOOR MAT WAS NOT ON TOP OF THE ACCELERATOR PEDAL DURING THIS INCIDENT (AS PROVEN BY THE CAR FINALLY SLOWING DOWN AND STOPPING WITH OUT THE FLOOR MAT BEING ADJUSTED).

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10277400  
**Date of Incident:** 20090720

C-1430

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WORKING, I SOMEHOW MANAGED TO TURN THE ENGINE SWITCH OFF, AND STOP THE CAR WITH THE HELP OF THE BREAK WITHIN A FEW HUNDRED FEET JUST BARELY AVOIDING HEAD ON COLLISION WITH THE ONCOMING TRAFFIC. AFTER STOPPING, I TRIED TO START THE CAR. AS SOON AS I TURNED THE KEY ON THE RPM JUMPED TO 6000/7000. AS I PUSH THE BREAK HARD TO STOP THE CAR FROM MOVING, THE CAR WAS JUMPING VIOLENTLY. WE WERE SCARED, GOT OUT OFF THE CAR AND THE ROAD. I CALLED THE POLICE. BEFORE A POLICE OFFICER CAME, A KIND DRIVER STOPPED AND HELP ME TO PUSH THE CAR TO THE SHOULDER. THE OFFICER LEFT WITH EVEN TAKING A REPORT. I TOOK AND LEFT THE CAR TO THE NEARBY TOYOTA DEALER. NEXT DAY, THEY TOLD ME THE PROBLEM WAS DUE TO THE THROTTLE VALVE GETTING STUCK OPEN. I HAD TO PAY TO CLEAN THE VALVE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310198  
**Date of Incident:** 20090720  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** AUBURN, NV

**NHTSA Summary:**  
I PURCHASED MY 2009 RAV4 ON JUNE 19, 2009. WITH ONLY A FEW HUNDRED MILES (LESS THAN 1000) ON THE VEHICLE, I TRAVELED TO ANNAPOLIS, MD ON JULY 20, 2009. AFTER DRIVING ON THE EXPRESSWAY FOR MOST OF THE AROUND 200 MILES, I EXITED AND UPN STOPPING FOR TRAFFIC, I EXPERIENCED THE ACCELERATOR STICKING (DID NOT COME BACK UP UPON DECELERATION). I LUCKILY WAS ABLE TO STOP THE CAR BEFORE A COLLISION, USING CONSIDERABLE FORCE ON THE BRAKES. THE ACCELERATOR DID RETURN TO A NORMAL POSITION AFTER 2-3 SECONDS. I NEVER DID EXPERIENCE THE PROBLEM AFTERWARDS AND I NOW HAVE AROUND 5400 MILES ON THE VEHICLE. I DID DISCUSS THE PROBLEM WITH THE DEALER MONTHS AFTER THIS INCIDENT AND THEY DID INSTALL THE RECALL DEVICE ON THE ACCELERATOR. I HAVE NOT NOTICED ANY PROBLEMS SINCE. I AM REPORTING THIS SINCE MY EXPERIENCE WITH THE ACCELERATOR SEEMS TO BE DIFFERENT FROM OTHERS. MY ACCELERATOR STUCK WHEN THE VEHICLE WAS NEARLY NEW AND HAD VERY LITTLE WEAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344479  
**Date of Incident:** 20090720  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MELROSE, MA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE DRIVING INTO A PARKING SPACE APPROXIMATELY 4 MPH THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO THE PARKING LOT BARRIER. THE CONTACT SUSTAINED INJURIES TO HER BACK. THE VEHICLE WAS TAKEN TO THE DEALER. THE BODY DAMAGED WAS REPAIRED, BUT A DIAGNOSTIC TEST WAS NOT PERFORMED TO DETERMINE THE CAUSE OF FAILURE. THE FAILURE MILEAGE WAS 15,935 AND THE CURRENT MILEAGE WAS 18,740.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291375  
**Date of Incident:** 20090721  
**Vehicle:** 2007 LEXUS ES350

C-1432

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** EVANSTON, IL

**NHTSA Summary:**

MY 2007 LEXUS ES 350 ACCELERATED ON ITS OWN WHILE DRIVING ON AN IL HIGHWAY. EARLIER THAT DAY ONE OR TWO WARNING LIGHTS APPEARED AND I CALLED THE LEXUS SERVICE DEPT. A FEW QUESTIONS WERE ASKED BY THE RECEPTION OPERATOR AND I WAS TOLD THE CAR WAS SAFE TO DRIVE. ON MY RETURN HOME, THE ACCELERATION HAPPENED. MY BRAKES DID NOT SLOW THE CAR DOWN. I PUT THE CAR IN NEUTRAL WHILE PRESSING THE BRAKES AND WAS ABLE TO GET OUT OF THE TRAFFIC LANE ONTO THE SHOULDER. THE CAR FINALLY CAME TO A STOP AND I TURNED OFF THE ENGINE. CALLED AAA AND WAS TOWED TO THE NEAREST LEXUS DEALER. AT THE SERVICE DEPT I WAS TOLD IT WAS MY FLOOR MAT AND THE MAT WAS REPLACED. THIS DID NOT SEEM A LIKELY EXPLANATION BECAUSE THE GAS PEDAL HAD SIMPLY LOCKED AND ACCELERATED ON ITS OWN. MY BRAKES WERE CHECKED AND IT WAS DETERMINED I NEEDED NEW REAR BRAKES WHICH WAS NOT A SURPRISE SINCE IT SEEMED LIKE I WAS 'KILLING' THEM IN MY ATTEMPT TO CONTROL AND SLOW DOWN THE CAR. THE MATS WERE TO HAVE BEEN EXCHANGED EARLIER WHEN THE CAR WAS TAKEN IN FOR SERVICE APT BUT SOMEHOW THAT WAS NEGLECTED BY A DIFFERENT LEXUS DEALER. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306737, 10306771  
**Date of Incident:** 20090721  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** CHARLESTON, SC

**NHTSA Summary:**

CAR MOVING FORWARD AS I LET UP ON THE ACCELERATOR. IT ALSO JERKS WHEN I QUICKLY REMOVE MY FOOT FROM THE PEDAL FOR A FEW SECONDS AND BEFORE I PLACE MY FOOT ON THE BRAKE AND THE ALTIMETER GOES UP AND DOWN SEVERAL TIMES WHEN I DO THIS AS IF IT IS STALLING OUT. IT HAS DONE THIS EVERY TIME I DRIVE THE CAR AND I HAD IT TO THE DEALERSHIP TWICE BUT THEY COULDN'T FIND ANYTHING WRONG ACCORDING TO THE DIAGNOSTIC MACHINE SO I STILL HAVE THE PROBLEM. THIS DESCRIPTION IS CORRECTING MY DESCRIPTION I JUST FILED WITH YOU. AS SOON AS I STARTED DRIVING MY CAR UPON LEAVING THE DEALERSHIP AFTER PURCHASING THE CAR, I NOTICED IT MOVED FORWARD AS IF BEING BUMPED FROM BEHIND AS I LET UP ON THE ACCELERATOR. ALSO, IF I REMOVED MY FOOT QUICKLY FROM THE PEDAL AND WAITED A FEW SECONDS BEFORE PLACING MY FOOT ON THE BRAKE, THE CAR WOULD MAKE JERKY MOTIONS AND THE TACHOMETER (RPM) WOULD JUMP WILDLY. I DIDN'T KNOW IF THE PROBLEM WAS IN THE ACCELERATOR OR IN THE ELECTRICAL SYSTEM. I BROUGHT IT TO THE TWICE FOR THE PROBLEM BUT THEY COULDN'T FIND ANYTHING SHOWING UP ON THE DIAGNOSTIC COMPUTER CHECK THE FIRST TIME. THE SERVICE TECH DID HAVE TO RE-SET THE ORIGINAL SETTING ON SOMETHING AND HE TOLD ME TO BRING IT BACK IF THAT DIDN'T FIX IT. THE PROBLEM STILL EXISTED SO I BROUGHT IT BACK THE SECOND TIME AND THE TECH RODE WITH ME AND HE ALSO FELT WHAT I WAS EXPERIENCING. HE TRIED TO EXPLAIN IT AWAY BUT I COULDN'T BELIEVE THAT IT WAS THE CAR GETTING USED TO A NEW DRIVER AS HE SAID IT WAS BECAUSE IT IS STILL HAVING THE PROBLEM AND I HAVE DRIVEN THE CAR FOR 1,225.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315474  
**Date of Incident:** 20090721  
**Vehicle:** 2004 TOYOTA SOLARA  
**Location of Incident:** DEARBORN HEIGHTS, MI

C-1433

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

TL \*THE CONTACT OWNS A 2004 TOYOTA SOLARA. WHILE DRIVING 5 MPH THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A BUILDING. THE CONTACT SUFFERED BACK AND NECK INJURIES DURING THE CRASH. THE CONTACT TOOK THE VEHICLE TO A DEALER TO FIND OUT WHAT CAUSED THE SUDDEN ACCELERATION AND THE DEALER COULD NOT DIAGNOSE THE FAILURE. THE FAILURE MILEAGE WAS 50,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316830  
**Date of Incident:** 20090721  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CLINTON, MA

**NHTSA Summary:**

2007 TOYOTA CAMRY 4 DOOR THIS HAS TAKEN OFF AT HIGH RATE OF SPEED 3 TIMES SINCE LAST JULY 21ST 2009

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10278481  
**Date of Incident:** 20090722  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** CLEWISTON, FL

**NHTSA Summary:**

TWO INCIDENTS: 7/9/09 HEADING DOWN TO THE KEYS ON US 27 ABOUT 6PM. CRUISE CONTROL SET AT 60 FOR SEVERAL MILES (HAD BEEN RAINING. SPEED LIMIT IS 65MPH). BACK END STARTS TO PASS ME ON RIGHT. I AM NOW SLIDING SOUTH BOUND FACING EAST. I CUT WHEELS TO RIGHT. THIS WORKS GREAT. IN NO TIME AT ALL, I AM SKIDDING SOUTHBOUND FACING WEST. I NOTICE I AM NOT SLOWING DOWN EVEN THOUGH MY FOOT WAS NOT ON GAS (CRUISE CONTROL). I CUT MY WHEELS TO THE LEFT AND SPUN BACK AROUND AGAIN SLIDING SOUTHBOUND FACING EAST. I WENT OFF ONTO THE SHOULDER. I COULD SEE MUD AND GRASS IN PASSENGER WINDOW UNTIL I HIT THE GUARDRAIL WITH R SIDE OF BUMPER. THIS IMPACT APPARENTLY DISENGAGED THE CRUISE CONTROL (?) AND LAUNCHED ME ACROSS BOTH SOUTH BOUND LANES OF US 27 WHERE I BEGAN TO COME TO A STOP. I STOMPED THE GAS TO GET OUT OF ON COMING TRAFFIC AND AGAIN SPUN TO THE RIGHT COMING TO REST IN THE MEDIAN AS 2 CARS PASSED ME. AT THE TIME, I THOUGHT IT STRANGE THAT THE CRUISE CONTROL DID NOT DISENGAGE WHEN THE WHEELS STARTED SPINNING ON THE WET ROAD. NONE THE LESS, I WROTE THIS OFF AS ME BEING A 11@#% FOR USING THE CRUISE CONTROL WHEN THE ROAD WAS TOO WET. NOW, IN LIGHT OF THE 7-22-09 ACCIDENT, I AM NOT SO SURE IT WAS THE CRUISE CONTROL, OR THAT I AM SUCH A 11@#%.

7/22/09 ABOUT 7:15AM AS I COMPLETED THE TURN, THE TRUCK (I NOW CALL MY TRUCK CHRISTINE) ACCELERATED. WHEN I REACHED THE DESIRED SPEED, I TOOK MY FOOT OFF GAS BUT CONTINUED TO SPEED UP. I TRIED APPLYING THE BRAKES, BUT THAT DIDN'T WORK OUT SO I STOMPED ON THE BRAKES CAUSING ME TO FISHTAIL TO THE RIGHT SO I LET UP ON THE BRAKES TO REGAIN CONTROL AND I WAS STILL ACCELERATING! AS I CONTINUED TO ACCELERATE, I HIT (PULLED THE KNOB TOWARD ME) THE CRUISE CONTROL (WHICH I HAD NOT ENGAGED PREVIOUSLY) THINKING I MIGHT BE HAVING A REPEAT OF 2 WEEKS AGO, BUT THAT DIDN'T WORK EITHER AND I CONTINUED TO ACCELERATE. I PUT GEAR SELECTOR INTO NEUTRAL (I THOUGHT) BUT CONTINUED TO ACCELERATE. I OVERTURNED IN A ... \*TR

**Additional Summary:**

C-1434

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

-A 2000 CAMRY WITH BRAKE PROBLEMS -TRIED TO FIX PROBLEMS BUT MECHANICS UNABLE TO IDENTIFY PROBLEMS. -A 2004 CAMRY WITH BRAKE AND ACCELERATION PROBLEMS. REPORTED TO TOYOTA BUT IGNORED ME. REPORTED AGAIN BUT STILL IGNORED. -NEED HELP AS I SPENT SO MUCH TILL PROBLEMS KILLED MY TRANSMISSION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292486  
**Date of Incident:** 20090723  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** GRANTHAM, NH

**NHTSA Summary:**

TL \*THE CONTACT OWNS A 2008 TOYOTA AVALON. THE VEHICLE SURGED WHILE DRIVING APPROXIMATELY 60 MPH AND THE SPEED INCREASED BETWEEN 5 AND 10 MPH. SHE WAS UNABLE TO STOP THE VEHICLE BY ENGAGING THE BRAKE PEDAL AND THE CRUISE CONTROL. WHEN THE VEHICLE BEGAN TO SLOW DOWN ON ITS OWN SHE WAS ABLE TO ENGAGE THE BRAKE PEDAL AND DOWN SHIFT TO THE LOWEST GEAR. AT APPROXIMATELY 40 MPH THE CONTACT USED THE EMERGENCY BRAKE TO SHUT THE ENGINE OFF. THE VEHICLE WAS TOWED TO THE DEALER. SHE WAS TOLD THAT THE FLOOR MAT CAUSED BECAME STUCK UNDER THE ACCELERATOR PEDAL AND CAUSED THE FAILURE. THE DEALER CUT THE FLOOR MAT TO FIT IT IN THE VEHICLE AND HOOKED IT TO THE BOLTS. THE CONTACT ALSO PAID A FEE TO DETERMINE IF THE COMPUTER SYSTEM DISPLAYED ANY FAILURE CODES. THE FAILURE DID NOT REOCCUR AFTER THE DEALER CUT THE FLOOR MATS. SHE RECENTLY RECEIVED RECALL 09V388000. VEHICLE SPEED CONTROL: ACCELERATOR PEDAL NOTICE. THE CURRENT MILEAGE WAS APPROXIMATELY 9,000. THE FAILURE MILEAGE WAS APPROXIMATELY 8,500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10348231  
**Date of Incident:** 20090723  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** OAK HURST, CA

**NHTSA Summary:**

TL CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT STATED WHILE DRIVING 30 MPH THE VEHICLE ACCELERATED UP TO 80 MPH GOING THROUGH AN INTERSECTION AND CRASHED INTO ANOTHER VEHICLE. THE VEHICLE WAS DESTROYED AND THE 3 PEOPLE INCLUDING THE CONTACT WAS INJURED. THE CONTACT SUFFERED INJURIES TO THE HEAD, NECK, AND SHOULDERS. DURING THE CRASH THE CONTACT WAS DENIED MEDICAL ATTENTION BECAUSE THE OFFICERS SUSPECTED THE CONTACT WAS UNDER THE INFLUENCE OF ALCOHOL. THE CONTACT COULD PASS THE SOBRIETY TEST BECAUSE THE CONTACT HAD A HEAD INJURY AND THE POLICE OFFICERS ARRESTED HER. LATER THE CONTACT'S BLOOD WORK DID NOT SHOW ANY ALCOHOL. THE CONTACT STATED THE VEHICLE WAS UNABLE TO STOP THE VEHICLE WITH THE BRAKES. THE CONTACT STATED THE BRAKES WERE MAKING A BUMPING SOUND WHILE THE VEHICLE WAS ACCELERATING. THE CONTACT HAS NOT CALLED THE MANUFACTURER REGARDING THIS ISSUE. THE FAILURE MILEAGE WAS 64,000. JO

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305673  
**Date of Incident:** 20090722  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** NO EASTON, MA

**NHTSA Summary:**

ACCELERATOR STUCK AND CAR ADVANCED. SIGNIFICANT DAMAGED AVOIDED BY SWERVING AUTO TO MISS HOUSE & GO THRU LANDSCAPING. CAR TAKEN INTO REPAIR SHOP NEXT DAY & NOTHING FOUND. CONTACTED TOYOTA & NO HELP AT THAT TIME. THEREFORE, NO CORRECTIVE ACTION. RUGS WERE NOT AN ISSUE. THIS YEAR & MODEL IS NOT PART OF THE RECALL BUT I BELIEVE IT SHOULD BE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306736  
**Date of Incident:** 20090722  
**Vehicle:** 2007 LEXUS RX400H  
**Location of Incident:** LAVEROCK, PA

**NHTSA Summary:**

MAY 2008 - PURCHASED 2007 LEXUS 400H SUV. CARE GREAT EXCEPT BRAKES. SOMETHING WAS ODD. JUNE 2008 - SENT THE CAR TO THE DEALERSHIP TO CHECK BRAKES. THEY INSISTED EVERYTHING WAS FINE. MY DISCOMFORT WAS DUE TO MY INEXPERIENCE WITH THE 6REGENERATIVE6 BRAKING SYSTEM. I TRIED TO GET USED TO IT. IT SEEMED TO GET WORSE OVER TIME. AT AROUND 10 MPH, THE BRAKING MOMENTUM CHANGES SUDDENLY. THE CAR FLOATS BRIEFLY THEN SURGES A LITTLE. IT WAS UNCLEAR IF IT HAPPENED ALL THE TIME, OR ONLY WITH GRADUAL BRAKING, OR ONLY WHEN STOPPING FROM A SLOW SPEED. JULY 22, 2009 - ACCIDENT: BRAKES SUDDENLY STOPPED WORKING AS I TURNED THE CAR INTO A PARKING SPACE BEHIND ANOTHER CAR. I PANICKED WHEN THE CAR DIDN'T STOP AT THE EXPECTED POINT. I SLAMMED ON THE BRAKES, MY FOOT SLIPPED AND I HIT THE ACCELERATOR. I HIT THE CAR IN FRONT OF ME SENDING IT TOWARD THREE OTHER CARS. THIS WOULD NOT HAVE HAPPENED IF THE BRAKES WORKED PROPERLY. AUGUST 2009 - REPORTED ACCIDENT TO THE DEALERSHIP. I WAS TOLD TO TALK WITH LEXUS HEADQUARTERS IN CALIFORNIA. THEY ARRANGED FOR A FIELD AGENT TO GO TO THE LOCAL DEALERSHIP. SEPTEMBER 30, 2009 - CAR AT THE DEALERSHIP FOR EVERYONE'S REVIEW. AFTERWARDS, TOLD BY PHONE THAT NO PROBLEMS WERE IDENTIFIED AND THE CAR WAS SAFE. I WASN'T COMFORTABLE WITH THAT DECISION. ON NOVEMBER 27, 2009, I TOOK THE CAR IN AGAIN, INSISTING THERE WAS A PROBLEM. I DROVE WITH THE SERVICE MANAGER. HE ADMITTED HE FELT THE FLOATING/SLIGHT SURGE. HE CLAIMED IT WAS THE MOMENT BETWEEN THE END OF THE "REGENERATIVE" BRAKING SYSTEM AND WHEN THE CONVENTIONAL BRAKING SYSTEM KICKED IN. NOT HAPPY WITH THE EXPLANATION. THE FLOATING/SURGE MEANS YOU'RE NOT QUITE SURE WHEN YOU WILL STOP. ON JANUARY 6, 2010, I RECEIVED A LETTER FROM LEXUS. THEIR FIELD TECHNICIAN INSPECTED MY CAR, FOUND NOTHING WRONG, AND THE ACCIDENT COULD NOT BE RELATED. I DO NOT AGREE. NOW I HEAR ABOUT LEXUS HYBRID BRAKES PROBLEMS AND I ASSUME IT'S WHAT LEVE COMPLAINED ABOUT ALL ALONG.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312590  
**Date of Incident:** 20090722

C-1435

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1436

**Toyota ID Number:**  
**NHTSA ODI Number:** 10286543  
**Date of Incident:** 20090724  
**Vehicle:** 2006 LEXUS ES330  
**Location of Incident:** FULSHEAR, TX  
**NHTSA Summary:**  
 WHEN APPROACHING 4-WAY STOP, BRAKES FAILED AND CAR ACCELERATED. CHANGED LANES TO MISS 3 CARS IN FRONT. CAR CONTINUED TO ACCELERATE; BRAKES DID NOT WORK. WENT ON SIDEWALK TO MISS ANOTHER CAR. WENT OVER CROSS STREET & ONTO MEDIAN, HIT SIGNS AND SMALL TREES. CAR CONTINUED ACCELERATING, WENT OVER OTHER SIDE OF CROSS STREET. UP ON GRASS, HITTING SIGNS AND SMALL TREES, HIT BRICK WALL HOLDING SHELL STATION SIGN. CAR STOPPED. AIR BAGS DEPLOYED IN MEDIAN. CAR WAS TOTALED, EVEN SUN ROOF BROKEN, ALL TIRES FLAT. DRIVER & PASSENGERS EXPERIENCED CUTS AND SEVERE BRUISES. WITNESS SAID BRAKE LIGHTS WERE ON BUT CAR CONTINUED TO GAIN SPEED. ACCIDENT NOT CAUSED BY FLOOR MAT. MY CAR DID NOT HAVE THEM. THERE'S A PROBLEM WITH THE ELECTRONIC THROTTLE CONTROL ASSOCIATED WITH THE CRUISE CONTROL SYSTEM & COMPUTER THAT CONTROLS THE ENGINE SPEED IN THE LEXUS ES AND IS MODELS. HUNDREDS OF PEOPLE HAVE EXPERIENCED ACCIDENTS WITH THESE CARS. DISAPPOINTED THAT NHTSA SIDES WITH TOYOTA AND ACCEPTS ITS COVERUP THAT IT'S A FLOOR MAT PROBLEM! SOMEONE AT NHTSA NEEDS TO INVESTIGATE THIS SERIOUS PROBLEM BEFORE HUNDREDS OF OTHERS ARE KILLED OR INJURED. TOYOTA HAS KNOWN ABOUT THIS PROBLEM FOR AT LEAST THREE YEARS. MY CAR IS NOT INCLUDED IN THE FLOOR MAT RECALL YET IT WENT INTO THE SAME UNCONTROLLED ACCELERATION AS HUNDREDS OF OTHER LEXUS CARS HAVE IN THE PAST FEW YEARS. WHAT DO WE HAVE TO DO TO GET THE NHTSA TO DO ITS JOB? \*TR, TL\*THE CONTACT OWNS A 2006 LEXUS ES330, WHILE DRIVING ON A RESIDENTIAL STREET AT 35 MPH HE APPROACHED THE INTERSECTION, HE ATTEMPTED TO ENGAGE THE BRAKE PEDAL AND WAS UNABLE TO STOP THE VEHICLE. TO AVOID CRASHING INTO A VEHICLE HEAD ON, HE CRASHED INTO THE CENTER BARRIER AND A STOP SIGN AT THE GAS STATION. THE VEHICLE STOPPED MOVING WHEN IT CRASHED INTO THE GAS STATION BRICK SIGN. THE DRIVER AND PASSENGER AIR BAGS DEPLOYED AND A TIRE BLOW OUT ALSO OCCURRED. THERE WERE NO INJURIES. THE INSURANCE COMPANY WILL INVESTIGATE THE FAILURE. THE CURRENT AND THE FAILURE MILEAGES WERE 32,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10299168  
**Date of Incident:** 20090724  
**Vehicle:** 2006 LEXUS ES330  
**Location of Incident:** LOS ANGELES, CA  
**NHTSA Summary:**  
 UNINTENDED ACCELERATION WITH LEXUS VEHICLE. \*NJ THE CONSUMER STATED HE SENT A REPORT OF THE VEHICLE ACCIDENT TO NHTSA. THE ACCIDENT WAS DUE TO UNEXPECTED ACCELERATION. THE CONSUMER STATED TOYOTA IS ATTRIBUTING MOST OF THE ACCIDENTS TO FLOOR MAT PROBLEMS WHILE AVOIDING FURTHER INVESTIGATION INTO OTHER POSSIBLE CAUSES. THE CONSUMERS WIFE WAS DRIVING THE VEHICLE, WHEN SUDDENLY THE ENGINE ROARED AND THE VEHICLE SHOT AHEAD, CRASHING OVER A LOW CEMENT WALL, KNOCKING DOWN A METAL RAIL FENCE, COMING TO REST ON TOP OF THE COLLAPSED FENCE WITH HER RIGHT FRONT WHEEL PARTIALLY SUBMERGED IN A BACKYARD POOL. BY THEN THE ENGINE HAD STALLED. \*JB UPDATED 01/12/10 \*BF THE CONSUMER ALSO STATED THE AIR BAG DID NOT DEPLOY. UPDATED 01/15/10 \*JB  
**Additional Summary:**

C-1437

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332639  
**Date of Incident:** 20090724  
**Vehicle:** 2009 TOYOTA HIGHLANDER HV  
**Location of Incident:** NEW CANAAN, CT  
**NHTSA Summary:**  
 2009 TOYOTA HIGHLANDER HYBRID. WE HAVE SEVERAL SAFETY RELATED COMPLAINTS:  
 1. MY WIFE HAS NEVER HAD AN ACCIDENT & TO OUR RECOLLECTION HAS NEVER HAD A TRAFFIC TICKET. SHE HAD A MINOR UNINTENDED ACCELERATION AND SHE TAPPED THE TRUCK IN FRONT OF HER. SHE TOOK HER FOOT OFF THE BRAKE & THE CAR LURCHED FORWARD. THE DEALER SAID IT WAS NOT INVOLVED IN A RECALL, BUT THE TOYOTA WEBSITE SAYS IT IS INVOLVED IN A FLOOR MAT RECALL. IVE THROWN THE MATT IN THE REAR CARGO AREA. 2. OUR GARAGE IS ATTACHED TO OUR HOUSE WITH OUR BEDROOM ABOVE THE GARAGE. WITH 3 KIDS, BOTH MY WIFE AND I HAVE BEEN DISTRACTED LEAVING THE CAR IN THE GARAGE TO UNLOAD GROCERIES OR HELP THE CHILDREN. WHEN ON ELECTRIC POWER WE HAVE NEGLECTED TO TURN OFF THE IGNITION SINCE THE CAR IS SILENT. ONLY WHEN THE CARBON-MONOXIDE DETECTOR SOUNDED IN OUR GARAGE DID WE REALIZE THE ENGINE HAD STARTED WHILE WE WERE IN THE HOUSE. WE THINK THIS COULD BE DEADLY TO OTHER FAMILIES WITHOUT CARBON MONOXIDE ALARMS WHO MAY ALSO FORGET TO TURN OFF THE ENGINE WHEN PARKED IN AN ATTACHED GARAGE WHILE ON ELECTRIC POWER. 3. THE DRIVER'S SEAT-BELT HAS BROKEN AND YOU CAN ONLY FASTEN IT BY MAKING A SPECIAL EFFORT TO DEPRESS THE BUTTON AND HOLD IT WHILE INSERTING THE BUCKLE. NORMALLY YOU SIMPLY INSERT THE BUCKLE TO FASTEN. THE CAR HAS MANY OTHER "ISSUES" THAT ARE NOT SAFETY RELATED. UNFORTUNATELY, WE BELIEVE OUR INSURANCE COMPANY WILL SETTLE MY WIFE'S OTHERWISE UNEVENTFUL "TAPPING" OF A TRUCK FROM THE UNINTENDED ACCELERATION AND CHARGE THIS LIKELY BOGUS INJURY CLAIM BY THE TRUCK DRIVER AGAINST OUR POLICY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10278567  
**Date of Incident:** 20090725  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** NORTH HAVEN, CT  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT STATED THAT THE VEHICLE ACCELERATES WITHOUT WARNING. SHE STATED THAT THE ENGINE MADE A SQUEALING NOISE WHEN SHE PRESSED THE PUSH TO START BUTTON. SHE DEPRESSED THE BRAKE PEDAL, PLACED THE VEHICLE INTO REVERSE, AND THE VEHICLE SPED UP AND WOULD NOT STOP. SHE DEPRESSED THE BRAKE PEDAL WITH ALL OF HER STRENGTH, BUT THE VEHICLE WOULD NOT STOP. IT FINALLY CAME TO A STOP WHEN IT STRUCK THE SIDE OF A GARAGE. THE CONTACT WAS BRUISED AND STARTLED. A POLICE REPORT WAS FILED. THE SPEED WAS UNKNOWN. THE FAILURE MILEAGE WAS 39,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303247  
**Date of Incident:** 20090725  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** FRESNO, CA

C-1438

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
 ON JULY 25, 2009 I WAS DRIVING MY TOYOTA CAMRY (2004), I PULLED INTO THE PARKING LOT WHERE I WORK FOUND A SPOT AND PROCEEDED TO PARK AS I TURNED IN MY CAR TOOK OFF AND SLAMMED IN TO A CEMENT PILLAR AT A VERY HIGH SPEED, I AM SO THANKFUL THAT I HIT THE PILLAR, BECAUSE I WOULD HAVE GONE THROUGH THE PLATE GLASS WINDOW OF THE SHOE STORE. IT COULD HAVE BEEN A TRAGIC ACCIDENT. I BELIEVE THAT THIS HAPPENED DUE TO THE CAR ACCELERATING OUT OF CONTROL. I SENT A COMPLAINT TO CONSUMER AFFAIRS AND TOYOTA CORP. ON JULY 27TH, 2009 WITH NO RESPONSE, NOW ALL OF THIS IS COMING OUT. MY CAR WAS REPAIRED, AT A COST OF \$6439.57. MY INSURANCE HAS INCREASED BY ABOUT 40%, I NOW HAVE A CAR I DO NOT FEEL SAFE DRIVING, AND I CAN'T SELL IT, BECAUSE OF THE PROBLEMS WITH TOYOTA. I WOULD LIKE SOME HELP, ANSWERS TO WHAT TOYOTA REALLY IS DOING TO HELP? \*TR  
**Additional Summary:**  
 SUA - VEHICLE STRUCK CEMENT PILLAR. MS. O'NEAL DESCRIBED AN INCIDENT THAT OCCURRED WHEN SHE WAS PULLING INTO A PARKING PLACE AND THE VEHICLE SUDDENLY ACCERATED. THE CAR COLLIDED WITH A CONCRETE BARRIER CAUSING ABOUT \$5,000 WORTH OF DAMAGE TO THE VEHICLE. SHE SAID THERE HAVE BEEN SEVERAL OTHER OCCASIONS WHEN THE VEHICLE WOULD CONTINUE TO ACCELERATE AS SHE WAS PULLING INTO A PARKING LOT FROM THE ROADWAY. SHE SAID SHE WOULD APPLY THE BRAKES AND STOP THE ACCELERATION. SHE SAID SHE IS CERTAIN SHE IS NOT AT FAULT BECAUSE HER FOOT WAS COMPLETELY OFF THE ACCELERATOR. SHE ALSO SAID THAT A CO-WORKER WHO BORROWED HER VEHICLE REPORTED A SIMILAR INCIDENT. MS. O'NEAL SAID SHE IS STILL DRIVING THE VEHICLE AND IS UNABLE TO SELL IT BECAUSE IT WAS INVOLVED IN AN ACCIDENT AND SHE CANNOT GET A FAIR PRICE.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303247  
**Date of Incident:** 20090725  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** FRESNO, CA  
**NHTSA Summary:**  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307301  
**Date of Incident:** 20090725  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** WEST SIMSBURY, CT  
**NHTSA Summary:**  
 MY 2005 TOYOTA 4RUNNER HAD 6 UNINTENDED ACCELERATION INCIDENTS SINCE PURCHASED NEW IN NOV 2005. I HAVE MAINTAINED A LOG. THE INTENSITY OF UNINTENDED ACCELERATION VARIED, THE TACHOMETER REACHING 4000 AND ABOVE. DURATION WAS ESTIMATED FROM 3 SECONDS TO OVER 5 SECONDS. AMBIENT TEMPERATURE VARIED FROM ABOUT 73OF TO 34OF. ALL INCIDENTS OCCURRED BETWEEN EARLY JULY TO EARLY DECEMBER, AND NONE DURING VERY HIGH OR VERY LOW AMBIENT TEMPERATURES. IN ONE CASE THERE WERE SEVERAL CONSECUTIVE ACCELERATION SURGES. ALL INSTANCES WERE WITHIN 5 1/2 MILES OF MY HOME. OCCURRENCE HAS BEEN SPORADIC, INFREQUENT, AND UNEXPECTED, AND AT LOW SPEED, MOSTLY IN CLOSE QUARTER PARKING SITUATIONS AND AT ALL TIMES WITH MY RIGHT FOOT ON THE BRAKE PEDAL. ON SEP 11, 2008, I NOTIFIED TOYOTA COMPANY BY TELEPHONE OF THE INCIDENT HISTORY; I WAS GIVEN A CASE NUMBER. I COMPLIED WITH A DIRECTIVE TO REMOVE AFTERMARKET FLOOR MATS THAT COVERED THE

C-1439

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FACTORY MATS. FYI, THE AFTERMARKET NON-FACTORY FLOOR MATS WERE NOT INTERFERING WITH OR NEAR THE ACCELERATOR, AND I HAVE HAD FURTHER UNINTENDED ACCELERATION SUBSEQUENT TO MAT REMOVAL. LIKEWISE, MY FOOT WAS NOT SIMULTANEOUSLY ON THE BRAKE AND ACCELERATOR PEDALS. IN DEC 2009 THE TOYOTA DEALER SERVICE MANAGER DROVE MY VEHICLE 144 MILES OVER A WEEK'S PERIOD WITHOUT INCIDENT. I BELIEVE THAT EVIDENCE DOES NOT POINT TOWARDS A STICKING ACCELERATOR PEDAL BECAUSE IN ALL INSTANCES MY FOOT WAS ON THE BRAKE, AND IN AT LEAST ONE INSTANCE THE ENGINE ACCELERATION SURGED MULTIPLE TIMES. THE DEALER SAID THAT THEIR COMPUTER DID NOT SHOW RELEVANT CODES. MY ASSESSMENT IS THAT THERE IS PROBABLY A MECHANICAL, ELECTRONIC, OR SOFTWARE DEFECT IN THE SPEED CONTROL SYSTEM. THIS NEEDS BE TAKEN MORE SERIOUSLY. THERE IS NO PLAN, I HAVE SUGGESTIONS: 1) TOYOTA DEALER/COMPANY DRIVE MY VEHICLE UNTIL AN INCIDENT OCCURS; 2) TOYOTA CO. ENGINEERS TROUBLE SHOOT THE PROBLEM, THIS IS BEYOND DEALER EXPERTISE; 3) TOYOTA CO. TEMPORARILY INSTALL MONITORING EQUIPMENT THAT CAN DOCUMENT FUTURE INCIDENTS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10299727  
**Date of Incident:** 20090726  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** NORWALK, CT  
**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2010 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 5 MPH INTO A PARKING SPACE THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING CAUSING THE VEHICLE TO CRASH INTO A BUILDING. THE CONTACT WAS NOT INJURED. A POLICE REPORT WAS FILED. THE VEHICLE WAS TAKEN TO THE DEALER AND THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 286.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345879  
**Date of Incident:** 20090726  
**Vehicle:** 2009 SCION TC  
**Location of Incident:** HARTEEVILLE, SC  
**NHTSA Summary:**  
 TL\* THE CONTACT OWNS A 2009 TOYOTA SCION TC. WHILE DRIVING AT 25 MPH AND DEPRESSING THE ACCELERATOR PEDAL, THE VEHICLE BEGAN TO INDEPENDENTLY DECREASE IN SPEED. THE CONTACT REMOVED HIS FOOT FROM THE ACCELERATOR PEDAL AND THE VEHICLE ACCELERATED AT AN ABNORMALLY RAPID RATE OF SPEED. THE CONTACT WAS ABLE TO STOP THE ACCELERATION BY DEPRESSING THE BRAKE PEDAL. THE VEHICLE WAS TAKEN TO THE DEALER BUT THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE FAILURE OCCURRED ONCE MORE BUT THE HAD NOT CONTACTED THE DEALER OR THE MANUFACTURER TO REPORT THE FAILURE. THE FAILURE MILEAGE WAS 3,000 AND THE CURRENT MILEAGE WAS 11,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301768  
**Date of Incident:** 20090727

C-1440

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** CAPE CORAL, FL

**NHTSA Summary:**  
ACCELERATION ON MY 2004 TOYOTA CAMRY BEGAN TO FLUCTUATE WILDLY WHILE I WAS DRIVING DOWN THE ROAD. CAR WOULD SUDDENLY ACCELERATE, THEN DECELERATE ALMOST NON-STOP. I SHUT ENGINE OFF, CALLED TOYOTA AND HAD THE CAR TOWED IN. I WAS TOLD THAT THE ENGINE CONTROL MODULE (ECM) WAS DEFECTIVE AND WOULD BE REPLACED UNDER A FEDERALLY MANDATED WARRANTY - CAR HAD 76,000 MILES, AND WARRANTY WAS GOOD TO 80,000 MILES. HOWEVER THEY ALSO TOLD ME THAT THE ACCELERATOR PEDAL ASSEMBLY HAD SIMULTANEOUSLY FAILED. THAT WOULD COST ME \$681. TOYOTA'S OWN TECHNICIAN SAID THAT THE ECM FAILURE CAUSED THE ACCELERATOR PEDAL ASSEMBLY TO FAIL. TOYOTA CORPORATE, HOWEVER, TOLD ME THAT THE TWO INCIDENTS WERE UNRELATED. AFTER READING ABOUT THE "ACCELERATOR PEDAL STICKING" PROBLEM IN THE NEWS LATELY, I WONDER IF MY PROBLEM IS NOT PART OF A MUCH LARGER PROBLEM INVOLVING THE ECM ON TOYOTAS CARS. IF I WAS NOT WISE ENOUGH TO SHUT OFF MY ENGINE WHEN THE PROBLEM OCCURRED, A SERIOUS ACCIDENT COULD EASILY HAVE OCCURRED. PLEASE CONTINUE TO INVESTIGATE THE ECM PROBLEM, AS I BELIEVE THAT TOYOTA IS NOT FORTHCOMING WITH THE FULL STORY HERE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318709  
**Date of Incident:** 20090727  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** ALTA LOMA, CA

**NHTSA Summary:**  
2006 TOYOTA TUNDRA NEED A COPY OF COMPLAINT. SEE ODI# 10293568 3/12/2010 UPDATE\*CW THE CONSUMER STATED THE GAS PEDAL BECAME STUCK AND HE HAD TO HIT A POLE TO AVOID GOING OVER AN 8 FOOT EMBANKMENT. UPDATED 03/26/10

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344073  
**Date of Incident:** 20090727  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** ROSWELL, NM

**NHTSA Summary:**  
TL\*THE CONTACT OWNS 2009 TOYOTA COROLLA. WHILE DRIVING 15 MPH ON A DIRT ROAD THE VEHICLE SUDDENLY ACCELERATED AND THE CONTACT CRASHED INTO A MOVING VEHICLE. THE DRIVER SIDE FRONTAL AIR BAG DID NOT DEPLOY AND THE SEAT BELT FAILED TO RESTRAIN THE DRIVER. THE CONTACT SUSTAINED INJURIES TO HER CHEST. THE POLICE REPORT WAS NOT AVAILABLE. THE INSURANCE COMPANY DESTROYED THE VEHICLE. THE MANUFACTURER WAS NOTIFIED; HOWEVER, THEY DID NOT OFFER ANY ASSISTANCE. THE CURRENT AND THE FAILURE MILEAGES WERE 10,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291528  
**Date of Incident:** 20090728  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** BOSSIER CITY, LA

C-1441

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2006 TOYOTA AVALON. WHILE ATTEMPTING TO ACCELERATE ONTO THE HIGHWAY RAMP, THE ACCELERATOR PEDAL BECAME STUCK TO THE FLOOR. SHE USED HER RIGHT FOOT TO SEPARATE THE ACCELERATOR PEDAL FROM THE FLOOR OF THE VEHICLE. SHE WAS ABLE TO DISCONTINUE THE UNINTENDED VEHICLE ACCELERATION. THE VEHICLE WAS NOT DIAGNOSED BY THE DEALERSHIP. THE CURRENT AND FAILURE MILEAGES WERE 19000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304780  
**Date of Incident:** 20090728  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** PLEASANT VALLEY, CT

**NHTSA Summary:**  
I HAVE HAD AN ACCELERATOR PROBLEM WITH MY 2008 TOYOTA TUNDRA. LAST SUMMER MY ACCELERATOR STUCK IN FULL THROTTLE POSITION AND ALMOST CAUSED AN ACCIDENT. I WAS ABLE TO PUT THE VEHICLE IN NEUTRAL, THE ENGINE OVER-REVVED, AND THE PEDAL FINALLY RETURNED TO THE NORMAL POSITION. WHEN I CONTACTED THE DEALER I WAS TOLD THAT IT MUST HAVE STUCK ON THE FLOORMAT, BUT THIS WAS NOT POSSIBLE. THE FLOORMAT WAS NO WHERE NEAR THE PEDAL. I COMPLAINED ABOUT THIS HAPPENING AND THE FACT THE PEDAL FELT LIKE IT HAD PULLED ITSELF DOWN MORE THAN WHAT I WAS PUSHING ON IT. I ALSO COMPLAINED OF THE PEDAL BEING HARD TO PUSH AT TAKE-OFF AND ALWAYS JOLTING FORWARD AT TAKE-OFF DUE TO THE PRESSURE NEEDED TO PUSH THE ACCELERATOR. THE DEALER AGAIN STATED IT HAD TO BE THE FLOORMAT AND ONLY DOCUMENTED THE PROBLEM OF THE PEDAL BEING HARD TO PUSH. WHEN THEY RETURNED THE VEHICLE THEY SAID THE PEDAL WAS FINE AND THAT IT WAS NORMAL TO HAVE TO PUSH HARD ON IT DUE TO THE FACT IT DID NOT OPERATE WITH A CABLE ANYMORE. I CONTACTED TOYOTA SEVERAL TIMES VIA EMAIL SINCE THE LATEST RECALL AND FINALLY RECEIVED A CALL TODAY FROM THEM. THE WOMAN WHO CALLED SAID TO TAKE IT TO THE DEALER TO BE REPAIRED. WHEN I ASKED HER IF THE INCIDENT WITH THE STUCK ACCELERATOR WOULD BE INVESTIGATED BY TOYOTA, SHE STATED THAT THERE ONLY ACTION WOULD BE THE RECALL FIX AND TO CONTACT THE DEALER. I FEEL TOYOTA OR AN INDEPENDENT AGENCY SHOULD CHECK THE VEHICLE BEFORE TOYOTA IS ALLOWED TO TOUCH IT, BECAUSE I DON'T FEEL THAT THERE SHIM WILL FIX THIS PROBLEM. I BELIEVE IT IS A PROBLEM OTHER THAN THE PEDAL JUST BEING STUCK. MY VEHICLE ONLY HAD APPROX. 8,000 MILES AT THE TIME. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317312  
**Date of Incident:** 20090728  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** RICHMOND, VA

**NHTSA Summary:**  
I WAS STOPPED AT A RED LIGHT; TRAFFIC BEGAN TO MOVE AS I DEPRESSED THE ACCELERATOR THE TRUCK SURGED, ACCELERATING SUDDENLY. IT HAPPENED SO QUICK I DID NOT HAVE TIME TO REACT AND HIT THE CAR IN FRONT OF ME (THE ACCELERATOR DID RETURN TO IDLE). I REALLY THOUGHT IT WAS MY FAULT UNTIL I STARTED HEARING ALL THE REPORTS REGARDING SIMILAR PROBLEMS WITH TOYOTAS. I HAD, AND CONTINUE TO HAVE THIS PROBLEM OCCURRING ONCE EVERY 6 WEEKS OR SO. ALL THE PREVIOUS TIMES THERE WAS NO ONE IN FRONT OF ME. I AM NOW VERY CAUTIOUS, AND

C-1442

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HAVE SCHEDULED AN APPOINTMENT WITH THE TOYOTA DEALER PER THEIR RECALL LETTER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325528  
**Date of Incident:** 20090728  
**Vehicle:** 2010 LEXUS RX  
**Location of Incident:** PASADENA, CA

**NHTSA Summary:**  
I PURCHASED MY 2010 LEXUS RX 450H IN JULY OF 2009. EVER SINCE I BOUGHT IT, I HAVE NOTICED THAT FROM TIME TO TIME, WHEN I PRESS THE BRAKE PEDAL, THE CAR SEEMS TO SURGE FORWARD() MOMENTARILY BEFORE IT SLOWS DOWN. THIS HAPPENS MOST FREQUENTLY WHEN DRIVING OVER BUMPY ROADS. AND IT WILL HAPPEN EVEN IF I AM ONLY COASTING AND NOT TOUCHING THE GAS PEDAL. WHEN PRESSING THE BRAKE INITIALLY. IT HAPPENS TO ME AT LEAST ONCE OR TWICE A WEEK. IT IS SOMEWHAT DISTURBING. I HAVE MENTIONED THIS TO MY LEXUS DEALER, BUT THEY HAVE DISMISSED MY CONCERNS BOTH TIMES I BROUGHT IT UP. I NOTICED THIS EVEN BEFORE I HAD HEARD OF THE TOYOTA RECALL ON HYBRID PRIUS BRAKES, BUT FROM WHAT I READ, THE ISSUE SOUNDS SIMILAR TO THE PRIUS HYBRID 2010 PROBLEMS. BUT THERE IS SO FAR NO RECALL ON LEXUS 2010 HYBRID BRAKES. HAS ANYONE ELSE NOTICED THIS ISSUE?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345973  
**Date of Incident:** 20090728  
**Vehicle:** 2009 TOYOTA CAMRY HV  
**Location of Incident:** LAKE HAVASU CITY, AZ

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312900  
**Date of Incident:** 20090729  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** PRESTON, WA

**NHTSA Summary:**  
SINCE I BOUGHT MY 2009 TOYOTA RAV4 (6CYL) IN JULY 2009, I HAVE EXPERIENCED CONSISTENT JACKRABBIT STARTS. THE DAY AFTER I BOUGHT IT, I DISCUSSED THIS WITH THE SALESMAN WHO HANDLED MY TRANSACTION. HE SEEMD UNCONCERNED AND TOLD ME TO DISCUSS IT WITH THE SERVICE DEPARTMENT AT THE 5000 MILES CHECK. VIRTUALLY EVERY TIME I ATTEMPT TO SMOOTHLY ACCELERATE FROM A STOP, I AM THROWN BACK INTO MY SEAT AND THE VEHICLE ACCELERATES RAPIDLY. ON A COUPLE OF OCCASSIONS I NEARLY HIT THE CAR IN FRONT OF ME. ON FEB 1, 2010, I BROUGHT THIS TO THE ATTENTION OF THE SERVICE DEPARTMENT OF MICHAEL'S TOYOTA IN BELLEVUE, WA, WHEN I TOOK MY VEHICLE IN TO HAVE THE ACCELERATOR PEDAL CHECKED - MINE WAS A DENSO AND DID NOT REQUIRE MODIFICATION. THEY REPORTED "NO DEFECT,"

C-1443

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND THAT MY VEHICLE DRIVES LIKE EVERY OTHER RAV4. IF THAT IS THE CASE, THERE IS NO DOUBT A RISK THAT THIS JACKRABBIT TENDENCY WILL CAUSE ACCIDENTS. I AM CONVINCED THAT THE COMBINATION OF TOYOTA'S ELECTRONIC ACCELERATOR PEDALS AND THE HARDWARE/SOFTWARE TOYOTA USES TO CONTROL THE ENGINES ARE FAULTY. I HAVE LISTED THE DATE OF INCIDENT AS THE DAY I BOUGHT THE RAV4, BUT THE JACKRABBIT ACCELERATIONS HAPPEN EVERY DAY!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314246  
**Date of Incident:** 20090729  
**Vehicle:** 2003 LEXUS GS300  
**Location of Incident:** BOYNTON BEACH, FL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2003 LEXUS GS300. WHILE DRIVING HIS VEHICLE APPROXIMATELY 35 MPH INTO A PARKING SPACE WITH HIS FOOT ON THE BRAKE PEDAL IT SUDDENLY ACCELERATED, CRASHED INTO A PARKING SIGN AND A FIRE HYDRANT. THE VEHICLE CAME TO A STOP WHEN IT CRASHED INTO A TREE. HE SUSTAINED AN INJURY TO HIS RIGHT SHOULDER AND KNEE. THE BOYNTON BEACH SHERIFF REPORT 09802709 WAS FILED. THE VEHICLE WAS REPAIRED. THE FAILURE MILEAGE WAS 28,000. THE CURRENT MILEAGE WAS 29,000. UPDATED 3/30/10 \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10280698  
**Date of Incident:** 20090730  
**Vehicle:** 2009 TOYOTA AVALON  
**Location of Incident:** TORONTO, ON

**NHTSA Summary:**  
AFTER PASSING A CAR AND SPEEDING UP FROM 90KM PER HOUR TO 120 KM I TOOK MY FOOT OFF THE BRAKE. THE CAR CONTINUED ON ITS OWN, 120,130, 140 AND TOPPING OUT AT 155KM WHERE AT THIS TIME I HAD ONE FOOT ON THE BRAKE AND COULD ONLY SLOW THE CAR TO 120. WITH BOTH FEET ON THE BRAKE ( LITERALLY "STANDING" ON THE BRAKES) THE CAR SLOWED FROM 120 TO ABOUT 30 WHEREUPON MU WIFE SHUT THE CAR OFF. THE TIRES WERE POURING SMOKE OUT OF THEM AND IT TOOK US ABOUT A MILE TO BRAND THE CAR. IT IS A 2009 TOYOTA AVALON BRAND NEW. HAVE YOU HAD ANY OTHER UNCONTROLLED ACCELERATION PROBLEMS REPORTED? \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285772  
**Date of Incident:** 20090730  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BRONX, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 50 MPH SHE ATTEMPTED TO ENGAGE THE BRAKE PEDAL TO AVOID CRASHING INTO ANOTHER VEHICLE; HOWEVER, THE VEHICLE DID NOT DECELERATE, WHICH CAUSED HER TO CRASH INTO A WALL. THE VEHICLE WAS COMPLETELY DESTROYED. THE CONTACT SUSTAINED INJURIES TO HER KNEE. THE FAILURE AND CURRENT MILEAGES WERE 50,000.

**Additional Summary:**

C-1444

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306513  
**Date of Incident:** 20090730  
**Vehicle:** 2006 TOYOTA HIGHLANDER HV  
**Location of Incident:** SAN CLEMENTE, CA  
**NHTSA Summary:**  
MOVING A TOYOTA HIGHLANDER 2006 HAD FINISHED BACKING UP AND WAS PREPARING TO MOVE FORWARD INTO A PARKING SPOT AND THE CAR CONTINUED BACKWARD AND HIT A PEDESTRIAN AND ANOTHER CAR. ALL OBSERVERS AGREE THAT THE CAR ACCELERATED AFTER MY FOOT WAS OFF THE PEDAL AND I HAD NO CHANCE TO PUT THE CAR IN DRIVE BEFORE IT HAPPENED. I HIT A PEDESTRIAN WHO WAS HOSPITALIZED AND RECEIVED A LARGE GASH IN HER LEG WHICH REQUIRED MANY STITCHES AND PHYSICAL THERAPY REHABILITATION AND ANOTHER AUTO WHICH WAS TOTALED DUE TO THE DAMAGE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313650  
**Date of Incident:** 20090730  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** BLASEDELL, NY  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA RAV4. THE CONTACT STATED THAT THE VEHICLE LUNGED OR RAPIDLY ACCELERATED FROM A COMPLETE STOP. IN ONE INSTANCE, HE APPLIED THE BRAKE PEDAL BUT WAS NOT ABLE TO STOP THE VEHICLE. AT APPROXIMATELY 2-3 MPH, HE HIT A CEMENT DIVIDER IN A PARKING LOT WHICH CAUSED DAMAGE TO THE LOWER GRILL. HE ALSO NOTICED THAT THE FAILURE RANDOMLY OCCURRED ABOUT 20% OF THE TIME WHILE DRIVING. HE TOOK THE VEHICLE TO THE DEALERSHIP AND WAS TOLD THAT THEY COULD NOT FIND ANYTHING WRONG. ON 02/17/2010, THE DEALER INSTALLED A METAL PLATE BEHIND THE ACCELERATOR PEDAL THREE TIMES. HE CALLED THE MANUFACTURER AND SPOKE WITH A REPRESENTATIVE WHO INSTRUCTED HIM TO TAKE THE VEHICLE BACK TO THE DEALERSHIP. THE CONTACT STATED THAT THE PROBLEM STILL OCCURRED EVEN AFTER THE REPAIR WAS PERFORMED. THE CURRENT MILEAGE WAS APPROXIMATELY 5,100. THE FAILURE MILEAGE WAS APPROXIMATELY 400.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326901  
**Date of Incident:** 20090730  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** NORTH ATTALBOLO, MA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY HYBRID. WHILE DRIVING AT APPROXIMATELY 10 MPH, THE CONTACT NOTICED THAT THE VEHICLE SUDDENLY ACCELERATED WHEN HE DEPRESSED THE BRAKE PEDAL. HE WAS ABLE TO STOP THE VEHICLE BY APPLYING MORE PRESSURE TO THE BRAKE PEDAL. THE BRAKE WARNING LIGHT ILLUMINATED. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALERSHIP BUT THE DEALER COULD NOT DUPLICATE THE PROBLEM. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS APPROXIMATELY 32,000. THE CURRENT MILEAGE WAS APPROXIMATELY 42,000.  
**Additional Summary:**

C-1445

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20090800  
**Vehicle:** LEXUS SUV  
**Location of Incident:** CARLSBAD, CA  
**NHTSA Summary:**  
**Additional Summary:**  
San Diego News article: Several Toyota Owners Say they Side With Prius Driver (James Sikes)

"Several local Toyota drivers told 10News they believe runaway Prius driver James Sikes is telling the truth about his ordeal.

"I absolutely believe him," said Carlsbad resident Bob Bender.

Bender believes him because he knows what it's like to be in an out-of-control vehicle. Seven months ago, he was in his Lexus SUV when he said it accelerated "My car lurched forward; as I'm braking, it's not stopping. It rear-ended another car," said Bender.

It was his fourth such collision in 9 years. Each time, Toyota found nothing wrong and Bender said, "It gets me angry."

Bender was more upset upon hearing Toyota's response to the Sikes incident. The company said the sudden acceleration could not be duplicated. "They can't duplicate anybody's situation. That doesn't mean it doesn't happen. They use that as a brush-off excuse. 'We can't do it, so it doesn't exist.' There's a glitch in their cars," said Bender."

Bender is part of class-action lawsuit.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302962  
**Date of Incident:** 20090801  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE CONTACT PLACED THE VEHICLE IN REVERSE GEAR, SLIGHTLY PRESSED THE ACCELERATOR PEDAL AND THE RPM'S RAPIDLY INCREASED WITHOUT WARNING AND CONTINUED TO INCREASE UNTIL THE CONTACT SHUT THE ENGINE OFF. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALER AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 102,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315003  
**Date of Incident:** 20090801  
**Vehicle:** 1990 TOYOTA CAMRY  
**Location of Incident:** DETROIT, MI  
**NHTSA Summary:**  
WHILE DRIVING, MY DAD'S CAR SUDDENLY ACCELERATED. HE SAID THAT HE HAD TO DRIVE WITH BOTH FEET ON THE ACCELATOR. LATER, HE TOOK THE CAR TO THE DEALERSHIP TO HAVE THEM LOOK AT IT. THE DEALERSHIP SAID THEY REPAIRED THE PROBLEM, ONLY TO HAVE THE SAME THING OCCUR AGAIN A FEW DAYS LATER. FINALLY,  
**Additional Summary:**

C-1446

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MY BROTHER WENT TO THE DEALERSHIP AND HAD A HEATED DISCUSSION WITH THE DEALERSHIP. MY DAD WENT TO PICK THE CAR UP, BUT THE DEALERSHIP DID NOT PROVIDE ANY PAPERWORK TO HIM ON WHAT REPAIRS WERE MADE. HE WAS NOT CHARGED FOR THE SERVICE BUT THE DEALERSHIP WAS ADAMANT ABOUT NOT DISCLOSING ANY DETAILS. IT WAS ONLY MONTHS LATER WE FOUND OUT THAT THE CRUISE CONTROL WAS NOT FUNCTIONAL. SADLY, WE DO NOT KNOW IF THEY DISCONNECTED IT OR IT JUST STOPPED WORKING. EITHER WAY, WE HAVE NOT EXPERIENCED THE SUDDEN ACCELERATION ISSUE SINCE THEN. I AM NOT SURE ABOUT THE EXACT DATES, BUT I AM HOPING THAT THE DEALERSHIP HAS RECORD OF THIS TRANSACTION. I AM SENDING THIS EMAIL FOR NOTIFICATION PURPOSES IN LIGHT OF EVERYTHING THAT IS GOING ON WITH TOYOTA CAMRY. THANKS. VINEET KATOCH (CONCERNED SON)  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316862  
**Date of Incident:** 20090801  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** MEDINA, WA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2010 TOYOTA PRIUS. THE VEHICLE ACCELERATED ON ITS OWN WHILE DRIVING 30 MPH, WHEN THE CONTACT ATTEMPTED TO STOP AT AN INTERSECTION. THE FAILURE OCCURRED SIX TIMES. THE DRIVER STATED THAT WHEN THE FAILURE OCCURRED THEY WERE UNABLE TO STOP THE VEHICLE. THE TOYOTA DEALER STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE FAILURE HAS OCCURRED FOR OVER 9 MONTHS. THE CONTACT HAS NOT RECEIVED A RECALL NOTICE FROM THE DEALER BUT SHE IS AWARE OF AN EXISTING RECALL. THE FAILURE MILEAGE WAS 2,500. THE CURRENT MILEAGE WAS 5,500.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317836  
**Date of Incident:** 20090801  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** BROUSSARD, LA  
**NHTSA Summary:**  
2002 TOYOTA RAV4 STARTED HESITATING ON INITIAL ACCELERATION AND BOLTING WHEN THE GEAR CAUGHT 2ND. WAS PULLING OUT INTO INTERSECTION AND NEARLY T-BONED BY FORD EXPEDITION. BROUGHT TO TRANSMISSION SPECIALIST. NO ENGINE LIGHT, NO CODE. READ ABOUT POTENTIAL ECM PROBLEM. BROUGHT TO TOYOTA AND SPENT \$1400.00 TO REPLACE ECM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315397  
**Date of Incident:** 20090801  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** BOWLING GREEN, KY  
**NHTSA Summary:**  
S10 APPROPRIATE HANDLING RE TOYOTA RECENT ACCELERATION PROBLEM. OWNER OF A 2007 CAMRY GAS PEDAL STICKS. \*KB THE CONSUMER STATED THE VEHICLE REACHED UP TO A SPEED OF 85 MPH. THE CONSUMER APPLIED THE BRAKE, BUT THE VEHICLE DID

C-1447

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NOT RESPOND. THE CONSUMER WAS ABLE TO REACH DOWN AND PULL THE FLOOR MAT UP AND FINALLY THE VEHICLE SLOWED DOWN. \*JB,  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10279326  
**Date of Incident:** 20090802  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** NORTH TONWANDA, NY  
**NHTSA Summary:**  
TOYOTA CAMRY 2009 - WHILE DRIVING ON THE HIGHWAY THE CAR SUDDENLY ACCELERATED FROM 65MPH TO 90MPH WITHOUT EVEN TOUCHING THE GAS PEDDLE. IT WAS FULL THROTTLE. WHEN TRYING TO STOP IT BECAME VERY DIFFICULT FOR THE BRAKES TO DEPRESS. HAD TO PUSH DOWN ON BRAKES VERY HARD TO GET IT TO SLOW DOWN. THE NEXT DAY DRIVING ON A LOCAL STREET I PULLED OUT OF MY STREET AND STARTED TO ACCELERATE AND THE IT JUST ACCELERATED OUT OF CONTROL, GOING FROM 30MPH TO 50MPH. TRIED THE BRAKES AND THEY FELT LIKE THEY WERENT WORKING UNTIL YOU HAD TO STEP ON THEM ALL THE WAY. THAT WAS TWO DAYS IN A ROW THAT THIS HAPPEN. TOOK INTO THE DEALERSHIP AND THEY SAID THEY COULDN'T FIND ANYTHING WRONG WITH THE CAR OR DUPLICATE THE PROBLEM. I HAVE RESEARCHED THIS ISSUE AND HAVE FOUND THAT THERE IS A LOT OF COMPLAINTS OF THIS VERY SAME PROBLEM. SOMETHING NEEDS TO GET DONE OR THERE WILL BE A LOT OF ACCIDENTS. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10286358  
**Date of Incident:** 20090802  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** WILMINGTON, DE  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 1999 TOYOTA CAMRY. WHILE DRIVING ONTO THE HIGHWAY, WITH HER FOOT ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED UP TO 80 MPH. SHE WAS FORCED TO APPLY EXTREME PRESSURE TO STOP THE VEHICLE AND SHIFT THE GEAR IN PARK. SHE WAS ADVISED TO CHECK THE FLOOR MATS; HOWEVER, SHE OBSERVED THAT THE FLOOR MATS WERE NOT RELATED TO THE FAILURE. SHE ATTEMPTED TO PURCHASE NEW FLOOR MATS; HOWEVER, THE DEALER STATED THAT THERE WERE NONE AVAILABLE FOR HER YEAR, MAKE AND MODEL VEHICLE. THE FAILURE ALSO OCCURRED THE DAY PRIOR; ALTHOUGH, THE ACCELERATION WAS NOT AS HIGH, THEREFORE, THE CONTACT THOUGHT IT WAS IDLING TO HIGH. THE CURRENT MILEAGE WAS APPROXIMATELY 89,000 AND THE FAILURE MILEAGE WAS APPROXIMATELY 87,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314357  
**Date of Incident:** 20090802  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** UNION, MS  
**NHTSA Summary:**  
2008 TOYOTA COROLLA. CONSUMER STATES CONTINUED ACCELERATION PROBLEMS AFTER CRASH. \*TGW  
**Additional Summary:**

C-1448

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10279800  
**Date of Incident:** 20090803  
**Vehicle:** 2006 LEXUS GS300  
**Location of Incident:** SKOKIE, IL

**NHTSA Summary:**  
A FEW MONTHS AFTER I BOUGHT MY 2006 LEXUS GS300 IN JAN., 2006, I EXPERIENCED THE SUDDEN ACCELERATION OF MY CAR. I WAS PASSING A CAR AND WHEN I TOOK MY FOOT OFF OF THE GAS PEDAL, IT CONTINUED TO ACCELERATE. I TRIED THE BRAKE BUT IT SEEMED FROZEN. IT DIDN'T MOVE AT ALL. I QUICKLY THREW THE CAR INTO NEUTRAL, AND AS I WAS ABOUT TO HIT THE CAR IN FRONT OF ME, I SHIFTED INTO PARK... IT WAS THE ONLY WAY TO GET THE CAR TO STOP. THEN I TURNED THE CAR OFF. THE FIRST TIME I ATTEMPTED TO START THE CAR BACK UP, IT RACED. ON THE SECOND ATTEMPT IT SEEMED TO START UP NORMALLY, AND I DROVE IT TO WORK. I TOOK THE CAR IN TO THE DEALER THE NEXT DAY. THEY SAID EVERYTHING CHECKED OUT FINE. THE OTHER EVENING 8/3/09, A LITTLE MORE THAN 3 YEARS AFTER THE FIRST INCIDENT, MY WIFE WAS DRIVING ON THE HIGHWAY, WITH ME IN THE PASSENGER SEAT. AS SHE WAS ACCELERATING, ALL OF A SUDDEN WHEN SHE TOOK HER FOOT OFF OF THE ACCELERATOR, THE PEDAL CONTINUED TO MOVE TOWARD THE FLOOR. IT GOT UP TO 80 MILES AN HOUR, WHEN SHE DID AS I DID, PUT IT IN NEUTRAL, PULL OVER ON THE SHOULDER, AND THROW IT INTO PARK. SHE WAS FRANTIC, CALLING THE CAR A "DEATHTRAP". I CALLED THE DEALER FOR A TOW AND WHEN I DESCRIBED WHAT HAPPENED, HE SAID IT WAS PROBABLY THE MATS. NO WAY. EVEN AFTER WE MOVED THE MAT COMPLETELY AWAY AND RESTARTED THE CAR, THE RPM'S RACED UP. EVEN THE TOW TRUCK DRIVER SAID THE CAR RACED AND "JUMPED" WHEN HE PULLED IT ONTO THE FLATBED. THE DEALER CALLED THE NEXT DAY AND SAID THE CAR IS FINE. I TOLD HIM I WANT THEM TO KEEP THE CAR UNTIL THEY FIGURE OUT THE PROBLEM AND FIX IT. I HAD A LOANER FOR A COUPLE DAYS AND THEN THE DEMANDED IT BACK. I SAID I DON'T WANT MY CAR BACK UNTIL IT'S FIXED OR THEY GIVE ME A NEW ONE. I CAN'T SUPPLY THE VIN RIGHT NOW BECAUSE THE CAR IS STILL AT THE DEALER, BUT I CAN GET IT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290893  
**Date of Incident:** 20090803  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** GLASGOW, KY

**NHTSA Summary:**  
WAS RETURNING HOME VIA THE INTERSTATE FROM FL; WE EXITED TO REFUEL. I FILLED THE TRUCK UP AT A SHELL STATION AS WE WERE LEAVING THE PUMPS I STARTED MY TUNDRA. PLACED MY FOOT ON THE BRAKE TO PLACE IT INTO GEAR AND SUDDENLY WITHOUT WARNING AFTER PLACING THE VEHICLE INTO DRIVE IT TOOK OFF JUST LIKE I HAD PRESSED THE ACCELERATOR IT ALTHOUGH I HAD NOT EVEN PLACED MY FOOT ON THE GAS PEDAL. I IMMEDIATELY DEPRESSED THE BRAKE AS FORCEFULLY AS I COULD ON THE VEHICLE KEPT ACCELERATING; I PLACED THE VEHICLE INTO NEUTRAL WITH THE ENGINE STILL REVVING LIKE THE GAS PEDAL WAS STILL BEING DEPRESSED. I THEN TURNED OFF THE KEY. THIS WAS THE FIRST AND ONLY TIME I HAD EXPERIENCED ANY SUCH PROBLEM SINCE PURCHASING THIS VEHICLE. SO FAR NOTHING HAS BEEN DONE TO THE VEHICLE IN RELATION TO THIS PROBLEM. \*TR

**Additional Summary:**

C-1449

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307873  
**Date of Incident:** 20090803  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** TORRANCE, CA

**NHTSA Summary:**  
ON 3, AUGUST 2009, I DROPPED OFF MY TOYOTA COROLLA, YEAR 2006, VIN: INXBR32E26Z681171 IN POWER TOYOTA, IRVINE, CA DUE TO THE VEHICLE ABRUPTLY LUNGES FORWARD WHEN ACCELERATOR PETAL IS BARELY TOUCHED. WHEN I PICKED UP THE CAR, THE VEHICLE STILL LUNGES FORWARD WHEN BARELY TOUCHING GAS PETAL. THIS, IMMEDIATELY BROUGHT THE CAR BACK TO SERVICE, ASKED TO HAVE THE ISSUE LUNGING FORWARD LOOKED AT AGAIN. POWER TOYOTA SERVICE TEAM ASSIGNED A MECHANIC TO RIDE ALONG WITH ME FOR A TEST DRIVE. DURING THE TEST DRIVE, THE MECHANIC AGREED THE LUNGING FORWARD FROM A DEAD STOP IS NOT NORMAL AND WE DROVE BACK TO POWER TOYOTA FACILITY. ONCE ARRIVED AT TOYOTA, THE MECHANIC WENT TO TALK TO HIS SUPERVISOR AND A DIFFERENT MECHANIC CAME OUT AND LOOKED AT THE CAR. THE SECOND MECHANIC STATED "THIS IS NORMAL FOR TOYOTA", DISMISSING THE FIRST MECHANIC'S OBSERVATIONS. I ASKED FOR THE FIRST MECHANIC, THE SECOND MECHANIC STATED "THE MECHANIC (FIRST) IS NOT AVAILABLE. IF I WISH, I COULD HAVE THE ELECTRONIC ACCELERATOR PARTS REPLACED, BUT I WILL NEED TO PAY FOR THE REPAIR/SERVICE AND THE EXPENSE WILL NOT BE COVERED BY TOYOTA. RECENTLY I CONTACTED POWER TOYOTA TO MAKE AN APPOINTMENT TO HAVE MY VEHICLE'S ACCELERATOR SYSTEM INSPECTED, POWER TOYOTA SAID SINCE THE VEHICLE IS NOT INCLUDED IN THE RECALL, I WILL NEED TO CONTACT TOYOTA'S CONSUMER DEPARTMENT, POWER TOYOTA CANNOT DO ANYTHING. THUS, CONTACTED TOYOTA CONSUMER DEPARTMENT AND VERBALLY MADE A COMPLAINT ON SAID ISSUE. VEHICLE ABRUPTLY LUNGES FORWARD WHEN THE ACCELERATOR PETAL IS BARELY TOUCHED. WITH RECENT INFORMATION RELEASED BY TOYOTA ON COROLLA ACCELERATOR SYSTEMS (OTHER TOYOTA MODELS ARE INCLUDED) AND RECALLS. I AM FORMALLY ASKING TOYOTA MOTOR SALES SERVICE DEPARTMENT TO CRITICALLY INSPECT MY VEHICLE'S ACCELERATOR'S ELECTRONIC AND MECHANICAL SYSTEM AND REPLACE ALL PARTS IN QUESTION, TO ENSURE OCCUPANTS SAFETY. HOW AND WHERE CAN I HAVE MY VEHICLE'S ACCELERATOR SYSTEM INSPECTED, AT THIS TIME, TOYOTA HAS NOT CONTACT ME ON THIS ISSUE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20090803  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** BLUFFTON, SC

**NHTSA Summary:**  
**Additional Summary:**  
August 2009 - STOP AND GO TRAFFIC, LAST TIME SHE STOPPED AND STARTED GOING, SHE COULDN'T STOP AGAIN. THRUSTED HER INTO THE VAN IN FRONT OF HER. SHE WAS GOING ABOUT 25-30 MILES PER HOURS. NO INJURIES BUT STILL AFRAID TO DRIVE. SECOND, OCT-NOV- HAD TO PARALLEL PARK, LEFT ACCELERATOR AND IT DIDN'T LET OFF, AND HIT A TRAILOR. THE SECOND INCIDENT WASN'T FILED WITH INSURANCE DIDN'T WANT MY INSURANCE TO GO UP.

POLICE REPORT FROM FIRST INCIDENT - CALLED A NO-FAULT.

C-1450

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CONSUMER SUSPECTS ELECTRONICS - YES, MECHANICAL HAS NOTHING TO DO WITH FLOORMATS.

SPOKE WITH TOYOTA, THEY RECALLED IT AND FIXED IT, THEN FILLED OUT A COMPLAINT ONLINE.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321156  
**Date of Incident:** 20090803  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** DUBLIN, OH

**NHTSA Summary:**  
MY 2010 CAMRY HAS BEEN TO THE DEALER A FEW TIMES. KNOW ONE SEEMS TO BE ABLE TO DUPLICATE THE ACCELERATION SURGE I'M EXPERIENCING. I CONTACTED TOYOTA DIRECTLY. THEY SENT ME TO DIFFERENT DEALER. DEALER HAD IT FOR A DAY AND SAID THE SAME THING "CANT DUPLICATE" I THINK THEY HAVE ALL BEEN SCHOOLED TO SAY THIS. I HAD THE SERVICE MANAGER RIDE WITH ME AND TOLD HIM TO WATCH THE RPM DIAL WHEN I GO TO STOP. HE SAW THE RPM DIAL MOVE UP TO ALMOST 2000 WHEN I HIT THE BREAK. HE HAD ME DRIVE ANOTHER 2010 CAMRY AND IT DID THE SAME THING. I HAD A 98 AVALON AND A 03 CAMRY THAT DID NOT DO THIS. HE EXPLAINED TO ME THAT THIS IS THE WAY THESE NEW CARS DOWN SIFT AND IT'S DIFFERENT THAN THE OLDER TOYOTA'S. HE ASSURED ME THAT MY CAR IS SAFE AND I HAVE NOTHING TO WORRY ABOUT. AFTER READING ALL OF THE OTHER COMPLAINTS HERE I'M NOT 100% SOLD THAT THIS IS NORMAL DOWN SIFTING. I THINK I'M GOING TO TAKE THIS TO ARBITRATION. I HATE TO DO THIS BECAUSE I LOVE MY NEW CAR...I'M JUST REALLY NERVOUS DRIVING IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10279787  
**Date of Incident:** 20090804  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** ANN ARBOR, MI

**NHTSA Summary:**  
I WAS DRIVING MY MOTHER'S 2005 TOYOTA CAMRY WHEN IT CRASHED INTO A TREE WHEN THE CAR ACCELERATED RAPIDLY OVER ABOUT 10 FT. ON ITS OWN - NO FEET ON EITHER PEDAL. I WAS GOING VERY SLOWLY AT THE TIME AS I WAS TURNING AROUND AND HAD JUST PUT THE CAR INTO DRIVE FROM REVERSE. I KEPT TELLING MYSELF TO REMOVE MY FOOT FROM THE ACCELERATOR AND DID SO. SINCE THE CAR WAS POINTED SLIGHTLY UPHILL AT THE TIME, NO BRAKING SHOULD HAVE BEEN NEEDED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303073  
**Date of Incident:** 20090804  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** HUNTINGTON, NJ

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE TRAVELING AT SPEEDS OF 50 MPH, THE VEHICLE ACCELERATED TO SPEEDS OF 100 MPH. THE CONTACT ASSUMED SHE WAS AT FAULT. ON A SEPARATE OCCASION, THE INCIDENT OCCURRED AGAIN. THE VEHICLE WAS TAKEN TO THE DEALER WHO RELEASED THE VEHICLE ADVISING HER THAT THE FAILURE COULD NOT BE DUPLICATED. LATER, SHE WAS TOLD THAT THE

C-1451

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308441  
**Date of Incident:** 20090804  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** VINELAND, NJ

**NHTSA Summary:**  
PROBLEMS WITH THE BRAKES WERE REPORTED TO THE TOYOTA DEALER IN 12/08. THEY DISMISSED THE COMPLAINT. IN FEB. 2009, THE CAR BRAKES DID NOT WORK AND THE CAR CRASHED INTO ANOTHER VEHICLE. THE POLICE REPORT CLEARLY STATES THAT THE BRAKES DID NOT WORK. VEHICLE WAS TOWED AND TAKEN TO THE TOYOTA DEALER. AGAIN, THE DEALER DISMISSED THE COMPLAINT SAYING EVERYTHING WAS OK. THE DEALER AND THE SALES AND TECHNICAL SPECIALIST. SAID THAT EVERYTHING WAS OK AND ALLUDED TO THE AGE OF THE DRIVER AS A POSSIBLE CAUSE OF THE ACCIDENT. I AM CONCERNED THAT THE PROBLEM MAY BE WITH STUCK GAS PEDAL BUT THEY NEVER CHECKED OR MENTIONED THIS AS A POSSIBLE CAUSE. AS A CONSUMER, THIS WOULD NOT EVEN OCCUR TO ME. I CAN SIMPLY STATE THAT THE CAR CRASHED BECAUSE THE BRAKES DID NOT WORK. TOYOTA REFUSES TO CHECK TO SEE IF THE 2008 COROLLA ALSO HAS PROBLEMS WITH STICKY GAS PEDALS WITH THIS VEHICLE. WE NEED YOUR HELP IN INSURING OUR SAFETY BECAUSE WE ARE AFRAID THAT TOYOTA WILL NOT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10289857  
**Date of Incident:** 20090805  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** TORRANCE, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT WAS TRAVELING IN A PARKING LOT AT LESS THAN 1 MPH. THERE WAS SLIGHT PRESSURE APPLIED TO THE ACCELERATOR PEDAL, FOLLOWED BY AN UNINTENDED INCREASE IN ACCELERATION. AFTER A FEW MINUTES PRESSURE WAS APPLIED TO THE BRAKE PEDAL WITH FORCE AND THE VEHICLE FAILED TO SLOW DOWN AND CRASHED INTO A TREE. THE POLICE AND AMBULANCE WERE NOT NOTIFIED. THE DRIVER SUSTAINED INJURY TO THE LEFT KNEE. THE CONTACT WAS ABLE TO DRIVE THE VEHICLE FROM THE SCENE WITH CAUTION. AN AUTO BODY COLLISION MECHANIC STATED THAT THERE WERE DAMAGES TO THE FRONT END OF THE VEHICLE WITH AN ESTIMATED REPAIR COST OF \$500.00. THE CONTACT HAD CONCERNS OF THE SAFETY RISK INVOLVED. THE FAILURE MILEAGE WAS 30,000. THE CURRENT MILEAGES WAS 43,000.

**Additional Summary:**

C-1452

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20090805  
**Vehicle:** 2007 TOYOTA CAMRY LE  
**Location of Incident:**  
**Additional Summary:**

My wife recently had a near death experience on 8-5-09 in our 2007 Camry LE. On 2 separate occasions 10 minutes apart as she was accelerating, the gas pedal, on its own, continued to advance till it was wide open. She was unable to pull the pedal up with her toe. She stood on the brake with the throttle wide open and shifted into neutral with the engines RPM's racing. She was able to get to the side of the freeway and shut the car off. After some 5 minutes and regaining her composure, she began to re-enter the freeway after a 18 wheeler had passed her. She was afraid to depress the gas pedal too aggressively so she very slowly depressed the gas. On its own, the pedal continued to the floor and she was again racing uncontrollably down the freeway toward the rear end of the 18 wheeler that had passed her. She frantically put the car into neutral and attempted to pull onto the shoulder only to see that there was no shoulder because of a deep ravine. She pulled to the right as far as possible but still had a portion of her car in the right lane when another 18 wheeler rounded the turn behind her and narrowly avoided rear ending her as he had little time to react. She was finally able to drive home and did not experience the problem for 30 minutes until climbing a small hill 2 blocks from home. She was barely creeping up the hill because she was afraid to depress the gas very hard. She could feel a vibration or small surge like it was going to do it again. She called me at work shortly afterwards in near hysteria at 11:30 P.M. and told me the story. Refusing to drive the car again, we had to buy another vehicle. We brought it in to our local Toyota dealer and talked to the service manager and techs. They found it hard to believe and had never heard of that happening. I could not duplicate the problem when I drove it in. Initially, we were going to go through the process of going the route of the "Lemon Law". However, if they cannot duplicate the problem, then we are stuck with the car and without it for approx. 2 months. Even if we were to win and they found the problem, they would only give us its trade in value which is less than what we owe. The sales manager believed us and the dealership basically bought the car back from us and put us into a Highlander SUV. However, our worry is that being it is another Toyota product, the same thing might happen down the line if the same computer modules and cruise control parts are used.

\*\*\*It was definitely a mechanical problem as the cruise control was off and the floor mats were secure with the pins and of the type approved by the recall of the old mats that might pose a problem with interfering with the gas pedal.\*\*\*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304653  
**Date of Incident:** 20090805  
**Vehicle:** 1992 LEXUS SC400  
**Location of Incident:** DIAMOND BAR, CA  
**Additional Summary:**

**NHTSA Summary:**  
1. THE LAST TIME MY CAR HAD SUDDEN ACCELERATION WAS AT A SERVICE STATION WHEN I SHIFT THE GEAR FROM "D" TO "R". I HOLD THE BRAKE REAL HARD AND SHIFTED THE GEAR IN "N" AND THE ENGINE RPM BACK TO NORMAL. THE WHOLE EVENT CAUSED ABOUT TWO SECOND AND ALMOST HIT A CAR BEHIND MY CAR, SMOKE WAS GENERATED FROM TIRE SPINNING. 2. SUDDEN ACCELERATION PROBLEM OCCURED ABOUT 2 TIMES A YEAR AT RANDOM. 3. NOTHING HAVE DONE TO MY CAR BECAUSE REPAIR SHOP CAN NOT FIND ANY PROBLEM, AND EVERY TIME THE PROBLEM OCCUR, I JUST PUT THE GEAR IN "N" AND THE ENGINE WILL BACK TO NORMAL. THE PROBLEM APPEARED MOSTLY WHEN THE GEAR IS IN "D", AND HAPPENED ONCE IN "R". DID NOT KEEP RECORD ON INCIDENT DATE, DATE SHOULD BELOW IS ESTIMATE.  
**Additional Summary:**

C-1453

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294276  
**Date of Incident:** 20090806  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** MARIETTA, GA  
**Additional Summary:**

MY MOTHER WAS DRIVING MY 2008 CAMRY IN AUGUST 2009. AS SHE WAS PARKING THE CAR SHE EXPERIENCED A SUDDEN ACCELERATION WHICH PROPELLED THE VEHICLE OVER A RAISED SIDEWALK AND INTO THE SIDE OF A RETAIL BUILDING. THE VEHICLE HAD 3000 MILES ON IT AND NO MODIFICATIONS HAD BEEN MADE SINCE PURCHASED NEW. THERE WERE FLOORMATS IN THE VEHICLE WHICH MAY HAVE CONTRIBUTED TO THE ACCIDENT, BUT HAVE SINCE BEEN REMOVED. MY MOTHER SAYS THE VEHICLE IS UNSAFE AND REFUSES TO DRIVE IT. NO INJURIES WERE SUSTAINED, BUT PROPERLY DAMAGE TO THE VEHICLE WAS \$1800 AND DAMAGE TO THE BUILDING WAS \$6700. TOYOTA HAS BEEN CONTACTED BUT DENIES ANY RESPONSIBILITY. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10280119  
**Date of Incident:** 20090806  
**Vehicle:** 2008 TOYOTA 4RUNNER  
**Location of Incident:** MEDFORD, NY  
**Additional Summary:**

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA 4RUNNER. THE CONTACT STATED THAT THE VEHICLE ACCELERATED UNINTENTIONALLY WHILE DRIVING 50 MPH. SHE HAD TO DEPRESS THE BRAKE PEDAL WITH SUCH FORCE THAT SHE DESTROYED THE ENTIRE BRAKING SYSTEM. THE DEALER HAD TO REPLACE THE ENTIRE BRAKING SYSTEM BECAUSE THE BRAKES WERE SO HOT THAT THEY DESTROYED THE ROTORS AND THE PADS. THE VEHICLE IS STILL AT THE DEALER AND THE CONTACT DOES NOT WANT TO PICK IT UP. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 16,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291015  
**Date of Incident:** 20090806  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** FAYETTEVILLE, AR  
**Additional Summary:**

**NHTSA Summary:**  
THERE HAS BEEN 2 OCCASIONS THAT MY CAR HAS ACCELERATED RAPIDLY WHILE DRIVING WITH THE CRUISE CONTROL ON. THE SPEED WAS SET AT 73MPH. MY FOOT WAS NOT TOUCHING THE FOOT PEDAL NOR WAS THE FLOOR MAT. IN BOTH INSTANCES I WAS MAKING A CURVE IN THE ROAD WHEN IT HAPPENED. ON ONE OF THE TWO OCCASIONS I RECEIVED A SPEEDING TICKET TOTALING AROUND 300.00. THE CAR HAD ACCELERATED TO 95 BEFORE I REGAINED CONTROL. ANOTHER PROBLEM I HAVE NOTICED WITH THE VEHICLE IS WHEN TRAVELING AT SLOW RATES OF SPEED (IN 3RD GEAR AUTOMATIC), THE CAR WILL SPORADICALLY HAVE POWER SURGES AND JOLT FORWARD. I HAVE HAD THE VEHICLE SINCE JAN. 09 AND THE PROBLEMS DESCRIBED ABOVE HAVE ONLY HAPPENED 2-3 TIMES EACH. I HAVE NOT CONTACTED ANY REPAIR CENTERS REGARDING THE ISSUES. \*TR  
**Additional Summary:**

C-1454

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10282360  
**Date of Incident:** 20090807  
**Vehicle:** 2008 LEXUS IS250  
**Location of Incident:** WALTHAM, MA  
**Additional Summary:**

**NHTSA Summary:**  
I WAS PULLING INTO A PARKING SPACE WITH MY FOOT ON THE BRAKE, ALMOST TO A COMPLETE STOP WHEN THE CAR SUDDENLY ACCELERATED & I WENT UP OVER A CURB & HIT A TRANSFORMER. THE DISTANCE WAS ONLY ABOUT 8 FEET. I DO NOT KNOW HOW FAST I WAS GOING PROBABLY ABOUT 15 - 30 MPH. I MOVED THE TRANSFORMER ABOUT 3 FEET. (THE TRANSFORMER WEIGHED ABOUT 1/2 - 1 TON) I DO NOT KNOW HOW THE CAR ACCELERATED. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10284798  
**Date of Incident:** 20090807  
**Vehicle:** 2007 LEXUS IS250  
**Location of Incident:** TORRANCE, CA  
**Additional Summary:**

**NHTSA Summary:**  
WIFE'S 2007 LEXUS IS 250 EXPERIENCED SUDDEN ACCELERATION ON THE NORTHBOUND 405 FREEWAY IN LONG BEACH CALIFORNIA. AFTER SHE ACCELERATED ONTO THE FREEWAY SHE ENTERED THE FAST LANE AND EASED UP ON THE GAS PEDAL BUT THE CAR CONTINUED TO ACCELERATE OUT OF CONTROL WITH HER FOOT COMPLETELY OFF THE GAS PEDAL. SHE BEGAN PRESSING ON THE BRAKE PEDAL IN AN EFFORT TO STOP THE VEHICLE. ALL THE WHILE THE CAR WAS TRYING TO ACCELERATE. LUCKILY SHE WAS ABLE TO MAINTAIN CONTROL AND MOVED OVER TO THE RIGHT LANE, THEN ONTO THE SHOULDER OF THE HIGHWAY. SHE THREW THE AUTO TRANSMISSION LEVER INTO NEUTRAL. SHE WAS THEN ABLE TO BRING THE CAR TO A STOP, EVEN WHILE THE ENGINE WAS RACING AT HIGH RPM. SHE TURNED OFF THE IGNITION AND THE ENGINE STOPPED. WE HAD THE CAR FLAT-BEDDED TO SOUTH BAY LEXUS IN TORRANCE, CALIFORNIA WHERE THEY GAVE HER A LOANER FOR THE WEEKEND AND PROMISED TO HAVE ONE OF THEIR MECHANICS DRIVE THE CAR OVER THE WEEKEND TO SEE IF THEY COULD REPEAT THE PROBLEM. ON MONDAY THEY CALLED ME AND TOLD ME THAT THEY COULD NOT FIND ANYTHING WRONG WITH IT, TELLING ME THAT MORE THAN LIKELY THE FLOOR MAT HAD GOTTEN PUSHED UP INTO THE GAS PEDAL MECHANISM. THIS IS IMPOSSIBLE IF YOU LOOK AT THE ANGLE OF THE FLOOR ABOVE THE MATS WHERE THE GAS PEDAL IS. MY WIFE INSISTS THE MAT WAS NOWHERE NEAR THE GAS PEDAL. THE DEALER PUT A GRAND TOTAL OF ONLY 24 MILES ON THE VEHICLE IN THE THREE DAYS THAT THEY HAD IT. OVER THE WEEKEND MY WIFE AND I DID SOME ONLINE RESEARCH AND SURPRISINGLY FOUND A NUMBER OF OTHER PEOPLE WHO HAVE EXPERIENCED THE SAME PROBLEM. WE TRADED THE VEHICLE IN ON MONDAY. THE SAME DAY WE GOT IT BACK FROM LEXUS. MY WIFE REFUSED TO DRIVE IT AGAIN. NOW, WE JUST FOUND OUT THAT ON AUGUST 28TH, THREE WEEKS AFTER OUR EXPERIENCE, CALIFORNIA HIGHWAY PATROL OFFICER MARK SAYLOR AND THREE OF HIS FAMILY MEMBERS WERE KILLED WHEN THE LEXUS ES 350 THEY WERE DRIVING SUDDENLY ACCELERATED. LEXUS IS AGAIN BLAMING IT ON THE FLOOR MAT. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304654

C-1455

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090807  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** EDISON, NJ  
**Additional Summary:**

**NHTSA Summary:**  
SUDDEN ACCELERATION CAUSED CAR LOOSE CONTROL AND CRASHED INTO GUARDRAIL. HAPPENED IN 3 LANE ROAD. CAR IS TOTAL LOSS. TIRE SEEN BLEW OUT THINKING HAPPENED DUE TO THE IMPACT OF THE HIT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10280248  
**Date of Incident:** 20090808  
**Vehicle:** 2005 SCION XA  
**Location of Incident:** SPRING VALLEY, CA  
**Additional Summary:**

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA SCION XA. WHILE DRIVING APPROXIMATELY 30 MPH THE VEHICLE ACCELERATED AGGRESSIVELY. THE CONTACT DEPRESSED THE BRAKE PEDAL, BUT THE VEHICLE FAILED TO SLOW DOWN. THE GEAR WAS SHIFTED INTO NEUTRAL AND THE VEHICLE SLOWED DOWN. THE FAILURE OCCURRED WITHOUT WARNING. THE FAILURE RECURRED ON A SEPARATE OCCASION AND THE VEHICLE CRASHED INTO A BUILDING AND STRUCK A PEDESTRIAN. THE PEDESTRIAN WAS TRANSPORTED TO THE HOSPITAL AND THE POLICE WAS CALLED TO THE SCENE. A POLICE REPORT WAS FILED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION AND THEY STATED THAT THE REPAIRS WOULD COST \$2,500. THE VEHICLE IS IN THE PROCESS OF BEING REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 68,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304141  
**Date of Incident:** 20090808  
**Vehicle:** 2008 LEXUS RX400H  
**Location of Incident:** SEQUIM, WA  
**Additional Summary:**

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 LEXUS RX400H. THE CONTACT STATED AS HE WAS PULLING INTO A PARKING SPACE THE VEHICLE ACCELERATED AND JUMP THE CURVE. THE CONTACT STATED AS HE STEPPED ON THE BRAKES THE VEHICLE DID NOT STOP. HE HAD TO PUT THE GEAR INTO NEUTRAL TO STOP THE VEHICLE. THE CONTACT STATED THEY RAN INTO A FENCE AND DID \$10,000 OF DAMAGE TO THE VEHICLE. THE VEHICLE WAS TOWED TO THE DEALER AND REPAIRED. THERE WERE NO INJURIES THERE IS A POLICE REPORT AVAILABLE IF NEEDED. THE FAILURE MILEAGE WAS 12,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290836  
**Date of Incident:** 20090809  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** FLORISSANT, MO  
**Additional Summary:**

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. WHILE PULLING TO THE VALVOLINE SERVICE STATION TO GET AN OIL CHANGE THE VEHICLE ACCELERATED UNINTENTIONALLY AND DROVE THROUGH THE SERVICE BAY, THE GAS STATION, AND

C-1456

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THEN ONTO A SIDE STREET. THE VEHICLE EVENTUALLY CAME TO A COMPLETE STOP. THE DEALER NOR THE MANUFACTURE WERE CONTACTED. SHE WAS PARKING HER VEHICLE WHEN THE SECOND FAILURE OCCURRED. CONSEQUENTLY SHE CRASHED INTO SEVERAL VEHICLES. THE FAILURE MILEAGE WAS 40945.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291263  
**Date of Incident:** 20090809  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** OAK PARK, IL

**NHTSA Summary:**

I WAS DRIVING WESTBOUND ON I-90 (KENNEDY EXPRESSWAY) AT APPROXIMATELY 9:40 AM ON SATURDAY, AUGUST 8, 2009. IN MY 2008 TOYOTA TACOMA I WAS TRAVELING AT APPROXIMATELY 40 MPH WHEN I APPLIED THE BRAKES AS A CAR IN FRONT OF ME SLOWED TO EXIT THE EXPRESSWAY. WHEN THE VEHICLE IN FRONT OF ME EXITED, I STEPPED ON THE GAS PEDAL AND MY TRUCK IMMEDIATELY BEGAN TO ACCELERATE AT A HIGH RATE OF SPEED. I SLAMMED ON THE BRAKES BUT THE TRUCK CONTINUED TO ACCELERATE, EVENTUALLY REACHING 80 MPH. I STEERED THE TRUCK INTO THE FAR RIGHT LANE AND WAS NOW PRESSING AS HARD AS I COULD WITH BOTH FEET ON THE BRAKE PEDAL. I WAS ABLE TO GET THE TRUCK DOWN TO APPROXIMATELY 25 MPH, AT WHICH POINT I DROVE ONTO THE SHOULDER AND PUT THE TRUCK IN NEUTRAL AND THEN PARK, WHERE THE TRUCK FINALLY CAME TO A STOP. THE ENTIRE INCIDENT LASTED LESS THAN 30 SECONDS. WITHIN 15 MINUTES AN IDIOT TRUCK PULLED UP BEHIND ME AND TOWED ME A SHORT DISTANCE UP THE EXPRESSWAY TO A SAFETY AREA, WHERE I WAITED FOR THE AAA TOW TRUCK TO ARRIVE. I HAD THE VEHICLE TOWED TO THE TOYOTA DEALER WHERE I HAD PURCHASED IT LESS THAN 2 YEARS BEFORE. THE DEALER KEPT MY TRUCK UNTIL AUGUST 13, AND I WAS TOLD THAT THE REASON THE TRUCK ACCELERATED WAS BECAUSE THE GAS PEDAL GOT STUCK UNDER THE HEAVY DUTY FLOOR MATS WHICH I HAD PURCHASED FROM THE DEALER AT THE TIME I BOUGHT MY TRUCK. I TOLD THE SERVICE MANAGER THERE WAS ABSOLUTELY NO WAY THE PEDAL HAD GOTTEN STUCK UNDERNEATH THE FLOOR MAT, BECAUSE THE FLOOR MAT WAS NOT POSITIONED SO FAR FORWARD THAT THE PEDAL COULD HAVE GOTTEN STUCK ON IT. THE SERVICE MANAGER TOLD ME THE ONLY WAY THEY GOT THE TRUCK TO REPLICATE WHAT HAD HAPPENED TO ME WAS WHEN THE GAS PEDAL GOT STUCK ON THE FLOOR MAT, BUT I LET HIM KNOW THAT I STRONGLY DISAGREED WITH WHAT HE WAS TELLING ME. I KNOW THE GAS PEDAL DID NOT GET STUCK UNDER THE FLOOR MAT IN THIS INCIDENT. I TOLD THE SERVICE MANAGER TO REMOVE MY FLOOR MATS, BECAUSE IF THIS EVER HAPPENED AGAIN I DID NOT WANT TOYOTA TO BE ABLE TO USE THE FLOOR MATS AS AN EXCUSE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302848  
**Date of Incident:** 20090809  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** LIVINGSTON, NJ

**NHTSA Summary:**

2007 LEXUS ES350 UNINTENDED ACCELERATION. \*NJ THE CONSUMER WAS BACKING OUT OF THE GARAGE, WHEN THE ACCELERATOR BECAME STUCK. HE APPLIED THE BRAKES NUMEROUS TIMES, BUT THE VEHICLE WOULD NOT STOP. CONSEQUENTLY, THE CONSUMER HIT A BUSH AND A TREE. THE CONSUMER THEN PUT THE VEHICLE IN DRIVE AND AGAIN, IT ACCELERATED OUT OF CONTROL AND WENT STRAIGHT INTO THE

C-1457

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

GARAGE AND STOPPED AFTER IT HIT A CHEST. THE CONSUMER EXPERIENCED UNWANTED ACCELERATION FOR THE SECOND TIME ONE NOVEMBER 14, 2009 WHEN THE VEHICLE ACCELERATED OUT OF CONTROL AND CRASHED INTO HIS HOUSE. THE VEHICLE WAS INSPECTED BY THE DEALER AND THEY STATED NOTHING WAS WRONG. THE SAME DAY, AFTER THE CONSUMER LEFT THE DEALER, HE ONCE AGAIN EXPERIENCED UNWANTED ACCELERATION CAUSING MORE DAMAGE TO THE VEHICLE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305845  
**Date of Incident:** 20090809  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** HILLSBORO, MO

**NHTSA Summary:**

WE HAVE A 2007 TOYOTA COROLLA. WE EXPERIENCED SUDDEN ACCELERATION TWO TIMES IN THE FALL OF 2009. ONE TIME IT WAS ON OUR COUNTY ROAD GOING AROUND A CURVE. MY WIFE LET UP ON THE GAS AND IT SPED UP. SHE WAS ABLE TO GET IT UNDER CONTROL AND STOPPED. THE OTHER TIME IT WAS IN A PARKING LOT. SHE HAD DAMAGE TO THE FRONT BUMPER FOR A LITTLE UNDER 1000.00. NO REPORT WAS MADE SINCE WE PAID FOR IT OURSELVES AND THERE WAS NO DAMAGE TO ANY OTHER VEHICLE. WE TOOK THE CAR INTO TOYOTA AND THEY CAME TO THE CONCLUSION THAT BOTH INCIDENTS WERE DRIVER ERROR. WE CALLED TOYOTA HEADQUARTERS AND THEY SAY THE SAME THING SINCE OUR VEHICLE IS NOT ON THE RECALL LIST. I DON'T BELIEVE IT WAS DRIVER ERROR. I BELIEVE IT IS IN THE ELECTRONICS OF THE VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307889  
**Date of Incident:** 20090809  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** SILVER SPRING, MD

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2008 LEXUS ES 350. THE CONTACT STATED THAT WHILE PARKING THE VEHICLE WHEN THE ACCELERATOR PETAL HIT THE FLOOR AND WHILE HAVING HIS FOOT ON THE BRAKE PETAL THE VEHICLE WENT FORWARD WENT OVER A CURB AND HIT A RESTAURANTS WALL. THERE WERE NO INJURIES. THE POLICE WAS CONTACTED AND THEY DIDN'T GIVE HIM A REPORT. THE VEHICLE WAS TOWED TO A LEXUS DEALER WHERE THEY DIAGNOSED AND THEY DIDN'T TELL HIM WHAT CAUSED THE ACCELERATION ON THE VEHICLE. THERE WERE REPAIRS DONE TO THE VEHICLE WHERE THE FRONT END WAS DAMAGED. THE THE DAMAGES WERE REPAIRED UNDER THE INSURANCE COMPANY. THE FAILURE MILEAGE WAS 7000 AND CURRENT MILEAGE WAS 9000. CV

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311055  
**Date of Incident:** 20090809  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** PANORAMA CITY, CA

**NHTSA Summary:**

INCHING INTO A PARKING SPACE IN A PARKING GARAGE...THROTTLE SEEMED TO OPEN ALL THE WAY SUDDENLY AND WITH ONLY THREE FEET LEFT TO THE WALL THE TRUCK

C-1458

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HIT AT FULL THROTTLE DOING 5 246.00 DOLLARS IN DAMAGE. FRONT GRILL; HOOD; FRONT RT FENDER; FRONT RT. DOOR; RADIATOR; HEADLIGHT ALL REPLACED. HAVE REPORTED TO TOYOTA CORPORATE AND TOLD TO TAKE TO DEALERSHIP. TOOK TO DEALER ORIGINALLY AND WAS TOLD NO RECALL ON TACOMAS. HAVE HAD TWO THROTTLE STICKS AFTER WHILE ON FREEWAY. BOTH ONLY LASTING 5 SECONDS OR SO. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285817  
**Date of Incident:** 20090810  
**Vehicle:** 2001 TOYOTA CAMRY SOLARA  
**Location of Incident:** NAPA, CA

**NHTSA Summary:**

TL>\* THE CONTACT OWNS A 2001 TOYOTA SOLARA. THE CONTACT STATED WHEN ENTERING A PARKING SPACE SHE EXPERIENCED UNINTENDED VEHICLE ACCELERATION. AS A CONSEQUENCE, SHE CRASHED INTO A BRICK WALL. HER VEHICLE RECEIVED \$3800.00 WORTH OF DAMAGE. THE CAUSE OF THE FAILURE WAS BECAUSE OF AN INTERFERENCE OF THE ACCELERATOR PEDAL AND THE FLOOR MAT. THE FAILURE AND CURRENT MILEAGES WERE UNKNOWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292590  
**Date of Incident:** 20090810  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** JACKSON, MS

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE DRIVING, THE FLOOR MATS SLID UNDER THE ACCELERATE PEDAL AND CAUSED THE VEHICLE TO ACCELERATE AT A HIGHER SPEED CAUSING HER TO CRASH INTO A PARKED VEHICLE. THERE WERE NO INJURIES. THE POLICE WAS NOTIFIED, HOWEVER, THEY DID NOT PROVIDE A POLICE REPORT. THE VEHICLE WAS DAMAGED IN THE FRONT AND BACK. YET, SHE WAS ABLE TO CONTINUE DRIVING THE VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALER AND REPAIRED. THE CONTACT DID RECEIVE A RECALL NOTICE REGARDING THE FLOOR MATS. THE FAILURE MILEAGE WAS 19,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305115  
**Date of Incident:** 20090810  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** GLOSTER, RI

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2006 TOYOTA TACOMA. SHE STATED WHILE ACCELERATING FROM A COMPLETE STOP MAKING A RIGHT TURN, THE VEHICLE ABNORMALLY ACCELERATED. THE DRIVER REMOVED HIS FOOT FROM THE ACCELERATOR PEDAL AND THE VEHICLE CONTINUED TO INCREASE IN RPMs. THE DEALER MANUFACTURER AS CONTACTED AND WAS TOLD HER VEHICLE WAS NOT INCLUDED WITH THE TOYOTA ACCELERATION RECALL (SEE NHTSA CAMPAIGN ID NUMBER: 09V388000). NO REPAIRS WERE MADE TO THE VEHICLE TO DATE. THE FAILURE AND CURRENT MILEAGES WERE UNDER 54,000. \*KMJ

C-1459

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307891  
**Date of Incident:** 20090810  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** SHORELINE, WA

**NHTSA Summary:**

I HAVE EXPERIENCED TWO PROBLEMS WITH MY 2010 PRIUS V THAT I PURCHASED LAST SUMMER. FIRST, ON APPROXIMATELY 6-8 OCCASIONS, MY CAR HAS NOT STOPPED IMMEDIATELY WHEN I APPLIED THE BRAKES. THIS OCCURRED 3-4 TIMES WHEN I APPROACHED A STOP SIGN ON A ROAD BETWEEN MY HOME AND CHURCH. THE SURFACE OF THE ROAD APPROACHING THE STOP SIGN HAD BEEN SCRAPED AND ROUGHENED TO GET READY FOR RE-PAVING. AS I APPROACHED AND APPLIED THE BRAKES, MY CAR SURGED FORWARD FOR ABOUT A SECOND, BUT I WAS ABLE TO STOP. THIS HAPPENED 3-4 TIMES IN OTHER LOCATIONS, AS WELL. IT IS AN INCREDIBLY STRANGE AND HELPLESS SENSATION. THIS PROBLEM WAS PROBABLY NOTED BETWEEN LATE AUGUST 2009 AND LAST OCCURRED ABOUT THREE WEEKS AGO. EVEN THOUGH I WAS FORCED TO PUT AN EXACT DATE IN THE FIELD BELOW, I HAVE NO IDEA NOW WHEN THE EXACT DATES WERE IN WHICH THIS BRAKING ISSUE OCCURRED. WHEN I BROUGHT MY CAR TO THE DEALER FOR ITS FIRST OIL CHANGE, I DESCRIBED WHAT HAD HAPPENED BUT WAS TOLD THIS HAD NOTHING TO DO WITH THE OTHER PROBLEMS THAT HAD BEEN IDENTIFIED IN THE MEDIA AS TO OTHER CARS. THE PERSON AT THE SERVICE DESK JUST KIND OF IGNORED MY COMMENTS AND WAS NOT INTERESTED IN HEARING ABOUT THE BRAKING ISSUE FURTHER. THE SECOND PROBLEM I HAVE EXPERIENCED IS THAT WHEN USING THE CRUISE CONTROL ACCELERATE FUNCTION THE CAR JUST CONTINUED ACCELERATING EVEN THOUGH I WAS NO LONGER TURNING THE CRUISE FUNCTION LEVER. THIS STOPPED WHEN I APPLIED MY BRAKES. IT DID CAUSE ME TO STOP USING THE CRUISE CONTROL DURING THAT TRIP THOUGH. THE CRUISE CONTROL ISSUE PROBABLY OCCURRED LAST AUGUST IN I-5.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308885  
**Date of Incident:** 20090810  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** NORTH OAKS, MN

**NHTSA Summary:**

I HAVE A 2009 PRIUS AND ON AT LEAST 4 OCCASIONS IN CRUISE CONTROL MY CAR HAS ACCELERATED WITHOUT MY DOING SO. ALL OF THE TIMES I WAS ABLE TO BRAKE AND BRING DOWN MY SPEED. WE TRIED TO REPORT THIS TO TOYOTA BUT THEY WERE NOT CONCERNED. WE THEN REPORTED THIS TO THE DEALERSHIP AND THE MECHANIC TOLD MY HUSBAND THAT " THAT SOMETIMES HAPPENS". NO REPORT WAS FILED OR ACTION TAKEN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312751  
**Date of Incident:** 20090810  
**Vehicle:** 1994 TOYOTA CAMRY  
**Location of Incident:** PROSPECT HILL, NC

**NHTSA Summary:**

C-1460

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

1994 TOYOTA CAMRY WAS PUT IN REVERSE AND SUDDENLY AND UNEXPECTEDLY ACCELERATED AT APPROXIMATELY 50 MPH. IT CAUSED PROPERTY DAMAGE, CAR DAMAGE AND PERSONAL TRAUMA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315177  
**Date of Incident:** 20090810  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** FRESNO, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY. SWORN STARTING THE VEHICLE, IT ABNORMALLY ACCELERATED. THE CONTACT SWERVED TO AVOID HITTING A HOUSE AND CRASHED DOWN INTO A 4 FOOT EMBANKMENT. THE CONTACT DID NOT SUFFER ANY INJURIES. THE VEHICLE WAS DRIVABLE AND THE WAS TAKEN TO HER INDEPENDENT MECHANIC WHERE THE REPAIRS WERE MADE AT HER EXPENSE. EVENTUALLY, SHE RECEIVED A RECALL LETTER (NHTSA CAMPAIGN ID NUMBER: 10V017000: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL) DESCRIBING THE FAILURE SHE EXPERIENCED. THE VEHICLE WAS TAKEN TO HER NEAREST DEALER WHERE THE NECESSARY RECALL REPAIRS WERE PERFORMED ON THE VEHICLE. THE FAILURE MILEAGE WAS UNKNOWN. THE CURRENT MILEAGE WAS 10,199.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319189  
**Date of Incident:** 20090810  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** SCOTTS VALLEY, CA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE PULLING INTO A PARKING SPACE AT LOW SPEEDS AND SLOWLY DEPRESSING THE BRAKE PEDAL, THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED INTO A CART. THE VEHICLE PROCEEDED AND THEN CRASHED INTO A SHOPPING CART AND PROCEEDED TO CRASH INTO A BRICK WALL. THE VEHICLE SUSTAINED MODERATE DAMAGE TO THE FRONT END BUMPER. THERE WERE NO INJURIES. THE VEHICLE WAS REPAIRED BY HIS INSURANCE COMPANY. THE MANUFACTURER WAS LATER CONTACTED AND ADVISED BRINGING THE VEHICLE IN FOR INSPECTION. THE DEALER COULD NOT DUPLICATE THE FAILURE AND FOUND NO FAULT IN THE THROTTLE SYSTEM. A DIAGNOSTIC WAS PERFORMED AND THE DEALER STATED THE COMPUTER SHOWED THE DRIVER WAS "DEPRESSING THE ACCELERATOR AND BRAKE PEDALS SIMULTANEOUSLY." THE CONTACT VERIFIED THAT NEITHER HE NOR THE OTHER DRIVER OF THE VEHICLE HAD EVER OPERATED THE VEHICLE IN SUCH A MANNER. THERE WERE NO FURTHER REPAIRS MADE TO THE VEHICLE. THE FAILURE MILEAGE WAS 10,210 AND THE CURRENT WAS JUST UNDER 11,000. \*KJM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307665  
**Date of Incident:** 20090811  
**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** BROOKLINE, MA

**NHTSA Summary:**  
MY 2007 TOYOTA SIENNA ACCELERATE ON TURNS OR WHEN TRYING TO STOP.

C-1461

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313512  
**Date of Incident:** 20090811  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** HERRIN, IL

**NHTSA Summary:**  
FEBRUARY 15, 2010 AT 3:29 PM I SPOKE TO SUSZANNE AT TOYOTA 1-800-331-4331 ABOUT PROBLEMS I'VE EXPERIENCED WITH MY 2010 PRIUS. I TOLD HER ABOUT THE CRUISE CONTROL DANGER. WHERE THE CAR HAD BEEN GOING ALONG NICELY ON CRUISE, BUT SUDDENLY RAPIDLY ACCELERATED WHEN, ON AUGUST 11, 2009, I WAS ON THE TRIP BETWEEN NEW JERSEY AND ILLINOIS COMING THROUGH THE TENNESSEE/KENTUCKY AREA. I HAD BEEN TRAVELING AT ABOUT 65MPH ON CRUISE, AND IT RAPIDLY ACCELERATED TO OVER 80MPH AND I PANICKED WHILE TRYING TO GET IT TO SLOW DOWN. I TRIED SLOWING IT DOWN USING THE CRUISE BUTTON, THEN DEPRESSED THE CRUISE OFF BUTTON. DIDN'T WORK. IT DID NOT RESPOND IMMEDIATELY TO THE BRAKE UNTIL I BRAKED REALLY HARD. THEREFORE, MY DRIVING IT WAS SEVERELY LIMITED TO DRIVING AT VERY LOW SPEEDS IN TOWN. OTHER UNINTENDED ACCELERATION HAS OCCURRED EVEN WHEN NOT USING THE CRUISE. THE CAR BOLTED FORWARD NUMEROUS TIMES ON A BUMPY SECTION OF ROAD ON MY ROUTE HOME FROM WORK; IT HAPPENED OFTEN ENOUGH THERE THAT I COMPENSATED BY TAKING A DIFFERENT ROUTE. EFFORTS TO STOP THE FORWARD LUNGE INCLUDED BRAKING WITH NO RESPONSE, USING THE KNOB TO SHIFT TO A DIFFERENT SETTING, AND SCRAMBLING TO FIND THE DAMN BUTTON TO PRESS PARK. SOMETHING FINALLY STOPPED IT, BUT I DON'T KNOW WHAT. THE NEXT SCARE OCCURRED AFTER IT SNOWED. I DROVE SLOWLY ON THE PLOWED ROAD, BUT WHEN THE CAR ENCOUNTERED SNOWY LUMPS IT RAPIDLY ACCELERATED LUNGING FORWARD AGAIN. MY ATTEMPTS TO STOP CAUSED ME TO SKID DANGEROUSLY INTO ONCOMING TRAFFIC LANE. I PARKED THE CAR IN THE GARAGE AND HAVE NOT DRIVEN IT AGAIN IN WELL OVER A MONTH DUE TO THE DANGER. IN FEBRUARY, MY CO-WORKER, TELLI ALLEN, URGED ME NOT TO DRIVE THE CAR BECAUSE SHE HAD HEARD ABOUT A RECALL AND WAS AFRAID FOR ME, BUT I HAD ALREADY PARKED IT BY THEN & KNOWING SOMETHING WAS WRONG WITH IT. IT HAS NOT BEEN DRIVEN SINCE PRIOR TO MY LEARNING THAT OTHERS HAVE HAD SIMILAR EXPERIENCES & SOME HAVE DIED OR BEEN INJURED AS A RESULT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10280296  
**Date of Incident:** 20090812  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** BEND, OR

**NHTSA Summary:**  
MY 2007 TOYOTA RAV4 4CYL 4 X 4 HESITATES FOR SEVERAL SECONDS WHEN I DEPRESS THE GAS PEDAL. THIS HAS BEEN GOING ON SINCE I BOUGHT THE VEHICLE NEW IN 2007, BUT HAS RECENTLY BEGUN TO GET WORSE. TODAY AS I ATTEMPTED TO PULL INTO TRAFFIC WITH MY WIFE AND TWO SMALL CHILDREN IN THE VEHICLE, IT HESITATED AND NEARLY GOT US INTO AN ACCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285824

C-1462

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090812  
**Vehicle:** 2001 TOYOTA ECHO  
**Location of Incident:** OAKLAND, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2001 TOYOTA ECHO. WHILE ENTERING A RAMP AT 50 MPH, THE FLOOR MAT CAUSED THE ACCELERATOR PEDAL TO GET STUCK IN THE FULL OPEN POSITION. SHE WAS ABLE TO REMOVE THE FLOOR MAT AND AVOID A CRASH. THE FAILURE AND CURRENT MILEAGES WERE 67,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302541  
**Date of Incident:** 20090812  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** MARIETTA, GA

**NHTSA Summary:**  
ACCELERATOR STUCK, WIDE OPEN POSITION, SUDDEN ACCELERATION TO HIGH SPEED, WHILE DRIVING. UNABLE TO STOP VEHICLE WITH BRAKING SYSTEM.\*CW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318479  
**Date of Incident:** 20090812  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** BOYNTON BEACH, FL

**NHTSA Summary:**  
I PURCHASED A NEW RAV4 2009 TOYOTA AND EXPERIENCED UNINTENDED RUNAWAY ACCELERATION ON THREE SEPARATE OCCASIONS. IT WAS FIRST BROUGHT TO A TOYOTA DEALER IN SANDY SPRINGS, ATLANTA AND WAS TOLD THAT THE ROTORS ON THE BRAKES WERE WARPED. THEY WERE REPLACED BUT SOON AFTER THAT REPAIR, IT ACCELERATED OUT OF CONTROL AGAIN AND WAS BROUGHT TO DELRAY TOYOTA WHERE I PURCHASED THE CAR. THEY KEPT IT FOR 5 DAYS AND CALLED TO TELL ME THERE WAS "NOTHING WRONG" AND UNLESS THEY EXPERIENCED THE PROBLEM DURING A TEST DRIVE THERE WAS NOTHING THEY COULD DO. I HAD SOMEONE DRIVE THE CAR BACK TO MY HOME AND IT IS PRESENTLY SITTING IN MY GARAGE. SOON AFTER THE THIRD INCIDENT I WAS CALLED BY THE DEALER AND WAS TOLD TO BRING IT IN. THE CAR WAS TOWED TO DELRAY TOYOTA AND THEY TOLD ME THAT THE RECALL DID NOT PERTAIN TO MY CAR BECAUSE THE VIN # DIDN'T QUALIFY FOR REPLACEMENT OF THE GAS PEDDLE WHICH WAS RECALLED ON OTHER RAV 4S. IT WAS AGAIN RETURNED WITH NO REPAIR OF THIS SERIOUS SAFETY ISSUE AND IS PRESENTLY UNUSABLE BECAUSE I FEAR THAT THIS UNINTENDED ACCELERATION PROBLEM COULD CAUSE A SERIOUS ACCIDENT EFFECTING ME AND OTHERS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294068  
**Date of Incident:** 20090813  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** SMITHTOWN, NY

**NHTSA Summary:**  
ON AUGUST 13, 2009 MY WIFE WAS DRIVING OUR 2008 TOYOTA HIGHLANDER LIMITED, 4WD SUV WHEN SHE SUDDENLY LOST CONTROL AND CRASHED INTO A WOODEN

C-1463

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TELEPHONE POLE, TOTALING THE CAR. ACCORDING TO HER, THE CAR SUDDENLY ACCELERATED AND SHE COULDN'T STOP THE VEHICLE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302769  
**Date of Incident:** 20090813  
**Vehicle:** 2007 LEXUS GX470  
**Location of Incident:** POWELL, OH

**NHTSA Summary:**  
2007 LEXUS GX470 STILL ACCELERATED AFTER SHE REMOVED HER FOOT FROM THE ACCELERATOR. OWNER WOULD LIKE TO KNOW WHY HIS VEHICLE IS NOT INCLUDED IN THE RECALL. \*KB THE CONSUMER STATED SHE DISCOVERED THE FLOOR MAT WAS WEDGED UNDERNEATH THE ACCELERATOR. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308444  
**Date of Incident:** 20090813  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** ESTES PARK, CO

**NHTSA Summary:**  
2002 TOYOTA HIGHLANDER ACCELERATOR STICKING IN THE FULL DOWN POSITION WHEN PASSING ANOTHER VEHICLE. FIRST HAPPENED SUMMER OF 2008. SECOND TIME THIS HAPPENED AUGUST 13, 2009. PUT ON FULL BRAKE AND TURNED IGNITION KEY OFF. AFTER VEHICLE STOPPED, ABOUT 5-10 SECONDS, PEDAL RELEASED. SERVICE APPOINTMENT WITH DEALERSHIP AUGUST 18, 2009 TO CORRECT PROBLEM. DEALERSHIP COULD NOT FIND ANYTHING WRONG WITH VEHICLE. SAID IT WAS THE FLOOR MAT THAT MADE THE ACCELERATOR STICK IN THE OPEN POSITION. DON'T THINK TOYOTA INFORMED OF THIS COMPLAINT. SINCE TOYOTA RECALL HAS TAKEN PLACE, I WANTED TO GET MY VEHICLE BACK IN THE DEALERSHIP TO CORRECT MY PROBLEM. APPOINTMENT MADE 2009/08/10 AT 10:30 WITH DEALERSHIP. DEALERSHIP CHECKED THROTTLE BODY AND THROTTLE CABLE. SAID ALL OKAY. DEALERSHIP CONTINUES TO TELL ME RUBBER MAT COULD CATCH PEDAL AND CAUSE PROBLEM. I DISAGREE WITH THIS DIAGNOSIS. I ASKED DEALERSHIP TO PLEASE INFORM TOYOTA ABOUT THIS PROBLEM IN MY MODEL SINCE THE RECALL IS ONLY CORRECTING 2010 MODELS. THE ONLY WAY I WILL TRY AND PASS ANOTHER VEHICLE NOW, ESPECIALLY ON MOUNTAIN ROADS, IS PLACE THE CAR IN SECOND GEAR AND ACCELERATE. I DON'T TRUST PLACING THE PEDAL DOWN TO FLOORBOARD. I OFFER THIS AS ADDITIONAL INFORMATION REGARDING THIS DANGEROUS PROBLEM. I HOPE TOYOTA WILL CORRECT THIS SITUATION IN "ALL" MODELS OF THEIR CARS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308336, 10316477  
**Date of Incident:** 20090813  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** OKEMOS, WASHINGTON, MI, DC

**NHTSA Summary:**  
TOYOTA PRIUS, 2008, INVOLVED IN ACCIDENT, AUGUST 13, 2009 WHEN IT ACCELERATED RAPIDLY OUT OF CONTROL AFTER BEING AT A STOP SIGN FOR 4 MINUTES STOPPED IN A LINE OF TRAFFIC, HITTING CAR IN FRONT AND BEING VERY DIFFICULT TO BRING TO A

C-1464

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

STOP. WENT FROM 0 TO 45 MPH VERY QUICKLY AND HARD TO STOP. TOYOTA HAS NOT RESPONDED TO COMPLAINT OR MY INSISTENCE THAT IT BE FIXED. WAS DEEMED BY JUDGE WHO HEARD THE APPEAL OF TICKET TO BE A MECHANICAL FAILURE. FIRST ACCIDENT FOR ME IN 48.5 YEARS OF DRIVING. INITIALLY I THOUGHT IT WAS BRAKE FAILURE, BUT AFTER THE INFO CAME OUT, IT MATCHES EXACTLY THE ACCELERATOR STICKING THAT HAS BEEN DESCRIBED. FILED COMPLAINT WITH TOYOTA IN OCTOBER AND HAVE NOT HEARD BACK. HAVEN WAS THE CONTACT, CLAIM NUMBER AT TOYOTA IS #0910145720. ALSO NOTIFIED DEALER WHERE IT WAS PURCHASED AND HAVE NOT HEARD FROM THEM. WAS ASSURED TO HEAR IN JANUARY AND GOT A LETTER INDICATING THAT I SHOULD TAKE THE FLOOR MAT OUT. IT HAPPENED AGAIN IN NOVEMBER OF 2009, ALTHOUGH I IMMEDIATELY RECOGNIZED IT AND GOT THE CAR STOPPED QUICKLY. I'M NOW AFRAID TO DRIVE IT BUT NEED MY CAR TO WORK. LTR FWD ON BEHALF OF (M) RE TOYOTA BRAKING PROBLEM IN HER 2008 TOYOTA PRIUS, REPLY TO LANSING, MI OFC. \*TGW THE CONSUMER WAS INVOLVED IN ACCIDENT. THE CONSUMER WAS STOPPED AT A STOP SIGN BEHIND TWO VEHICLES GOING SOUTH AT AN INTERSECTION, WAITING TO TURN RIGHT. THE CONSUMER STATED HER FIRST PRACTICE IN DRIVING THE VEHICLE, WHEN STARTING FROM A STOP IS TO SIMPLY TAKE HER FOOT OFF THE BRAKE PEDAL AND ALLOW IT TO START MOVING WITHOUT PUTTING HER FOOT ON THE GAS PEDAL, TO MAXIMIZE FUEL EFFICIENCY. AS SHE MOVED HER FOOT TOWARD THE GAS PEDAL, BUT NOT QUITE ON THE PEDAL, THE VEHICLE SUDDENLY LURCHED AT A VERY HIGH RPM AND HIT THE VEHICLE IN FRONT OF HER, WHICH WAS ABOUT 3 FEET. SHE APPLIED THE BRAKES AGAIN, AND THE SAME THING HAPPENED. THE CONSUMER STATED THE DAMAGE TO BOTH VEHICLES WERE MINIMAL. THE CONSUMER STATED THE INCIDENT HAPPENED AGAIN, BUT WITHOUT INCIDENT. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296922  
**Date of Incident:** 20090813  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** ROSEVILLE, CA  
**NHTSA Summary:**

LEXUS IS300 2002 VEHICLE ROLLOVER ON FREEWAY. DEFECT THAT CAUSED THE CAR TO ROLL WAS FROM THE LEFT FRONT WHEEL/RIM BROKE IN HALF WHILE DRIVING. I WAS MERGING AND HEARD SOMETHING BREAK UNDER THE CAR. MY STEERING WHEEL TURNED A HARD RIGHT FORCEFUL AND WITHOUT MY CONTROL. I TRIED TO STRAIGHTEN THE STEERING WHEEL OUT FROM THIS INVOLUNTARY HARSH DIRECTION OF VEHICLE, IT WAS LOCKED UP. I TURNED COMPLETELY AROUND FACING TRAFFIC. ALL ATTEMPTS TO TURN THE STEERING COLUMN WOULD NOT ALLOW ME TO DO SO (COMPLETELY LOCKED POSITION). THE VEHICLE SPUN AND I HEARD AND FELT THE BACK END HIT SOMETHING. THE CAR CATAPULTED OVER A 8 FT. FENCE THAT SEPARATES THE ACCESS ROAD. THE CAR LANDED ON ITS ROOF. MY AIRBAGS NEVER DEPLOYED! IMPACT CRUSHED THE ROOF INTO THE GROUND I WAS SUSPENDED UPSIDE DOWN BY MY SEAT BELT. THE CAR ENGINE WAS STILL RUNNING. I ATTEMPTED TO UNLATCH MY SEAT BELT, IT TOOK A FEW ATTEMPTS. I COULD NOT FIND A DOOR HANDLE, OR WINDOW TO GET OUT. I TRIED FORCING THE DRIVERS DOOR OPEN. IT WOULD NOT MOVE, I WAS TRAPPED INSIDE THE UPSIDE DOWN VEHICLE. IN A PANIC, I FEARED THE CAR WOULD SPILL GASOLINE AND CATCH FIRE. I TURNED THE IGNITION OFF. I THEN REALIZED NO ONE STOPPED TO HELP. I FORCED MY BODY TO HIT THE DOOR OVER AND OVER, TO BREAK IT OPEN. I GOT THE SIDE MIRROR TO BREAK ALLOWING THE DOOR TO OPEN A FEW INCHES. JUST ENOUGH TO CRAWL OUT. I WENT BACK IN TO FIND MY PHONE AND CALL 911. AT THAT TIME A PERSON PULLED OVER. I FOUND MY PHONE AND FOR SOME REASON I DECIDED TO TAKE A PICTURE OF THE VEHICLE. I CAPTURED THE BROKEN WHEEL. IN THE PICTURE. POLICE ASKED ME WHAT HAPPENED, I SAID OVER AND OVER "IT LOCKED UP"...MY PHONE

**C-1465**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BATTERY DIED RIGHT AFTER I TOOK THE PICTURE. I DIDN'T HAVE MEDICAL COVERAGE FOR EMERGENCY, SO I DIDN'T GO TO THE HOSPITAL. THE COP SAID, "PEOPLE DON'T WALK AWAY FROM THIS KIND OF ACCIDENT" HE ADVISED I GO WITH THE AMBULANCE, HOWEVER I COULDN'T AFFORD THE COST. I DIDN'T REALIZE I WAS INJURED, UNTIL LATER. NO ONE HAS EVER SEEN A WHEEL DO THAT. \*TR

**Additional Summary:**

2002 LEXUS IS 300 CRASHED DUE TO A WHEEL RIM FAILURE. REPLACED WITH A 2006 LEXUS IS250 - THE 2006 LEXUS IS EXPERIENCED INSTANCES OF ENGINE REVVING.

THE 2006 LEXUS IS 250 - HAS ON 3 DIFFERENT OCCASIONS REV-UP VERY HIGH. THOUGHT IT WAS STRANGE THAT THE HARDER SHE PRESSED ON THE BRAKE - THE HIGHER THE RPM'S WENT UP.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311238  
**Date of Incident:** 20090813  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** GLENWOOD, IL  
**NHTSA Summary:**

I HAVE A 2008 TOYOTA AVALON THAT I HAD ONLY 4 MONTHS PRIOR TO THE ACCIDENT. THE CAR APPEARED TO BE IN EXCELLENT CONDITION UNTIL MY HUSBAND TOOK IT TO THE DELTA SONIC CARWASH TO HAVE IT CLEAN. AS HE WAS COMING OUT OF THE CAR WASH, HE SHIFT FROM NEUTRAL TO DRIVE AND THE ACCELERATOR FAILED, STICKING IN FULL THROTTLE, CAUSING HIM TO LOSE CONTROL OF THE VEHICLE. TO AVOID COLLISION WITH OTHER VEHICLES COMING OUT OF THE GAS STATION, WHICH IS PART OF THE BUSINESS, AND HITTING PEDESTRIANS AND THE GAS PUMPS, HE STEERED THE CAR HITTING A POLE, GOING OVER EMBANKMENT, THE SIDEWALK AND INTO ONGOING TRAFFIC IN THE OPPOSITE DIRECTION. THE CAR CAME TO A STOP TWO BUSINESS DOWN FROM WHERE THE ACCIDENT ORIGINATED. DAMAGES WAS DONE TO ALL 4 TIRES WITH BENT RIMS, THE FRONT RIGHT AND LEFT BUMPER AND GRILLE, THE HOOD, THE LAMP GROUND WITH THE HEAD LIGHT KNOCKED OUT. THE DRIVER'S SIDE MIRROR WAS HANGING DOWN. THE EXHAUST SYSTEM (MUFFLER, TAILPIPES) WERE DAMAGED. THE REAR FENDER AND BUMPER WAS DAMAGED. THE BATTERY, OIL PAN, REAR ENGINE CRADLE CUSHION PIPES WERE REPLACED. AT THE TIME, WE THOUGHT IT WAS SOMETHING THAT HE DID, BUT WE NOW SINCE HAVE FOUND THAT TOYOTA HAS HAD A PROBLEM WITH THE ACCELERATOR PEDAL STICKING IN FULL THROTTLE AND HAVE ASKED FOR A RECALL. THE TOTAL DAMAGE WAS TO A SUM OF \$12,226.39. THE INSURANCE AND REPAIR COMPANY HAVE FIXED THE CAR AT OUR EXPENSE AND THE OLD OR REPLACEMENT PARTS ARE NO LONGER AVAILABLE TO MY KNOWLEDGE. I HAVE ONLY PHOTOS OF THE CAR IN THE DAMAGED STATE. I DID GO TO THE TOYOTA DEALERSHIP THAT I PURCHASED THE CAR FROM AND THEY PLAN TO START REPAIRS FEB. 15, 2010. MY CONCERNS IS HOW DO I GET TOYOTA TO HONOR MY REQUEST FOR A CAR REPLACEMENT BECAUSE MY CAR HAS BEEN DEVALUED BECAUSE OF THE ACCIDENT AND IS NOW PART OF THE CAR FAX REPORT. I RUN THE RISK OF HAVING OTHER PROBLEMS. IF NOT REPLACE THE CAR, PROVIDE ME WITH FREE MAINTENANCE FOR THE LIFE OF THE CAR AND REPAY ME FOR OUT OF POCKET EXPENSES DUE TO THE FAILED ACCELERATOR. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319254  
**Date of Incident:** 20090813  
**Vehicle:** 2002 LEXUS ES300

**C-1466**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** BERKELEY, CA

**NHTSA Summary:**

I HAD JUST LEFT MY DOCTOR'S OFFICE AND GONE TO A PARKING STRUCTURE WHERE I HAD PARKED MY CAR FOR THE VISIT. I PAID THE PARKING CHARGE, GOT BACK MY VALIDATED TICKET, AND INSERTED THE TICKET IN THE GATE-ARM MACHINE. THE GATE LIFTED, AND I PUT MY FOOT LIGHTLY ON THE ACCELERATOR TO EXIT FROM THE PARKING STRUCTURE INTO THE STREET. THE CAR THEN PICKED UP SPEED, WELL PAST WHAT IT SHOULD HAVE PICKED UP BASED ON THE LIGHT PRESSURE I HAD PUT ON THE ACCELERATOR, AND THE BRAKES HAD NO EFFECT. THE CAR WENT FASTER AND FASTER, CROSSED A STREET, AND CRASHED INTO A CONCRETE WALL. ON IMPACT, THE AIRBAGS WERE DEPLOYED. I SUFFERED SERIOUS BACK PAIN, AND MY WIFE WAS IN THE HOSPITAL FOR THREE NIGHTS WITH TWO BROKEN RIBS. THE CAR WAS TOTALED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343108  
**Date of Incident:** 20090813  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** GERMANTOWN, MD  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA TACOMA. THE CONTACT STATED WHILE DRIVING AT APPROXIMATELY 10 MPH, THE FLOOR MAT BECAME STUCK UNDER THE ACCELERATOR PEDAL. THE VEHICLE CRASHED INTO A NEIGHBOR'S HOME AS A RESULT. THE CONTACT SUSTAINED MINOR BRUISES FROM THE CRASH. RECENTLY, THE CONTACT NOTICED THAT ENTIRE VEHICLE WOULD VIBRATE WHEN HE DEPRESSED THE ACCELERATOR PEDAL. THE MANUFACTURER ADVISED THAT HE TAKE THE VEHICLE INTO THE DEALER FOR DIAGNOSTIC TESTING. THE VEHICLE WAS NOT INSPECTED OR REPAIRED. THE CURRENT MILEAGE WAS APPROXIMATELY 84,000 AND THE FAILURE MILEAGE WAS APPROXIMATELY 60,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304678  
**Date of Incident:** 20090814  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** MENTOR, OH  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA RAV4. THE CONTACT STATED THAT THE ACCELERATOR PEDAL STUCK WHEN SHE DEPRESSED IT ON TWO OCCASIONS. SHE DEPRESSED THE BRAKE PEDAL WHICH SEEMED TO RELEASE THE ACCELERATOR PEDAL. SHE TOOK THE VEHICLE TO THE DEALERSHIP AND THE DEALER MODIFIED THE FLOOR MAT. SHE HAD NO PROBLEMS WITH THE VEHICLE SINCE THAT FAILURE. SHE CALLED THE MANUFACTURER AND WAS TOLD THAT THEY COULD DO NOTHING TO ASSIST HER. THE CURRENT MILEAGE WAS APPROXIMATELY 26,000. THE FAILURE MILEAGE WAS 17,510.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310802  
**Date of Incident:** 20090814  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** WEST DES MOINES, IA  
**NHTSA Summary:**

**C-1467**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BEWEEN AUGUST AND OCTOBER 2009 I EXPERIENCED THREE INCIDENTS OF SUDDEN ACCELERATION BY THE VEHICLE IN LOW SPEED CITY DRIVING, 25-30 MPH. THESE EVENTS WERE ALWAYS PRECEDED BY BUMP OR IRREGULAR SURFACE ON DRY ASPHALT OR CONCRETE SURFACES. IN EACH EVENT I HAD TO APPLY THE BRAKES TO COUNTER THE SUDDEN AND UNEXPECTED ACCELERATION. I HAVE NOT EXPERIENCED ANY FURTHER INCIDENTS WITH THE ADVENT OF COLDER WEATHER AND WINTER DRIVING CONDITIONS. CURRENT MILEAGE IS 7,707. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318488  
**Date of Incident:** 20090814  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** STRONGSVILLE, OH  
**NHTSA Summary:**

WHILE I WAS DRIVING OUR 2008 TOYOTA HIGHLANDER (WITH 21506 MILES) TO THE TOYOTA DEALER FOR A TIRE INSPECTION, THE VEHICLE SURGED TO APPROX 80 MPH WITHOUT ACCELERATOR PEDAL ENGAGEMENT. WHEN I APPLIED BOTH FEET TO THE BRAKE PEDAL, IT SLOWED THE VEHICLE TO APPROX 60 MPH, BUT THE ENGINE CONTINUED TO RACE OUT OF CONTROL. I PUT THE VEHICLE IN NEUTRAL, BUT THE ENGINE CONTINUED TO RACE. I PUT THE VEHICLE BACK INTO DRIVE AND TURNED OFF THE IGNITION. I EVENTUALLY GLIDED TO A SLOW, DIFFICULT STOP. NO OTHER VEHICLES WERE IN THE IMMEDIATE AREA. AFTER A 5 MINUTE REST IN PARK, I STARTED THE CAR AND THE ENGINE RACED. I IMMEDIATELY TURNED OFF THE IGNITION. AFTER ANOTHER 5 MINUTE DELAY, I STARTED THE VEHICLE AGAIN AND IT APPEARED NORMAL. I DROVE THE VEHICLE TO THE DEALER AND EXPLAINED WHAT HAD OCCURRED. THE DEALER COULD NOT RECREATE THE EVENT AND DID NOT SEE ANY READOUTS INDICATING WHAT HAD OCCURRED. THEY EXPLAINED IT AS A ECT TRANSMISSION THAT IS COMMON WHEN THE AIR CONDITIONING IS ON. GIVEN RECENT EVENTS, MY FEAR IS THAT THE EXPLANATION GIVEN TO ME IS NOT ACCURATE. I CALLED THE DEALER SEVERAL TIMES OVER THE PAST 2 MONTHS TO DETERMINE WHAT MY OPTIONS ARE FOR RECALL AND REPAIR. THEY CONTINUE TO TELL ME TO WAIT FOR A FLOOR MAT RECALL NOTICE FROM TOYOTA, AND PRIOR TO RECEIVING THAT NOTICE, THEY CANNOT ASSIST. I CALLED THE NATIONAL TOYOTA SERVICE CENTER 1-800-331-4331 TO FILE AN INCIDENT REPORT. I EXPLAINED THE SITUATION ABOVE, THEY GAVE ME A CASE NUMBER 1002129421. THEY INDICATED THAT OUR VEHICLE WAS MADE IN JAPAN AND SHOULD NOT BE PART OF THE PEDAL RECALL. THEY ALSO INDICATED THAT WE SHOULD BE PART OF THE FLOOR MAT RECALL WHICH WILL INCLUDE A COMPUTER CHIP ADJUSTMENT THAT WILL INSTALL A BRAKE OVERRIDE TO ENSURE THAT THE BRAKE PEDAL WILL OVERRIDE THE ACCELERATOR. GIVE THE RECENT EVENTS OVER THE PAST 2 DAYS, IT APPEARS THAT MAY NOT BE WORKING PROPERLY ON OTHER VEHICLES. SINCE AUGUST 2009, THIS SITUATION HAS NOT OCCURRED AGAIN. MY FEAR IS THAT IT WILL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325526  
**Date of Incident:** 20090814  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** SACO, ME  
**NHTSA Summary:**

I PURCHASED A 2010 TOYOTA CAMRY IN JULY 2009. I WAS RETURNING HOME FROM VISITING RELATIVES IN NJ. IN EARLY AUGUST, I WAS ON A STRETCH OF HIGHWAY LEADING INTO 290 WORCHESTER FROM THE MASS PIKE AUBURN, WHEN I ACCELERATED

**C-1468**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TO PASS A SEMI TRUCK AND THE ACCELERATOR STUCK. I REACHED A SPEED OF 85MPH, SO I PUNCHED THE PEDAL WITH MY FEET AND IT DISLODGED. I REPORTED THE INCIDENT TO THE PRIME TOYOTA DEALERSHIP IN SACO, ME.'S SERVICE DEPT. IN NOV. WHEN I BROUGHT IN THE VEHICLE FOR A ROUTINE OIL CHANGE. THEY HAD ME REMOVE THE FLOOR MATS. I RECENTLY HAD THE RECALL REPAIR, SO FAR THERE HAS NOT BEEN ANOTHER INCIDENT, BUT I AM STILL LEERY ABOUT ACCELERATING QUICKLY AND HAVE NOT ATTEMPTED TO TEST PRESSING THE PEDAL TO THE FLOOR. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327921  
**Date of Incident:** 20090814  
**Vehicle:** 2004 TOYOTA SEQUOIA  
**Location of Incident:** SAN LEANDRO, CA

**NHTSA Summary:**

2004 TOYOTA SEQUOIA FRONT WHEEL AND REAR DIFFERENTIAL BEARING FAILURE AT 29,606 MILES WHILE ON VACATION FROM NORTHERN TO SOUTHERN CALIFORNIA. DEALERSHIP AND TOYOTA WOULD NOT COVER UNDER WARRANTY EVEN WITH SUCH LOW MILES. I HAD TO PAY \$1,342.59 PLUS 3 NIGHTS OF HOTEL BILLS BEFORE RETURNING TO NORTHERN CALIFORNIA. REFER TO COMPLAINT CONFIRMATION NUMBER (ODI) 10285663. OLD PARTS WERE NOT RETURNED TO ME AS REQUESTED UPON PAYING FOR REPAIRS AS CALIF. BAR REQUIREMENT. ALSO HAVE THE PROBLEM WITH CORNERING/ACCELERATING, WHICH ORIGINAL DEALERSHIP SAID WAS "NO" A PROBLEM, AS DESCRIBED ON 4/28/10 RECALL. THIS VEHICLE WAS BUILT IN 2003. WAITING FOR TOYOTA'S MAY LETTER OF RECALL FOR ACTION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290172  
**Date of Incident:** 20090815  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** SAN CLEMENTE, CA

**NHTSA Summary:**

I HAVE A 2007 PRIUS AND I HAVE HAD A PROBLEM WITH ACCELERATION 3 TIMES. I READ THAT IT WAS THOUGHT TO BE A CASE OF THE GAS PEDAL BEING CAUGHT ON THE FLOOR MATS. I TOOK OUT THE CARPET MAT AND I CURRENTLY HAVE ONLY THE PLASTIC ALL WEATHER MAT (I TOOK OUT THE CARPET MAT) WHICH IS SECURED WITH THE TWO PLASTIC HOOKS. MY DAUGHTER GETS HER DRIVERS LICENSE NEXT MONDAY AND I WAS GOING TO HAVE HER DRIVE THE PRIUS. I'M AFRAID TO HAVE HER DRIVE IT NOW. ARE YOU ABSOLUTELY SURE THAT THE ACCELERATION PROBLEM IS JUST THE FLOOR MATS AND THAT THERE IS NO POSSIBILITY THAT THERE IS A PROBLEM WITH THE ELECTRICAL SYSTEMS? BECAUSE IF IT IS JUST THE MAT ISSUE THEN I HAVE TAKEN CARE OF THAT. IF IT COULD BE ELECTRIC THAN I WON'T LET HER DRIVE IT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302874  
**Date of Incident:** 20090815  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** MIDDLETOWN, NJ

**NHTSA Summary:**

C-1469

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AFTER PULLING INTO A PARKING SPOT, PRIOR TO CHANGING THE GEAR FROM DRIVE TO PARK, THE ENGINE REVVED UP VIOLENTLY ON ITS OWN. MY FOOT WAS NO LONGER ON THE ACCELERATOR. LUCKILY, I WAS ABLE TO APPLY HARD AND FAST PRESSURE TO THE BRAKE PEDAL AS SOON AS THE ENGINE ROARED, AND PUT THE TRUCK IN PARK BEFORE LURCHING INTO THE BRICK WALL IN FRONT OF ME. I TURNED THE TRUCK OFF, AND RESTARTED IT. IT STARTED NORMALLY, AND I HAD NO MORE PROBLEMS WITH IT. THIS HAPPENED IN THE SUMMER OF 2009, AND HASN'T HAPPENED SINCE. I MARKED IT UP AS BEING SOME STRANGE ELETRO-MECHANICAL ANOMOLY, BUT AFTER RECEIVING TOYOTA'S RIDICULOUS 'FLOOR-MAT' EXPLANATION AND HEARING HOW WIDE-SPREAD THIS PROBLEM WAS, I WANTED TO GO ON RECORD THAT THE 2007 TOYOTA TACOMA SUFFERS FROM THE SAME UNEXPLAINED SAFETY HAZARD AS THE VEHICLES LISTED IN THE JANUARY 2010 TOYOTA RECALL. IT WOULD HAVE BEEN BAD ENOUGH HITTING THAT WALL, BUT SOMEONE COULD HAVE BEEN WALKING IN FRONT OF ME. THIS IS NOT A GOOD THING. \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303243  
**Date of Incident:** 20090815  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** FOSTER CITY, CA

**NHTSA Summary:**

HI, WITH ALL THE NEWS LATELY REGARDING THE PROBLEMS WITH "STICKING" GAS PEDALS ON CERTAIN TOYOTA MODELS, I WANTED TO EMPHASIZE THAT I DON'T BELIEVE THE PROBLEM IS LIMITED TO TOYOTAS. I HAD E-MAILED YOU PREVIOUSLY TO DESCRIBE SIMILAR PROBLEMS MY WIFE AND I HAVE HAD WITH OUR 2006 IS 250, WHERE THE CAR FELT LIKE IT WANTED TO LURCH FORWARD WITH OUR FOOT ON THE BRAKE PEDAL. ADDITIONALLY, THE TACHOMETER NEEDLE WAS FLUCTUATING WHILE THIS WAS HAPPENING. OUR CAR EVEN DIED ONCE AT A STOP LIGHT FOR NO APPARENT REASON. THERE IS A RECORD OF OUR TAKING THE CAR INTO PUTNAM LEXUS FOR INSPECTION OF THIS PROBLEM. WE NEVER DID RECEIVE A RESPONSE FROM LEXUS TO OUR FIRST E-MAIL. AND, WE DO NOT FEEL THAT A CREEPING FLOOR MAT WAS THE CAUSE OF THE PROBLEMS WE WERE EXPERIENCING. WE FEEL THAT THE PROBLEMS WE'VE DESCRIBED NEED TO BE INVESTIGATED FURTHER SINCE IT IS SAFETY RELATED. I JUST TRIED FOUR TIMES TO SEND THIS DESCRIPTION TO LEXUS THROUGH THEIR ONLINE E-MAIL SYSTEM BUT KEPT GETTING, "OPERATION FAILED, ILLEGAL PARAMETERS." \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307770  
**Date of Incident:** 20090815  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** DESTREHAN, LA

**NHTSA Summary:**

VEHICLE WAS BEING DRIVEN FROM A STOP (STOP SIGN) THEN THROUGH AN INTERSECTION WHERE A QUICK STOP WAS NECESSARY. THE ACCELERATOR PEDAL "STUCK" CAUSING A DELAYED STOP AND CONSEQUENT ACCIDENT (MINOR). AT THE TIME, THE DRIVER (WIFE) WASN'T SURE WHAT HAPPENED OR WHY (SORT OF IN SHOCK).

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308215

C-1470

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090815  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** EVERETT, WA

**NHTSA Summary:**

I HAVE A 2006 TOYOTA TACOMA PRE-RUNNER. I RECEIVED A NOTICE REGARDING THE FLOOR MAT ENTRAPMENT RECALL, HOWEVER, THE ENGINE HAS OVER REVVED ON ONE OCCASION REQUIRING TWO FEET ON THE BRAKE AND AN IMMEDIATE SHIFT INTO NEUTRAL TO DISENGAGE THE ACCELERATOR. NOW THE ACCELERATOR IS SLOW TO RETURN TO IDLE AND IT OFTEN REVS UP WHILE I'M TRYING TO SLOW DOWN, ESPECIALLY AT LOWER SPEEDS. I CALLED THE DEALERSHIP TODAY AND WAS TOLD THAT THERE WAS NO RECALL FOR MY VEHICLE AND THAT THERE WAS NO PROBLEM WITH MY TRUCK. I EXPLAINED THAT I HAD RECEIVED AN OFFICIAL RECALL NOTICE. THE SERVICE REP. RE-STATED THAT THERE WAS NO PROBLEM WITH MY TRUCK, BUT THERE IS! AND FLOOR MAT IS NOT THE PROBLEM. IT IS SO TIGHTLY SECURED TO THE FLOOR BY THE FACTORY CONNECTORS THAT IT IS, AND HAS ALWAYS BEEN, A MAJOR PAIN TO REMOVE FOR CLEANING. I DON'T TAKE IT OUT TO CLEAN BECAUSE IT IS SO HARD TO GET DISCONNECTED. THAT IS WHY I FEEL THAT THE ACCELERATOR ISSUES WITH MY TRUCK SHOULD BE INCLUDED IN THE SECOND RECALL. I BELIEVE THAT THIS ISSUE IS MORE COMPLEX THAN IS BEING STATED. I FELT THAT WAY WHEN I RECEIVED THE FLOOR MAT RECALL NOTICE AND I FEEL STRONGER ABOUT THIS EVERY TIME THE RPM'S REV AND MY FOOT IS NOT ON THE PEDAL. THE INITIAL PROBLEM OCCURRED BEFORE THE FLOOR MAT RECALL NOTICE ARRIVED AND CONTINUES INTERMITTENTLY. NO ACCIDENT OR CRASH OCCURRED, BUT THE FIRST TIME THE PEDAL STUCK WIDE OPEN I WAS IN A VERY SMALL PARKING LOT AND WOULD HAVE HIT THE BARTLELL'S PHARMACY BUILDING IF I HAD NOT PUT IT IN NEUTRAL. I AM AWAITING NOTIFICATION ABOUT THE FIRST RECALL FIX BUT REMAIN EXTREMELY CONFIDENT THAT IT IS NOT A FLOOR MAT ISSUE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308311  
**Date of Incident:** 20090815  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** HARRISBURG, IL

**NHTSA Summary:**

I BOUGHT A 2010 TOYOTA CAMRY IN SEPT. I CALLED MY DEALERSHIP 2 WEEKS AFTER I BOUGHT IT NOTICING THAT MY CAR REVS UP FOR NO REASON & DOESN'T SHIFT RIGHT. I CONTACTED ANOTHER TOYOTA DEALERSHIP RECENTLY ABOUT IT NOT SHIFTING RIGHT & THEY SAID THEY HAVE HAD SEVERAL COMPLAINTS ABOUT THE SAME THING. MY MOM HAS A 2007 TOYOTA 4-RUNNER & THE GAS PEDAL STUCK 3X ON HER & MY STEPDAD LAST SUMMER ON THE INTERSTATE. NOT KNOWING WHAT TO DO, HE TURNED OFF THE IGNITION & COASTED TO THE SIDE OF THE INTERSTATE. THEY CONTACTED MARION, IL TOYOTA DEALERSHIP WHERE THEY BOUGHT IT & THEY GAVE MY PARENTS A HARD TIME & WAS VERY HATEFUL. AFTER THE 3RD TIME THEY FINALLY CLEANED THE "THROTTLE BODY" & HASN'T DONE IT SINCE YET SHE HASN'T DROVE IT MUCH SINCE SHE IS SCARED FOR HER LIFE. SHE HAS BEEN AN AVID TOYOTA OWNER. SHE HAS OWNED 3 4-RUNNERS AND IS THINKING ABOUT GOING TO SOMETHING ELSE MAINLY ALSO BECAUSE HER DEALERSHIP IS BEING HATEFUL ABOUT ALL OF THIS. I'M SCARED FOR HER & OF COURSE FOR MYSELF SINCE THE TOYOTA 4-RUNNERS ARE NOT ON THE RECALL LIST.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308366  
**Date of Incident:** 20090815

C-1471

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 LEXUS GX470  
**Location of Incident:** MORRILTON, AR

**NHTSA Summary:**

ON 8/15/09 I WAS IN MY 07/LEXUS/GX470/WGN V-8. I HAD PARKED IN OUR HOSPITAL PARKING LOT WHERE I VOLUNTEER. I WAS MOVING MY VEHICLE FROM THE W SIDE OF THE PARKING LOT TO THE E SIDE OF THE LOT TO ENTER ANOTHER AREA OF THE HOSPITAL. MY AUNT WAS WITH ME THE AUXILIARY PRESIDENT WALKED DOWN THE SIDEWALK TO MEET US. I DROVE TO THAT AREA SLOWLY CAME TO A PARKING SPACE WAS SLOWLY PULLING INTO THE SPACE, A FEW FEET FROM THE SIDEWALK MY CAR WENT ABSOLUTELY WILD AND CRAZY, IT SOUND AND ACTED LIKE AN ANGRY VIOLENT ANIMAL, IT JUMPED THE SIDEWALK, I MANAGED TO MISS A TREE THAT WAS IN ITS PATH, IT WENT UP A GRASSY AREA ALONG THE SIDEWALK HEADED FOR THE FRONT OF THE HOSPITAL, I THREW THE CAR OUT OF GEAR AND IT STOPPED. WE WERE NOT HURT, THE AUXILIARY PRESIDENT WITNESSED THIS AS SHE WAS WALKING DOWN THE SIDEWALK. I CANNOT DESCRIBE TO YOU HOW I FELT, THERE ARE NO WORDS TO DESCRIBE THIS HORRIFIC EXPERIENCE, MY AUNT AND AUXILIARY PRESIDENT WERE ALSO SPEECHLESS AND HORRIFIED. I SLOWLY DROVE HOME IN THE VEHICLE, IMMEDIATELY CALLED LEXUS LITTLE ROCK, AR WHICH IS WHERE I PURCHASED THE CAR. THEY TOLD ME IT HAD TO BE THE FLOORMAT, I CHECKED IT AND IT IS SECURED WITH GROMETS, THEY THEY TOLD ME IT HAD TO DRIVER ERROR WHICH I DON'T THINK IT WAS, I HAD MY FOOT ON THE BRAKE, THEY SAID I MOST PROBABLY HAD IT ON THE GAS ALSO. I CANNOT PROVE THAT I DID OR I DIDN'T, I DID NOT LOOK DOWN, I WAS TRYING TO STOP THE CAR. THE CAR DID DIG UP SOD WHEN IT WAS GOING CRAZY ALONG THE SIDEWALK WHATEVER THAT MEANS. I HAD ROADSIDE TAKE MY CAR IN THEIR LEXUS CHECKED IT OUT, FOUND NOTHING WRONG. I HAVE DRIVEN IT SINCE NO INCIDENTS. MY INVOICE DOES NOT SHOW I HAD A PROBLEM, CALLED MY DEALER LAST WEEK TO VOICE MY CONCERN ABOUT ALL THE RECALLS, ASK WHY SUDDEN ACCELERATION WAS NOT DOCUMENTED ON INVOICE, HE STAMMERED SAID WELL IT SAYS YOUR BRAKES WERE SPONGY AND GRABBY, ALSO A COMPLAINT BUT THAT WAS DEFINITELY NOT WHY MY CAR WAS HAULED IN. WOULD YOU PLEASE DOCUMENT THIS AND DO YOU HAVE ANY ADVICE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310067  
**Date of Incident:** 20090815  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** CHEVY CHASE, MD

**NHTSA Summary:**

WE PURCHASED A 2009 TOYOTA COROLLA LAST SPRING FROM COLEMAN'S TOYOTA IN ROCKVILLE, MD. IN AUGUST, WE HAD A FRIGHTENING EXPERIENCE. THE TEMPORARY DRIVER'S FLOOR PAD BECAME LOOSE AND CREPT OVER THE ACCELERATOR, MAKING IT NECESSARY TO STOP THE CAR AND REMOVE THE PAD. AT THAT TIME, WE HAD NOT HEARD OR SEEN ANY NEWS ABOUT A RECALL, BUT WERE TOLD BY OUR COLEMAN'S SALESMAN THAT WE WOULD HAVE TO PAY \$200 FOR FRONT SEAT FLOOR PADS THAT WOULD BE CLIPPED ON THE FLOOR. HE SAID TOYOTA DID NOT CONSIDER ATTACHABLE FLOOR PADS STANDARD EQUIPMENT IN THE PRICE OF A CAR. HE FINALLY SOLD ME ATTACHABLE PADS FOR \$40 ON SEPT. 18, 2009. WE HAVE NOT HAD A PROBLEM SINCE THEN, BUT WE WONDER WHY NHTSA WOULD ALLOW A CAR DEALER TO SELL ANY CAR WITHOUT FIRMLY PLACED FLOOR PADS ARE PART OF THE STICKER PRICE. IT IS NOW FEB. 12, 2010, AND WE HAVE NOT RECEIVED ANY RECALL NOTICE FOR THE ACCELERATOR PROBLEM. MY WIFE IS FRIGHTENED TO USE THE CAR ON ANY MAJOR HIGHWAY.

**Additional Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1472

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313046  
**Date of Incident:** 20090815  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** FRAMINGHAM, MA

**NHTSA Summary:**  
IN AUGUST 2009 I PURCHASED A 4-CYLINDER AUTOMATIC 2010 TOYOTA CAMRY LE IMMEDIATELY AFTER TAKING DELIVERY I NOTICED THAT THE CAR HESITATED WHEN I PRESSED THE ACCELERATOR. WHEN I PRESS THE ACCELERATOR IT FEELS LIKE THE ENGINE IS NOT GETTING SUFFICIENT AMOUNT OF GAS AND IT WILL STALL. IT TAKES A NOTICEABLE AMOUNT OF TIME FOR THE ENGINE TO RESPOND TO THE DEMAND FROM THE ACCELERATOR PADDLE. UPON CONTACTING THE DEALER I WAS TOLD THAT ACCELERATION WILL SMOOTH OUT AFTER A COUPLE OF WEEKS. HOWEVER, SEVEN MONTHS LATER THE HESITATION IS STILL THERE. FROM POSTINGS ON THE INTERNET IT APPEARS THAT THIS HAS BEEN AN ON GOING ISSUE WITH CAMRY WHICH TOYOTA HAS KNOWN FOR MANY YEARS BUT INSTEAD OF FIXING THE PROBLEM THE COMPANY HAS TRIED TO ADDRESS IT THROUGH TSBS INCLUDING, BUT NOT LIMITED TO, EG056-06 AND EG036-07. BASED ON MY EXPERIENCE WITH 2010 CAMRY AND EXPERIENCE OF MANY OTHER 2010 CAMRY OWNERS POSTED ON THE WEB IT IS OBVIOUS THAT THIS PROBLEM CONTINUES TO EXIST. IN ADDITION TO BEING A DESIGN FLAW IT IS ALSO A SAFETY HAZARD BECAUSE THE CAR DOES NOT REACT NORMALLY WHEN THE DRIVER PRESSES THE ACCELERATOR. THIS IS PARTICULARLY DANGEROUS WHEN MERGING INTO TRAFFIC OR GETTING ON A HIGHWAY. CAR'S HESITATION BEFORE PICKING UP SPEED CAN LEAD DRIVER TO MISJUDGE THE TIME NEEDED TO MERGE INTO TRAFFIC WHICH CAN RESULT IN SERIOUS ACCIDENT. REGRETFULLY THIS IS JUST ONE OTHER SAFETY ISSUE THAT TOYOTA HAS OPTED TO IGNORE. IT MAYBE WORTHWHILE TO NOTE THAT THIS ACCELERATION HESITATION PROBLEM IS TIED TO THE SAME ELECTRONIC MODULE THAT CONTROLS THE SPEED OF THE CAR AND ACCORDING TO MANY EXPERTS MAYBE THE ACTUAL CAUSE OF CAMRY'S SUDDEN ACCELERATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314183  
**Date of Incident:** 20090815  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** GOLDSBORO, NC

**NHTSA Summary:**  
AS THE VEHICLE IS COMING TO A STOP AND I AM PUTTING ON THE BRAKE, THE ENGINE REVS UP UNCONTROLLABLY. MY FOOT IS PRESSED HARD ON THE BRAKE, AND IS NOWHERE NEAR THE ACCELERATOR. THE ONLY WAY I CAN STOP IT IS TO QUICKLY PUT IT INTO NEUTRAL. I KEEP IT IN NEUTRAL AND KEEP PRESSING MY LEFT FOOT HARD ON THE BRAKE. AFTER IT REVS UP TO ABOUT 6000 RPM, IT FINALLY GOES BACK TO IDLE. THIS HAS HAPPENED ON FOUR DIFFERENT OCCASIONS IN THE LAST FIVE MONTHS. THE FIRST INCIDENT OCCURRED WITHIN A COUPLE WEEKS AFTER I PURCHASED MY BRAND NEW VEHICLE. I HAVE TAKEN THIS VEHICLE INTO THE TOYOTA SERVICE CENTER TWICE FOR THIS PROBLEM. THEY DIDN'T KNOW HOW TO FIX IT SINCE THEY SAY IT HAS TO BE DOING IT WHEN THEY LOOK AT IT. THEY HAVE DOCUMENTED IT IN THEIR FILES AND CONFIRMED THAT THE UNEXPLAINED ACCELERATION IS NOT CAUSED BY A FLOOR MAT DEFECT.

**Additional Summary:**

**Toyota ID Number:**

**C-1473**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10316298  
**Date of Incident:** 20090815  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** HARTWELL, GA

**NHTSA Summary:**  
2005 TOYOTA CAMRY. CAR WAS BEING DRIVEN THROUGH TOWN AND HAD STOPPED AT A RED LIGHT. LIGHT TURNED GREEN AND WHEN ACCELERATOR WAS PRESSED TO TURN RIGHT CAR SUDDENLY OVER ACCELERATED AND STARTED TO ACCELERATE ON ITS OWN EVEN WHEN SLAMMING ON THE BRAKES. AFTER A FEW MORE SECONDS THE CAR DID DECELERATE AND WAS ABLE TO BE STOPPED. NO FURTHER OCCURRENCES SINCE THEN. THIS YEAR MODEL SHOULD BE INCLUDED IN TOYOTA'S RECALL FOR DEFECTIVE ACCELERATORS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316327  
**Date of Incident:** 20090815  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** RESCUE, CA

**NHTSA Summary:**  
BACKING OUT OF PARKING SPACE IN SMALL PARKING LOT, CAR ACCELERATED OUT OF CONTROL. WOULD NOT STOP WHEN STEPPED ON BRAKE AND CRASHED INTO TWO OTHER CARS. REPORTED TO DMV IN CA, WHERE CAR REGISTERED, ALTHOUGH ACCIDENT OCCURED IN NEVADA. CAR SEVERLY DAMAGED AND REPAIRED BY INSURANCE CO. LEXUS DEALER CHECKED CAR AFTER REPAIR AND BLAMED FLOOR MATS BUT WE DISAGREE. IF ANYONE HAD BEEN BEHIND CAR THEY WOULD HAVE BEEN KILLED OR INJURED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317930  
**Date of Incident:** 20090815  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** PEORIA, AZ

**NHTSA Summary:**  
NOW THAT THE TOYOTA PROBLEMS HAVE RECEIVED SUCH WIDEAPREAD COVERAGE, I WANTED TO REPORT WHAT I BELIEVE IS A PROBLEM ON MY WIFE'S 2006 TOYOTA TACOMA. ON SEVERAL OCCASIONS OVER THE LAST 3 1/2 YEARS, WHEN USING THE CRUISE CONTROL, WHEN THERE WAS AN UPGRADE REQUIRING THE CRUISE CONTROL TO INCREASE POWER TO MAINTAIN SPEED, THE CRUISE CONTROL WOULD SIMPLY START THE VEHICLE ACCELERATING WITHOUT STOPPING AND I HAD TO TURN OFF THE CRUISE CONTROL. I DIDN'T THINK TOO MUCH ABOUT IT UNTIL THE RECALLS AS I SIMPLY DON'T USE IT--JUST THOUGHT IT WAS POORLY DESIGNED COMPARED TO EVERY OTHER ONE I HAVE EVER HAD.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317969  
**Date of Incident:** 20090815  
**Vehicle:** 2007 TOYOTA MATRIX  
**Location of Incident:** MESA, AZ

**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**C-1474**

MANIPULATING CRUISE CONTROL. 117 DOWNHILL UNINTENDED ACCELERATION, NO BRAKE RESPONSE, MOVED TO ROCKY LEFT SHOULDER, THROWING ROCKS NOISY BUT MAY MAY HAVE HELPED SLOW ME BUT BRAKES WOULD NOT DEPRESS, IN SOME ORDER? SHIFTED TO NEUTRAL, TURNED OFF KEY, EMERGENCY BRAKE, BRAKES NOW WORKING. ONLY TIME IT HAPPENED. A FEW WEEKS LATER TOYOTA SAYS REMOVE FLOOR MAT, DID THAT ALSO QUIT USING CRUISE CONTROL AS OFTEN I THINK I USE IT A LOT MORE THAN MOST PEOPLE. CONCERNED NOW THAT BOTH LOCALLY AND NATIONALLY TOYOTA WON'T TALK TO ME BECAUSE MY YEAR (2007) MATRIX IS NOT ON THE RECALL LIST.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331222  
**Date of Incident:** 20090815  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** STOW, MA

**NHTSA Summary:**  
AS I WAS LEAVING A PARKING LOT I DEPRESSED THE BRAKE AS THERE WAS ONGOING TRAFFIC COMING ON THE ROAD I WAS ENTERING. THE CAR ACCELERATED AND CONTINUED TO RACE AS I PUT INCREASING PRESSURE ON THE BRAKE AND THE CAR DID MOVE FORWARD SLIGHTLY. THIS HAPPENED TWICE ON A CAR THAT HAD LESS THAN 900 MILES. I HAVE STOPPED DRIVING THE CAR, A TOYOTA 2009 RAV 4. IT WAS PICKED UP BY A TOYOTA DEALER JUST RECENTLY AND IS BEING TESTED. BASED ON THEIR COMMENT THAT IN THE PAST THEY HAVE BEEN UNABLE TO REPRODUCE THIS PROBLEM EVEN THOUGH THERE ARE MORE AND MORE REPORTS OF THIS PROBLEM. I CURRENTLY HAVE 3 OTHER CARS AND HAVE NEVER EXPERIENCED THIS PROBLEM. IN FACT IN OVER 40 YEARS OF DRIVING THIS HAVE NEVER OCCURED BEFORE. IT IS OBVIOUSLY A CAR FAILURE NOT A DRIVER PROBLEM. THIS IS A SERIOUS ACCIDENT WAITING TO HAPPEN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10339902  
**Date of Incident:** 20090815  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** CAPE CORAL, FL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA RAV 4. THE CONTACT WAS AT A FULL STOP WITH HER FOOT DEPRESSING THE BRAKE PEDAL WHEN THE VEHICLE ABNORMALLY ACCELERATED. AS THE CONTACT ATTEMPTED TO BRAKE, THE VEHICLE WOULD CONTINUE TO IDLE AT EXTREME RPMS AND WOULD NOT STOP. THE CONTACT SHIFTED INTO NEUTRAL AND WAS ABLE TO STOP THE VEHICLE. THE DEALER ADVISED THE VEHICLE WAS NOT ON THE RECALL LIST. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE VEHICLE WAS NOT REPAIRED, THE CONTACT STATED SHE HAD EXPERIENCED THE FAILURE THREE TIMES AFTER TAKING THE VEHICLE TO THE DEALER. THE FAILURE MILEAGE WAS 600 AND THE CURRENT MILEAGE WAS 12,000. UPDATED 08/11/10. \*LJ UPDATED 08/17/10\*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10281553  
**Date of Incident:** 20090816  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** MONROVIA, CA

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**C-1475**

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2004 TOYOTA CAMRY 4-CYLINDER VEHICLE WHICH WAS PURCHASED IN 2004. WHILE DRIVING SPEEDS OF LESS THAN 2 MPH THERE WAS AN UNEXPECTED SURGE AT 3,000 RPMS, THE VEHICLE RAPIDLY ACCELERATED AND THE CONTACT ALMOST CRASHED INTO THE GARAGE. AN INDEPENDENT MECHANIC STATED THAT THERE WAS A FAULTY COMPUTER CHIP IN THE GAS PEDAL. THE COMPUTER CHIP WAS REPLACED AT THE OWNER'S EXPENSE FOR \$750. THE MANUFACTURER ADVISED THE CONTACT THAT THEY WOULD CALL HIM BACK AFTER THEY SPOKE WITH MANAGEMENT. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 26,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290818  
**Date of Incident:** 20090816  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** WATERBURY, CT

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2003 TOYOTA COROLLA. WHILE APPROACHING A STOP LIGHT BETWEEN 2 TO 10 MPH THE VEHICLE ACCELERATED PAST THE LIGHT WITHOUT INTENTION. THE VEHICLE WAS TAKEN TO THE DEALER, BUT THEY COULD NOT FIND THE PROBLEM. THE FAILURE MILEAGE WAS 105,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296093  
**Date of Incident:** 20090816  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** LA MESA, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA HIGHLANDER. WHEN ENTERING A PARKING SPACE THE VEHICLE ACCELERATED FORWARD WITHOUT INTENTION. CONSEQUENTLY SHE CRASHED INTO A SIGN. THE VEHICLE WAS TAKEN TO THE DEALER. THE TECHNICIAN INSTALLED A SECONDARY HOOK TO SECURE THE FLOOR-MAT. THE FAILURE MILEAGE WAS 50398. THE CURRENT MILEAGE WAS 50998.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301922  
**Date of Incident:** 20090816  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** RICHMOND HILL, NY

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED AFTER TURNING THE IGNITION ON. HIS FOOT WAS NOT ON THE ACCELERATOR PEDAL. HE TURNED THE VEHICLE OFF AND RE-STARTED IT APPROXIMATELY TEN TIMES, HOWEVER, THE ENGINE CONTINUED TO ACCELERATE. THE VEHICLE WAS TOWED TO A DEALER WHO STATED THAT THE CAUSE OF THE FAILURE WAS THE THROTTLE BODY WHICH WAS REPLACED. HE CONTACTED THE MANUFACTURER STATED THAT THE FAILURE SHOULD NOT HAVE OCCURRED AND SINCE THE WARRANTY WAS NOT VALID, THEREFORE, THEY DID NOT ASSIST IN THE REPAIR COSTS. THE CURRENT MILEAGE WAS APPROXIMATELY 40,000. THE FAILURE MILEAGE WAS APPROXIMATELY 35,996.

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**C-1476**

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317894  
**Date of Incident:** 20090816  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** OLEAN, NY

**NHTSA Summary:**  
I STARTED UP MY 2009 TOYOTA COROLLA, THEN WITH MY FOOT ON THE BREAK, I PUT THE CAR'S GEAR INTO REVERSE. THE CAR STARTED BACKING UP, ACCELERATING UNCONTROLLABLY. THE BRAKE WOULD NOT STOP THE CAR. I NEVER TOUCHED THE ACCELERATOR FROM THE TIME I STARTED THE CAR. THE CAR STOPPED WHEN IT RAN INTO ANOTHER PARKED VEHICLE. I TOOK THE CAR TO THE TOYOTA DEALERSHIP IN BRADFORD, PA. THE SERVICE MANAGER TOLD ME THAT THERE WAS NOTHING WRONG WITH THE CAR. HE SAID THAT I STEPPED ON THE BRAKE TOO HARD AND THAT DISABLES THE ANTI-LOCK BRAKES. THEY REFUSED TO LOOK AT THE CAR. THERE WERE NO FLOORMATS IN MY VEHICLE. THE TOYOTA DEALERSHIP WILL NOT LOOK AT MY CAR BECAUSE THEY SAY THAT IT IS NOT COVERED BY THE RECALL BECAUSE ITS VIN NUMBER BEGINS WITH A J, WHICH MEANS IT WAS MANUFACTURED IN JAPAN. I AM SCARED TO DRIVE IT BECAUSE I HAVE ALREADY HAD THE ACCELERATION PROBLEM ONCE AND CRASHED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303098  
**Date of Incident:** 20090817  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** SANTEE, CA

**NHTSA Summary:**  
I HAVE A 2009 TOYOTA CAMRY/LE AND WHEN THE VEHICLE IN "CRUISE CONTROL" MODE GOING DOWN A HILL THE SPEED INCREASES UP TO 15MPH. AT THAT POINT I TURN THE CRUISE CONTROL OFF TO SLOW THE VEHICLE DOWN. I HAVE NO PROBLEMS WITH THE CRUISE CONTROL OTHER THAN GOING "DOWN" HILL. NOT SURE IF THIS IS NORMAL FOR THE VEHICLE OR NOT. TW\*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306986  
**Date of Incident:** 20090817  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** INDIANAPOLIS, IN

**NHTSA Summary:**  
WHILE PULLING INTO MY DRIVEWAY, WITH MY FOOT ON THE BRAKE, SLOWLY COMING TO A STOP THE CAR SUDDENLY ACCELERATED AND RAN INTO THE FRONT OF OUR HOUSE. ( UNCOMMANDED ACCELERATION) I HAVE CONTACTED TOYOTA AND HAVE BEEN ADVISED THAT MY CAR IS NOT UNDER CURRENT RECALL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308341  
**Date of Incident:** 20090817

C-1477

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LANSING, MI

**NHTSA Summary:**  
SEVERAL TIMES WHILE RESUMING CRUISE CONTROL MY ACCELERATION HAS GONE FASTER THAN EXPECTED, BEYOND THE LIMIT THAT I SET. I HAD TO SLAM ON MY BRAKE TO STOP THE ACCELERATION, WHICH IS VERY FRIGHTENING, AND OF COURSE UNSAFE. I WAS ABLE TO AVOID THE TRAFFIC ON THE HIGHWAY BECAUSE I ALWAYS ALLOW A SAFE DISTANCE BEHIND OTHER VEHICLES. THIS HAS OCCURRED AT LEAST 4 TIMES IN THE TIME I HAVE OWNED THE 2007 CAMRY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312645  
**Date of Incident:** 20090817  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** BROOKLYN, NY

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2004 TOYOTA COROLLA. THE CONTACT STATED AS SHE WAS TURNING ON TO A SIDE STREET AT ABOUT 5MPH THE VEHICLE ACCELERATED FOR THREE BLOCKS AND RAN INTO A HOUSE. THE VEHICLE REVVED UP AND WOULD NOT STOP AS CONTACT WAS DEPRESSING ON THE BRAKES BECAUSE THE ACCELERATOR PEDAL WAS STUCK. THE CONTACT WAS INJURED AND HAD TO BE TAKEN TO THE HOSPITAL. SHE MAY NOT WALK AGAIN. THERE IS A POLICE REPORT AVAILABLE IF NEEDED. THE VEHICLE WAS TOTALLED AND ALSO THE HOUSE THAT WAS HIT HAD TO BE DEMOLISHED BECAUSE IT WAS SO BADLY DAMAGED. THE TOYOTA MANUFACTURER WAS NOT NOTIFIED ABOUT THIS INCIDENT. THE VEHICLE WAS TAKEN TO THE DEALER FOR ROUTINE MAINTENANCE PRIOR TO THE FAILURE. THE VIN NUMBER WAS UNKNOWN. THE FAILURE MILEAGE WAS 14,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317524  
**Date of Incident:** 20090817  
**Vehicle:** 2003 TOYOTA MATRIX  
**Location of Incident:** OBERLIN, OH

**NHTSA Summary:**  
I HAVE HAD FOUR INSTANCES OF SUDDEN ACCELERATION IN A 2003 TOYOTA MARIX XRS OVER A PERIOD OF 8 YEARS. IN EACH INSTANCE, I WAS PULLING INTO A CARPORT AT A SLOW SPEED WITH MY FOOT ON THE BRAKE WHEN THE ENGINE SUDDENLY ACCELERATED DESPITE THE FACT THAT MY FOOT WAS ON THE BRAKE, NOT THE GAS PEDAL. IN ALL INSTANCES, I WAS ABLE TO PRESS HARD ON THE BRAKE AND COME TO A STOP. AFTER THE SECOND INCIDENT, I TOOK THE CAR INTO MY TOYOTA DEALER AND TOLD THEM WHAT HAD HAPPENED TWICE. THEY CHECKED OUT THE CAR AND SAID NOTHING WAS WRONG WITH IT. I HAVE HAD TWO OTHER INCIDENTS SINCE THEN. I LIVE IN A RETIREMENT COMMUNITY AND HAVE TOLD THE AUTHORITIES HERE THAT IF I EVER DRIVE THE CAR THROUGH THE CARPORT WALL IT WILL BE DUE TO SUDDEN ACCELERATION OF MY MATRIX. THE INCIDENTS ARE WIDE-SPREAD -- PERHAPS EVERY TWO YEARS. SO IT IS A LITTLE HARD TO GET TOYOTA TO PAY ANY ATTENTION TO THE COMPLAINT. PLEASE CHECK THE ELECTRONICS -- IT IS OBVIOUSLY NOT MECHANICAL. I HAVE GIVEN THE DATE OF THE LAST INCIDENT BELOW.

**Additional Summary:**

C-1478

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10283630  
**Date of Incident:** 20090818  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** PORT ORCHARD, WA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA TACOMA. THE CONTACT STATED THAT INTERMITTENTLY HE EXPERIENCED UNINTENDED VEHICLE ACCELERATION. HE HAD TO SHIFT THE VEHICLE INTO THE NEUTRAL GEAR TO DECELERATE. THE VEHICLE WAS TAKEN TO THE DEALER; HOWEVER, THE TECHNICIANS WERE UNABLE TO IDENTIFY THE CAUSE OF THE FAILURE. THE VEHICLE HAS NOT BEEN REPAIRED. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE. THE FAILURE MILEAGES WERE 16,200 AND THE CURRENT MILEAGE WERE 16,900.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316399  
**Date of Incident:** 20090818  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** DEERFIELD, IL

**NHTSA Summary:**  
2005 TOYOTA CAMRY- COMPLAINED A YEAR AGO THAT THE ACCELERATOR PEDAL WAS STICKING- I HAVE INVOICE AND THEY SAID IT WAS THE FUEL INJECTOR BUT NOW I AM SUSPICIOUS- IN ADDITION THE THING THAT HOLDS MY FLOOR MAT IN PLACE TO PREVENT IT FROM SLIDING NEAR THE PEDAL BROKE OFF AND THAT IS NOT RECALLED RECALL MY 2005 SINCE IT NEEDS TO BE AND I HAVE INVOICES FOR THE REPAIRS BEFORE THE RECALLS WERE ANNOUNCED WHICH SHOULD BE PROOF ENOUGH THE CAR WAS MESSED UP- 2005 WITH 50,000 MILES- CAR IS AN EXTRA CAR THAT IS RARELY DRIVEN.....

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317135  
**Date of Incident:** 20090818  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** PRINEVILLE, OR

**NHTSA Summary:**  
WHEN BACKING UP, THE CAR WILL, ON OCCASION, AUTOMATICALLY ACCELERATE EXCESSIVELY. THIS CAUSES THE DRIVER TO NEED TO STEP AGGRESSIVELY ON THE BRAKE IN ORDER TO CONTROL THE CAR. THIS CYCLE OF "RACE AND BRAKE" CONTINUES UNTIL OUR NEED TO REVERSE IS COMPLETE. ONCE WE ARE IN DRIVE THERE IS NO FURTHER PROBLEM. THIS HAS OCCURRED ABOUT SIX TIMES SINCE WE PURCHASED THE CAR IN LATE JULY. IT HAS MOST OFTEN OCCURRED WHEN IT IS THE INITIAL DRIVE OF THE DAY, BUT THE MOST RECENT TIME THE CAR HAD ALREADY BEEN DRIVEN 100 MILES AND HAD BEEN IDLING FOR SEVERAL MINUTES. WE CONTACTED THE DEALERSHIP FROM WHICH WE BOUGHT THE CAR. THEY HAVE NOT HEARD OF THE ISSUE. WE ALSO TOOK IT INTO OUR LOCAL DEALERSHIP. THEY WERE, OF COURSE, NOT ABLE TO REPLICATE THE PROBLEM. NO RESOLUTION OR CORRECTION HAS OCCURRED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10284131  
**Date of Incident:** 20090819

C-1479

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** SPRINGFIELD, MA

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2009 TOYOTA TACOMA. WHILE DRIVING APPROXIMATELY 65 MPH ON NORMAL ROAD CONDITIONS, THE CRUISE CONTROL SYSTEM UNEXPECTEDLY ENGAGED WITHOUT ASSISTANCE. THE VEHICLE BEGAN TO ACCELERATE AT AN UNEXPECTED SPEED RATE OF 95 MPH. THE ENGINE WAS SURGING IN THE RANGE OF HIGH ENGINE IDLE. THE VEHICLE REVVED EXCESSIVELY HIGH RPM'S. THE BRAKE PEDAL REQUIRED GREATER FORCE. THE GEAR SHIFTER WAS PLACED INTO THE "NEUTRAL" POSITION, FOLLOWED BY A REDUCTION IN THE SPEED RATE. THE DRIVER PULLED OVER TO THE SIDE OF THE ROAD WITH CAUTION. THE GEAR WAS SHIFTED INTO THE "PARK" POSITION; AND THE ENGINE WAS TURNED OFF. THE VEHICLE WAS RESTARTED AND RESUMED NORMAL OPERATION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE TECHNICIAN STATED THE COMPUTERIZED SYSTEM POSSIBLY RESET. ALSO, THE FAILURE POSSIBLY WAS CONTRIBUTED TO THE FLOOR MAT NOT PROPERLY SECURED UNDERNEATH THE ACCELERATOR PEDAL INTERFERING WITH THE FUNCTIONING. THE DRIVER RETURNED THE VEHICLE TO THE AUTHORIZED DEALER DUE TO THE SAFETY HAZARD. THE FAILURE AND CURRENT MILEAGES WERE MILEAGE 3,100. THE VIN WAS UNAVAILABLE AT THE TIME OF FILING THE SAFETY COMPLAINT FORM. JS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314240  
**Date of Incident:** 20090819  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** BAYVILLE, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 TOYOTA RAV4. THE DRIVER WAS TRAVELING IN A PARKING LOT AT ABOUT 8 MPH. THE DRIVER STATED THAT SHE ENGAGED THE BRAKES AND HER VEHICLE IMMEDIATELY ACCELERATED UP TO 35 MPH. THE DRIVER STATED THAT SHE CRASHED INTO A GUARD RAIL, INTO AN EMBANKMENT, AND INTO AN OFFICE BUILDING. SHE HAS MAILED A LETTER TO THE DEALER AND SHE HAS ALSO CALLED THEM. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 37,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327588  
**Date of Incident:** 20090819  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** VENICE, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE DRIVING AT APPROXIMATELY 65 MPH, THE CONTACT SET THE CRUISE CONTROL AND VEHICLE SUDDENLY ACCELERATED UP TO 80 MPH. THE CONTACT DEPRESSED THE BRAKE PEDAL BUT THE VEHICLE WOULD NOT SLOW DOWN. AFTER SEVERAL MOMENTS OF TRYING TO ENGAGE THE BRAKES, THE VEHICLE BEGAN TO SLOW DOWN. THE CONTACT HAD NEVER EXPERIENCED THE FAILURE BEFORE. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALERSHIP FOR REPAIR. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 22,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10350871

C-1480

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20090819  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** DURHAM, NC

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303223  
**Date of Incident:** 20090820  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** WINCHESTER, MA

**NHTSA Summary:**  
I HIT BRAKES AT A STOP LIGHT & THE CAR ACCELERATED, HIT THE CAR IN FRONT ME & PUSHED IT THROUGH AN INTERSECTION. THE SECOND TIME I DIDN'T HIT ANYTHING, BUT WHEN I BRAKED IT AGAIN ACCELERATED. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305385  
**Date of Incident:** 20090820  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PLEASANTON, CA

**NHTSA Summary:**  
2007 TOYOTA CAMRY FAULTY ACCELERATOR ISSUE. NOTICED THAT THE ACCELERATOR HAD GOTTEN STUCK AND I HAD TO HIT IT A FEW TIMES WITH MY FOOT TO GET IT UNSTUCK. LUCKILY THERE WAS NO TRAFFIC AROUND ME AND I HAD NO ONE ELSE INT HE CAR WITH ME.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306925  
**Date of Incident:** 20090820  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** BUFFALO, NY

**NHTSA Summary:**  
LAST AUGUST I EXPERIENCED A STUCK ACCELERATOR ON MY 2008 TOYOTA RAV4. IT HAPPENED ONLY ONCE AND HASN'T REPEATED. IT WAS WHILE APPROACHING AN INTERSECTION RED LIGHT FORTUNATELY WITH NO CARS IN FRONT OF ME. I WAS ABLE TO OVERCOME THE ACCELERATION BY STANDING ON THE BRAKE AND SHIFTING INTO NEUTRAL. WHEN TOYOTA CAME OUT WITH THE RECALL FOR FLOOR MATS MY CAR WAS NOT ONE OF THE MODELS WITH THOSE TYPR OF FLOOR MATS AND THE MATS IN THE CAR ARE FASTENED DOWN. TOYOTA'S CURRENT RECALL DOES NOT INCLUDE THIS MODEL AND A CHECK OF THE ACCELERATOR PEDAL CONFIRMS THAT THIS IS NOT ONE OF THE CURRENT PEDAL REPLACEMENTS. MY VEHICLE WAS PRODUCED IN JAPAN NOT THE USA.  
**C-1481**

#### Safety Research & Strategies

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SUSPECT THAT THIS WAS MORE OF AN ELECTRONIC PROBLEM THAN A PEDAL PROBLEM. I'M CONCERNED THAT IT COULD HAPPEN AGAIN. SINCE MY YEAR AND MODEL IS NOT ON THE RECALL HOW CAN I GET HELP BEFORE I OR MY WIFE EXPERIENCE IT AGAIN?  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308781  
**Date of Incident:** 20090820  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** CHITTENANGO, NY

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2009 TOYOTA MATRIX. THE CONTACT HAD THREE OCCURRENCES OF A STUCK ACCELERATOR WHICH CAUSED UNINTENDED ACCELERATION. HE KICKED THE ACCELERATOR PEDAL THE FIRST TIME AND THE PEDAL FREED ITSELF AND PRESSED THE BRAKES THE OTHER TIMES TO PREVENT AN ACCIDENT. HE DID NOT ADDRESS THE FIRST INSTANCE OF THE PROBLEM. HE TOOK THE VEHICLE TO THE DEALERSHIP AND THE DEALER TOLD HIM THAT HE PROBABLY JUST NEEDED LUBRICANT ON THE PEDAL AFTER THE SECOND FAILURE. AFTER THE THIRD TIME, THE DEALER PERFORMED THE RECALL REPAIR (RECALL 10V017000) AT THAT TIME. THE CONTACT HOWEVER WAS NOT CONFIDENT WITH THE REMEDY. THE CONTACT WROTE A LETTER TO THE MANUFACTURER BUT WAS INSTRUCTED TO FILE A DISPUTE. THE CURRENT MILEAGE WAS 22,626. THE FAILURE MILEAGE WAS APPROXIMATELY 6,000-BK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312702  
**Date of Incident:** 20090820  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** GLEN RIDGE, NJ

**NHTSA Summary:**  
ON AUGUST 20, 2009, STARTED MY 2003 TOYOTA CAMRY. WITH GEAR SHIFT IN "PARK", CAR ENGINE RACED AS IF ACCELERATOR WAS FLOORED. ENGINE WAS SCREAMING, I WAS AFRAID TO SHIFT IT INTO "DRIVE". SHUT OFF CAR AND RE-STARTED, CAR IDLED FINE AT NORMAL SPEED. PROCEEDED TO DRIVE CAR WITHOUT FURTHER INCIDENT. AM SURE THAT PROBLEM WAS NOT CAUSED BY MY HAVING MY FOOT ON THE ACCELERATOR AT THE TIME. THIS HAS ONLY OCCURED ONCE IN 74,000 MILES AND 7 YEARS OF FAMILY OWNERSHIP.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313362  
**Date of Incident:** 20090820  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** QUINCY, MO

**NHTSA Summary:**  
TL\*THE DRIVER OWNS A 2005 TOYOTA CAMRY. THE DRIVER STATED THAT THE VEHICLE WOULD SUDDENLY ACCELERATE. THE DRIVER FIRST NOTICED THE PROBLEM WHILE DRIVING APPROXIMATELY 5 MPH IN A PARKING LOT WHEN THE SPEEDOMETER INCREASED TO 50 MPH. SHE QUICKLY DEPRESSED THE BRAKE PEDAL, SHIFTED INTO PARK AND USED THE EMERGENCY BRAKE TO STOP THE VEHICLE. IN SEPTEMBER 2009, SHE WAS DRIVING AT APPROXIMATELY 60 MPH WHEN THE VEHICLE SUDDENLY ACCELERATED TO 85 MPH AND SHE PULLED OVER AND DEPRESSED THE BRAKE PEDAL.  
**C-1482**

#### Safety Research & Strategies

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AFTER 3-5 MINUTES, THE VEHICLE DECELERATED TO 60 MPH. THE VEHICLE WAS TAKEN TO THE DEALERSHIP AND THE DEALER TOLD THE DRIVER THAT THE VEHICLE HAD NO PROBLEMS. THE CONTACT CALLED THE MANUFACTURER AND FILED A COMPLAINT. THE REPRESENTATIVE TOLD THE CONTACT THAT BECAUSE THE DEALER FOUND NO PROBLEMS, THERE WAS NOTHING THEY COULD DO. THE CURRENT MILEAGE WAS APPROXIMATELY 43,000. THE FAILURE MILEAGE WAS APPROXIMATELY 41,500. UPDATED 04/01/10. \*LJ  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317451  
**Date of Incident:** 20090820  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** WORCESTER, MA

**NHTSA Summary:**  
AN AFTERNOON DURING AUGUST OR EARLY SEPTEMBER 2009 I WAS DRIVING MY 2005 HIGHLANDER IN A HIGH TRAFFIC ROUTE WHEN THE ACCELERATOR PEDAL GOY STUCK DOWN, LEADING TO AN INITIAL HIGH SPEED AND STEADILY HIGH RPMs (6-7000). I WAS ABLE TO CONTROL THE SPEED BY STEPPING DOWN THE BRAKE PEDAL WITH BOTH FEET WHILE KEEPING EXCEEDINGLY HIGH RPMs ON HEAVY TRAFFIC. IN THE EMOTIONAL AND PHYSICAL STRESS OF THE MOMENT, I WAS ABLE TO DRIVE TO A BUILDING ENTRANCE. WITH THE CAR ON "PARKING" POSITION, THE RPMs KEPT HIGH AND DID NOT DECREASE DESPITE STEPPING FURTHER ON THE ACCELERATOR PEDAL TRYING TO "UNSTUCK" IT, WHICH WAS UNSUCCESSFUL. FINALLY I TURNED OFF THE IGNITION. AFTER TURNING THE CAR BACK ON, THE PROBLEM DID NOT RECURRENT. I TOOK THE CAR TO ITS REGULAR MAINTENANCE SERVICE IN HARR TOYOTA (100 GOLD STAR BLVD., WORCESTER, MA) IN SEPT. 19, 2009, EXPLAINED THE EVENT, THEY DOCUMENTED IT, AND APPLIED THE 60F CARPET CLIP RECALL. THERE HAS BEEN NO SIMILAR INCIDENT SINCE THEN. I REPORTED THE INCIDENT TO TOYOTA COMPANY WITH DOCUMENTATION # 1002135597. TOYOTA CLAIMS THEY WILL NOT APPLY THE CURRENT RECALL ACCELERATOR FIX TO MY CAR BECAUSE IT IS NOT ON THE OFFICIAL RECALL AND THE CAR WAS BUILT IN JAPAN (BASED ON VIN), WITH A DIFFERENT ACCELERATOR PEDAL DESIGN AND CONSTRUCTION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319655  
**Date of Incident:** 20090820  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** HIGHLAND, IL

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2003 LEXUS ES300. THE CONTACT STATED THAT WHILE PULLING UP TO PARK AT APPROX 2-3 MPH, THE VEHICLE LURCHED FORWARD AND REAR ENDED ANOTHER VEHICLE ALMOST PUSHING IT SIDEWAYS AS IT CONTINUED ACCELERATING EVEN AFTER IMPACT. THERE WERE NO INJURIES BUT A POLICE REPORT WAS TAKEN. THE VEHICLE WAS INSPECTED AT THE DEALERSHIP AND THE DEALER TOLD HER THAT THERE WAS NOTHING WRONG WITH HER VEHICLE. SHE CALLED THE MANUFACTURER AND A REPRESENTATIVE TOOK A COMPLAINT. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS APPROXIMATELY 55,972. THE FAILURE MILEAGE WAS APPROXIMATELY 54,000-BK  
**Additional Summary:**

**Toyota ID Number:**

#### Safety Research & Strategies

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**C-1483**

**NHTSA ODI Number:**  
**Date of Incident:** 20090821  
**Vehicle:** 1996 TOYOTA AVALON  
**Location of Incident:** SCOTCH PLAINS, NJ

**NHTSA Summary:**  
Excerpt from USA Today news article "They died in Toyotas, leaving many questions" - Jane Zakutansky's incident

"As she and her daughter drove through downtown Scotch Plains that Friday afternoon, she decided to pull over and have her daughter drop some letters into a blue postal box by the side of the road. But as she tried to slow down, the car wouldn't stop.

"My daughter said, 'Mom, slow down!' And I said, 'I'm trying, I'm trying,'" recalls Zakutansky, then 58.

When the engine began revving, Zakutansky did the only thing she could think of: With her foot on the brake, she tried putting the car into park. That didn't work. The car slammed into reverse and sped backward, finally stopping 50 feet down the road when it hit a utility pole.

Zakutansky had no idea that in those few seconds, she'd struck someone. Ledzian, who was trying to cross the street, had been pinned between his own car and Zakutansky's. Her car then dragged him. He died a week later."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322567  
**Date of Incident:** 20090821  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** EAST SYRACUSE, NY

**NHTSA Summary:**  
WE OWN A 2004 CAMRY LE. THIS CAR HAD BEEN IN TWO SEPARATE ACCIDENTS - ONE IN 23 DECEMBER 2007 AND 21 AUGUST 2009 WHEREIN THE ACCELERATOR TOOK OVER THE CAR CAUSING ACCIDENTS AND EXTENSIVE HOOD DAMAGES COSTING THE INSURANCE WELL OVER \$5,000. "I HAVE NO CONTROL OVER MY CAR" WAS THE ONLY REASON I CAN GIVE FOR THESE TWO INCIDENTS. THESE INCIDENTS WERE REPORTED TO ROMANO TOYOTA ONLY TO BE TOLD THAT MAINTENANCE CANNOT EXPLAIN WHY THESE UNCONTROLLABLE INCIDENTS HAPPENED. IN THE MEANTIME OUR INSURANCE COMPANY DROPPED US AND OUR INSURANCE PREMIUMS HAVE INCREASED. ON THE RECENT WAVE OF REPORTS ON TOYOTA CAMRY FAILURES, ROMANO TOYOTA WAS AGAIN APPROACHED TO HAVE MY CAMRY LE EVALUATED FOR THE SAME FAILURES. WE WERE TOLD THIS TIME THAT MY CAR IS NOT PART OF THE RECALL YEARS. DO WE HAVE TO WAIT UNTIL THERE IS A LOSS OF LIFE BEFORE SOMETHING IS DONE WITH MY CAR? THIS HAS BEEN HAPPENING SPORADICALLY OVER THE COURSE OF THE YEARS OF OWNERSHIP. ALTHOUGH BOTH INCIDENTS WERE NOT REPORTED TO THE POLICE, THE INSURANCE COMPANY HAD THEIR REPRESENTATIVES INSPECT THE DAMAGES.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302974  
**Date of Incident:** 20090822  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** LAKE HIAWATHA, NJ  
**NHTSA Summary:**

#### Safety Research & Strategies

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**C-1484**

WHILE DRIVING HOME WITH MY WIFE IN HER 2009 TOYOTA CAMRY LE AND APPROACHING A TRAFFIC CONTROLLED INTERSECTION THAT WAS STILL SOME DISTANCE AWAY. WE SUDDENLY TRAVELED THE DISTANCE TO THE INTERSECTION VERY QUICKLY AND BY THE TIME I WAS ABLE TO SLOW THE VEHICLE DOWN, WE WERE IN THE MIDDLE OF THE INTERSECTION. THE RESULT WAS A COLLISION WITH ANOTHER VEHICLE CROSSING THE INTERSECTION. THE OTHER VEHICLE WAS NOT SIGNIFICANTLY DAMAGED, BUT OUR VEHICLE WAS A TOTAL LOSS. THANKFULLY, THERE WERE NO INJURIES. AT THE TIME, THE MOST REASONABLE EXPLANATION APPEARED TO BE INCLEMENT WEATHER; [IT HAPPENED DURING A STRONG RAIN STORM]. WE ASSUMED THAT WHAT SEEMED LIKE A VERY RAPID TRAVERSING OF DISTANCE AND THE UNRESPONSIVENESS OF THE VEHICLE WAS DUE TO POOR VISIBILITY AND SLIPPAGE. YET I REMEMBER REMARKING TO MY WIFE THAT THE VEHICLE HAD APPEARED TO ACCELERATE ON ITS OWN, BUT I HAD NO WAY OF CONFIRMING THIS. I AM NOW CONVINCED THAT THIS WAS ACTUALLY THE CAUSE. \*TW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302991  
**Date of Incident:** 20090822  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** THOUSAND OAKS, CA

**NHTSA Summary:**  
ORIGINALLY I OPENED ODI 10660806 / DE04021 IN EARLY 2004 TO REPORT SUDDEN AND SHORT SURGES OF ACCELERATION WITH MY 2002 CAMRY LE. THIS PROBLEM HAS CONTINUES PERIODICALLY WITHOUT WARNING SINCE MY ORIGINAL REPORT. THE LAST OCCURRENCE WAS IN REVERSE ABOUT 5-6 MONTHS AGO. I AM VERY DISTURBED THAT TOYOTA HAS NOW RECALLED LATER MODEL YEAR CARS WITH SIMILAR PROBLEMS BUT CONTINUES TO NOT ADDRESS EARLIER MODELS WHICH FIRSTED REPORTED THE PROBLEM IN PE04021, DP05002, AND DP06003. I CALLED THIS MORNING AND WAS TOLD I WOULD NEED TO RE-ISSUE A NEW ODI TO GET THE NHSTA TO RE-OPEN THIS INVESTIGATION. I HAVE ADDITIONALLY OPENED CASES LOCALLY AND AT THE CORPORATE LEVEL WITH TOYOTA, AS I WANT THIS PROBLEM DOCUMENTED AGAINST MY VIN NUMBER. PLEASE, HELP THE OWNERS OF THE 2002 MODEL YEAR CARS THAT STARTED THESE INVESTIGATIONS ORIGINALLY BEFORE THERE ARE MORE DEATHS OR INJURIES AS THE PROBLEM STILL EXISTS \*CW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304853  
**Date of Incident:** 20090822  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** ROCHESTER, NY

**NHTSA Summary:**  
UNCONTROLABLE ACCELERATION ON A FAMILY TRIP SEVERAL TIMES. I TOOK IT TO VANDERSTYNE TOYOTA DEALERSHIP IN ROCHESTER, NY. THEY SAID IT WAS INSIGNIFICANT. NORMAL OCCURRENCE AND WEAR. ALSO, CAR IS NOT EVEN A YEAR OLD AND STANDARD MICHELIN ENERGY TIRES ARE WORN BADLY EVEN WITH REGULARLY SCHEDULED MAINTENANCE ROTATION AND BALANCE! THEY HAVE NO WARRANTY ON TIRES! \*TR

**Additional Summary:**

**Toyota ID Number:**

**C-1485**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10304828  
**Date of Incident:** 20090822  
**Vehicle:** 2010 LEXUS RX350  
**Location of Incident:** LAGUNA NIGUEL, CA

**NHTSA Summary:**  
LEXUS 2010 RX 350 CRUISE CONTROL TRAVELING AT 75 MPH IN ARIZONA HAD TO SLOW DOWN TO ABOUT 55 MPH AND WHEN THE CRUISE CONTROL WAS RESUMED THE VEHICLE ROARED AHEAD. THE ACCELERATION WAS EXTREME (PUSHED US BACK IN OUR SEATS) AND STOPPED AFTER CRUISE CONTROL WAS TURNED OFF. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312842  
**Date of Incident:** 20090822  
**Vehicle:** 2010 LEXUS RX350  
**Location of Incident:** DANVILLE, VA

**NHTSA Summary:**  
WE HAD A 2010 LEXUS 350RX. IN AUG 2009, I WAS DRIVING HOME AND THE CAR EXCELERATED UP TO ABOUT 60MPH. MY HUSBAND WAS IN THE CAR WITH ME. WE WERE TRYING EVERYTHING TO STOP THE CAR. WE FINALLY GOT IT STOPPED. IT DID IT A SECOND TIME WITH MY HUSBAND DRIVING THE NEXT DAY. WE KNOW WITHOUT A DOUBT THAT IT WAS NOT THE FLOORMAT. WHICH THAT IS WHAT LEXUS BLAMED IT ON. I WOULD NOT DRIVE THAT CAR AGAIN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318494  
**Date of Incident:** 20090822  
**Vehicle:** 2006 SCION TC  
**Location of Incident:** REDLIN, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 SCION TC. WHILE TRAVELING AT A SPEED OF 70 MPH USING THE CRUISE CONTROL THE CONTACT ATTEMPTED TO BRAKE AND NOTICED THAT THE VEHICLE HAD SUDDENLY ACCELERATED, CAUSING THE CONTACT TO CRASH INTO A NEARBY DIRT EMBANKMENT. THE CONTACT WAS INJURED DURING THE CRASH AND THE VEHICLE WAS DESTROYED. THE MANUFACTURER HAD BEEN CONTACTED BUT NO REPAIRS HAD BEEN MADE. THE FAILURE AND CURRENT MILEAGES WERE 26000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10281605  
**Date of Incident:** 20090823  
**Vehicle:** 2009 LEXUS ES350  
**Location of Incident:** OLYMPIA, WA

**NHTSA Summary:**  
LEXUS ES 350 HAD UNCONTROLLED ACCELERATOR CAUSING SPEEDS IN EXCESS OF 90 MILES PER HOUR UNTIL CAR WAS FORCED OUT OF GEAR. WITHOUT ATTEMPTS TO ACCELERATE THE CAR TOOK OVER AND SPED OUT OF CONTROL. CRUISE CONTROL WAS NOT ENGAGED AND BRAKES WOULD NOT SLOW THE VEHICLE. I CALLED 911 AND THEY TOLD ME TO PUT THE CAR IN NEUTRAL WHICH CAUSED THE RPMs TO RACE OUT OF CONTROL. THE CAR THEN WENT INTO REVERSE BY ITSELF UNTIL I SLAMMED IT INTO PARK. THE DEALER CAME AND PICKED UP THE CAR AS IT WAS UNSAFE TO DRIVE.

**C-1486**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FORTUNATELY THIS OCCURRED ON THE FREEWAY AND I HAD ROOM TO MANEUVER AND MISS CARS AND OBSTACLES. HAD THIS OCCURRED ANYWHERE ELSE I WOULD BE IN THE HOSPITAL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285914  
**Date of Incident:** 20090823  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** MELVILLE, LA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA AVALON. SHE EXPERIENCED UNINTENDED VEHICLE ACCELERATION WHEN ENTERING A PARKING SPACE. AS A CONSEQUENCE, SHE CRASHED INTO ANOTHER VEHICLE. HER KNEE WAS INJURED. THE CAUSE OF THE FAILURE WAS UNKNOWN. THE FAILURE AND CURRENT MILEAGES WERE 52,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312910  
**Date of Incident:** 20090823  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** DICKINSON, TX

**NHTSA Summary:**  
VEHICLE CONTINUED TO ACCELERATE AFTER RELEASING THROTTLE. UNABLE TO STOP VEHICLE AND HAD ACCIDENT WITH VEHICLE AHEAD. PLENTY OF DISTANCE BETWEEN CARS TO STOP VEHICLE, BUT UNABLE TO BRING VEHICLE TO A STOP IN TIME. APPARENT THROTTLE PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303028  
**Date of Incident:** 20090824  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** ALEXANDRIA, VA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 25 MPH THE VEHICLE ACCELERATED INTO THE INTERSECTION THROUGH A RED LIGHT AND CRASHED INTO A VEHICLE. SHE ENGAGED THE BRAKE PEDAL WITH BOTH FEET. THERE WERE NO INJURIES. A POLICE REPORT IS AVAILABLE IF NEEDED. THE VEHICLE WAS TOWED TO THE DEALER AND IT WAS REPAIRED. THE TOYOTA MANUFACTURER HAS NOT BEEN NOTIFIED. THE FAILURE MILEAGE WAS 2,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310158  
**Date of Incident:** 20090824  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** GRANBY, CT

**NHTSA Summary:**  
A COUPLE OF YEARS AGO I STARTED EXPERIENCING SUDDEN UN-COMMANDED ACCELERATION AT LOW SPEED. THERE HAVE BEEN 4 INSTANCES OF THIS PROBLEM.

**C-1487**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317968  
**Date of Incident:** 20090824  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** IRVINE, CA

**NHTSA Summary:**  
WHEN DRIVING ON AN ALMOSE FLAT FREEWAY WITH CRUISE CONTROL ON 70-75. ALL OF A SUDDEN THE RPM GOES VERY VERY HIGH EVEN THOUGH THE SPEED DOES NOT GO HIGH. AT THE TIME THE EVENT IS HAPPENING, I PUSH THE BRAKE TO TAKE IT OF THE CRUISE. THE RPM COME DOWN IMMEDIATELY TO NORMAL. I INITIALLY THOUGHT IT WAS A BROBLEM WITH MY CRUISE AND DECIDED NOT TO USE IT ANYMORE BUT AFTER THE TOYOTA'S EVENTS WITH ACCELERATION I FIGURED THAT THIS MAY ALSO BE A RELATED ELECTRONIC DEFECT IN LEXUS. MY CAR IS A 2001 LEXUS RX300.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303842  
**Date of Incident:** 20090825  
**Vehicle:** 2007 LEXUS RX400H  
**Location of Incident:** DEMAREST, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 LEXUS RX400H. WHILE DRIVING APPROXIMATELY 20 MPH ON NORMAL ROAD CONDITIONS PRESSURE WAS APPLIED TO THE BRAKE PEDAL. FOLLOWED BY AN UNINTENDED ACCELERATION. THE DRIVER CONTINUOUSLY APPLIED PRESSURE TO THE BRAKE PEDAL, HOWEVER, THE VEHICLE FAILED TO SLOW DOWN AND CRASHED INTO THE PRECEDING VEHICLE. THERE WERE NO INJURIES. THE POLICE WAS NOT NOTIFIED. THE CONTACTS VEHICLE WAS ABLE TO BE DRIVEN FROM THE SCENE. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC FOR REPAIRS AT THE COST OF \$4,500. THE FAILURE MILEAGE WAS 33,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293700  
**Date of Incident:** 20090826  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** AMSTERDAM, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE ATTEMPTING TO ACCELERATE AT 40 MPH THE PEDAL BECAME STUCK. AFTER PULLING THE FLOOR MAT FROM UNDER THE PEDAL, THE VEHICLE BEGAN TO DECELERATE. PRIOR TO THE FAILURE WHEN ATTEMPTING TO STOP THE VEHICLE WOULD LURCH FORWARD. THE VEHICLE HAS NOT

**C-1488**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BEEN DIAGNOSED BY THE DEALERSHIP. THE CURRENT AND FAILURE MILEAGES WERE 14500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292642  
**Date of Incident:** 20090826  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** DURHAM, NC

**NHTSA Summary:**  
I WAS DRIVING ALONG A RESIDENTIAL STREET (35 MPH) AND I WAS STOPPED AT A STOP LIGHT. WHEN THE LIGHT CHANGED, I BEGAN ACCELERATING UPHILL. ONCE I REACHED MY DESIRED SPEED OF 35 MPH, I REMOVED MY FOOT FROM THE ACCELERATOR BUT THE CAR CONTINUED TO INCREASE IN SPEED (I WAS STILL TRAVELING UPHILL). I IMMEDIATELY PUT THE CAR INTO NEUTRAL, PULLED OFF TO THE SIDE OF THE ROAD, AND TURNED THE IGNITION OFF. FIFTEEN MINUTES LATER, I TURNED THE CAR BACK ON AND THE ENGINE IMMEDIATELY REVVED UP, ALTHOUGH MY FOOT WAS NOT ON THE ACCELERATOR; BASED ON THE SOUND OF THE ENGINE, I WOULD ESTIMATE THAT IT SURPASSED 4000 RPM. I TURNED THE CAR OFF AND 15 MINUTES LATER I TURNED THE CAR ON ONLY TO MEET WITH THE SAME RESULTS. WHEN THE TOW TRUCK DRIVER ARRIVED, HE NOTICED THAT THE THROTTLE VALVE WAS STUCK IN THE OPEN POSITION. HE CLOSED THE THROTTLE AND THIS FIXED THE PROBLEM. A FEW DAYS LATER, I BROUGHT THE CAR TO A TOYOTA DEALER. THEY TOLD ME THAT THERE WAS A KINK IN THE THROTTLE CABLE THAT MAY HAVE CAUSED IT TO GET STUCK. HOWEVER, THEY WERE NOT ABLE TO PROVIDE A DEFINITIVE DIAGNOSIS BECAUSE THE PROBLEM WAS NOT REPEATABLE AND, THEREFORE, DID NOT REPLACE THE CABLE. I HAVE HAD THE CAR FOR 6.5 YEARS AND THIS HAS ONLY HAPPENED TWICE (THE OTHER TIME WAS IN EARLY 2008 AND OCCURRED ON A HIGHWAY). IN LIGHT OF RECENT MEDIA REPORTS ON ACCELERATION PROBLEMS IN TOYOTAS, I MUST NOTE THAT I HAVE THE ORIGINAL FLOOR MATS AND THAT THEY ARE, AND ALWAYS HAVE BEEN, PROPERLY SECURED IN PLACE. I DID NOT NOTICE WHETHER OR NOT THE ACCELERATOR WAS STUCK, BUT I WAS ONLY TRAVELING 35 MPH, SO THE ACCELERATOR WAS NOT DEPRESSED ENOUGH TO GET CAUGHT UNDER THE FLOOR MAT. THE PARTS ARE STILL AVAILABLE SINCE I DID NOT REPLACE THE CABLE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315290  
**Date of Incident:** 20090826  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** WAVERLY, MN

**NHTSA Summary:**  
PARKING MY 2007 TOYOTA HIGHLANDER IN MY PARKING SPACE AT WORK. I GO TO PARK AND MY GAS PEDAL IS STUCK AND ACCELERATED INTO TWO OTHER VEHICLES RESULTING IN \$3000 TO MY VEHICLE AND UNKNOWN AMOUNT TO THE OTHER TWO VEHICLES. NOTHING HAS BEEN DONE SO FAR TO CORRECT THE PROBLEM. IT HAS ONLY OCCURRED ONCE SO FAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327590  
**Date of Incident:** 20090826

C-1489

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** CANAL WINCHESTER, OH

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA SIENNA. WHILE DRIVING AT APPROXIMATELY 10 MPH, THE CONTACT EASED PRESSURE OFF THE ACCELERATOR PEDAL BUT THE VEHICLE SUDDENLY ACCELERATED. HE DEPRESSED THE BRAKE PEDAL TO PREVENT THE VEHICLE FROM CRASHING INTO ANOTHER VEHICLE IN FRONT. THE VEHICLE CONTINUED TO ACCELERATE UNTIL HE TURNED OFF THE IGNITION. WHEN HE RESTARTED THE VEHICLE, IT SEEMED TO FUNCTION NORMALLY. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALERSHIP WHERE HE WAS INFORMED THAT THE PROBLEM WAS CAUSED BY THE FLOOR MAT. THE VIN WAS UNAVAILABLE AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE UNKNOWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10282215  
**Date of Incident:** 20090827  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** LAKE OSWEGO, OR

**NHTSA Summary:**  
OUR 2007 LEXUS ES 350 ABRUPTLY AND WILDLY ACCELERATED WHILE MY WIFE WAS DRIVING ON THE FREEWAY. SHE STOOD ON THE BRAKES AND DEPRESSED THE PARKING BRAKE WHILE MOVING INTO THE SLOW LANE AND TOOK THE NEXT EXIT RAMP. THE CAR FINALLY SLOWED SOMEWHAT BEFORE REAR ENDING A STOPPED CAR. FORTUNATELY, NO ONE WAS HURT. THE CAR WAS TOWED TO THE LEXUS DEALER. THEIR DIAGNOSTIC COMPUTER SYSTEM DID NOT "CALL OUT" ANY PROBLEMS. THEY IMMEDIATELY BLAMED THE FLOOR MATS. HOWEVER, THE FLOOR MATS WERE TWO INCHES AWAY FROM THE GAS PEDAL. THEY THEN TRIED TO BRUSH ME OFF BY ASKING ME WHERE I WANTED THE CAR TOWED TO GET BODY WORK PERFORMED. I REFUSED AND ESCALATED TO LEXUS USA. THEY ARE NOW TRYING TO DETERMINE IF THEY CAN FIND A PROBLEM. THIS REMINDS ME OF THE AUDI ACCELERATION PROBLEM AND WARRANTS AN COMPLETE AND FULL INVESTIGATION. THE INTERNET IS FULL OF UNINTENTIONAL ACCELERATION PROBLEMS WITH THE 2007 LEXUS ES 350. I KEEP THINKING THAT THE 2007 MODEL IS THE FIRST OF THE NEW ES BODY STYLES AND THERE IS SOMETHING TERRIBLY WRONG. \*TR

**Additional Summary:**

From Denverpost.com blog - Mrs. Eisner's post

"On August 27, 2009, a terrifying experience occurred with my 2-7 Lexus ES350 that suddenly accelerated while driving on the freeway. After pushing as hard as I could on both the brake and emergency brake I managed to steady the acceleration to a small degree, and was fortunately able to exit the freeway. The car finally came to a halt after rear ending a stopped car. It is a miracle no one was injured. There was an all wheel floor mat in the car positioned as far back from the accelerator as possible and could NOT have been the problem. Currently Lexus is undergoing an investigation. We filed a complaint with National Traffic and Safety Assoc. where other such claims have been submitted. The internet is full of sudden acceleration problems with the Lexus ES350, one recently in San Diego where four people were killed! Something is terribly wrong and warrants a complete and full investigation."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290906  
**Date of Incident:** 20090827  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** EAST FALLOWFIELD, PA

C-1490

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE DRIVING IN REVERSE, HIS VEHICLE ACCELERATED. AFTER REPEATED BRAKE APPLICATION, ENGAGING THE PARKING BRAKE, AND THEN TURNING THE VEHICLE OFF, THE CONTACT WAS ABLE TO DRIVE NORMALLY. THE DEALER ADVISED HIM TO REMOVE THE DRIVER-SIDE FLOOR MATS. THE FAILURE MILEAGE WAS 13,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20090827  
**Date of Incident:** 20090827  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** ELMHURST, NY

**NHTSA Summary:**  
**Additional Summary:**  
3 passengers injured - Driver was ticketed for unsafe lane change. Per accident report "the driver was on I-90 traveling westbound when change lanes unsafely from the driving lane to the passing lane at unsafe speeds resulted in losing control of the vehicle striking a tree in the median of the south side of the roadway."

**Toyota ID Number:**  
**NHTSA ODI Number:** 20090828  
**Date of Incident:** 20090828  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** UPLAND, CA

**NHTSA Summary:**  
**Additional Summary:**  
On August 28, 2009, my mother (Noriko Uno) was killed in a sudden unintended acceleration accident when her 2006 Toyota Camry careened out of control, flipped over and crashed into a tree.

Excerpt from news article "Grieving family sues Toyota to expand recall" by John Guenther, University of Southern California

"The accident that killed Uno happened on Aug 28, 2009, the same day an off-duty CHP officer and his family were killed in a now-famous sudden acceleration crash in San Diego involving a Lexus.

On that day, Uno was traveling on Euclid Ave in the City of Upland when witnesses say her Camry suddenly accelerated and quickly reached speeds close to 100mph.

Bystanders say Uno swerved to avoid other cars and veered onto the wrong side of the road. The traffic report concluded Uno then entered the median to avoid an oncoming truck and collided with a telephone pole. The car went airborne and finally smashed into a tree.

Uno was declared dead at the scene of the crash.

The complaint filed by the plaintiff says Uno tried to stop the car with the brake pedal and the hand brake, which was found pulled up all the way."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304129  
**Date of Incident:** 20090828  
**Vehicle:** 2006 SCION XB

C-1491

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** PORT ST. LUCIE, FL

**NHTSA Summary:**

MY CAR, A 2006 SCION XB, WHILE DRIVING ON SURFACE STREETS BEGAN TO RAPIDLY ACCELERATE OUT OF CONTROL. WHEN I TAPPED ON THE BRAKES SEVERAL TIMES, IT SLOWED DOWN AND STOPPED THE ACCELERATION. I BROUGHT THE CAR TO BEV SMITH TOYOTA & SCION, WHERE THE TECHNICIANS DETERMINED THAT THE CRUISE CONTROL SOFTWARE MALFUNCTIONED. IT IS IMPORTANT TO NOTE THAT THE CRUISE CONTROL WAS OFF WHEN THIS OCCURRED. THEY BELIEVE THAT THE SOFTWARE CAUSED THE ISSUE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313477  
**Date of Incident:** 20090828  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** KLAMATH FALLS, OR

**NHTSA Summary:**  
NOTE: THE DATE GIVEN IS FOR THE FIRST OF SEVERAL INCIDENTS. VEHICLE: 2009 TOYOTA TACOMA; 4 CYL. AUTO TRANS. WHEN ASCENDING MOUNTAIN PASSES, IN DRIVE, LETTING OFF ON GAS AS SUMMIT IS REACHED, VEHICLE ACCELERATES OVER SUMMIT AND CONTINUES ACCELERATION. I'VE BEEN ABLE TO DROP THE RPM BY REPEATEDLY HITTING BRAKE AND THEN TAPPING GAS. THIS LOWERS THE RPM AND PUTS TRANSMISSION BACK INTO HIGHEST GEAR. THIS IS A COMPUTER OR ELECTRONIC PROBLEM. IT HAS HAPPENED THE SAME WAY SEVERAL TIMES, OVER A FEW THOUSAND MILES AND SEVERAL MONTHS. I NOW MAKE THE ASCENT IN THIRD, SHIFTING INTO DRIVE AT THE SUMMIT, WITH NO PROBLEMS. I TOOK THE VEHICLE TO THE DEALER, LITHIA TOYOTA IN KLAMATH FALLS OR, AND WAS TOLD "THE COMPUTER NEEDS TO ADJUST TO YOUR DRIVING STYLE", BUT IT STILL HASN'T HAPPENED. TOYOTA IS STONEWALLING, AND TELLING THE DEALERS TO DO THE SAME. THERE ARE DOZENS OF SIMILAR COMPLAINTS ABOUT TACOMAS WITH AUTOMATIC TRANSMISSION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317421  
**Date of Incident:** 20090828  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** KERHONKSON, NY

**NHTSA Summary:**  
I HAVE A 2007 TOYOTA CAMRY WHICH HAS A STICKY GAS PEDAL. IT SUDDENLY ACCELERATED WHILE I WAS SLOWLY PULLING INTO A PARKING SPOT. MY CAR RECEIVED MINOR DAMAGE TO UNDER CARRIAGE AND FRONT SPOILER AS DIRT AND DEBRIS BECAME DEEPLY EMBEDDED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10282294  
**Date of Incident:** 20090829  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** CORAOPOLIS, PA

**NHTSA Summary:**  
2008 TOYOTA TACOMA TRD OFF-ROAD LARGE, SUDDEN, UNEXPECTED INCREASE IN ENGINE RPM'S WHILE STOPPED AT A RED TRAFFIC LIGHT. I HAD JUST COME TO A

C-1492

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

COMPLETE STOP AT A RED LIGHT WHEN THE ENGINE SUDDENLY BEGAN TO ROAR. WHEN THIS HAPPENED, I WAS NOT ABLE TO KEEP THE TRUCK FROM MOVING FORWARD BY APPLYING ADDITIONAL BRAKING PRESSURE. A MAN WHO WAS ABOUT TO CROSS THE STREET IN FRONT OF THE TRUCK HEARD THE NOISE AND JUMPED BACK ONTO THE CURB TO AVOID BEING HIT. THE TRUCK PROCEEDED THROUGH THE INTERSECTION AND APPROX. ANOTHER 100 FEET BEFORE THE RPM'S RETURNED TO NORMAL AND THE VEHICLE CAME TO A STOP. I WAS VERY FORTUNATE THERE WAS NO CROSS TRAFFIC AT THE TIME THIS PROBLEM OCCURRED. APPROX MILEAGE IS 10K. PLEASE NOTE THE FOLLOWING: 1 - MY FOOT WAS ON THE BRAKE, NOT THE GAS PEDAL, AND I DO NOT DRIVE USING BOTH FEET. AND MY SHOE SIZE IS 8. 2 - THE FLOOR MAT WAS LYING FLAT ON THE FLOOR WHEN THIS WAS HAPPENED. 3- I AM VERY FAMILIAR WITH THE SLIGHT INCREASE IN RPM'S THAT HAPPENS WHEN THE AIR CONDITIONING CYCLES, AND THIS WAS SEVERAL ORDERS OF MAGNITUDE BEYOND THAT. THIS IS THE 5TH TOYOTA PICKUP I HAVE OWNED IN THE PAST 12 YEARS, AND THE ONLY ONE TO HAVE THIS KIND OF THIS ISSUE. THERE IS SOMETHING WRONG WITH THE DESIGN OF THESE TRUCKS AND IT CAUSES AN EXTREMELY DANGEROUS SITUATION WHEN IT OCCURS. I WAS WELL AWARE OF THE COMPLAINTS YOU HAVE RECEIVED FROM OTHERS FOR THIS VERY SAME PROBLEM, LONG BEFORE EXPERIENCING IT MYSELF. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20090829  
**Vehicle:** 2009 LEXUS ES350  
**Location of Incident:** CHULA VISTA, CA  
**NHTSA Summary:**  
**Additional Summary:**

"On August 28, 2009, four occupants of a 2009 Lexus ES350 tragically and unnecessarily died in Santee, California in San Diego County following a high speed loss of control and rollover event. The vehicle in question was a loaner car from Bob Baker Lexus in El Cajon, California. Driving the vehicle was Mark Saylor, 45, a 19 year veteran of the California Highway Patrol. Saylor had obtained the vehicle that day after dropping off his Lexus for service.

Witnesses report that Officer Saylor was maneuvering the Lexus in and out of traffic at high rates of speed on State Route 125, honking his horn with the hazard lights on, prior to the highway ending at an intersection. Officer Saylor attempted to negotiate a turn but could not avoid striking another vehicle and losing control because of his high rate of speed. The vehicle lost control, rolled several times, and caught fire. All four occupants are reported to have died almost immediately.

Prior to entering the intersection, an occupant of the vehicle called 911 emergency to report that the accelerator was stuck. He reported that the vehicle was traveling 120 miles per hour and that they were approaching an intersection. Occupants are heard telling each other to pray before a woman screams and the call suddenly ends.

Mark Saylor, his wife Cleofe Saylor, 45, and their 14 year old daughter Mahala all died in the crash. Cleofe's brother, Chris La Stella, 38, also died."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315132  
**Date of Incident:** 20090829  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** RANDOLPH, NJ  
**NHTSA Summary:**

TL\*THE CONTACT OWNED A 2005 TOYOTA CAMRY. HE STATED THAT THE BRAKES CONTINUED TO LOCK WHILE DRIVING AT VARIOUS SPEEDS. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY COULD NOT DUPLICATE THE FAILURE. THE MANUFACTURER

**C-1493**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

STATED THAT THEY DID NOT HAVE ANY ADDITIONAL COMPLAINTS SIMILAR TO HIS. ON A SEPARATE OCCASION, WHILE DRIVING AT SPEEDS OF APPROXIMATELY 25 MPH THROUGH A SCHOOL ZONE, THE VEHICLE ABNORMALLY ACCELERATED TO THE RIGHT AND CRASHED INTO A POLE. THE DRIVER ATTEMPTED TO STOP THE VEHICLE BY DEPRESSING THE BRAKES, TO NO AVAIL. THE VEHICLE WAS DESTROYED AND A POLICE REPORT WAS FILED ON SCENE. THE CONTACT WAS TRANSPORTED TO THE HOSPITAL AND SUFFERED MODERATE INJURIES AND BRUISES. THE MANUFACTURER INVESTIGATED THE VEHICLE FURTHER AND COULD NOT FIND ANY TECHNICAL ERRORS IN THE VEHICLE. THE CAUSE OF THE CRASH WAS INCONCLUSIVE. THE FAILURE MILEAGE WAS 40,000. THE VIN WAS NOT AVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317677  
**Date of Incident:** 20090829  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** DUBLIN, OH  
**NHTSA Summary:**

BOUGHT MY 2010 CAMRY LAST AUG. NOTICED SUDDEN SPEEDS ONCE IN A WHILE. CALLED DEALER, THEY SAID IT WAS NORMAL. HERE RECENTLY, I HAD THE RECALL REPAIRS DONE. IT STILL FEELS AS IF THE CAR WANTS TO SPEED WITHOUT ME FOOT ON THE GAS. CALLED DEALERSHIP AND ONCE AGAIN THEY SAID IT WAS NORMAL BECAUSE OF THE DIFFERENT CLUTCH SYSTEM VS THAT OF OLDER CARS. IT DOESN'T FEEL NORMAL TO ME. I'M AFRAID TO DRIVE MY CAR BUT I HAVE NO CHOICE. I NEED IT FOR MY JOB WHICH DEMANDS ALOT OF DRIVING. NOT SURE WHAT TO DO AT THIS POINT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10286330  
**Date of Incident:** 20090830  
**Vehicle:** 2007 LEXUS IS250  
**Location of Incident:** LAUREL, MD  
**NHTSA Summary:**

I WAS NORMALLY DRIVING ON THE ROAD AND ON GOOD WEATHER CONDITIONS. MY CAR ACCELERATOR PEDAL GOT STUCK. THE CAR ACCELERATED VERY FAST AND WAS RAPIDLY APPROACHING A RED LIGHT. I QUICKLY REACTED AND WAS ABLE TO PULL BACK THE ACCELERATOR WITH MY SHOES AND HAND. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304289  
**Date of Incident:** 20090830  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MADISON HEIGHTS, MI  
**NHTSA Summary:**

ON AUGUST 30, 2009, I WAS BACKING OUT OF MY DAUGHTER'S DRIVEWAY, WHEN THE CAR SUDDENLY ACCELERATED. I WAS UNABLE TO STOP THE VEHICLE WITH THE BRAKES. THE CAR SWERVED ONTO MY DAUGHTER'S FRONT LAWN AND PROPELLED ITSELF ONTO HER NEIGHBOR'S LAWN, WHERE IT WEDGED BETWEEN 2 TREES. THE TIRES CONTINUED TO SPIN WHEN I WAS WEDGED AND SOMEONE LEANED INTO THE CAR AND TURNED THE IGNITION OFF. I HAVE WITNESSES TO THE ACCIDENT. THE CAR WAS REPAIRED AT SUBURBAN TOYOTA-SCION IN TROY, MI. THIS CAR IS A 2005 TOYOTA CAMRY.

**C-1494**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10283433  
**Date of Incident:** 20090831  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** WAYNESBORO, PA  
**NHTSA Summary:**

I PURCHASED A 2003 TOYOTA CAMRY IN THE FALL OF 2002. ONE WEEK AFTER THE PURCHASE I WAS AT A STOP SIGN, WITH MY FOOT ON THE BRAKE, AND THE CAR SUDDENLY ACCELERATED. I TAPPED THE ACCELERATOR BUT THE ENGINE CONTINUED TO ACCELERATE WITH THE TACHOMETER READING NEARLY 9,000 RPM'S. I TURNED THE ENGINE OFF WITH THE IGNITION. THE NEXT DAY I CALLED MY DEALER (FITZGERALD TOYOTA, CHAMBERSBURG, PA.) AND REPORTED THE INCIDENT AND IT WAS SUGGESTED I HAD STEPPED ON THE ACCELERATOR VS. THE BRAKE. I DIDN'T ARGUE THE POINT AND THE CAR PERFORMED FINE UP UNTIL TWO WEEKS AGO WHEN THE SAME THING HAPPENED TWICE WITHIN THREE DAYS. I SPOKE WITH FITZGERALD TOYOTA YESTERDAY (JAY NEWCOMER) TO ASCERTAIN IF ANYONE ELSE HAD REPORTED A SIMILAR PROBLEM. I WAS TOLD "FITZGERALD HADN'T HEARD ANYTHING ABOUT A PROBLEM WITH SUDDEN ACCELERATION. THIS MORNING I CHECKED ON THE INTERNET AND FOUND THIS PROBLEM WAS FAIRLY COMMON WITH TOYOTA'S OF THAT YEAR PLUS OTHER YEAR'S MODELS. IS THE NHTSA AWARE OF A PROBLEM WITH TOYOTA'S AND SUDDEN ACCELERATION? \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321866  
**Date of Incident:** 20090831  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** WEST HARRISON, IN  
**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327472  
**Date of Incident:** 20090831  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** FREMONT, CA  
**NHTSA Summary:**

2010 TOYOTA COROLLA. SUDDEN ACCELERATION \*GR THE CONSUMER STATED SINCE PURCHASING THE VEHICLE HE HAS HAD TWO ACCIDENTS DUE TO SUDDEN ACCELERATION. THE CONSUMER STATED HE WAS BACKING OUT OF HIS GARAGE, WHEN HALF WAY DOWN THE DRIVEWAY, THE VEHICLE SUDDENLY ACCELERATED. HE APPLIED THE BRAKE, BUT THE VEHICLE DID NOT RESPOND. THE VEHICLE CONTINUED TO BACK UP IN THE STREET AND WENT ACROSS THE ROAD AND HIT A CURB, WHERE IF FINALLY

**C-1495**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

STOPPED. THERE WAS NO DAMAGE. THE SECOND INCIDENT OCCURRED WHEN THE CONSUMER WAS BACKING OUT OF PARKING SPACE, AND THE VEHICLE SUDDENLY ACCELERATED, BUT WHEN HE APPLIED THE BRAKE, NOTHING HAPPENED. INSTEAD, IT KEPT GOING UNTIL HE HIT A TRUCK THAT WAS DOUBLE PARKED BEHIND HIM. AS THE CONSUMER PU THE GEAR INTO PARK, SO HE COULD TALK TO THE OWNER OF THE TRUCK, THE VEHICLE CONTINUED TO ACCELERATE AGAIN, ALMOST HITTING THE PARK VEHICLE IN FRONT OF THE CONSUMER. AS HE REPEATEDLY APPLIED THE BRAKE TO STOP THE VEHICLE, NOTHING HAPPENED SO HE FORCED THE GEAR TO PARK AND TURNED OFF THE ENGINE AND FINALLY THE VEHICLE STOPPED. THE CONSUMER STATED HIS RIGHT WRIST WAS A LITTLE SORE FROM FORCING THE GEAR INTO PARK AND HE COULDN'T LIFT ANYTHING FOR A DAY OR TWO. JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10284648, 10285822  
**Date of Incident:** 20090901  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** ARTESIA, CA  
**NHTSA Summary:**

I BOUGHT A TOYOTA COROLLA MARCH 2009. ON ABOUT SEPT. 1, 2009 I WAS DRIVING AROUND PALOS VERDES I SAW DONALD TRUMP'S GOLF COURSE SO I PULLED IN AND DROVE THROUGH THE DROP OFF AREA AND ASK THE GUY THAT WAS OUT THERE FOR A FLYER AND HE GAVE ME ONE AND THEM I WENT TO THE STOP SIGN TO LEAVE. I WAS PULLING OUT AND I SAW A SMALL TRUCK COMING SO I JUMPED ON THE ACCELERATOR TO GET AHEAD OF TRUCK AND WHEN I LET UP ON THE ACCELERATOR THE CAR DIDN'T SLOW DOWN. I THEN HAD TO PUSH ON MY BRAKES AS HARD AS I COULD WHILE PULLING ON THE STREWING WHEEL. REALLY HARD TO HELP ME PUSH THE BRAKE PEDAL. REAL HARD. THE CAR WOULD NOT STOP RUNNING FAST IT GOT STUCK IN PASSING GEAR MOLD AND WONT STOP FROM REALLY RACING THE ENGINE. I WAS REAL LUCKY THERE WAS A PLACE TO PULL OFF THE ROAD SO I PULLED INTO A SMALL PARKING AREA AND PUT THE CAR INTO PARK. I TURNED THE KEY OFF AND THEM I STARED THE CAR AGAIN AND IT WAS STILL RACING THE ENGINE REALLY REALLY FAST. SO I TURNED THE KEY OFF AGAIN AND I DIDN'T KNOW WHAT TO DO. I DIDN'T WANT TO DRIVE DOWN THE HILLS IN PALOS VERDES BECAUSE THAT WAS REALLY SCARY AND I THINK THAT IF I WASN'T UBE TO BEING AROUND CAR'S WITH MY X-HUSBAND A LOT. LIKE PULLING CAR'S WITH A ROPE TO START THEM AND THEN SLAMMING ON THE BRAKE WHEN IT STARTED TO KEEP FROM RUNNING INTO THE CAR THAT WAS TOWING ME. SOME OTHER PEOPLE COULD PANIC AND HAVE A REALLY BAD ACCIDENT. SO ANY WAY I HAD A FRIEND WITH ME AND I OPENED THE HOOD AND ASK HER TO GET INTO THE DRIVERS SIT TO PUMP ON THE GAS PEDDLE I TRIED TO SEE WERE THE LINKAGE WAS TO SEE IF I COULD DO SOMETHING TO STOP THE MOTOR FROM RACING. I COULD NOT SEE WHERE THE LINKAGE WAS AND I DIDN'T WANT TAKE THE COVER OF THE MOTOR BECAUSE I HAVEN'T DONE THAT ON NEWER CAR'S SO I GOT BACK INTO THE DRIVERS SEAT AND GOT MY PURSE OUT TO CALL THE AUTOMOBILE CLUB BUT BEFORE I DID THAT I THOUGHT I WOULD TRY STARTING THE CAR ONE MORE TIME AND IT WAS O.K. I TOOK THE CAR TO TOYOTA TO CHECK IF THEY COULDN'T GET TO DO THE SAME THING AND TRIED TO BLAME IT ON THE CARPET. \*TR. 2009 TOYOTA COROLLA I HAVE A FILE NUMBER 10284648 I FILED A COUPLE OF WEEKS AGO. MY CAR 'S GAS PEDAL DID NOT GET STUCK ON THE FLOOR MAT. TOYOTA IS MAKING UP A CHEAT EXCUSE FOR THE REAL PROBLEM THE GAS PEDAL IN MY CAR COMES FROM WAY UP UNDER THE DASH, HIGH ON THE FIRE WALL PEDAL ARM COMES DOWN TO ABOVE THE FLOOR MATS. I THINK YOU NEED TO DO YOUR OWN INVESTIGATING, I'LL LET YOU CHECK MY CAR EVEN. \*TR

**Additional Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**C-1496**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285820  
**Date of Incident:** 20090901  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** GARDENA, CA

**NHTSA Summary:**  
PROBLEMAS CON ACELERADOR , POR POCO NOS ACCIDENTAMOS MI FAMILIA Y YO ,  
IBAMOS A BAJA VELOCIDAD, DE PRONTO EL AUTO EMPEZO A ACELERAR SIN RAZON  
ALGUNA , NOS ASUSTAMOS MUCHO , APROX 20 SEGUNDOS DESPUES PUDE CONTROLAR  
EL AUTO PISE EL FRENO Y NO RESPONDIÓ. PISE, PISE NUEVAMENTE, Y DESPUES DE UN  
BIEN SUSTO SE DESTRABO EL PEDAL, FRENO DE GOLPE , NOS GOLPEAMOS TODOS  
DENTRO DEL AUTO , FRENO BRUSCAMENTE, NO HABIAN AUTOS CERCA MIO POR QUE ERA  
DE NOCHE, ESA FUE MI SUERTE SINO ME HUBIERA ESTRELLADO CON ALGUN OTRO AUTO.  
\*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290952  
**Date of Incident:** 20090901  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** EAST BRIDGEWATER, MA

**NHTSA Summary:**  
2009 TOYOTA CAMRY - INCIDENTS HAPPENED BEFORE CURRENT ACCELERATION HOOPLA.  
TWICE TO MY WIFE, TWICE TO ME. WHEN QUICKLY APPLYING BRAKE, FOOT TOUCHES  
GAS PEDAL AND CAR ACCELERATES. NEVER ON ANY OTHER CAR, INCLUDING A 2005  
CAMRY HAS THIS HAPPENED. I BELIEVE THAT THE RELATION OF BOTH PEDALS TO EACH  
OTHER IS TOO CLOSE. ALSO THE DESIGN OF BOTH DOES NOT HELP. I DRIVE AUTOS, NOT  
DESIGN THEM, BUT I THINK THIS IS MORE OF A CONCERN THAN FLOOR MATS. THANKS  
FOR YOUR CONSIDERATION. \*TR BOB WILLETT

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292005  
**Date of Incident:** 20090901  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** FLORENCE, MT

**NHTSA Summary:**  
MY ACCELERATOR STUCK TWO DIFFERENT TIMES DURING A RECENT DRIVE TO WORK.  
THOUGH I BELIEVE IT WAS DUE TO THE FLOOR MAT PROBLEM THAT HAS PROMPTED THE  
RECENT RECALL, MY ATTEMPT TO GET ANSWERS FROM THE LOCAL TOYOTA  
DEALERSHIP PROMPTED A RESPONSE THAT TOYOTA HADNT FIGURED OUT HOW TO FIX  
IT YET AND THEY WERE DRILLING HOLES IN THE BACK OF THE MAT AND USING ZIP TIES  
TO SECURE THE MAT TO THE FRONT OF THE SEAT FRAME. THAT WAS NOT HOW I  
WANTED IT FIXED. ATTEMPTS TO CONTACT TOYOTA OF AMERICA RESULTED IN LOTS OF  
RECORDED MESSAGES AND NOTHING MORE. I HAVE YET TO RECEIVE ANY OFFICIAL  
RECALL NOTICE, BUT, HAVING HAD THE TWO FRIGHTENING EXPERIENCES, I FEEL THE  
PROBLEM NEEDS TO BE ADDRESSED IMMEDIATELY BY THE MANUFACTURER. AND IT  
NEEDS TO BE MORE THAN INSTRUCTIONS TO REMOVE THE MAT. \*TR

**Additional Summary:**

**Toyota ID Number:**

**C-1497**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10297789  
**Date of Incident:** 20090901  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** DANVERS, MA

**NHTSA Summary:**  
REGARDING SUDDEN ACCELERATION IN THE TOYOTA COROLLA: ALTHOUGH THIS  
PROBLEM HAS RECENTLY BEEN WIDELY REPORTED ON THE NEWS IN OTHER MODELS I  
HAVE EXPERIENCED DOZENS OF EVENTS IN THE TOYOTA COROLLA FOR AN ENTIRELY  
DIFFERENT REASON. THE SPACING BETWEEN THE BRAKE PEDAL AND THE  
ACCELERATOR IS SO CLOSE THAT ANYONE WHO HAS BIG FEET SUCH AS ME ( I WEAR A  
MEN'S 12 WIDE SHOE) CAN EASILY HIT THE ACCELERATOR AT THE SAME TIME THE  
BRAKE IS HIT. THIS PROBLEM BECAME SUCH AN ISSUE FOR ME SINCE MY ELDERLY  
MOTHER OWNS 2 DIFFERENT TOYOTA COROLLA THAT I AVOID USING HER CARS  
WHENEVER POSSIBLE. HOWEVER BECAUSE SHE IS SO OLD AND CANNOT EASILY GET  
INTO CARS THAT ARE LOW TO THE GROUND BECAUSE OF THEIR SMALL WHEEL  
DIAMETERS I DO TAKE HER IN HER CAR AT TIMES. THERE IS HARDLY A SINGLE  
INSTANCE IN WHICH I DRIVE THE CAR THAT I DO NOT EXPERIENCE PROBLEMS. I ALSO  
TRIED ABOUT 5 YEARS AGO TO BUY MY OWN TOYOTA COROLLA BUT BEING AWARE OF  
THE PROBLEM I ASKED THE DEALER IF HE COULD MOVE THE BRAKE PEDAL AND HE  
TOLD ME THERE WAS NOTHING THAT COULD BE DONE. THIS CAR IS VERY DANGEROUS  
FOR ANYONE WITH FEET LARGER THAN THE NORMAL. I EXPECT THAT IN JAPAN THEY  
MUST HAVE SMALL FEET FOR CREATING SUCH A STUPID BLUNDER. THIS VEHICLE  
SHOULD BE REMOVED FROM THE ROAD. I EXPERIENCED THE PROBLEM IN MORE THAN  
ONE MODEL YEAR. MY MOTHER OWNS TWO DIFFERENT MODEL YEARS. THE CAR I TEST  
DROVE ON THE DEALERS LOT WAS ANOTHER MODEL YEAR. SO AT LEAST 3 DIFFERENT  
MODEL YEARS AFTER 2004 HAVE THE PROBLEM. IT CAN EASILY BE SEEN JUST BY  
LOOKING AT THE PEDAL SPACING. THIS BLUNDER IN DESIGN IS HARD TO BELIEVE SINCE  
IT IS SO STUPID. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302946  
**Date of Incident:** 20090901  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** JONESBORO, AR

**NHTSA Summary:**  
FOR ENTIRE TIME OWNED - THERE IS A GAP OF SECONDS BETWEEN PRESSING GAS PEDAL  
AND ACTUAL ACCELERATION. WHEN I PRESS GAS PEDAL THERE IS A HESITATION  
LEADING ME TO PRESS HARDER. THEN OF COURSE THE CAR HAS A SUDDEN SPRINT IN  
ACCELERATION. THIS IS NOT SAFE. I HAVE HAD THE CAR FOR 5.5 MONTHS SO I AM  
GETTING BETTER AT WAITING INSTEAD OF PRESSING HARDER. BUT I FEEL THIS IS  
DEFINITELY A DEFECT. I INQUIRED OVER PHONE WITH SERVICE MANAGER WHERE I  
PURCHASED - EXPLANATION: I AM NOT USE TO A 4 CYLINDER, WHICH I BELIEVED  
BECAUSE I HAVE NEVER DRIVEN A 4 CYLINDER. BUT, I AM BEGINNING NOT TO BELIEVE  
THIS EXCUSE. \*TW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307933  
**Date of Incident:** 20090901  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** AKRON, OH

**NHTSA Summary:**

**C-1498**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I HAVE A 2008 TOYOTA COROLLA AND THE FLOOR MAT HAS GOTTEN STUCK UNDER THE  
GAS PEDAL, SIMILAR TO THE SITUATIONS LEADING UP TO THE RECALL ON THE 2009-2010  
COROLLAS. OVER THE COURSE OF A FEW DAYS OF DRIVING, THE FLOOR MAT WILL  
UNHOOK FROM THE HOOK IN THE FLOORBOARD AND SLOWLY GET JUMBLED UNDER THE  
GAS PEDAL AS I MOVE MY FEET BY GETTING IN AND OUT OF THE CAR. I WILL PUT IT  
BACK ON THE HOOK AND IT GETS JUMBLED AGAIN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312887  
**Date of Incident:** 20090901  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** HONOLULU, HI

**NHTSA Summary:**  
I OWN A 2002 TOYOTA RAV4. I'VE BEEN THE SOLE OWNER OF THIS VEHICLE AND  
PURCHASED IT BRAND NEW IN 2002 FROM A LOCAL HONOLULU TOYOTA DEALER. IN  
MIDLATE 2009, THE VEHICLE STARTED HAVING TRANSMISSION PROBLEMS: HARD  
SHIFTING IN LOWER GEARS 1, 2 & 3, HARD SHIFTING WHEN PLACING THE VEHICLE IN  
REVERSE, THE VEHICLE SHAKING AND VIBRATING WHEN SLOWING DOWN AND SUDDEN  
ACCELERATION FROM THE STOPPED POSITION WHEN THE GAS PEDAL IS SLOWLY  
PRESSED. I TOOK THE VEHICLE IN TO DETERMINE THE PROBLEM. AN INDEPENDENT  
MECHANIC INFORMED ME THAT TOYOTA ISSUED MEMO OUTLINING THE PROBLEMS I  
DESCRIBED ABOVE POSSIBLY DUE TO THE TRANSMISSION AND/OR THE ECU (COMPUTER  
THAT CONTROLS THE TRANSMISSION). A TOYOTA SERVICING MECHANIC INFORMED ME  
THAT MY 2002 RAV4 WAS NO LONGER UNDER DRIVETRAIN WARRANTY, SO REPAIR COST  
ARE MY RESPONSIBILITY. A QUICK WEB SEARCH OF "RAV4 TRANSMISSIONS" SHOWS  
THAT MANY OTHER RAV4 OWNERS SUFFER FROM SIMILAR PROBLEMS, RESULTING IN  
VERY HIGH REPAIR COSTS, ANYWHERE FROM \$3,000 UP TO \$8,000. THE VEHICLE STILL  
SUFFERS FROM THE ABOVE MENTIONED PROBLEMS, BUT DUE TO THE HIGH REPAIR  
ESTIMATES I AM UNABLE TO FIX THE VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313328  
**Date of Incident:** 20090901  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** ANAHEIM, CA

**NHTSA Summary:**  
I WAS STOPPED AT A STOP LIGHT IN MY CAR, A 2005 TOYOTA PRIUS. WHEN THE LIGHT  
TURNED GREEN I TOOK MY FOOT OFF THE BRAKE. THIS IS WHEN MY CAR QUICKLY  
ACCELERATED INTO THE CAR IN FRONT OF ME WHILE MY FOOT WAS NOT ON THE GAS  
OR THE BRAKE. AFTER THE INITIAL IMPACT MY CAR DROVE INTO THE CAR IN FRONT OF  
ME AGAIN. WHILE THIS WAS HAPPENING I APPLIED THE BRAKE BUT NOTHING HAPPENED.  
THE CAR STOPPED MOVING AFTER THE SECOND IMPACT AND CAME TO REST ON THE  
FRONT CAR'S BUMPER. THE DAMAGE TO THE CAR I HIT WAS \$1000, THE DAMAGE TO MY  
PRIUS WAS \$7000. TOYOTA HAD CONTACTED ME IN A FORM OF A RECALL ABOUT FLOOR  
MATS BEING THE CAUSE OF THIS PROBLEM. WHEN I CALLED TOYOTA OF ORANGE TELL  
THEM WHAT HAPPENED THEY LOOKED UP MY VIN NUMBER AND ASSURED ME MY CAR  
WAS NOT A PART OF ANY RECALL. THEY SAID I COULD BRING MY VEHICLE IN HOWEVER  
NOTHING WOULD BE DONE IF THEY COULD NOT RECREATE THE PROBLEM. SINCE THE  
INITIAL CRASH MY PRIUS HAS MIMICKED THIS SAME SITUATION A HANDFUL OF TIMES.  
NONE OF THE TIMES AFTER RESULTED IN A SECOND CRASH. I HAVE NOT TAKEN MY

**C-1499**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PRIUS TO A DEALER TO HAVE THE PROBLEM LOOKED INTO. I DO NOT HAVE ANY OTHER  
MODE OF TRANSPORTATION AND TOYOTA DOES NOT OFFER LOANER CARS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314810  
**Date of Incident:** 20090901  
**Vehicle:** 1997 TOYOTA PREVIA  
**Location of Incident:** REDDING, CA

**NHTSA Summary:**  
MY TOYOTA PREVIA HAD A INCIDENT WITH A STUCK ACCELERATOR. I WAS  
EVENTUALLY ABLE TO CONTROL AND STOP VEHICLE WITH MAXIMUM FOOT BRAKE  
PRESSURE TO THE POINT OF GRINDING BRAKES AND TURNING IGNITION OFF WHEN  
AWAY FROM OTHER TRAFFIC ON HIGHWAY. I BELIEVE THIS INCIDENT WITH THE STUCK  
ACCELERATOR AND RED-LINING OF RPM'S LED TO A BLOWN HEAD GASKET THAT WAS  
NOT FISCALLY REPAIRABLE BY RECOMMENDATION OF AUTHORIZED TOYOTA  
REPAIRMAN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315979  
**Date of Incident:** 20090901  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CANONSBURG, PA

**NHTSA Summary:**  
2002 TOYOTA CAMRY SE V6 - AROUND SEPTEMBER 2009 I BEGAN TO NOTICE SUDDEN  
SURGES IN ACCELERATION WHILE DRIVING BETWEEN 40-45 MPH. WITHOUT CHANGING  
THE POSITION OF THE GAS PEDAL, THE VEHICLE WOULD SURGE-HESITATE-SURGE  
SEVERAL TIMES THEN SUDDENLY STOP THE BEHAVIOR. SINCE THEN, I NOTICE IT  
OCCURS AT LEAST ONCE EVERY 3 OUT OF 4 TIMES I'M DRIVING THE CAR. TO ME, THIS IS  
NOT RELATED TO ANYTHING ON THE FLOOR OR THE GAS PEDAL ITSELF. IT APPEARS TO  
COME FROM WITHIN THE ENGINE OR OTHER COMPONENT. NO REPAIRS HAVE BEEN  
INVESTIGATED OR PERFORMED. I AM CONSIDERING A VISIT TO THE DEALER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318139  
**Date of Incident:** 20090901  
**Vehicle:** 2001 TOYOTA PRIUS  
**Location of Incident:** HURDLE MILLS, NC

**NHTSA Summary:**  
ON TWO OCCASIONS, I EXPERIENCED UNINTENDED EXCELERATION IN MY 2001 TOYOTA  
PRIUS. THE FIRST TIME IT HAPPENED, IT HAPPENED I THOUGHT I MIGHT HAVE PRESSED  
TH ACCELERATOR BY MISTAKE. I HAD TO SLAM ON THE BRAKES TO STOP THE CAR. I  
DIDNT BELIEVE ANYONE WOULD BELIEVE MY STORY BECAUSE OF THE AUDI 5000  
INCIDENTS. THEN IT HAPPENED AGAIN. THEN TOYOTA BEGAN ITS RECALLS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318132  
**Date of Incident:** 20090901

**C-1500**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** DANIELSON, CT

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2005 TOYOTA CAMRY. HE EXPERIENCED SUDDEN ACCELERATION SEVERAL TIMES WHILE IN A PARKING LOT THE VEHICLE SUDDENLY ACCELERATED HE PUT THE VEHICLE IN NEUTRAL BUT IT CONTINUED TO ACCELERATE. AND ON DECEMBER 15, 2009 WHILE HE ATTEMPTED TO MAKE A TURN THE VEHICLE SUDDENLY ACCELERATED HE WAS NOT ABLE TO STOP HE WAS ABLE TO AVOID A MAJOR ACCIDENT. HE TOOK THE VEHICLE TO THE DEALER. THE DEALER TOOK A NOTE OF THE FAILURE AND TOLD HIM THE VIN WAS NOT INCLUDED IN THE RECALL. THE FAILURE MILEAGE WAS 179,199 AND THE CURRENT MILEAGE WAS 182,000. LI

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319824  
**Date of Incident:** 20090901  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** WOODLAND HILLS, CA

**NHTSA Summary:**

2007 AVALON XL. CONSUMER STATES REPEATED UNINTENDED ACCELERATION. \*GTW IN SEPTEMBER 2009, THE CONSUMER EXPERIENCED SUDDEN ACCELERATION. THE CONSUMER REPORTED THE INCIDENT TO THE DEALER AND THEY TOLD HIM TO CHECK THE FLOOR MAT. SHORTLY AFTER, THE VEHICLE ACCELERATED OUT OF CONTROL AGAIN. THE CONSUMER CONTACTED THE DEALER, HE WAS TOLD REPEATEDLY BY THE DEALER IT WAS A FLOOR MAT PROBLEM AND NOTHING WAS WRONG WITH THE VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328519  
**Date of Incident:** 20090901  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** TOLLAND, CT

**NHTSA Summary:**

2008 TOYOTA COROLLA ACCELERATION ISSUE \*GR THE CONSUMER STATED WHEN HIS WIFE ATTEMPTED TO STOP AT A STOP SIGN, THE VEHICLE CONTINUED TO ACCELERATE. SHE WAS ABLE TO BRING THE VEHICLE UNDER CONTROL. THE CONSUMER STATED THE INCIDENT HAPPENED AGAIN TWO MONTHS LATER WHERE HIS WIFE WAS UNABLE TO STOP THE VEHICLE AS SHE APPROACHED A 4-WAY STOP SIGN. SHE HAD TO USE BOTH OF HER FEET TO STEP ON THE BRAKE. IN ORDER TO GET THE VEHICLE TO STOP. THE VEHICLE WAS TAKEN TO THE DEALER AND THEY STATED THE PROBLEM WAS WITH THE FLOOR MAT. THE CONSUMER STATED NEITHER THE FLOOR MAT NOR THE GAS PEDAL CAUSED THE PROBLEM. THE CONSUMER BELIEVED THERE WAS AN ELECTRONIC ISSUE WITH THE VEHICLE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10352830  
**Date of Incident:** 20090901  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** ROCK CREEK, WV

**NHTSA Summary:**

C-1501

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321540  
**Date of Incident:** 20090902  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** OXFORD, OH

**NHTSA Summary:**

I WAS PULLING INTO A PARKING SPOT AT A HIGH SCHOOL. I BACKED UP AND THEN PUT THE CAR IN DRIVE, AND IT TOOK OFF ON ME (SUDDEN ACCELERATION) WITH MY TIRES SQUEALING HITTING THE CAR IN FRONT OF ME AND KNOCKING THAT CAR OUT OF PARK. THAT CAR ROLLED ACROSS THE PARKING LOT AND WENT THROUGH A FENCE, AND CAME WITHIN INCHES OF HITTING THE SCHOOL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290114  
**Date of Incident:** 20090903  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** RANDALLSTOWN, MD

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 1998 TOYOTA CAMRY XLE. WHILE DRIVING INTO A PARKING SPACE AT VERY LOW SPEEDS THE CONTACT APPLIED PRESSURE TO THE BRAKES, THE VEHICLE ACCELERATED, AND CRASHED INTO A WALL. THE CONTACT WAS NOT INJURED AND THE AIR BAGS DID NOT DEPLOY. THE FLOOR MAT ADVISORY IS NOT RELATED TO THE VEHICLE ACCELERATING. THE CONTACT IS AWARE OF THE SAFETY RISK INVOLVED. THE CURRENT AND FAILURE MILEAGES WERE 23,900.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292656  
**Date of Incident:** 20090903  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** LONG BEACH, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA PRIUS. HE STATED THAT WHEN HE APPROACHED A STOP LIGHT AND ENGAGED THE BRAKE PEDAL, THE VEHICLE ACCELERATED WITHOUT WARNING. THE CONTACT LOST CONTROL OF THE VEHICLE AND CRASHED INTO A TREE. THE AIR BAGS DEPLOYED; HOWEVER, THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER TO BE REPAIRED. THE DEALER CONFIRMED THAT THE FAILURE COULD HAVE BEEN DUE TO THE FLOOR MATS. THE VEHICLE IS BEING REPAIRED AND THE INSURANCE COMPANY WILL BE RESPONSIBLE FOR THE REPAIR COST. THE CONTACT IS VERY

C-1502

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CONCERNED OF THE SAFETY RISK AND THE POSSIBILITY THAT THE FAILURE COULD REOCCUR. THERE WERE NO INJURIES. THE FAILURE AND CURRENT MILEAGES WERE 15000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305579  
**Date of Incident:** 20090903  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** FRESNO, CA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2007 TOYOTA PRIUS. WHILE THE CONTACT WAS DRIVING 55MPH THE CONTACT ATTEMPTED TO ACCELERATE PASS ANOTHER VEHICLE AND NOTICED THAT THE ACCELERATOR PEDAL HAD BECAME STUCK TO THE FLOOR. THE CONTACT USED HER FOOT TO PUSH THE PEDAL BACK INTO POSITION WHICH STOPPED THE ACCELERATION. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THE CURRENT AND FAILURE MILEAGES WERE 22000. BML

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312613  
**Date of Incident:** 20090903  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** NORWOOD, NJ

**NHTSA Summary:**

MY 2002 TOYOTA CAMRY ACCELERATED SUDDENLY AS I WAS TURNING INTO A PARKING LOT CAUSING ME TO HIT A PARKED CAR. THE CAR THAT WAS HIT WAS TOTALED & MY CAR HAD 3400.00WORTH OF DAMAGE. AT THE TIME OF THE INCIDENT IN SEPT. 2009 I DID NOT KNOW THAT TOYOTA'S WERE HAVING A PROBLEM. NOW IN LIGHT OF THE RECENT RECALLS I BELIEVE MY CAR HAS AN ACCELERATION PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294347  
**Date of Incident:** 20090904  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** STATESVILLE, NC

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA TUNDRA. WHILE DRIVING 5 MPH INTO A PARKING LOT, THE ACCELERATOR PEDAL BECAME STUCK. THE VEHICLE UNCONTROLLABLY ACCELERATED OVER A CURB AND CRASHED INTO A BUILDING. THE CONTACT WAS APPLYING EXTREME PRESSURE TO THE BRAKE PEDAL; HOWEVER, THE VEHICLE WOULD NOT STOP. HE WAS FORCED TO SHIFT GEARS INTO NEUTRAL, REACH DOWN AND PULL THE PEDAL FROM THE FLOOR. THERE WERE NO INJURIES. THE VEHICLE WAS DRIVEN TO THE DEALER AND TESTED; YET, THE DEALER STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE DEALER ALSO TESTED THE MICRO CHIP IN THE ENGINE AND IT REGISTERED THERE WERE NO FAILURES. THE FAILURE MILEAGE WAS 29,828.

**Additional Summary:**

**Toyota ID Number:**

C-1503

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10303722  
**Date of Incident:** 20090904  
**Vehicle:** 1996 TOYOTA 4RUNNER  
**Location of Incident:** WEST HEMPSTEAD, NY

**NHTSA Summary:**

I HAVE A 1996 4RUNNER THAT WAS IN GOOD CONDITION UNTIL SEPTEMBER 4, 2009 WHEN IT SUDDENLY ACCELERATED OUT OF CONTROL, BECAME A RUNAWAY VEHICLE, AND STRUCK A GAS STATION BUILDING, RESULTING IN SEVERE PROPERTY DAMAGE. I PAID \$7800.00 TO FIX THE TRUCK AND INSURANCE COMPANY PAID TO FIX DAMAGES TO THE GAS STATION. I HAVE POLICE REPORT FOR THE ACCIDENT AND NO LONGER FEEL SAFE DRIVING THE VEHICLE SINCE MEDIA REPORT OF WORN/DEFECTIVE GAS PEDAL CAUSING SIMILAR ACCIDENTS. PLEASE ADVISE ASAP. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313739  
**Date of Incident:** 20090904  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** WEST COVINA, CA

**NHTSA Summary:**

MY TOYOTA CAMRY 2007 HAD A UNINTENDED ACCELERATION THAT CAUSES MY CAR CRASHED TO THE CAR INFRONT ME. TOYOYS DEALER DID SOMETHING IN THE CARPET AND ACCELERATION PEDAL YESTERDAY. I AM STILL AFRAID TO DRIVE THIS CAR FOR I STRONGLY BELIEVED THAT THE SENSOR OR THE ELECTRICAL THROTTLE ACTIVATE THE SUDDEN UNINTENDED ACCELERATION OF MY CAR. I ALSO BELIEVED THAT TOYOTA ARE NOT BEING HONEST IN FINDING A SOLUTION TO THESE PROBLEMS. I DON'T WANT TO EXPERIENCE AGAIN THE DEATH ACCELERATION THAT MAY OCCUR WHILE DRIVING THIS CAR. EVERYTHING TOYOTA DID TO MY CAR IS JUST BAND-AID SOLUTION AND NOT SOLVING THE MAIN CAUSE OF THE ACCIDENT WHICH IS THE ELECTRONIC THROTTLE AS IT HAPPENED TO ALL OTHER HIGH SPEED THAT CANNOT BE STOPPED BY THE DRIVER, AND CAUSED DEATHS TO ALL PASSENGER. I DO NOT WANT TO BE IN THEIR SEATS AND EXPERIENCED WHAT THEY WENT THROUGH LIVING OR DEAD. YOUR QUESTION BELOW OF "WERE THERE ANY DEATHS OR INJURIES?" IS TOO VAGUE. I DO NOT WANT TO EXPERIENCE DEATH WHILE DRIVING TOYOTA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321328  
**Date of Incident:** 20090904  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** SNELLVILLE, GA

**NHTSA Summary:**

I HAVE A 2000 TOYOTA CAMRY. I HAVE TAKEN THIS CAR IN FOR REQUIRED SERVICING AND REPORTED TO THE SERVICE TECHNICIAN THAT THE GAS PEDAL WAS STICKING. THIS IS NOTICED AFTER I HAVE STOP AND THEN STEP ON THE GAS PEDAL TO GO. THE GAS PEDAL STICKS ON THE TOP SO THERE IS A JERKING ACTION WHEN I START OFF. I HAVE PAID CLOSE ATTENTION TO HOW CLOSE I STOP BEHIND OTHER AUTOS SO THAT I DO NOT HIT THEM IN THE REAR IF IT JERKS WHEN I TAKE OFF. THIS DOES NOT HAPPEN AFTER EVERY STOP. THE SERVICE TECHNICIAN SUGGESTED I GO TO A RETAIL STORE TO PURCHASE SILICONE GREASE TO PUT ON THE ACCELERATOR. I HAVE DONE NOTHING BUT REMOVE THE FLOOR MAT TO MAKE SURE THAT IT WAS NOT A PROBLEM. I DO NOT HAVE THE VIN WITH ME AT THIS TIME BUT I CAN SUPPLY IT IF NEEDED.

**Additional Summary:**

C-1504

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318229  
**Date of Incident:** 20090905  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WHITEWATER, CO

**NHTSA Summary:**  
THE CAR SUDDENLY ACCELERATED FORWARD WHILE PULLING INTO THE DRIVEWAY AND CRASHED THROUGH THE GARAGE DOOR CRASHING INTO A REFRIGERATOR. THE CRASH ALSO DAMAGED A SEWER LINE AND MANY OTHER ITEMS IN THE GARAGE. THE GARAGE DOOR WAS DESTROYED. DAMAGE TO THE CAR WAS MORE THEN \$5000 AND PROPERTY DAMAGE CLOSE TO THAT. THERE WERE NO INJURIES TO PEOPLE. THERE HAD BEEN NO ACCELERATION ISSUES WITH THIS CAR BEFORE THIS. WE BELIEVE IT MAY HAVE HAD SOMETHING TO DO WITH THE SUDDEN ACCELERATION PROBLEMS THAT SOME TOYOTA'S HAVE BEEN HAVING. CRASH REPAIRS TO THE CAR AND THE HOUSE HAVE BEEN COMPLETED BUT NOTHING REGARDING THE POSSIBLE ACCELERATION ISSUE SINCE THE 2002 CAMRY HAS NOT BEEN RECALLED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322336  
**Date of Incident:** 20090905  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELOS, CA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING THE VEHICLE THE DRIVER SIDE FLOOR MAT BECAME WEDGED UNDERNEATH OF THE ACCELERATOR. THE DRIVER WAS TRAVELING AT A SPEED OF 55 MPH WHICH MADE IT DIFFICULT FOR HIM TO STOP. THIS IS THE FIRST TIME THAT THIS INCIDENT HAS OCCURRED. THE VEHICLE WAS TAKEN TO THE DEALER ON THREE DIFFERENT OCCASIONS TO BE REPAIRED FOR THE RECALL REMEDY. THE REMEDY FOR THE RECALL HAS STILL NOT BEEN RESOLVED. THE CURRENT AND FAILURE MILEAGES WERE 62,000. DM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302525  
**Date of Incident:** 20090906  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** LOUDONVILLE, NY

**NHTSA Summary:**  
EXPERIENCED SUDDEN ACCELERATION EVEN AFTER RELEASING THE ACCELERATOR PEDAL. THE SPEED COULD BE CONTROLLED BY BREAKING AND NORMAL DRIVING RESUMED. I WAS NOT AWARE OF THE RECALL AT THAT TIME AND DID NOT THINK COULD BE A SERIOUS DEFECT IN THE VEHICLE.\*CW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307083  
**Date of Incident:** 20090906  
**Vehicle:** 2005 LEXUS RX330  
**Location of Incident:** BREWSTER, MA

C-1505

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

ON SEPT. 6, 2009 WHILE TURNING INTO A GENERAL STORE PARKING SPACE AT LESS THAN 5 MILES AN HOUR WHEN VEHICLE SUDDENLY BEGAN HIGH ACCELERATION TO AN ESTIMATED 30MPH OR MORE BEFORE RUNNING OVER PARKING BLOCKS, ATTEMPTED BRAKING AND CRASHED INTO SEATING BENCHES AND BUILDING, AND PROCEEDED TO SHUT DOWN ENGINE. POLICE ARRIVED AT SCENE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311160  
**Date of Incident:** 20090906  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** ANTIOCH, TN

**NHTSA Summary:**  
ON SUNDAY, SEPTEMBER 6, 2009, MY MOTHER WAS DRIVING MY 2006 TOYOTA AVALON WHEN SHE WAS INVOLVED IN A CRASH DUE TO AN ACCELERATION PROBLEM WITH THE VEHICLE. SHE WAS ALSO INVOLVED IN A CRASH IN MY GARAGE WHEN THE FLOOR MAT GOT STUCK ON THE ACCELERATOR AND CAUSE HER TO RUN INTO THE WALL OF THE GARAGE. I ALSO HAVE EXPERIENCED SEVERAL INSTANCES OF ACCELERATION AFTER TAKING MY FOOT OFF THE GAS PEDAL WHEN ATTEMPTING TO BRAKE WHICH CAUSED ME TO HAVE TO SLAM ON THE BRAKES TO STOP THE VEHICLE. THE INSURANCE COMPANY DEEMED THE CAR A TOTAL LOSS AND IT WAS ONLY WHEN I RECEIVED THE SETTLEMENT PAPERS FROM THE INSURANCE COMPANY DID I FIND OUT THERE WERE PROBLEMS WITH THE AIRBAGS AS TOYOTA NEVER SENT ME ANY CORRESPONDENCE REGARDING THE PROBLEM WITH THE AIRBAGS, THE FLOOR MATS OR THE ACCELERATOR.\*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10286665  
**Date of Incident:** 20090907  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** MARKESAN, WI

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 TOYOTA PRIUS HYBRID. WHILE ENTERING THE PARKING GARAGE THE VEHICLE ACCELERATED WITHOUT INTENTION. AS A CONSEQUENCE THE VEHICLE CRASHED INTO A PARKED VEHICLE. PRIOR TO THE FAILURE HE NOTICED THAT THE ELECTRIC POWER "OFF" SWITCH WAS ENGAGED. THE ESTIMATED COST FOR DAMAGES FOR EACH VEHICLE WAS \$1,000. THE FAILURE MILEAGE WAS 39,000. THE CURRENT MILEAGE WAS 40,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302515  
**Date of Incident:** 20090907  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** ITHACA, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 RAV 4. WHILE DRIVING 30 MPH AND ATTEMPTING TO SLOW THE VEHICLE DOWN THE GAS PEDAL REMAINED STUCK CAUSING THE VEHICLE TO ACCELERATE. THE CONTACT HAD TO PUMP THE BRAKES WHICH RELEASED THE GAS PEDAL. OCCASIONALLY, THE CONTACT HAD TO SHIFT THE VEHICLE INTO NEUTRAL AND

C-1506

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PUMP THE BRAKES TO SLOW DOWN. THE CONTACT HAS CALLED THE MANUFACTURER BUT THEY COULD NOT OFFER ANY ASSISTANCE. THE CONTACT IS CONCERNED ABOUT THE SAFETY RISK WHILE DRIVING THE VEHICLE. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 30,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305670  
**Date of Incident:** 20090907  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** GILCREST, CO

**NHTSA Summary:**  
TOYOTA CAMRY CRUISE CONTROL ACCELERATION BEYOND SET SPEED. MY CRUISE CONTROL WAS SET AT 65MPH. I STOPPED AT A STOP LIGHT, ACCELERATED BACK UP TO 60MPH AND HIT THE RESUME ON THE CRUISE CONTROL TO GET THE CAR BACK UP TO 65MPH. BUT CRUISE CONTROL DID NOT STOP AT 65MPH. I WAS UP TO 80MPH BEFORE I REALIZED WHAT WAS HAPPENING. BREAKING STOPPED THE ACCELERATION. THIS HAS HAPPENED TWICE. REPORTED THE INCIDENTS TO MY TOYOTA SERVICE DEPARTMENT AND WAS TOLD IT DOES NOT HAPPEN OFTEN ENOUGH FOR THEM TO RECREATE THE PROBLEM ON THEIR DIAGNOSTIC EQUIPMENT AND THEY WOULD NOT BE ABLE TO FIND THE PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312990  
**Date of Incident:** 20090907  
**Vehicle:** 2009 TOYOTA AVALON  
**Location of Incident:** INMAN, SC

**NHTSA Summary:**  
WE PICKED UP OUR NEW 2009 AVALON LIMITED ON 7/31/09. ON 9/7/09, AFTER RETURNING FROM A DRIVE, THE CAR ACCELERATED INTO THE GARAGE DOOR AS IT WAS OPENING. WE HAD STOPPED ABOUT 6 FEET FROM THE DOOR TO OPEN IT. AS WE RELEASED THE BRAKE PEDAL THE CAR SHOT FORWARD INTO THE DOOR. DAMAGE TO THE CAR AMOUNTED TO \$1500, AND ANOTHER \$1000 FOR THE GARAGE DOOR. I DID NOT FILE AN INSURANCE CLAIM. TOYOTA LATER RECALLED THE VEHICLE TO PUT A SPACER ON THE GAS PEDAL AND TO "RE-FLASH" THE COMPUTER. I BELIEVE THIS IS AN ELECTRICAL PROBLEM WITH THE GAS PEDAL CONTROL SYSTEM AND NOT A MECHANICAL PROBLEM. THE DEALERSHIP SAID THE SPACER WAS THE SOLUTION. I'VE ALSO RECEIVED NOTIFICATION OF A PROBLEM WITH THE FLOOR MATS, BUT HAVE NOT RECEIVED A RECALL NOTICE TO FIX IT. THE DEALER INDICATED THAT AN OVERRIDE ON THE BRAKE PEDAL (TO CUT OUT THE GAS PEDAL) WAS SUPPOSED TO BE PART OF THAT RECALL. THAT MIGHT HELP, BUT I'M STILL WAITING. THE PROBLEM OCCURED ONLY ONCE. ONCE WAS ENOUGH!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313916  
**Date of Incident:** 20090907  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** EASTSOUND, WA

**NHTSA Summary:**

C-1507

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THIS IS A DESCRIPTION OF AN EVENT THAT OCCURRED IN SEPTEMBER OF 2009. BELLINGHAM WASHINGTON. I WAS SOUTHBOUND ON I-5 APPROXIMATELY 25 MILES SOUTH OF SUNSET DRIVE. I WAS TRAVELING AT ABOUT 60 MPH, WHEN NOTICING A SLOW VEHICLE DIRECTLY ABOUT 300 FT AHEAD I SIGNALLED AND MOVED INTO THE PASSING LANE TO PASS THE SLOWER VEHICLE. TRAFFIC WAS FAIRLY LIGHT. JUST AS I WAS JUST PAST THE SLOW VEHICLE I NOTICED I WANTED TO TAKE THE UPCOMING OFF RAMP, SO I ACCELERATED BRIEFLY TO GAIN SPEED TO MOVE BACK INTO THE SLOWER LANE. FORTUNATLY TRAFIC WAS LIGHT BECAUSE THE VEHICLE STARTED RACING, I HAD LET OFF THE ACCELERATOR AND NOTHING HAPPENED, INSTEAD I APPLIED BOTH FEET FIRST GENTLY QUICKLY FIRMLY TO THE BREAK EVEN WITH THE BREAK FIRMLY APPLIED WITH BOTH FEET MY SPEED WAS WELL IN EXCESS OF 80MPH AND THE ENGINE WAS RACING. SEVERAL HUNDRED FEET IN FRONT OF ME WAS MY OFFRAMP AND TRAFIC. LOTS OF IT. I ASKED MY HUSBAND SITTING NEXT TO ME IF HE COULD REACH DOWN AND PRY THE ACCELERATOR FROM THE FLOOR. HE TRIED UNSUCCESSFULLY. AT THIS POINT I NEW I HAD TO GET OFF THE HIGHWAY OR REAR END SOMEONE ON THE HIGHWAY FIRST. THEN AGAIN THE SAME WOULD BE TRUE OFF THE RAMP WHICH WAS A FAIRLY SHORT RIGHT SWEEPING RAMP. I DIDNT THINK WE WOULD MAKE IT AND WAS MOST CONCERNED ABOUT HITTING SOMEONE ELSE SO I DECIDED TO TAKE THE RAMP, AT THE SAME TIME CAREFULLY HOLDING THE WHEEL I DUCKED UNDER IT ALL THE WAY TO THE FLOOR AND JERKED THE ACCELERATOR PEDAL OUT TO THE TOP, IMMEDIATELY RETURNED ABOVE TO THE TURNING RAMP BOTH FEET STILL PRESSED HARD ON THE BREAK AND JUST AS I GOT TO THE END OF THE RAMP, THE VEHICLE STOPPED RIGHT IN FRONT OF MCDONOLDS. I JUST GRIPPED THE WHEEL TIGHTLY LOOKED AT MY HUSBAND AND SAID LOUDLY FUCK (EXCUSE ME) THANK YOU GOD. I HAD NEVER TOLD ANYONE OF THIS INCIDENT BUT IT HAUNTED ME AND WHEN I HEARD OF THE ISSUES GOING ON IN JANUARY I THOUGHT OVER AND OVER I SHOULD CONTACT TOYOTA. I FINALLY DID, I THINK IT WAS ABOUT A MONTH AGO. I DID GET A RESPONSE. SAFETY ISSUES DONT AFFECT MY VEHICLE Y

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285021  
**Date of Incident:** 20090908  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** GALENA, MO

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA HIGHLANDER. THE CONTACT STATED THAT WHEN ATTEMPTING TO EXIT A PARKING SPACE, THE ALL WEATHER FLOOR MATS THAT HE PURCHASED IN 2007 CAUSED THE ACCELERATOR PEDAL TO STICK. AS A CONSEQUENCE HE CRASHED INTO SEVERAL TREES. THE VEHICLE WAS COMPLETELY DESTROYED. HE AND THREE OTHER OCCUPANTS WERE INJURED. THE MANUFACTURER AND THE DEALER WERE BOTH NOTIFIED. THE CURRENT AND FAILURE MILEAGES WERE 41,212.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285825  
**Date of Incident:** 20090908  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** OAKLAND, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA MATRIX. THE ALL-WEATHER FLOOR MAT INTERFERED WITH THE ACCELERATOR PEDAL AND CAUSED THE DRIVER TO EXPERIENCE

C-1508

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

UNINTENDED VEHICLE ACCELERATION. THE CONTACT IS AWARE OF THE SAFETY RISK AND THE POTENTIAL FOR A CRASH IF THE FLOOR MAT INTERFERED WITH THE ACCELERATOR OR BRAKE PEDALS. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE 400.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313762  
**Date of Incident:** 20090908  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** ALBANY, MN

**NHTSA Summary:**

MAKING A SHARP LEFT TURN CROSSING A RR TRACK BRAKE WAS APPLIED TO NEGOTIATE CURVE, CAR DID NOT DECELERATE RESULTING IN WIDE TURN, STRIKING RR TRACK, SWINGING CAR, AND RUNNING DOWN THE TRACK. REPAIRS ROUGHLY \$12,000. SECOND INCIDENT: NOVEMBER 2009. BACKED OUT OF PARKING SPACE, CAR ACCELERATED IN REVERSE ACROSS LOT, A SIDEWALK AND STREET STOPPING ABOUT 20 FEET FROM GAS PUMPS AT A STATION ACROSS THE STREET. NO CRASH, NO APPARENT DAMAGE TO CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314337  
**Date of Incident:** 20090908  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** OAKLAND, CA

**NHTSA Summary:**

2010 TOYOTA CAMRY. CONSUMER STATES VEHICLE FAILED TO STOP DUE TO A COMPLICATION IN THE ACCELERATOR LEVER AND FLOOR MAT CAUSING AN ACCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301799  
**Date of Incident:** 20090909  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** NEW BERN, NC

**NHTSA Summary:**

I BELIEVE THAT TOYOTA IS COVERING UP THE REAL CAUSE OF THE ACCELERATION OF THE ENGINE WHILE DRIVING. IT HAPPENED TO ME WHILE I WAS DRIVING AND WAS VERY FRIGHTENING. THE ENGINE BEGAN TO SPEED UP AUTOMATICALLY AND I COULD NOT STOP IT WITH MY BRAKES. I PUT THE CAR IN NEUTRAL AND THEN STOPPED. THE ENGINE CONTINUED TO RACE. I TOOK THE CAR TO THE LOCAL TOYOTA DEALER THE NEXT DAY AND IT DID THE SAME THING. IT REACHED SPEEDS OF 70-MPH WITHOUT ME TOUCHING THE PEDAL. THE TOYOTA DEALERSHIP REPLACED THE IDLE AIR CONTROL VALVE PN. 22270-0A060. I HAVE NOT HAD A PROBLEM SINCE. TOYOTA HAS TRIED TO BLAME THIS PROBLEM IN THE MEDIA ON THE FLOOR MATS AND NOW THE ACCELERATOR PEDAL. I PRAY THAT NO ONE ELSE WILL SUFFER INJURIES OR DEATH. THIS PROBLEM CAN EASILY BE FIXED BUT IT IS COSTLY (OVER \$450.00). TOYOTA SEEMS TO BE LOOKING FOR THE CHEAP, EASY FIX. \*TR

**Additional Summary:**

C-1509

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303766  
**Date of Incident:** 20090909  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** VALPARAISO, IN

**NHTSA Summary:**

2007 CAMRY XLE. PROBLEMS WITH HESITATION WHEN ACCELERATING. THE DEALERSHIP JUST BLEW ME OFF WHEN I EXPLAINED THE PROBLEM. ACTED AS IF THIS WAS NEVER A PROBLEM WITH CAMRYS. ALSO HAVE HAD PROBLEMS WITH STEERING COLUMN'S RADIO CONTROLS - WHEN PRESSING THE APPROPRIATE BUTTONS, NOTHING WOULD HAPPEN OR, WHEN SEEKING STATIONS THAT WERE PROGRAMMED IN, THE DOWN OR UP BUTTONS WOULD JUMP TO OTHER STATIONS NOT PROGRAMMED. SINCE THIS PROBLEM IS ERRATIC, NOTHING WAS DONE BY DEALER. PROBLEMS WITH THE OUTDOOR TEMPERATURE GAUGE - AT TIMES, IT WOULD TAKE 15-20 MINUTES BEFORE THE TEMPERATURE WOULD CHANGE TO THE CORRECT ONE. EXAMPLE: IT READ 77 DEGREES WHEN IT WAS ACTUALLY IN THE MID-90S. DEALERSHIP DID REPAIR THIS LAST SUMMER BUT NOW, IT IS READING SEVEN+ DEGREES OFF THE ACTUAL OUTDOOR TEMPERATURE. THE FINAL PROBLEM WITH THIS CAR IS THAT THE PAINT IS CHIPPING OFF OF THE FRAME AREA BELOW THE DOORS OF THE CAR. THIS HAS NEVER HAPPENED WITH ANY PREVIOUS CAR I HAVE OWNED. DEALER ATTRIBUTED IT TO THE FACT THAT THIS CAR IS THE SPORT VERSION SO IT RIDES LOWER. FIRST TOYOTA I HAVE OWNED AND IT LOOKS LIKE IT MAY BE MY LAST. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310481  
**Date of Incident:** 20090909  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** CLARKSDALE, MS

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 TOYOTA AVALON. WHILE DRIVING APPROXIMATELY 40 MPH ON NORMAL ROAD CONDITIONS THE ENGINE BEGAN TO REV EXCESSIVELY HIGH. SUDDENLY, THERE WAS AN UNINTENDED INCREASE OF ACCELERATION. THE DRIVER WAS ABLE TO SLOW THE VEHICLE DOWN; HOWEVER, THE FAILURE OCCURRED WHENEVER THE VEHICLE WAS IN OPERATION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR DIAGNOSTIC TESTING. THE FAILURE WAS CONTRIBUTED TO THE THROTTLE BODY AND IT WAS REPAIRED. THE FAILURE MILEAGE WAS 2,000. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315189  
**Date of Incident:** 20090909  
**Vehicle:** 2008 LEXUS RX400H  
**Location of Incident:** SEA RANCH, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 LEXUS RX400. WHILE THE CONTACT WAS DRIVING INTO A PARKING SPACE THE VEHICLE SUDDENLY SURGED FORWARD WITHOUT WARNING CAUSING THE VEHICLE TO CRASH INTO A WALL. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 20,000.

C-1510

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344875  
**Date of Incident:** 20090909  
**Vehicle:** 1998 TOYOTA AVALON  
**Location of Incident:** TOM RIVERS, NJ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 1998 TOYOTA AVALON. THE CONTACT DROVE ONTO THE EMERGENCY LANE AND REMAINED ON IN THE PARK POSITION. WHILE THE CONTACT PROCEEDED TO DRIVE, THE SPEED SUDDENLY INCREASED UP TO 45 MPH CAUSING THE VEHICLE TO HIT THE CURB AND FLIP OVER. THE CONTACT SUFFERED A BROKEN ARM AND A SHOULDER AND HEAD INJURY AS WELL AS INJURIES TO HER KNEES. THE CONTACT WAS TRANSPORTED TO THE EMERGENCY ROOM. THE MANUFACTURER WAS NOT NOTIFIED. THE CONTACT WAS UNABLE TO DRIVE DUE TO THE INJURIES. THE CONTACT WAS CONCERNED THAT AN INVESTIGATION WAS NOT OPEN ON LATE MODEL TOYOTA'S. THE FAILURE MILEAGE WAS 150,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10284650  
**Date of Incident:** 20090910  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** CLARK, NJ

**NHTSA Summary:**

I WAS FIRST IN LINE AT A RED LIGHT. THE LIGHT TURNED GREEN. I ACCELERATED AGGRESSIVELY IN ORDER TO CHANGE LANES AS I PULLED AWAY. WHEN I WAS ACROSS THE INTERSECTION I LIFTED MY FOOT OFF THE GAS PEDAL AND IT CONTINUED TO ACCELERATE. SHOCKED I DEPRESSED THE BRAKE, BUT IT HAD NO EFFECT ON THE ACCELERATION. THERE WAS NOTHING IN FRONT OF ME SO I PULLED TO THE RIGHT SIDE OF THE ROAD AND HIT THE POWER BUTTON AND THE CAR STOPPED. I GOT OUT AND IMMEDIATELY CHECKED THE MAT. THEY WERE NOT NEAR THE GAS PEDAL. I STARTED THE CAR AGAIN AND IT SEEMED FINE. I TOOK ALL SIDE STREETS TO GET HOME AND STAYED AWAY FROM ALL CARS AND PEOPLE. I BROUGHT THE CAR TO TOYOTA THE FOLLOWING MORNING. THEY COULD NOT DUPLICATE THE EVENT AND SAID THERE WAS NOTHING WRONG WITH THE CAR. MY CAR WAS A PRIUS 2009 PACKAGE #3 WITH 7500 MILES ON IT. UNTIL THAT DAY, IT DROVE PERFECTLY AND I WAS VERY HAPPY WITH IT. I WON'T DRIVE THE CAR AGAIN. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10289517  
**Date of Incident:** 20090910  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** ALEXANDRIA, VA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA PRIUS. WHILE MAKING A TURN AT 25 MPH, THE VEHICLE ACCELERATED WITHOUT INTENTION. AFTER REPEATED BRAKE APPLICATION THE VEHICLE WOULD NOT STOP. HE STRUCK A CURB WHICH DAMAGED THE FRONT DRIVER SIDE TIRE. THE VEHICLE HAS NOT BEEN INSPECTED. THE CURRENT AND FAILURE MILEAGES WERE 4000.

**Additional Summary:**

C-1511

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292715  
**Date of Incident:** 20090910  
**Vehicle:** 2009 LEXUS IS  
**Location of Incident:** WOODLAND HILLS, CA

**NHTSA Summary:**

FOUR INCIDENTS OF UNINTENDED ACCELERATION. ON FOUR OCCASIONS THE 2000 LEXUS IS250 I PURCHASED ON SEPTEMBER 3, 2009 HAD UNINTENDED ACCELERATION OF UP TO 5000 RPM.. THREE TIMES THIS OCCURRED WHEN STARTING THE CAR IN PARK; THE FOURTH TIME WAS WHEN THE CAR WAS STOPPED AND IDLING. TWICE I HAD THE DEALER, THOUSAND OAKS, CA LEXUS, EXAMINE THE PROBLEM AND WAS TOLD NO DEFECT COULD BE FOUND. ON THE FOURTH OCCURRENCE I NOTICED MY FOOT WAS ON THE EDGE OF THE BRAKE PEDAL AND DEPRESSING THE ACCELERATOR SIMULTANEOUSLY. I WEAR ONLY A SIZE 9 SHOE, HAVE BEEN A LICENSED DRIVER FOR OVER 65 YEARS AND HAVE NEVER HAD ANY EXPERIENCES SUCH AS THESE. I HAVE CONCLUDED THAT EITHER THE BRAKE AND ACCELERATOR PEDALS ARE TOO CLOSE TO EACH OTHER OR THEY HAVE BEEN POSITIONED TOO FAR TO THE LEFT, THAT IS, TOO CLOSE TO THE STEERING COLUMN CAUSING ONE'S FOOT TO BE ON THE EDGE OF THE BRAKE PEDAL. SINCE UNINTENDED ACCELERATION HAS BEEN REVEALED AS A PROBLEM WITH THE LEXUS, I SHALL APPRECIATE YOUR RESPONSE TO THE PROBLEM I HAVE DESCRIBED. \*TR THANK YOU.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296701  
**Date of Incident:** 20090910  
**Vehicle:** 1998 TOYOTA AVALON  
**Location of Incident:** TOMS RIVER, NJ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 1998 TOYOTA AVALON. WHILE DRIVING BETWEEN 15 TO 30 MPH SHE CRASHED INTO A CURB. WHEN ATTEMPTING TO REVERSE AWAY FROM THE CURB THE VEHICLE SUDDENLY ACCELERATED. SHE PULLED THE STEERING WHEEL TO ATTEMPT TO STOP AND THE VEHICLE ROLLED OVER AND LANDED ON THE RIGHT SIDE. SHE BROKE HER LEFT ARM AND WAS TRANSPORTED TO THE HOSPITAL BY AMBULANCE. THE VEHICLE WAS TAKEN TO THE TOW YARD. THE INSURANCE COMPANY RENDERED THE VEHICLE AS COMPLETELY DESTROYED. THE POLICE REPORT INFORMATION WAS NOT AVAILABLE. THE FAILURE AND THE CURRENT MILEAGE WAS 150,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304184  
**Date of Incident:** 20090910  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** OCEAN CITY, MD

**NHTSA Summary:**

NO CRASH AND NO INJURIES. YOU ARE INVESTIGATING TOYOTA GAS PEDAL PROBLEMS. I OWN A 2007 CAMRY HY-BRID AND HAVE NOTICED THAT ON 3 SEPERATE OCCASSIONS I WAS ON THE HIGHWAY DRIVING ABOUT 60 MPH AND HAD THE CAR IN 'CRUISE CONTROL' AND THE ACCELERATOR PEDAL WENT ALL THE WAY TO THE FLOOR AND THE CAR REALLY ACCELERATED VERY FAST TO INCREASE BY 10 - 15 MPH. I DO NOT KNOW IF

C-1512

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THAT HAS ANY BEARING ON YOUR INVESTIGATION BUT THOUGHT I SHOULD PASS IT ON TO YOU.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304877  
**Date of Incident:** 20090910  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** ELLINGTON, CT

**NHTSA Summary:**  
AS I WAS APPROACHING A STOP LIGHT, I TOOK MY FOOT OFF OF THE GAS PEDAL OF MY 2010 TOYOTA PRIUS TO HIT THE BRAKE WHEN ALL OF THE SUDDEN MY VEHICLE ACCELERATED AND SURGED FORWARD. IT DID NOT STOP UNTIL I SLAMMED MY FOOT ON THE BRAKE. THIS HAS NOT HAPPENED SINCE AND I HAD ASSUMED IT WAS A FREAK ACCIDENT, BUT I WANTED TO REPORT IT IN LIGHT OF THE TOYOTA RECALLS THAT HAVE OCCURRED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312510, 10316513  
**Date of Incident:** 20090910  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** BEAVERTON, OR

**NHTSA Summary:**  
I AM WRITING ABOUT A PROBLEM I ENCOUNTERED WITH MY 2005 TOYOTA HIGHLANDER. WE PURCHASED IT BRAND NEW IN JANUARY OF 2005. BEAVERTON TOYOTA HAS ADJUSTED THE COMPUTER ON MY CAR SEVERAL TIMES SINCE THE FIRST OIL CHANGE AS MY HIGHLANDER FEELS LIKE IT IS CHANGING GEARS BY ITSELF. THE CAR HAD NOT DONE THIS UNTIL AFTER THE FIRST OIL CHANGE. ON SUBSEQUENT SERVICE CALLS, I WOULD DISCUSS THE PROBLEM AND THEY WOULD TELL ME THAT THEY ADJUSTED THE CAR'S COMPUTER. ON SEPTEMBER 10, 2009, I WAS DRIVING THROUGH THE STORE PARKING LOT AND WAS ABOUT TO PULL INTO A PARKING PLACE BY THE FRONT OF THE STORE WHEN I HEARD A SURGING SOUND AND MY CAR QUICKLY WENT FORWARD AND SMASHED INTO A BRICK COLUMN IN FRONT OF THE STORE AND THEN IT WENT BACKWARDS AND STOPPED. THE FRONT OF THE CAR WAS SMASHED AND WAS NOT DRIVABLE. I HAD NOT SPOKEN ON MY CELL PHONE SINCE THE NIGHT BEFORE, I HAD NO ONE ELSE IN THE CAR WITH ME TO DISTRACT ME, AND I WAS NOT SPEEDING OR SWERVING TO AVOID ANOTHER PERSON OR CAR. I THANK GOD THAT I HIT THE BRICK COLUMN IN FRONT OF THE STORE INSTEAD OF A PERSON OR ANOTHER CAR. MY SHOULDER, NECK AND TEETH STILL HURT FROM HITTING THE BRICK COLUMN SO HARD. I HAD JUST GOTTEN GAS, AND I HAD MY TIRES ROTATED A FEW DAYS BEFORE THIS INCIDENT. I ASKED THE BODY SHOP WHO FIXED MY CAR AND BEAVERTON TOYOTA TO CHECK THE ACCELERATOR. AT THE TIME OF MY ACCIDENT, THEY WERE LOOKING FOR CAR MATS THAT WEREN'T PROPERLY INSTALLED. I WAS TOLD THERE WAS NOTHING WRONG. IT SEEMS STRANGE THAT WITH ALL THE RECALLS NOW, EVEN TOYOTA CANNOT FIGURE OUT WHAT THE PROBLEM IS WITH THE ACCELERATORS. I THINK IT MIGHT HAVE BEEN A GLITCH IN THE COMPUTER. I CAN STILL HEAR THAT SURGING SOUND AND AM AFRAID IT MIGHT HAPPEN AGAIN. THERE IS NO REASON FOR IT TO HAVE SURGED AND SMASHED INTO A BRICK COLUMN AS I WASN'T STOMPING ON THE ACCELERATOR OR BRAKE WHEN I WAS DRIVING THROUGH A PARKING LOT TO PARK MY CAR. I HAVEN'T BEEN IN AN ACCIDENT FOR 38 YEARS. 2005 TOYOTA HIGHLANDER. CONSUMER STATES UNINTENDED ACCELERATION CAUSED A CRASH. \*TGW THE CONSUMER STATED AS SHE WAS ABOUT TO PULL INTO A PARKING SPACE,

C-1513

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SHE HEARD A SURGING SOUND AND SUDDENLY THE VEHICLE QUICKLY ACCELERATED FORWARD AND CRASHED INTO A BRICK COLUMN IN FRONT OF THE STORE AND THEN IT WENT BACKWARDS AND STOPPED. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313865  
**Date of Incident:** 20090910  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** NORTHRIDGE, CA

**NHTSA Summary:**  
THIS IS A POSSIBLE EXPANSION OF THE PRESENT TOYOTA "SUDDEN ACCELERATION" INVESTIGATION. IT INVOLVES ONE MOMENTARY INCIDENT OF UNCOMMANDED ACCELERATION ON A 2007 TOYOTA RAV4 VEHICLE IN SEPT. 2009. IT HAS NOT RECURRED NOR WAS IT REPORTED TO TOYOTA NOR THE NHTSA. WHILE TRAVELING ON AN OPEN HIGHWAY, WITH THE VEHICLE UNDER CRUISE CONTROL, I ATTEMPTED TO RESUME MY NORMAL CRUISING SPEED AFTER AN APPARENTLY SUCCESSFUL "BRAKE SHUTDOWN" OF THE SYSTEM. ON APPLYING THE "RESUME SPEED COMMAND", THE ENGINE WENT TO AN APPARENT FULL THROTTLE POSITION WITH THE TRANSMISSION DOWNSHIFTING INTO "PASSING GEAR". THIS CONTINUED FOR A SHORT TIME, ESTIMATED TO BE LESS THAN 2 SECONDS, FOLLOWED BY A SHARP DECELERATION AND A SECOND FULL ACCELERATION (AGAIN OF A MOMENTARY LENGTH OF TIME). AFTER THE SECOND INCIDENT, THE VEHICLE RESUMED NORMAL OPERATION WITH CONTINUED CRUISE CONTROL. AT NO TIME DID I APPLY MANUAL BRAKES OR SHIFT OUT OF "DRIVE". THE INCIDENT HAS NEVER REPEATED. THE REPORT IS STRICTLY TO INFORM YOU THAT THE APPARENT PROBLEM UNDER INVESTIGATION SHOULD NOT BE LIMITED TO 2009 MODEL YEAR TOYOTA'S BUT SHOULD GO BACK FURTHER INTO THEIR FLEET WITH "ELECTRONIC THROTTLE CONTROL".

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315313  
**Date of Incident:** 20090910  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MANORVILLE, NY

**NHTSA Summary:**  
WHEN I DRIVE OVER ROUGH ROAD OR A GRATE, MY VEHICLE APPEARS TO NOT STOP IMMEDIATELY. IT SEEMS TO ACCELERATE INSTEAD. IT IS VERY SCARY WHEN THERE IS A VEHICLE IN FRONT OF YOU AND YOU DON'T KNOW WHETHER YOUR VEHICLE WILL STOP. I DRIVE VERY SLOW WHEN I SEE ROUGH ROAD OR A GRATE. I DO NOT FEEL SAFE IN THIS VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319503  
**Date of Incident:** 20090910  
**Vehicle:** 2003 TOYOTA SEQUOIA  
**Location of Incident:** POMFRET, MD

**NHTSA Summary:**  
ABOUT 9AM MONDAY MORNING, AFTER DRIVING VEHICLE ABOUT 20 MPH, I ARRIVED AT A STOP SIGN. AS I BEGAN TO ACCELERATE AND MAKE A RIGHT HAND TURN, THE VEHICLE STALLED. THE SEQUOIA WOULD NOT MOVE AT ALL. I HAVE DEPRESS THE

C-1514

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATION TO THE FLOOR IN ORDER TO MOVE THE CAR AND SUDDENLY IT TOOK OFF. I WAS ABLE TO REGAIN CONTROL OF THE CAR AND SAFETY DROP OFF MY CHILDREN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334483  
**Date of Incident:** 20090910  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SHOREWOOD, WI

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2002 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE BACKING OUT OF A PARKING SPACE AND THE VEHICLE ACCELERATED BACKWARDS WITHOUT DRIVER INTENT. THE DRIVER HAD HER FOOT ON THE BRAKE DURING THE FAILURE BUT THE VEHICLE WOULD NOT STOP. IT ENDED UP CRASHING INTO THREE PARKED VEHICLES. THE DAMAGE TO THE OWNERS VEHICLE WAS APPROXIMATELY \$5,000.00. THERE WERE NO INJURIES AND A POLICE REPORT WAS TAKEN AND IS AVAILABLE. THE VEHICLE'S BODY WORK HAS BEEN DONE. THE VEHICLE HAS NOT BEEN INSPECTED FOR THE REASON FOR THE SUDDEN ACCELERATION. THE FAILURE MILEAGE WAS APPROXIMATELY 155,000. THE CURRENT MILEAGE IS APPROXIMATELY 165,000. RD

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285779  
**Date of Incident:** 20090911  
**Vehicle:** 2008 TOYOTA HIGHLANDER HYBRID  
**Location of Incident:** LAGUNA BEACH, CA

**NHTSA Summary:**  
**Additional Summary:**  
On September 11th, 2009 we drove from our home in Orange County to Kernville for a weekend camping trip. About 120 miles into our journey we were out in the Mojave Desert on highway 395 when I overtook another car at approximately 75 miles per hour. As I got back into lane, I attempted to depress the brake to slow back down but the car continued to accelerate. My wife was sitting beside me. We also had our two young children and dogs in the car. Perplexed, I looked down at the pedals and told my wife the car would not slow down, as I continued to try and depress the brake pedal. At each attempt to decelerate the engine whined alarmingly but the car continued to accelerate. I tried several times to press and release the accelerator followed by returning my foot to the brake. At no time did the accelerator pedal appear to be hindered or restricted in anyway. The car continued to accelerate. At 95 miles per hour I forced down both the brake pedal and the emergency/ hand brake at the same time forcing the car to slow down, all the while the engine continued to rev up. As we approached stopping Saskia pushed the gear stick into park and we bounced and shuddered to a halt. It was terrifying.

We took a short brake and then gingerly attempted to move forward again. The car appeared to be working and we slowly accelerated back on to the highway attempting several times to stop and brake to make sure that the car was working properly. It was immediately apparent that the brakes were not working properly though still functional. They were taking longer to stop and there was a grinding sound and shuddering every time we tried to slow down. We were much closer to our destination than to home and decided it made sense to continue and hope that we could complete our weekend trip bringing the car to the dealer on Monday 15th.

Upon arrival at the campsite, as we attempted to turn off the car, the dashboard and control panel lights went haywire and a warning flashed up that the brakes were not functioning and we needed to bring the car to the dealer. The car completely shut down and would not restart. It was getting dark and we decided to

C-1515

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

leave the problem for the next day. A couple of hours later, extremely worried that we might be stuck, I tried the car again and it turned on normally. There were no longer any messages about the brakes not working properly which was extremely strange. I turned it off and went to bed. The next day, Saturday, I drove it for about 5 minutes to a country store, there and back. The car turned on normally but I could still hear the brakes grinding.

On Sunday the 13th, we packed up around midday and attempted to turn the car on. It was completely dead the interim had we left the lights on or used the battery in anyway. After several unsuccessful attempts, we borrowed some jump cables and jump-started the car with the help of another vehicle. The brakes were still malfunctioning and we had to drive very carefully in order to allow enough room for stopping. The grinding and shuddering continued and was very loud.

The next morning, we took the car to the dealer, Tustin Toyota. I called ahead of time and explained the problems in advance. The Dealer took it in and promised some answers later in the day. That evening they called and said that they had identified the problem, that the floor mat clips had broken and that the mat had disrupted the accelerator pedal. He said that when we reported the problem they had called Toyota and they had instructed them to replace the clips on the mats. I found this difficult to believe as I had not seen the mat out of place. I asked about the brakes to which the service manager, Dan Stanley, replied that the computer controlling the antilock brakes must have malfunctioned but that the brakes themselves were fine. This set off alarm bells for me as I knew I had trouble with the brakes the entire way home. I asked them to please check the brakes carefully again and also to take care of two outstanding defects for which the car had been recalled. A couple of hours later they called back and said again that there was nothing wrong with the brakes and we could pick up the car. I reluctantly picked it up hoping the problems were resolved and we were done with the issue.

The next day Saskia drove the car to bring the kids to school and while driving, the lights on the dashboard and control panel went haywire again and she had the same problems as before with the brakes. She came home and was too distraught to consider driving the car anymore.

At the same time, we heard from both a friend of Saskia's and our attorney that there had been a story reported over the weekend where four people were killed in San Diego County in a Lexus car which would not stop. This was the last straw for us. We could no longer contemplate using this vehicle to transport our family considering the fate of those poor people and that the same thing would have happened to us if we had been in a built up area and not on an empty desert highway. That afternoon I drove the car down the hill from where we live to the dealer. Along the way I noticed the same problems with the breaks, the lack of responsiveness and the grinding noise. At the dealers we told the Service Director and the Service Manager that we no longer wanted the car, that we did not consider it a safe vehicle for our family, no matter what their computers were telling them in the service department. My wife was visibly distraught at the dealership but the attitude of the Director and Manager was completely unsympathetic and rude, but that is another story. We called the number for Toyota's corporate office while at the dealership. The service manager informed us that they would have a specialist come out on Friday, the 18th. We opened a case on the phone with Toyota and asked for the proper procedures to return the vehicle.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316567  
**Date of Incident:** 20090911  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** BLASDELL, NY

**NHTSA Summary:**  
AT A LOCAL MALL I WAS STOPPED AND WAITING FOR A PARKING SPOT TO BECOME AVAILABLE. WHEN A PARKING SPOT BECAME OPEN, I WAS WITHIN 5' TO 10' FOOT OF THE PARKING SPOT ENTRANCE. WHILE MAKING 90% RIGHT SWING FROM A DEAD STOP I LIGHTLY PUT PRESSURE ON THE ACCELERATOR PEDAL OF OUR 2009 TOYOTA RAV4 IT LUNGED FORWARD AND ACCELERATED RAPIDLY I APPLIED THE BRAKE PEDAL HARD BUT WAS NOT ABLE TO TOTALLY STOP THE CAR IN THE SHORT DISTANCE OF THE

C-1516

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PARKING SPACE AND AT ABOUT 1 TO 2 MILES PER HOUR OUR AUTO HIT A CEMENT J LLED YELLOW POST DIVIDER THAT SEPARATED MY PARKING AREA FROM THE ONE AHEAD. LEAVING US WITH A CRACKED LOWER GRILL AND SLIGHTLY DENTED BUMPER. LUCKILY NO ONE WAS INJURED, BUT WE WERE VISIBLY SHAKEN. I TOOK OUR AUTO TO THE TOYOTA DEALER SERVICE DEPT. AND THEY PERFORMED WHAT THEY CALLED A > HEALTH CHECK TEST<. IN THEIR REPORT THEY STATED > ALL SYSTEMS OPERATING PROPERLY -- NO ADVERSE OPERATION NOTED <. WE RECEIVED OUR 2009 RAV4 ON JULY 29, 2009. FROM THE BEGINNING TILL THE PRESENT WE HAVE HAD A LUNGING OR A RAPID START FROM [A COMPLETE STOP] TO [A START -TAKE OFF ] WITH VERY LITTLE PRESSURE ON THE ACCELERATOR, WHEN THE PROBLEM MANIFESTS IT SELF THE ACCELERATION IS FAST ENOUGH TO THROW PEOPLE BACK IN THEIR SEATS, THIS HAPPENS RANDOMLY ABOUT 20% OF THE TIME, (ETC) GIVEN OR TAKEN OF THE EST. TIME FRAME UNKNOWN, YOU NEVER KNOW WHEN OR HOW OFTEN IT MAY HAPPEN IN A ROW. TIME FRAME HAS NOT BEEN IDENTIFIED SO FAR. I HAVE HAD THIS CHECKED BY THE SAME SERVICE DEPT. THREE TIMES SO FAR, LAST TIME ON FEB. 17, 2010 AT THE SAME TIME THE RECALL A0A PEDAL REINFORCEMENT PLATE WAS INSTALLED. AGAIN REPORT OF > HEALTH CHECK TEST < PERFORMED > ALL SYSTEMS OPERATING PROPERLY -- NO ADVERSE OPERATION NOTED <. I HAVE ALSO CALLED TOYOTA AMERICAN HEADQUARTERS IN CALF. AND ADDRESSED THIS MATTER WITH THEM (REF #1002120758) TO DATE I HAVE BEEN GIVEN NO RESOLVE. I BELIEVE, AND CAN IT ALSO BE POSSIBLE ? : MAYBE A SOFTWARE PROGRAM GLITCH?<

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311574  
**Date of Incident:** 20090912  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** HOOVER, UT  
**NHTSA Summary:**  
 ACCELERATING FROM A STOP LIGHT, AT ABOUT 30 MPH THE PRIUS ENGINE FELT AND SOUNDED LIKE IT BEGAN TO ACCELERATE AT MAXIMUM RATE. BRAKING HAD NO EFFECT ON SLOWING THE VEHICLE RESULTING IN RUNNING THROUGH A MAJOR INTERSECTION AT A RED LIGHT. THE CAR WAS STOPPED BY SHIFTING INTO NEUTRAL, COASTING TO A STOP, AND PUSHING THE POWER BUTTON. AFTER WAITING 2 MINUTES, THE CAR WAS RESTARTED AND RAN WITH A PROBLEM. THIS OCCURRED ONCE IN SEPTEMBER 2009. TOYOTA'S REMEDY IS TO REPLACE THE FLOOR MATS, HOWEVER, THE FLOOR MAT WAS SECURED TO THE CARPET AND WAS VERIFIED AT THE TIME OF THE INCIDENT THAT IT WAS FAR FROM INTERFERING WITH THE GAS PEDAL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314466  
**Date of Incident:** 20090912  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** ELK RIVER, MN  
**NHTSA Summary:**  
 I OWN A 2004 TOYOTA SIENNA. I PURCHASED IT AUG, 2009 AND 2 WEEKS LATER WHILE FLOORING THE ACCELERATOR, THE ENGINE ACCELERATED THE VEHICLE SPONTANIOUSLY AFTER PULLING MY FOOT OFF THE PEDAL. I FRANTICALLY STOMPED ON THE PEDAL AND APPROXIMATELY 3 SECONDS PASSED UNTIL THE ENGINE DECREASED R.P.M. ADMITTEDLY I HAD JUST PREVIOUSLY PLACED AN "AFTER MARKET" FLOOR MAT IN THE DRIVER COMPARTMENT AND REMOVED IT IMMEDIATELY WHEN

C-1517

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

REACHING MY DESTINATION. HOWEVER, THIS FLOOR MAT AND THE ORIGINAL ONE WERE NOWHERE NEAR THE GAS PEDAL. I CAN ONLY EXPLAIN THE REASON WHY I NEVER REPORTED THIS UNTIL NOW AS: I REALLY DON'T EVER HAVE TO "FLOOR" THE ACCELERATOR ANYWAY. IN LIGHT OF THE ONGOING EXPOSURE IN THE MEDIA OF THESE TYPES OF PROBLEMS WITH TOYOTAS. I AM COMPELLED TO VOICE MY EXPERIENCE IN HOPES THAT THIS MAY AVOID HARM AND EVEN SAVE LIVES. MY TOYOTA CURRENTLY IS NOT INCLUDED IN A RECALL RELATED TO THIS ISSUE, EVEN THOUGH OTHER REPORTS ARE ALREADY PUBLISHED IN THE MEDIA SIMILAR TO MY EXPERIENCE WITH THE SIENNA. PERSONALLY, I BELIEVE THAT THE FLOOR MAT RECALL WAS A HOAX, AND THE CLAIM THAT THE GAS PEDAL SENSOR, MADE BY A U.S. FIRM, BEING AT FAULT IS JUST A DELIBERATE DISTRACTION TO THE COSTLY TRUTH. I BELIEVE TOYOTA HAS ELECTRONIC, AND PROBABLY EVEN COMPUTER RELATED PROBLEMS WITH ITS VEHICLES, AND IF ALL OF THIS DUE PROCESS GOES AS IT SHOULD, MY PREDICTION IS THIS: ALL TOYOTAS WITH "DRIVE BY WIRE" SYSTEMS WILL BE RECALLED, AND IT WILL INVOLVE MORE THAN JUST PEDAL SENSORS AND FLOOR MATS. SERIOUSLY, PEOPLE ARE IN JAIL BECAUSE TOYOTAS HAVE ACCELERATED OUT OF CONTROL, BUT WHAT CONCERNS ME THE MOST IS THAT I HAVE A WIFE AND FOUR CHILDREN THAT I LOVE MORE THAN CAN BE DESCRIBED, THAT DEPEND ON THIS TOYOTA TO FUNCTION SAFELY FOR US ON A DAILY BASES. PLEASE USE THIS COMPLAINT TO MAKE AN IMPROVEMENT IN SAFETY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314808  
**Date of Incident:** 20090912  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** ORANGE CITY, IA  
**NHTSA Summary:**

COMPLAINT ABOUT AN ACCIDENT ON SEPTEMBER 12, 2009 I WAS DRIVING ON OLD HWY 75 BETWEEN SALIX AND SLOAN IN IOWA AT ABOUT 6-7 PM ON SEPTEMBER 12, 2009. MY CAR WAS A COROLLA 2005 CE (VIN INXBR32E23Z78258) WHICH HAS 4-CYLINDER AND ABOUT 67,000 MILES ON IT. AS I WAS DRIVING ON OLD HWY 75, I EXPERIENCED A SUDDEN ACCELERATION, THE CAR LURCHED AND PULLED ME TO THE DITCH ON THE RIGHT HAND SIDE. I IMMEDIATELY LOOSEN THE ACCELERATION PAD BUT IT DIDN'T SLOW DOWN BUT ACCELERATED TOWARDS THE RIGHT HAND SIDE. THEN I WAS SCARED THAT IT WILL ROLL OVER IN THE DITCH AND SO I PULLED IT BACK TO THE LEFT, BUT THERE WAS A VAN COMING IN THE OPPOSITE DIRECTION (NEXT LANE) AND THUS WE HAD A HEAD-ON COLLISION. THE TWO OLD LADIES INCURRED LEG INJURIES AND THEY COULDN'T COME OUT OF THE VAN. THE TWO BOYS (ABOUT 4 YEARS OLD) SEEMED FINE AND CAME OUT OF THE VAN. LATER ON THE TWO OLD LADIES NEEDED TO HAVE SURGERIES AND THEY FILED A LAWSUIT AGAINST ME. AT THAT TIME, I FELT THAT SOMETHING WAS WRONG WITH MY COROLLA BUT I COULDN'T HAVE A CHANCE TO FIND IT OUT BECAUSE I NEEDED THE INSURANCE COMPANY TO GET ME ANOTHER CAR FOR COMMUTING PURPOSES. HOWEVER, I FEEL THAT THIS ACCIDENT WAS DUE TO THE COROLLA THAT I WAS DRIVING AT THE MOMENT AND THUS IT WAS NOT COMPLETELY MY FAULT. COROLLA 2005 IS NOT IN THE RECALL LIST, BUT I STILL WANT TO FILE THIS REPORT AND I WILL SEEK LEGAL ADVICE IN TERMS OF LIABILITY. PLEASE CONSIDER MY COMPLAINT CAREFULLY BECAUSE I ALMOST DIED IN THE ACCIDENT AND GIVE ME A REPLY AS SOON AS POSSIBLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303102  
**Date of Incident:** 20090913  
**Vehicle:** 2002 TOYOTA CAMRY

C-1518

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** CHANDLER, AZ

**NHTSA Summary:**  
 FOLLOW UP TO COMPLAINT 10060829 I HAVE THE CAMRY NOW 8 YEARS. THE PROBLEM AS DESCRIBED IN THE ORIGINAL COMPLAINT HAS SHOWED UP OFF AND ON FOR THE YEARS I HAVE HAD THE CAR. MOST OF THE TIME ON THE FREEWAY. JUST A FEW SECONDS, NEVER DID I LOSE CONTROL OF THE CAR. THEN IN BEGINNING SEP 09 THE CHECK ENGINE LIGHT CAME ON. I HAD AUTO ZONE GET THE CODE, BUT THEY COULD NOT READ ANYTHING. I HAD A HARD TIME STARTING THE CAR AFTER THAT. I HAD MY MECHANIC CHECK OUT THE CAR THE NEXT DAY. NOTHING WAS FOUND. FOURTEEN DAYS LATER, DRIVING OUT OF A STRIP MALL PARKING LOT, THE CAR ENGINE REVVED VIOLENTLY, NO STICKING PEDALS, NOT EVEN TOUCHING THE GAS PEDAL. AND CHECK ENGINE LIGHT CAME ON AGAIN. NEXT MORNING NO PROBLEM WHATSOEVER TO DRIVE TO THE REPAIR SHOP. IT TOOK THE MECHANIC A WHILE TO DIAGNOSE THE PROBLEM. HE REPLACED VEHICLE SPEED SENSOR, 9/14/2009. SINCE THAT TIME I HAVE NOT NOTICED THE SUDDEN UNINTENDED ACCELERATION YET. THE REPAIR BILL WAS JUST UNDER \$ 700. ASKED MECHANIC IF THIS WAS NORMAL WEAR AND TEAR. HE SAID NO. \*TW\*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318697  
**Date of Incident:** 20090913  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** UNKNOWN, DC  
**NHTSA Summary:**  
 2010 TOYOTA CAMRY WOULD NOT ACCELERATE ABOVE 30 MPH WITH THE ACCELERATOR PEDAL PRESSED ALL THE WAY TO THE FLOOR. \*KB THE CONSUMER ALSO STATED ON TWO OCCASIONS THE VEHICLE UNEXPECTEDLY BOLTED FORWARD. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321605  
**Date of Incident:** 20090913  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CINCINNATI, OH  
**NHTSA Summary:**  
 TL-THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATES WHILE DRIVING 50 MPH, THE CONTACT PUT THE VEHICLE IN CRUISE CONTROL. THE CONTACT STATED AFTER ENABLING THE CRUISE CONTROL THE VEHICLE ACCELERATED. THE CONTACT STATED IN ORDER FOR THE VEHICLE TO COME TO A STOP, THE CONTACT PUT THE VEHICLE IN NEUTRAL. THE CONTACT SPOKE WITH THE DEALER AND WAS ADVISED THAT THE ACCELERATION WAS NOT APART OF THE RECALL. THE CURRENT MILES WERE 156,817. THE FAILURE MILES WERE AVAILABLE. AA

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302288  
**Date of Incident:** 20090914  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** MANCHESTER, NH  
**NHTSA Summary:**

C-1519

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOYOTA CAMRY GAS PEDAL, SEPT 14TH 2009 SPEEDING UP AND ALMOST CAUSED ACCIDENT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293776  
**Date of Incident:** 20090915  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** SAN JOSE, CA  
**NHTSA Summary:**

THE CAR ACCELERATED SUDDENLY WHILE MY DAUGHTER WAS PARKING IT. IT JUMPED TWO CURBS AND SIDESWIPE A TREE BEFORE SHE WAS ABLE TO STOP IT. THE DEALER TOLD US SHE MUST HAVE STEPPED ON THE ACCELERATOR INSTEAD OF THE BRAKE, BUT SHE INSISTS THAT SHE DIDN'T. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10289197  
**Date of Incident:** 20090915  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** DAYTON, OH  
**NHTSA Summary:**

2007LEXUS 350 RX -AT LEAST 3 TIMES IT HAS ENGAGED IN SUDDEN ACCELERATION. THE DEALER TOLD ME THEY COULD FIND NOTHING WRONG. NOW I FIND THAT IT IS A COMMON OCCURRENCE. PLEASE REGISTER MY NAME TO THOSE HAVING HAD SAFETY PROBLEMS. THERE HAS BEEN NO ACCIDENT (YET)! \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302892  
**Date of Incident:** 20090915  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** NORTH EASTON, MA  
**NHTSA Summary:**

CAMRY HYBRID 2010. BOUGHT NEW AND COMPLAINED TO TOYOTA OF SURGING FORWARD INCONSISTENCY DURING MY DAILY TWO HOUR COMMUTE. I ASKED IF THEY PLANNED TO FIX IT DURING MY LAST SERVICE VISIT AND THE ANSWER WAS "NOPE." WHEN ASKED THAT THEY DO FIX IT, THE ANSWER WAS, "NOPE!". YOU WILL BE NOTIFIED IN APRIL WHEN THE PEDALS ARE GOING TO BE FIXED. I HAVE HAD NIGHTMARES OF SPEEDING OUT OF CONTROL AND AM AFRAID TO DRIVE THIS CAR. DO I HAVE ANY RECOURSE. THIS IS NOT THE CAR I THOUGHT I PURCHASED MONTHS AGO. \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302914  
**Date of Incident:** 20090915  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** WATERFORD, VA  
**NHTSA Summary:**

I HAVE A 2006 TOYOTA AVALON XLS AND I HAD PROBLEMS WITH SUDDEN ACCELERATION WHEN STOPPED AT A RED LIGHT WITH MY FOOT LIGHTLY ON THE

C-1520

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BREAK PEDAL, THE ENGINE IS RUNNING, AND THE CAR IS IN GEAR (DRIVE). ALL AT ONCE, THE CAR WOULD ACCELERATE FORWARD REALLY FAST BUT STOP WHEN I PUSH HARD ON THE BREAK PEDAL. I WAS THINKING THAT MAYBE MY FOOT WAS SLIPPING FROM THE BREAK AND ONTO THE ACCELERATOR PEDAL WITHOUT ME NOTICING IT, HOWEVER, IN LIGHT OF THE RECENT PUBLICITY ABOUT THE GAS PEDAL PROBLEMS WITH TOYOTAS, I AM THINKING THAT MAYBE MY FOOT WAS NOT SLIPPING AND THIS PIECE OF INFORMATION MAY HELP IN THE FAULT ISOLATION PROCESS. IT DOESN'T HAPPEN ALL THE TIME, I WOULD SAY ABOUT ONCE EVERY FEW MONTHS. MY REACTION ON THE BREAK PEDAL IS FAST AND IT DOES STOP THE CAR. \*TW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303515  
**Date of Incident:** 20090915  
**Vehicle:** 1999 TOYOTA 4RUNNER  
**Location of Incident:** TUCSON, AZ  
**NHTSA Summary:**

IN SEPTEMBER 2009, I WAS STARTING MY 1999 TOYOTA 4RUNNER IN MY DRIVEWAY. I DRESSED THE CLUTCH AS USUAL AND TURNED THE KEY. THE ENGINE STARTED, I HEARD A "POP", AND IT BEGAN RUNNING AT FULL THROTTLE AND WAS RACING FOR SEVERAL MINUTES UNTIL I FINALLY TURNED IT OFF. THE RPM GAUGE WAS AT ITS MAXIMUM. I DID NOT HAVE A FLOOR MAT ON THE DRIVERS SIDE, I DID NOT HAVE MY FOOT ON THE GAS, AND WAS NOT DOING ANYTHING TO RACE THE ENGINE. I COULD NOT MAKE THE ENGINE STOP RACING. I TRIED TO PUT MY FOOT ON THE GAS PEDAL AND THEN RELEASED IT. IT WAS STILL RACING, AND THE GAS PEDAL WAS NOT DEPRESSED OR CAUGHT ON ANYTHING. FORTUNATELY, THE CAR WAS STILL IN NEUTRAL WITH THE PARKING BRAKE ON. IT WAS VERY SCARY, AS I COULD NOT MAKE THE ENGINE STOP RACING. I HAD TO TURN THE ENGINE OFF TO STOP IT. I TOOK IT TO THE TOYOTA DEALER, THEY COULD FIND NOTHING WRONG AFTER INSPECTING WITH A "SCAN TOOL" AND THE WIRING LOOKED GOOD. THEY SAID THAT IT WAS BECAUSE A PACK RAT HAD BEEN IN THE ENGINE AT THE TIME. (THAT'S A PRETTY LAME EXCUSE.) THEY SAID THEY COULD "CLEAN THE THROTTLE" AND "FLUSH THE FUEL LINE" WHICH I HAD THEM DO (COST \$300.) BECAUSE I WAS SCARED TO DRIVE THE CAR UNTIL THEY DID SOMETHING. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304713  
**Date of Incident:** 20090915  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** WOODINGBELL, WA  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT WHEN DRIVING AT 60 MPH WHEN WITHOUT ANY WARNING THE ACCELERATOR PETAL HIT THE FLOOR AND THE VEHICLE ACCELERATED ON ITS OWN. THE CONTACT APPLIED THE BRAKES WITH EXTREME PRESSURE BUT THE VEHICLE CONTINUED TO ACCELERATE. THE CONTACT PUT THE VEHICLE IN NEUTRAL AND PULLED TO THE SIDE OF THE ROAD AND TURNED THE VEHICLE OFF. AFTER 5 MINUTES THE CONTACT RESTARTED THE VEHICLE AND THE FAILURE OCCURRED ONCE AGAIN THE PETAL HIT THE FLOOR TRAVELING 70 MPH. THE VEHICLE WAS TAKEN TO THE DEALER AND WAS TRADED. THE DEALER STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. NO REPAIRS WERE DONE. THE FAILURE MILEAGE WAS 17000.  
**Additional Summary:**

C-1521

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307384  
**Date of Incident:** 20090915  
**Vehicle:** 1999 LEXUS RX300  
**Location of Incident:** ANN ARBOR, MI  
**NHTSA Summary:**

ACCELERATOR ENTRAPMENT IN AFTERMARKET FLOOR PAD OF A LEXUS RX 300 LAST SEPTEMBER. (I DON'T KNOW WHAT KIND OF FLOOR PAD, I BOUGHT IT IN 1999 AND INSTALLED IT THEN, IT IS ONE OF THE THICK ONES THAT IS GOOD A HOLDING SNOW AND WATER.) I FIGURED OUT THAT THE FLOOR PAD WAS THE PROBLEM WHILE THE ENGINE WAS REVVING TO 90 MPH AND THE BRAKES WOULD NOT STOP THE CAR. LEXUS COULD FIND NOTHING WRONG BUT SAID NOTHING TO ME ABOUT THIS BEING A PROBLEM IN TOYOTA PRODUCTS. NO CRASH AND NO INJURY SINCE I FIGURED IT OUT; THE FLOOR MAT FELT THICK TO MY FOOT SO I YANKED IT OUT FROM UNDER THE PEDALS. JUST REALLY SCARY... SPECIFICALLY, I CAME OUT OF A SIDE STREET ON TO A MAIN ROAD AND NEEDED TO GET AHEAD OF TRAFFIC SO I STOMPED IN THE ACCELERATOR PRETTY HARD- NOT MY TYPICAL DRIVING STYLE- AND THEN THE ACCELERATOR STUCK, THE CAR REVVING AND GOING TO 90- 100 MPH. I STOOD ON THE BRAKES BUT IT WOULD NOT STOP. I TRIED TO THROW IT INTO PARK ( BUT THANKFULLY THE CAR WOULDN'T LET ME- I WAS THINKING ABOUT TRYING TO USE THE PARKING BRAKE TO STOP IT, BUT IT DOESN'T HAVE A HAND BRAKE SO THAT'S WHY I WAS SO STUPID AND TRIED TO THROW IT IN PARK. THE NOISE FROM THAT WAS SO HORRIFYING I DID NOT PUT IT IN NEUTRAL, THEN I FELT THE LUMPY FLOOR MAT AND YANKED IT OUT FROM UNDER THE PEDALS. IT WAS LATE AT NIGHT AND THERE WERE NO CARS ON THE ROAD SO I HAD A MILE OF CLEAR ROAD TO WORK THIS OUT. CAR HAD ABOUT 275,000 MILES ON IT. BUILT IN JULY 1998, JTG10U7X0032830 IS SERIAL. I CAN'T GIVE YOU THE EXACT DATE BECAUSE I CAN'T FIND THE SERVICE RECEIPT- SORRY!  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308813  
**Date of Incident:** 20090915  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** HAWTHORNE, CA  
**NHTSA Summary:**

TRANSMISSION INITIALLY FAILS TO ENGAGE IN GEAR CAUSING DRIVER TO INCREASE ACCELERATION UPON WHICH GEARS SUDDENLY (AND SOMETIMES DANGEROUSLY) ENGAGE & JERK VEHICLE FORWARD.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310868  
**Date of Incident:** 20090915  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** MAPLE VALLEY, WA  
**NHTSA Summary:**

WE WERE STOPPING FOR A RED LIGHT IN THE LEFT TURN LANE. WE STARTED TO SLOW DOWN AND THEN OUR VEHICLE JUST TOOK OFF AND WE REAR ENDED A TRUCK. DIDN'T HURT THE OTHER TRUCK BUT THE FRONT END OF OUR VEHICLE IS SMASHED AND OUR BUMPER IS CRACKED. THE DEALER TOLD US TO TAKE OUT OUR MATS SO WE DID. WE RECENTLY CALLED THE TOYOTA EXPERIENCE LINE AND THEY GAVE US A CLAIM

C-1522

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NUMBER BUT SAID SORRY WE ARE NOT ON THE LIST OF RECALLED VEHICLES. WE ARE SCARED TO DRIVE OUR VEHICLE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312661  
**Date of Incident:** 20090915  
**Vehicle:** 1998 TOYOTA TACOMA  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 1998 TOYOTA TACOMA. THE CONTACT STATED WHEN DRIVING THE VEHICLE AT ANY SPEED IT WOULD ACCELERATE TO OVER A 2000RPM. THE VEHICLE WAS TAKEN TO THE DEALER AND THEY REPLACED THE SENSOR BECAUSE OF THE THROTTLE FAILURE. THE REPAIR COST WERE OVER \$600. THE TOYOTA MANUFACTURER WAS CALLED AND REPRESENTATIVE STATED THAT THEY WILL CALL HIM BACK BUT NO ONE CALLED UP UNTIL THE TIME OF THE COMPLAINT. THE FAILURE WAS 200,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293724  
**Date of Incident:** 20090916  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** FRESH MEADOWS, NY  
**NHTSA Summary:**

I WAS IN A PARKING LOT, MADE A RIGHT TURN TO PULL INTO A PARKING SPACE. I SLOWED DOWN BUT IT SEEMED THE CAR ACCELERATED. IN A MATTER OF SECONDS, THE CAR WENT THROUGH A ROW OF BUSHES AND SLAMMED INTO A TREE. THE ENTIRE FRONT END OF THE CAR HAD TO BE REPLACED. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306480  
**Date of Incident:** 20090916  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** RADNOR, PA  
**NHTSA Summary:**

THE 2006 TOYOTA COROLLA CRASHED INTO THE BACK OF OUR GARAGE AS MY HUSBAND WAS ATTEMPTING TO PARK IT. HE STEPPED ON THE BRAKE AND THE CAR ACCELERATED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308744  
**Date of Incident:** 20090916  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** WEST ROXBURY, MA  
**NHTSA Summary:**

TL-THE CONTACT OWNS A 2010 TOYOTA CAMRY XLE. THE CONTACT STATED THAT HE EXPERIENCED SUDDEN ACCELERATION AT LEAST TWICE IN HIS DRIVEWAY WHEN TRYING TO FORWARD AND REVERSE AND ONCE IN ANOTHER DRIVEWAY. THE ENGINE WOULD REV AND THE VEHICLE WOULD SURGE FORWARD. HE KEPT HIS FOOT ON THE

C-1523

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BRAKE PEDAL TO PREVENT THE VEHICLE FROM MOVING FORWARD. HE HAD NOT TAKEN THE VEHICLE TO THE DEALERSHIP TO DATE BUT CALLED AND WAS AWAITING AN APPOINTMENT. HE HAD NOT SPOKEN WITH THE MANUFACTURER TO DATE. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS APPROXIMATELY 3,437. THE FAILURE MILEAGE WAS APPROXIMATELY 600-BK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313983  
**Date of Incident:** 20090916  
**Vehicle:** 2004 TOYOTA SOLARA  
**Location of Incident:** RICHMOND, MN  
**NHTSA Summary:**

I HAVE A 2004 TOYOTA SOLARA, LIKE A CAMRY, I PURCHASED THE VEHICLE FROM THE ST. CLOUD, MN TOYOTA DEALERSHIP IN THE SUMMER OF 2009. I COMPLAINED OF AN OCCASIONAL SUDDEN ACCELERATION WHEN I WOULD SHIFT INTO DRIVE. THEY SAID TO BRING IT IN, I DID. THEY SAID THEY COULD NOT FIND ANYTHING WRONG. THIS HAS HAPPENED FOUR TO FIVE TIMES TOTAL SINCE I HAVE OWNED THE CAR. I HAVE NOT HAD ANY ACCIDENTS TO DATE. REGARDS, JIM HALVERSON  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327580  
**Date of Incident:** 20090916  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** CHICAGO, IL  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA VENZA. THE CONTACT STATED THAT WHEN SHE ATTEMPTED TO ACCELERATE, THE VEHICLE WOULD DRAG FOR A FEW SECONDS AND THEN BOLT FORWARD. THE CONTACT NOTICED THE PROBLEM SINCE PURCHASING THE VEHICLE. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THERE WAS AN ELECTRONIC IMPULSE IN THE NEW ACCELERATOR PEDAL FOR THE VEHICLE THAT CAUSED A SLIGHT DELAY WHEN ACCELERATING. THE FAILURE MILEAGE WAS 12. THE CURRENT MILEAGE WAS APPROXIMATELY 5,100.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293929  
**Date of Incident:** 20090917  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** STORY CITY, IA  
**NHTSA Summary:**

WIFE BACKING OUT OF DRIVEWAY, PUSHING DOWN ON ACCELERATOR FOR ABOUT AN INCH OR MORE NO INCREASE IN RPM'S. WHEN SHE PUSHED DOWN ENOUGH TO MAKE IT MOVE THEN IT LURCHED AND HIT A PICKUP PARKED ACROSS THE STREET. NO DAMAGE TO THE TRUCK BUT I HAD TO REPLACE THE REAR BUMPER ON THE CAMRY. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10286342

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1524

**Date of Incident:** 20090917  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** WASHINGTON, NJ

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE VEHICLE WOULD NOT STOP WHEN SHE APPLIED PRESSURE TO THE BRAKE PEDAL AT 40 MPH. AS A CONSEQUENCE SHE LOST VEHICLE CONTROL, AND THEN THE VEHICLE ROLLED OVER. HER LEFT FOOT WAS INJURED. THE VEHICLE WAS COMPLETELY DESTROYED. THE FAILURE AND CURRENT MILEAGES WERE 55000. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292844  
**Date of Incident:** 20090917  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** RIVERSIDE,, CA

**NHTSA Summary:**  
MY WIFE WAS PULLING INTO THE GARAGE AND THE AUTOMOBILE JUST TOOK OFF . LUCKILY SHE WAS STOPPED BY THE END OF THE CARPORT BY CONCRETE STEPS. SECOND, MY WIFE AND GRANDCHILD WHERE AT SHOPPING CENTER. MY WIFE WAS BACKING OUT OF A PARKING SPACE AND THE CAR, AS BEFORE, JUST TOOK OFF AT FULL THROTTLE. THIS TIME SHE WENT INTO A 180 DEGREE SPIN AND STRUCK THREE OTHER AUTOS, WITH EXTENSIVE DAMAGES TO OUR CAT AND OTHERS. WE HAVE TAKEN THE AUTOMOBILE TWO TIMES TO THE DEALER AND THEY SAY THEY FIND NOTHING WRONG. BEING THAT THIS CONDITION HAS HAPPENED TWICE, SO FAR, BOTH MY WIFE AND I AM VERY CONCERNED AND WOULD LIKE THIS PROBLEM SOLVED. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296385  
**Date of Incident:** 20090917  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** HADDON HEIGHTS, NJ

**NHTSA Summary:**  
I APPROACHED THE MAIN INTERSECTION IN MY 2010 CAMRY FROM A SIDE STREET AT A STOP SIGN. WHEN I PUT MY FOOT ON THE BRAKE THE CAR CONTINUED TO ACCELERATE INTO THE MAIN INTERSECTION. I COLLIDED WITH AN ONCOMING CAR CAUSING APPROX. \$3400. THERE WERE NO INJURIES AND THE DAMAGE TO THE FRONT OF THE CAR WAS REPAIRED. ONLY THE BODY DAMAGE WAS CORRECTED ON THE VEHICLE. NO INTERNAL REPAIRS HAVE BEEN MADE AS OF YET. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10297706  
**Date of Incident:** 20090917  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. SHE STATED THAT WHILE DRIVING NOT MORE THAN 5 MPH THE VEHICLE ACCELERATED ON ITS OWN WHILE HER FOOT WAS ON THE BRAKE PEDAL. THE VEHICLE CRASHED INTO HER GARAGE AND A TREE. THE VEHICLE WAS DESTROYED. THE CONTACT SUSTAINED MINOR INJURIES AFTER SHE HIT

C-1525

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE STEERING WHEEL DURING THE CRASH. SHE WAS TRANSPORTED TO A HOSPITAL. THE AIR BAGS DID NOT DEPLOY. THE DEALER WAS CONTACTED; HOWEVER, THE RECORDING MADE IT IMPOSSIBLE FOR TO SPEAK WITH SOMEONE. NO REPAIRS WERE MADE. THE INSURANCE COMPANY WAS NOTIFIED. THE FAILURE AND CURRENT MILEAGE WERE 45000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306115  
**Date of Incident:** 20090917  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**  
I STEPPED ON THE GAS PEDAL TO PASS ANOTHER CAR AND THE PEDAL GOT STUCK. I TRIED TO PULL THE PEDAL WITH MY FOOT BUT I COULDN'T. THE RPM WENT ALL THE WAY UP. IT OCCURS EVERY TIME I STEP ON THE GAS PEDAL. TO PASS OR GAIN SPEED. I WENT TO TOYOTA SHOP AND THEY IGNORED ME STATING THEY NEVER HEARD THAT COMPLAINT BEFORE AND THAT MY WARRANTY WAS OVER, IT HAPPENED THREE TIMES ALREADY AND NOW I'M AFRAID TO DRIVE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306591  
**Date of Incident:** 20090917  
**Vehicle:** 2005 LEXUS LS430  
**Location of Incident:** GLEN ALLEN, VA

**NHTSA Summary:**  
ON SEP 17, 2009 AS I LEFT A GAS STATION THE LEXUS LS430 YEAR 2005 ACCELERATED AND I WAS ONLY ABLE TO AVI-OIDE THE CARS IN FRONT OF ME WAS TO SWEARVE TO THE RIGHT AND JAMMED OF THE BRAKE WITH BOTH FEET. UNKNOWINGLY I RAN INTO A TELEPHONE GUY WIRE AND THE ONLY DAMAGE WAS SUPERFICIAL. (\$3300.00) TO THE RIGHT FRONT LIGHT AND BUMPER. FOR THE LAST FEW MONTHS I HAVE BEEN TRYING TO FIGURE OUT WHAT COULD HAVE POSSIBLY GONE WRONG. I NOTICE THE ACCELERATOR PEDAL APPEARS TO MOMENTARILY STICK. USAA FIXED THE AUTO AND THOUGH I WONDERED WHAT HAD HAPPENED I DID NOT REPORT THE ACCIDENT UNTIL NOW.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313027  
**Date of Incident:** 20090917  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** CLEVELAND, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA HIGHLANDER. THE CONTACT WAS DRIVING APPROXIMATELY 55 MPH ON NORMAL ROAD CONDITIONS. THERE WAS PRESSURE APPLIED TO THE ACCELERATOR PEDAL IN WHICH AN INCREASE OF UNINTENDED ACCELERATION OCCURRED WITHOUT WARNING. THE VEHICLE WAS ABLE TO CONTINUE IN NORMAL OPERATION. THIS WAS A ONE TIME FAILURE OCCURRENCE AND THE VEHICLE WAS NOT TAKEN TO THE DEALER TO BE INSPECTED. THE FAILURE MILEAGE WAS 18,000.  
**Additional Summary:**

C-1526

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315200  
**Date of Incident:** 20090917  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 LEXUS ES 330. THE CONTACT WAS DRIVING APPROXIMATELY 10 MPH ON NORMAL ROAD CONDITIONS. THERE WAS PRESSURE APPLIED TO THE BRAKE PEDAL. THE VEHICLE FAILED TO SLOW DOWN AND CRASHED INTO A BUILDING. THE DRIVER SUSTAINED NO PERSONALS INJURY. THE POLICE AND AMBULANCE WERE NOT CALLED TO THE SCENE. THE VEHICLE WAS ABLE TO RESUME OPERATION. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC AND REPAIRED FOR BODY DAMAGES AT AN ESTIMATION OF \$1,000. THE FAILURE MILEAGE WAS 36,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316674  
**Date of Incident:** 20090917  
**Vehicle:** 2004 TOYOTA TUNDRA  
**Location of Incident:** BRUSLY,, LA

**NHTSA Summary:**  
STARTED TRUCK, CONNECTED SMALL TRAILER TO HITCH. I NOTICED LIGHTS ON TRAILER NOT ON GOT OUT OF TRUCK TO PLUG AND UNPLUG CONNECTOR. LIGHTS CAME ON. ENTERED TRUCK , PUT FOOT ON BRAKE TO PUT IN GEAR. THE ENGINE REV'ED UP AND THE TACH. WAS FLUCTUATING BETWEEN 1000 AND 6500 RPM WITHOUT EVER TOUCHING THE ACCELERATOR. I TURNED THE IGNITION TO THE OFF POSITION. SCARED TO RESTART, I LET IT SIT FOR FIVE MINUTES THEN STARTED ENGINE. EVERYTHING RAN NORMAL AND I PROCEEDED TO DRIVE HOME. THIS HAD NEVER OCCURRED BEFORE OR SINCE THIS INCIDENT. I DID NOT REPORT THIS TO TOYOTA SINCE THE RECALL MODELS WERE OTHER THAN MY 2004 TOYOTA TUNDRA .  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320146  
**Date of Incident:** 20090917  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** JACKSON, TN

**NHTSA Summary:**  
I OWN A 2007 TOYOTA CAMRY I HAD A ACCIDENT IN THE VEHICLE ON SEPTEMBER 17, 2009 IN JACKSON, TN. I TOLD THE OFFICERS AND THE INSURANCE COMPANY THAT I TRIED TO STOP BUT WAS UNABLE TO I ALSO TOLD THEM THAT SOMETHING WAS WRONG IT WOULD NOT STOP UNTIL I WENT INTO A DITCH. TWO DAYS LATER TOYOTA DID A RECALL ON THE FLOOR MATS. I FOUND OUT ABOUT THE FLOOR MATS THIS YEAR IN FEBRUARY 2010. I CONTACTED TOYOTA AND FOUND OUT THAT THEY HAD THE WRONG NAME AS BEING THE OWNER AND SAID THEY WOULD GET ME THE RECALL INFORMATION MAILED TO MY HOME. THE COMPANY DID SEND ME THE INFORMATION I CALLED THE LOCAL TOYOTA DEALERSHIP HER AND THEY TOLD ME I COULD BRING MY VEHICLE IN. IT STATES ON THE PAPERS THAT TOYOTA WILL REPLACE THE PEDAL WITH A NEW ONE IF I WANTED TO WAIT FOR IT IN AND THAT THEY WOULD REPLACE THE OLDER ALL WEATHER FLOOR MATS AND CLEAN THE CARPET. THIS DID NOT HAPPEN FOR ME I NOW HAVE THE SAME DIRTY FLOOR THAT I HAD BEFORE I TOOK IT TO THEM AND NOW I'M RIDING IN A RENTAL CAR BECAUSE SINCE THEY PUT THE REINFORCEMENT BAR ON MY CAR THE CHECK ENGINE LIGHT HAS COME ON AND I'M AFRAID EVEN MORE TO DRIVE

C-1527

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE CAR I TOOK IT TO THE DEALERSHIP AND THEY TOLD CORPORATE THAT I WOULD HAVE TO PAY THEM TO CHECK OUT THE CAR AND MY MANUAL SAYS THAT IF THIS LIGHT COMES ON THAT IT IS THE ELECTRONIC THROTTLE. THE DEALERSHIP TOLD ME IT COULD BE UP TO 200 DIFFERENT THINGS AND THAT UNLESS I PAY FOR THIS THEY WOULD NOT DO ANYTHING TO ASSIST ME I CAN WRITE A LETTER TO THE CLAIMS DEPARTMENT BUT THERE IS NO GURANTEE THAT THEY WILL REIMBURSE ME FOR MY RENTAL OR FOR FIXING THE VEHICLE. ALSO THAT MY FLOOR MATS ARE NOW AFTERMARKET MATS AND THE WILL NOT DO ANYTHING TO THEM EITHER NOR MY FLOOR PLEASE DO SOMETHING THEY ARE NOT FIXING THESE VEHICLES AND ARE NOT STANDING BY THERE WORD I CAN NOT AFFORD TO PAY ANYMORE MONEY TO GET THIS VEHICLE FIX AND DETAILED AND I HAVE NO OTHER MEANS OF TRANSPORTATION. THE PEOPLE AT CORPORATE SAY THEY ARE STICKING BY THE DEALERSHIP AND I NEED TO PAY TO GET THIS FIXED!  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321585  
**Date of Incident:** 20090917  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SANTA DIEGO, CA

**NHTSA Summary:**  
TL - THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE DRIVING 6 MILES AND ATTEMPTED TO MAKE A TURN WHEN THE VEHICLE ACCELERATED. THE VEHICLE ACCELERATED UP TO 40 MPH HE THEN ENGAGED THE EMERGENCY BRAKES. THE ENGINE WAS MAKING A NOISE WHILE THE VEHICLE WAS ACCELERATING. THE VEHICLE THROTTLE AND THE ELECTRONIC ASSEMBLY WAS REPAIRED AT THE LOCAL DEALER. THE MANUFACTURE HAS NOT BEEN CONTACTED. THE FAILURE MILEAGE WAS 32,000. THE CURRENT MILEAGE WAS 32,700. VWB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10288966  
**Date of Incident:** 20090918  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** JAMAICA PLAIN, MA

**NHTSA Summary:**  
MY NEW 2010 PRIUS ACCELERATED ON ITS OWN AS I WAS BRAKING AND SLOWLY APPROACHING THE CAR IN FRONT OF ME THAT WAS STOPPED AT A STOP LIGHT QUITE SOME DISTANCE AWAY. MY CAR HAD ALMOST COME TO A COMPLETE STOP WHEN SUDDENLY THE ENGINE REVVED ON ITS OWN AS MY FOOT WAS STILL ON THE BRAKE. I HAD TO PRESS DOWN SO HARD ON THE BREAK TO KEEP IT FROM SURGING FORWARD THAT THE ABS LIGHT CAME ON AND THEN THE CAR'S REV WENT DOWN ON ITS OWN AND ALL WAS BACK TO NORMAL AND HADN'T HAPPENED AGAIN SINCE. I BROUGHT THE CAR TO THE DEALER AND THEY KEPT IT FOR TWO DAYS BUT DIDN'T FIND ANYTHING WRONG WITH IT. I HAVE TWO SMALL CHILDREN AND BOUGHT THIS CAR FOR A NUMBER OF REASONS. SAFETY BEING ONE OF THE IMPORTANT ONES. I AM NO LONGER FEELING SAFE. THIS WAS NOT THE FLOOR MATS, OR A SUDDEN STOP MISTAKING ONE PEDAL FOR ANOTHER. OR ANY OTHER FORM OF DRIVER ERROR. THIS WAS THE CAR! PLEASE HELP TO DISCOVER THE CAUSE AND MAKE TOYOTA FIX IT BEFORE SOMEONE GETS HURT OR KILLED. THANK YOU, CHRIS TOPPIN \*TR  
**Additional Summary:**

**Toyota ID Number:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1528

**NHTSA ODI Number:** 10310986  
**Date of Incident:** 20090918  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** LONG BEACH, CA

**NHTSA Summary:**  
I HAVE A 2007 LEXUS ES 350. LAST SEPTEMBER AS I WAS ENTERING A FREEWAY AND SPEEDING UP IN ORDER TO JOIN THE CARS DRIVING AT ABOUT 60 MPH, MY ACCELERATOR STUCK WHEN I TOOK MY FOOT OFF AND I CONTINUED WITH THE ENGINE REVVED UP AS I BRAKED WITH BOTH FEET. I CONTINUED TO BRAKE WITH ONE FOOT AND REACH DOWN WITH MY OTHER FOOT AND GOT IT UNDER THE ACCELERATOR AND WAS ABLE TO LIFT IT BACK UP. I DID NOT HAVE THE HEAVY DUTY CARPET THAT IS ON RECALL. THE DEALER CHECKED IT OUT AND SAID THEY COULD FIND NOTHING WRONG. I HAVE THE RECEIPT VERIFYING THIS. IT WAS A TERRIFYING EXPERIENCE! \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312911  
**Date of Incident:** 20090918  
**Vehicle:** 2002 TOYOTA COROLLA  
**Location of Incident:** HOPKINS, MN

**NHTSA Summary:**  
WE HAVE A 2002 MODEL TOYOTA COROLLA LE. IN THREE INSTANCES THE CAR SPED UP. THE CAR ALSO LEAPS FORWARD ONCE IN A WHILE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319308  
**Date of Incident:** 20090918  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** RICHMOND, KY

**NHTSA Summary:**  
SINCE MY PURCHASE IN DECEMBER 2003 OF A USED TOYOTA CAMRY XLE, SIX CYLINDER (VIN 4T1BF30K92U0179630, THERE HAVE BEEN THREE (3) INSTANCES OF UNINTENDED ACCELERATION. TWICE I WAS BEHIND THE WHEEL, ONCE MY WIFE WAS. IN EACH CASE, CIRCUMSTANCES WERE SIMILAR: THE CAR WAS IDLING IN NEUTRAL OR PARK; THE DRIVER PUT HIS/HER FOOT ON THE BRAKE AND SHIFTED INTO DRIVE; VIRTUALLY SIMULTANEOUSLY THE ENGINE ACCELERATED RAPIDLY. IN EACH CASE THE DRIVER'S FOOT ON THE BRAKE PREVENTED THE CAR FROM MOVING FORWARD WITH ANY SPEED, BUT IT WAS NECESSARY TO PRESS HARD ON THE BRAKE -- AND EVEN WITH THAT IN AT LEAST ONE INSTANCE THE CAR STRAINED AND BUCKED. THE SITUATIONS WERE RESOLVED WHEN THE DRIVER SHIFTED. IN TWO INSTANCES THE SHIFT WAS INTO PARK AND THE VEHICLE THEN STALLED IN EACH CASE. I DO NOT RECALL CLEARLY WHETHER THE SHIFT IN THE THIRD INSTANCE WAS INTO PARK OR NEUTRAL OR WHETHER THE VEHICLE STALLED. WE WERE AT THE TIME EXITING A GAS STATION AND MERGING INTO TRAFFIC. IN NO INSTANCE WAS THERE A PROBLEM WITH THE MAT AND IN NO CASE WAS THE DRIVER'S FOOT ON THE ACCELERATOR. RATHER THE RIGHT FOOT WAS IN EACH CASE ON THE BRAKE. THE APPROXIMATE DATES OF THE INSTANCES WERE FALL 2006, JUNE 2009, AND SEPTEMBER 2009. THE FIRST INSTANCE WAS REPORTED TO OAKLAWN TOYOTA, OAKLAWN, ILLINOIS; THE SECOND TO TOYOTA SOUTH, RICHMOND, KENTUCKY. EACH WAS THE THEN SERVICING DEALER WITH TOYOTA SOUTH ALSO THE DEALER FROM WHOM THE CAR WAS PURCHASED. NEITHER DEALER COULD FIND ANYTHING WRONG WITH THE CAR. THE THIRD INSTANCE WAS NOT REPORTED.  
**Additional Summary:**

C-1529

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321370  
**Date of Incident:** 20090918  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
I HAD DRIVEN DOWN THE ALLEY AND WAS PULLING MY 2008 TOYOTA CAMRY HYBRID INTO THE PARKING PLACE BESIDE OUR GARAGE BEHIND OUR HOUSE WHEN SUDDENLY IT JUST ACCELERATED AND I CRASHED INTO OUR WOODEN FENCE DOING ABOUT \$500 WORTH OF DAMAGE TO THE FENCE AND DENTING THE FRONT RIGHT SIDE OF THE CAR (WE HAVEN'T HAD THAT FIXED NOR HAVE WE GOTTEN AN ESTIMATE YET). WHEN THE CAR ACCELERATED, I WAS ONLY ABOUT THREE FEET FROM THE GARAGE SO I WAS NOT ABLE TO GET THE CAR STOPPED IN TIME TO AVOID HITTING THE FENCE. FORTUNATELY, THE BRAKES DID WORK AND I HAD BEEN ONLY GOING VERY SLOWLY WHEN IT HAPPENED (I WAS ALMOST STOPPED) SO I WAS NOT INJURED - JUST SHAKEN. THUS FAR IT HAS NOT HAPPENED AGAIN, BUT AFTER HEARING ABOUT THE HIGH SPEED ACCIDENTS, WE REMAIN CONCERNED ABOUT THE POSSIBILITY OF THIS HAPPENING AGAIN.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10286101  
**Date of Incident:** 20090919  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** PALM HARBOR, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE PARKING THE VEHICLE AND SHIFTING THE GEAR IN PARK, THE VEHICLE ACCELERATED AND CRASHED INTO A WALL. THE AIR BAGS DID NOT DEPLOY. THERE WERE NO INJURIES. THE MANUFACTURER HAS NOT OFFERED ANY ASSISTANCE. THE CONTACT STATED THAT THE CARPET IN THE VEHICLE WAS NOT RELATED TO THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 4,400.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292225  
**Date of Incident:** 20090919  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SKOKIE, IL

**NHTSA Summary:**  
I WAS SLOWLY PULLING INTO A PARKING SPOT AT THE MALL AND THE CAR SUDDENLY ACCELERATED AND I CRASHED INTO A TREE. THE ENGINE SOUNDED LIKE IT WAS DRIVING 100MPH. I CALLED THE TOYOTA DEALER AND THEY SAID IT WAS PROBABLY DUE TO THE CAR MATS. I DON'T BELIEVE THAT BECAUSE MY MATS WERE IN PLACE AFTER THE CRASH. THERE WAS MAJOR DAMAGE TO THE CAR AND THE TREE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311607  
**Date of Incident:** 20090919  
**Vehicle:** 2007 TOYOTA TACOMA

C-1530

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** EUGENE, OR

**NHTSA Summary:**  
DRIVING MY 2007 TOYOTA TACOMA (V6, 4-WD, AUTOMATIC, ACCESS CAB), I EXPERIENCED SUDDEN UNINTENDED ACCELERATION AS I WAS TURNING FROM W. SEVENTH AVENUE IN EUGENE, OREGON ONTO NORTHBOUND INTERSTATE-105. I WAS TRAVELING AT A SAFE RATE OF SPEED (APPROX. 20 MPH) AS I MADE THE TURN FROM THE SURFACE STREET TO THE LEFT-HAND, CURVING, ON-RAMP WHICH IS THE BEGINNING OF AN ELEVATED FREEWAY STRUCTURE. IT WAS MID-MORNING AND, ALTHOUGH THERE HAD BEEN SOME LIGHT RAIN OVERNIGHT, THE PAVEMENT WAS DRY. ABOUT HALFWAY THROUGH THE CURVE THE TACOMA INEXPLICABLY ACCELERATED. THE REAR OF THE TRUCK SWUNG OUT TO THE LEFT AT WHICH POINT IT WAS MOVING SIDEWAYS UP THE ON-RAMP. THE FRONT OF THE TRUCK JUMPED THE CURB AND THE TRUCK PROCEEDED 20-30 FEET SIDEWAYS ALONG THE CURB AND EVENTUALLY SLID UP A CONCRETE WALL WHERE THE CURB TRANSITIONS TO THE BRIDGE RAIL OF THE ELEVATED STRUCTURE. JUST SHORT OF THE START OF THE ACTUAL BRIDGE RAILING THE FRONT RIGHT WHEEL AND FENDER STRUCK A TREE. AT THIS POINT, THE VEHICLE BOUNCED BACK, CONTINUED TO ROTATE TO THE LEFT AND CAME TO A REST, STRADDLING THE TRANSITION WALL, HAVING TURNED 150-170 DEGREES. AT THIS POINT I REALIZED THE MOTOR WAS STILL RACING AND I SWITCHED THE ENGINE OFF. MY FOOT WAS ON THE BRAKE PEDAL. THE AIR BAGS DID NOT DEPLOY. NO ONE WAS INJURED, NO OTHER VEHICLES WERE INVOLVED. POLICE WERE CALLED TO PROVIDE TRAFFIC CONTROL WHILE THE VEHICLE WAS REMOVED FROM THE SCENE BUT NO REPORT WAS FILED. I HAVE LIVED WITHIN TWO-AND-A-HALF MILES OF THIS INTERSECTION FOR MORE THAN 36 YEARS. I HAVE BEEN THROUGH THIS INTERSECTION THOUSANDS OF TIMES AS A PRIVATE CITIZEN AND IN MY ROLE AS A TRANSPORTATION PLANNER. I HAVE BEEN AND AM BAFLED BY THIS INCIDENT. THE COLLISION DAMAGE WAS REPAIRED. OTHER THAN THAT ALL PARTS ARE ORIGINAL. ORIGINAL EQUIPMENT TOYOTA FLOOR MATS HAD BEEN REMOVED PREVIOUSLY. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312163  
**Date of Incident:** 20090919  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** RADNOR, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY XLE. WHILE HE WAS AT A TRAFFIC LIGHT ON AN INCLINE, THERE WAS A VERY LOUD ROARING NOISE COMING FROM THE ENGINE. THE WEATHER WAS NOT A FACTOR. THE VEHICLE RESPONDED AS IF IT WERE GOING TO TAKE OFF AT FULL SPEED BUT IT DIDN'T. THE FAILURE OCCURRED A SECOND TIME WITH HER FOOT DEPRESSING THE BRAKE PEDAL. NEITHER THE DEALER NOR MANUFACTURER WAS CONTACTED. THE FAILURE MILEAGE WAS 74,800 AND THE CURRENT MILEAGE WAS 75,474.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313448  
**Date of Incident:** 20090919  
**Vehicle:** 2000 LEXUS RX300  
**Location of Incident:** SHOREVIEW, MN

**NHTSA Summary:**  
I EXPERIENCED AND HAD AN ACCIDENT DUE TO THE REVVING ENGINE ISSUE WITH TOYOTA/LEXUS. I HAVE A 2000 (USED) LEXUS SUV AND WAS PULLING INTO A PARKING

C-1531

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SPACE IN THE LOT OF A BUSINESS WHEN THE ACCIDENT HAPPENED. I DID NOT HAVE MY FOOT ON THE GAS AS I WAS ALLOWING THE CAR TO "CREEP" INTO POSITION BUT HAD IT HOVERING AND/OR TOUCHING THE BRAKE PEDAL. ALL OF A SUDDEN THE ENGINE REVVED AND STARTING SPEEDING FORWARD, AGAIN WITHOUT MY FOOT ON THE GAS PEDAL. IT HAPPENED SUDDENLY AND QUICKLY AND I IMMEDIATELY HIT A SIGN AT THE FRONT OF THE PARKING SPACE. THIS SET OFF THE AIR BAGS, JAMMING ME BACK IN THE SEAT AND PULLING THE SEAT BACK. I COULD NOT LONGER REACH THE PEDALS BUT I WAS STUNNED BY THE SEAT BELT EXPLOSION. THE CAR WENT OVER THE SIGN (FLATTENED IT), OVER A LOW CEMENT BARRICADE, AND INTO THE SIDE OF THE BUSINESS. I WAS NOT SERIOUSLY INJURED DUE TO THE AIR BAGS BUT THE FRONT OF THE CAR WAS BADLY DAMAGED. I'VE NEVER RECEIVED AN TYPE OF RECALL NOTICE AND NOTHING HAS BEEN DONE TO REPAIR THE DEFECT. I'M DRIVING A VERY SCARY TIME BOMB.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294034  
**Date of Incident:** 20090920  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CHARLOTTE, NC

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. AFTER LIGHT APPLICATION OF THE ACCELERATOR PEDAL, THE VEHICLE RAPIDLY BEGAN TO ACCELERATE. AFTER REPEATED BRAKE APPLICATION, THE HE WAS ABLE TO STOP THE VEHICLE. THE VEHICLE HAS NOT BEEN INSPECTED FOR THE MALFUNCTION. THE FAILURE AND CURRENT MILEAGES WERE UNKNOWN.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290973  
**Date of Incident:** 20090920  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** DOWNERS GROOVE, IL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA HIGHLANDER HYBRID. WHEN APPLYING PRESSURE TO THE BRAKE PEDAL, THE ENGINE WOULD INTERMITTENTLY REV, AND THE VEHICLE WOULD NOT DECELERATE. HE SPECULATED THAT THE ENGINE CONTROL SYSTEM FAILED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE TECHNICIAN STATED THERE WAS NO DIAGNOSTIC TESTING EQUIPMENT AVAILABLE TO DETECT THE MALFUNCTION. THE FAILURE MILEAGE WAS 40,000. THE CURRENT MILEAGE WAS 40,076.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20090920  
**Date of Incident:** 2006 TOYOTA CAMRY  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** SOMERVILLE, MA

**NHTSA Summary:**  
**Additional Summary:**  
From news article in Eagle Tribune:

C-1532

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

A car crashed through the front of the fire station just before 8:30 a.m. today. No serious injuries were reported although the building was left with "significant structural damage," according to police.

The crash occurred as a Toyota Camry and a Honda Accord were both traveling north and collided at Old Bridge Street and Marsh Road, police said.

The Camry crashed through the center bay of the fire station at 8 Old Bridge St.

The driver of the Camry was Leon Moreau, 78, of Somerville, Mass. Frederick Pepe, 39, of Pelham was driving the other car, a Honda Accord, police said.

Moreau and Pepe were both taken to area hospitals with "non-life-threatening injuries," police said.

The building inspector was notified along with a rigging company to construct a temporary support system for the building.

The crash remains under investigation. Drugs and alcohol do not appear to be factors, police said.

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10285143  
**Date of Incident:** 20090921  
**Vehicle:** 2007 LEXUS IS250  
**Location of Incident:** MILLERS CREEK, NC  
**NHTSA Summary:**  
CAR SUDDENLY BEGAN ACCELERATING BY ITSELF. WOULD NOT SLOW DOWN, BRAKES WOULD NOT WORK. TACH RED-LINED, REACHED SPEED OF 110 MPH. PUSHED KILL SWITCH FOR 3 SECONDS TO CUT CAR OFF. \*TR  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10307062  
**Date of Incident:** 20090921  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** NORTH BERGEN, NJ  
**NHTSA Summary:**  
MY 2 MONTHS OLD 2010 TOYOTA CAMRY WAS IN ACCIDENT DUE TO NOT ABLE TO STOP. THE BRAKE WAS APPLIED BUT GAS PEDAL WAS STUCK CAUSING VEHICLE TO HIT THE WALL. THE RESULTING DAMAGE WAS BROKEN FRONT AXCEL, INFALTING BOTH FRONT AIR BAGS ETC.. THE TOTAL REPAIR COST WAS AROUND \$14000.00. MY DAUGHTER WAS DRIVING THE CAR AND SHE IS EXPERIENCED DRIVER. SHE HAD MENTIONED THAT SHE WAS NOT ABLE TO STOP THE CAR EVEN THOUGH THE BRAKE WAS APPLIED. AT THE TIME OF ACCIDENT, THE TOYOTA RECALL WAS NOT MADE PUBLIC SO I IGNORED HER COMPLAINT.  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10292577  
**Date of Incident:** 20090922  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** NEWBURY PARK, CA  
**NHTSA Summary:**

C-1533

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2006 LEXUS IS250. WHILE THE CONTACT WAS APPROACHING A STOP SIGN WITH HIS FOOT ON THE BRAKE PEDAL, THE VEHICLE SUDDENLY ACCELERATED FORWARD WHICH CAUSED THE CONTACT TO REAR ENDED THE VEHICLE IN FRONT OF HIM. THE VEHICLE WAS TAKEN TO THE DEALER WHO INFORMED HIM TO REMOVE THE MATS FROM THE VEHICLE. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 70000.

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10303490  
**Date of Incident:** 20090922  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** CORONA, CA  
**NHTSA Summary:**

MY VEHICLE WAS INVOLVED IN AN ACCIDENT AND I BELIVE THAT THE MANUFACTURER WAS AT FAULT. I HAD MY VEHICLE INSPECTED FOR BRAKE PROBLEMS NUMEROUS TIMES BY THE DEALER AND IT WAS ALWAYS SAID NOTHING WAS WRONG. WELL ON SEP. 22,2009 MY MOTHER WAS DRIVING MY CAR WHILE I WAS PASSENGER AND SHE SAYS IT WOULD NOT STOP. NOW THAT I SEE OTHERS ARE EXPERIENCING THE SAME PROBLEMS I WANT THE MANUFACTURER TO BE HELD RESPONSIBLE BECAUSE I HAVE BEEN DEALING WITH THESE PROBLEMS FOR TWO YEARS NOW AND IT FINALLY SEEMS LIKE SOMETHING IS GOING TO BE DONE ABOUT IT. IT TOOK MY CAR AND WHO KNOWS HOW MANY OTHERS. I GAVE THE DEALERSHIP MANY OPPORTUNITIES TO REMEDY THE SITUATION AT MY EXPENCE. \*TR  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10320617  
**Date of Incident:** 20090922  
**Vehicle:** 2002 TOYOTA COROLLA  
**Location of Incident:** DOWNERS GROVE, IL  
**NHTSA Summary:**

ON SEPTEMBER 22, 2009 MY 2002 TOYOTA COROLLA CE SUDDENLY ACCELERATED INTO MY GARAGE WALL CAUSING THE CAR TO BE TOTALED (LOSS OF OVER 7,000) PER FARMERS INSURANCE. VIN #INXBR12E12Z567127. AT THAT TIME WAS UNAWARE OF ANY ISSUES WITH TOYOTA'S - THE FLOOR MAT SITUATION WAS JUST COMING OUT. I REPORTED THIS TO TOYOTA ON 10/2/09 INCIDENT #091002 000340 AND THEY HAD SAID THERE WERE NO PROBLEMS REPORTED ON THE 2002 COROLLA'S. I DID REPURCHASE A NEW 2010 AND NOW WITH ALL THE ISSUES I FEEL UNSAFE WHEN DRIVING THIS CAR BUT AM LEFT LIKE MANY OTHERS STUCK WITH IT. TOYOTA HAD A GOOD REPUTATION AND I WISH THIS PROBLEM WOULD BE RESOLVED. JUST WANTED TO LET YOU KNOW SO THIS WILL SOMEHOW HELP IN THE ONGOING SEARCH FOR AN ANSWER.  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10286022  
**Date of Incident:** 20090923  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** MOUNT PROSPECT, IL  
**NHTSA Summary:**  
NHTSA COMPLAINT:

C-1534

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2003 TOYOTA RAV4. WHILE DRIVING IN REVERSE, THE VEHICLE BEGAN TO HESITATE. THE CONTACT LIGHTLY ENGAGED THE BRAKE PEDAL AND THE VEHICLE CONTINUED TO HESITATE. THE CONTACT ALSO APPLIED PRESSURE TO THE BRAKE PEDAL AND THE VEHICLE ACCELERATED IN REVERSE AT A HIGHER SPEED. THE FAILURE CAUSED THE CONTACT TO CRASH INTO A VEHICLE, A TREE, AND A POLE WHICH ALSO CAUSED THE PASSENGER SIDE WINDOW TO SHATTER. THE SHATTERED GLASS WAS LODGED IN THE CONTACT'S NOSE AND HE WAS TAKEN TO THE EMERGENCY ROOM. THE CONTACT CANNOT CONFIRM IF THE FLOOR MATS CAUSED THE FAILURE TO OCCUR. THE VEHICLE HAS NOT BEEN INSPECTED TO DETERMINE IF IT WAS DESTROYED. THE CURRENT AND FAILURE MILEAGE WERE 73,000.  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10306862  
**Date of Incident:** 20090923  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** YORK, PA  
**NHTSA Summary:**

I PURCHASED MY 09 COROLLA IN AUGUST OF 09. SINCE THEN WHEN DRIVING ON HIGHWAY, THE GAS PEDAL GETS STUCK AT ABOUT 60MPH THEN ACCELERATES ON ITS OWN TO ABOUT 70 MPH. IT HAS HAPPENED ABOUT 10 TIMES AND I AM CONCERNED ABOUT IT.  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10320530  
**Date of Incident:** 20090923  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** KENNER, LA  
**NHTSA Summary:**

TL-THE CONTACT RENTED A 2009 TOYOTA PRIUS. WHILE DRIVING AT 40MPH GOING UP THE MOUNTAIN THE VEHICLE ACCELERATED AND CRASHED HEAD ON INTO AN 18 WHEELER TRUCK. THE DRIVER HAD A BROKEN LEG AND WAS FLOWN TO THE HOSPITAL THE ENTIRE FRONT OF THE VEHICLE WAS EXTENSIVELY DAMAGED. THE VEHICLE WAS TOWED BACK TO THE HERTZ RENTAL COMPANY AND THE CONTACT ATTORNEY IS HANDLING THE CASE. THE TOYOTA MANUFACTURE WAS NOT CALL BY THE CONTACT. THE FAILURE MILEAGE WAS 12,299..MW  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10286136  
**Date of Incident:** 20090924  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** FOUR OAKS, NC  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 45 MPH AND ATTEMPTING TO ACCELERATE TO PASS A VEHICLE, THE ACCELERATOR PEDAL STUCK TO THE FLOOR. THE VEHICLE ACCELERATED TO 85 MPH WITH HER FOOT ON THE BRAKE. HOWEVER, SHE WAS ONLY ABLE TO STOP THE VEHICLE BY APPLYING THE EMERGENCY BRAKE. THERE WERE NO INJURIES. THE CONTACT DOES NOT HAVE FLOOR MATS IN THE VEHICLE. THE MANUFACTURER STATED THAT SOMEONE WOULD RETURN

C-1535

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HER CALL. THE VEHICLE WAS TAKEN TO A REPAIR FACILITY. THE CURRENT AND THE FAILURE MILEAGE WERE 11,200.  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10306336  
**Date of Incident:** 20090924  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** LOUISVILLE, KY  
**NHTSA Summary:**

UNDER A SPECIFIC SETR OF CIRCUMSTANCES, THE CRUISE CONTROL CAUSES THE CAR TO SURGE PAST THE SET CRUISE SPEED. I'VE NEVER LET THE SURGE GET PAST 10 MPH ABOVE THE SET CRUISE SPEED, I ALWAYS TURN OFF THE CRUISE WHICH CANCELS THE SURGE. I CANNOT FORCE THE REPLICATION OF THE PROBLEM BUT IT HAS HAPPENED A NUMBER OF TIMES OVER THE LIFE OF THE CAR. THE CIRCUMSTANCES I CAN IDENTIFY ARE THE CRUISE IS SET ON A SPECIFIC SPEED (LIKE 60 MPH), THE CRUISE IS DISENGAGED TO SLOW DOWN (WELL BELOW 60 MPH), USING THE GAS PEDAL TO SPEED UP ON A LONG UPHILL GRADE, ENGAGE THE CRUISE TO TAKE THE CAR BACK TO THE SET SPEED (60 MPH) AND THE CRUISE BLOWS PAST 60 MPH. IN THE SECONDS IT TAKES TO DISENGAGE THE CRUISE CONTROL, I'VE REACHED 70 MPH  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10311108  
**Date of Incident:** 20090924  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** ALMA, GA  
**NHTSA Summary:**

I OWN A 2009 TOYOTA VENZA AND ON SEPT 24, 2009 MY CAR ACCELERATED THROUGH A CHINESE RESTAURANT IN MY TOWN 2 PEOPLE IN THE RESTAURANT WERE SLIGHTLY INJURED AND I WAS NOT INJURED AND THE PASSENGER WAS NOT INJURED BUT IT COULD HAVE BEEN WORSE. \*TR  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10313627  
**Date of Incident:** 20090924  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** ROCHESTER, MN  
**NHTSA Summary:**

I AM THE OWNER OF A 2010 TOYOTA CAMRY WHICH HAS THE DEFECTS NOW UNDER INVESTIGATION INVOLVING OUT-OF-CONTROL ACCELERATION OF THE CAR. THIS CAR PRESENTS A SERIOUS POTENTIAL HAZARD TO MYSELF AND TO OTHERS AND I WILL NOT CONTINUE TO DRIVE IT. TOYOTA NEEDS TO BE SEVERELY DEALT WITH FOR PUTTING THE ALMIGHTY DOLLAR AHEAD OF PROVIDING A SAFE CAR THAT THEIR CUSTOMERS COULD TRUST - AND FOR THEIR DECEPTION IN ATTEMPTING TO HIDE, COVER UP, DISMISS THE PROBLEMS AND NOT DEAL WITH LEGITIMATE COMPLAINTS WELL BEFORE THIS TIME. TOYOTA'S ACTIONS AND LACK OF ACTION HAS PUT MILLIONS OF PEOPLE AT RISK TO THE POINT OF CAUSING MULTIPLE DEATHS AND INJURIES ON OUR HIGHWAYS AND ROADS. A ONCE TRUSTED AUTOMOBILE COMPANY HAS ABANDONED THE PRINCIPLES THEY MUST ADHERE TO IN BUILDING AN AUTOMOBILE - FIRST AND FOREMOST, PROVIDING AN AUTOMOBILE THAT IS SAFE TO DRIVE. THEY HAVE THUS ABANDONED THE CUSTOMER,

C-1536

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CAUSING NOT ONLY DEATH BUT IMMENSE DISTRESS AMONG MILLIONS OF CAR OWNERS WHO CAN NO LONGER TRUST THE CAR THEY PURCHASED - AT GREAT EXPENSE - AND NOW SEE ITS VALUE SINKING RAPIDLY. MY CAMRY HAS LESS THAN 1000 MILES ON IT. I EXPECT AND DESERVE FAIR COMPENSATION FOR THE TRUST AND MONEY THAT I PUT INTO THIS COMPANY FOR A CAR THAT IS UNSAFE TO DRIVE. I WANT MY MONEY BACK! NOW.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293497  
**Date of Incident:** 20090925  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** DERRY, NH

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2006 TOYOTA COROLLA. WHILE ENTERING A PARKING SPACE THE VEHICLE SUDDENLY ACCELERATED WITHOUT INTENTION. CONSEQUENTLY SHE REAR-ENDED ANOTHER VEHICLE, AND THEN STRUCK A TELEPHONE POLE. THE VEHICLE WAS COMPLETELY DESTROYED, AND NONE OF THE AIR BAGS DEPLOYED. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED AWAY FROM THE CRASH SITE. THE FAILURE MILEAGE WAS 80,000. UPDATED 12/07/09 \*BF UPDATED 12/07/09 \*JB

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303888  
**Date of Incident:** 20090925  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** ANNAPOLIS, MD

**NHTSA Summary:**  
LETTER REGARDING RECENT PROBLEMS HE HAS HAD WITH TWO OF THREE TOYOTA CAMRY'S HE PURCHASED FROM KOONS TOYOTA OF ANNAPOLIS, INC. HE WOULD LIKE TO KNOW IF IT'S OK TO CONTINUE TO DRIVE THE VEHICLES AND WHAT WILL TOYOTA DO TO RESOLVE THE MATTER. \*NJ ON SEPT 25, 2009 THE CONSUMER HAD A TERRIBLE ACCIDENT WITH ONE OF THE TOYOTA CAMRY'S THAT HE OWNS. THE CONSUMER AND HIS WIFE WERE INJURED. THE ACCIDENT OCCURRED ON AN INTERSTATE HIGHWAY WHEN HE ABRUPTLY ENCOUNTERED STOPPED TRAFFIC WHICH BECAME VISIBLE ONLY AS HE APPROACHED A HILL. HE WAS ABLE TO AVOID REAR-ENDING STOPPED CARS IN FRONT OF HIM BY STEERING INTO A CLEAR PASSING LANE, BUT WAS UNABLE TO ADEQUATELY SLOW OR STOP THE VEHICLE BY APPLYING THE BRAKES. THE VEHICLE CONTINUED TO ACCELERATE, SEVERELY FISH-TAILING AND SUBSEQUENTLY THE CONSUMER LOST CONTROL. IT ROLLED OVER COMPLETELY AND LANDED UPRIGHT, BACK ON ITS WHEELS, HITTING TWO OTHER VEHICLES. THE VEHICLE WAS COMPLETELY DEMOLISHED. ON JANUARY 21, 2010 THE CONSUMER EXPERIENCED THE SAME PROBLEM WITH THE SECOND CAMRY A 2010 MODEL. HE WAS UNABLE TO SLOW THE VEHICLE DOWN. HE RELEASED THE ACCELERATOR PEDAL BUT WITH NO REDUCTION IN SPEED, IN FACT THE VEHICLE SEEMED TO SPEED UP. HE APPLIED THE BRAKES AND FINALLY THE VEHICLE SLOWED DOWN, BUT NOT WITHOUT A JOLTING AND POTENTIALLY DANGEROUS ABRUPT MOVEMENT OF THE VEHICLE. THE CONSUMER STATED THE VEHICLE NEVER HAD FLOOR MATS AND AFTER LEARNING OF TOYOTA'S ACKNOWLEDGEMENT OF A POSSIBLE PROBLEM, HE REMOVED THE FLOOR MATS FROM THE 2009 MODEL. \*JB

**Toyota ID Number:**

C-1537

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10311048  
**Date of Incident:** 20090925  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** ANNAPOLIS, MD

**NHTSA Summary:**  
S10 APPROPRIATE HANDLING RE RECENT TOYOTA RECALL ANNOUNCEMENTS, EXREF#676 FWD TO NVS-200 FOR APPROPRIATE HANDLING ON 2/1/10. \*NJ ON SEPT 25, 2009 THE CONSUMER HAD A TERRIBLE ACCIDENT WITH ONE OF THE TOYOTA CAMRY'S THAT HE OWNS. THE CONSUMER AND HIS WIFE WERE INJURED. THE ACCIDENT OCCURRED ON AN INTERSTATE HIGHWAY WHEN HE ABRUPTLY ENCOUNTERED STOPPED TRAFFIC WHICH BECAME VISIBLE ONLY AS HE APPROACHED A HILL. HE WAS ABLE TO AVOID REAR-ENDING STOPPED CARS IN FRONT OF HIM BY STEERING INTO A CLEAR PASSING LANE, BUT WAS UNABLE TO ADEQUATELY SLOW OR STOP THE VEHICLE BY APPLYING THE BRAKES. THE VEHICLE CONTINUED TO ACCELERATE, SEVERELY FISH-TAILING AND SUBSEQUENTLY THE CONSUMER LOST CONTROL. IT ROLLED OVER COMPLETELY AND LANDED UPRIGHT, BACK ON ITS WHEELS, HITTING TWO OTHER VEHICLES. THE VEHICLE WAS COMPLETELY DEMOLISHED. ON JANUARY 21, 2010 THE CONSUMER EXPERIENCED THE SAME PROBLEM WITH THE SECOND CAMRY A 2010 MODEL. HE WAS UNABLE TO SLOW THE VEHICLE DOWN. HE RELEASED THE ACCELERATOR PEDAL BUT WITH NO REDUCTION IN SPEED, IN FACT THE VEHICLE SEEMED TO SPEED UP. HE APPLIED THE BRAKES AND FINALLY THE VEHICLE SLOWED DOWN, BUT NOT WITHOUT A JOLTING AND POTENTIALLY DANGEROUS ABRUPT MOVEMENT OF THE VEHICLE. THE CONSUMER STATED THE VEHICLE NEVER HAD FLOOR MATS AND AFTER LEARNING OF TOYOTA'S ACKNOWLEDGEMENT OF A POSSIBLE PROBLEM, HE REMOVED THE FLOOR MATS FROM THE 2009 MODEL. \*JB

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315903  
**Date of Incident:** 20090925  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** DENVER, CO

**NHTSA Summary:**  
WHEN DRIVING ON THE HIGHWAY, CAR STARTED SPEEDING UP. DESPITE PUSHING THE BRAKE, THE CAR WOULD NOT SLOW DOWN. DRIVER LOST CONTROL DUE TO SPEED AND WENT OFF THE ROAD ROLLING THE CAR SEVERAL TIMES.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316192  
**Date of Incident:** 20090925  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** MOUNT PLEASANT, MI

**NHTSA Summary:**  
ON THE MORNING OF 09/25/2009, I WAS GETTING READY TO DEPRESS THE BRAKE PAD IN AN ATTEMPT TO PARK IN THE PARKING LOT WHEN MY 2006 TOYOTA COROLLA SUDDENLY AND UNINTENDEDLY ACCELERATED INTO A CONCRETE PILLAR IN FRONT OF THE PARKING LOT OF THE WALGREENS STORE AT THE INTERSECTION OF WRIGHT AND WARWICK STREETS IN ALMA, MICHIGAN. ALMA POLICE DEPARTMENT REPORT NUMBER: 09-4329

**Additional Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1538

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318106  
**Date of Incident:** 20090925  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** CENTER NORICHES, NY

**NHTSA Summary:**  
TL- CONTACT OWNS A 2003 LEXUS ES350. THE DRIVER STATES SHE WAS APPROACHING AN INTERSECTION COASTING AT 10-15MPH WHEN ALL OF A SUDDEN HER ACCELERATER RAMMED AND TOOK OFF AND SHE RAN INTO THE WOODS AND HIT 3 TREES AND WAS INJURED. THE DRIVER STATES HER VEHICLE HAS BEEN FIXED. THE FAILURE MILEAGE WAS 38,000 AND THE CURRENT MILEAGE IS 39,000. AR

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285353  
**Date of Incident:** 20090926  
**Vehicle:** 2001 TOYOTA SIENNA  
**Location of Incident:** GLENDALE, AZ

**NHTSA Summary:**  
THANK YOU IN ADVANCE FOR YOUR CONSIDERATION OF THIS COMPLAINT. MY WIFE AND CHILDREN WERE NEARLY INVOLVED IN A SERIOUS ACCIDENT YESTERDAY DUE TO SUDDEN UNCONTROLLED ACCELERATION IN OUR MINIVAN. BEFORE YOU EVEN CONSIDER THAT IT MAY BE DRIVERS ERROR, AS EVIDENCED BY THE MYRIAD OF DISCUSSION ON THIS MATTER ON THE INTERNET, THE PROBLEM WAS CONFIRMED BY THE TOW TRUCK DRIVER AND ME; THE VAN CURRENTLY IS STUCK IN FULL ACCELERATION UPON STARTING--I TESTED THIS NUMEROUS TIMES YESTERDAY AND TODAY. THERE IS NO OBSTRUCTION TO THE THROTTLE CABLE, PEDAL, NOR A FLOOR MAT ISSUE. I HAVE CLEARLY CHECKED THESE ITEMS. THERE ARE NUMEROUS SIMILAR COMPLAINTS ONLINE BUT APPARENTLY THEY HAVE NOT BEEN ACKNOWLEDGED/ADDRESSED BY TOYOTA OR NHTSA. THANKS. \*TR

**Toyota ID Number:**  
**NHTSA ODI Number:** 10286282  
**Date of Incident:** 20090926  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** WAYNE, PA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA 4 RUNNER. WHILE DRIVING 45 MPH THE VEHICLE ACCELERATED TO 90 MPH. HE HAD TO DRIVE OVER GRASS AND SMALL SHRUBS TO DECELERATE. THE VEHICLE WAS TOWED TO THE DEALER FOR INSPECTION. THE TECHNICIAN COULD NOT DUPLICATE THE FAILURE, THEREFORE THEY COULD NOT PROVIDE A REMEDY. THE FAILURE AND CURRENT MILEAGES WERE 23,000.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304743  
**Date of Incident:** 20090926  
**Vehicle:** 2005 TOYOTA SEQUOIA  
**Location of Incident:** KINGS POINT, NY

**NHTSA Summary:**

C-1539

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I WAS DRIVING WITH WIFE IN MY 2005 TOYOTA SEQUOIA WEST BOUND ON THE LONG ISLAND EXPRESSWAY AND WAS ABOUT TO EXIT ON EXIT 25. IT WAS A CLEAR DAY AT ABOUT NOON. THE CAR NEVER HAD A REPAIR AND HAS ABOUT 50,000 MILES. THE BRAKE PADS AND TIRES HAS BEEN CHANGES AT ABOUT 40,000 MILES. AS I WAS ABOUT TO EXIT, THE CAR SPED UP FROM 65 MPH TO ABOUT 70 MPH EVEN AS I WAS PRESSING ON THE BRAKES. THE MATS WERE NOT IN THE WAY THE BRAKE AND THE GAS PEDAL WAS NOT HAVING AN AFFECT. THE CRUISE CONTROL WAS NOT ENGAGED. AFTER ABOUT TEN SECOND, THE BRAKES FINALLY KICKED IN. THIS HAS NEVER HAVE BEFORE OR EVER SINCE. NOTHING WAS DONE TO CORRECT THE FAILURE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308466  
**Date of Incident:** 20090926  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** SOUTHLINGTON, CT

**NHTSA Summary:**  
I WAS DRIVING A 2009 TOYOTA PRIUS AND CAME TO A STOP AT A FRIEND'S GARAGE. ALL OF A SUDDEN THE CAR ACCELERATED FORWARD, IT HIT AN OLD FIR TREE AND A BRICK WALL. I CHECKED AND THE FLOOR MAT WAS IN THE SAME POSITION IT ALWAYS WAS. A FRIEND PUSHED THE FENDER BACK INTO PLACE AND THE TOYOTA DEALER BUFFED OUT THE SCRATCHES. I HAVE CONTACTED THE DEALER SEVERAL TIMES ABOUT CHECKING OUT THE ACCELERATOR. BUT THEY ALWAYS TELL ME THAT I HAVE TO WAIT FOR A LETTER. I AM VERY NERVOUS ABOUT DRIVING THIS VEHICLE AND AM HAVING NIGHTMARES ABOUT THIS INCIDENT.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312833  
**Date of Incident:** 20090926  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** SCOTTS VALLEY, CA

**NHTSA Summary:**  
CRASH DUE BRAKE FAILURE, SUDDEN UNINTENDED, SUDDEN UNCONTROLLED DANGEROUS ACCELERATION, SURGING FORWARD MOMENTARY LOSS OF BRAKING CAPABILITY WHILE TRAVELING EXTREMELY LOW SPEED UNDER 5 MPH ON AN UNEVEN BUMPY COUNTRY ROAD SURFACE, POTHOLE, OR BUMP, LURCHED FORWARD SKIDDED SIDE WAYS INTO TREE. FREQUENTLY OCCURS. MAJOR COLLISION DAMAGE, IN REPAIR SHOP 1 MONTH.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319069  
**Date of Incident:** 20090926  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**  
THE INCIDENT: ACCELERATED GAS PETAL. THE INCIDENT TOOK PLACE ON CRAIN HWY. GLEN BURNIE AT THE INTERSECTION OF CRAIN HWY/AQUAHART RD ON 9/26/2009. I WAS TRAVELING ON CRAIN HIGHWAY WHEN I CAME TO A STOP AT A TRAFFIC LIGHT. I APPLIED PRESSURE ON THE BREAK, AND THOUGHT I HAD COME TO A COMPLETE STOP WHEN MY 2007 TOYOTA CAMRY CE HAD UNEXPECTEDLY JOLTED FORWARD. I

**Additional Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1540

IMMEDIATELY APPLIED BOTH FEET ON THE BRAKE PEDAL AND SAID "WOW THAT WAS WEIRD" I DIDN'T THINK MUCH ABOUT THE INCIDENT OTHER THAN I JUST BEING A FREAK MALFUNCTION. ONLY UNTIL THE RECENT RECALLS OF MY TOYOTA MODEL WAS IT BROUGHT TO MY ATTENTION THAT I MAY HAVE EXPERIENCED THE ACCELERATED GAS PEDAL MALFUNCTION WITH MY VEHICLE. NO ACCIDENTS WERE A RESULT OF THE INCIDENT; HOWEVER I WAS SHAKEN UP A BIT. I RECEIVED A RECALL NOTICE FROM TOYOTA IN LATE JANUARY EXPLAINING THAT MY 2007 TOYOTA CAMRY WAS PART OF A RECALL TO REPLACE THE DRIVER'S SIDE FLOOR MAT AND THAT I WAS GOING TO RECEIVE MORE INFORMATION ABOUT RECALL LOCATIONS IN EARLY APRIL/MAY. AFTER READING NEWSPAPERS AND WATCHING NEWS REPORTS OF THE PUBLIC RECALL ANNOUNCEMENT IDENTIFYING THE TOYOTA MODELS THAT WAS PART OF THE RECALL INVOLVING ACCELERATED GAS PEDALS. MY 2007 TOYOTA CAMRY WAS PART OF THE MODELS IDENTIFIED SO I TOOK MY VEHICLE TO DARCARS TOYOTA OF BALTIMORE, 6000 EASTERN AVE. BALTIMORE MD ON JANUARY 10, 2010 AND WAS TURNED AWAY CLAIMING MY VEHICLE WAS NOT PART OF THE RECALL. I RECEIVED OFFICIAL NOTIFICATION FROM TOYOTA ON 3/8/2010 WITH INSTRUCTION ON WHERE TO GO AND INFORMATION ABOUT THE RECALL ON MY 2007 TOYOTA CAMRY CE PURCHASED MAY 2006. I HAVE MADE AN APPOINTMENT WITH MY LOCAL TOYOTA DEALERSHIP TO HAVE MY VEHICLE SERVICED. VIN # 4T1BE46K170504310

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10286055  
**Date of Incident:** 20090927  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** TINLEY PARK, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 LEXUS RX350. THE FLOOR MATS HAVE A TENDENCY TO MAKE CONTACT WITH THE ACCELERATOR PEDAL. THE MALFUNCTION OCCURRED AT A CAR WAS AND THE CONTACT WAS FORCED TO SHUT THE ENGINE OFF AND REMOVE THE FLOOR MATS. THE FAILURE MILEAGE WAS 75,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293025  
**Date of Incident:** 20090927  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** CLARKSTON, MI

**NHTSA Summary:**  
AT 70MPH CAR WILL ACCELERATE APPROX. 5MPH. THEN DROP BACK TO 70MPH UPON EXITING THE FREEWAY. THE CAR WOULD NOT DECELERATE LOWER THAN 40MPH. I APPLIED BRAKES, PUT CAR IN NEUTRAL, AND TURNED ENGINE OFF. UPON RESTARTING, OPERATION RETURNED TO NORMAL. THIS SAME DEFECT HAS OCCURRED TWICE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306756  
**Date of Incident:** 20090927  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** WINONA, MN

**NHTSA Summary:**

C-1541

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SEPT. 27, 2009, I WAS DRIVING MY 2006 TOYOTA AVALON INTO MY GARAGE AT A SLOW SPEED. WHEN I HIT THE BRAKE, THE CAR ACCELERATED CAUSING ME TO DRIVE INTO THE WORKBENCH, BREAKING IT AND SOME WALLBOARD BEHIND IT AS WELL AS DAMAGING THE CAR BEFORE THE CAR FINALLY CAME TO A STOP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316756  
**Date of Incident:** 20090927  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** LAWRENCEBURG, IN

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320478  
**Date of Incident:** 20090927  
**Vehicle:** 2009 LEXUS ES350  
**Location of Incident:** POTOMAC, MD

**NHTSA Summary:**  
MY WIFE AND I EXPERIENCED AN UNCONTROLLABLE RUNAWAY OF OUR NEW (3 WEEKS OLD AND LESS THAN 200 MILES) LEXUS ES-350 CAR ON 09/27/2009. THE CAR WAS TOTALED. AT TIME, BOTH POLICE AND AMBULANCE WERE CALLED. AND WE WERE SENT TO THE NEARBY SHADY GROVE HOSPITAL FOR CHECKUP AND TREATMENTS. INITIALLY, I THOUGHT IT COULD BE BECAUSE I MISTAKENLY PRESSED THE GAS PEDAL, INSTEAD OF THE BRAKE, WHEN I TRIED TO SLOW DOWN THE CAR PREPARING TO MAKE A LEFT-HAND TURN ONTO RT. 28. NOW, AFTER I READ ALL THE RECENT TOYOTA/LEXUS ACCIDENT NEWS REPORTS, WHICH SPECIFICALLY INVOLVED THE LEXUS ES SERIES, I BEGIN TO BELIEF IT WASN'T THE CASE. AND IN FACT, IT WAS AN UNCONTROLLABLE RUNAWAY CAR, AT THE TIME, BECAUSE OTHERWISE I WOULD HAVE NATURALLY SLOWED DOWN THE CAR AT THE INTERSECTION AND PREPARED TO MAKE THE TURN. THEREFORE, I SHOULDNT BE THE ONE WHO CONTRIBUTED TO THE ACCIDENT. ALSO CONSIDERING THE FOLLOWING: (1) IM AN EXPERIENCED DRIVER, AND HAVE DRIVEN ALL KIND OF BRAND AND SIZES OF CARS, AND UNDER VARIOUS WEATHER AND ROAD CONDITIONS SINCE 1962; (2) THE ACCIDENT HAPPENED ON THE GREAT SCENICA HWY IN GAITHERSBURG. I'VE BEEN LIVING IN THIS SPECIFIC AREA SINCE 1974; AND GOING THROUGH ALL THE COMMUNITY CHANGES AND EXPANSIONS, INCLUDING NEW ROAD STRUCTURES, AND TRAFFIC PATTERNS; (3) I'VE A SUPERIOR DRIVING RECORD; AND A 20/20 VISION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332772  
**Date of Incident:** 20090927  
**Vehicle:** 2006 TOYOTA TACOMA

C-1542

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** PATERSON, NJ

**NHTSA Summary:**  
S10 APPROPRIATE HANDLING- COURTESY COPY OF MESSAGE TO MR. TOYODA FROM REGARDING TOYOTA ACCELERATION \*TGW 2006 TOYOTA TACOMA. THE CONSUMER STATED WHILE DRIVING, THE VEHICLE SUDDENLY AND WITHOUT WARNING ACCELERATED AT A HIGH RATE OF SPEED AND CRASHED INTO A GUARDRAIL. THE VEHICLE WAS TOTALED. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285976  
**Date of Incident:** 20090928  
**Vehicle:** 2010 TOYOTA TUNDRA  
**Location of Incident:** TEXAS CITY, TX

**NHTSA Summary:**  
THE CONTACT OWNS A 2010 TOYOTA TACOMA. THE CONTACT STATED AS HE WAS DRIVING AND COMING TO A STOP AT THE STOP SIGN HIS VEHICLE ENGINE STARTED TO RACE AS IF IT WAS GETTING READY TO ACCELERATE. CONTACT DEPRESS THE BRAKES BEFORE IT ACCELERATE. HE HAS NOT TAKEN HIS VEHICLE TO THE DEALER AS YET OR THE CALL THE MANUFACTURE TO INFORM THEM OF THIS ISSUE. THE FAILURE MILEAGE WAS 600...MW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306696  
**Date of Incident:** 20090928  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** AUSTIN, TX

**NHTSA Summary:**  
I PURCHASED A NEW TOYOTA TACOMA SR5 PICKUP 8/27/09. IMMEDIATELY I NOTICED A PROBLEM WHEN I SLOWED DOWN AT SPEED BUMPS AND TO TURN CORNERS AND THEN STARTED TO ACCELERATE. THE VEHICLE WOULD HESITATE THEN SURGE FORWARD. I CAN STOP THE HESITATION SOMEWHAT BY VERY LIGHTLY PRESSING THE ACCELERATOR AFTER I SLOW DOWN AND THEN SLOWLY ACCELERATING. IF I FORGET TO VERY LIGHTLY ACCELERATE, THE VEHICLE WILL SURGE FORWARD FOLLOWING THE HESITATION. ONE TIME THIS SURGE AS I TURNED A CORNER ALMOST TOOK ME INTO ONCOMING TRAFFIC. I ATTEMPTED TO RESOLVE THE ISSUE WITH SERVICE REPRESENTATIVES LOCALLY WHO TOLD ME THE TRANSMISSION WAS OPERATING NORMALLY. I FILED A COMPLAINT WITH TOYOTA, WAS GIVEN A CASE NUMBER AND WAS TOLD BY THEIR COMPALINT CENTER THAT IT WAS TOYOTA'S POSITION THAT THE TRANSMISSION IS OPERATING NORMALLY. I FEEL THAT THIS TENDENCY, WHICH HAS BEEN DOCUMENTED BY NUMEROUS OTHER OWNERS AT ONLINE SITES SUCH AS EDMUNDS.COM, IS A SAFETY HAZARD THAT SHOULD BE REMEDIED IN A RECALL. THIS SITUATION OCCURS EVERY TIME THE VEHICLE IS DRIVEN AND REQUIRES VERY CAREFUL CONCENTRATION TO AVOID A SUDDEN AND POTENTIALLY UNSAFE SURGE IN SPEED. NOTHING HAS BEEN DONE TO CORRECT THIS ISSUE AND NO RESPONSE OTHER THAN TO DENY MY COMPLAINT HAS BEEN TAKEN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322606  
**Date of Incident:** 20090928

C-1543

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** TALLAHASSE, FL

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10285775  
**Date of Incident:** 20090929  
**Vehicle:** 2003 TOYOTA CAMRY SOLARA  
**Location of Incident:** CLINTON, MD

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 TOYOTA SOLARA. THE ALL WEATHER FLOOR MATS INTERFERED WITH THE ACCELERATOR PEDAL. AS A CONSEQUENCE, HER RISK FOR A VEHICLE CRASH WAS INCREASED. THE DEALER AND THE MANUFACTURER HAVE NOT BEEN NOTIFIED. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE 74,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10286278  
**Date of Incident:** 20090930  
**Vehicle:** 2009 LEXUS ES350  
**Location of Incident:** GREATNECK, NY

**NHTSA Summary:**  
TL\*THE CONTACT LEASED A 2009 LEXUS ES350. WHILE DRIVING APPROXIMATELY 35 TO 40 MPH ON THE HIGHWAY, THE VEHICLE ACCELERATED 80 TO 90 MPH. HE ATTEMPTED TO ENGAGE THE BRAKE PEDAL AND THE EMERGENCY BRAKE TO STOP THE VEHICLE AND WAS UNSUCCESSFUL. HE ALSO PRESSED THE ON/OFF BUTTON, SHIFT THE VEHICLE IN REVERSE AND WAS UNABLE TO STOP THE VEHICLE. HE WAS ABLE TO DRIVE WITH MINIMAL CONTROL TO AN EMERGENCY LANE WHERE HE WAS ABLE TO SHIFT THE VEHICLE INTO REVERSE THEN IMMEDIATELY TO PARK; HOWEVER, THE TRANSMISSION BEGAN SMOKING AND THE VEHICLE SLOWED DOWN. THE CONTACT DROVE THE VEHICLE TO HIS RESIDENCE. HE WAS ALSO ABLE TO DRIVE THE VEHICLE TO THE DEALER AND EXPECTS THEM TO ALLOW HIM TO RETURN THE VEHICLE. THE SERVICE DIRECTOR STATED THAT THE FAILURE WAS CAUSED BY THE FLOOR MATS AND THAT THE HOOKS WERE NEVER INSTALLED IN THE VEHICLE. THE MANUFACTURER PROVIDED NO ASSISTANCE. THE CURRENT MILEAGE WAS APPROXIMATELY 11,900 AND THE FAILURE MILEAGE WAS ALSO APPROXIMATELY 11,890.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318133  
**Date of Incident:** 20090930  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** POTOMAC, MD

C-1544

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

2005 LEXUS MODEL ES330(VID#JTHBA30G055078887). AFTER ENTERING A PRKING SPACE AT A SHOPPING MALL AT VERY SLOW SPEED. MY LEXUS ACCELERATED FORWARD WITH MY FOOT HARD PRESSED ON THE BRAKE, JUMPING AN ISLAND IMPACTING HEAD ON WITH THE CAR PARKED IN FRONT. THIS ACCIDENT CAUSED EXTENSIVE DAMAGE ON BOTH CARS. REPLACED THE HOOD, GRID, BOTH HEAD LAMPS, AND FRONT BUMPER ON MY CAR. THE PASSENGER OF THE OTHER CAR WAS NOT IN THE CAR AND WAS SHOPPING IN THE MALL. FORTUNATELY THERE WERE NO PERSONAL INJURIES. I CALLED MY LEXUS DEALER (LEXUS OF SILVER SPRING, MD AND WAS TOLD THAT THE 2005 LEXUS ES330 WAS NOT COVERED BY TOYOTA'S RECALL FOR BRAKING OR ACCELERATOR PROBLEMS. SINCE THEN, I CAREFULLY PULL THE CARPET BACK WHEN START DRIVING. HOPE YOUR INVESTIGATION WILL INCLUDE THE 2005 LEXUS ES330 MODEL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328492  
**Date of Incident:** 20090930  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** YORK, SC

**NHTSA Summary:**

2008 TOYOTA COROLLA. LETTER FROM SENATOR DEMINT ON BEHALF OF CONSTITUENT RE TOYOTA UNINTENDED ACCELERATION \*TGW THE CONSUMER STATED AS HIS WIFE WAS ATTEMPTING TO PARK THE VEHICLE, IT ACCELERATED ON ITS OWN. THE VEHICLE WENT UP AND OVER A CONCRETE CURB WHICH RESULTED IN DAMAGE TO THE UNDER CARRIAGE OF THE VEHICLE. ONE TIRE EXPLODED AND THE ALIGNMENT OF THE FRONT END WAS THROWN OUT OF SPECIFICATION. IN OCTOBER 2009, THE VEHICLE WAS TAKEN TO THE DEALERSHIP FOR ROUTINE SERVICE AND THE CONSUMERS WIFE INFORMED THE DEALER ABOUT THE PREVIOUS INCIDENT, HOWEVER THE DEALER STATED THE VEHICLE WAS NOT INCLUDED IN THE RECALL.\*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20091000  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** , MA

**NHTSA Summary:**

**Additional Summary:**  
 ACCIDENT HAPPENED IN MASSACHUSETTS IN OCTOBER 2009 - PULLING INTO PARKING LOT - VEHICLE LURCHED FORWARD AND CRASHED INTO BRICK WALL. SON WAS CHARGED WITH WRECKLESS DRIVING.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20091000  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** , VA

**NHTSA Summary:**

**Additional Summary:**  
 FROM WDBJ 7 NEWS:

C-1545

**Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

"Floyd County couple wants to alert Toyota owners to be cautious, even if your vehicle year isn't included in the recent recall.

Delma Taylor had been driving her used 2004 Toyota Camry for three years before an accident last October. "My car just sorta took off and I hit the brakes and it didn't stop it. The tree stopped me," says Delma Taylor, who lives in Floyd County.

She says her car was accelerating, but her foot wasn't on the pedal. Luckily, she did not hit any other vehicles or people. Taylor went across the double line, down an embankment and hit a tree.

"Broke my heel, cracked my breast bone. Cracked a rib," says Taylor. After three months of healing and therapy, she's getting closer to being fully recovered."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290866  
**Date of Incident:** 20091001  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** PICKERINGTON, OH

**NHTSA Summary:**

ON OCTOBER 1, 2009 MY 2008 LEXUS ES 350 EXPERIENCED UNCONTROLLED ACCELERATION. UPON ENTERING THE HIGHWAY THE VEHICLE INCREASED IN SPEED TO APPROX. 90 MPH WITHOUT DEPRESSING THE ACCELERATOR. THE VEHICLE DID NOT STOP OR SLOW DOWN, EVEN AFTER STEPPING FORCEFULLY ON THE BRAKES. I PUSHED THE START/STOP BUTTON ON THE DASHBOARD NUMEROUS TIMES AND THE CAR WOULD NOT STOP OR CUT OFF. SOMEHOW, THROUGH THE GRACE OF GOD I BEGAN SHIFTING THE GEARS, ONCE THE GEAR WAS PLACED IN NEUTRAL THE SPEED FINALLY BROKE AND THE CAR SLOWED DOWN. THE VEHICLE WAS STEERED TO THE SIDE OF THE ROAD WHERE THE CAR HAD DIFFICULTY COMING TO A COMPLETE STOP. ONCE THE CAR ACTUALLY STOPPED I CALLED THE LEXUS DEALERSHIP AND A FLATBED WAS SENT AND THE CAR WAS TOWED TO THE DEALERSHIP FOR SERVICE. THE LEXUS SERVICE DEPARTMENT DETERMINED THE DAMAGE CONSISTED OF BURNT FRONT PADS AND ROTORS AND BURNT REAR PADS AND ROTORS THAT ALL OCCURRED WHILE TRYING TO STOP THE RUNAWAY VEHICLE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305749  
**Date of Incident:** 20091001  
**Vehicle:** 2009 TOYOTA TUNDRA  
**Location of Incident:** SUN RISE, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS 2009 TOYOTA TUNDRA. SINCE THE VEHICLE WAS PURCHASED IT BEGAN ACCELERATING WITHOUT WARNING WHENEVER HE MADE A LEFT OR RIGHT TURN AND WHILE DRIVING 60 MPH. THE CONTACT HAD TO SHIFT INTO NEUTRAL GEAR AND APPLY THE BRAKE PEDAL IN ORDER TO STOP THE VEHICLE EACH TIME THE FAILURE OCCURRED. THE DEALER MADE SOME REPAIRS; HOWEVER, THE CONTACT DOESN'T KNOW WHAT COMPONENTS WERE REPAIRED OR REPLACED. THE FAILURE HAS RECURRED SINCE THE VEHICLE WAS REPAIRED AND THE TRANSMISSION HAS RECENTLY BEGAN MAKING A NOISE AND THE VEHICLE LUNGED FORWARD. THE DEALER ADVISED THE CONTACT THAT THEY WERE UNABLE TO TRADE THE VEHICLE FOR A NEW ONE. THE FAILURE MILEAGE WAS 0 AND THE CURRENT MILEAGE 20,000. THE MANUFACTURER WAS NOTIFIED; HOWEVER, THEY DID NOT FILE A REPORT ON THE FAILURE.

C-1546

**Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C***Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308031  
**Date of Incident:** 20091001  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** MINNEAPOLIS, MN

**NHTSA Summary:**

I OWN A 2010 TOYOTA COROLLA. ON SEVERAL OCCASIONS, WHEN I APPLY THE BREAK, THERE IS A SHUDDERING FEELING AND SOUND BEFORE THE BREAKING HOOKS IN. I WOULD SAY THIS HAS HAPPEND ABOUT 10 TIMES IN THE 6 MONTHS I HAVE OWNED THE CAR. IN LIGHT OF THE OTHER BREAKING PROBLEMS, I AM MORE AND MORE CONCERNED ABOUT THIS ONE. I PLAN TO DISCUSS THIS TO WITH TOYOTA WHEN I TAKE MY CAR FOR THE OTHER BREAKING AND ACCELERATOR REPAIRS. HOWEVER, IN LIGHT OF ALL OF THE PROBLEMS WITH THE NEW CARS, WHAT IS IT GOING TO TAKE BEFORE THE DOT INSISTS THAT THERE BE A BUYBACK OF THESE 2009-1010 CARS, WHICH ARE OBVIOUSLY FULL OF PROBLEMS. WHERE WILL IT END? MORE ACCIDENTS? I WANT MY MONEY BACK.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307756  
**Date of Incident:** 20091001  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** ENFIELD, CT

**NHTSA Summary:**

I HAVE A TOYOTA 2008 RAV 4. IN OCTOBER OF 2009 I HAD THE FIRST OF SEVERAL INTERMITTENT SUDDEN ACCELERATION INCIDENTS, ALMOST TAKING OUT A PARKING GARAGE GATE. AFTER ACCELERATING, THEN REMOVING MY FOOT FROM THE GAS, THE CAR WILL OCCASIONALLY HAVE A BURST OF SUDDEN ACCELERATION AND LURCH FORWARD. I CONTACTED THE DEALER IN OCTOBER OF 2009. THEY SAID IT MUST BE USER ERROR OR THE FLOOR MATS. I REMOVED FLOOR MATS, STILL HAD THE PROBLEM. THE DEALER SAID THERE IS NO PROBLEM, BUT ADJUSTED THE ELECTRONICS. PROBLEM CONTINUES INTERMITTENTLY. I CONTACTED THE DEALER AGAIN IN JANUARY AND FEBRUARY 2010, THEY SAID THEY ACKNOWLEDGE THE PROBLEM BUT IT ISN'T COVERED UNDER THE RECALL- THEY WON'T DO ANYTHING TO FIX IT. I RECEIVED THE SAME ANSWER FROM THE TOYOTA HOTLINE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311173  
**Date of Incident:** 20091001  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** MT HOLLY SPRINGS, PA

**NHTSA Summary:**

WE HAVE A 2010 TOYOTA COROLLA. WE BOUGHT IT FOR OUR DAUGHTER TO COMMUTE TO COLLEGE. IT WAS PURCHASED IN MAY 2009 FROM FREEDOM TOYOTA IN HARRISBURG, PA. AFTER QUESTIONING HER ABOUT ANY PROBLEMS WITH THE GAS PEDAL, SHE SAID THE 'STUCK PEDAL SYNDROME' HAPPENED TO HER ALSO THIS PAST FALL. IT WAS TAKEN CARE OF BY A DEALER IN ALLENTOWN, PA. SHE THEN ALSO MENTIONED THAT THE STEERING WHEEL 'JERKS OUT OF HER HAND' WHEN DRIVING. THIS HAS HAPPENED TO HER MORE THAN ONCE. THE DEALER IN ALLENTOWN WAS TOLD OF THIS, ALONG WITH THE FACT THAT SHE HAD A PROBLEM WITH HER DRIVER SIDE WINDOW NOT ROLLING

C-1547

**Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DOWN WHEN THE SWITCH WAS ACTIVATED. THIS HAPPENED TO HER ONCE. THIS DEALER COULD NOT DUBICATE THE 2 ABOVE MENTIONED OTHER PROBLEMS. I TOLD HER SHE IS TO DOCUMENT ANY FUTURE ISSUES WITH THIS CAR. I AM ESTIMATING THE INCIDENT DATES. SHE SAID THEY TOOK PLACE IN THE FALL SEMESTER. I DO NOT HAVE THE INFORMATION AVAILABLE AS TO WHAT HER SPEED WAS AT THE TIME THE STEERING WHEEL HAD A HABIT OF JERKING OUT OF HER HAND. I DO KNOW THAT THERE IS HIGHWAY COMMUTING INVOLVED ALONG WITH NON HIGHWAY DRIVING INVOLVED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312371  
**Date of Incident:** 20091001  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** SKIATOOK, OK

**NHTSA Summary:**

2010 TOYOTA COROLLA W/GAS PETAL THAT STICKS VERY OFTEN DURING INITIAL ACCELERATION. HAS DONE THIS PROBABLY 100-200 TIMES SINCE PURCHASING IN SEPTEMBER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313816  
**Date of Incident:** 20091001  
**Vehicle:** 1999 TOYOTA 4RUNNER  
**Location of Incident:** MONTROSE, CO

**NHTSA Summary:**

I HAVE A 1999 TOYOTA 4RUNNER. BACK IN SEPTEMBER 2009 THE GAS PEDAL GOT STUCK AT FULL THROTTLE WHILE I WAS DRIVING IT. I APPLIED THE BRAKES - PULLED OVER AND TURNED OFF THE KEY. IT SCARED ME TO DEATH. MY DAD LOOKED AT IT AND FOUND THAT THE TROTTLLE CABLE PLASTIC COATING WAS COMING APART AND GOT STUCK IN THE CABLE SHIELDING. I CALLED TOYOTA AND THEY SAID IT WOULD COST AROUND \$300 TO REPLACE THE DEFECTIVE CABLE. IS THIS A COMMON PROBLEM WITH 1999 TOYOTA 4RUNNERS? SINCE THIS IS DEFINITELY A SAFETY ISSUE, WHY WON'T TOYOTA FIX IT AT THEIR EXPENSE? I CONTACTED TURNER TOYOTA IN MONTROSE COLORADO AND TALKED TO BOB IN THE SERVICE DEPARTMENT. THEIR PHONE NUMBER IS 970-249-6691. PLEASE HELP. SUSAN HANSON 970-596-8962

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314675  
**Date of Incident:** 20091001  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** EAST HAMPTON, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA RAV4. THE DRIVER STATED THAT HE WAS MAKING A U-TURN INTO A DRIVEWAY. WHEN HE PRESSED THE BRAKE PEDAL, THE VEHICLE BEGAN TO ACCELERATE ON ITS OWN AND ALMOST CRASHED INTO A BRICK WALL. THE DRIVER STATED THAT HE SLAMMED ON THE BRAKES AND THE VEHICLE STOPPED. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 200. THE CURRENT MILEAGE WAS 3,000. UPDATED 03/12/10. \*LJ

**Additional Summary:**

C-1548

**Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315352  
**Date of Incident:** 20091001  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** HONOLULU, HI

**NHTSA Summary:**  
I HAVE A 2003 TOYOTA CAMRY. I FREQUENTLY EXPERIENCE EXCESSIVE ENGINE ACCELERATION WHEN INITIALLY PUTTING THE CAR IN DRIVE. ALSO, ON OCCASION, THE BRAKE AND ACCELERATOR PEDALS ENGAGE AT THE SAME TIME, WHICH MAY OR MAY NOT BE AN OPERATOR ISSUE. I BROUGHT THE CAR IN FOR REPAIRS TO TOYOTA SERVICE CENTER LAST YEAR BUT THEY SAID IT INVOLVED THE ELECTRONIC CONTROLS AND THERE WAS NOTHING THEY COULD DO. SEEMS THAT THE TOYOTA REPAIR PEOPLE KNEW ABOUT THE PROBLEM ALREADY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317469  
**Date of Incident:** 20091001  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** LAUREL, MD

**NHTSA Summary:**  
MY 2007 TOYOTA COROLLA ACCELERATED DANGEROUSLY THREE TIMES. I BRAKED WITH ALL MY MIGHT, PUT IT IN PARKED POSITION. NO DAMAGE TO ANYTHING, OR ANYONE, BUT THE SUDDEN ACCELERATION WAS SCARY. IT'S NOT AMONG THE RECALLED MODELS. I REMOVED THE TOYOTA FLOOR MAT FROM THE DRIVER'S SIDE. I WILL GO BACK TO DEALER. I WANT THEM TO LOOK AT THE CAR'S COMPUTER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317864  
**Date of Incident:** 20091001  
**Vehicle:** 2006 SCION XB  
**Location of Incident:** WILD WOOD, MO

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2006 SCION XB. WHILE THE CONTACT WAS STOPPED IN TRAFFIC WITH THE VEHICLE PLACED IN PARK THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING CAUSING THE CONTACT TO CRASH INTO THE VEHICLE IN FRONT OF HER. NO ONE WAS INJURED, A POLICE REPORT WAS FILED FOR THE INCIDENT. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 97000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319840  
**Date of Incident:** 20091001  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** WILLIAMSBURG, VA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2007 TOYOTA PRIUS. WHILE THE STOPPED AT THE STOP SIGN AND ATTEMPTED TO PROCEED THE ACCELERATOR THE PEDAL WENT DOWN TO THE FLOOR AND WAS STUCK SHE WAS NOT ABLE TO RELEASE THE PEDAL AND WITH HER

C-1549

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FOOT ON THE BREAK THE VEHICLE CONTINUED TO ACCELERATE SHE HAD TO TURNED THE VEHICLE OFF FOR IT STOP AND WHEN SHE TURN IT BACK ON THE VEHICLE CONTINUED TO ACCELERATE SHE PULLED OVER ON THE SIDE OF THE ROAD AND TURNED THE VEHICLE OFF. SHE EXPERIENCED THE FAILURE SEVERAL TIMES. THE VEHICLE WAS TAKEN TO THE DEALER. THE DEALER WAS NOT ABLE TO RECREATE OR DIAGNOSE ANY FAILURE CODES. SHE CONTACTED THE MANUFACTURER A REPORT WAS TAKEN 1002115591. THE MANUFACTURER TOLD HER TO HAVE THE VEHICLE TOWED TO DEALER IF SHE EXPERIENCE THE FAILURE AGAIN. THE FAILURE MILEAGE WAS 24,000 AND THE CURRENT MILEAGE WAS 29,943. LI

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319819  
**Date of Incident:** 20091001  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** MOUNT GILEAD, NC

**NHTSA Summary:**  
LTR FWD RE SUDDEN ACCELERATION INCIDENT INVOLVING HIS 2007 LEXUS ES350. \*TGW THE CONSUMER STATED WHEN HE ATTEMPTED TO PASS AN 18-WHEELER TRUCK, THE VEHICLE SUDDENLY ACCELERATED OUT OF CONTROL. ANOTHER TRUCK WAS IN FRONT OF HIM AND THE TRUCK THE CONSUMER ATTEMPTED TO PASS WAS ON HIS RIGHT. A STEEP CLIFF WAS ON THE LEFT AND WHEN HE APPLIED THE BRAKES THERE WAS NO RESPONSE. HE TURNED OFF THE CRUISE CONTROL AND THERE WAS STILL NO RESPONSE. THE CONSUMER TIRED TAPPING THE ACCELERATOR AND FOR UNLATELY THAT WORKED AND THE VEHICLE RETURNED TO NORMAL OPERATION. LATER THAT DAY, AFTER LEAVING THE GAS STATION, THE ACCELERATOR BECAME STUCK AGAIN. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321930  
**Date of Incident:** 20091001  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** JAMESTOWN, ND

**NHTSA Summary:**  
2006 TOYOTA AVALON. CONSUMER STATES STUCK GAS PEDAL CAUSED AN INCIDENT. \*TGW THE CONSUMER STATED AS HE WAS PASSING A ANOTHER VEHICLE ON A TWO LANE ROAD, HE HIT A POT HOLE AND THE VEHICLE ACCELERATED AT FULL SPEED ACROSS THE ROAD IN FRONT OF THE OTHER VEHICLE. IT WENT OFF THE EDGE OFF THE ROAD ON THE RIGHT SIDE AND BOTTOMED OUT. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324367  
**Date of Incident:** 20091001  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** GALENA, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA HIGHLANDER. WHILE THE CONTACT WAS DRIVING UP AN INCLINE APPROXIMATELY 60 MPH WITH THE CRUISE CONTROL IN ACTIVATION THE SPEED RATE INCREASED TO 85 MPH OR HIGHER. WHEN THE BRAKES WERE APPLIED, THE VEHICLE CAME TO A COMPLETE STOP; HOWEVER, THE IDENTICAL FAILURE OCCURRED THREE WEEKS AFTER THE FIRST FAILURE. THE VEHICLE WAS

C-1550

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE TECHNICIAN WAS UNABLE DIAGNOSE THE FAILURE. THE FAILURE MILEAGE WAS 25,000. THE CURRENT MILEAGE WAS 38,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332762  
**Date of Incident:** 20091002  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** WINTER PARK, FL

**NHTSA Summary:**  
1998 TOYOTA CAMRY. CONSUMER STATES SUDDEN UNINTENDED ACCELERATION \*TGW THE CONSUMER WAS INVOLVED IN AN ACCIDENT DUE TO UNWANTED ACCELERATION. THE VEHICLE WAS TOTALED BY THE INSURANCE COMPANY. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307266  
**Date of Incident:** 20091003  
**Vehicle:** 2009 TOYOTA HIGHLANDER HV  
**Location of Incident:** DUCK, NC

**NHTSA Summary:**  
I OWN A 2009 HIGHLANDER HYBRID AND AM CONCERNED THAT I AM EXPERIENCING THE SAME TYPE OF PROBLEMS WITH BRAKING THAT ARE NOW BEING REPORTED FOR THE PRIUS. SOMETIMES, WHEN BRAKING IT FEELS LIKE THE BRAKES ARE NOT ENGAGING AND THERE IS A SENSATION THAT THE CAR IS SPEEDING UP. CONTINUED PRESSURE ON THE BRAKE PEDAL FINALLY SLOWS THE CAR DOWN. I WAS RECENTLY INVOLVED IN A MINOR ACCIDENT WHEN I WAS UNABLE TO BRAKE QUICKLY ENOUGH WHEN APPROACHING A TRAFFIC LIGHT AND HIT THE CAR IN FRONT. THE SENSATION THAT THE BRAKES WERE NOT ENGAGING WAS EXPERIENCED AT THAT TIME AS WELL AS ON OTHER OCCASIONS. I REPORTED THIS ISSUE TO MY TOYOTA DEALER JUST A FEW WEEKS AGO, AND THE MECHANIC WHO TEST DROVE THE VEHICLE, WITH ME IN THE PASSENGER SEAT, STATED HE EXPERIENCED A SIMILAR DELAY IN BRAKING. THE BRAKES WERE THEN TESTED USING COMPUTERIZED DIAGNOSTICS AND I WAS TOLD EVERYTHING CHECKED OUT OK BUT WAS OFFERED NO EXPLANATION OF WHY I WAS HAVING THIS ISSUE WITH THE BRAKES. I AM SHARING THIS ISSUE WITH YOU AS I BELIEVE MY HIGHLANDER HYBRID 2009 MAY NOT BE CONSISTENTLY TRUSTWORTHY WHEN THE BRAKES ARE NEEDED. PLEASE ADVISE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315521  
**Date of Incident:** 20091003  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** JEFFERSONVILLE, IN

**NHTSA Summary:**  
I OWN A 2007 PRIUS, AND HAVE ENJOYED THE CAR. HOWEVER, SOMETIME IN OCTOBER 2009, I WAS DRIVING TO A WEDDING SHOWER AND THE CAR SUDDENLY ACCELERATED WHEN I WAS ENTERING A MULTI-LANE EXPRESSWAY. IT WOULD NOT DECELERATE WHEN I EASED OFF THE ACCELERATOR, AND I HAD TO VEER ACROSS LANES TO AVOID HITTING A TRUCK IN FRONT OF ME. SIMPLE BRAKING DID NOT STOP THE ACCELERATION, ONLY VERY HARD AND CONTINUED AND PANICKED BRAKING. ON

C-1551

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE WAY BACK, ON AN AREA OF INTERSTATE THAT WAS FREE OF VEHICLES, I WAS ABLE TO RECREATE THE ACCELERATION BY 'STOMPING' ON THE ACCELERATOR. AGAIN, IT WOULD NOT STOP ACCELERATING WHEN I TOOK MY FOOT OFF THE ACCELERATOR. AND ONLY AFTER STOMPING THE BRAKE A LOT DID IT RETURN TO REGULAR RESPONSIVENESS. I HAVE NOT "TRIED" THAT AGAIN, AND MY HUSBAND DID TRY, BUT COULD NOT DUPLICATE MY EXPERIENCE. WE CONTACTED OUR LOCAL TOYOTA DEALER (GREENTREE IN CLARKSVILLE, IN) AND THEY WERE NOT RESPONSIVE. LATER IN THE FALL, AFTER THE RECALL ABOUT FLOOR MATS, WE WERE TOLD TO TAKE THE FLOOR MAT AWAY ON DRIVERS SIDE, AND A "FIX" WOULD BE DEVELOPED. I AM NOW FEARFUL OF THE CAR. I AM REPORTING NOW BECAUSE I DO NOT BELIEVE THAT THE PRIUS PROBLEM IS A SIMPLE FLOOR MAT ISSUE (NEVER DID, BUT AM A WOMAN AND CERTAINLY NOT "KNOWLEDGEABLE" SO AS TO REFUTE TOYOTA'S ENGINEERS.)

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334830  
**Date of Incident:** 20091003  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** SALT LAKE CITY, UT

**NHTSA Summary:**  
2009 TOYOTA COROLLA. CONSUMER STATES SUDDEN UNINTENDED ACCELERATION \*TGW THE CONSUMER STATED SHE WAS TURNING INTO A PARKING PLACE WITH A RAISED CONCRETE PARKING BARRIER AT THE FRONT OF THE PARKING SPOT WITH HER FOOT ON THE BRAKE AND GOING VERY SLOWLY, WHEN SUDDENLY THE VEHICLE ACCELERATED AND JUMPED ON TOP OF THE BARRIER. THE CONSUMER STATED SINCE THE VEHICLE WAS DESIGNED CLOSE TO THE GROUND, IT HUNG UP ON THE BARRIER AND THEN FELL BACK INTO THE PARKING PLACE. THE CONSUMER TOOK THE VEHICLE TO THE DEALER FOR AN INSPECTION, BUT THEY WERE UNABLE TO FIND ANYTHING WRONG. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10286348  
**Date of Incident:** 20091004  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** OXFORD, NC

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 RAV4. WHILE DRIVING DOWN A HILL SHE EXPERIENCED UNINTENDED VEHICLE ACCELERATION. SHE HAD TO SHIFT THE VEHICLE INTO THE NEUTRAL GEAR IN ORDER TO STOP. THE VEHICLE WAS TAKEN TO THE DEALER, AND A TECHNICIAN CONCLUDED THAT FLOOR MAT INTERFERENCE CAUSED THE FAILURE. AN ENGINEER SENT FROM THE MANUFACTURER WILL RE-INSPECT THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 10,000. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292539  
**Date of Incident:** 20091004  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

C-1552

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE DRIVING 10 MPH AND APPROACHING A STOP LIGHT AN SUV STOPPED ABRUPTLY IN FRONT OF HER AND THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO THE SUV. THE FRONT OF THE VEHICLE WAS DAMAGED. THE AIR BAGS DID NOT DEPLOY. THERE WERE NO INJURIES. THE POLICE DID NOT COMPLETE A POLICE REPORT. THE VEHICLE WAS TOWED FROM THE SCENE AND REPAIRED AT A LOCAL SHOP. IT TOOK ONE MONTH FOR THE LOCAL REPAIR FACILITY TO FIX THE VEHICLE; HOWEVER, THE FAILURE RECURRED AND CRASHED INTO ANOTHER SUV. THE MANUFACTURER WAS UNABLE TO PROVIDE HER ANY ASSISTANCE REGARDING THE FAILURE. THE FAILURE MILEAGE WAS 3,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10289153  
**Date of Incident:** 20091005  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** HILLSBORO BEACH, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 ES350 LEXUS. WHILE DRIVING 60 MPH ALL OF A SUDDEN THE VEHICLE ACCELERATED WITHOUT TOUCHING THE ACCELERATOR PEDAL. HE APPLIED THE BRAKES; HOWEVER, THE VEHICLE WOULD NOT STOP. HE WAS FORCED TO SHIFT GEARS INTO NEUTRAL TO STOP THE VEHICLE. ALTHOUGH, THE VEHICLE STOPPED THE ENGINE WAS STILL REVVING. THE CONTACT HAD TO ENGAGE THE ACCELERATOR PEDAL A COUPLE OF TIMES SINCE IT WAS STUCK IN PLACE. THE DEALER COULD NOT DUPLICATE THE FAILURE. WITHIN THE LAST THREE TO FOUR WEEKS THE FAILURE HAS HAPPENS 3 TO 4 TIMES AND HAS BECOME PROGRESSIVELY WORSE. THE DEALER WILL MAKE ANOTHER ATTEMPT TO DIAGNOSE THE FAILURE AND THE MANUFACTURER WAS NOTIFIED OF THE ACCELERATION PROBLEM. THE FAILURE AND CURRENT MILEAGE WAS 6000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290891  
**Date of Incident:** 20091005  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** WILMETTE, IL

**NHTSA Summary:**

APPROXIMATELY ONE MONTH AGO,EARLY OCT., I WAS MERGING ONTO AN EXPRESSWAY WITH MY 2007 CAMRY. AS I WAS BRISKLY ACCELERATING, I NOTICED THE GAS PEDAL WAS STUCK AND THE TACHOMETER WAS REGISTERING 6000 TO 7000 RPM'S. THERE WAS ONLY LIGHT TRAFFIC, NO ONE AHEAD OF ME FOR SEVERAL HUNDRED YARDS. I PUT THE CAR INTO NEUTRAL AND WAS ABLE TO FLIP THE PEDAL UP WITH MY TOE. I CAREFULLY DROVE HOME AND BROUGHT THE CAR INTO THE TOYOTA DEALERSHIP SERVICE DEPARTMENT THE NEXT MORNING. I HAD INSPECTED THE FLOOR MAT AND SAW THAT IT WAS NOWHERE NEAR THE GAS PEDAL. THE SERVICE MANAGER TOOK OUT THE FLOOR MAT AND SAID THAT WAS THE PROBLEM. ALTHOUGH I ASKED TO HAVE THE LINKAGE CHECKED, I DOUBT THAT WAS DONE. THE PROBLEM SO FAR HAS NOT RECURRED. IN ORDINARY EXPRESSWAY TRAFFIC THIS COULD HAVE BEEN DISASTROUS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303978  
**Date of Incident:** 20091005

C-1553

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** GREENBELT, MD

**NHTSA Summary:**

I WAS IN A PARKING LOT, PARKING MY CAR. JUST BEFORE I HAD THE CAR IN ITS PARKING PLACE, THE CAR WENT WILD, TOTALLY OUT OF CONTROL. IT WENT UP THE SLOPE BORDERING THE PARKING LOT, THEN MADE A TURN, AND RE-ENTERED THE PARKING LOT. IT CAME TO A STOP WHEN IT BUMPED INTO TWO OTHER PARKED CARS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293723  
**Date of Incident:** 20091006  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA 4 RUNNER. SHE STATED THAT WHILE MAKING A LEFT TURN INTO A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED, LEAPED FORWARD AND CRASHED INTO A BRICK WALL. THE TOYOTA DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE IDENTICAL FAILURE OCCURRED PREVIOUSLY; HOWEVER, IT DIDN'T RESULT IN A CRASH. NO REPAIRS HAD BEEN MADE TO CORRECT THE FAILURE. THE VIN WAS NOT AVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE UNDER 35,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290947  
**Date of Incident:** 20091006  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MIAMI, FL

**NHTSA Summary:**

I AM WRITING THIS LETTER ON BEHALF OF MY MOTHER. SHE DRIVES A 2002 TOYOTA CAMRY. LAST WEEK SHE INFORMED ME THAT HER CAR DID IT AGAIN AND THAT SHE IS AFRAID TO DRIVE THE CAR. WELL, I DIDN'T FULLY UNDERSTAND WHEN SHE SAID HER CAR WOULD SOMETIMES ACCELERATE IN BURSTS UNTIL I SAW NIGHTLINE LAST NIGHT REGARDING THE TOYOTA RUN-AWAY CAR ISSUE. HERE ARE THE INCIDENTS THAT HAVE HAPPENED TO MY MOM: 1)ON THE MORNING OF SEPTEMBER 3, 2009, SHE WAS BACKING OUT OF HER SPACE AT A SUPERMARKET PARKING LOT AND THE CAR BACK OUT REALLY FAST. SHE WAS SO AFRAID THAT SHE WAS GOING TO HIT SOMEONE. LUCKILY, NO ONE WAS BEHIND HER SO NO ONE GOT HURT. SHE TRIED APPLYING THE BRAKES TO NO AVAIL AND THEN TRIED MOVING THE GEARS AND EVENTUALLY THE CAR STOPPED. 2)ON SEPTEMBER 20, 2009, SHE WAS BACKING OUT FROM HER HOME AND THE CAR TOOK OFF AND WENT BACK REALLY FAST AND THEN SPUN AROUND AND THEN HIT A TREE ACROSS THE STREET IN THE NEIGHBOR'S SWELL. SHE HIT THE BRAKE PEDAL BUT THE CAR DID NOT STOP. SHE THEN TURNED THE IGNITION OFF AND THE CAR EVENTUALLY STOPPED. 3)ON OCTOBER 6, 2009, SHE WAS BACKING OUT FROM GETTING HER HAIR DONE AND THE CAR ACCELERATED, TURNED AROUND AND WENT TOWARDS THE HOUSE ACROSS THE STREET AND THEN WENT STRAIGHT INTO THE BACKYARD OF THE HOUSE--HITTING THE SIDE OF THE HOUSE ALONG THE WAY. THE CAR WAS OUT OF

C-1554

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CONTROL. THE BRAKES DIDN'T WORK. THE CAR BROKE DOWN THE CLOTHES LINE. THANK GOD THAT NEITHER SHE, THE PASSENGER, NOR THE OWNER OF THE HOUSE GOT HURT. THE OWNER OF THE HOUSE WAS UNDER A CAR - FIXING IT IN THE BACKYARD. HAD HE NOT BEEN UNDER THE CAR, SHE FELT SURE THAT THE CAR WOULD HAVE HIT HIM. 4)ON OCTOBER 27, 2009 SHE WAS DRIVING ABOUT 40 MILES PER HOUR WHEN THE CAR JUST TOOK OFF GOING REALLY FAST. SHE TOOK HER FEET OFF OF THE GAS PEDAL AND TRIED TO USE THE BRAKES. THAT'S WHEN SHE TOLD ME THAT SHE WAS SO SCARED AND DIDN'T WANT TO DRIVE THE VEHICLE ANYMORE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301006  
**Date of Incident:** 20091006  
**Vehicle:** 9999 TOYOTA YARIS  
**Location of Incident:** ,

**NHTSA Summary:**

UK accident

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304810  
**Date of Incident:** 20091006  
**Vehicle:** 2008 SCION XB  
**Location of Incident:** STEVENSVILLE BRANCH, CA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA SCION XB. THE CONTACT STATED WHILE STOPPED WITH HER FOOT ON BRAKE THE VEHICLE SURGED FORWARD AND ACCELERATED ON ITS OWN HITTING ANOTHER VEHICLE IN FRONT OF HER. THERE WERE NO INJURIES AND THERE WAS NO POLICE REPORT. THE VEHICLE WAS THEN TAKEN TO THE DEALER AND THEY DIAGNOSED IT STATING IT WAS A POWER SURGE WITHIN THE COMPUTER MECHANISM. THEY REPAIRED AND RESET IT. THE FAILURE HAS NOT OCCURRED SINCE THE REPAIR WAS DONE. THEY ALSO CHECKED THE BRAKE AND STATED THAT IT WAS NOT AN ISSUE. THE FAILURE MILEAGE WAS 8232 AND CURRENT MILEAGE WAS 31570.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308811  
**Date of Incident:** 20091006  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** NORTH POTOMAC, MD

**NHTSA Summary:**

ON OCTOBER 6, 2009, I DROVE MY 2005 CAMRY INTO THE PARKING LOT AT 1355 PICCARD DR., MAKING A RIGHT TURN AND COASTING INTO MY USUAL PARKING SPACE WITH MY FOOT LIGHTLY ON THE BRAKE. AS I APPROACHED THE CURB, MY CAMRY SUDDENLY ACCELERATED, JUMPING THE APPROXIMATELY SIX-INCH CURB, AND HITTING A TREE APPROXIMATELY SIX FEET FROM THE CURB WHILE CONTINUING TO ACCELERATE, AFTER WHICH I TURNED OFF THE CAR WITH MY KEY. I CALLED MY INSURANCE AGENT, THEN AAA TO HAVE THE CAR TOWED TO OUR BODY SHOP, IN-AND-OUT AUTO BODY IN GAITHERSBURG, MD. I TOLD THE INSURANCE COMPANY I DIDN'T KNOW WHAT HAD

C-1555

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HAPPENED. THAT MY CAMRY HAD SUDDENLY ACCELERATED TOWARD THE TREE, AND ASKED THE BODY SHOP TO CHECK THE BRAKES AND ACCELERATOR. AFTER THEY REPAIRED MY CAMRY (BILL WAS \$5321), THE BODY SHOP CONFIRMED THAT THE BRAKES AND ACCELERATOR WERE WORKING AS EXPECTED. I DROVE THE CAMRY HOME BUT LATER MY HUSBAND TOLD ME OF REPORTS HE FOUND ON THE INTERNET OF SUDDEN ACCELERATION BY TOYOTAS, PARTICULARLY 2005 CAMRYS, AND I NO LONGER TRUST THIS CAR AND WILL NOT DRIVE IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310667  
**Date of Incident:** 20091006  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** MUSKEGO, WI

**NHTSA Summary:**

2007 TOYOTA TACOMA THROTTLE STICKING WHILE CLIMBING ABOVE 5000 FT IN MOUNTAINS THROTTLE STUCK WHILE TRYING TO SHIFT IN MOUNTAINS ENGINE RACED UNTIL SLOWLY LET OUT CLUTCH SHIFTING IN MOUNTAINS WHEN I CAME DOWN TO NORMAL ALTITUDE PROBLEM WENT AWAY. THINK IT IS IN COMPUTER NOT GAS PEDAL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319185  
**Date of Incident:** 20091006  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** MARTINEZ, CA

**NHTSA Summary:**

10/06/09 ACCIDENT--UNCONTROLLED ACCELERATION 2003 TOYOTA CAMRY CAUSING EXTENSIVE DAMAGE TO CAR AND REAR GARAGE WALL. BECAUSE CAR HAS NOT APPEARED ON RECALL LISTS MY INSURANCE CO. ADVISES I AM RESPONSIBLE FOR THE ACCIDENT AND WILL FACE INCREASED PREMIUM. I FEEL THIS UNFAIR AND UNJUST. THIS WAS THE MOST TERRIFYING EXPERIENCE OF MY LIFE. ANY HELP YOU CAN GIVE ME WOULD BE APPRECIATED. I WAS ADVISED TO REGISTER MY COMPLAINT WITH YOU BY TV CONSUMER ADVOCATE "7 ON YOUR SIDE". THE CAR WAS PARKED WHEN I STARTED IT TO PUT IN GARAGE--THEREFORE, I CANNOT PUT PROPER SPEED IN AREA SUBSEQUENT TO THIS SECTION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323179  
**Date of Incident:** 20091006  
**Vehicle:** 1998 TOYOTA AVALON  
**Location of Incident:** DIX HILLS, NY

**NHTSA Summary:**

1998 TOYOTA AVALON STUCK GAS PEDAL \*GR THE CONSUMER STATED AS HE WAS ATTEMPTING TO PARK, THE VEHICLE SUDDENLY ACCELERATED HE SWERVED TO THE RIGHT TO AVOID HITTING A PARKED VEHICLE. THE VEHICLE JUMPED THE CURB AND ACROSS THE SIDEWALK AND DOWN A SLIGHT DECLINE AND HIT A TREE ABOUT 40 TO 50 FEET FROM THE STREET CURB. APPLYING THE BRAKES DID NOT HELP. THE VEHICLE WAS DECLARED A TOTAL LOSS. \*JB

**Additional Summary:**

C-1556

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324350  
**Date of Incident:** 20091007  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** BRADENTON, FL

**NHTSA Summary:**  
INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6) ON OCT. 7, 2009, AT ABOUT 3:00 PM EDT ON A SUNNY DAY IN BRADENTON, FL, I WAS DRIVING ALONE WHILE SOBER, ALERT, AND HEALTHY AT ABOUT 35 MPH ON A PAVED SIDE ROAD [XXX] APPROACHING A RED STOPLIGHT AT U.S. 41 SO WITH 2 OR 3 CARS STOPPED AHEAD OF ME FOR THE LIGHT. ABOUT 100 YARDS BEFORE THE STOPLIGHT, I APPLIED MY FOOTBRAKE,[XXX] (OK WHEN INSPECTED & DRIVEN A WEEK EARLIER AS PART OF OIL CHANGE & GENERAL CHECKUP), THE FOOT PEDAL WENT TO THE FLOOR, WITH NO BRAKING EFFECT. I SWERVED TO THE LEFT OF THE CARS AHEAD OF ME AND MADE A SHARP LEFT TURN WHEN I REACHED U.S. 41, TO AVOID HITTING/BEING HIT BY ONCOMING TRAFFIC. MY CAR ROLLED OVER AND CRASHED. I HIT MY HEAD ON THE CAR'S ROOF[XXX]. I NEVER LOST CONSCIOUSNESS, BUT THE PAIN WAS TERRIBLE. I BLEED, UPSIDE DOWN, FOR ABOUT 10-15 MINUTES, FEARING ANOTHER CRASH FROM ONCOMING CARS, HANGING FROM MY SEATBELT. A BYSTANDER STANCHED THE BLOOD EVENTUALLY. THE PARAMEDICS SHOWED UP IN AN AMBULANCE & TOOK ME TO THE EMERGENCY ROOM AT MANATEE MEMORIAL HOSPITAL IN BRADENTON. THE DR. CLEANED VERY PAINFUL GLASS SHARDS FROM MY MULTIPLE SCALP WOUNDS, THEN PUT IN FIVE STAPLES & RELEASED ME. TWO SHERIFF'S DEPUTIES INTERVIEWED ME & SAID MY CAR'S TIRE-MARKS SHOWED SIGNS OF ACCELERATION. I DENIED ACCELERATING; IT MADE NO SENSE TO ME UNTIL RECENT STORIES IN THE NEWSPAPER ABOUT TOYOTA BRAKE PROBLEMS AND SUDDEN UNEXPLAINED ACCELERATION IN OTHER CASES. A FRIEND PICKED ME UP THE NEXT DAY I WENT TO THE GARAGE OF ELMER'S TOWING, WHICH HAD TOWED MY TOTALLY WRECKED CAR. I ASKED FOR THE FOOT BRAKES TO BE CHECKED. THEY WERE NORMAL. I FOUND THIS VERY PUZZLING; IT ONLY MADE SENSE RECENTLY AS I READ AND HEARD ON TV ABOUT SIMILAR PROBLEMS BY OTHER WITH TOYOTAS. SHELLY DEVANE OF ELMER'S IS A WITNESS TO THE REPORT OF OK BRAKES. I STRONGLY BELIEVE THAT AN INTERMITTENT ELECTRONIC PROBLEM WITH THE BRAKES CAUSED THE WRECK. I DID NOT FILE THIS COMPLAINT EARLIER BECAUSE THE EVIDENCE IS CIRCUMSTANTIAL & THE CAR NOW GONE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321023  
**Date of Incident:** 20091008  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** ANAJEMOY, MD

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA TUNDRA. THE CONTACT WAS DRIVING APPROXIMATELY BETWEEN 50-55 MPH, PROCEEDING TO MAKE A TURN. WHILE THE VEHICLE WAS ACCELERATING PRESSURE WAS APPLIED TO THE BRAKE PEDAL. THE VEHICLE FAILED TO SLOW DOWN AND CONTINUED ACCELERATION FOR A DISTANCE OF 15 MILES. THE SPEED RATE INCREASED TO 90 MPH. THE DRIVER NOTIFIED AND REPORTED TO THE POLICE OF THE SAFETY HAZARD WHILE THE FAILURE WAS OCCURRING. THERE WERE SEVERAL ATTEMPTS BEFORE THE VEHICLE SLOWED DOWN. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER IN WHICH AN INVESTIGATION WILL BE PERFORMED BY THE MANUFACTURER. THE CAUSE OF FAILURE HAS NOT BEEN

C-1557

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DETERMINED AT THIS TIME. THE FAILURE MILEAGE WAS 42,000. THE VIN WAS

UNAVAILABLE. JS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325563  
**Date of Incident:** 20091008  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** MAGNOLIA, TX

**NHTSA Summary:**  
I PUSHED ON THE GAS PEDAL TO PASS ANOTHER CAR. WHEN I DID THE GAS PEDAL STARTED ACCELERATING TO A HIGHER AND HIGHER SPEED. I KEPT PATTING ON THE GAS PEDAL WITH RAPID HITS UNTIL IT FINALLY UNSTUCK. IT FINALLY RELEASED BUT IT TOOK SOME EFFORT. MY NEXT STEP WOULD HAVE BEEN TO TURN OFF THE KEY. THE RPM'S ON THE MOTOR WENT VERY HIGH. I NEW IF I PUT THE CAR IN NEUTRAL I WOULD HAVE BLOWN THE MOTOR. THE RPM'S WOULD HAVE RED LINED FOR SURE. IT HASN'T DONE IT SINCE BUT IT IS FRIGHTENING TO SAY THE LEAST. I KNOW FOR A FACT, THE FLOOR MATT HAD NOTHING TO DO WITH IT !!!! PERIOD! \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295872  
**Date of Incident:** 20091009  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MONROE TOWNSHIP, NJ

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE EXITING A PARKING LOT, THE VEHICLE BEGAN TO ACCELERATE WITHOUT INTENTION. AFTER REPEATED BRAKE APPLICATION THE VEHICLE WOULD NOT STOP. CONSEQUENTLY HE CRASHED THROUGH A FENCE AND THEN INTO A BUILDING. THE AIR BAGS DID DEPLOY. HOWEVER HE AND HIS WIFE WERE INJURED (HIS WIFE HAD A FRACTURED VERTEBRAE AND OTHER ISSUES) AS A RESULT OF THE FAILURE. A POLICE REPORT WAS TAKEN. THE VEHICLE WAS COMPLETELY DESTROYED. THE MANUFACTURER WAS NOTIFIED, AND REPRESENTATIVE WAS SENT TO INSPECT THE BRAKES. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 25,000.

**Additional Summary:**

**Toyota ID Number:** 0910127970  
**NHTSA ODI Number:** 10292108  
**Date of Incident:** 20091009  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** BOILING SPRINGS, NC

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE DRIVING WITH THE CRUISE CONTROL SET AT 60 MPH, THE VEHICLE BEGAN TO ACCELERATE WITHOUT INTENTION. AFTER REPEATED BRAKE APPLICATION, SHE WAS ABLE TO STOP THE VEHICLE. HOWEVER THERE WERE SMALL FLAMES INSIDE OF THE PASSENGER AND DRIVER FRONT WHEELS. THE FIRE WAS EXTINGUISHED. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER. THE TECHNICIAN WAS UNABLE TO DUPLICATE THE FAILURE. THE FRONT BRAKES WERE REPLACED UNDER THE WARRANTY. THE FAILURE MILEAGE WAS 16,368. THE CURRENT MILEAGE WAS UNKNOWN.

**Additional Summary:**

C-1558

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303713  
**Date of Incident:** 20091009  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** LAS ANGELES, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY WHICH WAS PURCHASED FEBRUARY 2009. THE VEHICLE WAS TAKEN INTO THE DEALER FOR A ROUTINE OIL CHANGE. THE FOLLOWING DAY WHILE PARKING IN HER GARAGE AND BARELY TOUCHING THE ACCELERATOR PEDAL, THE VEHICLE ACCELERATED AND CRASHED THROUGH A GATE AND PROCEEDED TO CRASH THROUGH A SECOND GATE. THE VEHICLE CONTINUED TO ACCELERATE, CRASHED AND WRAPPED AROUND A SINGLE POLE IN THE PARKING GARAGE. THE CONTACT SUSTAINED INJURIES TO HER CHEST DUE TO THE SEAT BELT AND HER STOMACH AREA. THE MANUFACTURER WAS CONTACTED; HOWEVER, THEY WOULD NOT ASSUME LIABILITY FOR THE INCIDENT. THE VEHICLE WAS REPAIRED BY AN INDEPENDENT REPAIR MECHANIC VIA THE INSURANCE COMPANY. THE FAILURE MILEAGE WAS 5,000 AND THE CURRENT MILEAGE WAS 8,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305488  
**Date of Incident:** 20091009  
**Vehicle:** 2009 TOYOTA HIGHLANDER  
**Location of Incident:** CEDAR KNOLLS, NJ

**NHTSA Summary:**  
TL\*THE CONTACT OWNS 2009 TOYOTA HIGHLANDER. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 22 MPH AND ENGAGING THE BRAKE PEDAL IN ATTEMPT TO STOP THE VEHICLE, SHE WAS FORCED TO APPLY EXTREME PRESSURE. THE DEALER WAS UNABLE TO DUPLICATE OR DIAGNOSE THE FAILURE. A CLAIM WAS FILED WITH THE MANUFACTURER. THE FAILURE MILEAGE WAS 58,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308838  
**Date of Incident:** 20091009  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** HUNTINGTON BEACH, CA

**NHTSA Summary:**  
WHILE PULLING INTO THE DRIVEWAY AND SLOWING TO A STOP, THE CAR SUDDENLY LURCHED AND THEN ACCELERATED FORWARD, PUSHING THE CAR THROUGH THE GARAGE DOOR AND ABOUT 10 FEET INTO THE GARAGE BEFORE THE ENGINE STOPPED REVVING AND CAME TO A STOP. THE ROLLUP GARAGE DOOR WAS DESTROYED. THE IMPACT SCRAPED THE FRONT BUMPER OF THE CAR AND MADE A SMALL DENT ON THE ROOF NEAR THE TOP OF THE WINDSHIELD.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316514  
**Date of Incident:** 20091009  
**Vehicle:** 1998 TOYOTA CAMRY

C-1559

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** CARBONDALE, IL

**NHTSA Summary:**  
1998 TOYOTA CAMRY. CONSUMER STATES UNINTENDED ACCELERATION CAUSING A CRASH. \*TGW THE CONSUMER STATED IN THE SECONDS THE VEHICLE LEFT THE STREET, IT JUMPED THE CURB, RAN OVER A SMALL TREE TRUNK, CROSSED TWO DRIVEWAYS AND HIT A 25 YEAR OLD DOGWOOD HEAD-ON. THE VEHICLE WAS STOPPED BY THE TREE BEING UPROOTED BECAUSE THE SOIL WAS SATURATED FROM THE RECENT HEAVY RAINS. THE TRESS AND BRANCHES DESTROYED THE FRONT OF THE VEHICLE AND ITS UNDERCARRIAGE. THE VEHICLE CAME TO REST AFTER IT HIT THE SECOND DOGWOOD TREE. THE WINDSHIELD WAS INTACT, HOWEVER, THE AIR BAGS DID NOT DEPLOY. \*JB UPDATED 03/24/10. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318936  
**Date of Incident:** 20091009  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** DYER, IN

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 LEXUS ES350. WHILE SITTING IDLE AT A STOP LIGHT WITH HER FOOT ON THE BRAKE PEDAL, THE VEHICLE ABNORMALLY SURGED FORWARD AND CRASHED INTO THE REAR OF ANOTHER VEHICLE. THE CONTACT DID NOT SUSTAIN ANY INJURIES; HOWEVER THE OCCUPANT OF THE SECOND VEHICLE INVOLVED SUSTAINED UNKNOWN INJURIES. THE POLICE ARRIVED TO THE SCENE AND A REPORT WAS FILED ACCORDINGLY. THE CONTACT WAS HELD LIABLE FOR THE CRASH AND ALL REPAIRS WERE HANDLED THROUGH HER INSURANCE COMPANY. NEITHER THE DEALER NOR MANUFACTURER WAS INFORMED THE VEHICLE ABNORMALLY ACCELERATED. LATER, THE CONTACT RECEIVED A RECALL NOTIFICATION (NHTSA CAMPAIGN ID NUMBER: 09V38800, VEHICLE SPEED CONTROL, ACCELERATOR PEDAL) PERTAINING TO POSSIBLE UNINTENDED ACCELERATION. THE VEHICLE WAS TAKEN IN FOR RECALL REPAIRS AND HAS NOT EXPERIENCED ANY FAILURES SINCE. THE APPROXIMATE FAILURE MILEAGE WAS 21,000 AND THE CURRENT WAS 26,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319966  
**Date of Incident:** 20091009  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MONTRORSE, PA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE SHE ATTEMPTED TO PARK THE VEHICLE SUDDENLY ACCELERATE WITH HER FOOT ON THE BREAK. THE VEHICLE PROCEEDED TO CROSS OVER A BARRIER AND COLLIDED INTO A SIGN. THE DRIVER AND PASSENGER RECEIVED MINOR BRUISES. THE POLICE AND FIRE DEPARTMENT WAS PRESENT. THE VEHICLE WAS TOWED TO THE DEALER. THE DIAGNOSE DIDNT LOCATE ANY FAILURES AND TOLD HER TO CALL THE MANUFACTURER. THE MANUFACTURER TOOK A REPORT AND STATED SHE WILL BE CONTACT HOWEVER SHE WAS NOT CONTACTED BACK. THE VEHICLE WAS REPAIRED BUT SHE NO LONGER DRIVES THE VEHICLE FAILURE MILEAGE WAS 40,000 AND THE CURRENT MILEAGE WAS 49,000. LI

**Additional Summary:**

**Toyota ID Number:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1560

**NHTSA ODI Number:** 10299720  
**Date of Incident:** 20091010  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** RALEIGH, NC  
**NHTSA Summary:**  
CAR ACCELERATES ON ITS OWN. THERE ARE NO FLOOR MATS IN DRIVER SIDE OF CAR. HAPPENED A TOTAL OF THREE TIMES SINCE 2005. MILEAGE ON FIRST OCCURRENCE ABOUT 30000 ON LAST OCCURRENCE 70000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313436  
**Date of Incident:** 20091010  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** RICHMOND, VA  
**NHTSA Summary:**  
I WAS COASTING THE ENGINE REVVED UP , I APPLIED THE BRAKES WITH BOTH FEET AND HIT STOP VEHICLE IT SOUND LIKE A PERSON APPLYING PRESSURE TO GAS PEDAL BUT BOTH MY FEET WERE ON THE BRAKE PEDAL... I HAVE 2009 TOYOTA VENZA THAT WAS TOTALEED LUCKILY THE PERSON IN FRONT WAS NOT INJURED AND ONLY HAD FENDER BENDER AS THE TRUCK HE HIT .  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314709  
**Date of Incident:** 20091010  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** NORWALK, CA  
**NHTSA Summary:**  
I HAVE A 2005 TOYOTA CAMRY THAT I FEEL ACCELERATES EVEN AFTER THE BRAKES HAS BEEN APPLIED. I HAD TAKEN MY CAR TO THE DEALERSHIP TO CHECK IT HOWEVER WAS ADVISED THAT THERE WAS NO PROBLEM WITH MY CAR. ANYHOW AFTER ALL THIS I DONT FEEL DRIVING A TOYOTA IS SAFE FOR ME AND MY FAMILY. I AM HOPEFUL THAT THE AUTHORITIES SHOULD ALSO LOOK AT 2005 AND 2006 CAMRY'S.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319836  
**Date of Incident:** 20091010  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** PRESCOTT, AZ  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA RAV4. THE CONTACT WAS DRIVING APPROXIMATELY BETWEEN 55-65 MPH ON NORMAL ROAD CONDITIONS. THERE WAS A SUDDEN INCREASE IN ACCELERATION. THE VEHICLE FAILED TO SLOW DOWN DURING BRAKING. THE IGNITION KEY WAS TURNED TO THE AUXILIARY POSITION. THE VEHICLE CAME TO A COMPLETE STOP. THE ENGINE WAS RESTARTED AFTER WAITING TWO SECONDS. THE VEHICLE WAS ABLE TO RESUME NORMAL OPERATION. THE IDENTICAL FAILURE OCCURRED ON A SEPARATE OCCASION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALFUNCTION. THE FAILURE MILEAGE WAS UNKNOWN. JS  
**Additional Summary:**

C-1561

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306134  
**Date of Incident:** 20091011  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** COLUMBUS, OH  
**NHTSA Summary:**  
MY CAR GAS PEDAL OF MY 2001 TOYOTA CAMRY STICKS. I WAS INFORMED THAT IT WAS THE MATS AND NEEDED TO REPLACE THEM. BUT THE PEDAL STILL STICKS. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294241  
**Date of Incident:** 20091012  
**Vehicle:** 2005 TOYOTA MATRIX  
**Location of Incident:** WOODBRIDGE, VA  
**NHTSA Summary:**  
WHILE DRIVING MY 2005 TOYOTA MATRIX WITH 40,000 MILES, I WAS PULLING INTO A PARKING SPACE, CAR WAS NOT EVEN GOING 1 MILE AN HOUR, HAD TAKEN MY FOOT OFF OF THE GAS PEDAL, DID NOT EVEN HAVE A CHANCE TO PUT MY FOOT ON THE BRAKES, WHEN THE CAR SUDDENLY ACCELERATED, MADE A NOISE, JUMPED THE CURB AND SMASHED INTO A BUILDING. THE CAR HAD \$3,000 WORTH IN DAMAGES LEAVING A CRACK IN THE BRICK WALL OF THE BUILDING CAUSING STRUCTURAL DAMAGE. THE SUDDEN, UNINTENDED ACCELERATION HAD NOTHING TO DO WITH THE FLOOR MAT. NOTHING HAS BEEN DONE TO CORRECT THE FAILURE AS TOYOTA WOULD NOT ADDRESS THE ISSUE AT ALL, SAYING THAT THE MATRIX WAS NOT PART OF THE RECALL. TOYOTA HAS NOT ACCOMMODATED ME AT ALL WITH THIS INCIDENT. I AM TERRIFIED WHEN I DRIVE NOW THAT IT WILL HAPPEN AGAIN, NOT TO MENTION THE WORTH OF THE CAR BECAUSE OF THE ACCIDENT. DUE TO THIS I AM LOOKING FOR ANOTHER VEHICLE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10289099  
**Date of Incident:** 20091012  
**Vehicle:** 2002 TOYOTA CAMRY SOLARA  
**Location of Incident:** SINKSBURG, MD  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY SOLARA. THE FLOOR-MATS ARE SHIFTING UNDER THE ACCELERATOR PEDAL. THE MATS WERE EXCHANGED TWICE. THE DEALER WAS NOTIFIED, AND A TECHNICIAN ADVISED HER TO REMOVE THE DRIVER-SIDE FLOOR-MAT. HER VEHICLE WAS NOT INCLUDED IN THE TOYOTA FLOOR-MAT RECALL. THE FAILURE MILEAGE WAS 119,732.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292630  
**Date of Incident:** 20091012  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** RIVERSIDE, CA  
**NHTSA Summary:**  
ACCIDENT ON A FOUR WAY STREET, GAS PEDAL AND STEERING WHEEL STUCK. \*TR  
**C-1562**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302943  
**Date of Incident:** 20091012  
**Vehicle:** 2009 TOYOTA HIGHLANDER  
**Location of Incident:** JOHNSON CITY, TN  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA HIGHLANDER WITH MCNEIL WEATHER TECH FLOOR MATS WITH PART NUMBER 44115-1-2-3. WHILE DRIVING 65 MPH HE ATTEMPTED TO ACCELERATE TO PASS A VEHICLE AND NOTICED THAT THE FLOOR MAT BECAME STUCK BEHIND THE ACCELERATOR PEDAL CAUSING THE VEHICLE TO CONTINUALLY ACCELERATE. THE CONTACT WAS ABLE TO RELEASE THE FLOOR MAT WHICH ALLOWED THE PEDAL TO RELEASE. THE FLOOR MAT HAS NOT BEEN CONFIRMED AS THE CAUSE OF THE FAILURE BY A DEALER. THERE WERE NO PRIOR WARNINGS. THE FAILURE MILEAGE AND VIN WERE UNAVAILABLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303710  
**Date of Incident:** 20091012  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** BOCA RATON, FL  
**NHTSA Summary:**  
I PREVIOUSLY FILED ODI COMPLAINT 10282779 TO REPORT TO TWO INSTANCES WHERE MY TACOMA ACCELERATED ON ITS OWN AT A TIME WHEN I HAD ABOUT 17,000 MI. ON THE VEHICLE. THEREAFTER I TRIED TO TROUBLESHOOT THE PROBLEM. THE ONLY THING THAT CHANGED PRIOR TO THE ONSET OF THE SPONTANEOUS ACCELERATION WAS THAT I ACQUIRED A BLACKBERRY CURVE TO REPLACE MY PREVIOUS CELL PHONE. MY OLD CELL PHONE WAS SMALLER, SO WHILE DRIVING I USUALLY KEPT IT IN THE SLOT NEXT TO MY GEAR SHIFTER. MY BLACKBERRY WAS MUCH BIGGER AND DIDNT FIT IN THE SLOT. THEREFORE I PUT IT IN THE CUP HOLDER UNDERNEATH MY DASHBOARD. IT WAS THEN THAT I STARTED EXPERIENCING THE ACCELERATION PROBLEM. SUBSEQUENTLY, I STARTED CARRYING MY BLACKBERRY EITHER IN MY BACKPACK ON THE PASSENGER SEAT OR IN THE SLOT WHERE I USED TO KEEP MY SMALLER CELL PHONE AND I NO LONGER CHARGE THE BLACKBERRY USING THE CHARGER THAT PLUGS INTO MY LIGHTER SOCKET IN MY DASHBOARD. WITH ONE EXCEPTION (WHICH I SHALL DESCRIBE) THIS HAS SOLVED THE PROBLEM OVER THE 9,000 MI. SINCE IT BEGAN. ON 10/21/2009, I WAS DRIVING MY TACOMA AT A TIME WHEN I NEEDED TO CHARGE MY BLACKBERRY. I PLUGGED MY BLACKBERRY INTO THE CAR CHARGER AND PLACED THE BLACKBERRY IN MY BACKPACK ON THE PASSENGER SEAT. WITHIN 10 MILES MY TACOMA STARTED ACCELERATING UNCONTROLLABLY. I SHIFTED THE TRUCK INTO A LOWER GEAR AND UNPLUGGED MY PHONE FROM THE CHARGER, BUT THE VEHICLE KEPT ACCELERATING. I SHIFTED TO NEUTRAL AND TURNED OFF THE ENGINE WHEN IT STARTED TO REDLINE, AND STEERED THE VEHICLE OFF THE SIDE OF THE ROAD. AFTER I STOPPED, I SHIFTED INTO PARK AND TURNED THE IGNITION AND THE ENGINE AGAIN STARTED TO REDLINE. I LET IT REST A COUPLE OF MINUTES, AND IT STARTED NORMALLY AND I DROVE OFF. I NO LONGER CHARGE MY BLACKBERRY WITH THE LIGHTER CHARGER AND HAVE NOT HAD ANY SUBSEQUENT PROBLEMS. IT IS MY BELIEF THAT MY BLACKBERRY'S ELECTROMAGNETIC FREQUENCIES INTERFERE WITH MY TACOMA'S ELECTRICAL SYSTEM WHEN THE PHONE IS EITHER TOO NEAR THE DASH OR PLUGGED INTO THE CAR CHARGER. \*TR  
**Additional Summary:**

C-1563

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307456  
**Date of Incident:** 20091012  
**Vehicle:** 2009 TOYOTA TUNDRA  
**Location of Incident:** EDMOND, OK  
**NHTSA Summary:**  
TOYOTA TUNDRA 2009: TOYOTA REQUIRING CUSTOMER TO PAY FOR REPAIR OF DEFECTIVE FLOOR MAT THAT SLIDES FORWARD AND JAMS ACCELERATOR PEDAL. ACCELERATING TO SPEED ON ON-RAMP. REMOVED FOOT FROM PEDAL AFTER MERGING ONTO INTERSTATE, BUT VEHICLE CONTINUED TO ACCELERATE. HAD TO PRY BACK ACCELERATOR PEDAL WITH FOOT AND THEN NOTICED THAT MAT HAD JAMMED ACCELERATOR PEDAL. ALL-WEATHER FLOOR-MAT PURCHASED AS PART OF VEHICLE. THIS COULD HAVE CAUSED SERIOUS INJURY. REMOVED FLOOR MAT AS INDICATED BY INITIAL RECALL. CONTACTED TOYOTA DEALERSHIP AS PART OF PEDAL/FLOOR MAT RECALL. TOLD THAT I WOULD HAVE TO PURCHASE SEPARATE RETAINER TO SECURE FLOOR-MAT. DOES NOT MAKE SENSE TO HAVE A RECALL AND THEN INSIST THAT CUSTOMERS PAY FOR THEIR FAILURES AND DEFECTS. THE SAFETY RETAINER SHOULD HAVE COME WITH THE VEHICLE. IT DOES IN OTHER VEHICLES.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317244  
**Date of Incident:** 20091012  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** FOLSOM, CA  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 RAV 4. THE CONTACT STATED WHILE DRIVING 25 MPH THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT TOOK THE VEHICLE TO THE DEALER FOR THE RECALL FOR THE PEDAL REPAIR BUT THE CONTACT DOES NOT FEEL SATISFIED WITH THE REPAIR. THE CONTACT WOULD LIKE THE ADVANCE BRAKE OVER-RIDE SYSTEM REPAIR BUT THE MANUFACTURER INFORMED THE CONTACT THAT THE DEALER DOES NOT HAVE THE EQUIPMENT TO PERFORM THAT RECALL REPAIR. THE CONTACT DOES NOT FEEL SAFE DRIVING THE VEHICLE. THE FAILURE MILEAGE WAS 80.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318889  
**Date of Incident:** 20091012  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** ROTONDA WEST, FL  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT PARKED THE VEHICLE IN THE RESIDENCE GARAGE. THE ENGINE REMAINED RUNNING WITH THE GEAR SHIFTER PLACED IN THE PARK POSITION. IMMEDIATELY AFTER THE DRIVER EXIT THE VEHICLE, THERE WAS AN UNINTENDED SURGE OF ACCELERATION. THE VEHICLE CRASHED INTO THE TRASH CANS AND GARDEN CART THAT WERE IN THE GARAGE. THE VEHICLE ENGINE WAS TURNED OFF. THERE WERE MINOR DAMAGES TO THE FRONT BUMPER AND FRONT DRIVER SIDE DOOR. THE VEHICLE WAS TAKEN TO A COLLISION CENTER FOR THE BODY DAMAGE ESTIMATE. THE VEHICLE HAS NOT BEEN REPAIRED AT THIS TIME. THE FAILURE MILEAGE WAS 9,000.  
**Additional Summary:**

C-1564

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291096  
**Date of Incident:** 20091013  
**Vehicle:** 2007 TOYOTA HIGHLANDER HV  
**Location of Incident:** LUNENBURG, MA

**NHTSA Summary:**  
ON OCTOBER 13, 2009, MY 2007 TOYOTA HIGHLANDER HYBRID WAS PARKED AT A SMALL BUSINESS PARKING LOT, ABOUT 40 FT. AWAY FROM ANOTHER PARKED CAR. THE WEATHER WAS CLEAR AND DRY. DURING THE PROCESS OF PUTTING THE CAR IN REVERSE, WITH MY FOOT ON THE BRAKE (NECESSARY FOR IGNITION) MY CAR ACCELERATED ON ITS OWN AT A VERY HIGH SPEED, AND SMASHED INTO THE PARKED CAR BEHIND ME. I HAD ABSOLUTELY NO CONTROL OF THIS CAR. IT DAMAGED THE BACK OF THE OTHER CAR SO COMPLETELY THAT IS WAS UNDRIVABLE AND HAD TO BE TOWED. MY CAR HAD SUBSTANTIAL DAMAGE TO THE REAR BUMPER TRUNK/HATCH BACK AND EXHAUST SYSTEM. THE ESTIMATED DAMAGE IS \$3500-\$4500. THIS IS NOT A FLOOR MAT RELATED PROBLEM. THE HIGHLANDER HAS HOOKS THAT SECURE THE DRIVERS SIDE FLOOR MATS SO THEY DO NOT COME IN CONTACT WITH THE GAS PEDAL. I AM VERY CONCERNED ABOUT THE SAFETY OF THIS CAR. MY CAR HAD JUST HAD ITS 30K SERVICE A WEEK PRIOR TO MY ACCIDENT AND IS VERY WELL MAINTAINED. I AM A VERY SAFE AND CAREFUL DRIVER WITH AN OUTSTANDING DRIVER RECORD AND I KNOW THIS WAS NOT MY FAULT. THIS CAR SPED OUT OF CONTROL BY ITSELF. NO ONE COULD POSSIBLY REVERSE THEIR CAR IN A SMALL PARKING LOT THAT QUICKLY. I HAVE CONTACTED TOYOTA AND THEY HAD A CORPORATE INVESTIGATOR INSPECT MY CAR FOR POTENTIAL CAUSES. THEY INDICATED THAT NO UNUSUAL ERRORS WERE REPORTED ON THE VEHICLES COMPUTER. I FEEL TOYOTA OWES ME AND POSSIBLY HUNDREDS OF OTHER TOYOTA OWNERS THAT HAVE EXPERIENCED THE SUDDEN ACCELERATION PROBLEM AN EXPLANATION AND CORRECTIVE ACTION. THIS IS A VERY DANGEROUS AND REAL PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295562  
**Date of Incident:** 20091013  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** PITTSBURGH, PA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY HYBRID. WHILE DRIVING 25 MPH THE VEHICLE BEGAN TO RAPIDLY ACCELERATE PAST AN INTERSECTION. AFTER REPEATED BRAKE APPLICATION THE VEHICLE WAS ABLE TO STOP. THE DEALER NOR THE MANUFACTURER HAS NOT BEEN CONTACTED. THE FAILURE MILEAGE WAS 5,200.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301762  
**Date of Incident:** 20091013  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** BETHPAGE, NY

**NHTSA Summary:**  
WAITING IN OFFICE DRIVEWAY TO MAKE RIGHT TURN NORTH ON ROADWAY. ALL OF A SUDDEN INSTEAD OF TURNING, MY CAR SUDDENLY ACCELERATED EXTREMELY FAST STRAIGHT ACROSS 4 LANES OF NORTH & SOUTH TRAFFIC. APPLIED BRAKE HARD & WAS

C-1565

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LUCKY TO STOP JUST SHORT OF SLAMMING INTO SIDEWALK & STORES. IT WAS A MIRACLE NO CARS BROADSIDED ME ON MY RIGHT OR LEFT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318770  
**Date of Incident:** 20091013  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** REDONDO BEACH, CA

**NHTSA Summary:**  
UNCONTROLLED AND UNCOMMANDED AUTO ACCELERATION OF TOYOTA 2007 RAV4 WITH SUBSEQUENT IMPACT INTO RETAINING WALL, DAMAGES IN EXCESS OF \$3000.00

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328501  
**Date of Incident:** 20091013  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** BLOOMFIELD HILLS, MI

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302992; 10303039  
**Date of Incident:** 20091014  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** DELAWARE, WALNUT CREEK, OH; CO

**NHTSA Summary:**  
TL\*THE CONTACT OWN A 2005 TOYOTA PRIUS. WHILE DRIVING 5 MPH AND ATTEMPTING TO PARK HER VEHICLE IT ACCELERATED AND CRASHED A TRAILER HITCH ON A TRUCK. THE CONTACTS VEHICLE HAD MINIMAL SCRATCHES ON IT AND THE LICENSE PLATE FELL OFF OF THE VEHICLE. THERE WERE NO INJURIES OR A NEED TO NOTIFY THE POLICE. THE VEHICLE WAS TOWED TO THE DEALER WHERE A TOYOTA REPRESENTATIVE INFORMED THEM THAT THERE WERE NO PROBLEMS WITH THE VEHICLE. THE TOYOTA MANUFACTURER WAS NOT NOTIFIED. THE FAILURE MILEAGE WAS 75,000. THE VIN NUMBER WAS UNAVAILABLE. TL\*THE CONTACT OWNS A 2005 TOYOTA PRIUS. WHILE DRIVING 5 MPH ATTEMPTING TO PARK HER VEHICLE IT ACCELERATED INTO A TRAILER HITCH ON A TRUCK. THE CONTACTS LICENSE PLATE FELL OFF OF THE VEHICLE, THE BUMPER AND VEHICLE HAD MINOR DAMAGES. THERE WERE NO INJURIES. THERE WAS NO NEED TO CONTACT THE POLICE AND THERE WERE NO DAMAGES TO THE OTHER VEHICLE. THE VEHICLE WAS TOWED TO THE DEALER WHERE THE TOYOTA REPRESENTATIVE STATED THAT THERE WERE NO PROBLEMS WITH THE VEHICLE. THE TOYOTA MANUFACTURER WAS NOT NOTIFIED. THE FAILURE MILEAGE WAS 75,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303360

C-1566

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20091014  
**Vehicle:** 2000 LEXUS GS300  
**Location of Incident:** VIENNA, VA

**NHTSA Summary:**  
TWICE IN THE SAME DAY OUR 2000 LEXUS GS300 EXPERIENCED ACCELERATION PROBLEMS SIMILAR TO THOSE NOW INVOLVED IN THE INTERNATIONAL INVESTIGATION OF TOYOTA PRODUCTS. THE ACCELERATION BEGAN AS THE VEHICLE WAS STOPPED. I HAD TO PUSH THE BRAKE WITH GREAT FORCE TO KEEP THE VEHICLE FROM MOVING FORWARD. WHEN I PLACED THE CAR IN NEUTRAL, THE REVVING OF THE ENGINE STOPPED. THE FLOOR MAT ON THE DRIVER'S SIDE HAD NOT BEEN MOVED AND WAS NOT INTERFERING WITH THE GAS PEDAL. WE CALLED A MECHANIC WE USE FOR THE CAR AFTER THE INCIDENT TO FIND OUT WHETHER ANYTHING SIMILAR HAD BEEN REPORTED OR IF LEXUS HAD ISSUED A RECALL. WHEN WE LEARNED THAT OUR MODEL VEHICLE WAS NOT INDICATED AS HAVING A PROBLEM, WE DID NOT DO ANYTHING FURTHER ABOUT THE PROBLEM. WE'VE NOT HAD THE PROBLEM SINCE THEN. HOWEVER, I THOUGHT IT BEST TO REPORT THE PROBLEM AFTER HEARING ABOUT VERY SIMILAR ISSUES IN OTHER MODELS OF TOYOTAS AND LEXUSES. I'M WONDERING IF THE PROBLEM EXTENDS FURTHER THAN THE MODELS AND MODEL YEARS NOW BEING RECALLED? \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310575  
**Date of Incident:** 20091014  
**Vehicle:** 1999 TOYOTA COROLLA  
**Location of Incident:** ST MARYS, GA

**NHTSA Summary:**  
1999 TOYOTA COROLLA ACCELERATOR STUCK AND COULD NOT BE STOPPED EVEN WHEN APPLYING BRAKE. DRIVER DID NOT KNOW TO PLACE GEAR IN NEUTRAL. CRASHED INTO REAR OF PICKUP AT APPROXIMATELY 30 MPH TRIGGERING BOTH AIR BAGS. CAR WAS TOTALLED AND DRIVER SUFFERED MINOR INJURIES. DRIVER FEMALE, AGE 85 WAS TAKEN TO HOSPITAL FOR EVALUATION. NO SIGN OF MINI-STROKE. AT THAT TIME FLOOR MATS WERE SUSPECT. FLOOR MAT WAS IN PROPER PLACE. HOWEVER, DRIVER SUSPECTS STUCK ACCELERATOR. ACCORDING TO INSURANCE COMPANY, CAR HAS BEEN SOLD FOR PARTS AND NOT AVAILABLE FOR INSPECTION. ACCELERATOR HAD NOT STUCK PRIOR TO THIS EVENT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313947  
**Date of Incident:** 20091014  
**Vehicle:** 1995 TOYOTA PREVIA  
**Location of Incident:** MANVILLE, NJ

**NHTSA Summary:**  
WHEN MY WIFE USES THE BRAKE AND IS TURNING THE CAR. THE ACCELERATE FOR NO APPARENT REASON.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316174  
**Date of Incident:** 20091014  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** MONROE TOWNSHIP, NJ

C-1567

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
DRIVER/OWNER OF 2003 TOYOTA CAMRY IN GARAGE. PLACED VEH. IN REVERSE AND EXPERIENCED SUDDEN UNINTENDED ACCELERATION, CAUSING DRIVER TO ZOOM ACROSS STREET AND CRASH INTO A TREE, SUSTAINING SERIOUS PERSONAL INJURIES INCLUDING BUT NOT LIMITED TO NEUROLOGICAL INJURIES, PARTIAL PARALYSIS, HEMATOMA, FRACTURED VERTABRAE IN UPPER THORACIC AREA, SPINE DAMAGE, RECTUM/COLON DAMAGE AND INJURIES, REQUIRING DRIVER TO WEAR DIAPERS AND BE FED THROUGH FEEDING TUBE. PASSENGER SUSTAINED CHIPPED TOOTH, WHIPLASH, AND OTHER INJURIES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292311  
**Date of Incident:** 20091015  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BROOKLYN, NY

**NHTSA Summary:**  
FLOOR MAT INTERFERENCE WITH ACCELERATOR PEDAL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304036  
**Date of Incident:** 20091015  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** WILLOUGHBY, OH

**NHTSA Summary:**  
THRITTLE BODY HAS SHOT DOWN UNEXPECTEDLY RIGHT ON THE MIDDLE OF ON THE ROAD. THE CAR HAS BEEN FULLY DISABLED SINCE GAS DID NOT GO TO THE ENGINE. OCCUR FOR FIRST TIME. THRITTLE BODY HAS BEEN REPLACED BY TAKING FROM USED CAR. MASTER SAY IT JUST STOPPED TO FUNCTION. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304539  
**Date of Incident:** 20091015  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 TOYOTA PRIUS. THE CONTACT STATED THAT WHILE DRIVING IN REVERSE WITH HER FOOT ON THE BRAKE PETAL, THE VEHICLE ACCELERATED ON ITS OWN. THE CONTACT THEN APPLIED THE BRAKES AND IT STOPPED. SHE THEN TURNED OFF THE VEHICLE AND IT DROVE NORMALLY. THE ISSUE HAS OCCURRED A TOTAL OF 5 TIMES. THE VEHICLE HAD NOT BEEN DIAGNOSED AT THE TIME OF THE COMPLAINT. THE DEALER WILL BE CONTACTED. THE FAILURE MILEAGE WAS UNKNOWN AND CURRENT MILEAGE WAS 2500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310984  
**Date of Incident:** 20091015  
**Vehicle:** 2005 TOYOTA CAMRY

C-1568

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** SHREVEPORT, LA

**NHTSA Summary:**

I DRIVE A 2005 TOYOTA CAMRY...IN ABOUT APPROX. OCTOBER 2009 I EXPERIENCED WHILE ON THE I-20 FREEWAY CAR TROUBLE. MY GAS PEDAL WENT ALL THE WAY TO THE FLOOR AND THE CAR REVED UP AND DIED. IT WOULD NOT START AND WHEN IT DID THE MOTOR WENT RACING. I HAD TO HAVE IT TOWED TO THE TOYOTA DEALERSHIP. I HAVE IN WRITING FROM THE YOKEM TOYOTA DEALERSHIP THAT IT WAS MY THROTTLE STICKING. I PAID THEM APPROX. \$900.00 TO HAVE IT FIXED. I WROTE TO THE TOYOTA CORP. ABOUT GETTING REIMBURSED IN JANUARY AND STILL HAVE NOT HEARD FROM THEM. I DIDNT SEE MY GEAR MODEL ON THE RECALL LIST BUT I DID SEND THEM A COPY OF MY RECEIPT WITH THE DEALERSHIP STATING THAT IT WAS THE THROTTLE. HOW CAN I GET REIMBURSED. MY MOTHER BOUGHT 4 TOYOTA FOR THE FAMILY AND SO FAR MINE HAD THE DEFECT. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10318569  
**Date of Incident:** 20091015  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** WEXFORD, PA

**NHTSA Summary:**

TL -THE CONTACT OWNS A 2006 TOYOTA RAV4. THE CONTACT WAS DECELERATING APPROXIMATELY 35 MPH ON NORMAL ROAD CONDITIONS. WHILE BRAKING THE VEHICLE BEGAN TO SURGE FORWARD UNEXPECTEDLY. THE GEAR WAS SHIFTED INTO THE "NEUTRAL" POSITION. THE VEHICLE WAS ABLE TO SLOW DOWN. THE IDENTICAL FAILURE OCCURRED ON THREE SEPARATE OCCASIONS. THE VEHICLE WAS TAKEN TO AUTHORIZED DEALER FOR INSPECTION. THE TECHNICIAN WAS UNABLE TO DUPLICATE THE PROBLEM AND STATED THE VEHICLE WAS DOWN SHIFTING. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALFUNCTION. THE FAILURE MILEAGE WAS 32,000. JS

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10319521  
**Date of Incident:** 20091015  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** CELINA, OH

**NHTSA Summary:**

VEHICLE WAS IN REVERSE AND MOTOR RACED AND VEHICLE TRAVELED BACKWARD AT RAPID RATE OF SPEED AND COULD NOT BE STOPPED IN SPITE OF BRAKING. ATTEMPT TO STOP VEHICLE WAS UNSUCCESSFUL. VEHICLE ONLY STOPPED WHEN STRUCK TELEPHONE POLE. PROBLEM WAS ENGINE RACING WHICH COULD NOT BE STOPPED. ACCELERATOR SEEMED TO STICK DOWN OR ACCELERATE WITHOUT FOOT APPLICATION.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10320168  
**Date of Incident:** 20091015  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** NEW CANAAN, CT

**NHTSA Summary:**

TL -THE CONTACT OWNS A 2004 TOYOTA PRIUS. THE VEHICLE EXPERIENCED A STUCK ACCELERATION PEDAL, WHILE MERGING ONTO THE HIGHWAY AT APPROXIMATELY 50

C-1569

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MPH. THE VEHICLE ACCELERATED TO 80 MPH BEFORE THE PEDAL RELEASED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER. NO REPAIRS HAVE BEEN MADE. THE FAILURE OCCURRED ONCE. THE FAILURE MILEAGE WAS 65000. THE CURRENT MILEAGE WAS 71000. -TS

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10321645  
**Date of Incident:** 20091015  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** ABBEVILLE, LA

**NHTSA Summary:**

I HAD COME TO A COMPLETE STOP AT A RED LIGHT WITH MY FOOT ON THE BRAKE, MY 2007 TOYOTA TACOMA STARTED TO ACCELERATE. I FREAKED OUT, THINKING THAT I MAY HAVE ACCIDENTALLY PUSHED DOWN ON THE ACCELERATOR PEDAL. I MOVED MY FOOT OVER TO THE LEFT A LITTLE, WITH NO CHANGE. I THEN LOOKED DOWN TO MAKE SURE THAT MY FOOT WAS NOT ON THE ACCELERATOR PEDAL. LUCKILY, THE LIGHT CHANGED NOT LONG AFTER THIS INCIDENT. IT HAS NEVER OCCURRED AGAIN.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10324112  
**Date of Incident:** 20091015  
**Vehicle:** 2006 LEXUS GS300  
**Location of Incident:** TOLUCA LAKE, CA

**NHTSA Summary:**

I DRIVE A 2006 LEXUS GS300. LAST FALL, AS I BACKED OUT OF MY PARKING SPACE - IN A BUILDING - MY CAR "TOOK OFF" AND HIT A CEMENT WALL. (AT FIRST, I THOUGHT I HIT THE GAS PEDAL IN ERROR HOWEVER, AFTER WHAT HAPPENED NEXT, I KNEW THAT WAS NOT THE CASE. FORTUNATELY, THERE WERE NO PEDESTRIANS IN THE PARKING LOT.) I PUT THE CAR IN DRIVE AND IT "TOOK OFF" AGAIN. LUCKILY, I HIT A CEMENT PARKING BUMPER THAT STOPPED ME. ALL THIS TOOK PLACE IN MAYBE 15 SECONDS OR SO. NOT REALIZING THERE WAS ANYTHING TERRIBLY WRONG WITH MY CAR, I STEERED AROUND THE BUMPER. THE CAR CONTINUED TO ACCELERATE AND I WAS HEADED FOR ANOTHER CEMENT WALL. I WAS APPLYING MY BRAKES WITH ALL MY EFFORT AND FINALLY I CAME TO A STOP A FEW FEET FROM THE WALL. SHAKING, I DROVE MY CAR DIRECTLY TO THE LEXUS DEALER AND TOLD HIM WHAT HAPPENED. (AT THAT TIME I USED THE TERM "TAKE OFF" AS I HADN'T HEARD ABOUT ALL THE ACCELERATION PROBLEMS) HE RAN MY CAR THROUGH A COMPUTER CHECK AND ASSURED ME THAT HE COULD FIND NOTHING WRONG. SEVERAL WEEKS LATER A FRIEND ASKED ME WHAT KIND OF CAR I DROVE AND TOLD ME ABOUT ALL THE PROBLEMS TOYOTA WAS HAVING. I DROVE MY CAR BACK TO THE DEALER AND ASKED HIM TO RECHECK THE CAR. HE DID, AND AGAIN ASSURED ME THAT THERE WERE NO PROBLEMS. WE BOUGHT THIS CAR USED LESS THAN 1 YEAR AGO WITH JUST 12,000 MILES ON IT. IT OCCURRED TO ME THAT IT WAS POSSIBLY TRADED IN BECAUSE IT HAD ACCELERATED WHEN THE LAST OWNER HAD IT. THE DEALER CHECKED AND SAID THERE HAD BEEN NO PREVIOUS ACCELERATION PROBLEMS. ONE LAST BIT OF INFO...I'M NOT REALLY SURE THE EXACT MONTH I EXPERIENCED THE PROBLEMS. AND FINALLY, EVEN THOUGH I HAVE NOT HAD ANY ACCELERATION PROBLEMS SINCE LAST FALL, I AM STILL NERVOUS EVERY TIME I DRIVE MY CAR. PLEASE ADVISE. THANK YOU \*TR

**Additional Summary:**

C-1570

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 1005180697

**NHTSA ODI Number:** 1028381/10329722  
**Date of Incident:** 20091016  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** HUNTINGDON VALLEY, PA

**NHTSA Summary:**

I WAS ON MY WAY TO WORK IN MY NEW (3 MONTHS OLD) 2009 TOYOTA TACOMA. I WAS ABOUT ONE BLOCK FROM HOME WHEN I WAS APPROACHING A RED LIGHT. AS I WAS BRAKING FOR THE RED LIGHT AND THE ENGINE SUDDENLY SPED UP ON ITS OWN. I HAD TO PRESS DOWN VERY HARD ON THE BRAKES TO STOP THE CAR, BUT WHEELS WERE STILL SPINNING CAUSE THE BRAKES TO SMOKE. (I COULD SEE THE SMOKE IN MY REAR VIEW MIRROR. I HAD TO PUT THE CAR IN PARK TO COMPLETELY STOP THE FORWARD MOVEMENT OF THE CAR. THE ENGINE CONTINUED TO RUN AT VERY HIGH RPM. I THEN SHUT THE VEHICLE OFF. I STARTED THE CAR AGAIN IN PARK. THE ENGINE AGAIN RACED UP MUCH HIGHER THAN NORMAL. I SHUT THE CAR OFF AGAIN AND RESTARTED AND EVERY THING WAS NORMAL. I HAD THE CAR TOWED TO THE TOYOTA DEALER AS I FELT IT WAS UNSAFE TO DRIVE. PRIOR IT BEING TOWED I CHECKED THE GAS PEDAL AND THEIR WERE NO OBSTRUCTIONS AROUND IT. THE DEALER COULD NOT FIND ANY FAULT CODES OR STICKING LINKAGE ETC. THEY ALSO TOOK IT FOR A TEST DRIVE. THE SERVICE MANAGER SUGGESTED I ACCIDENTALLY PUT MY FOOT ON THE GAS INSTEAD OF THE BRAKE, WHICH I TRULY BELIEVE IS NOT THE CASE HERE. I SAW OTHER REPORTS ON THE INTERNET SIMILAR TO THIS FOR THE TACOMA SO I FELT COMPELLED TO NOTIFY YOU. KINDLY REQUEST THAT YOU LOOK INTO THIS MATTER AS SOMEONE COULD EVENTUALLY GET SERIOUSLY HURT OR KILLED. NOTE: I WAS NOT USING CRUISE CONTROL AT THE TIME OF THE INCIDENT. \*TR

**Additional Summary:**  
FIRST INCIDENT - 10/16/2009 THIRD INCIDENT - 5/10/2010

**Toyota ID Number:**

**NHTSA ODI Number:** 10291540  
**Date of Incident:** 20091016  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** ALHAMBRA, CA

**NHTSA Summary:**

DEAR NHTSA, I BOUGHT THE TOYOTA AVALON LIMITED EDITION 2007. MY WIFE IS THE MAIN DRIVER FOR THIS VEHICLE. SHE RECENTLY EXPERIENCED THE GAS ACCELERATION ON THIS VEHICLE FOR THE PAST 6 WEEKS. I JUST CALLED TOYOTA MANUFACTURE AND COMPLAINED TO THEM ABOUT MY CONCERN AND THEY GAVE ME THE DOCUMENTATION # 0911113153. THEY ADVISED ME TO BRING THE CAR TO THE DEALERSHIP FOR CHECK UP. I TOLD THEM THAT WHEN THE CAR ACCELERATES BY ITSELF ON AND OFF SOMETIMES, IT'S VERY DIFFICULT FOR THE TECHNICIAN TO IDENTIFIES THE ISSUE. I ASKED TOYOTA CUSTOMER CARE TO MAIL ME A LETTER IN REGARDING THE ISSUE IF THEY IDENTIFY THE CAUSE. MY NAME IS QUANG VUU PLEASE SEND ME ANY INFORMATION REGARDING THE GAS ACCELERATOR FOR TOYOTA CARS AND TRUCKS. I THANK YOU FOR YOUR SUPPORT AND ASSISTANCE. \*TR SINCERELY, QUANG VUU

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10291666  
**Date of Incident:** 20091016  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** OAKDALE, CA

**NHTSA Summary:**

C-1571

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HI, I HAVE A 2005 TOYOTA CAMRY. I READ A RECENT ARTICLE REGARDING THE LEXUS AND TOYOTA HAVING UNEXPECTED ACCELERATION. THIS HAS HAPPENED TO ME 3 TIMES IN THE LAST 30 DAYS. THE FIRST COUPLE OF TIMES I WAS COMING TO A STOP AT A STOP SIGN AND AT A RED LIGHT. I WAS APPLYING MY BRAKES AND THE CAR SUDDENLY ACCELERATED FOR A COUPLE OF SECONDS. I HAD TO PUT A LOT MORE PRESSURE ON THE BRAKES TO STOP. THE THIRD INCIDENT HAPPENED IN A PARKING LOT. I PULLED IN THE LOT BEHIND ANOTHER CAR AND WAS APPLYING THE BRAKES. I WAS STOPPED WITH THE BRAKES APPLIED AND SUDDENLY THE CAR ACCELERATED. LUCKILY I STILL HAD MY FOOT ON THE BRAKES OTHERWISE I WOULD HAVE HIT THE CAR IN FRONT OF ME. I DID, HOWEVER BURN RUBBER AS THE TIRES SPUN WHILE I HAD TO PRESS DOWN HARD ON THE BRAKES. I TOOK IT IN TO MY MECHANIC. THEY CALLED A TOYOTA DEALERSHIP IN MODESTO, CA TO SEE IF THERE WAS A RECALL FOR THIS PROBLEM OR IF THEY HAD HEARD OF A SIMILAR TYPE PROBLEM. THEY SAID THERE WAS NO RECALL FOR THIS PROBLEM AND WERE NOT AWARE OF OTHER INCIDENTS. TO ME THIS WAS A VERY SCARY SITUATION. WHEN YOU APPLY THE BRAKES YOU WOULD EXPECT TO STOP, NOT HAVE THE CAR ACCELERATE. THIS COULD VERY EASILY RESULT IN A CRASH. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10302045  
**Date of Incident:** 20091016  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** LOVELAND, OH

**NHTSA Summary:**

I BOUGHT USED 2005 TOYOTA CAMRY FOR MY 16 YEAR OLD DAUGHTER. WHILE WE WERE TRAINING HER, THE CAR ACCELERATED QUICKLY FOR ABOUT 2 SECONDS AS IF SOMEONE FLOORED IT. I YELLED AT MY DAUGHTER BECAUSE I THOUGHT SHE WAS GOOFING AROUND BUT SHE PROTESTED SHE DID NOT MOVE THE ACCELERATOR. I SUBSEQUENTLY FOUND OUT THIS HAPPENED TO MY WIFE WHILE SHE WAS TRAINING HER. THIS HAPPENED TWICE OVER A 6 MONTH PERIOD. OTHER THAN THAT THE CAR RUNS NORMALLY. I DID NOT THINK MUCH OF IT UNTIL I STARTED HEARING ABOUT THE CRASHES DUE TO UNCONTROLLED ACCELERATION. I HAVE THREE OTHER 2001 CAMRY'S AND NEVER HAD A PROBLEM LIKE THIS. THERE WAS NOTHING OBSTRUCTING THE GAS PEDAL. I HAVE DECIDED TO TAKE IT TO THE DEALER THIS WEEK. I GUARANTEE YOU THERE IS SOMETHING INTERMITTENT ELECTRONIC CAUSING THIS. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10302940  
**Date of Incident:** 20091016  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** CANTON, OH

**NHTSA Summary:**

TL -THE CONTACT OWNS A 2007 TOYOTA COROLLA. WHILE DRIVING APPROXIMATELY 25 MPH THE VEHICLE ACCELERATED WHEN SHE STOPPED AT A TRAFFIC LIGHT AND THERE WAS A LOUD NOISE. THE RPMS RAPIDLY INCREASED AND NEARLY CRASHED INTO ANOTHER VEHICLE. THE DEALER WAS UNABLE TO DUPLICATE OR DIAGNOSE THE FAILURE. THE FAILURE MILEAGE WAS 20,667.

**Additional Summary:**

**Toyota ID Number:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1572

**NHTSA ODI Number:** 10313818  
**Date of Incident:** 20091016  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** BURBANK, CA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA PRIUS HYBRID. THE CONTACT WAS DRIVING APPROXIMATELY BETWEEN 60-65 MPH ON NORMAL ROAD. THE ACCELERATOR PEDAL BEGAN TO STICK. THE DRIVER SIDE FLOOR MAT WAS ENTRAPPED UNDERNEATH THE ACCELERATOR PEDAL. THE DRIVER WAS ABLE TO REMOVE THE FLOOR MAT WHILE PRESSURE WAS BEING APPLIED TO THE BRAKE PEDAL. THE VEHICLE WAS ABLE TO SLOW DOWN. THE IDENTICAL FAILURE OCCURRED ON A SEPARATE OCCASION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR DIAGNOSTIC TESTING. THE TECHNICIAN WAS UNABLE TO DUPLICATE THE FAILURE. THE FAILURE MILEAGE WAS 60,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313702  
**Date of Incident:** 20091016  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** FLUSHING, NY  
**NHTSA Summary:**  
MY 09 TOYOTA RAV4 (BOUGHT LAST AUGUST IN QUEENS NEW YORK) HAD THE SAME KIND OF PROBLEM THAT THE CAR SPEED UP SUDDENLY AND ALMOST PUNCH THE FRONT CAR WHEN I WAS PUSHING BRAKE, STOPPING AND WAITING FOR TRAFFIC LIGHT FROM RED TO GREEN. IT WERE HAPPEND TWO TIMES LAST YEAR, AND ALSO, SOMETIMES, WHEN THE CAR IS RUNNING ON THE WAY, THE SPEED SUDDENLY UP. I THINK THE PROBLEM IS CAUSED BY ITS CONTROL SYSTEM LIKE SOFTWARE POOR DESIGN IN ANTI-INTERFERING/ELECTRONIC NOISES.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315318  
**Date of Incident:** 20091016  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** RENO, NV  
**NHTSA Summary:**  
I PULLED INTO A PARKING SPACE AT A SHOPPING CENTER NEAR MY HOME, THEN BACKED UP A FEW FEET IN ORDER TO STRAIGHTEN MY CAR. WHEN I PUT THE TRANSMISSION INTO DRIVE, THE CAR SUDDENLY SURGED FORWARD ENTIRELY ON ITS OWN, STRIKING THE CONCRETE BARRIER A FEW FEET IN FRONT OF MY CAR. I DID NOT ACCELERATE, THERE WERE NO FLOOR MATS ON THE DRIVER'S SIDE, AND THE FORCE THREW ME AGAINST THE STEERING WHEEL. A WITNESS RAN OVER TO SEE I WAS INJURED, BUT I WAS JUST BADLY FRIGHTENED. THE FRONT FENDER WAS DENTED, BUT ACTUALLY POPPED BACK OUT AS I WAS STANDING BESIDE MY CAR WITH THE WITNESS. I HAD PREVIOUSLY COMPLAINED ABOUT THE ENGINE ALTERNATELY SLOWING AND SURGING AS I DROVE, USUALLY ONLY AT SPEEDS UP TO 40MPH, TO MY LOCAL SERVICE DEPARTMENT. WHEN I CALLED MY SERVICE DEPARTMENT, THEY GAVE ME A TOLL FREE NUMBER WHERE I SPOKE TO A TOYOTA CASE MANAGER WHO ASSIGNED ME A CASE NUMBER AND TREATED ME VERY COLDLY AND WITH SUSPICION, ASKING PERSONAL QUESTIONS ABOUT MY HEALTH, INSURANCE COMPANY AND DRIVING RECORD. I SAID I WAS JUST CONCERNED THAT MY CAR HAD BEHAVED LIKE ONE I HAD JUST HEARD ABOUT ON THE LOCAL NEWS, AND I WANTED TO KNOW WHAT TO DO AND PREVENT OTHERS FROM EXPERIENCING WHAT HAD HAPPENED TO ME OR WORSE. THE CASE MGR.  
**Additional Summary:**

C-1573

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SAID THEY WOULD CALL ME BACK. THEY NEVER CALLED BACK. THE FOLLOWING MONTH I TOOK MY CAR IN FOR SERVICE AND ASKED THEM TO CHECK THE ELECTRICAL SYSTEM. THEY SAID THEY FOUND NO PROBLEMS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291089  
**Date of Incident:** 20091017  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** RANCHO SANTA MARGARITA, CA  
**NHTSA Summary:**  
I HAVE A 2006 TOYOTA AVALON AND HAVE HAD THE ACCELERATOR GET STUCK FOUR TIMES OVER THE PAST TWO YEARS. EACH TIME WAS WHEN I WAS PUSHING THE ACCELERATOR DOWN HARD TO GAIN SPEED. THREE TIMES I WAS FORCED TO PUT BOTH FEET ON THE BRAKES AS HARD AS I COULD TO SLOW THE ACCELERATION AND LUCKILY I WAS IN OPEN STRETCHES WHERE I DIDN'T HAVE INTERSECTIONS OR ONCOMING TRAFFIC TO CONTEND WITH. THE FOURTH TIME WAS JUST RECENTLY, AFTER I HAD HEARD ABOUT THE RECALL AND AFTER I HAD VERIFIED THE FLOOR MATS WERE SECURED PROPERLY. I ACTUALLY REACHED DOWN WITH MY RIGHT HAND AND UNSTUCK THE ACCELERATOR. THE FLOOR MAT WAS NOT IN CONTACT WITH THE ACCELERATOR AT ALL. THIS IS A VERY UNSAFE CONDITION. WHEN THIS HAS HAPPENED, IT HAS BEEN TERRIFYING AND I AM LUCKY IT DID NOT HAPPEN ON A BUSY STREET. I LITERALLY HAD TO PUT THE FULL FORCE OF BOTH FEET ON THE BRAKES TO SLOW DOWN THE UNCONTROLLED ACCELERATION. WHEN I DRIVE NOW, I AM VERY CAREFUL NOT TO FULLY ENGAGE THE ACCELERATOR. FOR FEAR OF IT GETTING STUCK AND I ALSO MAKE SURE I'M ABLE TO REACH DOWN TO GRAB THE ACCELERATOR IF IT GETS STUCK AGAIN. I HAVE TOLD MY WIFE ABOUT THIS TO MAKE HER AWARE OF THE PROBLEM AND A WAY TO "FIX" IT WHILE DRIVING, BUT THIS IS NOT AN ACCEPTABLE CONDITION AND TOYOTA IS WRONG IN SAYING IT'S STRICTLY A FLOOR MAT ISSUE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292918  
**Date of Incident:** 20091017  
**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** RUSSELL, PA  
**NHTSA Summary:**  
ON OCTOBER 17TH, 2009, WHILE PULLING INTO THE PARKING LOT OF MCDONALD'S, MY VAN SUDDEN ACCELERATED AS I ENTERED THE PARKING SPACE. THE MOTOR WAS ROARING. I WOULD HAVE BEEN TURNING INTO MY SPACE. MY FOOT WOULD HAVE BEEN OVER THE BRAKE AND I MAY HAVE STARTED TO PRESS THE BRAKE. WHEN THE VEHICLE SURGED FORWARD, THINKING MY FOOT WAS ON THE GAS, I IMMEDIATELY MOVED IT FURTHER TO THE LEFT AND PRESSED THE BRAKE TO THE FLOOR. I REMEMBER THINKING THIS THING ISN'T SLOWING DOWN ONE BIT NOR WAS IT STOPPING, IT FELT POSSESSED. IT SLAMMED INTO A HEAVY DUTY VAN, ROCKING IT HARD AND DOING CONSIDERABLE DAMAGE TO OUR VAN. I DID TELL THE OFFICER AT THE SCENE THAT I MUST HAVE HAD MY FOOT ON THE GAS, IT WAS THE ONLY THING THAT MADE LOGICAL SENSE TO ME AT THE TIME. IN REPLAYING THE EVENTS IN MY MIND, I WAS SURE MY FOOT WAS OVER THE BRAKE, AND THAT I DIDN'T PRESS ANYTHING HARD UNTIL AFTER THE VEHICLE ACCELERATED, AFTER I MOVED MY FOOT FURTHER TO THE LEFT. I HAVE SINCE AMENDED MY REPORT WITH THE OFFICER AT THE SCENE AND MY INSURANCE COMPANY. THE FRONT-END DAMAGE ON THE VAN HAS BEEN REPAIRED. ON NOVEMBER 17TH A TECHNICAL SPECIALIST FROM TOYOTA WENT OVER THE VAN. THEY RELEASED THE VAN  
**Additional Summary:**

C-1574

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BACK TO US WITHOUT TELLING US ANYTHING. MY PAST HISTORY WILL SHOW I AM A SAFE DRIVER AND I DO NOT PANIC EASILY. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308001  
**Date of Incident:** 20091017  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** WASHINGTON, DC  
**NHTSA Summary:**  
I OWN A 2000 CAMRY (LE) WHICH I PURCHASED NEW FROM FAIRFAX TOYOTA IN FAIRFAX VA IN NOVEMBER OF 1999, AND I HAVE EXPERIENCED PROBLEMS WITH MY ACCELERATING STICKING, WHEN I PUSH ON IT. I IT TO THE DEALERSHIP A COUPLE OF YEARS AGO, AND TOLD THEM ABOUT IT. I BELIEVE THEY TOLD ME IT WAS A CABLE. I AM CURRENTLY LOOKING FOR MY REPAIR BILL, WHERE I PAID FOR THE CABLE REPLACEMENT. MY BRAKE CONTINUES TO STICK WHEN I PRESS ON IT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342054  
**Date of Incident:** 20091017  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** TEWKSBURY, MA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 55 MPH, THE VEHICLE UNEXPECTEDLY ACCELERATED. THE BRAKE PEDAL WAS APPLIED REPEATEDLY AND THE VEHICLE CONTINUED TO ACCELERATE. SUDDENLY, THE VEHICLE BEGAN TO SLOW DOWN ON ITS OWN. THE FAILURE OCCURRED TWICE. THE CONTACT STATED THAT THE THIRD TIME, THE VEHICLE EXHIBITED UNINTENDED ACCELERATION WHILE DRIVING IN A PARKING LOT, AT WHICH TIME A POLICE REPORT WAS FILED. THERE WERE NO PERSONAL INJURIES OR VEHICLE DAMAGE. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER FOR DIAGNOSTIC TESTING. THE VEHICLE WAS IN THE DEALERS POSSESSION FOR FOURTEEN DAYS TO PERFORM FURTHER INSPECTION OF THE ACCELERATION FAILURE. THE CONTACT STATED THAT THE VEHICLE WAS NOT REPAIRED, AND THE TECHNICIAN WAS UNABLE TO DETERMINE THE CAUSE OF FAILURE. THE FAILURE MILEAGE WAS APPROXIMATELY 43,593. UPDATED 08/24/10. \*LJ  
UPDATED 08/25/10\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290995  
**Date of Incident:** 20091018  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** KINGSTON, MA  
**NHTSA Summary:**  
MY COMPLAINT IS WITH MY 2008 TOYOTA AVALON. I WAS TURNING INTO A PARKING LOT AND TOOK MY FOOT OFF THE ACCELERATOR TO APPLY THE BRAKES WHEN MY CAR SHOWED NO SIGN OF SLOWING DOWN. I APPLIED THE BRAKES AND CAME TO A STOP. I CHECK THE ACCELERATOR AND THERE WAS NO MAT IN THE AREA. THIS WAS BEFORE THE PUBLICITY OF TOYOTA'S PROBLEMS. WHEN I HEARD THE NEWS I REPORTED THE INCIDENT TO THE DEALERSHIP AND WAS TOLD TO REMOVE THE MAT EVEN THOUGH I SAID IT WASN'T INVOLVED. ON A SECOND OCCASION WHILE ON THE HIGHWAY I TOOK  
**Additional Summary:**

C-1575

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MY FOOT OFF THE ACCELERATOR ONLY TO HAVE THE PEDAL HIT THE SOLE OF MY SHOE ABOUT A SECOND OR TWO LATER. THAT HAPPENED THREE TIMES ON A TRIP FROM MASSACHUSETTS TO CONNECTICUT. IT HAPPENED ONCE ON THE RETURN TRIP. IT WAS AS IF THE ACCELERATOR PEDAL WAS STICKING. I INTEND TO REPORT THE LATEST INCIDENT TO MY DEALERSHIP DURING MY NEXT SERVICE APPOINTMENT. I WOULD REPORT IT SOONER BUT IT DOESN'T SEEM LIKE TOYOTA IS LISTENING. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291057  
**Date of Incident:** 20091018  
**Vehicle:** 2004 TOYOTA RAV4  
**Location of Incident:** TUCSON, AZ  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2004 TOYOTA RAV4. WHILE DRIVING 35 MPH HIS VEHICLE ACCELERATED TO A HIGH SPEED, AND WOULD NOT DECELERATE. CONSEQUENTLY HE CRASHED INTO A POLE. SHE SUSTAINED MULTIPLE INJURIES AND WAS HOSPITALIZED. THE POLICE WERE STILL CONDUCTING AN INVESTIGATION. AND A REPORT WILL BE AVAILABLE IF NECESSARY. THE VEHICLE WAS TOWED TO AN IMPOUND. THE TOYOTA MANUFACTURER WAS NOT CALLED. THE FAILURE MILEAGE WAS 80,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293097  
**Date of Incident:** 20091018  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** PRESCOTT, AZ  
**NHTSA Summary:**  
I AM FILING THIS COMPLAINT WITH REFERENCE TO ODI #S 10183308 AND 10288886. THESE ODIS WERE PUT IN BY ME. THESE ARE LEAD UPS TO THIS COMPLAINT. AFTER THE COLLISION WITH THE POLARIS I DROVE MY VEHICLE HOME. THE NEXT DAY I DROVE THE TOYOTA TO TINS TOYOTA IN PRESCOTT AZ. WHERE THE VEHICLE WAS PURCHASED. THEY LOOKED AT THE VEHICLE AND SAID THAT THEY WOULD CALL FOR A FACTORY REP TO LOOK AT MY VEHICLE. THIS WAS TO BE ON NOV. 9, 2009. I DID DRIVE MY VEHICLE TO YARNELL AZ FOR DEER SEASON. I DROVE THE VEHICLE BACK TO PRESCOTT TO MEET WITH THE FACTORY REP. HE DID WHATEVER THEY DO AND SAID HE HAD ALL THE INFORMATION HE NEEDED. HE ALSO TOLD ME TO GO AHEAD AND GET AN ESTIMATE FOR THE REPAIRS BUT NOT TO HAVE IT REPAIRED UNTIL I HEARD FROM TOYOTA. THE PRELIMINARY ESTIMATE IS JUST SHY OF \$2000.00. THIS ESTIMATE WAS GIVEN TO JEFF LOCKE TO BE SENT TO TOYOTA. MY QUESTION TO ALL OF THIS IS, WHY DID TOYOTA ALLOW ME TO DRIVE THIS VEHICLE AFTER THE MEETING, WHEN THEY KNOW THAT I AM DRIVING A TIME BOMB. ALSO WHY HASN'T NATIONAL HIGHWAY SAFETY INVOLVED ITSELF INTO AN INVESTIGATION OF ITS OWN? I NOW KNOW THE VERBIAGE FOR THE INCIDENT. IT IS CALLED "SUDDEN UNINTENDED ACCELERATION" WHICH IS TIED TOGETHER WITH THE CRUISE CONTROL, THROTTLE BODY AND OTHER ELECTRICAL, VACUUM CONTROLLED, MECHANICAL UNITS. LOOK IT UP FOR YOURSELVES. IT WILL OPEN YOUR EYES TO WHAT IS GOING ON WITH THIS CONDITION. MY VEHICLE SITS IN MY GARAGE SO ANYTIME NATIONAL HIGHWAY SAFETY WANTS TO DO AN INVESTIGATION IS FINE WITH ME. TOYOTA HAS NOT DONE A PROPER EVALUATION OF THE ISSUE. MY INSURANCE COMPANY IS BEHIND ME 100% AND IS NOW GOING TO CONTACT TOYOTA TO TRY TO FIND THE CAUSE FOR "SUDDEN ACCELERATION" AND CRUISE CONTROL UNITS TO BEHAVE THE WAY THAT THEY ARE. RACING TO OVER 5000 RPM'S AND HUNTING GEARS THE WAY THEY DO IS JUST NOT THE WAY THEY ARE SUPPOSED TO OPERATE. TOYOTA  
**Additional Summary:**

C-1576

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WOULD HAVE US BELIEVE THAT A FLOOR MAT IS AT FAULT AND NOW THE WHOLE PEDAL ASSEMBLY. OR IS IT THAT WE DON'T KNOW THE GAS FROM THE BRAKE PEDAL?  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302109  
**Date of Incident:** 20091018  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** ALBANY, ND

**NHTSA Summary:**  
I OWN A 2006 TOYOTA COROLLA CE. I HAVE HAD THE SAME TYPE OF SUDDEN ACCELERATION PROBLEMS THAT LED TO THE TWO RECALLS YOU HAVE ISSUED ON OTHER TOYOTA MODELS AND YEARS. PLEASE INSTITUTE A RECALL FOR MY MODEL AND YEAR TOYOTA. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302588  
**Date of Incident:** 20091018  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** BIRMINGHAM, AL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA AVALON. THE CONTACT STATED THAT WHILE HIS WIFE WAS DRIVING THE VEHICLE, SHE TURNED INTO A PARKING LOT AND THE VEHICLE SUDDENLY SURGED FORWARD. ALTHOUGH SHE HAD HER FOOT ON THE BRAKE TRYING TO SLOW DOWN, THE VEHICLE RAN INTO A TREE AFTER SURGING. THE VEHICLE WAS NOT TOTALLED THERE WERE NO INJURIES REPORTED. THE CONTACT HAD NOT SPOKEN WITH THE MANUFACTURER OR THE DEALER TO-DATE. THE VEHICLE HAD NOT BEEN INSPECTED. THE CURRENT MILEAGE WAS APPROXIMATELY 49,500. THE FAILURE MILEAGE WAS APPROXIMATELY 48,000  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303146  
**Date of Incident:** 20091018  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** PLANT CITY, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY LE. WHILE DRIVING APPROXIMATELY 35 MPH, SHE TRIED TO ACCELERATE SO THAT SHE COULD MERGE AND THE ACCELERATOR PEDAL BECAME STUCK. THE SPEED CONTINUED TO INCREASE. ALTHOUGH, SHE ATTEMPTED TO MANEUVER TOWARDS THE GRAVEL AND SHIF INTO NEUTRAL UNTIL IT COASTED AND STOPPED. WHEN THE VEHICLE STOPPED, SHE TURNED THE IGNITION OFF. SHE RE-STARTED THE VEHICLE AND PROCEEDED TO DRIVE HOME. SHE CALLED THE MANUFACTURER WHO STATED THAT THE FLOOR MATS MAY HAVE CAUSED THE VEHICLE TO ACCELERATE AND INSTRUCTED HER TO REMOVE THEM. THE FAILURE CONTINUED TO OCCUR EVERY TIME SHE DROVE THE VEHICLE. THE VEHICLE HAD NOT BEEN REPAIRED TO-DATE. THE CURRENT MILEAGE WAS 27,406. THE FAILURE MILEAGE WAS APPROXIMATELY 26,000.  
**Additional Summary:**

C-1577

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20091018  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** MEDFORD, MA

**NHTSA Summary:**  
**Additional Summary:**  
FROM NEWS ARTICLE "TOYOTA SUED IN FATAL CRASH" FROM BOSTON GLOBE BY ERIN AILWORTH, DATED FEBRUARY 27, 2010

A State Police account at the time of the Medford family's accident indicated that Gerald Murphy was driving on Interstate 93 in Medford near Roosevelt Circle when the vehicle crashed in the early hours of Oct. 18. The car veered right and slammed into a guardrail, police said, then swept across four traffic lanes and hit a concrete median barrier. That impact apparently sent the sedan back across the roadway, where it stopped in the breakdown lane.

According to court records, the Murphys were driving home with their children after visiting a Halloween display in southern New Hampshire and were "only minutes" from their house when the crash occurred about 12:15 a.m. Gerald Murphy, the record said, was trying to exit the interstate and had removed his foot from the car's accelerator.

"The Camry, rather than slowing down, suddenly surged, accelerated, and picked up speed," the court filing said. "Gerald Murphy stepped on the brake pedal in an attempt to control the vehicle. Despite his application of the brakes, the vehicle continued to surge." Marianne Murphy was taken to the hospital and later died. Gerald Murphy was seriously injured, though it is unclear what type of injuries he incurred. Neither was wearing a seat belt. An unidentified teen had minor injuries, while the Murphys' adult daughter, Rhonda, was unharmed. Both sat in the back seat and wore seat belts.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312962  
**Date of Incident:** 20091018  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** HAYMARKET, VA

**NHTSA Summary:**  
I OWN A 2006 LEXUS IS250 AND THERE IS A PROBLEM THAT I CANNOT SEE TO HANDLE NOR THE DEALER CAN HANDLE. THE PROBLEM WITH THE CAR IS THAT WHEN I'M GOING OVER 60 TO 65 MPH THE CHECK ENGINE LIGHT BLINKS AND THE VSC LIGHT COMES ON. THE CAR DOES NOT ACCELERATE AND JUST THE RPM WOULD GO UP. I TOOK THE CAR IN TO THE DEALER WITH EXTENDED WARRANTY IN HAND ON 4 NOW 5 DIFFERENT OCCASIONS AND EVERYTIME I'M HEARING DIFFERENT STORIES. HERE IS THE LIST. \* MAY 22, 2009: 60,000 MILE SERVICE DONE. \* SEPT 6, 2009: TOOK THE CAR IN FOR "CHECK VSC & CHECK ENGINE". NEXT DAY THEY TOLD ME NOTHING WAS WRONG WITH THE CAR. \* OCT 10, 2009: TOWED CAR TO DEALERSHIP. "CHECK VSC & CHECK ENGINE" LIGHT CAME ON AGAIN. PULLED OVER ON THE HIGHWAY 3 TIMES TO RESET BUT THE LIGHTS DID NOT GO AWAY. PULLED OVER TWICE EARLIER THAT DAY, TWICE THE DAY BEFORE ALSO. \* OCT 14, 2009: (LEXUS TOLD YOU THAT THE ISSUES WERE RESOLVED BY SWAPPING THE ENGINE COILS THE DAY OR TWO BEFORE. NO CHARGES.) I REQUESTED AN EMISSIONS TEST BEFORE I CAME TO PICK IT UP. LEXUS CALLED BACK AND TOLD ME THAT THE ENGINE LIGHT CAME BACK ON AGAIN DURING THE EMISSIONS TEST. STILL LOOKING FOR THE PROBLEM. \* OCT 18, 2009: LEXUS CALLED, TOLD ME THAT THE PROBLEM WITH THE ENGINE IS BECAUSE OF THE CARBON BUILDUP. THEY WERE GOING TO COVER THE VALVE SPRINGS BUT I WOULD HAVE TO PAY FOR THE CLEANUP WHICH IS \$960. NOT COVERED BY EXT. WARRANTY. 2 OTHER DEALERS TOLD ME THAT THE CARBON BUILDUP CLEANUP WAS AN INJUNCTION SERVICE AND IT IS SUPPOSED TO ONLY

C-1578

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

COST 190 DOLLARS. THE FUNNY THING IS THAT THE DEALER WROTE THE PROBLEM IS CAUSED BY "CARBON BUILDUP CLEANUP?" WITH A QUESTION MARK. TOOK THE CAR AND HAD THE INJUNCTION SERVICE DONE. I TOOK THE CAR TO ANOTHER LEXUS DEALER AND THEY TOLD ME THAT WHILE THE OTHER DEALER WAS DOING THE COIL SWAP THEY CRACKED THE COVER FOR IT AND NOW GAS WAS LEAKING. HAD TO GET IT FIXED AND ALSO DID THE CARBON BUILDUP CLEANUP (INJUNCTION SERVICE). FEB 2010 SAME PROBLEM OCCURED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313603  
**Date of Incident:** 20091018  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** RAWSON, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA PRIUS. SHE STATED THAT WHILE THE VEHICLE WAS PARKED WITH HER FOOT ON THE BRAKE PEDAL, IT ACCELERATED ON ITS OWN WITHOUT A WARNING. SHE THEN PUT THE VEHICLE IN NEUTRAL, IT SLOWED DOWN, AND STOPPED ACCELERATING. THE DEALER STATED THAT NOTHING WAS WRONG WITH THE VEHICLE AND THEY COULD NOT DUPLICATE THE FAILURE. THIS PROBLEM HAS OCCURRED 2 ADDITIONAL TIMES. NO REPAIRS WERE MADE TO THE VEHICLE. THE FAILURE MILEAGE WAS 36616 AND THE CURRENT MILEAGE WAS 37000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318834  
**Date of Incident:** 20091018  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** MECHANICSVILLE, VA

**NHTSA Summary:**  
I AM AN ORIGINAL OWNER OF A 2004 TOYOTA 4RUNNER, SPORT EDITION. TWO SAFETY ISSUES: 1) DURING THE FALL OF 2009 ON THE WAY BACK FROM FRANKLIN VA, I EXPERIENCE A CONTINUOUS ACCELERATION AFTER MY FOOT WAS REMOVED FROM THE GAS PADDLE. SPEED EXCEEDED 80 MPH AND AFTER TAPPING THE GAS AND PULLING UP ON THE GAS PADDLE, THE SPEED RETURNED TO NORMAL AND I WAS ABLE TO REGAIN CONTROL OF THE 4RUNNER à VIN #: JTEBU14R248016120. 2) AIR MONITORING SYSTEM WARNING LIGHT KEPT GOING OFF, HAVE HAD REPAIRED DURING WARRANTY PERIOD AND IS NOT RESOLVED CURRENTLY MILEAGE: 49,892  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327534  
**Date of Incident:** 20091018  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE DRIVING 25 MPH OVER RAILROAD TRACKS THE VEHICLE ACCELERATED RESULTING IN A CRASH. THE CONTACT DID NOT REPORT ANY INJURIES. THE CONTACT APPLIED THE BRAKES UNTIL THE BRAKE PEDAL TOUCHED THE FLOORBOARD; HOWEVER, THE VEHICLE DID NOT STOP. WHEN THE STEERING WHEEL LOCKED, THE WINDSHIELD WIPERS BEGAN TO FUNCTION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED TOYOTA DEALER TO BE REPAIRED FOR THE

C-1579

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BODY DAMAGE BUT IT WAS NOT EXAMINED FOR THE CAUSE OF FAILURE. THE CONTACT STATED THAT A FEW MONTHS LATER THE ACCELERATOR PEDAL RECALL WAS REPAIRED; HOWEVER, AFTER THE REPAIR WAS PERFORMED THE VEHICLE SURGED FORWARD INTERMITTENTLY UNTIL THE BRAKES WERE APPLIED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THE BRAKE SYSTEM WAS REPAIRED. THE FAILURE HAD NOT RECURRED BUT THERE WAS A ROCKING NOISE IN THE ENGINE. THE VEHICLE WAS TAKEN TO ANOTHER AUTHORIZED DEALER WHO STATED THAT THE MOTOR MOUNT WAS CRACKED; YET, THE VEHICLE HAD NOT BEEN REPAIRED. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS UNKNOWN. THE CURRENT MILEAGE WAS 18,000. 5/10/2010 \*CW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293984  
**Date of Incident:** 20091019  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** FONTANO, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 TOYOTA CAMRY. WHILE DRIVING 45 MPH THE VEHICLE BEGAN TO RAPIDLY ACCELERATE. CONSEQUENTLY HE REAR-ENDED ANOTHER VEHICLE. A POLICE REPORT WAS FILED. THE DRIVER OF THE OTHER VEHICLE WAS INJURED. THE VEHICLE WAS TOWED TO A COLLISION CENTER, BECAUSE IT WAS COMPLETELY DESTROYED. THE FAILURE AND CURRENT MILEAGES WERE 27.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294519  
**Date of Incident:** 20091019  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** LAGO VISTA, TX

**NHTSA Summary:**  
DRIVING DOWNHILL @45MPH AND LET OFF THE GAS BUT IT ACCELERATED EVEN MORE, PUT BRAKE ON AND STILL DIDN'T SLOW DOWN. ONCE DOWN THE HILL IT FINALLY KICKED INTO GEAR. IT DOES THIS REGULARLY, ALMOST DAILY. SEEMS TO NOT KICK INTO GEAR, ESPECIALLY 3RD AND 4TH GEARS \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294935  
**Date of Incident:** 20091019  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** MT. PROSPECT, IL

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2005 TOYOTA SIENNA. HE STATES THAT COMING TO A STOP WITH HIS FOOT ON THE BRAKES, WITHOUT A WARNING THE VEHICLE SURGED FORWARD AND HIT SOME BUSHES, AND WENT TO A DRIVEWAY AND THEN WAS ABLE TO TURN AND HIT A BOULDER TO STOP THE VEHICLE. THE VEHICLE WAS THEN DRIVEN TO A TOYOTA DEALER WHERE THEY REPAIRED THE BODY THAT WAS DAMAGED TO THE FRONT BUMPER. CONTACT TOLD THEM ABOUT THE ACCELERATION PROBLEM. THEY TOLD HIM THAT THERE WAS NOTHING WRONG WITH THE VEHICLE AND THAT THE VEHICLE WAS NOT INCLUDED IN THE RECENT TOYOTA RECALL FLOOR MATS RECALL. THEY ALSO SAID

C-1580

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THAT THE PETAL PROBABLY GOT STUCK. THERE IS A POLICE REPORT. THE FAILURE MILEAGE WAS 52000 AND CURRENT MILEAGE WAS 55000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20091019  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**

**Additional Summary:**  
On October 19, 2009, Eva Gomez was parking in her designated parking spot at her condominium located at 136 Benjamin Court, Philadelphia, PA 19114, at approximately 3:00 pm. While her foot was still on the brake, the car unintentionally accelerated, hitting a gas pipe in the condominium and setting fire to the building as well as her car.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304345  
**Date of Incident:** 20091019  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** MONTEREY PARK, CA

**NHTSA Summary:**

**Additional Summary:**  
ON OCTOBER 19, 2009 I WAS DRIVING SOUTH BOUND ON THE I-5 WHEN THE GAS PEDAL ON MY 2007 TOYOTA PRIUS GOT STUCK AND IT WASNT THE FLOOR MAT. I KNOW THIS BECAUSE I DIDNT HAVE A FLOOR MAT IN THE FIRST PLACE. THE MAJOR PROBLEM IS ON THE PRIUS THE PUSH START BUTTON FAILED SO YOU COULDN'T TURN OFF THE VEHICLE AND WHEN YOU TRIED TO PUT IT IN NUTREUL IT WOULD FAIL (NOT SURE WHY). I AM ASSUMING DO THE SPEED YOU ARE GOING THE COMPUTER DOES NOT ALLOW YOU TO PUT IT NUTREUL OR TURN IT OFF.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312154  
**Date of Incident:** 20091019  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** COLUMBIA, MD

**NHTSA Summary:**

**Additional Summary:**  
I HAVE A 2004 TOYOTA PRIUS. ON OCTOBER 19, 2009, THE CAR ACCELERATED BY ITSELF TO 65 MPH. I WAS ABLE TO PRESS ON THE BRAKE, SLOW DOWN THE CAR AND PULL TO THE SIDE OF THE ROAD. I HAD THE CAR TOLLED TO THE LOCAL DEALERSHIP AND THEY SAID THEY COULD NOT "DUPLICATE THE PROBLEM." THEY TOLD ME TO TAKE THE FLOOR MAT OUT. IN THE MEANTIME, THEY CHARGED ME \$1400 TO REPLACE A WATER PUMP AND PERFORM OTHER MAINTENANCE SERVICES. THE RECENT ACCELERATION RECALL BY TOYOTA DOES NOT INCLUDE MY CAR ALTHOUGH I HAD THE ACCELERATION PROBLEM WITH THIS CAR. WHEN I CALLED THE COMPANY TO INQUIRE THE REASON FOR THIS, THEY TOLD ME THAT THIS MODEL WAS MADE IN JAPAN WITH A DIFFERENT PART MANUFACTURE, THUS IT IS NOT UNDER THE ACCELERATION RECALL, JUST THE FLOOR MAT RECALL.

**Additional Summary:**

**Toyota ID Number:**

**C-1581**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOYOTA DEALER AND THEY SAID THAT MY CAR WAS NOT PART OF THE RECALL. I WOULD NOT BELIEVE THIS PROBLEM IF IT HAD NOT HAPPENED TO ME. THAT HAS NOT HAPPENED AGAIN BUT I AM VERY FEARFUL NOW THAT I HEAR THAT OTHERS ARE HAVING THIS PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314618  
**Date of Incident:** 20091020  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** KINNELON, NJ

**NHTSA Summary:**

**Additional Summary:**  
TL\*THE CONTACT OWNS A 2010 TOYOTA RAV4. WHENEVER THE CONTACT WAS DRIVING 20 MPH, THE VEHICLE ACCELERATED. THE MOST RECENT FAILURE RESULTED IN A CRASH. WHEN THE VEHICLE ACCELERATED IT CRASHED INTO THE SIDE OF A HOUSE. THERE WERE NO INJURIES. THE FAILURE MILEAGE WAS 2,900. THE CURRENT MILEAGE WAS 6,500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331916  
**Date of Incident:** 20091020  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** CHARLESTON, SC

**NHTSA Summary:**

**Additional Summary:**  
TL - THE CONTACT OWNS A 2005 LEXUS ES330. WHILE DRIVING APPROXIMATE 60 MPH WHILE PASSING A VEHICLE HE ENGAGED THE ACCELERATOR AND THE VEHICLE CONTINUE TO ACCELERATE. HE ENGAGED THE BRAKES AND THE VEHICLE CONTINUE TO ACCELERATE HE STATED HE PUT THE VEHICLE INTO NEUTRAL IN ORDER FOR IT TO SLOW DOWN. THE CONTACT CALLED THE DEALER AND THEY SUGGESTED HE REMOVED THE FLOOR MAT. THE CONTACT STATED THE FAILURE OCCURRED AGAIN BUT HE DID NOT REMOVE THE FLOOR MAT. THE VEHICLE HAS NOT BEEN TAKEN TO A DEALER. THE APPROXIMATE FAILURE MILEAGE WAS 95,000 AND THE CURRENT MILEAGE WAS 98,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10289387  
**Date of Incident:** 20091021  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** MURRAITA, CA

**NHTSA Summary:**

**Additional Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA HIGHLANDER HYBRID. WHILE APPROACHING A RED LIGHT, THE VEHICLE ACCELERATED TWICE BEFORE COMING TO A COMPLETE STOP. THE VEHICLE WAS TAKEN TO A DEALER BUT THE ISSUE HAS NOT BEEN REMEDIED. THE VEHICLE WAS NOT INCLUDED IN THE FLOOR MAT RECALL #06V253000. THE CONTACT IS AWARE OF THE SAFETY RISK SINCE HE COULD HAVE INJURED SOMEONE. THE FAILURE MILEAGE WAS 86,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291094

**C-1583**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10303155  
**Date of Incident:** 20091020  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** EAST BRUNSWICK, NJ

**NHTSA Summary:**

**Additional Summary:**  
WE LEASE A 2008 LEXUS ES-350 WHILE RIDING ON RTE 9 IN MONMOUTH COUNTY, THE CAR SUDDENLY ACCELERATED -- I WAS TRAVELING AT APPROX. 50MPH WHEN IT HAPPENED-- I TRIED TO HIT THE BRAKES, BUT THEN CAR KEPT ON ACCELERATING-- I THEN REACHED DOWN WHILE STILL DRIVING, AND FORCIBLY REMOVED THE FLOOR PAD FROM THE FLOOR AROUND THE ACCELERATOR--THE CAR IMMEDIATELY STOPPED ACCELERATING AND SLOWED DOWN SINCE THEN, I HAVE DRIVEN THE CAR WITH NO PROBLEM, BUT I HAVE NOT REPLACED THE FLOOR MAT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308564  
**Date of Incident:** 20091020  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** BRECKENRIDGE, MN

**NHTSA Summary:**

**Additional Summary:**  
DRIVING THROUGH TOWN IN MY '08 CAMRY AT ROUGHLY 35-40 MPH. I RELEASED MY FOOT OFF THE ACCELERATOR, AND NOTICED THAT MY CAR WAS NOT SLOWING DOWN. I DID NOT HAVE THE CRUISE ON... NORMALLY WHEN I RELEASE MY FOOT OFF THE GAS, THE SPEED DECREASES QUITE RAPIDLY. I THOUGHT NOTHING OF IT, AND LET IT CRUISE, AT THE SAME SPEED. FOR ABOUT ONE MILE UNTILL I APPROACHED A STOP SIGN. I PRESSED THE BRAKE, AND EVERYTHING SEEMED NORMAL AFTER THAT. SINCE THAT, THIS HAS HAPPENED A FEW DIFFERENT TIMES, AND WHEN TELLING THE LOCAL TOYOTA EMPLOYEE, SHE SAID THAT SHE HAS "NEVER HEARD OF THIS PROBLEM, BUT CAN GET ME IN TO REPLACE THE ACCELERATOR IN A FEW WEEKS FOR THE MOST RECENT RECALL..."

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312362  
**Date of Incident:** 20091020  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** MECHANICSBURG, PA

**NHTSA Summary:**

**Additional Summary:**  
I WAS HAVE ACCIDENT IN OCT 2009. I WAS DRIVE MY 2006 TOYOTA TACOMA WHEN MY GAS PEDAL WAS STOKET IN THE CARPET.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313727  
**Date of Incident:** 20091020  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** GRANTS PAS, OR

**NHTSA Summary:**

**Additional Summary:**  
I AM WRITING ABOUT MY 2003 TOYOTA CAMARY. I HAVE HAD THE SAME GAS PEDAL STICKING PROBLEM. I WAS TURNING INTO A PARKING SPACE AND ALL OF A SUDDEN THE CAR REVED UP AND WOULD NOT STOP. I HAD TO USE ALL OF MY POWER TO STOP THE CAR AND IT WOULD NOT STOP. I HAD TO TURN THE KEY OFF FOR IT TO STOP. I WOULD LIKE TO KNOW IF THERE IS ANY RECOURSE FOR ME. I CONTACTED MY LOCAL

**C-1582**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20091021  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** BREMERTON, WA

**NHTSA Summary:**

**Additional Summary:**  
TL\* THE CONTACT OWNS A 2006 TOYOTA CAMRY. WHILE ATTEMPTING TO STOP, THE VEHICLE CONTINUED TO ACCELERATE. CONSEQUENTLY SHE REAR-ENDED ANOTHER VEHICLE. THE BUMPER AND THE HOOD OF THE VEHICLE WERE DAMAGED. THE DEALER STATED THAT SINCE THE INSURANCE COMPANY PROVIDED HER WITH ASSISTANCE, THEY WOULD ONLY DOCUMENT THE FAILURE. THE INSURANCE COMPANY COULD NOT IDENTIFY THE CAUSE OF THE FAILURE. THE FAILURE MILEAGE WAS 47000. THE CURRENT MILEAGE WAS 47003.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291202  
**Date of Incident:** 20091021  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** ROCKVILLE, MD

**NHTSA Summary:**

**Additional Summary:**  
TL\* THE CONTACT OWNS A 2003 TOYOTA COROLLA. WHILE MAKING A U-TURN, HER VEHICLE SUDDENLY ACCELERATED TO OVER 100 MPH. AS A CONSEQUENCE SHE CRASHED INTO A DUMP TRUCK, AND THEN INTO A POLE. TWO OCCUPANTS RECEIVE MINOR INJURIES. THERE WAS A POLICE REPORT TAKEN AT THE SCENE OF THE INCIDENT. THE VEHICLE WAS COMPLETELY DESTROYED. HE HAD NOT CONTACTED THE DEALERSHIP OR THE MANUFACTURER TO-DATE. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 57,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303701  
**Date of Incident:** 20091021  
**Vehicle:** 2009 TOYOTA HIGHLANDER  
**Location of Incident:** SOLON, OH

**NHTSA Summary:**

**Additional Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA HIGHLANDER. WHILE DRIVING 40 MPH AND REMOVING HER FOOT FROM THE BRAKE PEDAL THE VEHICLE ACCELERATED ON ITS OWN. THE CONTACT APPLIED NORMAL PRESSURE TO THE BRAKE PEDAL WHEN THE VEHICLE SLOWED DOWN AND STOPPED. THE FAILURE IS CONSISTENT AND OCCURS DAILY. THE DEALER STATED THAT THEY COULDN'T DUPLICATE THE PROBLEM OR IDENTIFY A FAILURE WHERE THE ACCELERATOR PEDAL LOST PRESSURE WHILE DRIVING. THE VEHICLE HAS NOT BEEN REPAIRED. THE FAILURE MILEAGE WAS 700 AND THE CURRENT MILEAGE WAS 3300.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303638  
**Date of Incident:** 20091021  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** BANGOR, MI

**NHTSA Summary:**

**Additional Summary:**  
ON 10/21/09 I WAS STOPPED AT AN INTERSECTION IN MY 2008 RAV4 WHILE WAITING FOR TWO CARS TO GO BY. MY FOOT WAS FULLY PLANTED ON THE BRAKE. SUDDENLY THE

**C-1584**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ENGINE REVVED UNCONTROLLABLY AND THE CAR LURCHED FORWARD. I PRESSED AS HARD AS I COULD ON THE BRAKE. THIS HAPPENED TWICE. I BARELY MANAGED TO KEEP THE CAR OUT OF THE INTERSECTION. THERE WERE NO WARNING LIGHTS. I WAS ABLE TO DRIVE HOME WITHOUT ANOTHER INCIDENT. THE FLOOR MATS WERE FIRMLY CLIPPED INTO PLACE CAUSING NO INTERFERENCE WITH THE ACCELERATOR. I HAD THE REPAIR SHOP AT MY DEALER CHECK IT OVER. THEY COULD NOT FIND ANY PROBLEM WITH IT AND NO REPAIRS WERE MADE. I WROTE A LETTER TO MY DEALER DOCUMENTING MY SAFETY CONCERNS. THE DEALER THEN BROUGHT A TOYOTA FIELD SPECIALIST IN TO LOOK AT IT. HE TOO WAS UNABLE TO FIND ANY PROBLEM. SINCE THEN TOYOTA HAS ANNOUNCED TWO RECALLS ASSOCIATED WITH FLOOR MAT INTERFERENCE AND FAULTY GAS PEDALS. I'VE FOUND OUT THAT MY RV4 WAS BUILT IN JAPAN AND, THEREFORE, NOT SUBJECT TO THE FAULTY GAS PEDALS. THIS LEADS ME TO BELIEVE THAT THE PROBLEM IS DUE TO AN ELECTRONIC GLITCH MOST LIKELY ASSOCIATED WITH THE COMPUTERIZED ELECTRONIC THROTTLE SYSTEM. I BELIEVE TOYOTA NEEDS TO ROLL-OUT A "BRAKE OVERRIDE SYSTEM" TO TRULY RESOLVE THIS PROBLEM. FORTUNATELY, I HAVE NOT HAD ANOTHER "SUDDEN ACCELERATION" EVENT SINCE 10/21/09. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305772  
**Date of Incident:** 20091021  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** PALO ALTO, CA

**NHTSA Summary:**  
I PURCHASED A BRAND NEW 2010 TOYOTA PRIUS V ON SEPTEMBER 24, 2009. IT PERFORMED BEAUTIFULLY, AND WAS A REAL PLEASURE TO DRIVE. HOWEVER, A MONTH OR SO LATER, WITH THE CAR IN REVERSE, I STARTED BACKING OUT OF A PARKING PLACE AND IMMEDIATELY NOTICED AN UNUSUALLY INTENSE "REVING" OF THE ENGINE. STARTLED, I IMMEDIATELY PRESSED ON THE FOOT BRAKE, RELEASING IT IN LITTLE STEPS UNTIL THE CAR WAS "INCHED" OUT OF THE PARKING PLACE. I THEN SHIFTED THE LEVER INTO "DRIVE" AND PROCEEDED ON MY WAY QUITE NORMALLY WITHOUT ANY FURTHER PROBLEM WHATSOEVER. IN THE ENSUING MONTHS, THIS STRANGE PHENOMENON HAS ONLY REPEATED ITSELF TWO MORE TIMES OUT OF HUNDREDS OF BACKOUTS FROM PARKING SLOTS. THERE HAS BEEN NO OTHER CIRCUMSTANCE IN WHICH THIS SEVERE " REVING" HAS RE-OCCURRED. IN THE AFOREMENTIONED THREE CASES, I HAD NO RECOLLECTION WHATSOEVER OF PRESSING THE FOOT THROTTLE, AND THEREFORE HAVE PRESUMED THAT THE PROBLEM IS IN THE ELECTRONICS OR SOFTWARE, RATHER THAN IN THE FLOOR THROTTLE MECHANICS. IN EVERY OTHER RESPECT SO FAR, MY 2010 TOYOTA PRIUS V HAS PERFORMED PERFECTLY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312791  
**Date of Incident:** 20091021  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** LEOMINSTER, MA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2006 TOYOTA TACOMA. THE CONTACT WAS BACKING OUT OF A PARKING SPACE. THE ENGINE BEGAN TO REV EXCESSIVELY HIGH AND CRASHED INTO A UTILITY POLE. THE GEAR WAS SHIFTED INTO REVERSE AND THEN PLACED INTO THE "DRIVE" POSITION. AN UNINTENDED ACCELERATION OCCURRED WITHOUT WARNING. THE VEHICLE CRASHED INTO A PARKED TRAILER. THE POLICE WAS CALLED TO THE SCENE. THERE WERE NO PERSONAL INJURIES. THE VEHICLE WAS TOWED TO AN AUTO

C-1585

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BODY COLLISION SHOP. THE VEHICLE WAS REPAIRED FOR THE BODY DAMAGES. THERE WAS AN INVESTIGATION PERFORMED BY THE MANUFACTURER. THE CAUSE OF FAILURE HAS NOT BEEN DETERMINED. THE FAILURE MILEAGE AND VIN WERE UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316204  
**Date of Incident:** 20091021  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** SAN JOSEPH, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE APPROACHING A STOP SIGN AND DEPRESSING THE BRAKE PEDAL, THE BRAKES WOULD NOT ENGAGE. THE VEHICLE CONTINUED TO ACCELERATE MOMENTARILY BEFORE DECREASING SPEED. SHE HAS NOT TAKEN THE VEHICLE INTO THE DEALER FOR INSPECTION NOR HAD THE MANUFACTURER BEEN CONTACTED. SHE DID RECEIVE AN INTERIM LETTER FROM THE MANUFACTURER ADVISING HER TO REMOVE THE FLOOR MATS, STATING THAT THEY COULD CAUSE UNINTENDED ACCELERATION IN THE VEHICLE. THE VEHICLE WAS ALSO HESITATED WHEN IT WAS STARTED ON OCCASION AND THE INTERIOR LIGHTS FLASHED ON INTERMITTENTLY. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 19,926.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322825  
**Date of Incident:** 20091021  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SKOKIE, IL

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHILE ENTERING AN OFF-STREET PARKING SPACE WITH HIS FOOT ON THE BRAKE PEDAL AT SPEEDS OF LESS THAN 15MPH, THE VEHICLE ABNORMALLY ACCELERATED AND PROCEEDED TO CRASH INTO A RETAIL STORE. THERE WERE THREE PERSONS INSIDE THE STORE THAT WERE INJURED DUE TO THE CRASH AND TRANSPORTED TO A NEARBY HOSPITAL. THE POLICE WERE ALSO CALLED TO THE SCENE AND A REPORT WAS FILED ACCORDINGLY. NONE OF THE VEHICLE OCCUPANTS WERE INJURED. THE MANUFACTURER WAS NOT CONTACTED FOLLOWING THE INCIDENT, HOWEVER HER INSURANCE COMPANY TOOK OVER THE CASE. THE INSURANCE COMPANY HIRED AN OUTSIDE EXPERT WHICH STATED THE FLOOR MAT WAS NOT PROPERLY SECURED ON THE DRIVER'S SIDE AND COULD HAVE CAUSED THE UNINTENDED ACCELERATION. THE INSURANCE COMPANY DEEMED THE CAUSE OF THE CRASH DUE TO A POSSIBLE DEFECT IN THE MANUFACTURER OF THE VEHICLE. THE VEHICLE WAS DESTROYED. THE FAILURE MILEAGE WAS APPROXIMATELY 20,000. \*KJM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318622  
**Date of Incident:** 20091021  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** STONEHAM, MA

**NHTSA Summary:**  
2004 LEXUS RX 330. CONSUMER STATES UNINTENDED ACCELERATION BACKWARDS CAUSING A CRASH. \*TGW THE CONSUMER STATED SHE WAS IN THE PROCESS OF PARKING WHEN SHE PUT THE GEAR INTO REVERSE, WHEN SUDDENLY THE VEHICLE

C-1586

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATED OUT OF CONTROL AT A HIGH SPEED, WENT OVER A LANDSCAPE AND ROLLED OVER TWO PARKED VEHICLES. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290157  
**Date of Incident:** 20091022  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** KANEONHE, HI

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. ON OCTOBER 22, 2009 SHE ATTEMPTED TO DRIVE OUT OF A PARKING SPACE AND SUDDENLY THE VEHICLE ACCELERATED AND CAUSED HER TO CRASH INTO TWO PARKED VEHICLES. SHE WAS FORCED TO CRASH INTO THE PARKED VEHICLES OR A WALL IN ORDER TO BRING THE VEHICLE TO A STOP TO AND AVOID A TRAGEDY. THE DRIVER AND PASSENGER SUSTAINED INJURIES. THE VEHICLE WAS TOWED TO THE DEALER. THE DEALER STATED THAT THE SUDDEN ACCELERATION WAS DUE TO THE FLOOR MAT; HOWEVER, THE HOOKS ON THE FLOOR MAT HAVE AN ADDITIONAL COVER AND WAS NOT TOUCHING THE ACCELERATOR PEDAL. THE AIR BAG DID NOT DEPLOY WHEN SHE CRASHED INTO THE THIRD VEHICLE. THE DEALER STATED THE AIR BAG SENSOR IS LOCATED IN THE MIDDLE AND THAT THE CRASH OCCURRED ON THE RIGHT SIDE OF THE VEHICLE WHICH IS WHY THE AIR BAG DID NOT DEPLOY. THE HONOLULU POLICE REPORT NUMBER 09383098. THE VEHICLE WILL BE REPAIRED. THE FAILURE AND CURRENT MILEAGE WERE 30,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291535  
**Date of Incident:** 20091022  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** FLAGSTAFF, AZ

**NHTSA Summary:**  
HI I HAVE A 2009 PRIUS THAT HAS HAD 5 SEPARATE EPISODES OF ACCELERATOR STICKING. SINCE I BOUGHT THE CAR 11-09, THE LAST INCIDENT WAS OCT 09, NO FLOOR MATS IN THE CAR. IT HAS ONLY OCCURRED WHEN, AT 55+ MPH, I ACCELERATE RAPIDLY TO PASS ANOTHER CAR. THE ACCELERATOR FELT LIKE IT HAD REMAINED DEPRESSED WITH CONTINUED SPEED ACCELERATION. THIS DID NOT RESPOND TO PUSHING DOWN OR PULLING UP ON THE ACCELERATOR, OR TO DEPRESSION OF THE BRAKE PEDAL. THE EPISODES LASTED LESS THAN 10 SECONDS AND RESOLVED SPONTANEOUSLY. I WAS UNABLE TO IDENTIFY WHY THE ACCELERATION SUDDENLY STOPPED, BUT WHEN IT FINALLY DID STOP, THE SPEEDOMETER INDICATED OVER 70+ MPH. I PUSHED CONTINUOUSLY ON THE BRAKE PEDAL TO SLOW THE CAR DURING THE EPISODES, WITH ONLY MINIMAL SLOWING OF THE VEHICLE. I HAVE NOT TAKEN THE CAR TO THE DEALER YET, AS EVERYTHING IN THE MEDIA INDICATES THAT THEY DENY ANY PROBLEMS WITH THE CARE AND HAVE HAD NO EXPLANATION FOR THE EVENTS EXCEPT THE CAR MATS.

\*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291932  
**Date of Incident:** 20091022  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** RICHBORO, PA

C-1587

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
OUR 2009 TOYOTA CAMRY HYBRID HAS EXPERIENCED THREE SEPARATE INCIDENCES OF SUDDEN UNINTENDED ACCELERATION DURING THE PAST NINE MONTHS. THE CAR WAS PURCHASED IN APRIL OF 2008. THE FIRST EVENT OCCURRED IN FEBRUARY 2009. THE SECOND AND THIRD EVENTS OCCURRED IN JULY 2009 AND OCTOBER 2009, RESPECTIVELY. IN ALL THREE EVENTS THE ACCELERATOR "GRABBED" AND BEGAN TO SPEED UNCONTROLLABLY. DURING THE FIRST EVENT, THE CAR CONTINUED TO ACCELERATE EVEN AFTER I REMOVED MY FOOT FROM THE ACCELERATOR. DURING THE SUBSEQUENT TWO EVENTS, THE CAR ACCELERATED WITHOUT MY FOOT EVEN BEING ON THE GAS PEDAL. IN ALL INSTANCES, IT FELT AS IF THE RESUME BUTTON OF THE CRUISE CONTROL (WHICH WAS OFF AT ALL TIMES) WAS DEPRESSED. SPEEDS REACHED IN EXCESS OF 60MPH IN EACH EVENT. DURING THE FIRST TWO EVENTS, A COMBINATION OF EXTREME-PRESSURE BRAKING AND SHIFTING THE CAR INTO NEUTRAL WORKED TO STOP THE CAR, THANKFULLY, WITHOUT INCIDENT. DURING THE THIRD EVENT, AFTER ROUGHLY FIVE TO TEN SECONDS OF ACCELERATION, A "POP" WAS HEARD AT WHICH TIME THE CAR'S ACCELERATION CEASED AND RETURNED TO NORMAL. THE CAR WAS TAKEN TO THE DEALER AFTER EACH INCIDENT. ALL THREE TIMES DIAGNOSTICS WERE PERFORMED AND ALL THREE TIMES THE SAME ANSWER....."FOUND NO CURRENT OR PENDING FAULT CODES." THE FIRST TIME IT WAS BLAMED ON AN AFTER-MARKET FLOOR MAT. WHILE ONE WAS INSTALLED, IT WAS THE TYPE WITH "GRABBER" SPIKES ON THE UNDERSIDE TO PREVENT MOVEMENT, SIMILAR TO A CHAIR MAT. I KNEW THAT THIS WAS NOT THE CAUSE BUT, AS A PRECAUTION, I REMOVED THE AFTER-MARKET FLOOR MAT. FOR THE SECOND EVENT, AGAIN, THE DEALER FOUND NO FAULTS AND, AGAIN, SUGGESTED FLOOR MATS. THE ONLY FLOOR MAT IN THE VEHICLE WAS THE FACTORY-INSTALLED CARPETED FLOOR MAT WHICH WAS SECURED BY THE FACTORY-INSTALLED RETAINING HOOKS. FLOOR MATS WERE NOT THE ISSUE. AS AN EXTRA PRECAUTION, HOWEVER, I REMOVED THE CARPETED MAT. THE THIRD EVENT OCCURRED ON OCTOBER 22, 2009. CAR WAS TAKEN TO DEALER. FACTORY TECHNICIAN WAS BROUGHT IN. NO PROBLEM FOUND. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20091022  
**Date of Incident:** 20091022  
**Vehicle:** 2009 LEXUS RX350  
**Location of Incident:** VALPARAISO, IN

**NHTSA Summary:**  
**Additional Summary:**  
"UNINTENTIONAL ACCELERATION/MVA -NO INJURIES. Carolyn was backing out of a friend's driveway. She felt the engine start to rev up while it was still in neutral. She thought it was odd but she put the car in reverse to leave. The car took off down the driveway, across the street, into the neighbor's yard and up a hill into an Oak tree. She was not injured but her car, a 2009 Lexus 350 SUV, was totaled.

NOTE - MS. SLYS SAID THE POLICE OFFICER DID NOT BELIEVE HER ACCOUNT OF WHAT HAPPENED

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311002  
**Date of Incident:** 20091022  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** LAKEWOOD, CO

**NHTSA Summary:**

C-1588

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

2006 TOYOTA TACOMA INVOLVED TO ACCIDENT ON 10/22/09 WHERE DURING THE ACCIDENT THE ACCELERATOR STUCK WIDE OPEN ON THE ICE. MY FOOT WAS ON THE BRAKE WHEN TRUCK STOPPED & THE REAR TIRES WERE STILL SPINNING. I HAD TO TURN OFF THE IGNITION TO GET THE WHEELS TO STOP SPINNING. THE CAR I HIT HONDA ACCORD WAS TOTALED. IT GOT KNOCKED INTO THE DRAINAGE DITCH. LUCKILY NO ONE WAS INJURED. AT THE TIME I DIDN'T TELL POLICE ABOUT THE ACCELERATOR PROBLEM. NOT ON THE POLICE REPORT. I DID ADVISE THE PARTY I HIT & THE TOW TRUCK DRIVERS. ALSO ADVISED THE BODY SHOP. NOW MY INSURANCE WENT UP \$50 A MONTH. I HAVE A TICKET AND HAVE TO PAY A FINE. I IMMEDIATELY REMOVED THE FLOOR MAT WHEN I GOT MY TRUCK BACK FROM THE BODY SHOP. I BELIEVE TOYOTA IS PARTIALLY TO BLAME FOR MY ACCIDENT. I STARTED TO SLIDE ON THE ICE & AT SOME POINT THE ACCELERATOR STUCK WIDE OPEN. THIS I'M SURE MADE THE ACCIDENT MUCH WORSE. IMAGINE BEING ON ICE WITH YOUR ACCELERATOR STUCK WIDE OPEN. I WAS LUCKY NO ONE WAS KILLED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315037  
**Date of Incident:** 20091022  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** CHINO HILLS, CA

**NHTSA Summary:**

I WAS DRIVING ON A HIGHWAY ALONG WITH MY DAUGHTER IN MY 2004 CAMRY WHEN THE CRUISE CONTROL LIGHT WENT ON BY ITSELF. THE CAR STARTED TO ACCELERATE ON ITS OWN. I COULD NOT FIGURE OUT WHY THE CAR WAS DOING THIS, AND HIT THE CRUISE CONTROL BUTTON OFF. THAT TOOK CARE OF THE ISSUE, BUT IT WAS VERY FRIGHTENING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318577  
**Date of Incident:** 20091022  
**Vehicle:** 2008 TOYOTA FJ CRUISER  
**Location of Incident:** KIRKLAND, WA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA FJ CRUISER. WHEN THE CONTACT WOULD DRIVE THE VEHICLE HE NOTICED THAT THE RPM'S WOULD RISE REGARDLESS IF HE DEPRESSED THE ACCELERATOR PEDAL. THE PEDAL WOULD OCCASIONALLY STICK TO THE FLOOR OF THE VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE VEHICLE WAS PERFORMING PROPERLY AND THAT THE HIGH ENGINE IDLE WAS DUE TO THE VEHICLE BURNING OFF IGNITION FUMES. THE VEHICLE HAD NOT BEEN SERVICED AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS 4563, AND THE CURRENT MILEAGE IS 4867.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294017  
**Date of Incident:** 20091023  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HUFFMAN, TX

**NHTSA Summary:**

C-1589

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHILE DRIVING MY VEHICLE ON OR ABOUT OCTOBER 23, 2009, I APPROACHED AN INTERSECTION AND CAME TO A STOP. I TOOK MY FOOT OFF OF THE BRAKE TO PRESS ON THE ACCELERATOR, HOWEVER THE VEHICLE DID NOT ACCELERATE AS ANTICIPATED. I REALIZED I WOULD NOT BE ABLE TO MAKE IT SAFELY INTO THE INTERSECTION AT THIS POINT, AND BEGAN TO BRAKE, AT WHICH TIME THE VEHICLE SUDDENLY HAD A BURST OF ACCELERATION AND THE CAR SHOT OUT INTO THE INTERSECTION, ALMOST INTO THE DITCH ON THE OTHER SIDE, AND ME AND MY SON WERE ALMOST HIT IN THE SIDE BY AN ONCOMING CAR. THIS INCIDENT COMPLETELY FREAKED ME OUT, AND I SUBSEQUENTLY TRADED IN THE VEHICLE. I WOULD ABSOLUTELY NOT PUT MY SAFETY, ESPECIALLY MY CHILD'S, AT ISSUE ANY LONGER, AS THIS IS THE SECOND ISSUE I HAVE HAD WITH THAT PARTICULAR CAMRY, THE FIRST ISSUE RESULTING IN A COLLISION. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304212  
**Date of Incident:** 20091023  
**Vehicle:** 2002 TOYOTA 4RUNNER  
**Location of Incident:** HUNTINGTON BEACH, CA

**NHTSA Summary:**

I OWN A TOYOTA 4 RUNNER. WHILE DRIVING ACROSS COUNTRY LAST FALL I NOTICED THAT THE TRUCK WOULD ACCELERATE RAPIDLY WHEN I HAD CRUISE CONTROL ON. THE CRUISE CONTROL WOULD KICK IN AS IT SHOULD HAVE BUT IT WOULD ACCELERATE VERY RAPIDLY AND FELT OUT OF CONTROL. ONCE IT BEGAN THE ACCELERATION, IT WOULD NEVER STOP AND LEVEL OUT TO THE APPROPRIATE SPEED AS IT SHOULD HAVE. IT WOULD CONTINUE TO ACCELERATE BRAKING WORKED IN SLOWING THE VEHICLE DOWN, BUT IT FRIGHTENED ME WHILE I WAS DRIVING. I DO NOT USE THE CRUISE CONTROL NOW AS A RESULT OF THIS. I WAS DRIVING R/T FROM CA TO DENVER, CO AND IT HAPPENED SEVERAL TIMES DURING THIS TRIP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305699  
**Date of Incident:** 20091023  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** HATTIESBURG, MS

**NHTSA Summary:**

DRIVING A 2006 TOYOTA TACOMA ON MILITARY BASE. STOPPED AT BACK OF A BUILDING TO LET A SOLDIER PASS GOING INTO THE BUILDING. SOLDIER WAS NOT IN FRONT OF TRUCK ANYMORE, PRESSED ON ACCELERATOR AND TRUCK TOOK OFF. I HIT THE BRAKES AND TRUCK STARTS "SPINNING OUT" FOR A COUPLE OF SECONDS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310201  
**Date of Incident:** 20091023  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** COMMERCE, MI

**NHTSA Summary:**

I HAVE EXPERIENCED BRAKING PROBLEMS SIMILAR TO THOSE PROMPTING THE PRIUS RECALL SINCE APPROXIMATELY OCTOBER, 2009. IF THE BRAKE IS ENGAGED ON ROUGH PAVEMENT (BUMPY, POTHOLE, ETC), IT SHUDDERS AND DOES NOT ENGAGE FOR SEVERAL SECONDS EVEN WHEN THE PEDAL IS DEPRESSED COMPLETELY TO THE FLOOR.

C-1590

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I HAVE HAD THE ROTORS AND PADS REPLACED WITHIN THE LAST SIX MONTHS AND HAVE HAD THE ABS SENSORS CLEANED AND LINES INSPECTED WITH NO IMPROVEMENT. THE PROBLEM OCCURS ON BOTH WET AND DRY PAVEMENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311756  
**Date of Incident:** 20091023  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** HAMLIN, NY

**NHTSA Summary:**

APPROACHING RED LIGHT, CAR IN NEUTRAL, RIGHT FOOT DEPRESSING BRAKE, LEFT RESTING ON CLUTCH, AND CAR WAS SLOWING DOWN WHEN ENGINE REVVED (WATCHED TACHOMETER NEEDLE JUMP). AS ENGINE REVVED I CHECKED TO MAKE SURE THAT RIGHT FOOT WAS NOT NEAR GAS PEDAL (WASN'T). THIS WAS SECOND OCCURRENCE OF THE ENGINE REVVING WHEN GAS PEDAL WAS NOT ENGAGED. APPARENTLY THERE IS A RECALL FOR THIS DEFECT. I AM NOT AN AUTOMOTIVE ENGINEER. GAS PEDAL WILL BE MODIFIED BY DEALER WITHIN THE WEEK, BUT BOTH TIMES MY FEET WERE NOT NEAR THE PEDAL WHEN THE RPM'S INCREASED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316178  
**Date of Incident:** 20091023  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** NEW CANAAN, CT

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 LEXUS ES350. WHILE DRIVING 10 MPH AND MERGING INTO TRAFFIC THE VEHICLE DRIFTED TO THE RIGHT. WITHIN MINUTES, THE VEHICLE SURGED FORWARD OUT OF CONTROL AND AS THE CONTACT TRIED TO DEPRESS THE BRAKES, THE VEHICLE CRASHED ONTO THE TRAIN TRACKS. THE AIR BAGS DID NOT DEPLOY. THE PASSENGER SUSTAINED INJURIES AND WAS TAKEN TO THE HOSPITAL. THE POLICE ARRIVED AND A POLICE REPORT WAS FILED. THE VEHICLE WAS DESTROYED. THE INSURANCE COMPANY INSPECTED THE VEHICLE. THE CONTACT'S INSURANCE ALSO INCREASED AS A RESULT OF THE FAILURE WHICH RESULTED IN A CRASH. THE MANUFACTURER WAS NOT CONTACTED. THE FAILURE MILEAGE WAS 5500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316810  
**Date of Incident:** 20091023  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** LOGANVILLE, GA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA TUNDRA. THE CONTACT STATED THAT THE DRIVER DROVE 12 MPH WHEN IT WAS RAINING HEAVILY AND WHEN SHE STEPPED ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED ON ITS OWN. SHE CRASHED INTO A CONSTRUCTION BARRIER THAT WAS IN THE MIDDLE OF THE ROAD. THE DRIVER STATED THAT THE VEHICLE HAS ACCELERATED PREVIOUSLY A FEW TIMES. THE FAILURE MILEAGE WAS 10,030. THE CURRENT MILEAGE WAS 11,000.

**Additional Summary:**

C-1591

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329710  
**Date of Incident:** 20091023  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SOUTH FIELD, MI

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE TRAVELING 40 MPH THE VEHICLE HAD SUDDENLY ACCELERATED WITHOUT WARNING. AFTER DRIVING 5 MILES THE VEHICLE HAD SUDDENLY CORRECTED ITSELF AND RETURNED TO NORMAL. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE DETERMINED. THE MANUFACTURER SENT AN INDEPENDENT COMPANY TO INSPECT THE VEHICLE BUT HAS YET TO INFORM THE CONTACT OF THERE INVESTIGATION. THERE WERE NO PRIOR WARNINGS. THE FAILURE MILEAGE WAS 60000 AND THE CURRENT MILEAGE WAS 65000. BMI.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10289797  
**Date of Incident:** 20091024  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** JACKSON, NJ

**NHTSA Summary:**

WHILE PULLING INTO A MARKED PARKING SPACE VEHICLE SUDDENLY ACCELERATED. IT JUMPED TWO WHEEL STOPPERS, WENT UP A SMALL HILL AND WITHIN A COUPLE OF FEET OF RUNNING INTO A CEMENT BUILDING BEFORE I COULD STOP IT. VERY VERY SCARY SITUATION. I CALLED GERMAM TOYOTA IN NAPLES, FLORIDA AND HAD THE VEHICLE TAKEN THERE. AT THIS POINT IN TIME, I DON'T KNOW HOW THEY ARE GOING TO CORRECT THE PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290794  
**Date of Incident:** 20091024  
**Vehicle:** 2006 TOYOTA MATRIX  
**Location of Incident:** ALBUQUERQUE, NM

**NHTSA Summary:**

ON THREE SEPARATE OCCASIONS OUR 2006 TOYOTA MATRIX HAS ACCELERATED ON ITS OWN WITHOUT WARNING. ON ALL THREE OCCASIONS WE HAVE BEEN ABLE TO SLIP THE TRANSMISSION OUT OF DRIVE INTO NEUTRAL OR SLAM THE BRAKES ON TO STOP THE ACCELERATION. THE MOST RECENT TIME THIS OCCURRED WAS LAST WEEKEND. THE MOST PREVIOUS WAS THREE MONTHS AGO. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303990  
**Date of Incident:** 20091024  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** PITTSBURG, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNED A 2000 TOYOTA CAMRY LIMITED EDITION. WHILE DRIVING AT SPEEDS OF 50 MPH AND ATTEMPTING TO CHANGE LANES ON HER LEFT, THE STEERING

C-1592

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHEEL BEGAN SPINNING UNCONTROLLABLY. THE ENGINE REVVED LOUDLY AND AS SHE DEPRESSED THE BRAKES, THE VEHICLE WOULD NOT STOP. THE VEHICLE PROCEEDED TO ACCELERATE ON ITS OWN UNTIL IT CRASHED INTO A DITCH. THE AIR BAGS DID NOT DEPLOY AT THE TIME OF THE CRASH. WHILE IN THE DITCH, THE ENGINE CONTINUED TO IDLE AND THE TIRES BURROWED INTO THE DITCH AS IT ATTEMPTED TO PROGRESS. THE CONTACT SUSTAINED INJURIES TO HER HEAD, SHOULDERS, UPPER BACK, HANDS, FINGERS, KNEES AND NECK. THE VEHICLE WAS DESTROYED. THERE WERE NO RECALLS FOR HER YEAR, MAKE AND MODEL VEHICLE. THE VEHICLE WAS DESTROYED. THE FAILURE MILEAGE WAS OVER 100,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313877  
**Date of Incident:** 20091024  
**Vehicle:** 2000 LEXUS RX300  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
MY PARENTS OWN A 2000 LEXUS RX300. ON THE WAY BACK FROM A WEDDING, THE CAR STARTED TO ACCELERATE AND MY DAD COULD NOT STOP THE CAR. HE HAD TO GO OVER THROUGH A GAS STATION PARKING LOT TO AVOID CARS STOPPED AT A LIGHT. HE SAID THE ENGINE KEPT REVVING HIGH AND THE CAR KEPT ACCELERATING. HE WAS ABLE TO STOP THE CAR BY RUNNING THE WHEELS ALONG THE CURB. AFTER MY DAD AND MY MOM WERE SAFE, HE CALLED ME. I RUSHED OVER TO THE CAR AND CHECKED IT OUT. NO CHECK ENGINE LIGHTS AND NO OTHER KNOWN ISSUES. I CALLED AAA FOR A TOW. I STARTED THE CAR AND EVERYTHING SEEMED TO BE OKAY SO I MOVED IT INTO THE PARKING LOT AWAY FROM THE STREET. I LET THE CAR SIT FOR AWHILE AND MADE SURE THERE WAS NOTHING WRONG WITH IT. I ALSO CHECKED THE FLOOR MATS JUST IN CASE SOMETHING WAS STUCK BUT NOTHING WAS. THEY ENDED UP DRIVING HOME THAT NIGHT. WE HAD TO SERVICE THE BRAKES BECAUSE THEY WERE ALL WORN FROM THE ORDEAL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292296, 10292293  
**Date of Incident:** 20091025  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BROOKLYN, NY

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING BETWEEN 55-60 MPH THE DRIVER SIDE FLOOR MAT SHIFTED ONTO THE ACCELERATOR PEDAL. CONSEQUENTLY THERE WAS AN UNINTENDED VEHICLE ACCELERATION UP TO 100 MPH. AFTER REPEATED BRAKE APPLICATION, AND SHIFTING THE VEHICLE INTO THE NEUTRAL, THE VEHICLE DECELERATED. HE PULLED OVER TO THE SIDE OF THE ROAD, AND REMOVED THE FLOOR-MAT. THE VEHICLE WAS ABLE TO RESUME NORMAL OPERATION. THE FAILURE MILEAGE WAS 70,000. THE CURRENT MILEAGE WAS 71,350.

ODI 10292293 - FLOOR MAT INTERFERENCE WITH ACCELERATION PEDAL. \*TR (NHTSA SOURCE: IVOQ)

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303170

C-1593

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20091025  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** WEST SENECA, NY

**NHTSA Summary:**  
2007 TOYOTA CAMRY INVOLVED IN ACCIDENT. VEHICLE WAS UNABLE TO STOP AND REAR-ENDED ANOTHER VEHICLE WHICH IN TURN REAR-ENDED THE VEHICLE IN FRONT OF IT. TOYOTA CAMRY WAS TOTALED BY INSURANCE COMPANY. NO RECOURSE EXCEPT TO TAKE THE HIT ON MY LICENSE AND INSURANCE DUE TO UNKNOWN CAUSES. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311286  
**Date of Incident:** 20091025  
**Vehicle:** 2008 LEXUS LX570  
**Location of Incident:** COLORADO SPRINGS, CO

**NHTSA Summary:**  
I OWN A 2008 LEXUS LX570. I WAS IN MY DRIVEWAY TURNING AROUND AND WHEN I TOOK MY FOOT OFF OF THE GAS PEDAL AND ON TO THE BRAKE THE CAR KEPT ON ACCELERATING. I PUT BOTH FEET ON THE BRAKE AND THE CAR KEPT GOING FORWARD UNTIL IT RESTED ON A LARGE BOULDER. THE DAMAGE TO THE CAR WAS ONLY THE FRONT BUMPER SINCE I WAS GOING VERY SLOWLY AT THE TIME OF THE ACCELERATION. I REPORTED THE PROBLEM TO LEXUS AND THEY STATED THAT THEY DO NOT HAVE ANY PROBLEMS WITH THE LX570 MODEL. I HAVE 20,000 MILES ON THE CAR AND THIS IS THE ONLY TIME IT HAS HAPPENED. THERE WAS NOTHING AROUND THE GAS PEDAL THAT WOULD HAVE CAUSED IT TO GET STUCK, SO THE PROBLEM HAD TO BE WITH THE ELECTRONICS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311185  
**Date of Incident:** 20091025  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** BUCKHANNON, WV

**NHTSA Summary:**  
AS I APPROACHED A STOPLIGHT THE CAR STARTED ACCELERATING. I QUICKLY PUT THE CAR IN NEUTRAL AND WATCHED THE TACH SLOWLY KEEP GOING UP. I REACHED DOWN AND PULLED UP ON THE GAS PEDAL AND GOT NO REACTION SO I TURNED THE IGNITION OFF. WHEN I TURNED IT BACK ON IT WAS OK THEN. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316314  
**Date of Incident:** 20091025  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** WALLA WALLA, WA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2001 TOYOTA AVALON. WHILE DRIVING 5 MPH INTO THE DRIVEWAY THE VEHICLE SUDDENLY ACCELERATED. THE VEHICLE CRASHED INTO THE GARAGE. NO ONE WAS INJURED DURING THE CRASH. THE VEHICLE SUFFERED DAMAGE TO THE BUMPER. THE CONTACT STATED THAT HER FOOT WAS ON THE BRAKE PEDAL WHILE THE VEHICLE WAS ACCELERATING. THE CONTACT DOES NOT KNOW WHAT CAUSED THE VEHICLE TO ACCELERATE. THE FAILURE MILEAGE WAS 34,700.

C-1594

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294024  
**Date of Incident:** 20091026  
**Vehicle:** 2007 TOYOTA MATRIX  
**Location of Incident:** SANTA FE, NM

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA MATRIX. WHILE DRIVING BETWEEN 25 MPH AND 80 MPH THE POWER STEERING WOULD FAIL. ALSO THE ACCELERATOR PEDAL REMAINS APPLIED, EVEN AFTER APPLICATION. THE VEHICLE WAS TAKEN TO THE DEALER, BUT THE TECHNICIAN WAS UNABLE TO REMEDY THE FAILURE. THE REGIONAL MASTER TECH SENT BY THE MANUFACTURER COULD NOT LOCATE THE CAUSE OF THE FAILURE. THE MANUFACTURER WAS CONTACTED AGAIN, BUT NO ASSISTANCE WAS PROVIDED. THE CURRENT MILEAGE WAS 26,000. THE FAILURE MILEAGE WAS 2,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10289907  
**Date of Incident:** 20091026  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
I AM NOT BEING MELODRAMATIC WHEN I SAY THAT I THOUGHT I WAS GOING TO DIE TODAY. MY 2008 PRIUS ACCELERATED ALMOST OUT OF CONTROL. I WAS MERGING ONTO AN EXPRESSWAY WHEN THE ACCELERATOR SEEMED TO HAVE A LIFE OF ITS OWN AND TOOK OFF AT AN INCREDIBLY HIGH RATE OF SPEED. IT WOULD NOT STOP, KEPT GETTING FASTER AND FASTER. I MANAGED TO SLOW DOWN THE VEHICLE. IT WAS FINE FOR THE 20 MINUTE DRIVE DOWN THAT EXPRESSWAY. AFTER GETTING OFF AND GETTING INTO CITY TRAFFIC I WAS STOPPED AT A RED LIGHT. WHEN THE CAR LUNGED FORWARD THANK GOD I HAD MY FOOT HARD ON THE BRAKE. IT DID NOT BRAKE AWAY ONLY LUNGED 6 - 12 INCHES. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290009  
**Date of Incident:** 20091026  
**Vehicle:** 2000 LEXUS GS300  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
UNINTENDED ACCELERATION WITHOUT PRESSING ACCELERATOR. HAS OCCURRED PREVIOUSLY. CAR IS A 2000 LEXUS GS 300 WITH 107,000 MILES. FLOOR MATS WERE NOT THE CAUSE. PUT CAR IN NEUTRAL, IT RACED TO RED LINE AND WENT BACK TO IDLE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292366  
**Date of Incident:** 20091026  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PHENIX CITY, AL

**NHTSA Summary:**

C-1595

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CAR ACCELERATOR TOOK OFF WHILE PARKED AT DRIVE IN BANK. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296586  
**Date of Incident:** 20091026  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** AUBURN, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2002 TOYOTA RAV4. WHILE SHIFTING THE VEHICLE IN DRIVE THE VEHICLE WOULD NOT ACCELERATE PAST 4 MPH. THEN WITHOUT WARNING THE VEHICLE BEGAN TO RAPIDLY ACCELERATE. EVENTUALLY HE WAS ABLE TO GAIN CONTROL OF THE VEHICLE. THE VEHICLE WAS THEN TAKEN TO THE TOYOTA DEALER AND THE TECHNICIAN STATED THAT THE COMPUTER WAS OVERRIDING THE TRANSMISSION. A NEW COMPUTER WAS INSTALLED IN THE VEHICLE. ALL THE REPAIRS HAVE BEEN DONE UNDER THE OWNERS EXPENSE. THE FAILURE HAS BEEN REPORTED TO THE OFFICE OF CONSUMERS AFFAIRS AND TO TOYOTA. THE FAILURE MILEAGE WAS 111000. THE CURRENT MILEAGE WAS 114100.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316335  
**Date of Incident:** 20091026  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
WE BOUGHT A 2010 TOYOTA CAMRY LESS THAN SIX MONTHS AGO. FROM THE BEGINING WE HAD PROBLEMS WITH THE BRAKES WHICH MAKES A KNOCKING SOUND. TOOK IT BACK TO FRED HAAS TOYOTA ON TWO TO THREE OCASION. THEY CLAIM NOTHING WAS WRONG EACH TIME. I ALSO EXPERIENCED THE ACCELERATION PROBLEM WHICH I TOLD THEM ABOUT, STILL NOTHING WAS DONE. WE HAVE 5 YEARS TO PAY FOR A CAR THAT IS A DANGER TO MYSELF & MY FAMILY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340948  
**Date of Incident:** 20091026  
**Vehicle:** 2007 TOYOTA HIGHLANDER HV  
**Location of Incident:** ST LOUIS PARK, MN

**NHTSA Summary:**  
I HAVE A 2007 TOYOTA HIGHLANDER HYBRID. ON 1/26/2009 I WAS STOPPED AT A LIGHT, BEHIND ANOTHER VEHICLE, WAITING FOR THE LIGHT TO CHANGE. I HADN'T BEEN DOING ANYTHING BUT SITTING THERE, WAITING FOR THE CAR IN FRONT OF ME TO START MOVING, WHEN MY VEHICLE WENT FORWARD (LURCHED) AND I REAR-ENDED THE CAR IN FRONT OF ME! I HAVE NEVER DONE THAT IN MY LIFE. MY CAR HIT THE VEHICLE - A MINIVAN, IN FRONT OF ME VERY HARD, (FELT LIKE 10-15 MPH) CAUSING A LOT OF DAMAGE TO THE REAR CARGO DOOR. HOWEVER, BECAUSE THE EVENT WAS SO ODD, AND HAPPENED SO FAST, (AND THIS HAPPENED BEFORE TOYOTA EVER RECALLED ANYTHING EXCEPT THE PRIUS), I ASSUMED I MUST'VE DONE SOMETHING TO CAUSE IT. SO WHEN THE POLICE GOT THERE, I TOLD THEM MAYBE I WASN'T PAYING ATTENTION, AND MAYBE I ACCELERATED BEFORE THE LIGHT CHANGED (BUT EVEN AT THE TIME, IT DIDN'T MAKE SENSE TO ME, BECAUSE I WASN'T FIRST IN LINE AT THE LIGHT, I WAS

C-1596

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WAITING, PATIENTLY, BEHIND ANOTHER VEHICLE). IN FACT, I DON'T EVEN REMEMBER LOOKING AT THE LIGHT, I WAS JUST WAITING FOR THE VEHICLE IN FRONT OF ME TO MOVE, AS I USUALLY DO - DID. I WENT IN TO MY TOYOTA DEALER A FEW MONTH AGO (MARCH 2010) AND TOLD THEM WHAT HAPPENED, AND THE SERVICE ADVISOR TOLD ME THAT BECAUSE MY VEHICLE IS A HYBRID, SOMETIMES, WHEN YOU'RE STOPPED AT A LIGHT, IT SWITCHES FROM THE ELECTRIC MOTOR TO GAS, AND IF YOU DON'T HAVE YOUR FOOT ON THE BRAKE PETAL HARD ENOUGH, IT CAN LURCH FORWARD. PLEASE CAN YOU LOOK INTO THIS FURTHER, IT WAS QUITE SCARY. I BET ALL STATE AND OTHER INSURANCE COMPANIES HAVE MANY CLAIMS WHERE A TOYOTA HIGHLANDER REAR-ENDS OTHER VEHICLES, AND PEOPLE ASSUME ITS THEIR FAULT, NOT ASSUMING THE VEHICLE MIGHT HAVE A PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10289953  
**Date of Incident:** 20091027  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** ROUND ROCK, TX  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 LEXUS ES350. THE FLOOR-MATS SHIFTED UNDER THE ACCELERATED PEDAL, WHICH CAUSED THE VEHICLE TO ACCELERATE FROM 45 TO 55 MPH. THE DEALER WAS NOTIFIED, AND A TECHNICIAN STATED THAT IF THEY COULD DUPLICATE THE FAILURE, THEY COULD NOT PROVIDE A REMEDY. THE FAILURE MILEAGE WAS 45,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290111  
**Date of Incident:** 20091027  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** PERRYVILLE, MD  
**NHTSA Summary:**  
MY 2009 TOYOTA CAMRY IS JUST OVER A YEAR OLD AND I HAVE EXPERIENCED UNINTENDED ACCELERATION 3 TIMES. THE LAST TIME I WAS ACCELERATING TO PASS ANOTHER VEHICLE AND WHEN I LET UP ON THE GAS PEDAL THE CAR KEPT ACCELERATING, THE RPM'S SHOT ALL THE WAY UP AND THE BRAKE PEDAL WAS DIFFICULT TO PRESS DOWN. FINALLY THE BRAKES WORKED AND THE CAR SLOWED DOWN, BUT THE RPM'S WERE STILL VERY HIGH AND THE ENGINE WAS VERY LOUD. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311758  
**Date of Incident:** 20091027  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** BOYNTON BEACH, FL  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 LEXUS ES350. AS THE CONTACT WAS DRIVING 5 MPH INTO HER DRIVEWAY, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING CAUSING THE CONTACT TO CRASH INTO THE GARAGE DOOR. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THERE WERE NO PROBLEMS WITH THE VEHICLE. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 14000.

C-1597

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294418  
**Date of Incident:** 20091028  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** COLUMBUS, NJ  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE THE CONTACT WAS AT A STOP LIGHT SHE HAD ATTEMPTED TO ACCELERATE AND NOTICED THAT THE VEHICLE WAS ACCELERATING ON ITS OWN AFTER HER FOOT WAS NO LONGER ON THE PEDAL. THE CONTACT APPLIED THE BRAKES WHICH CAUSED THE VEHICLE TO PULL TO THE RIGHT ONTO A GRASS SURFACE WHICH ALSO STOPPED THE VEHICLE FROM ACCELERATING. THE DEALER INFORMED THE CONTACT THAT THE FAILURE COULD NOT BE REPRODUCED. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 5000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293690  
**Date of Incident:** 20091028  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BEACHWOOD, OH  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE SHIFTING THE VEHICLE INTO REVERSE, THE VEHICLE SUDDENLY ACCELERATED BACKWARDS. HE ATTEMPTED TO SHIFT THE VEHICLE INTO NEUTRAL, BUT THE ENGINE CONTINUED TO REVEVE. EVENTUALLY HE TURNED THE ENGINE OFF AND THE VEHICLE STOPPED. ALSO WHILE AT A STOP LIGHT THE VEHICLE ACCELERATED WITHOUT INTENTION. HE CONTACTED THE MANUFACTURER AND WAS NOT PROVIDED WITH ANY ASSISTANCE. THE VEHICLE WAS TAKEN TO THE DEALER SEVERAL TIMES. THE FIRST TECHNICIAN COULD NOT IDENTIFY THE CAUSE OF THE FAILURE. AT THE SECOND INSPECTION THE TECHNICIAN STATED THE FLOOR-MATS DID NOT CAUSE THE FAILURE. HOWEVER HE CONCLUDED THAT THE COMPUTER NEEDED TO BE REPROGRAMMED. NO REPAIRS WERE MADE. THE FAILURE AND CURRENT MILEAGES WERE 10,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290983  
**Date of Incident:** 20091028  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** WESTLAKE VILLAGE, CA  
**NHTSA Summary:**  
FAULTY ACCELERATOR ON 2007 ES 350. VEHICLE SPED UP WITH FOOT OFF THE ACCELERATOR. ONLY ONE OCCURRENCE. WAS ABLE TO USE BREAK TO SLOW DOWN VEHICLE. ACCELERATOR FINALLY STOPPED. IMMEDIATELY CHECKED FLOOR MATS WHICH WERE SECURED AND HOOKED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295509  
**Date of Incident:** 20091028

C-1598

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** INDIAN VALLEY, VA  
**NHTSA Summary:**  
CAR WAS EXITING A MEDIUM RIGHT TURN WHEN THE CAR ACCELERATED RAPIDLY WENT THRU A FENCE AND HIT A TREE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305739  
**Date of Incident:** 20091028  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** MORAGA, CA  
**NHTSA Summary:**  
IHAVE A 2007 PRIUS AND THE ACCELERATOR HAS STUCK 3-4 TIMES ON THE HIGHWAY

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307834  
**Date of Incident:** 20091028  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2008 TOYOTA HIGHLANDER PURCHASED OCTOBER 2007. SHE STATED WHILE ATTEMPTING A LEFT TURN WITH HER FOOT ON THE BRAKE, THERE WAS A SUDDEN INCREASE IN ENGINE RPM'S WITHOUT WARNING. SHE ASSUMED THE FLOOR MAT WAS BLOCKING THE ACCELERATOR PEDAL, HOWEVER UPON FURTHER INVESTIGATION FOUND THIS WAS NOT THE CASE. THE VEHICLE THEN PROCEEDED TO ABNORMALLY ACCELERATE AT SPEEDS OF LESS THAN 15 MPH. THE CONTACT USED BOTH FEET TO DEPRESS THE BRAKE PEDAL AND ABRUPTLY SHIFTED THE VEHICLE INTO THE PARK POSITION. THE VEHICLE CONTINUED TO IDLE UNTIL SHE SHUT OFF THE ENGINE. THE DEALER WAS CONTACTED AND SHE WAS ADVISED THERE WERE NO RECALLS ON HER VEHICLE. THE DEALER NOR MANUFACTURER PROVIDED ANY ASSISTANCE. THE FAILURE MILEAGE WAS 38,400 AND THE CURRENT WAS 39,538. \*KMJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291463  
**Date of Incident:** 20091029  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** MACON, GA  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2004 TOYOTA SIENNA. AFTER LEAVING A COMPLETE STOP, THE VEHICLE ACCELERATED 15 MPH PAST THE INTENDED SPEED. THE VEHICLE WAS TAKEN TO THE DEALERSHIP FOR INSPECTION. A TECHNICIAN CONCLUDED THAT THE ECM NEEDED TO BE REPLACED. THE CURRENT AND FAILURE MILEAGES WERE 97500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291762  
**Date of Incident:** 20091029  
**Vehicle:** 2002 TOYOTA CAMRY

C-1599

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** COLUMBUS, NJ  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2002 TOYOTA CAMRY. WHILE IN TRAFFIC, THE VEHICLE SUDDENLY ACCELERATED INTO ANOTHER VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION. SINCE THE TECHNICIANS COULD NOT IDENTIFY THE CAUSE OF THE FAILURE, NO REPAIRS WERE MADE. HE TRADED THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 47,000.

**Additional Summary:**

**Toyota ID Number:** 0911125974  
**NHTSA ODI Number:** 10293928  
**Date of Incident:** 20091029  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** ,  
**NHTSA Summary:**  
PROBLEM: THROTTLE HUNG IN A WIDE-OPEN POSITION WHILE DRIVING. NO CARPET PROBLEM WAS INVOLVED. THIS HAS HAPPENED TWICE TO ME IN A TWO WEEK SPAN!!! I WOULD LIKE TO REPORT A SERIOUS PROBLEM WITH MY 2006 TACOMA. ON 10/29/09 WHILE TOWING A TRAILER I EXPERIENCED THE FIRST OCCURRENCE. I HAD TWO PASSENGERS WITH ME THAT CAN ATTEST TO THE TRUTH OF MY SITUATION. I DEPRESSED THE THROTTLE AND THE MOTOR SUDDENLY WENT TO A WIDE-OPEN POSITION. FORTUNATELY, I WAS NOT IN HEAVY TRAFFIC. I ATTEMPTED TO SLOW THE TRUCK WITH BRAKES ALONE BUT THEY COULD NOT STOP THE ACCELERATION OF THE TRUCK. MY ONLY THOUGHT WAS TO TURN OFF THE IGNITION. I DID SO AND BROUGHT THE TRUCK AND TRAILER TO A SAFE STOP ALTHOUGH IT WAS VERY DIFFICULT WITHOUT THE POWER BRAKES BEING ACTIVE ALONG WITH THE FACT THAT I WAS ALSO TOWING A TRAILER. I CHECKED THE THROTTLE AND GAS PEDAL CONNECTIONS AND FOUND NO OBVIOUS PROBLEMS. I THEN ATTEMPTED TO RESTART THE TRUCK TO SEE IF POSSIBLY THE COMPUTER CLEARED ITSELF. WHEN I TURNED ON THE IGNITION, THE MOTOR STARTED AND INSTANTLY WENT INTO A FULL-OPEN THROTTLE MODE. I SHUT IT OFF BEFORE IT REACHED A VERY HIGH LEVEL. WE THEN CHECKED ALL THE SAME THINGS WE ALREADY CHECKED AND I DECIDED TO TRY STARTING THE TRUCK AGAIN. THIS TIME, IT STARTED AND RAN LIKE NOTHING EVER WAS WRONG. WE DROVE THE TRUCK HOME WITH NO OTHER PROBLEMS. I BROUGHT THE TRUCK TO MY LOCAL TOYOTA DEALER WHERE I HAD PURCHASED IT. THEY INSPECTED BOTH THE THROTTLE BODY, ENGINE CODES, AND TEST DROVE IT AND TOLD ME THAT THEY COULD FIND NOTHING WRONG. I WAS SENT ON MY WAY WITH NO CHARGE TO ME. THEY GAVE ME NO PAPERWORK AS I NORMALLY GET BUT I DID CONFIRM THAT THIS COMPLAINT WAS PUT INTO THEIR COMPUTER SYSTEM. THIS SAME PROBLEM HAPPENED TO ME ONCE MORE ON 11/02/09 WHICH ALSO HAPPENED TO BE MY BIRTHDAY. I FEEL EXTREMELY FORTUNATE TO NOT HAVE BEEN INVOLVED IN ANY ACCIDENT TO DATE BUT I MUST TELL YOU THAT I DO NOT FEEL SAFE DRIVING THIS VEHICLE AT THE PRESENT TIME. REF. TOYOTA NATIONAL HEADQUARTERS FILE #0911125974. \*TR

**Additional Summary:**

I would like to report a serious problem with my 2006 Tacoma. On 10/29/09 while towing a trailer I experienced the first occurrence. I had two passengers with me that can attest to the truth of my situation. I depressed the throttle and the motor suddenly went to a wide-open position. Fortunately, I was not in heavy traffic. I attempted to slow the truck with brakes alone but they could not stop the acceleration of the truck. My only thought was to turn off the ignition. I did so and brought the truck and trailer to a safe stop although it was very difficult without the power brakes being active along with the fact that I was also towing a trailer.

I checked the throttle and gas pedal connections and found no obvious problems. I then attempted to restart the truck to see if possibly the computer cleared itself. When I turned on the ignition, the motor started and

C-1600

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

instantly went into a full-open throttle mode. I shut it off before it reached a very high level. We then checked all the same things we already checked and I decided to try starting the truck again. This time, it started and ran like nothing ever was wrong. We drove the truck home with no other problems. I brought the truck to my local Toyota dealer where I had purchased it. They inspected both the throttle body, engine codes, and test drove it and told me that they could find nothing wrong. I was sent on my way with no charge to me. They gave me no paperwork as I normally get but I did confirm that this complaint was put into their computer system.

This same problem happened to me once more on 11/02/09 which also happened to be my birthday. I feel extremely fortunate to not have been involved in any accident to date but I must tell you that I do not feel safe driving this vehicle at the present time.

I have the correct factory mats for this truck and they were and are properly installed. The mats ARE NOT the problem!!

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304611  
**Date of Incident:** 20091029  
**Vehicle:** 2005 TOYOTA MATRIX  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**  
 I OWN A 2005 TOYOTA MATRIX ON 10/29/09 THEY HAD TO REPLACE THE WHOLE COMPUTER SYSTEM. MECHANIC SAID THAT THEY HAD TROUBLE WITH A LOT OF THE MATRICES AND COROLLAS COST ME ABOUT \$1000.00 TO REPLACE MY CLOCK HAS BEEN COMING ON EVERY SO OFTEN BUT MOSTLY STAYS OFF. THE DOORS ARE NOT SUPPOSE TO LOCK IF KEY IS IN IGNITION OR RUNNING. THREE TIMES IT HAS LOCKED ME OUT. THE DASH BOARD LIGHTS ARE MEDDED UP ONLY HALF LIGHT UP. THIS HAS BEEN THIS WAY FOR WELL OVER A YEAR. WHEN I TOOK IT TO THE DEALER WHEN I HAD THE WORK DONE THEY NEVER FIXED IT. I THINK THAT SOMEONE SHOULD LOOK INTO THIS MATTER BECAUSE IF THEY HAD TO REPLACE THE COMPUTER ON SO MANY CARS THEY SHOULD HAVE A RECALL. ALSO MY PEDAL GOT STUCK AND CAUSED ME TO RIN INTO A SNOW BANK AND MESS UP MY FRONT FENDER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306160  
**Date of Incident:** 20091029  
**Vehicle:** 2002 TOYOTA PRIUS  
**Location of Incident:** DUNDEE, OR

**NHTSA Summary:**  
 2002 PRIUS SUDDENLY SPEEDED UP JUST BEFORE I GOT TO WAIST HIGH BACK DECK OF OUR HOUSE. I HIT THE CLIP ON SUNVISOR. HAD 25 STITCHES IN SCALP. HAVE NOT SEEN THIS MODEL IN RECALL. CAR WAS TOTALED. DID NOT HAVE ON SEATBELT AS I WAS ONLY GETTING THE PAPER AT THE END OF LONG DRIVEWAY EARLY IN THE AM. \*JB

**Additional Summary:**  
 October 29, 2009, 7:30 AM, I hit the back deck of my house when my Toyota Prius 2002 suddenly accelerated just before i got to the deck. I had gone in the car to pick up my mail at the end of a long driveway and did not have on my seat belt. I hit the clip that holds on the sunvisor and ended up with 25 stitches in my scalp. Did not hit window because of my height according to ambulance driver. At first I thought my foot must have slipped off of break, but do not remember that actually happening. Car was totalled out and now have 2010 Prius with its own problems. I never saw car again -- it was towed while i

C-1601

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

was in emergency room. I do have photos of the injury taken in emergency room if that would be helpful. It gouged going forward and then again as i moved back--kind of a big "U" shape.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305549  
**Date of Incident:** 20091029  
**Vehicle:** 2001 LEXUS LS430  
**Location of Incident:** BRENTWOOD, CA

**NHTSA Summary:**  
 APPROACHED AN INTERSECTION WITH A RED LIGHT WHILE DRIVING APPROXIMATELY 40MPH. WHEN I PRESSED MY BRAKES FROM ABOUT A BLOCK AWAY, MY 2001 LEXUS LS430 SUDDENLY SURGED. I HAD TWO FEET ON THE BRAKE AND ALSO TRIED TO PUT THE CAR IN NEUTRAL, THEN PARK. THE CAR DID NOT SLOW DOWN. WAS GOING APPROXIMATELY 50MPH WHEN I REAR-ENDED SOMEONE BECAUSE MY CAR WOULD NOT STOP. MY CAR WAS TOTALED, BOTH DRIVER AND PASSENGER AIRBAGS DEPLOYED. I WAS USING THE FLOOR MAT THAT CAME WITH THE VEHICLE AND IT WAS FASTENED. I FILED A COMPLAINT WITH TOYOTA THE DAY AFTER THE ACCIDENT, AND RECEIVED A RESPONSE ON JAN. 21, 2010. TOYOTA STATED IN THE LETTER THAT THEY FOUND NO STICKING OF THE ACCELERATOR AND THAT IT WAS VIRTUALLY IMPOSSIBLE FOR BOTH THE BRAKES AND THE THROTTLE TO FAIL AT THE SAME TIME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293710  
**Date of Incident:** 20091030  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** MELVILLE, NY

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2006 TOYOTA CAMRY. WHILE ATTEMPTING TO PARK, THE VEHICLE SUDDENLY ACCELERATED. THE VEHICLE STRUCK A CEMENT BOULDER, AND THEN CRASHED INTO A PARKED VEHICLE. THE VEHICLE THEN SPUN AROUND SEVERAL TIMES AND BECAME LODGED BETWEEN A TREE AND A POLE. A POLICE REPORT WAS FILED. THE VEHICLE WAS REPAIRED SHORTLY THEREAFTER AT THE OWNER'S EXPENSE. THE FAILURE MILEAGE WAS 3,150. THE CURRENT MILEAGE WAS 3,500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293022  
**Date of Incident:** 20091030  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** YUKON, OK

**NHTSA Summary:**  
 TOYOTA AVALON '02 ACCELERATED AND HAD NO BRAKES GOING DOWN 35-40' DRIVEWAY. WOULD KNOCK PARKED CAR THROUGH HOUSE IF I DID NOT TURN. STEERED INTO RAILROAD-TIE HOLDING BERM. BOUNCING OFF THE TIE SLOWED MOMENTUM OF CAR. WAS ABLE TO TURN. STILL CRASHED INTO PARKED CAR. TOTALED MY CAR AND PARKED CAR. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303405

C-1602

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20091030  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** FREMONT, CA

**NHTSA Summary:**  
 SINCE THE TIME I BOUGHT MY NEW 2010 TOYOTA CAMRY, I SAW ISSUES WITH THE WAY THE CAR TRANSMISSION WORKED AT SPEEDS FROM 0-50MPH. STARTING FROM THE FIRST WEEK OF MY USING THE CAR, I WENT TO THE DEALERSHIP A TOTAL OF 4 TIMES, ONLY TO BE SENT BACK AFTER A "TEST DRIVE" SAYING NOTHING IS WRONG. IN MY OWN LANGUAGE, I HAD BEEN EXPLAINING THE ISSUE WHICH NOW LOOKS EXACTLY SIMILAR TO THE "STICKING GAS PEDAL." RECALL RECENTLY INFORMED BY TOYOTA. MY CAR WAS STILL ACCELERATING WHILE BRAKING, OR WOULD START BRAKING WHEN MY FOOT IS OFF THE ACCELERATOR. I ALSO USED TO FEEL A JERK WHEN THE CAR MOVED BETWEEN SPEEDS OF 0-50MPH. I COMMUTE 70 MILES DAILY TO WORK AND I HAVE NOTICED THIS DAILY TO THE POINT THAT I HAVE STARTED IGNORING OUT OF DEEP FRUSTRATION. THE DEALER TEST DRIVES AND CAUSES EMBARRASSMENT SAYING THEY CANNOT RECREATE MY ISSUE. I LOGGED AN INCIDENT WITH TOYOTA (091214-000053). IT LED TO MY FOURTH VISIT TO THE DEALER WITH THE SAME ANSWER. TOYOTA'S RESPONSE FROM A CASE MANAGER WAS THAT IF THEY CANNOT RECREATE THEY WILL NOT DO ANYTHING. I ALMOST FEEL THIS IS A HOPELESS CASE AS I DON'T THINK NEITHER TOYOTA NOR THE DEALERSHIP WERE TRULY SERIOUS ABOUT ASSISTING ME. THEY COULD HAVE AT LEAST INFORMED ME THAT THERE ARE SOME POTENTIAL ISSUES WITH THEIR VEHICLES THAT THEY ARE WORKING ON. I REOPENED A NEW CASE (100130-000604), SO FAR I HAVE RECEIVED NO RECALL NOTICE FROM TOYOTA. I DON'T THINK THEY ARE HANDLING THIS THE RIGHT WAY. I HAVEN'T HAD ANY MAJOR INCIDENTS, BUT I DON'T THINK I CAN WAIT FOR THAT TO HAPPEN TO GET THE ATTENTION OF TOYOTA OR ITS DEALER. THIS IS NOT A SMART WAY OF SOLVING AN ISSUE. I FEEL DISAPPOINTED, ANGRY AND HELPLESS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303485  
**Date of Incident:** 20091030  
**Vehicle:** 2008 TOYOTA LAND CRUISER  
**Location of Incident:** ALLEN, TX

**NHTSA Summary:**  
 UNCONTROLLED ACCELERATION OF 2008 TOYOTA LANDCRUISER RESULTING IN RUN-AWAY SITUATION ON INTERSTATE HIGHWAY IN RAIN. SPEEDS IN EXCESS OF 90 MPH. GAS PEDAL WAS OPERATIONAL. ENGINE COULD NOT BE TURNED OFF. ENGINE RAN AT >7000 RPM WHILE IN PARK FOR SEVERAL MINUTES. NO CONTROL OF VEHICLE SPEED, ACCELERATION, OR ENGINE. REQUIRE MASSIVE BRAKE PRESSURE TO GET VEHICLE TO 60 MPH AND THEN PLACE ENGINE IN NEUTRAL. DURING ENTIRE EPISODE, ACCELERATOR WAS FREE MOVING AND MADE AUDIBLE "CLUNK" SOUND WHEN FOOT RAPIDLY REMOVED FROM PETAL. WHEN VEHICLE WAS IN NEUTRAL ON THE SIDE OF THE ROAD, THE ENGINE OSCILLATED FROM 8000 RPM TO 7000 RPM. ENGINE WOULD HAVE RAN ALL DAY HAD WE NOT FIGURED OUT TO KEEP IGNITION BUTTON DEPRESSED TO CUT OFF ENGINE. COULD NOT PLACE VEHICLE IN PARK GEAR DUE TO EXCESSIVE RPM AND HAD TO GO THROUGH REVERSE GEAR TO GET TO PARK GEAR. ENGINE COMPARTMENT SMOKING DUE TO HOT BRAKES. PETAL WAS NOT IMPEDED BY RUBBER FLOOR MAT INSTALLED IN VEHICLE AT TIME OF PURCHASE. TOYOTA ENGINEERS INSPECTED VEHICLE AND COULD NOT FIND ANY PROBLEM. BRAKES ARE WARPED/BLUED DUE TO EXTREME HEAT FROM BRAKING VEHICLE SPEED IN EXCESS OF 100 MPH TO 60 MPH IN RAIN. ELECTRONIC DASH IGNITION BUTTON DID NOT CUT OFF ENGINE. TOYOTA INFORMED US VIA E-MAIL THAT THERE WAS NO FAULT OR SAFETY ISSUE WITH TRUCK AND OK TO DRIVE. TRUCK HAD MIND OF ITS OWN..... \*TR

**Additional Summary:**

C-1603

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291091  
**Date of Incident:** 20091031  
**Vehicle:** 2008 LEXUS IS250  
**Location of Incident:** FREEHOLD, NJ

**NHTSA Summary:**  
 I WAS DRIVING MY WIFE'S LEXUS 2008 IS 250 OUT OF A PARKING LOT WHEN APPLYING MY FOOT ON THE BRAKE THE CAR ACCELERATED. I NOW SLAMMED MY FOOT ON THE BRAKES AND THE CAR CONTINUED TO ACCELERATE. THE ONLY THING THAT STOPPED MY CAR WAS THE CAR IN FRONT OF IT WITH VERY LITTLE DAMAGE. IF THE CAR WAS NOT IN FRONT OF ME I WAS ACCELERATING FASTER INTO ON COMING TRAFFIC. MY FLOOR MAT IS NOT ON THE FLOOR AS AFTER THE SAN DIEGO INCIDENT THAT WAS TOYOTA'S REASONING. WE WERE TOLD ROUGHLY A MONTH AND HALF AGO TO TAKE THE MAT OUT, WHICH I DID RIGHT AWAY. THEY CAN DENY IT ALL THEY WANT THIS CAR WAS ACCELERATING AND GETTING FASTER WHEN APPLYING THE BRAKE. THE POLICEMAN AT THE SCENE INSTRUCTED US TO NOT DRIVE THIS VEHICLE AND TO GET A LOANER WHICH WE DID. THE CAR WAS PICKED UP AND SENT TO LEXUS IN FREEHOLD. FIRST WE WERE TOLD NOTHING IS WRONG AND THEY TEST DROVE IT AND SUCH THEY WERE KEEPING IT FOR 3 DAYS NOW THEY ARE TELLING US THEY ARE KEEPING IT FOR 3 WEEKS. THERE ARE REPORTS ALL OVER THE WEB ON THIS WITH OVER 2000 COMPLAINTS. IT IS OBVIOUS THERE IS A MAJOR DEFECT IN THEIR COMPUTER SYSTEM. THEY REALLY NEED TO STOP COVERING THIS UP AS 16 PEOPLE HAVE DIED. FYI, THIS HAS HAPPENED TO PEOPLE IN LEXUS LOANERS AND LOANERS DO NOT HAVE FLOOR MATS. AGAIN, LUCKILY THE CAR WAS ONLY 15 FEET IN FRONT OF ME WHAT IF IT WAS 100 FT! \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317818  
**Date of Incident:** 20091031  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** BELL, CA

**NHTSA Summary:**  
 MY CAR IS A 2009 TOYOTA COROLLA LE IT WAS DRIVEN ON OCTOBER 31, 2009 WHEN THE GAS PEDAL SPED UP AND CRASHED TOWARDS THE FRONT VEHICLE. A POLICE REPORT. AFTER THIS OCCURRED AROUND JAN. 2010 I HEARD THE COROLLAS WERE DOING A RECALL ABOUT THE GAS PEDAL AND I FIGURED THATS WHAT HAPPENED TO ME. I CONTACTED TOYOTA AND ITS BEEN THREE WEEKS SINCE I LAST HEARD FROM THEM. THERE IS A CLAIM OPENED BUT I DONT KNOW ANYTHING ABOUT MY CAR OR WHATS GOING TO HAPPEN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318562  
**Date of Incident:** 20091031  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** FLUSHING, NY

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE THE CONTACT WAS ATTEMPTING TO PARK THE VEHICLE, HE PLACED THE GEAR SHIFT INTO REVERSE AND THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING CAUSING THE CONTACT TO CRASH INTO A NEARBY TELEPHONE POLE. NO ONE WAS INJURED. THERE WERE NO PRIOR

C-1604

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WARNINGS. A POLICE REPORT WAS NOT FILED FOR THE INCIDENT. THE VEHICLE HAD NOT BEEN DIAGNOSED BY THE DEALERSHIP AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE 1200.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20091100  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

2007 Camry – April 2009 on hwy, going 55 – started accelerating to about 70 mph, depressed brakes and was able to slow.

Has carpeted floor mats

Another incident occurred – dad driving at 25 to 30 mph and then past weekend it happened.

Past weekend – no floor mat was in. Driving 20 to 25 mph on a wet circle ramp. (earlier incident occurred went wet) heard that the engine raced. Stepped on brakes but was able to bring it down stop. Put the car in park and the car was racing when put in Park. Turned off engine. Turned engine back on then stepped

Champion Toyota in Houston TX inspected the vehicle.

Told that the ETC needed replacement. Cost was \$1200.

No longer under warranty.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20091100  
**Vehicle:** 2004 PONTIAC VIBE  
**Location of Incident:**  
**NHTSA Summary:**

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20091100  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:**  
**NHTSA Summary:**

My 2006 Toyota Corolla unexpectedly and alarmingly accelerated while I was driving in heavy rain at night last Nover (2009). It definitely was not caused by floor mats. I have no idea why it did that because I was trying to be extremely careful; it was hydroplaning conditions, and my 81-year-old mother was with me. It nearly scared us both to death.

C-1605

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290815  
**Date of Incident:** 20091101  
**Vehicle:** 2008 TOYOTA SEQUOIA  
**Location of Incident:** WESTFORD, MA

**NHTSA Summary:**

MY 2008 TOYOTA SEQUOIA STARTED TO ACCELERATE FROM A STOP( WITH MY FOOT STILL ON THE BRAKE) WITHOUT PRESSING ON THE GAS. IT TOOK BOTH FEET STANDING ON THE BRAKE TO TRY AND STOP MY VEHICLE. IT PUSHED MY VEHICLE INTO THE CAR IN FRONT OF ME. MY TIRES WITH SCREECHING AND MY VEHICLE WAS PUSHING THE CAR IN FRONT OF ME. IT FINALLY STOPPED AFTER A FEW SECONDS AS I WAS GOING TO TRY AND PUT THE CAR IN PARK OR NEUTRAL. MY FLOOR MAT WAS IN CORRECT POSITION- NOT JAMMED AND MY FOOT WAS NOT ON THE ACCELERATOR. I WAS HAPPY TO HAVE WITNESS WITH ME AS NO ONE WOULD HAVE BELIEVED ME. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291518  
**Date of Incident:** 20091101  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** LENEXA, KS

**NHTSA Summary:**

MY 2005 TOYOTA TACOMA ACCELERATOR WENT FULL OPEN THROTTLE AND THE TRUCK RAN AWAY FULL OPEN THROTTLE WITH OUT ME PRESSING ON THE GAS PEDAL, I COULD NOT STOP THIS WITH CONDITION WITH THE BRAKE PEDAL BURNING MY BRAKES TO A SMELL OF BURNT BRAKE PAD. THIS HAPPEN IN THE DAY TIME AND THE FLOOR MAT WAS NO WHERE CLOSE OR NEAR THE ACCELERATOR PEDAL, I LOOKED DOWN TO CHECK THE FLOOR MAT POSITION. TO STOP THE RUN AWAY VEH AND OVER REVVING ENGINE CONDITION I HAD TO TURN THE IGN KEY TO THE OFF POSITION, AND I PUT THE TRANS IN NEUTRAL AND COASTED TO A STOP TO VOID ENGINE DAMAGE AND CRASHING. THIS CONDITION HAPPENED WHILE ACCELERATING ONTO A HWY WHERE THE POSTED SPEED LIMIT IS 65MPH. AFTER RESTARTING THE ENGINE IN WAS BACK TO NORMAL AND THIS CONDITION HAS NOT HAPPENED AGAIN IN THE LAST 150 MILES THAT I HAVE DRIVEN THE TRUCK. THE TOYOTA DEALERSHIP SAID THEY DONT HAVE A REPAIR AND DONT'N WANT CAUSED MY TRUCK TO GO WIDE OPEN THROTTLE BY ITSELF. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296552  
**Date of Incident:** 20091101  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** PLYMOUTH, MN

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHILE ENTERING A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED OVER AN EMBANKMENT, AND THEN INTO A CEMENT WALL. THE DRIVER RECEIVED INJURIES TO THE LOWER PART OF THE BODY. THE INSURANCE COMPANY TOOK THE VEHICLE TO THE BODY SHOP. THE INSURANCE COMPANY ALSO INVESTIGATED THE ACCELERATOR, AND CONCLUDED THAT NOTHING WAS WRONG WITH THE VEHICLE. HOWEVER, TWO YEARS PRIOR THE VEHICLE SUDDENLY ACCELERATED SEVERAL TIMES, WHEN THE FAILURE OCCURRED HE WAS ABLE TO REGAIN VEHICLE CONTROL, THE FAILURE MILEAGE WAS 55,000. THE CURRENT MILEAGE WAS 60,000.

**Additional Summary:**

C-1606

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10297416  
**Date of Incident:** 20091101  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** DAUPHIN ISLAND, AL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY PURCHASED NEW IN 2007. HE STRUCK AN OBJECT IN THE MIDDLE OF THE ROAD AND THE VEHICLE BEGIN TO ACCELERATE RAPIDLY. THE ACCELERATOR PEDAL BECAME ENTRAPPED UNDER THE FLOOR-MAT. HE WAS ABLE TO REMOVE THE FLOOR-MAT, BUT WAS UNABLE TO AVOID A CRASH. THE VEHICLE WAS MODERATELY DAMAGED. ON ANOTHER OCCASION, WHILE DRIVING THE FLOOR MATS BECAME STUCK UNDER THE ACCELERATOR PEDAL WHICH CAUSED THE VEHICLE TO ACCELERATE UNINTENTIONALLY. HE WAS ABLE TO REMOVE THE FLOOR MAT TO AVOID A CRASH. THE CONTACT ALSO DECIDED TO REMOVE THE FLOOR MATS PERMANENTLY DUE TO THE SAFETY RISK. THE MANUFACTURER WAS CONTACTED, BUT NO ASSISTANCE WAS PROVIDED. THE FAILURE MILEAGE WAS 68,000. THE CURRENT WAS 76,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303379  
**Date of Incident:** 20091101  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** WINTHROP HARBOR, IL

**NHTSA Summary:**

WHILE DRIVING IN CRUISE CONTROL, AND FOOT COMPLETELY OFF OF THE GAS PEDAL. THE CAR WILL SUDDENLY SURGE AHEAD IN WHAT FEELS LIKE GOING INTO PASSING GEAR. IT DOES THIS AT VARIOUS TIMES. AND WITHOUT ANY WARNING. SLAMMING ON THE BRAKE SEEMS TO STOP IT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303289  
**Date of Incident:** 20091101  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** MORRISVILLE, NC

**NHTSA Summary:**

1999 TOYOTA CAMRY LE WITH J IN THE VIN. ACCELERATOR HAS BEGUN TO STICK. HARD TO PRESS DOWN ON GAS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304192  
**Date of Incident:** 20091101  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** STAMFORD, CT

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE SHE PUT HER FOOT ON THE ACCELERATOR PEDAL LIGHTLY THE VEHICLE SUDDENLY ACCELERATED TO 125MPH AND STOPPED WHEN IT CRASHED INTO PRIVATE HOME WALL. THE VEHICLE WAS TOWED TO

C-1607

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE TOW-YARD. THE INSURANCE COMPANY TOTAL THE VEHICLE. SHE WILL HAVE AN ATTORNEY INSPECT THE VEHICLE. SHE CONTACTED THE MANUFACTURER TO ADVISE THAT THE SHE WILL HAVE LEGAL ACTIONS TAKEN. SHE RECEIVED INJURIES TO THE UPPER BODY. THE CURRENT AND THE FAILURE MILEAGE WAS 10, 0000. THE POLICE REPORT INFO WAS NOT AVAILABLE. SHE ALSO STATED THAT IN MARCH OF 2008 SHE ALSO EXPERIENCED THE SUDDEN ACCELERATION WITH THE 1999 TOYOTA. AND THIS VEHICLE WAS ALSO A TOTAL LOSS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305356  
**Date of Incident:** 20091101  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** NICEVILLE, FL

**NHTSA Summary:**

I BRAKES ON 2010 PRIUS SOMETIMES ARE "JERKY" THE PEDAL FEELS DIFFERENT AND I REQUIRE LESS OR MORE PRESSURE TO GET THE CAR TO BRAKE. OCCASIONALLY WHEN I PRESS THE BRAKE THE CAR JERKS TO A STOP INSTEAD OF A SLOW, CONTROLLED STOP. I HAVE BEEN DRIVING FOR OVER 20 YEARS & THE FEELING IS SIMILAR TO HOW I FELT IN LEARNING TO DRIVE WHEN I DIDN'T KNOW HOW MUCH PRESSURE TO USE ON THE BRAKE PEDAL. BOUGHT CAR IN OCTOBER 2009 - PROBLEM NOTED ABOUT 10 TIMES SINCE THAT DATE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307512  
**Date of Incident:** 20091101  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** AUBURN HILLS, MI

**NHTSA Summary:**

I WAS DRIVING 2004 TOYOTA SIENNA XLE AWD, 109,000. WITH BRIDGESTONE RFT SNOW TIRES. AT 15-20 MPH ON DRY PAVEMENT, I TRIED TO STOP QUICKLY FOR A DOG STROLLING IN FRONT OF US. THE VAN SLIGHTLY SLOWED, THE DOG WADDLED OUT OF THE WAY AND WE CAME TO A ROLLING, GRADUAL STOP WITH THE BRAKE PEDAL DEPRESSED FULLY TO THE FLOOR. I HADN'T TIME TO PUMP BRAKES AND I DON'T KNOW IF IT WOULD HAVE MATTERED. THE TOYOTA DEALER COULDN'T DUPLICATE PROBLEM AND SAID PADS, ETC; WERE GOOD. HAS HAPPENED TO ME THIS ONE TIME ONLY, BUT GOOGLE SEARCH SUGGESTS OTHERS MAY HAVE HAD THIS EXPERIENCE. THANKS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316301  
**Date of Incident:** 20091101  
**Vehicle:** 2005 LEXUS RX330  
**Location of Incident:** ROSEMead, CA

**NHTSA Summary:**

PLEASE LOOKING INTO THE LEXUS RX330 MODELS. I PREVIOUSLY OWNED A 2005 LEXUS RX330. I DIDN'T EXPERIENCE THE BRAKE PROBLEMS OR EXCELERATION. WHAT I EXPERIENCED THAT ONCE I PRESS ON THE BRAKE AT A RED LIGHT OR STOP. THE VEHICLE TEND TO STILL BE MOVING SLIGHTLY FORWARD. THEN I WOULD HAVE TO PRESS THE BRAKES HARDER IN ORDER FOR THE VEHICLE TO COME TO A COMPLETE STOP. THIS WAS AT 5MPH OR LESS. I BELIEVE IT'S THE COMPUTER CONTROLLED UNIT FOR THE

C-1608

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

GAS. YOU CAN ACTUAL FEEL IN THE BREAK AND ENGINE THAT THE VEHICLE DOES NOT WANT TO COME TO A COMPLETE STOP. I ALSO WENT THRU THE RECALL TO REPLACE THE COVER ON THE DRIVER SIDE THAT THE DEALER STATED IT WAS CAUSING THE FLOOR MAT STUCK TO THE GAS PEDAL. IN MY OPINION IT'S THE CPU THAT MAY BE CAUSING THE PROBLEM. YOU CAN HEAR AND FEEL THE ENGINE STILL HAVING A SLIGHT ROAR AFTER THE BRAKE IS PRESSED ON, AS IF GAS IS STILL BEING APPLIED OR REDUCED IN THE ENGINE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316682  
**Date of Incident:** 20091101  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** ITHACA, NY

**NHTSA Summary:**  
2010 TOYOTA PRIUS CRUISE CONTROL CAUSED UNINTENDED ACCELERATION WHEN RE-ENGAGED. AFTER DISENGAGING CRUISE CONTROL SET TO 65 AND COASTING AT 50 FOR A WHILE WHEN THE CRUISE CONTROL WAS RE-ENGAGED THE VEHICLE RESUMED IN EXCESS OF 70 MPH BEFORE I DISABLED CRUISE CONTROL. DATE OF INCIDENT IS APPROXIMATE. I DIDN'T THINK MUCH OF THE FAILURE AT THE TIME OTHER THAN THAT THE CRUISE CONTROL WAS BEHAVING ODDLY (I HAVE AVOIDED CRUISE CONTROL ON THIS CAR SINCE). IN LIGHT OF THE CURRENT INVESTIGATION I THOUGHT I WOULD SUBMIT A REPORT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318881  
**Date of Incident:** 20091101  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** OLYMPIA, WA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 TOYOTA PRIUS. WHILE DRIVING 10 MPH OVER RAILROAD TRACKS, WITH HER FOOT OFF OF THE ACCELERATOR PEDAL, SHE NOTICED THAT THE VEHICLE SUDDENLY BEGAN TO ACCELERATE WITHOUT DRIVER INTENT. SHE IMMEDIATELY DEPRESSED THE BRAKE PEDAL AND THE VEHICLE MOMENTARILY DECREASED IN SPEED, HOWEVER THE VEHICLE SOON BEGAN TO ACCELERATE AGAIN. SHE THEN PUT THE VEHICLE IN NEUTRAL AND SHUT THE ENGINE OFF. SHE WAS ABLE TO STOP THE VEHICLE AND WITHIN A FEW MINUTES, RESTARTED THE ENGINE. THE VEHICLE BEGAN TO FUNCTION NORMAL. THE VEHICLE WAS TAKEN TO THE DEALER WHERE IT WAS TEST DRIVEN. THE DEALER FOUND NOTHING WRONG WITH THE VEHICLE AND COULD NOT DUPLICATE THE FAILURE. THE CONTACT STATED THAT SHE HAD EXPERIENCED THE UNINTENDED ACCELERATION OVER 12 TIMES. THERE WERE NO REPAIRS MADE TO THE VEHICLE. THE FAILURE MILEAGE WAS 4,000 AND THE CURRENT MILEAGE WAS 8,352.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324537  
**Date of Incident:** 20091101  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** JACKSONVILLE, FL

**NHTSA Summary:**

C-1609

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 65 MPH, THE VEHICLE SUDDENLY ACCELERATED. WHILE TRYING TO REGAIN CONTROL OF THE VEHICLE, THE CONTACT CRASHED INTO A GUARDRAIL. THE CONTACT WAS INJURED AND THE VEHICLE WAS DESTROYED. A POLICE REPORT WAS FILED. THE VIN WAS UNAVAILABLE

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334163  
**Date of Incident:** 20091101  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** PENNGROVE, CA

**NHTSA Summary:**  
2010 PRIUS ACCELERATES WHILE BRAKING AND SURGES IN ACCELERATION FROM A STOP WHILE ACCELERATING SLOWLY. MANY BUT NOT ALL OCCASIONS WERE WHILE GOING OVER BUMPS AND/OR WET ROAD. THIS HAS HAPPENED SEVERAL TIMES SINCE OWNING THE CAR. TOYOTA CANNOT DUPLICATE THE PROBLEM IN THE TESTING AND DENIES THAT IT IS REAL. IT HAS BEEN BROUGHT INTO TOYOTA FOR REPAIRS BUT THE PROBLEM PERSISTS. THE CAR IS NOW PARKED AND WE WILL NOT DRIVE IT AS IT IS NOT SAFE. WE FILED A LEMON LAW CLAIM (CA) AND TOYOTA HAS DENIED THE CLAIM WITH A FORM TYPE LETTER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290938  
**Date of Incident:** 20091102  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** CARY, NC

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 TOYOTA CAMRY. WHEN LIGHTLY APPLYING PRESSURE TO THE ACCELERATOR PEDAL AT A STOP LIGHT, THE VEHICLE ACCELERATED 40 MPH PAST THE INTENDED SPEED. THE FAILURE OCCURRED ON THREE SEPARATE OCCASIONS. THE VEHICLE HAS NOT BEEN TAKEN TO THE DEALER, NOR HAS THE MANUFACTURER BEEN NOTIFIED. THE FAILURE MILEAGE WAS 920.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291079  
**Date of Incident:** 20091102  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** SPRINGFIELD, MO

**NHTSA Summary:**  
IN AUGUST 2009 THE COMPUTER WAS REPLACED ON MY 2007 TOYOTA COROLLA BECAUSE IT DIED IN THE MIDDLE OF THE INTERSECTION. SINCE THAT TIME, MY CAR WILL SUDDENLY REV UP AND ACCELERATE ON ITS OWN. I TOOK IT TO THE DEALER SERVICE CENTER A FEW WEEKS AGO AND AFTER HAVING IT FOR A WEEK, RETURNED IT TO ME AND STATED NOTHING WAS WRONG. ON NOVEMBER 2ND, MY CAR SUDDENLY ACCELERATED PULLING INTO MY DRIVEWAY AND I HAD TO KNOCK IT OUT OF GEAR AND STAND UP ON THE BRAKE TO GET IT TO STOP. I CALLED THE DEALER AND HE SAID TO CALL TOYOTA THAT HE WOULD NOT DO ANYTHING WITH THE CAR. I HAVE A CAR IN MY GARAGE THAT I CANNOT DRIVE FOR SAFETY REASONS, NO HELP FROM TOYOTA, AND I WILL NEVER DRIVE IT AGAIN AS I HAVE HAD RE-OCCURRING NIGHTMARES BECAUSE OF

C-1610

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THIS INCIDENT AS MY TWINS WERE PLAYING IN THE DRIVEWAY AND I HAD JUST PASSED MY SON ON HIS TRICYCLE AND STOPPED AND PUT MY DAUGHTER ON MY LAP TO PULL INTO THE GARAGE WHEN THIS HAPPENED I HAVE ASKED FOR A FULL REFUND ON THE CAR AND TONY STUBBLEFIELD WITH RELIABLE TOYOTA IN SPRINGFIELD MO SAID THAT THE BEST HE COULD DO WAS ALLOW ME TO TRADE IT IN THERE. THIS DID HAPPEN TO ME, I HAVE NEVER IN MY LIFE FILED A LAW SUIT, AND I WOULD LIKE THIS CAR TAKEN AWAY AND THE SITUATION RECTIFIED OR I WILL BE LEFT WITH NO OTHER ALTERNATIVE BUT TO SEEK THE SERVICES OF AN ATTORNEY. THIS STRESS IS CAUSING ME HEALTH ISSUES.

\*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291049  
**Date of Incident:** 20091102  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** WHITTIER, NC

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA TACOMA DOUBLECAB LG BD. WHILE DRIVING 55 MPH THE VEHICLE BEGAN ACCELERATING WITHOUT INTENTION. HE HAD TO EXERT GREAT FORCE TO REMOVE THE FLOOR-MAT, BECAUSE IT WAS STUCK UNDER THE ACCELERATOR PEDAL. HE WAS ABLE TO REGAIN VEHICLE CONTROL. THE FAILURE AND CURRENT MILEAGES WERE 23,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291232  
**Date of Incident:** 20091102  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** WHEATON, IL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA TACOMA. WHILE DRIVING 40 MPH THE CONSUMER ACCELERATED THE VEHICLE AND ACCELERATOR PEDAL BECAME STUCK. THE VEHICLE WAS SHIFTED INTO NEUTRAL, BUT THE ENGINE REVVED SO HE SHIFTED IT BACK INTO DRIVE. RECALLING RECENT NEWS BROADCASTS HE THEN PULLED THE FLOOR MAT AWAY FROM THE PEDALS, AND THEN THE VEHICLE RETURNED TO A NORMAL STATE. A TECHNICIAN FROM THE DEALER STATED THAT THE FLOOR MATS WERE NOT HOOKED ONTO THE CLIPS. THE FLOOR MATS ARE ORIGINAL EQUIPMENT ALL WEATHER MATS. THE CURRENT MILEAGE WAS 6700. THE FAILURE MILEAGE WAS 6680.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296895  
**Date of Incident:** 20091102  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ROCHESTER HILLS, MI

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING ANOTHER VEHICLE CRASHED INTO THE DRIVER-SIDE OF HER VEHICLE. WHEN SHE ATTEMPTED TO GAIN CONTROL OF THE VEHICLE IT ACCELERATED ON ITS OWN. THE VEHICLE STOPPED WHEN IT COLLIDED INTO A BANKS WALL. SHE DID NOT RECEIVE INJURIES BECAUSE THE AIR BAG DEPLOYED. THE POLICE REPORT NUMBER WAS NOT AVAILABLE. NO REPAIRS WERE

C-1611

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MADE. THE FAILURE AND CURRENT MILEAGES WERE 40,000. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303597  
**Date of Incident:** 20091102  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** SALISBURY, NC

**NHTSA Summary:**  
MY COMPLAINT IS THE QUICK SO CALLED FIX OF THE ACCELERATION PEDAL THAT TOYOTA SAYS IS THE PROBLEM. THE ACCELERATION PEDAL IS NOT THE PROBLEM. FROM MY PERSONAL EXPERIENCE WITH THIS PROBLEM WITH OUR 2005 TOYOTA AVALON OCCURRED AFTER STARTING THE CAR WITH MY FOOT ON THE BRAKE, AND SHIFTING THE GEAR INTO REVERSE. I HAD NOT TOUCHED THE ACCELERATION PEDAL SO THEREFORE IT ISN'T JUST THE PEDAL EVEN IF THE PEDAL IS FAULTY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303639  
**Date of Incident:** 20091102  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** ANNAPOLIS, MD

**NHTSA Summary:**  
CLEARANCE PROBLEM BETWEEN BRAKE PEDAL AND ACCELERATOR. WHILE EXITING FROM A MAJOR HIGHWAY AS I ATTEMPTED TO SLOW DOWN ON THE OFF RAMP MY FOOT GOT TRAPPED BETWEEN THE BRAKE PEDAL AND THE ACCELERATOR. THIS CAUSED THE CAR TO ACCELERATE AND I TRIED TO BRAKE WITH MY LEFT FOOT WHICH CAUSED MY RIGHT FOOT TO FURTHER DEPRESS THE ACCELERATOR. I WAS NOW AT THE END OF THE RAMP AT AN INTERSECTION WHERE I WAS ABLE TO TURN RIGHT AND I WAS ABLE TO REMOVE MY LEFT FOOT FROM THE BRAKE, FREE MY RIGHT FOOT AND BRAKE WITH MY RIGHT FOOT. IF THERE HAD BEEN ANY CARS COMING THROUGH THE INTERSECTION THERE WOULD HAVE BEEN AN ACCIDENT. THE CLEARANCE BETWEEN THE BRAKE PEDAL AND ACCELERATOR NEEDS TO BE INCREASED OR PERHAPS INSTALL A SMALL FLOOR MOUNTED DIVIDER BETWEEN THE BRAKE PEDAL AND ACCELERATOR SO THAT THE RIGHT FOOT CAN NOT GET UNDER THE BRAKE PEDAL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290965  
**Date of Incident:** 20091103  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CUSSETA, GA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE DRIVING 50 MPH THE VEHICLE ACCELERATED TO 74 MPH WITHOUT ANY PRIOR WARNINGS. AFTER A FEW MINUTES THE VEHICLE BEGAN TO DECELERATE. THE VEHICLE WAS TAKEN TO THE DEALER, BUT THE TECHNICIANS WERE UNABLE TO DUPLICATE THE FAILURE. THEY THEN GAVE HER A LOANER, TO CONTINUE VEHICLE INSPECTION. THE DEALER HAS YET TO IDENTIFY THE CAUSE OF THE FAILURE, AND PROVIDE A REMEDY. THE FAILURE MILEAGE WAS 1700. THE CURRENT MILEAGE WAS 1750.

**Additional Summary:**

C-1612

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10290939  
**Date of Incident:** 20091103  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** STONEHAM, MA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA HIGHLANDER. WHILE HE WAS ATTEMPTING TO APPLY THE BRAKES AT 5 MPH THE PEDAL FELL TO THE FLOOR. THE VEHICLE LURCHED FORWARD OVER A STONE LEDGE. THE VEHICLE WAS TAKEN TO THE DEALERSHIP, BUT THE TECHNICIANS COULD NOT DUPLICATE THE FAILURE, THEREFORE THEY COULD NOT PROVIDE A REMEDY. THE CURRENT AND FAILURE MILEAGES WERE 18000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291337  
**Date of Incident:** 20091103  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** SUDBURY, MA

**NHTSA Summary:**  
ON TUESDAY, NOVEMBER 3, 2009, I WAS COMING OUT OF A STOP LIGHT AND THE THROTTLE WENT TO FULL OPEN AND STUCK. (2009 TACOMA - JUST A YEAR OLD) I AM A CONSERVATIVE DRIVER AND DO NOT GUN THE ENGINE. I WAS PULLING INTO THE INTERSECTION GRADUALLY AND HADN'T EVEN LET THE CLUTCH OUT ALL THE WAY YET TO SHIFT OUT OF FIRST WHEN THE THROTTLE WHEN TO FULL. (THANK GOODNESS I HAVE A STANDARD!) I BABBED THE CLUTCH TO GIVE ME JUST ENOUGH GAS TO MOVE THROUGH THE INTERSECTION AND STOP ON THE OTHER SIDE. I TURNED OFF THE TRUCK AND WHEN I TURNED IT BACK ON, IT WAS FINE. THE ENGINE SMELLED AWFUL! I CHECKED THE FLOOR MAT WHEN I STOPPED BECAUSE I KNOW IT CAN CAUSE PROBLEMS AND I HAD A NON-CONFORMING MAT, SO I KEEP AN EYE ON IT, BUT THE MAT WASN'T THE PROBLEM. ALSO, I NEVER HAD THE ACCELERATOR DOWN VERY FAR AT ALL WHEN THE THROTTLE OPENED UP, SO I DON'T SEE HOW THE MAT COULD CAUSE THE THROTTLE TO OPEN FULL, STICK YES, BUT OPEN FULL BY ITSELF? I DROVE IT THE REST OF THE WAY TO WORK (LESS THAN 2 MILES) AND THE SMELL BLEW AWAY AND ALL SEEMED OK. I HAD IT IN THE SHOP TODAY AND THEY COULD FIND NOTHING WRONG AND TOLD ME TO REMOVE THE MATS. FINE, I CAN DO THAT, BUT MEANWHILE IT MAKES ME NERVOUS THAT IT COULD HAPPEN AGAIN. THE SERVICE DEPARTMENT REPRESENTATIVE AGREED WITH ME THAT HE DIDN'T SEE HOW THE MATS COULD HAVE CAUSED THE PROBLEM. I DID NOT KNOW ABOUT THIS BEING A GENERAL PROBLEM AND IN THE NEWS RIGHT NOW (I DON'T WATCH TV AND I MISS THE NPR STORY OR IT ISN'T FRONT PAGE, I MAY NOT HEAR THINGS). WHEN I FOUND OUT OTHERS WERE HAVING THE PROBLEM, I THOUGHT I SHOULD WRITE ABOUT MINE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292727  
**Date of Incident:** 20091103  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** GLENDALE, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA VENZA. HE STATED THAT WHILE HE WAS DRIVING IN REVERSE WITH HIS FOOT ON THE BRAKE PEDAL, THE VEHICLE

C-1613

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

UNEXPECTEDLY ACCELERATED AND HIT A TREE. THE ENGINE WAS STILL ON; HOWEVER, HE TURNED THE VEHICLE OFF AND PUSHED IT INTO THE GARAGE FOR FEAR THAT THE FAILURE WOULD REOCCUR. THE CONTACT SUSTAINED A LARGE LACERATION TO HIS HEAD. HE WAS REQUIRED TO GET STAPLES FOR HIS HEAD INJURY. THE AIRBAGS DID NOT DEPLOY. THE DEALER DID NOT OFFER ANY ASSISTANCE; YET, THEY ADVISED THE CONTACT TO NOTIFY THE MANUFACTURER. THE MANUFACTURER STATED THAT THEY WOULD ADVISE HIM OF THE DIAGNOSIS AFTER THEY RETRIEVE THE VEHICLE AND INSPECT IT. THE FAILURE AND CURRENT MILEAGES WERE 230.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303893  
**Date of Incident:** 20091103  
**Vehicle:** 2009 TOYOTA SIENNA  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
IN NOVEMBER 2009 WHILE PARKING MY CAR IN STORE PARKING, MY FOOT WAS ON BRAKE MY CAR ACCELERATED, SUDDENLY JUMPED ON THE 1 FOOT HIGH FOOTPATH AND CRASHED INTO THE STORE INJURING FEW PEOPLE. NOTHING WORKED EVEN BRAKES JAMMED. I CONTACTED THE TOYOTA AND THEY SENT ME LETTER AFTER 30 DAYS THAT THEY HAVE FOUND NOTHING AND TOYOTA DEALER WAS NOT READY TO TAKE ANY PART IN RESOLVING THE PROBLEM. THEY REFUSED TO GIVE ME RENTAL VEHICLE AND I HAD TO PAY ONE MONTH OF RENTAL CAR AS WELL. I AM SCARED TO DRIVE THIS VEHICLE NOW. I WOULD LIKE TO FILE A COMPLAINT TO TAKE IMMEDIATE ACTION IN THIS REGARDS. THANK YOU \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318899  
**Date of Incident:** 20091103  
**Vehicle:** 2010 TOYOTA YARIS  
**Location of Incident:** BEL AIR, MD

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 TOYOTA YARIS. WHILE SITTING IDLE WITH HER FOOT ON THE BRAKE PEDAL AND THE ENGINE ON. UPON RELEASE OF HER FOOT FROM THE BRAKE PEDAL, THE VEHICLE SLIGHTLY ACCELERATED FORWARD. THE VEHICLE WOULD ALSO DO THE SAME WHILE IN THE REVERSE POSITION. THE DEALER TOWED THE VEHICLE IN FOR DIAGNOSTIC TESTING. UPON COMPLETION, THE DEALER ADVISED THE VEHICLE WAS OPERATING ACCORDING TO ITS DESIGN. THERE WERE NO REPAIRS MADE TO THE VEHICLE. THE FAILURE MILEAGE WAS 35 AND THE CURRENT MILEAGE WAS 70.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319449  
**Date of Incident:** 20091103  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** MECHANICSBURG, PA

**NHTSA Summary:**  
1) CAR ENGINE STARTS AND REVS UP TO FULL SPEED JUST AFTER TURNING IT ON WITHOUT PRESSING THE GAS PEDAL. FORTUNATELY, THE CAR HAS BEEN IN PARK DURING THESE INCIDENTS, BUT IT STILL LUNGES FORWARD AND IS CAUGHT BY THE PARKED TRANSMISSION. 2) THIS HAS OCCURRED 3 TO 4 TIMES DURING MY OWNERSHIP

C-1614

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OF THE CAR WHICH HAS BEEN ABOUT THREE YEARS. THERE HAVE BEEN NO CONSEQUENCES OTHER THAN ONCE DENTING A TRASH CAN AND SCARING THE DRIVER. 3) I SPOKE TO THE LOCAL TOYOTA DEALER'S SERVICE DEPARTMENT ABOUT IT ONCE AND THEY TOLD ME THAT THEY HAVE NEVER HEARD OF SUCH A THING, AND THAT IT WAS VERY UNLIKELY THAT THE CAR WOULD JUST DO IT ALL ON ITS OWN, AND THAT MAYBE I WAS PRESSING ON THE THROTTLE. EVIDENTLY, THEY DIDN'T BELIEVED ME. I KNOW FOR A FACT THAT UNDER NORMAL CONDITIONS IF YOU PRESS ON THE THROTTLE, IT DOES NOTHING SINCE IT IS A HYBRID; SO THIS WAS OUT OF THE ORDINARY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291042  
**Date of Incident:** 20091104  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** ITASCA, IL

**NHTSA Summary:**  
I CONCUR WITH THE TOYOTA OWNERS WHO ARE SAYING THAT THE PROBLEM IS SOME ELECTRONIC GLITCH. I HAVE ALSO EXPERIENCED THIS. I ONLY HAVE THE CARPET MATS, NOT THE ALL WEATHER ONES, AND JUST HAD THEM CHECKED AT THE DEALER AND THEY ARE PROPERLY FASTENED. MY CAR MOST OFTEN EXPERIENCES A PROBLEM ( ON OCCASION) WHEN YOU "YIELD" AT AN INTERSECTION AND DON'T STOP--THE CAR BUCKS OR THEN BOLTS. IT NEEDS MORE LOOKING INTO. THESE HIGH SPEED ACCELERATIONS BEING REPORTED ARE SCARY!\*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303469  
**Date of Incident:** 20091104  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** SUWANEE, GA

**NHTSA Summary:**  
ON 11/4/09 I WAS DRIVING A 2009 TOYOTA COROLLA. AS I APPROACHED A RED TRAFFIC LIGHT ON MCLENDREE CHURCH ROAD, LAWRENCEVILLE, GA. I TOOK MY RIGHT FOOT OFF THE ACCELERATOR IN ORDER TO BRAKE. INSTANTLY THE CAR SHOT FORWARD AND EVEN THOUGH I USED BOTH FEET TO BRAKE, THE CAR CONTINUED AT A HIGH RATE OF SPEED AND OUT OF CONTROL. I CROSSED A CURB AND STRUCK ON ONCOMING VEHICLE. ON JAN. 5, 2010, IN THE GWINNETT COUNTY GA. RECORDER'S COURT, I PLED "NOLO CONTENDERE" TO THE CHARGE OF "FAILURE TO MAINTAIN SAFE EQUIPMENT". \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343236  
**Date of Incident:** 20091104  
**Vehicle:** 2008 TOYOTA CAMRY SOLARA  
**Location of Incident:** NEWTON FALLS, OH

**NHTSA Summary:**  
SUDDEN ACCELERATION TWO TIMES IN THE SAME DAY. DEALER WENT OVER CAR SAID NO MECHANICAL PROBLEMS. DEALER SAID TO PUT FLOORMATS IN TO TRUNK. NO OTHER ACTION TAKEN. NECK STRAIN RESULTED FROM INCIDENT.  
**Additional Summary:**

C-1615

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345514  
**Date of Incident:** 20091104  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BELLEVILLE, NJ

**NHTSA Summary:**  
SIO APPROPRIATE HANDLING-LETTER REGARDING TOYOTA PROBLEMS \*TGW 2003 TOYOTA CAMRY. THE CONSUMER STATED WHILE ON HER WAY TO WORK, SHE DISCOVERED THE BRAKES WERE NO LONGER FUNCTIONAL. THE VEHICLE BEGAN TO ACCELERATE ON ITS OWN DESPITE OF HOW HARD SHE APPLIED THE BRAKE PEDAL. THE VEHICLE THEN WENT ON A GRASSY AREA, STRUCK TWO TREES AND FINALLY CAME TO REST IN A RIVER.. THE CONSUMERS VEHICLE WAS TOTALED. THE CONSUMER SUFFERED A MINOR INJURY. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292012  
**Date of Incident:** 20091105  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** EL PASO, TX

**NHTSA Summary:**  
AS I ARRIVED AT MY HOME AND DROVE UP INTO MY DRIVEWAY I EXPERIENCED AN UNEXPLAINED ACCELERATION ON MY 2008 TOYOTA TUNDRA THAT MADE ME REACT TO SLAM ON THE BRAKES AND CAUSE THE TRUCK TO SLIDE ON AN UNPAVED (DIRT) SURFACE IN MY YARD AND SLIDE INTO THE TRUNK OF A PINE TREE AND DAMAGING THE FRONT BUMPER TO MY TRUCK. I HEARD ON THE NEWS THAT THERE WAS A RECALL FOR THE FLOOR MATS ON THIS VEHICLE TO BE REMOVED IF IT DID NOT HAVE CLIPS TO HOLD THE MAT IN PLACE. MY TRUCK DOES HAVE THE CLIPS TO HOLD THE MAT IN PLACE AND PREVENTS THE ACCELERATION PEDAL FROM GETTING LODGED WITH THE MAT. I DO BELIEVE THE ACCELERATION PROBLEM WAS CAUSED BY AN UNKNOWN DEFECT AND NOT THE FLOOR MAT. CURRENTLY, THE FLOOR MAT REMAINS IN PLACE ON ITS CLIPS WITHOUT INTERFERENCE TO THE ACCELERATION PEDAL. TODAY, I RECEIVED A RECALL LETTER FROM TOYOTA TO REMOVE THE FLOOR MAT, THEREFORE, I WILL, AGAIN I DON'T BELIEVE THE FLOOR MAT WAS THE PROBLEM. I JUST WANT THIS COMPLAINT DOCUMENTED BECAUSE IT CAUSED AROUND \$500 WORTH OF DAMAGED TO MY TRUCK. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302921  
**Date of Incident:** 20091105  
**Vehicle:** 2008 TOYOTA 4RUNNER  
**Location of Incident:** WATER SOUND BEACH, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA 4 RUNNER. WHILE DRIVING APPROXIMATELY 55 MPH ON NORMAL ROAD CONDITIONS THE ACCELERATOR PEDAL TRAVELED TO THE FLOOR WHEN PRESSURE WAS APPLIED AS A RESULT OF THE PEDAL STICKING. THERE WERE SEVERAL ATTEMPTS BEFORE THE ACCELERATOR PEDAL RELEASED. THE DRIVER WAS ABLE TO CONTINUE IN OPERATION WITH EXTREME CAUTION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE TECHNICIAN WAS UNABLE TO DUPLICATE THE FAILURE. THE VIN WAS UNAVAILABLE. THE FAILURE MILEAGE WAS 24,000.  
**Additional Summary:**

C-1616

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20091105  
**Vehicle:** 2002 TOYOTA LAND CRUISER  
**Location of Incident:**  
**NHTSA Summary:**  
**Additional Summary:**  
NBC ACTION NEW REPORT -"Exclusive: "Operator Error" Caused Fatal Crash"

GRANDVIEW, Mo. – Crash reports indicate "operator error" caused a deadly crash at a Grandview car wash last November.

Documents, photos, and surveillance video from the car wash, owned by U.S. Congressman Emanuel Cleaver, II, explains how investigators came to their conclusion.

On Nov. 5, 2009, John Page, 65 at the time, was driving his wife's 2002 Toyota Land Cruiser through the car wash.

The video shows Page's SUV exit a washing bay then quickly swerve to the right. He hit a car and two people sitting on a bench. Witnesses scrambled to help. However, Rosland Watson, 40, died.

The reports, obtained exclusively by NBC Action News, say Page was not impaired. He told investigators "his accelerator stuck."

To test Page's claim, Grandview police towed his SUV to a garage in December. Toyota representatives asked and were allowed to assist in the investigation.

In front of Watson's family, their attorney, Page, his attorney, and police, a Toyota engineer tested the Land Cruiser's brakes and accelerator several times.

He found no malfunctions or problems with the accelerator sticking, the reports said.

As a result, police closed the case. They did not file any criminal charges.

However, in light of Toyota's recent struggles with sticking accelerator pedals in other vehicles, Watson's grieving family still has questions and concerns over what caused the crash.

"The family is investigating all potential causes of the accident and their investigation continues," said Eric Dirks, one of the attorneys representing the Watson family. "We will be engaging several experts to determine the cause. We're also closely following what's happening with Toyota and recalls with other models."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311966  
**Date of Incident:** 20091105  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** ALHAMBRA, CA  
**NHTSA Summary:**

C-1617

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

IT'S A 2007 COROLLA. I DONT USUALLY DRIVE MUCH BEFORE AND I DO DRIVE A LOT SINCE I TRANSFER TO COLLEGE AND HAVE TO GO ON FWY. ABOUT 3 MONTHS AGO, ONCE I TRIED TO STOP ON THE RAOD CUZ RIGHT LIGHT, I LEFT THE GAS PETAL AND WAIT TO DECELERATE AND THEN STEP ON THE BREAK,BUT IT DIDN'T, I ALMOST HIT THE CAR BEFORE ME AND IT'S REALLY HARD TO STOP I HAD TO STEP IT REALLY HARD. FROM THAN TIME, I BEGAN TO REALIZE THAT THERE MIGHT BE A PROBLEM FOR IT. I CANT TELL EXACTLY HOW OFTEN IT HAPPEN, BUT SOMEHOW I KNOW WHEN IT GOES UP TO 60MPH, AND IT WILL DECELERATE. WHEN IT DROPS TO AROUND 45, IT STOPS TO DROP. AND WHEN I GO ON THE FWY, WHEN IT HTS CERTAIN SPEED LIKE 75, SOME TIMES IT WONT SLOW DOWN EVEN I LEAVE MY FOOT FROM THE GAS PEDAL. AFTER I KNEW THE TYT PETAL PROBLEM AND THE STEERING PROBLEM, I WONDER IF MY CAR WAS INVOLVED. HOWEVER, THIS MODEL IS NOT ON THE LIST, I STILL WORRIED ABOUT IT. CUZ TYT MIGHT HIDE THE PROBLEM, OR THEY DID FIND IT NOW AND THEY WILL FIND IT LATER. THIS WEEK I GOT A SPEEDING TICKET IN CA I-5 FWY AND I DOUBT THAT PART OF THE REASON IS THAT THE "RARE" ACCELERATE PROBLEM. I DONT KNOW HOW TO FIX IT CUZ THERE'S NO EVIDENCE TO SHOW THE PROBLEM RIGHT NOW. I HOPE THAT THE US WILL INVETIGATE ALL MODEL FROM 2000 TO 2010 TO ENSURE PEOPLE SAFE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312968  
**Date of Incident:** 20091105  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** DEERFIELD BEACH, FL

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291963  
**Date of Incident:** 20091106  
**Vehicle:** 2005 LEXUS RX330  
**Location of Incident:** LOUISVILLE, KY

C-1618

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 LEXUS RX30. WHILE ENTERING A PARKING SPACE SHE APPLIED PRESSURE TO THE BRAKE PEDAL, AND THEN THE VEHICLE ACCELERATED WITHOUT INTENTION. CONSEQUENTLY, THE VEHICLE CRASHED INTO A BUILDING. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO A COLLISION CENTER. THE FRONT END OF THE VEHICLE RECEIVED \$9,088 WORTH OF DAMAGE. THE FAILURE AND CURRENT MILEAGES WERE 22,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20091106  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** MARSHALL, TX  
**NHTSA Summary:**

**Additional Summary:**  
George Fitts and his family were on their way to watch a University of Texas Longhorns football game on November 6, 2009, in his 2007 Lexus ES350. They were traveling southbound on US 70, just outside of Hearne, Texas, when the Lexus crashed into a pickup truck that was stopped and preparing to turn.

The 72-year-old George Fitts suffered fatal injuries and passengers in the Lexus, William and Billy C. Fitts, suffered serious injuries.

According to the lawsuit, the trooper who investigated the accident said Fitts apparently failed to see the other vehicle bu the family claims that the Lexus suddenly accelerated out of control and could not be stopped. The family says the vehicle's cruise control was engaged at the time of the crash, the suit states.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305852  
**Date of Incident:** 20091106  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** SIOUX FALLS, SD  
**NHTSA Summary:**

**Additional Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA AVALON. WHILE DRIVING 60 MPH WITH THE CRUISE CONTROL ENGAGED, THE ELECTRICAL SYSTEM SPEED CONTROL SETTING DECREASED THE SPEED TO 10 MPH. THE DEALER WAS UNABLE TO DIAGNOSE THE FAILURE. THE FAILURE MILEAGE WAS 35,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307069  
**Date of Incident:** 20091106  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** ELLICOTT CITY, MD  
**NHTSA Summary:**

**Additional Summary:**  
1. SUDDEN ACCELERATION ON 2000 TOYOTA CAMRY IN NOV. 2009 WHEN IT WAS IN DE-ACCELERATION AFTER TAKING AN EXIT IN EWING NJ, IT SUDDENLY ACCELERATED LIKE A WILD HORSE, I TOTALLY LOST CONTROL AND THE CAR CROSSED A RED LIGHT. FORTUNATELY, THERE WAS NO COLLISION OCCURED AND THE CAR WAS UNDER CONTROL FINALLY. 2. ACCELERATION PEDAL STICKING: SOMETIME WHEN THE GAS PEDAL IS PRESSED, IT DOES NOT MOVE, A BIG FORCE NEEDS TO BE APPLIED TO THE GAS

C-1619

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PEDAL IN ORDER TO MOVE THE PEDAL AND START ACCELERATION. IT USUALLY CAUSE OVER SHOOTING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307426  
**Date of Incident:** 20091106  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** LEXINGTON, MA  
**NHTSA Summary:**  
ACCELERATOR STICKING ON 2009 TOYOTA PRIUS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310896  
**Date of Incident:** 20091106  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** WHITEHOUSE, TX  
**NHTSA Summary:**

**Additional Summary:**  
I OWN A 2008 TOYOTA AVALON XL, PURCHASED 01/24/08. RECENTLY, WHILE TURNING, I HIT A POHOLE. THE ALARM SYSTEM STARTED AND THE CAR ACCELERATED. I COULD NOT GET THE ALARM OR THE CAR TO STOP, EVEN THOUGH I WAS BRAKING. I FINALLY PUT THE CAR IN PARK AND TURNED OFF THE KEY. THE MOTOR MADE A SOUND AS THOUGH IT WAS DYING AND FINALLY STOPPED. I RESTARTED THE CAR AND CONTINUED WITHOUT FURTHER INCIDENT. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312373  
**Date of Incident:** 20091106  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SOMERSET, MA  
**NHTSA Summary:**  
UNANTICIPATED ACCELERATION  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314259  
**Date of Incident:** 20091106  
**Vehicle:** 2003 LEXUS RX300  
**Location of Incident:** AUSTIN, TX  
**NHTSA Summary:**

**Additional Summary:**  
TL\*THE CONTACT OWNS A 2003 LEXUS RX300, WHILE DRIVING 10 MPH OUT OF THE PARKING LOT THE VEHICLE ACCELERATED AND HE LOST CONTROL. AS HE SWERVED THE VEHICLE HE HIT THREE SMALL TREES, A WOODEN FENCE, AND A BRICK WALL BEFORE THE VEHICLE STOPPED. THE AMBULANCE AND POLICE DEPARTMENT CAME BECAUSE HE WAS TRAPPED IN THE VEHICLE. HE WAS TAKEN TO THE HOSPITAL FOR INJURES TO HIS LOWER BACK. THE VEHICLE WAS DESTROYED. THERE IS A POLICE REPORT IF NEEDED. THE INSURANCE COMPANY WAS NOTIFIED. THE DEALER NOR MANUFACTURER HAVE NOT BEEN CALLED. THE FAILURE MILEAGE WAS 14,070.

**Additional Summary:**

C-1620

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306787  
**Date of Incident:** 20091107  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** ANAHEIM HILLS, CA

**NHTSA Summary:**  
I WAS STOPPED AT A LIGHT. 30 OR SO SECONDS WENT BY AND MY 2006 TOYOTA TACOMA STARTED MOVING FORWARD, SO I LOOKED BACK & NO CAR WAS PUSHING ME. I DEPRESSED THE BRAKE FURTHER, NOW THE TIRES IN BACK STARTED TO SPIN (SIZE 33 INCH LARGE OFF ROAD TIRES) THE BRAKE WAS NOT HOLDING MY TRUCK BACK. I STARTED MOVING INTO THE INTERSECTION. I HAVE A LOT OF OFF ROAD RACING EXPERIENCE. I PUT THE CAR IN NEUTRAL TURNED THE TRUCK OFF. I THEN PUT IT IN PARK STARTED THE TRUCK & DROVE TO THE DEALERSHIP AT TOYOTA OF ORANGE. THEY CHECKED THE TRUCK OUT WITH A COMPUTER, NOTICED MY CAR FLOOR MAT WAS CONNECTED. THE DEALER WOULD NOT DO ANYTHING AND TOLD ME THEY COULD NOT HELP. I THINK ITS A COMPUTER OR CRUISE CONTROL ISSUE, BECAUSE THE TRUCK TOOK OFF AFTER TACK WAS AT IDLE WHILE WAITING FOR THE LIGHT TO CHANGE. I FINALLY FOUND THIS SITE TO COMPLAIN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310649  
**Date of Incident:** 20091107  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SPRING, TX

**NHTSA Summary:**  
I WAS DRIVING TO SAN ANTONIO FROM HOUSTON AND USING MY CRUISE CONTROL ON MY 2007 TOYOTA CAMRY LE 4 CYL CAR MADE JAPAN. I HAD THE CRUISE CONTROL SET AT 70 MPH AND I HAD TO SLOW DOWN FOR A VEHICLE AHEAD OF ME SO I PRESSED MY BRAKES WHICH STOPPED THE CRUISE CONTROL. THE CAR IN FRONT OF ME THEN TURNED AND I WAS ABLE TO RESUME CRUISE CONTROL SO I PRESSED RESUME AND WITHOUT ALSO PRESSING THE GAS PEDAL AND/OR BRAKE PEDAL. THE CAR SURGED AHEAD GAINING LARGE AMOUNTS OF SPEED AND EASILY GOING OVER THE SPEED LIMIT THAT I HAD SET AT 70 MPH. THE SPEEDOMETER HIT 78 AND KEEP GOING AT THAT SPEED ABOUT 30 SECS AND THEN STARTED TO SLOW DOWN TO 70 MPH. I HAVE THAT HAPPEN ALMOST EVERYTIME I USE THE CRUISE CONTROL IN MY CAR AND USE IT ACCORDING TO THE RECOMMEND STANDARDS SET BY TOYOTA. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318712  
**Date of Incident:** 20091107  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** FORT YATES, ND

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE CONTACT STATED WHILE DRIVING AT 25 MPH THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT CALLED THE DEALER AND THE MANUFACTURER AND THEY INFORMED THE CONTACT THAT THE VEHICLE DID NOT FALL INTO ANY RECALLS. THE CONTACT STATED THE VEHICLE HAS RAPIDLY ACCELERATED EIGHT TIMES. THE CONTACT STATED THE VEHICLE IS UNSAFE TO DRIVE AND WANTS TO GET RID OF IT. THE FAILURE MILEAGE WAS 15,000. JO

C-1621

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291610  
**Date of Incident:** 20091108  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** JACKSONVILLE, NC

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 TOYOTA AVALON. WHILE ENTERING A HIGHWAY THE ACCELERATOR PEDAL BECAME STUCK TO THE FLOOR. THE VEHICLE ACCELERATED UP TO 80 MPH. HE HAD TO MANUALLY LIFT THE PEDAL FROM THE FLOOR TO DECELERATE. HE WAS ADVISED THAT HE COULD BRING THE VEHICLE IN AS A TRADE-IN. THE FAILURE MILEAGE WAS 56,400.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296641  
**Date of Incident:** 20091108  
**Vehicle:** 1998 LEXUS ES300  
**Location of Incident:** HUNTINGTON BEACH, CA

**NHTSA Summary:**  
THE ACCIDENT WAS DUE TO UNINTENDED-ACCELERATION AS THE CAR LURCHED FORWARD FIGHTING THE BRAKE. IT SEEMED AS THOUGH THE ACCELERATOR HAD A LIFE OF ITS OWN OVERRIDING THE BRAKING ACTIONS I TRIED TO IMPLEMENT. I WAS PROCEEDING SLOWLY UP THE LONG NARROW DRIVEWAY. I MADE A RIGHT TURN INTO A PARKING PLACE THAT WAS PERPENDICULAR TO THE WALK-WAY & I SLOWLY TAPPED THE GAS ON MY LEXUS ES 300 AND THEN THE BRAKES. AS I MOVED MY FOOT OVER TO THE HIGHER LEVEL BRAKE PEDAL & THE CAR LURCHED FORWARD ACCELERATING ON ITS OWN-THE IGNITION/ACCELERATOR SYSTEM TOOK OVER THE CAR. I PRESSED THE BRAKE AS FIRMLY AS I COULD BUT IT DID NOT OVERRIDE THE ACCELERATION & THE BRAKES HAD ROUTINE MAINTENANCE SIX WEEKS PRIOR TO THE ACCIDENT AND I WAS TOLD THEY WERE IN GOOD WORKING ORDER.&THE CAR JUMPED THE SIDEWALK AND CRASHED INTO A BLOCK WALL. IT WAS A MECHANICAL FAILURE IN THE ACCELERATOR WHICH CAUSED THE ACCIDENT & & THE BRAKE PEDAL WAS HIGH AND THERE WAS NO MISTAKING ONE PEDAL FOR ANOTHER. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20091108  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** STANFORD, CT

**NHTSA Summary:**  
**Additional Summary:**  
2009 Corolla - Had foot on accelerator in driveway next to a yacht club driveway (in Stanford). Car raced and took off - took out 17 feet of a stonewall. Police accident report. November 8 2009. The week before daughter noted that the vehicle had a hard start condition.

Also had an incident in 1999 Corolla. Incident occurred in March 2008. Broke her knee

**Toyota ID Number:**

C-1622

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10306110  
**Date of Incident:** 20091108  
**Vehicle:** 2010 LEXUS HS  
**Location of Incident:** BIRMINGHAM, AL

**NHTSA Summary:**  
I PURCHASED A LEXUS HS250 IN OCTOBER 2009. SINCE THEN, I HAVE EXPERIENCED AT LEAST 6 OCCASIONS FROM THE END OF OCTOBER 2009 TO EARLY FEBRUARY 2010 IN WHICH I BRAKED WITH THE INTENTION OF COMING TO A STOP. THE VEHICLE BEGAN TO SLOW DOWN IN THE BRAKING PROCESS, THEN THE BRAKES STALLED FOR A FEW SECONDS BEFORE RESUMING THE BRAKING ACTION. IT IS UNEXPECTED AND DANGEROUS BECAUSE YOU DON'T KNOW IF YOUR BRAKES ARE COMPLETELY STALLING OR NOT. FOR A COUPLE OF SECONDS, EVERYTHING JUST GIVES WAY BEFORE THE BRAKES SEEM TO BEGIN WORKING AGAIN. IN THAT SITUATION, YOU DON'T KNOW WHETHER TO PRESS DOWN A SECOND TIME ON THE BRAKE OR TO PUMP THE BRAKE PEDAL OR NOT TO DO ANYTHING. WHEN THIS EVENT HAPPENS, YOU FEEL AS IF YOU HAVE ABSOLUTELY NO CONTROL OVER THE OPERATION OF THE VEHICLE. SIMILAR TO DRIVING ON A SHEET OF ICE, EXCEPT NONE OF THOSE SAFETY RULES SEEM TO APPLY HERE. THIS HAS HAPPENED ABOUT EVERY FEW WEEKS. I HAVE NOTICED THAT IT SOMETIMES HAPPENS WHEN I AM DRIVING OVER AN UNEVEN SURFACE, BUMP, OR A POTHOLE IN THE STREET WHILE BRAKING. WHILE I HAVE NOT BEEN INVOLVED IN A CRASH, IT HAS WORRIED ME THAT THIS COULD LEAD TO ONE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312972  
**Date of Incident:** 20091108  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** MILFORD, MA

**NHTSA Summary:**  
OUR 2010 COROLLA HAD A SUDDEN ACCELERATION PROBLEM WHILE DRIVING ON THE HIGHWAY. THE CAR WAS PUT ON CRUISE CONTROL AND SHORTLY THEREAFTER, SUDDENLY ACCELERATED TO A FRIGHTENING SPEED. THE BREAK THANKFULLY WORKED. WE HAVEN'T USED CRUISE CONTROL SINCE. THIS WAS TERRIFYING. THE DATE IS AN APPROXIMATION. WE REPORTED IT TO OUR DEALER AND THEY JUST DISMISSED IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316272  
**Date of Incident:** 20091108  
**Vehicle:** 1999 TOYOTA RAV4  
**Location of Incident:** FREMONT, CA

**NHTSA Summary:**  
AS I'VE SAID IN PREVIOUS CORRESPONDENCE TO YOUR OFFICE, AND TO TOYOTA, ALL UNANSWERED, MY 1999 RAV 4 HAS OFTEN SURGED WHILE MY FOOT IS ON THE BRAKE, ESPECIALLY WHEN I SLOW DOWN ON AN INCLINE (THE ENGINE RACES) AND I CAN BARELY BRAKE IT TO A FULL STOP. I KNOW THE PROBLEM IS ELECTRONIC, BUT THE TOYOTA DEALER IN BERKELEY, CA WHERE I BOUGHT IT STONE-WALLS, AND REFUSES TO BELIEVE IT UNLESS THEIR MECHANIC TAKES IT OUT FOR A RUN. OF COURSE, IT NEVER HAPPENS THEN, BECAUSE IT ONLY HAPPENS TO ME ABOUT ONCE IN A HUNDRED TIMES.

**Additional Summary:**

C-1623

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291458  
**Date of Incident:** 20091109  
**Vehicle:** 2009 LEXUS ES350  
**Location of Incident:** EAST HANOVER, NJ

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 LEXUS ES350. AT A STOP SIGN HE SLIGHTLY RELEASED THE BRAKE AND SLIGHTLY PRESSED THE ACCELERATOR PEDAL, BUT THE VEHICLE HAD SUDDENLY LURCHED FORWARD. HE WAS ABLE TO SAFELY AVOID A CRASH. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP. THE CURRENT AND FAILURE MILEAGES WERE 8780.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291614  
**Date of Incident:** 20091109  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** HARDEEVILLE, SC

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 LEXUS ES 350. WHILE DRIVING APPROXIMATELY 55 MPH THE VEHICLE BEGAN TO ACCELERATE WITHOUT INTENTION. AFTER REPEATED BRAKE APPLICATION, THE VEHICLE STARTED TO DECELERATE. THE VEHICLE WAS IN THE PROCESS OF BEING TAKEN TO AN AUTHORIZED DEALER FOR DIAGNOSTIC TESTING. THE FAILURE AND CURRENT MILEAGES WERE 19,000. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292146  
**Date of Incident:** 20091109  
**Vehicle:** 2006 SCION XA  
**Location of Incident:** EL PASO, TX

**NHTSA Summary:**  
SUDDEN ACCELERATION INCIDENT. FIRST TIME IT HAPPENED. 2006 SCION XA. DRIVING BACK FROM N.M. ON I-25 GOING APPROX. 65 MPH WAS PASSING CAR ON RIGHT WHEN CAME TO A HILL. HAD TO ACCELERATE. SUDDENLY CAR ENGINE REVVED UP, MADE A LOUD NOISE AND RAPIDLY ACCELERATED. I COULDN'T SLOW IT DOWN BECAUSE THE BRAKES WOULDN'T WORK. I MANAGED TO GET AROUND THE CAR AND TRIED TO SLOW DOWN THE CAR SO THAT I COULD GET OFF ON THE RIGHT SHOULDER AND STOP THE CAR. SOMEHOW MANAGED TO SLOW THE CAR ENOUGH (I'M NOT SURE HOW BECAUSE THE BRAKES WOULDN'T WORK) TO GET OFF ON THE RIGHT SHOULDER. PULLED THE EMERGENCY BRAKE TO STOP THE CAR AND TURNED IT OFF. TRIED TO START IT AGAIN, AND IT WAS DOING THE SAME THING. TURNED IT OFF AND WAITED FOR AWHILE. FINALLY TURNED THE CAR BACK ON, AND IT WAS OPERATING NORMALLY. MANAGED TO GET TO MY DESTINATION SAFELY. HAVEN'T TAKEN IT TO TOYOTA. NOT SURE THEY WOULD DO ANYTHING. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303227  
**Date of Incident:** 20091109  
**Vehicle:** 2006 TOYOTA TACOMA

C-1624

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** CLIFTON, NJ

**NHTSA Summary:**

ON NOVEMBER 09, 2009, ABOUT 19:21 P.M. I WAS DRIVING MY VEHICLE TOYOTA TACOMA 2006. I WAS UNABLE TO STOP AT THE RED SIGNAL DUE TO BRAKE FAILURE AND MY CAR WAS GOING DOWN THE GRADE TOTALLY OUT OF CONTROL WITHOUT BRAKES AND UNABLE TO STIRING THE WHEEL AND AFTER THIS I STRUCK ANOTHER VEHICLE. THE ACCIDENT HAPPENED IN PATERSON, PASSAIC COUNTY, NEW JERSEY. THE POLICE REPORT # 09-141205. THE NEXT DAY AFTER THE ACCIDENT TOYOTA SENT ME A RECALL LETTER ABOUT FLOOR MAT INTERFERENCE WITH ACCELERATOR PEDAL. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10304109  
**Date of Incident:** 20091109  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** BLOOMINGTON, IN

**NHTSA Summary:**

SORRY, THIS MIGHT SOUND TRITE GIVEN ALL OF THE SERIOUSNESS WITH THE TOYOTA GAS PEDAL PROBLEMS. BUT I FEEL IT NEEDS TO BE DOCUMENTED. WE PURCHASED A 2009 TOYOTA COROLLA. WHAT I NOTICED ABOUT THE GAS PEDAL IS THAT IT DOESN'T PRESS VERY SMOOTHLY, YOU HAVE TO BABY IT, OR YOU GET A JACK RABBIT START. BUT THAT IS NOT WHY I AM WRITING. WE GET MICE IN THE CAR ON A REGULAR BASIS. THERE ARE APPARENTLY GAPS THAT ALLOW FOR MICE TO GET IN. THEY CHEW ON THINGS, EAT FOOD AND PEE. IT DOESN'T SEEM LIKE THERE SHOULD BE GAPS BIG ENOUGH TO ALLOW THIS TYPE OF ACCESS. I LOOKED BELOW AND THERE IS A LOT OF GAP SPACE BETWEEN THE BOOT AROUND THE STEERING SHAFT. AGAIN I KNOW THIS SOUNDS TRIVIAL. BUT IF A MOUSE CAN GET IN, SO CAN OTHER CREATURES. A SNAKE? IMAGINE DRIVING DOWN THE ROAD AND HAVING SOME CRITTER APPEAR AND SCARE THE DAYLIGHTS OUT OF YOU. ANYWAY, THAT IS ALL. I JUST FELT IT SHOULD BE REPORTED.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10304626  
**Date of Incident:** 20091109  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** MONROEVILLE, PA

**NHTSA Summary:**

IN NOVEMBER OF 2009 I PURCHASED A NEW TOYOTA COROLLA SPORT AND WITHIN 2 DAYS NOTICED THE TACHOMETER RACING EVEN WHEN THE CAR WAS IN NEUTRAL. I ALSO NOTICED THAT WHEN I WOULD TAKE MY FOOT OFF THE GAS AND PRESS IN THE CLUTCH THE TACHOMETER WOULD ACCELERATE AS MUCH AS 2000 RPM AND STAY THERE. I HAVE TAKEN MY CAR BACK TO THE TOYOTA DEALERSHIP WHERE IT WAS PURCHASED THREE TIMES IN 2009 AND ONCE IN 2010 REGARDING UNEXPLAINED ACCELERATION. EVEN WHEN I AM NOT IN THE CAR AND THE CAR IS IDLING ALL OF A SUDDEN THE ENGINE SUDDENLY ACCELERATES FROM 6 ON THE TACHOMETER TO 6.4 ON THE TACHOMETER. THE DEALERSHIP SAYS THEY CAN'T REPLICATE THE ISSUES AND HAVE ADVISED ME NOT TO DRIVE THE CAR. WHEN I TOOK THE VEHICLE IN THE LAST TIME I HAD 5 RECORDING ON MY CELL PHONE WHERE YOU CAN CLEARLY SEE THE TACHOMETER OVER 6,000RPM WITH NO ONE IN THE VEHICLE. THEY HAVE TOLD ME THEY CAN'T HELP ME AT THIS TIME. I AM CONCERNED ABOUT HOW LONG THIS ACTION WILL TAKE AS I NEED MY CAR.

**Additional Summary:**

C-1625

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318264  
**Date of Incident:** 20091109  
**Vehicle:** 2009 SCION TC  
**Location of Incident:** PERTH AMBOY, NJ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA SCION TC (NA). WHILE DRIVING 15 MPH THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING UP TO 25 MPH. THE CONTACT APPLIED THE BRAKES BUT THE VEHICLE DID NOT STOP. THE CONTACT HAD TO DRIVE ONTO THE SIDE WALK IN ORDER TO STOP THE VEHICLE. THE DEALER WAS UNABLE TO DIAGNOSE THE FAILURE. THE CONTACT STATED THAT THE ACCELERATOR PEDAL BECAME STUCK. THE FAILURE MILEAGE WAS 28,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334828  
**Date of Incident:** 20091109  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LYNBROOK, NY

**NHTSA Summary:**

2002 TOYOTA CAMRY. CONSUMER STATES SUDDEN UNINTENDED ACCELERATION. \*TGW THE CONSUMER STATED AS HIS WIFE ENTERED THE DRIVEWAY, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO THE CONSUMERS OTHER VEHICLE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293535  
**Date of Incident:** 20091110  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LAKE CHARLES, LA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. UPON PURCHASE HIS FLOOR- MATS WERE NEVER INSTALLED WITH THE SECURITY CLIP. TOYOTA OFFERED TO CUT 3 INCHES OFF OF THE ACCELERATOR PEDAL TO PREVENT UNINTENDED VEHICLE ACCELERATION. HE SPECULATED THAT THE REMEDY WAS INAPPROPRIATE. THE CURRENT MILEAGE WAS 28,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302434  
**Date of Incident:** 20091110  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** BRONX, NY

**NHTSA Summary:**

ACCELERATOR DEPRESSES SLOWLY FORCING THE USE OF EXTRA BRAKE PRESSURE. \*TR

**Additional Summary:**

**Toyota ID Number:**

C-1626

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10302392  
**Date of Incident:** 20091110  
**Vehicle:** 2010 TOYOTA TUNDRA  
**Location of Incident:** ROUND ROCK, TX

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 TOYOTA TUNDRA WHICH WAS PURCHASED IN 2009. WHILE DRIVING AT VARIOUS SPEEDS, AS LOW AS 10 MPH, THE VEHICLE WOULD ACT AS IF IT WERE IN NEUTRAL AND ATTEMPTED TO ACCELERATE. THE VEHICLE WOULD COME TO A COMPLETE STOP ON ITS ON AND THEN PROCEED TO MOVE FORWARD, THROWING HER VIOLENTLY BACK INTO HER SEAT. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THE FAILURES COULD NOT BE DUPLICATED. THE DEALER INVESTIGATED FURTHER AND STATED THAT THE FAILURE WAS CAUSED BY A SOFTWARE MALFUNCTION AND THERE WAS NOTHING THEY COULD DO TO REPAIR THE FAILURE; THEREFORE, THEY WERE RELEASING THE VEHICLE TO HER. NO REPAIRS WERE MADE TO THE VEHICLE TO CORRECT THE FAILURES. THE FAILURE AND CURRENT MILEAGES WERE UNDER 5,800.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305953  
**Date of Incident:** 20091110  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** BLUE SPRINGS, MO

**NHTSA Summary:**

WHILE DRIVING ON INTERSTATE WITH CRUISE CONTROL SET @ 70MPH AND ENTERING A REDUCED SPEED AREA, I DISABLE CRUISE BY TAPPING BRAKES. AFTER TRAVELING A FEW MILES THE CAR WOULD ACCELERATE AT A FAST RATE ON ITS OWN. I WOULD THEN EITHER TAP THE BRAKES AGAIN OR TURN OFF THE CRUISE TO STOP THE ACCELERATION. THIS HAS HAPPENED AT LEAST 6 TO 8 SEPARATE OCCASIONS. LAST USE OF CRUISE WAS IN NOVEMBER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305093  
**Date of Incident:** 20091110  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** HOBBS, NM

**NHTSA Summary:**

2002 TOYOTA CAMRY. ONCE OR TWICE IN THE LAST 90 DAYS, THE ACCELERATOR PEDAL APPEARED TO "STICK" AND CAUSE THE VEHICLE TO ACCELERATE WHILE DRIVING IN-TOWN. ONLY BY APPLYING THE BRAKE PEDAL HARD WAS DRIVER ABLE TO BRING VEHICLE TO A SLOW-DOWN CONDITION. DRIVER REPORTS IT HAS NOT HAPPENED AGAIN. HOWEVER, IN LIGHT OF THE RECALL AFFECTING NEWER CAMRY MODELS AND THE FACT THAT OWNER DOES NOT KNOW IF THIS SITUATION WILL OCCUR AGAIN, IT IS REQUESTED NHTSA CONTACT OWNER FOR MORE DETAILS AND MAY WISH TO EXTEND THE INVESTIGATION BACK TO PRIOR YEARS OF TOYOTA CAMRY MODELS TO CONFIRM OR DENY THE EXISTENCE OF A PROBLEM. NOTE: OWNER CHECKED AND THE FLOOR MATS ARE NOT BINDING THE ACCELERATOR PEDAL IN ANY WAY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307524  
**Date of Incident:** 20091110

C-1627

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** MIDDLETOWN, CT

**NHTSA Summary:**

ON BUMPY ROADS OR DITCHES, MY 2006 TOYOTA HIGHLANDER HYBRID VEHICLE DOES NOT BRAKE OR THE BRAKE SLIPS. IT FEELS LIKE IT SUDDENLY ACCELERATES WITH BRAKING BECOMING INEFFECTIVE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312875  
**Date of Incident:** 20091110  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** ELLICOTT CITY, MD

**NHTSA Summary:**

I WAS DRIVING A 2008 LEXUS ES 350 DOWN WISCONSIN AVENUE IN BETHESDA, MD AND WAS STATIONARY AT A RED TRAFFIC LIGHT AT THE INTERSECTION OF WISCONSIN AVENUE AND BRADLEY BLVD. WHEN THE LIGHT CHANGED TO GREEN, UPON LIGHTLY PRESSING THE ACCELERATOR TO GET MY CAR MOVING AGAIN, IT STARTED TO RAPIDLY ACCELERATE (OUT OF MY CONTROL) AND, DESPITE MY PRESSING THE BRAKES WITH FULL FORCE, THE CAR WAS MOVING VERY FAST AND STOPPED ONLY AFTER A FEW HUNDRED FEET, WHEN IT CRASHED INTO THE VEHICLE IN FRONT OF ME. THAT VEHICLE CRASHED INTO ANOTHER VEHICLE IN FRONT OF IT. A CAR HIT ME FROM BEHIND AS WELL. MY AIRBAGS WENT OFF AND MY CAR WAS DAMAGED SO MUCH THAT IT HAD TO BE TOWED AWAY. I AM CONVINCED THAT THIS ACCIDENT WAS CAUSED BY A ACCELERATOR DEFECT IN THE CAR. THIS IS CONSISTENT WITH THE ONGOING TOYOTA INVESTIGATION INTO ACCELERATOR DEFECTS IN MY CAR MODEL. I AM LUCKY THAT I SURVIVED. HAD I NOT BEEN IN HEAVY TRAFFIC, THAT FORCED MY CAR TO STOP, I CAN ONLY IMAGINE HOW MUCH MORE SPEED I WOULD HAVE GAINED RESULTING IN LIKELY MUCH GREATER DAMAGE TO LIFE AND PROPERTY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313342  
**Date of Incident:** 20091110  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** MOBILE, AL

**NHTSA Summary:**

ON 11/10/09, WHILE BACKING OUT OF A PARKING LOT, MY VEHICLE SUDDENLY ACCELERATED COLLIDING WITH A PARKED UTILITY TRUCK. MY INSURANCE COMPANY PAID APPROXIMATELY \$9800 FOR REPAIRS TO MY VEHICLE. ON 1/4/2010 MY VEHICLE SUDDENLY ACCELERATED, COMING OUT OF A PARKING LOT, EVEN DEPRESSING THE BRAKE PADAL AS HARD AS I COULD WOULD NOT STOP THE VEHICLE. I WENT OUT INTO THE MAIN TRAFFIC STREAM. LUCKILY THERE WAS NO ACCIDENT, JUST IRATE DRIVERS. EACH INCIDENT LASTED ONLY SECONDS THEN WENT TO NORMAL OPERATION. I HAVE A 2003 TOYOTA CAMRY, XLE, V-6 WHICH I PURCHASED NEW AND THE MILEAGE WAS APPROXIMATELY 44000 MILES. I HAVE EXPERIENCED NO OTHER PROBLEMS BUT AM WONDERING IF I WILL AND WHEN. HAVE YOU HAD ANY OTHER REPORTS SUCH AS MINE?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318747  
**Date of Incident:** 20091110

C-1628

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 1991 TOYOTA CAMRY  
**Location of Incident:** CUTLER BAY, FL

**NHTSA Summary:**  
MY CAR: 1991 TOYOTA CAMRY. THREE TIMES WENT INTO EXCESSIVE HIGH SPEED WITH ME AND THIRD TIME BLEW THE HEAD GASGET. MY (MASTER) MECHANIC UPON REPAIRING THE CAR, TEST DROVE THE CAR AND EXPERIENCED THE SAME UNCONTROLLED HIGH SPEED. TESTING THE NEXT DAY HE WAS INVOLVED IN AN ACCIDENT. I SOLD THE CAR TO A JUNK YARD SINCE I DID NOT TRUST IT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320013  
**Date of Incident:** 20091110  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** MARYLAND HEIGHTS, MO

**NHTSA Summary:**  
WE HAVE A 2007 TOYOTA CAROLLA. WE HAD BEEN ON THE HIGHWAY USING OUR CRUISE CONTROL. WHEN WE CAME TO THE EXIT, MY HUSBAND STEPPED ON THE BRAKE AND DISENGAGED THE CRUISE CONTROL AND WE STOPPED AT THE LIGHT. WE WERE SITTING THERE WITH THE ENGINE IDLING, MY HUSBAND'S FOOT WAS ON THE BREAK, WHEN ALL OF A SUDDEN THE MOTOR ROARED AND THE CAR BEGAN TO SURGE FORWARD. HE STEPPED HARD ON THE BRAKE AND IT STOPPED. SCARED US TO SAY THE LEAST. IT HAS NOT OCCURRED AGAIN, BUT SOMETIMES WHEN WE ARE ON THE HIGHWAY, WITH THE CRUISE CONTROL ON AND IT ACCELERATES, IT WILL NOT BACK OFF AND THE CAR WILL CONTINUE TO ACCELERATE UNTIL WE STEP ON THE BRAKE. IF YOU STEP ON THE BRAKE AND DISENGAGE THE CRUISE CONTROL THE ACCELERATION WILL STOP. IN LIGHT OF THE RECENT INCIDENTS WE FELT WE SHOULD REPORT THESE INCIDENTS. WE READ THE REPORT ON THE RUNAWAY PRIUS AND THAT YOU COULD NOT DUPLICATE THE INCIDENT. I AM CONVINCED, BASED ON OUR EXPERIENCE THAT YOU WILL NOT BE ABLE TO DUPLICATE THE INCIDENT. WE FEEL STRONGLY, BASED ON THE PERFORMANCE OF OUR OWN VEHICLE THAT IT IS A COMPUTER/ELECTRICAL PROBLEM OF SOME SORT AND THAT IT COULD BE CONNECTED TO THE CRUISE CONTROL. AS I SAID IT HAS NOT HAPPENED AGAIN, BUT I WONDER IF IT WILL AT SOME POINT. WE WERE VERY FORTUNATE THAT NO ONE WAS IN FRONT OF US OR WE WOULD HAVE HIT THEM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320192  
**Date of Incident:** 20091110  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** DERWOOD, MD

**NHTSA Summary:**  
I HAD UNINTENDED ACCELERATION ON TOYOTA COROLA 2003 LE MODEL. THIS PROBLEM HAPPENED TO ME TWO TIMES DURING ONE YEAR OF 30,000 MILES DRIVE. I SUSPECTED THE CRUISE CONTROL SYSTEM WAS THE CAUSE OF THE PROBLEM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323311  
**Date of Incident:** 20091110  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** RACINE, WI

C-1629

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2006 TOYOTA CAMRY. SHE STATED WHEN DEPRESSING THE BRAKE PEDAL, THE BRAKES WOULD HESITATE TO ENGAGE AND WOULD FEEL SPONGY CAUSING HER TO USE EXTREME FORCE WHEN BRAKING. THIS WOULD OCCUR FREQUENTLY AND THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY CONFIRMED THE BRAKES WERE NOT ENGAGING AS DESIGNED. THE MASTER CYLINDER WAS REPLACED UNDER FACTORY WARRANTY BUT DID NOT CORRECT THE FAILURE. THE MANUFACTURER SENT A REPRESENTATIVE TO INVESTIGATE THE VEHICLE AND ADVISED THERE WERE NO FAILURES IN THE VEHICLE BRAKING SYSTEM. ON A SEPERATE OCCASSION, WHILE DRIVING AT SPEEDS OF APPROXIMATELY 70 MPH, THE VEHICLE BEGAN TO ABNORMALLY ACCELERATE. SHE DEPRESSED THE BRAKES AND THE VEHICLE IMMEDIATELY DECREASED IN SPEED. THE DEALER WAS CONTACTED AND ADVISED HER YEAR, MAKE AND MODEL WERE NOT UNDER RECALL. THE FAILURE PERSISTED AND NO REPAIRS WERE MADE TO THE VEHICLE IN REGARDS TO THE ACCELERATION ISSUE. THE FAILURE MILEAGE WAS UNKNOWN AND THE CURRENT WAS 95,000. \*KMJ  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327470  
**Date of Incident:** 20091110  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** WISCASSET, ME

**NHTSA Summary:**  
S10 APPROPRIATE HANDLING-MEMO TO THE SECRETARY FROM -PETITION FOR AN INVESTIGATION INTO TOYOTA'S SAFETY SYSTEM FAILURES (FULL DOCUMENT NOT IMAGED) \*TGW THE CONSUMER HIT A LARGE DEER AND THE AIR BAGS FAILED TO DEPLOY. THE CONSUMER STATED AS HE SAW THE DEER, HE IMMEDIATELY REMOVED HIS FOOT FROM THE ACCELERATOR TO SLOW DOWN, BUT THE VEHICLE DID NOT RESPOND, SO HE TRIED TO MAINTAIN THE SPEED HE HAD BEEN DRIVING. THE CONSUMER APPLIED BOTH FEET TO THE BRAKE PEDAL IN AN EFFORT TO STOP THE VEHICLE, BUT IT WAS TOO LATE. PRIOR TO THE ACCIDENT, THE CATALYTIC CONVERTER FAILED. THE DEALER STATED A SENSOR WAS STUCK WHICH CAUSED IT TO FAIL. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294022  
**Date of Incident:** 20091111  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CARLSTADT, NJ

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING, THE VEHICLE BEGAN TO ACCELERATE. HE HAD TO SHIFT THE VEHICLE INTO NEUTRAL, AND TURN OFF THE ENGINE TO DECELERATE. THE VEHICLE WAS TAKEN TO A LOCAL SERVICE STATION, AND THE FRONT BRAKE SYSTEM ALONG WITH OTHER RELATED COMPONENTS WERE INSPECTED TO ENSURE OPTIMUM PERFORMANCE. HE CONTACTED THE MANUFACTURER AND INFORMED THEM OF THE FAILURE. THE REPRESENTATIVE ACKNOWLEDGED THE ISSUE AND GAVE HIM A FILE NUMBER. HE WAS TOLD THAT HE WOULD BE CONTACTED ON 11/22/09. BUT DID NOT RECEIVE A RESPONSE. THE CURRENT MILEAGE WAS 77,140. THE FAILURE MILEAGE WAS 75,839.  
**Additional Summary:**

**Toyota ID Number:**

C-1630

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10291877  
**Date of Incident:** 20091111  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** POTTSTOWN, PA

**NHTSA Summary:**  
WHEN COMING TO A STOP AT THE END OF A HIGHWAY EXIT RAMP, I WAS BRAKING AT APPROXIMATELY 5 - 10 MPH. AS I APPROACHED THE CAR IN FRONT OF ME I NOTICED THE CAR WAS NOT RESPONDING AS IT NORMALLY DOES TO A SLIGHT DEPRESSION OF THE BRAKE PEDAL. MY CAR SEEMED TO KEEP MOVING AND NOT SLOW DOWN IN ITS NORMAL BRAKING CHARACTERISTIC. I DEPRESSED THE BRAKE PEDAL MUCH FIRMER AND THE CAR SLOWED BUT THE ENGINE BEGAN TO INCREASE IN RPM'S (AS NOTED BY THE ENGINE SOUND AND VISUALLY BY TACHOMETER INDICATION). MY FOOT WAS OFF THE ACCELERATOR AT THIS TIME. I PUSHED THE BREAK PEDAL DOWN A HARD AS I COULD AND THE CAR STILL MOVED FORWARD. FINALLY, I PUT THE TRANSMISSION (AUTOMATIC) IN NEUTRAL AND THE ENGINE RACED AWAY. I FINALLY PLACED THE TRANSMISSION IN REVERSE AND THE ENGINE SLOWED DOWN TO NORMAL AND THEN THE CAR STALLED. AFTER RESTARTING THE ENGINE EVERYTHING WORKED AS IT SHOULD. I DROVE IT THE TWO MILES TO WORK WITH NO FURTHER PROBLEM AND AFTER BEING PARKED FOR 10 HOURS DROVE IT 7 MILES TO MY HOME WITH NO FURTHER PROBLEM. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292024  
**Date of Incident:** 20091111  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** OTTUMWA, IA

**NHTSA Summary:**  
2005 TOYOTA CAMRY. I WAS PARKING MY CAR ON CITY STREET. SLOWING TO STOP, FOOT ON BRAKE, READY TO PLACE SHIFTER IN PARK. MY CAR TOOK OFF "LIKE A ROCKET" I COULD NOT STOP IT, MY FOOT NEVER LEFT THE BRAKE, BUT IT DID NO GOOD. CAR ACCELERATED LIKE MY CAR WAS "FLOODED". DID NOT STOP UNTIL IT REAR-ENDED ANOTHER PARKED CAR. NOW I WORRY ABOUT POSSIBLE "AT FAULT ACCIDENT" ON MY INSURANCE RECORD, A CITATION FROM LAWS ENFORCEMENT AND DAMAGE TO BOTH CARS!!!!!! AS WELL AS SHEER TERROR. THANKFULLY, NO INJURY TO HUMANS. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292092  
**Date of Incident:** 20091111  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** DAVIE, FL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE DRIVING IN A PARKING LOT SHE SLIGHTLY APPLIED PRESSURE TO THE ACCELERATOR PEDAL, AND THE VEHICLE SUDDENLY ACCELERATED WITHOUT INTENTION. CONSEQUENTLY SHE CRASHED INTO AN EMBANKMENT. THE FRONT-END OF THE VEHICLE WAS DAMAGED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER. THE CAUSE OF FAILURE HAS NOT BEEN DETERMINED. THE VEHICLE WAS IN THE PROCESS OF BEING REPAIRED FOR STRUCTURAL BODY DAMAGES. THE FAILURE AND CURRENT MILEAGES WERE 10,000.  
**Additional Summary:**

C-1631

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296946  
**Date of Incident:** 20091111  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** DAVIE, FL

**NHTSA Summary:**  
ON DRIVING OUT OF A PARKING LOT, I SUDDENLY FELT A VIBRATION ON THE GAS PEDAL AND THE CAR IMMEDIATELY ACCELERATED AND WENT OUT OF CONTROL AND INTO AN EMBANKMENT. I SLAMMED ON THE BRAKE AND PUT THE CAR INTO PARK. THE CAR SUSTAINED DAMAGE UNDER THE FRONT END. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20091111  
**Date of Incident:** 20091111  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** GIBSONIA, PA

**NHTSA Summary:**  
**Additional Summary:**  
Linda Geyer had just left the Rite Aid parking lot on Route 8 when she lost control of her vehicle and plunged over a steep hill and teetered along an embankment. She told witnesses that her accelerator was stuck and that she could not control her car. "She said when she got into the car and put the transmission into drive, the accelerator pedal stuck. She said she panicked and didn't know what to do so she stood on the brakes and it still wouldn't stop. She started blowing her horn, continued through the parking lot and eventually crashed, said Hampton Township Patrolman Peter Halli.

In the same article (Another 'accelerator pedal' crash) the Hampton police say "they didn't know if the mat was an "original equipment" Toyota mat."

**Toyota ID Number:**  
**NHTSA ODI Number:** 20091111  
**Date of Incident:** 2010 TOYOTA RAV4  
**Vehicle:** POWELL RIVER, BC, CANADA  
**NHTSA Summary:**  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304368  
**Date of Incident:** 20091111  
**Vehicle:** 1968 TOYOTA CROWN  
**Location of Incident:** ALBUQUERQUE, NM

**NHTSA Summary:**  
I HAVE A 2003 CAMRY. ON NOV. 8, 2009 I HAD A VERY BIG PROBLEM WITH THE ACCELERATOR. WHEN STEPPING ON THE GAS PEDAL I COULDN'T GET ANY GAS, AND THEN THE CAR WOULD JERK FORWARD AT A RAPID RATE SO THAT I HAD TO APPLY THE BRAKES. IT WAS TOTALLY UNDRIVABLE. THE MECHANIC REPLACED THE GAS PEDAL ASSEMBLY, AND I HAVE THE OLD PART IN MY POSSESSION. THE PART WAS \$428.01 PLUS THE LABOR COST. MY OLD CAMRY I DROVE FOR 12 YEARS WITHOUT ANY PROBLEMS. I FEEL THE PART WAS DEFECTIVE AND THAT TOYOTA SHOULD REIMBURSE ME FOR THE COST OF REPLACEMENT. WOULD YOUR AGENCY PLEASE LOOK INTO THIS FOR ME?  
**Additional Summary:**

C-1632

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310373  
**Date of Incident:** 20091111  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** CLARKSBURG, MD

**NHTSA Summary:**  
FOLLOWING ARE THE SERIES OF EVENTS ON NOVEMBER 11, 2009: 1.I WAS LOOKING FOR A PARKING SPACE IN THE PARKING GARAGE OF UNIVERSITY OF MARYLAND. 2.I FOUND ONE OPEN SPACE ON MY LEFT. 3.I APPLIED THE BRAKES AND SLOWED DOWN MY CAR TO ALMOST ZERO SPEED. 4.I TURNED THE STEERING WHEEL TO LEFT TOWARDS THE PARKING SPACE. 5.I SLOWLY RELEASED THE BRAKES TO LET THE CAR SLOWLY ROLL INTO THE PARKING SPACE. 6.SUDDENLY MY CAR EXPERIENCED SUDDEN ACCELERATION. 7.I DID NOT UNDERSTAND WHAT HAPPENED. I TRIED MY BEST TO APPLY THE BRAKES. 8.BEFORE, I COULD REALIZE WHAT HAPPENED, THE CAR BANGED INTO THE PARKING GARAGE WALL. AROUND 3 METERS AHEAD OF ME AND STOPPED AFTER THE IMPACT. 9.THE IMPACT WAS SO BAD THAT THE AIRBAGS POPPED OUT. 10.SMOKE STARTED COMING OUT OF THE HOOD. 11.I SUFFERED SEVERE 6WHIPLASH6 INJURY IN MY NECK. 12.NOT ONLY THIS, THE PLACE WHERE IT ALL HAPPENED WAS ALMOST 4 STORIES HIGH IN PARKING GARAGE. HAD THE WALL IN-FRONT OF ME GIVEN AWAY, I WOULD HAVE FALLEN ALMOST 4 STORIES DOWN WITH THE CAR. 13.I WAS FORTUNATE ENOUGH TO SURVIVE THE CRASH WITHOUT ANY SEVERE INJURY. 14.FOR A FEW SECONDS, I WAS TOTALLY BLANK, THEN I TRIED OPENING THE DRIVER SIDE DOOR, BUT IT WAS STUCK. 15.I PUSHED IT HARD, AND DOOR OPENED SLIGHTLY. 16.I TURNED OFF THE ENGINE, TOOK THE KEYS OUT. 17.I RUSHED OUT OF THE CAR AND CALLED MY INSURANCE COMPANY. 18.THE INSURANCE COMPANY (GEICO) SENT SOMEONE TO TOW AWAY THE CAR. 19.THE CAR WAS TOWED AWAY TO COLLISION CENTER. 20.AFTER SPENDING MORE THAN A MONTH AND AROUND USD 18,000.00, I GOT MY CAR BACK ON DECEMBER 16TH 2009 FROM THE COLLISION CENTER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313932  
**Date of Incident:** 20091111  
**Vehicle:** 1998 TOYOTA SIENNA  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**  
MY DAUGHTER WAS DRIVING A TOYOTA SIENNA, SUPERVISED BY MY WIFE. AT A TRAFFIC LIGHT WAITING TO MAKE A LEFT TURN, THE VAN ACCELERATED ONTO ONCOMING TRAFFIC CAUSING A HEAD-ON COLLISION. THE VAN WAS TOTALLED AND THE AIR BAGS DEPLOYED. NO ONE WAS HURT BUT THE ONCOMING CAR WAS ALSO A TOYOTA, SPEEDING THROUGH THE TRAFFIC. I ASKED THAT BOTH VEHICLES BE INSPECTED FOR SUDDEN ACCELERATION. HOWEVER, THE INSURANCE COMPANY AND POLICE FOUND IT EASIER TO BLAME THE ACCIDENT ON MY DAUGHTER THAN INVESTIGATE THE VEHICLES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316402  
**Date of Incident:** 20091111  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** FORT DICK, CA

C-1633

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
SUDDEN ACCELERATION 2005 TOYOTA CAMRY  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326768  
**Date of Incident:** 20091111  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** HACKENSACK, NJ

**NHTSA Summary:**  
TL\*THE CONTACT OWNED A 2006 TOYOTA AVALON. WHILE DRIVING AT APPROXIMATELY 35 MPH, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A TREE. THE CONTACT SUSTAINED MINOR INJURIES AND A POLICE REPORT WAS FILED. THE VEHICLE WAS TOTALED AS A RESULT OF THE CRASH. THE VIN WAS UNAVAILABLE AT THE TIME OF THE COMPLAINT. THE CONTACT HAD NOT SPOKEN WITH THE MANUFACTURER AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS APPROXIMATELY 25,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293716, 10293707  
**Date of Incident:** 20091112  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MOUNT PROSPECT, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE ENTERING A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED. CONSEQUENTLY SHE CRASHED INTO TWO PARKED VEHICLES. AND THEN STRUCK A PEDESTRIAN. THE FRONT PASSENGER IN THE VEHICLE RECEIVED INJURIES FROM BEING RESTRAINED BY THE SEAT BELT. THE PEDESTRIAN WAS TRANSPORTED BY AMBULANCE TO THE HOSPITAL. THE MANUFACTURER SENT AN INVESTIGATOR TO THE DEALER TO INSPECT HER VEHICLE; YET, HE COULD NOT IDENTIFY THE CAUSE OF THE FAILURE. THE VEHICLE WILL BE REPAIRED. THE CURRENT AND THE FAILURE MILEAGES WERE 22,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293960  
**Date of Incident:** 20091112  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** ORLANDO, FL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2002 LEXUS ES 300. WHILE ENTERING A PARKING SPACE, THE VEHICLE ACCELERATED WITHOUT INTENTION. THE VEHICLE DROVE OVER THE SIDE WALK AND CRASHED INTO A PARKED VEHICLE. AFTER HITTING THE VEHICLE, SHE PUT THE VEHICLE IN REVERSE, BUT THE VEHICLE THEN ACCELERATED INTO A TREE. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO A COLLISION CENTER. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 45,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294507  
**Date of Incident:** 20091112

C-1634

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** SPRING, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA AVALON. CONTACT STATED WHILE PARKING THE VEHICLE GOING UP A RAMP THE VEHICLE ACCELERATED AND CRASHED INTO WALL. THE CONTACT THOUGHT AT THE TIME HER FOOT SLIPPED ON THE BRAKE PEDAL. THE CONTACT WAS NOT HURT AND THE VEHICLE WAS REPAIRED. ONE YEAR AFTER THE FIRST INCIDENT, WHILE PULLING INTO THE DRIVEWAY THE VEHICLE SURGED AGAIN. THIS TIME THE CONTACT WAS ABLE TO BREAK AND STOP THE VEHICLE FROM ALWAYS CRASHING INTO THE GARAGE. CONTACT FEELS THIS VEHICLE IS UNSAFE AND REFUSES TO DRIVE THE VEHICLE. CURRENT MILEAGE WAS 47,000 AND FAILURE MILEAGE WAS 27,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293534  
**Date of Incident:** 20091112  
**Vehicle:** 2004 TOYOTA RAV4  
**Location of Incident:** ROMEOVILLE, IL

**NHTSA Summary:**  
2004 RAV4. ACCELERATOR HAS BECOME ERRATIC IN THE LAST 3 MONTHS. CAR WILL LEAP AHEAD WITH VIRTUALLY NO PRESSURE ON PEDAL. ONLY DOES IT OCCASIONALLY. PEDAL IS MOUNTED QUITE HIGH, ABOVE THE BRAKE PEDAL, AND CANNOT CONTACT FLOOR MATS. WHILE PULLING INTO A RIGHT ANGLE PARKING SPOT AT LOW SPEED AND WITH FOOT ON BRAKE, VEHICLE SUDDENLY SURGED AHEAD. I WAS ONLY 5 FEET FROM A BRICK WALL AND COULD NOT RESPOND QUICKLY ENOUGH TO BRAKE THE VEHICLE. IMPACT WITH WALL PLASTER (ABOUT 1 FOOT WIDE) CRUSHED THE BUMPER, GRILL AND BUCKLED THE HOOD. APPARENTLY SPEED WAS NOT GREAT AND THE AIRBAGS DID NOT DEPLOY BUT SEATBELTS CAUSED CHEST INJURY TO BOTH MY PASSENGER AND MYSELF. PERHAPS FORTUNATE THAT THE WALL WAS SO CLOSE OR MY PASSENGER AND MYSELF MIGHT HAVE BEEN MORE SERIOUSLY INJURED. WILL BE TRADING THIS CAR IN AS SOON AS IT IS REPAIRED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10291982  
**Date of Incident:** 20091112  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** POMONA, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 1998 TOYOTA CAMRY. WHILE EXITING THE DRIVE- WAY AT 5 MPH, THE VEHICLE ACCELERATED WITHOUT INTENTION INTO THE BUILDING. THE VEHICLE WAS MODERATELY DAMAGED, BUT THERE WAS A HOLE IN THE BUILDING. THE MANUFACTURER HAD NOT BEEN CONTACTED. NO REPAIRS WERE MADE TO THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE UNDER 149,000. THE VEHICLE IDENTIFICATION NUMBER WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301871  
**Date of Incident:** 20091112  
**Vehicle:** 2004 TOYOTA TACOMA

C-1635

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** SELMA, AL

I WAS DRIVING MY TRUCK TO A WORK LOCATION AND STOPPED AT A T-INTERSECTION TO YIELD TO THE NORMAL TRAFFIC FLOW. WHILE STOPPED, THE ENGINE BEGAN TO REV UP FOR NO APPARENT REASON. I WAS NOT TOUCHING THE ACCELERATOR PEDAL, BUT HAD MY FOOT FIRMLY ON THE BRAKE. AT FIRST, I HEARD THE ENGINE NOISE BUT DID NOT REALIZE THAT IT WAS MY VEHICLE MAKING THE NOISE. THEN WHEN I LOOKED DOWN AT MY INSTRUMENTS, I SAW THAT MY ENGINE RPM'S WERE ABOVE 1800 AND STAYING STEADY. THERE WAS AN AUDIBLE CLUNK NOISE AND THE TRUCK SUDDENLY LURCHED FORWARD (TRANSMISSION ENGAGING I WOULD GUESS) AND I PRESSED THE BRAKE WITH INCREASED FORCE TO KEEP FROM ROLLING FORWARD. THEN THE ENGINE RPM'S RETURNED TO A NORMAL IDLE JUST AS SUDDENLY. THIS OCCURRED WITH A WARM ENGINE AFTER SEVERAL MILES OF NORMAL DRIVING. WHILE THE SAME EXACT THING HAS NOT OCCURRED SINCE THIS INCIDENT, I HAVE HAD AT LEAST ONE OTHER EPISODE WHERE THE TRUCK'S ENGINE RPM'S INCREASED FOR NO REASON WHILE I WAS STOPPED AT A RED LIGHT. THE LATTER OCCURRENCE WAS NOT AS SEVERE AS THE FIRST INCIDENT AND HAPPENED WITHIN THE LAST MONTH OR SO. I WANTED TO REPORT THIS BECAUSE MY TRUCK IS A TOYOTA BRAND AND I HAVE READ ABOUT THE RECENT RECALLS RELATED TO ACCELERATOR ISSUES ON SOME OF THE SMALLER TOYOTA PASSENGER CARS, BUT NEVER SAW ANY MENTION OF THIS INVOLVING THEIR TRUCK PRODUCTS. AS AN ENGINEER MYSELF, I STRONGLY SUSPECT THAT THIS PHENOMENON IS DUE TO AN ELECTRICAL AND/OR COMPUTER MALFUNCTION AND NOT SOME SORT OF MECHANICAL OR PHYSICAL INTERFERENCE ISSUE. I SAY THIS BECAUSE OF MY OWN EXPERIENCE WHEN I KNOW FOR A FACT THAT THERE WAS NOTHING INTERFERING WITH THE ACCELERATOR PEDAL AND IT WAS NOT STUCK MECHANICALLY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306606  
**Date of Incident:** 20091112  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** LIVINGSTON, NJ

**NHTSA Summary:**  
43 COBBLEWOOD ROAD LIVINGSTON, NEW JERSEY 07039 FEBRUARY 5, 2010 OFFICE OF DEFECTS INVESTIGATION NATIONAL HIGHWAY & TRAFFIC SAFETY ADMINISTRATION WASHINGTON DC RE: ON-LINE CUSTOMER COMPLAINT TOYOTA PRIUS 2010 VIN# JTDKN3DU6A0031456 DEAR MADAM OR SIR: MY HUSBAND AND I PURCHASED A PRIUS 2010 IN SEPTEMBER 2009. IN NOVEMBER 2009, I EXPERIENCED A SUDDEN JOLTING FORWARD OF MY NEW CAR AS I PULLED INTO MY DRIVEWAY. SHORTLY THEREAFTER, AS I WAS DRIVING ON A MAJOR COMMERCIAL THRUWAY IN MY AREA (ROUTE 10), I EXPERIENCED A SIMILAR UNEXPECTED ACCELERATION WHILE I WAS STOPPING AT AN INTERSECTION LIGHT (ALTHOUGH MILDER). I WAS CONCERNED AND ALARMED BY THE PROBLEM AND CALLED TOYOTA MORRISTOWN, NEW JERSEY (THE CAR DEALER WHERE WE BOUGHT THE CAR) TO REPORT THE PROBLEM. I WAS TOLD THE PROBLEM WAS NOT SERIOUS AND THAT I DID NOT NEED TO BE CONCERNED ABOUT IT. WHILE I DID NOT REALLY BELIEVE THE DEALER'S STORY, IT DID NOT HAPPEN AGAIN SO I DID NOT PURSUE THE MATTER. AFTER TODAY'S ARTICLE IN THE NEW YORK TIMES, I NOW SEE THAT A NUMBER OF PRIUS 2010 OWNERS ARE HAVING THE SAME PROBLEM AND I WANT TO LET YOU KNOW I EXPERIENCED IT AS WELL. TOYOTA NEEDS TO FIX THIS SAFETY ISSUE AS SOON AS POSSIBLE WITHOUT EXTENSIVE INVESTIGATIONS AND DELAYS. THANK YOU FOR PROTECTING THE PUBLIC'S INTEREST IN THIS REGARD. SINCERELY YOURS, ELLEN M. JURAN & RICHARD A. SHEIN CC: TOYOTA MOTORS CORP.

**Additional Summary:**

C-1636

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293212  
**Date of Incident:** 20091113  
**Vehicle:** 2002 LEXUS LS430  
**Location of Incident:** MOBILE, AL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2002 LEXUS LS430. WHEN ATTEMPTING TO ENTERING A PARKING SPACE, THE VEHICLE ACCELERATED WITHOUT INTENTION. EVEN AFTER REPEATED BRAKE APPLICATION THE VEHICLE WOULD NOT STOP. CONSEQUENTLY SHE CRASHED INTO SEVERAL VEHICLES AND INTO A BUILDING. THE VEHICLE WAS IN THE PROCESS OF BEING INSPECTED TO DETERMINE THE CAUSE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 72,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303151  
**Date of Incident:** 20091113  
**Vehicle:** 2006 LEXUS RX330  
**Location of Incident:** GOLETA, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 LEXUS RX330. THE CONTACT HAD STARTED THE VEHICLE AND NOTICED THAT THE ENGINES RPM'S SUDDENLY INCREASED WITHOUT THE CONTACT ENGAGING THE ACCELERATOR PEDAL. HOWEVER, AFTER RESTARTING THE VEHICLE THE PROBLEM DID NOT OCCUR. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 56300.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305599  
**Date of Incident:** 20091113  
**Vehicle:** 2007 LEXUS GS350  
**Location of Incident:** EL CAJON, CA

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2007 LEXUS GS 350. THE CONTACT STATED WHILE DRIVING AT 20 MPH IN HEAVY TRAFFIC THE VEHICLE STARTED TO ACCELERATE WITHOUT THE ACCELERATOR PEDAL BEING APPLIED. THE CONTACT LOOK DOWN TO THE FLOOR TO MAKE SURE THE ACCELERATOR WAS NOT BEING APPLIED. THEN THE CONTACT PRESSED THE BRAKES TO SLOW THE VEHICLE DOWN BUT THE VEHICLE CONTINUED TO ACCELERATE. THE CONTACT CRASHED INTO AN VEHICLE AND THEN CRASH INTO A RESTAURANT. THE CONTACT WAS KNOCKED OUT DUE TO THE CRASH AND DOES NOT REMEMBER ANYTHING. THE CONTACT WAS TAKEN TO THE HOSPITAL FOR A FEW CUTS AND BROKEN RIBS. THE VEHICLE WAS TOTALED DUE TO THE CRASH. THE FAILURE MILEAGE 5,000. JO  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305051  
**Date of Incident:** 20091113  
**Vehicle:** 2009 TOYOTA YARIS  
**Location of Incident:** ROMEVILLE, IL

C-1637

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
MY TOYOTA YARIS 2009 HAS THE SAME PROBLEM WITH THE GAS PEDEL ACCELERATION PROBLEM I NOTICE IT ABOUT 3 MONTHS AGO.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310411  
**Date of Incident:** 20091113  
**Vehicle:** 2007 LEXUS GS350  
**Location of Incident:** OCEANSIDE, CA

**NHTSA Summary:**  
LEXUS GS 350 SURGE PROBLEMS IS TEMPORARILY ELIMINATED BY REMOVING NEGATIVE ON BATTERY CABLE FOR FIVE MINUTES. AT THIS POINT THE COMPUTER SEEMS TO RESET AND AUTO WILL DRIVE NORMAL FOR A WHILE. THIS TELLS ME THAT PERHAPS OTHER COMPLAINTS FOR TOYOTA, LEXUS ARE RELATED TO ELECTRONIC THROTTLE. I LEARNED HOW TO DO THIS FROM LEXUS MISSION VIEJO CALIFORNIA DEALERSHIP SERVICE. THE STORE WAS OWNED BY TOYOTA AT THE TIME, THE CARLSBAD CALIFORNIA LEXUS SAYS THEY WILL NOT DO THIS TO STOP SURGE BUT IT WORKS SO WHY DO THEY DENY IT???? I HAVE TO DO THIS CONSTANTLY. I DID HAVE AN ACCIDENT RIGHT AFTER DEALER WORKED ON SURGE ISSUE  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319829  
**Date of Incident:** 20091113  
**Vehicle:** 2005 SCION TC  
**Location of Incident:** AKRON, OH

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2005 TOYOTA SCION. THE CONTACT STATED THAT THE RPM HAS STARTED TO RACE AND THE VEHICLE WILL ACCELERATE ON ITS OWN. THE CONTACT STATED THE PROBLEM COMES AND GOES AT ANYTIME. THE CONTACT WAS UNABLE TO GIVE A SPECIFIC EXAMPLE OF WHEN THE FAILURE HAPPENS. THE FAILURE MILEAGE WAS 110000 AND THE CURRENT MILEAGE WAS 126000  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325365  
**Date of Incident:** 20091113  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** NEW PORT RICHEY, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING AND APPROXIMATELY 10 MPH, THE VEHICLE SUDDENLY SURGED FORWARD UNTIL IT CRASHED INTO A TREE. THE BRAKES WERE APPLIED BUT THE VEHICLE DID NOT STOP. THE POLICE ARRIVED TO THE SCENE AND FILED A POLICE REPORT ACCORDINGLY. THERE WERE NO INJURIES. THE VEHICLE WAS DRIVEN TO THE CONTACT'S HOME AND REPAIRED FOR BODY DAMAGE. THE CONTACT HAD NOT NOTICED THE PROBLEM SINCE. THE CURRENT AND FAILURE MILEAGES WERE UNKNOWN.  
**Additional Summary:**

C-1638

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292245  
**Date of Incident:** 20091114  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** WILSONVILLE, OR

**NHTSA Summary:**  
2009 TOYOTA COROLLA, "S" AUTOMATIC TRANSMISSION. THE PROBLEM WAS INITIALLY IDENTIFIED BY ME WHEN MY CAR WOULD NOT CATCH WHILE ON A SLOPE IN DRIVE. THE TRANSMISSION WOULD ROLL BACK. THE DEALERSHIP SAID THIS WAS NORMAL DUE TO A LOSS OF PRESSURE, HOWEVER IT WOULD DO IT EVEN IF I BARLEY STOPPED ON A GRADUAL INCLINE FOR A FEW SECONDS. THIS HAS CAUSED ME TO ROLL BACK UNLESS I HAD ONE FOOT ON THE BRAKE AND ONE FOOT ON THE GAS WHILE TO KEEP ME STEADY TO START. THIS HAPPENED AT FROM THE TIME I PURCHASED THE CAR. RECENTLY, I MY ENGINE HAS BEEN RUNNING REALLY ROUGH AND WINDING AT A HIGH PITCH WHILE DRIVING. IT NOW INTERMITTENTLY GOES BETWEEN GEARS AND DOWNSHIFTS AUTOMATICALLY INTO GEARS THAT ARE NOT APPROPRIATE FOR THE SPEEDS TRAVELING. THIS CAUSES A DRASTIC DOWN SPEED, AND EXAMPLE IS I WILL BE ON THE FREEWAY TRAVELING SPEEDS BETWEEN 50-65 AND IT WILL DOWNSHIFT AND REDUCE MY SPEED TO 40 MPH OR LESS, THEN I WILL TRY TO ACCELERATE AND IT WILL REDLINE OUT, AS IF I AM IN NEUTRAL AND I WILL HAVE NO CONTROL TO REGAIN SPEED UNTIL IT AUTOMATICALLY PUSHES ITSELF BACK INTO GEAR, AND THEN INCREASES MY SPEED AT A RAPID PACE, WITHOUT ME PUTTING MY FOOT ON THE GAS. AT THIS POINT, I AM REQUIRED TO PLACE MY FOOT ON THE BRAKE TO CONTROL MY SPEEDS. THE DEALERSHIP HAS TAKEN MY CAR BACK TWICE AND CLAIMED TO HAVE FIXED IT TWICE BASED ON THE READS, BUT I HAVE HAD THE SAME PROBLEM. THE READS ON THE COMPUTER WILL SAY THAT IT IS AN ELECTRICAL MALFUNCTION... HOWEVER THEY CAN NOT IDENTIFY WHERE THE MALFUNCTION IS COMING FROM. PARTS HAVE NOT BEEN REPLACED AND NO REPAIRS HAVE BEEN MADE TO FIX THIS AT THIS TIME. TOYOTA IS NOT ASSISTING WITH THE RECALL AND I AM LEFT WITH LOTS OF SHOP HOURS. THINKING ABOUT REGISTERING FOR THE LEMON LAW ABOUT MY CAR, I DRIVE APX. 1000 MILES WEEK AND MY CAR IS NOT SAVING, CONSISTENT, AND IS A SAFETY ISSUE SINCE HAVE NO CONTROL WHILE MY CAR MALFUNCTIONS. I CAN ONLY REACT TO WHAT IS HAPPENING. IT ALSO MAKES A LOUD CLUNKING SOUND, AND A HIGH WINDING SOUND WHEN REDLINING. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292258  
**Date of Incident:** 20091114  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** BEAUMONT, CA

**NHTSA Summary:**  
I OWN A 2008 TOYOTA CAMRY AND HAVE NOTICED THAT THE VEHICLE ACCELERATES BY ITSELF. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292864  
**Date of Incident:** 20091114  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**

C-1639

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2001 LEXUS RX300. WHILE DRIVING 80 MPH WITH THE CRUISE CONTROL ENGAGED, THEN THE VEHICLE ACCELERATE ON ITS OWN. SHE ATTEMPTED TO TURN THE CRUISE CONTROL OFF; HOWEVER, AFTER ENGAGING THE BRAKES THE VEHICLE FAILED TO STOP AND ACCELERATED UP TO 100 MPH. THE CONTACT WAS FORCED TO EXIT AT AN OFF RAMP, DOWN SHIFT INTO PARK IN ORDER TO STOP THE VEHICLE. THE DEALER STATED THAT THE THROTTLE CABLE WAS STUCK AND FRAYED; HOWEVER, HE ALSO STATED THAT THE CABLE EXHIBITED NORMAL WEAR AND TEAR. THE FAILURE MILEAGE WAS 80,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10298754  
**Date of Incident:** 20091114  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** BRISTOL, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA RAV4. THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH ON WET ROAD CONDITIONS. PROCEEDING TO A TRAFFIC SIGNAL, THERE WAS AN UNINTENDED INCREASE IN ACCELERATION. THE DRIVER APPLIED AN AGGRESSIVE FORCE TO THE BRAKE PEDAL. THE VEHICLE FAILED TO SLOW DOWN AND IMMEDIATELY, THE GEAR SHIFTER WAS PLACED INTO THE "NEUTRAL" POSITION. THE VEHICLE STOPPED AND ENGINE TURNED OFF. THE VEHICLE WAS ABLE TO RESUME NORMAL OPERATION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE THROTTLE BODY WAS CLEANED. ON A SEPARATE OCCASION THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR THE IDENTICAL FAILURE WHICH THERE WERE NO RESOLUTIONS. THE FAILURE MILEAGE WAS 2,083.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301834  
**Date of Incident:** 20091114  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA AVALON. IN NOVEMBER 2009 WHILE DRIVING 45 MPH ON A HIGHWAY, THE VEHICLE SUDDENLY ACCELERATED. THE FAILURE RECURRED ON JANUARY 16, 2010. THE FAILURE MILEAGE WAS 46,500. THE CURRENT MILEAGE WAS 47,262.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303764  
**Date of Incident:** 20091114  
**Vehicle:** 2005 LEXUS LS430  
**Location of Incident:** DALLAS, TX

**NHTSA Summary:**  
TWO MONTHS AGO I HAD A SUDDEN ACCELERATION EVENT IN MY LEXUS LS430. 2005. I WAS IN A MUSEUM PARKING GARAGE, MY WIFE GOT OUT, I NEEDED TO REPOSITION TO NOT BE 'ON THE LINE'. I BACKED UP, PRESSED THE GAS VERY LIGHTLY AND THE CAR ACCELERATED OUT OF CONTROL. I SLAMMED ON THE BRAKES AND WAS ABLE TO HALT IT ONE-TWO INCHES FROM THE WALL. INITIALLY, I BLAMED MYSELF BUT THEN THOUGHT IT MIGHT HAVE BEEN MY FLOOR MAT AND REMOVED IT. MY WIFE REMAINS

C-1640

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TERRIFIED TO THIS DAY. IN ANALYZING THE PROBLEM, THERE WAS A SUDDEN MASSIVE ACCELERATION WHICH I DID NOT CAUSE AND THERE IS NO WAY THE FLOOR MAT COULD HAVE CAUSED SUCH A PROBLEM SINCE I BARELY PRESSED THE ACCELERATOR PEDAL TO GO A FEW FEET. I THINK THE PROBLEM IS ELECTRONIC AND AM WORRIED THAT A NEW SPRING ON THE PEDAL IS INSUFFICIENT. I DIDN'T THINK COMPLAINING WOULD DO ME ANY GOOD BUT NOW THAT I UNDERSTAND THE PROBLEM IT IS VITAL FOR YOU TO KNOW THAT MY MODEL OF CAR LEXUS 430 LS IS AFFECTED AS WELL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293540  
**Date of Incident:** 20091115  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** CLEAR FORK, WV

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2005 TOYOTA TACOMA. WHILE ATTEMPTING TO ACCELERATE PAST ANOTHER VEHICLE, THE ACCELERATOR BECAME STUCK TO THE FLOOR-BOARD. HE HAD TO TURN THE IGNITION TO ACCESSORY, WHICH CAUSED THE ENGINE TO STALL. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP. THE CURRENT AND FAILURE MILEAGES WERE 53995.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292198  
**Date of Incident:** 20091115  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** CHATSWORTH, CA

**NHTSA Summary:**

WHILE TOYOTA HAS ISSUED A LETTER REGARDING NHTSA CAMPAIGN #09V388000, I BELIEVE THAT THE PROBLEM WITH CONTINUOUS ACCELERATION IS CAUSED NOT BY THE CARPET (WHICH IS A LUDICROUS STORY) BUT BY THE FAULTY CONTROL MECHANISM (PERHAPS, COMPUTER CHIPS) USED IN THE CRUISE CONTROL. MY 2006 AVALON HAS A LASER-GUIDED CRUISE CONTROL WHICH AUTOMATICALLY SLOWS DOWN MY VEHICLE WHEN IT APPROACHES TOO CLOSE TO THE VEHICLE AHEAD OF IT. AFTER A SAFE DISTANCE IS ATTAINED, IT THEN ACCELERATES TO KEEP UP WITH THE VEHICLE AHEAD. I HAVE NOTICED THAT SOMETIMES IN SO DOING, THE VEHICLE SURGES AS IF I WERE FLOORING THE GAS PEDAL. IT IS SCARY WHEN IT LUNGES FORWARD WITH SUCH A FORCE. I AM NO LONGER USING THE CRUISE CONTROL FOR THIS REASON. I BELIEVE THAT THE PROBLEM IS IN CERTAIN CRUISE CONTROL DEFECT. CARPET HAS NOTHING TO DO WITH IT. THAT SOUNDS LIKE A SMOKE SCREEN. PLEASE INVESTIGATE VIGOROUSLY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303044  
**Date of Incident:** 20091115  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** ATLANTA, GA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE VEHICLE WAS IN PARKING LOT. THE CONTACT STARTED THE IGNITION AND PLACED THE GEAR SHIFTER INTO THE "REVERSE" POSITION AND SUDDENLY, THERE WAS AN AGGRESSIVE AND FORCEFUL

C-1641

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATION WHILE IN THE REVERSE POSITION. THE VEHICLE FAILED TO SLOW DOWN. THE VEHICLE STRUCK TWO PEDESTRIANS. THE VEHICLE CONTINUED TO TRAVEL AND CRASHED INTO A CEMENT PLANTER AND BUILDING STORE FRONT. THE DRIVER SUSTAINED NO PERSONAL INJURY. THE POLICE AND AMBULANCE WERE CALLED TO THE SCENE. THE VEHICLE WAS TOWED TO A COLLISION CENTER. THE CAUSE OF FAILURE HAS NOT BEEN DETERMINED AT THIS TIME. THE FAILURE MILEAGE WAS 57,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306497  
**Date of Incident:** 20091115  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** MANASSAS, VA

**NHTSA Summary:**

I OWN A TOYOTA COROLLA 2007. I PURCHASED IT AS A BRAND NEW CAR. I HAVE BEEN ENCOUNTERING MANY LIFE-THREATENING EXPERIENCES FOR UNWANTED ACCELERATION WHILE I PUSHED THE BRAKE PEDAL IN MY CAR. I NOTICED THAT THE UNSAFE ARRANGEMENT AND DESIGN OF PEDALS ENGAGE THE GAS PEDAL WHILE PUSHING THE BRAKE PEDAL. IN ONE INCIDENT I HARDLY AVOID GOING UNDERNEATH A TRUCK JUST BY TURNING OFF THE CAR. I REALLY FEEL UNSAFE WHEN I DRIVE MY CAR. THANK YOU,

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306567  
**Date of Incident:** 20091115  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** AMERICAN CANYON, CA

**NHTSA Summary:**

I OWN A 2006 TOYOTA TACOMA. ON 2 OCCASIONS IN THE LAST FEW MONTHS I THOUGHT MY ACCELERATOR PEDAL WENT DOWN SLIGHTLY INCREASING MY SPEED WITHOUT MEDDING ANYTHING TO MAKE IT HAPPEN. ON BOTH OCCASIONS THE ROADWAY WAS WET AND I TRIED TO EXPLAIN THE WEIRD FEEL BY TELLING MYSELF IT MUST BE HYDROPLANING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307057  
**Date of Incident:** 20091115  
**Vehicle:** 2002 TOYOTA PRIUS  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**

I DRIVE A USED 2002 TOYOTA PRIUS, WHICH NOW HAS ABOUT 86,000 MILES ON IT. IN NOVEMBER 2009 I WAS PARKING WHEN THE CAR SPONTANEOUSLY ACCELERATED. MY SPEED WAS LESS THAN 2MPH, MY FOOT WAS CONTINUOUSLY ON THE BRAKE WHILE EASING INTO THE PARKING SPACE, PRIOR TO THE UNCONTROLLABLE ACCELERATION. SUDDENLY WITHOUT WARNING I HEARD THE ENGINE RACE AND THE CAR BOLTED FORWARD, UNRESPONSIVE TO MY BRAKING. I ONLY STOPPED WHEN MY CAR COLLIDED HEAD ON WITH A PARKED CAR, WHICH WAS MOVED ABOUT TWO FEET BY OUR COLLISION. IT HAPPENED TOO FAST TO EVEN THINK OF CHANGING GEAR INTO NEUTRAL, BECAUSE I WAS ONLY 5 FEET FROM THE OTHER CAR WHEN THE SPONTANEOUS ACCELERATION OCCURRED. AFTER THE ACCIDENT I LOOKED FOR CAUSE AND I

C-1642

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DETERMINED THAT NO OBJECT IN THE CAB HAD ACCIDENTALLY PUSHED THE ACCELERATOR PEDAL, INCLUDING THE FLOOR MAT. I BELIEVE THAT BECAUSE OF THE SMALL NUMBER OF DRIVERS EXPERIENCING UNCONTROLLABLE ACCELERATION OUT OF THE MILLIONS OF TOYOTAS SOLD, THAT THE PHENOMENON IS CAUSED BY TWO OR MORE INDEPENDENT ERRORS IN THE VEHICLE ELECTRONICS, OCCURRING UNFORTUNATELY AT THE SAME TIME. THE CONFLUENCE OF TWO UNLIKELY EVENTS HAS EVEN SMALLER PROBABILITY, THEREFORE FEW OCCURRENCES. FOR EXAMPLE IF THE CRUISE CONTROL FAILED TO DISENGAGE AND ALSO THERE WAS A SIGNIFICANT DELAY IN THE SIGNAL FROM BRAKE PEDAL TO BRAKE DRUMS, THE COMBINATION COULD BE TRAGIC. THE TOYOTA PRIUS 2002 MODEL WHICH I DRIVE HAS NOT BEEN RECALLED; HOWEVER SINCE THE ACCIDENT I HAVE BEEN EVER ON THE ALERT, PREPARED TO GEAR INTO NEUTRAL. EVEN THIS VIGILANCE WILL NOT PROVIDE SAFETY IF THE DISTANCE BETWEEN MY CAR AND AN OBSTACLE OR CREVASSE IS SHORT WHEN THE FLAW SURFACES AGAIN, GIVEN THE FINITE SPEED OF HUMAN NERVOUS TRANSMISSION, THE CAR'S SUDDEN, UNCONTROLLABLE ACCELERATION NEEDS TO BE INVESTIGATED. THANK YOU.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308337  
**Date of Incident:** 20091115  
**Vehicle:** 2006 TOYOTA 4RUNNER  
**Location of Incident:** SALINA, KS

**NHTSA Summary:**

RANDOM UNINTENDED ACCELERATION ON MY 2006 TOYOTA 4RUNNER AFTER COMING TO A STOP. THIS HAS HAPPENED SINCE IT WAS NEW AND SINCE IT DIDN'T OCCUR ALL THE TIME I THOUGHT IT WAS JUST A BREAKING IN PROBLEM AND WOULD GO AWAY. THIS IS NOT A FLOOR MAT OR STICKY GAS PEDAL PROBLEM - THE CAR BRAKES OKAY AND MY FOOT IS OFF THE GAS PEDAL AND ON THE BRAKE PEDAL WHEN IT HAPPENS. THE ENGINE GOES TO A NORMAL STOP IDLE AND THEN SURGES TO A HIGHER RPM ON ITS OWN. NORMAL ENGINE RPM AT STOP IS ABOUT 550, BUT DURING A SURGE IT JUMPS TO 1300 RPM AND DOESN'T GO BACK TO THE 550 RPM UNTIL AFTER I LEAVE THE STOP CONDITION OR TURN THE CAR OFF AND I RESTART IT. I'VE LEARNED TO BE CAUTIOUS AND ALWAYS PREPARED TO PRESS HARDER ON THE BRAKE PEDAL IF IT HAPPENS. I'VE JUST RECENTLY REPORTED THIS TO TOYOTA ON THEIR WEBSITE AFTER LEARNING OF ALL THE OTHER UNINTENDED ENGINE ACCELERATIONS. THIS SEEMS TO BE AN ENGINE COMPUTER CONTROL PROBLEM, NOT FLOOR MATS OR STICKY ACCELERATORS, AND SEEMS TO BE WHAT OTHER PEOPLE ARE EXPERIENCING. I'M CONCERNED BECAUSE THE 4RUNNERS HAVE NOT BEEN MENTIONED IN THE RECALLS, AND NEITHER HAS THIS PROBLEM BEEN RECALLED AS IT IS RELATED TO THE ENGINE COMPUTER. THE LAST TIME THIS HAPPENED, NOV. 2009, I WAS PULLING INTO MY GARAGE WITH THE ENGINE AT IDLE (550 RPM) AND IT SUDDENLY SURGED AND I HAD TO STOMP ON THE BRAKE HARDER TO KEEP FROM RUNNING INTO MY LAWN MOWER/BACK GARAGE WALL. MY FOOT WAS OVER THE BRAKE PEDAL AND I WAS COASTING INTO THE GARAGE AT THE TIME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310520  
**Date of Incident:** 20091115  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** NASHVILLE, TN

**NHTSA Summary:**

C-1643

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2006 TOYOTA PRIUS. WHILE DRIVING 30 MPH THE VEHICLE UNEXPECTEDLY ACCELERATED. THE FLOOR MATS WERE REMOVED PRIOR TO THE FAILURE. THE CONTACT FILED A CLAIM WITH THE TOYOTA MANUFACTURER WHO STATED THAT NO OTHERS COMPLAINTS HAVE BEEN FILED REGARDING THE ACCELERATION. THE MANUFACTURER ALSO ADVISED HER TO TAKE THE VEHICLE TO THE DEALER WHO WAS UNABLE TO DIAGNOSE OR DUPLICATE THE FAILURE. THE DEALER PERFORMED ROUTINE MAINTENANCE ON THE VEHICLE PRIOR TO THE FAILURE. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 50,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311541  
**Date of Incident:** 20091115  
**Vehicle:** 9999 TOYOTA UNKNOWN  
**Location of Incident:** BRULE, WI

**NHTSA Summary:**

CRUISE CONTROL WON'T SHUT OFF AT BRAKING. VEHICLE SUDDENLY ACCELERATED WHEN BRAKE PEDAL IS RELEASED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313914  
**Date of Incident:** 20091115  
**Vehicle:** 2007 TOYOTA FJ CRUISER  
**Location of Incident:** CARY, NC

**NHTSA Summary:**

I DRIVE A 2007 TOYOTA FJ CRUISER. I'VE OWNED THE VEHICLE SINCE AUGUST 2006. TWO TIMES SINCE I'VE OWNED THE VEHICLE, IT HAS ACCELERATED UNEXPECTEDLY. EACH TIME, IT HAS TAKEN ME OFF GUARD. ONE TIME I WAS IN A 35 MPH ZONE AND IT GOT UP TO 50 OR 60 MPH. IN BOTH INCIDENTS, I SWITCHED THE CAR INTO NEUTRAL AND THE ENGINE CONTINUED TO REV. I WAITED FOR THE ENGINE TO RETURN TO NORMAL BEFORE PUTTING IT BACK INTO DRIVE. BOTH TIMES, I THINK I WAS GOING A SLOW ENOUGH SPEED THAT THE BRAKE HELPED SLOW THE VEHICLE DOWN ALSO. I HAVE INSPECTED MY FLOOR MAT AND IT WAS NEVER NEAR THE GAS PEDAL. DURING ANY OF THE INCIDENTS, I ASSUMED THAT THESE WERE JUST RARE OCCURRENCES. NOW, AFTER HEARING OTHER TOYOTA OWNERS DESCRIBE SIMILAR ISSUES, I'M WONDERING IF THIS IS RELATED TO A MECHANICAL DEFECT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313982  
**Date of Incident:** 20091115  
**Vehicle:** 1997 TOYOTA RAV4  
**Location of Incident:** COLUMBUS, GA

**NHTSA Summary:**

MY 1997 TOYOTA RAV4 GAS PEDAL WAS STICKING I TOOK IT TO TWO PLACE THEY SUGGESTED THAT IT WAS DANGEROUS TO KEEP DRIVING THE VEHICLE. I TOOK IT TO DEALERSHIP THEY FIXED IT. WAS MY VEHICLE A RECALL.

**Additional Summary:**

**Toyota ID Number:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1644

**NHTSA ODI Number:** 10317374  
**Date of Incident:** 20091115  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LINCOLN, NE  
**NHTSA Summary:**  
2007 CAMRY ACCELERATES AT A WHIM FOR 2-3 SECONDS. IT HAPPENS VERY IN FREQUENT, THE LAST TIME ABOUT 3-4 MONTHS AGO. HAS BEEN TAKEN TO DEALER AND THEY STATE CAN NOT DO ANYTHING, UNLESS IT HAPPENS OR IS REPRODUCED FOR THEM. I REPORTED THIS BY PHONE TO NHTSA. BUT HAVE NOT GOTTEN ANY FEED BACK AS I WAS TOLD I WOULD RECIEVE AND E-MAIL AND FOLLOW UP LETTER. THANKS MIKE  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320095  
**Date of Incident:** 20091115  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** WHITEHALL, NY  
**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2008 TOYOTA AVALON. THE VEHICLE EXPERIENCED SUDDEN ACCELERATION. THE CONTACT STATED THAT THE VEHICLE ROARED OFF AFTER BEING STOPPED AT A TRAFFIC LIGHT, WHEN THE ACCELERATOR WAS PRESSED THE VEHICLE MOVED FORWARD ABOUT 2000 FEET. THE CONTACT STATED THAT ONCE THE IGNITION BUTTON WAS PUSHED AND THE ENGINE SHUT OFF. THE CONTACT ALSO STATED THAT THE DEALER REPLACED ACCELERATION SYSTEM. THE FAILURE MILEAGE WAS ABOUT 22,000. THE CURRENT MILEAGE WAS 23,000.-TS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324704  
**Date of Incident:** 20091115  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** RICHFIELD SPRINGS, NY  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT STATED WHILE UTILIZING THE CRUISE CONTROL AT SPEEDS OF 65 MPH, THE VEHICLE ABNORMALLY ACCELERATED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER BUT THE FAILURE COULD NOT BE DUPLICATED. THE WERE NO REPAIRS MADE TO THE VEHICLE. THE FAILURE MILEAGE WAS 16,000 AND THE CURRENT MILEAGE WAS 18,500.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334521  
**Date of Incident:** 20091115  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** OLD LYME, CT  
**NHTSA Summary:**  
WE HAVE A 2009 TOYOTA MATRIX THAT WOULD NOT STOP AS MY HUSBAND WAS DRIVING DOWN OUR LONG DRIVEWAY. HE WENT OVER A CURB, HIT SOME BUSHES, WENT DOWN THRU A FIELD AND ALMOST INTO OUR POND--THIS HAPPENED TWICE BEFORE HE FINALLY GOT IT STOPPED BEFORE HITTING A LARGE BOULDER.WE WANT THE SCRATCHES FIXED.  
**Additional Summary:**

C-1645

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292595  
**Date of Incident:** 20091116  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** TEMPE, AZ  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT WAS DRIVING OUT OF THE GARAGE WHEN THE VEHICLE SUDDENLY ACCELERATED FORWARD INTO AN ELECTRICAL BOX AND HIT HER NEIGHBOR'S HOUSE. THE CONTACT SUSTAINED INJURIES AND WAS TRANSPORTED TO THE HOSPITAL. THE VEHICLE WILL BE TOWED TO THE DEALER TO BE REPAIRED. THE MANUFACTURER ADVISED THE CONTACT THAT THE 2005 TOYOTA CAMRY WAS NOT ON THE RECALL LIST FOR SUDDEN ACCELERATION. THE VIN AND MILEAGE WERE UNKNOWN.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296608  
**Date of Incident:** 20091116  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2003 TOYOTA COROLLA. WHILE ATTEMPTING TO EXIT A FREEWAY AT 50 MPH THE ACCELERATOR PEDAL BECAME STUCK TO THE FLOOR. AFTER REPEATED BRAKE APPLICATION THE VEHICLE WOULD NOT STOP. AFTER SHE SHIFTED THE VEHICLE INTO PARK, THE VEHICLE RESET ITSELF. THE VEHICLE WAS TAKEN TO THE DEALER, BUT THE TECHNICIAN COULD NOT IDENTIFY THE CAUSE OF THE FAILURE. HE WAS WAITING FOR A RESPONSE FROM THE MANAGER OF THE DEALERSHIP. THE FAILURE MILEAGE WAS 40,056.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10298608  
**Date of Incident:** 20091116  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** TORRENTE, CA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE AT THE STOP LIGHT HER FOOT WAS ON THE BRAKE AND WITHOUT WARNING THE VEHICLE LUNGED FORWARD AND CRASHED INTO THE REAR OF ANOTHER VEHICLE. THE CRASH CAUSED DAMAGE TO BOTH VEHICLES. THE CONTACT CALLED THE MANUFACTURER AND A MECHANIC FROM TOYOTA NATIONAL HEADQUARTERS RETRIEVED DATA FROM THE VEHICLE. THE CONTACT STATED THAT THE SERVICE MANAGER AT A LOCAL DEALER STATED THAT THE MANUFACTURER SAW NOTHING WRONG WITH THE VEHICLE. THE CONTACT STATED THAT IF THE OTHER VEHICLE WAS NOT IN FRONT OF HIM IT WOULD HAVE ACCELERATED INTO ON-COMING TRAFFIC. THE FAILURE MILEAGE WAS 85,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294121

C-1646

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20091116  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** BOCA RATON, FL  
**NHTSA Summary:**  
NHTSA COMPLAINT:  
TOYOTA ACCIDENT I DRIVE A LEASED 2009 TOYOTA MATRIX.AT 8.24 AM ON NOVEMBER 16, 2009, PULLING INTO A PARKING SPACE AT THE DOCTORS OFFICE BUILDING AT 1905 CLINT MOORE RD BOCA RATON. THE CAR WAS ALMOST STOPPED AND MY FOOT WAS ON THE BRAKE, WHEN THE CAR REVVED UP TO THE MAXIMUM, JUMPED THE CURB AND HIT A PALM TREE. I IMMEDIATELY SWITCHED OFF THE ENGINE. I WAS DAZED, AND AFTER A COUPLE OF MINUTES I GOT OUT THE CAR TO SEE THE DAMAGE. HAVING HEARD OF CAR MAT PROBLEMS, I INSPECTED THE MATS, BUT NOTHING WAS OUT OF PLACE. AFTER A FEW MINUTES, I WENT TO MY DOCTORS APPOINTMENT, BUT HAD TO LEAVE BEFORE I SAW THE DOCTOR, AS I DIDN'T FEEL WELL. DESPITE A LOT OF FRONT END DAMAGE, THE CAR WAS DRIVABLE, SO I DECIDED TO DRIVE THE CAR TO MY HOME, BUT I WAS FRIGHTENED ALL THE WAY AS I THOUGHT THE CAR MIGHT DO THE SAME THING AGAIN IN TRAFFIC. WHEN I GOT HOME I CALLED ALLSTATE AND REPORTED THE ACCIDENT. I TOLD THEM THERE IS A PROBLEM WITH THE CAR, AS IT ACCELERATED BY ITSELF, AND THE DRIVER SIDE AIRBAG DID NOT INFLATE. PER INSTRUCTIONS FROM ALLSTATE, THE CAR HAS BEEN TOWED TO ED MORSE CADILLAC FOR REPAIR OF THE DAMAGE INCURRED. MY QUESTION IS, CAN I LEGALLY BREAK MY LEASE AND RETURN THE CAR TO TOYOTA, AS IT IS UNSAFE.  
**Additional Summary:**  
TOYOTA ACCELERATED ON ITS OWN AND RAN CAR INTO TREE, THE AIR BAG DID NOT DEPLOY-PAIN IN NECK AND LOWER BACK - He drives a 2009 Toyota Matrix. He drove into the parking spot at his doctors office about 2 or 3 mph and the car accelerated, with his foot on the brake, and it jumped over the barrier into a tree. They have not given him a quote on the damages to the car, but it crushed the front fender and it will be 2 weeks before he gets the car back. He went to the orthopedic doctor this morning, he has a lot of pain in his neck and lower back and they will be monitoring it. They gave him some pain medicine. He called Allstate and they told him to give it to a body shop, but he wanted someone at Toyota to test it because the air bag did not deploy and the car accelerated by itself. He needs to get out of the lease he has because he is afraid to drive the car anymore.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307548  
**Date of Incident:** 20091116  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** FAIR OAKS, CA  
**NHTSA Summary:**  
ON NOVEMBER 16, 2009, I PULLED MY 2007 TOYOTA TACOMA PICKUP INTO A PARKING SPACE AT A LOCAL WALMART STORE PARKING LOT AND AS I APPLIED THE BRAKES TO STOP, THE ENGINE ACCELERATED CAUSING A "FORWARD BUCKING" MOTION FORCING ME INTO THE CAR PARKED IN THE SPACE IN FRONT OF ME. DUE TO THE DAMAGE TO THE CAR, I REPORTED THE INCIDENT TO MY INSURANCE AND ALSO REPORTED THE MATTER TO TOYOTA CUSTOMER SERVICE BECAUSE SIMILAR INCIDENTS HAVE OCCURRED ON PRIOR OCCASIONS (AND SINCE) BUT NO DAMAGE WAS DONE. I AM AWARE OF THE FLOOR MAT RECALL BY TOYOTA FOR THE PICKUP, BUT IN MY STRONG OPINION, THIS "ACCELERATION" ISSUE IS NOT CAUSED BY THE FLOOR MAT. RATHER, I BELIEVE THE ISSUE IS DUE TO A FAULTY DESIGN OF THE BRAKE PEDAL/SYSTEM AND/OR THE ACCELERATOR. THE CURRENT DESIGN ALLOWS MY FOOT TO CATCH THE ACCELERATOR WHEN I APPLY THE BRAKE PEDAL. THE ACCELERATOR AND THE BRAKE PEDAL ARE LESS THAN 3 INCHES APART AND THE BRAKE PEDAL IS ONLY ABOUT 1/4 INCH HIGHER THAN THE

C-1647

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATOR WHEN NEITHER PART IS BEING DEPRESSED. HOWEVER, WHEN PRESSING THE BRAKE PEDAL, IT BECOMES LEVEL WITH THE ACCELERATOR AND IF MY FOOT IS NEAR THE SIDE OF THE PEDAL, MY FOOT CAN ALSO CONTACT THE ACCELERATOR, CAUSING THE ENGINE TO ACCELERATE WHILE THE BRAKE IS BEING APPLIED. THIS SITUATION HAS OCCURRED ON AT LEAST FOUR OCCASIONS, BUT ONLY THE ONE INVOLVED ANOTHER VEHICLE. WHEN I REPORTED THIS MATTER TO TOYOTA, I WAS ASKED NOT TO HAVE THE PICKUP REPAIRED/CHECKED UNTIL IT COULD BE INSPECTED BY A TOYOTA TECHNICIAN. AFTER EIGHT WEEKS AND SEVERAL PHONE CALLS, NOTHING HAS HAPPENED. WHILE I NOW KNOW HOW TO CORRECT THIS PROBLEM WHEN IT OCCURS, ANOTHER DRIVER MIGHT NOT AND A SERIOUS ACCIDENT COULD RESULT. MOREOVER, MY FOOT SIZE IS LESS THAN AN 8 SO A DRIVER WITH A LARGER FOOT SIZE COULD EASILY HAVE SIMILAR OR GREATER PROBLEMS. I HAVE DRIVEN NUMEROUS VEHICLES DURING MY 50 PLUS YEARS OF DRIVING EXPERIENCE AND NEVER ENCOUNTERED A SIMILAR SITUATION!  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310962  
**Date of Incident:** 20091116  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** NEWBURY PARK, CA  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT STATED AS HE WAS DRIVING AT 60-70MPH THE VEHICLE ACCELERATED. AS HE DEPRESSED THE BRAKES THE VEHICLE SLOWED DOWN. THE CONTACT CALLED THE DEALER AND WAS TOLD HIS VEHICLE WAS NOT INCLUDED IN THE RECALL AND DOES NOT HAVE ANY FAILURES BECAUSE HIS VIN NUMBER STARTS WITH A "J". THE VIN NUMBER WAS UNKNOWN AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS 30,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321093  
**Date of Incident:** 20091116  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BOWLING GREEN, OH  
**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE DRIVING AT 5MPH COMING TO A STOP WHILE HAVING HIS FOOT ON THE BRAKE WHEN THE VEHICLE ACCELERATED ON ITS OWN. HE WAS ABLE TO STOP THE VEHICLE BY PRESSING ON THE BRAKE VERY HARD. THIS HAS OCCURRED 10 ADDITIONAL TIMES. THE DEALER WAS CONTACT AND THAT DIAGNOSED THE VEHICLE AND COULD NOT DUPLICATE THE PROBLEM. THERE HAVE BEEN NO REPAIRS DONE TO THE VEHICLE. THE FAILURE MILEAGE WAS UNKNOWN AN CURRENT MILEAGE WAS 74197.CV  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318704  
**Date of Incident:** 20091116  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** LYNBROOK, NY  
**NHTSA Summary:**

C-1648

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CONSUMER WOULD LIKE TO BE COMPENSATED FOR THE LOSS OF 2007 TOYOTA COROLLA THAT WAS INVOLVED IN AN ACCIDENT. VEHICLE WAS UNDER RECALL. \*KB THE CONSUMER STATED SHE WAS UNABLE TO STOP AT A RED LIGHT DUE TO THE GAS PEDAL STICKING. THE CONSUMER HIT A VEHICLE IN FRONT OF HER. THE CONSUMER DID NOT RECEIVE A RECALL NOTICE UNTIL AFTER THE ACCIDENT. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294084  
**Date of Incident:** 20091117  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** FOLSOM, CA

**NHTSA Summary:**  
WHILE SHIFTING MY 2009 TOYOTA TACOMA FROM PARK INTO DRIVE THERE WAS A BRIEF SUDDEN ACCELERATION WHICH REQUIRED ME TO APPLY MAXIMUM BRAKE PRESSURE TO KEEP THE TRUCK FROM MOVING FORWARD. THIS INCIDENT OCCURRED IN A SCHOOL PARKING LOT AND THERE WERE OTHER VEHICLES IN FRONT OF ME. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10292545  
**Date of Incident:** 20091117  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** NEW YORK, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA VENZA. WHILE DRIVING 5 MPH THE CONTACT STEPPED ON THE ACCELERATOR AND THE VEHICLE ACCELERATED TO A HIGHER SPEED WITHOUT WARNING. THE CONTACT EVENTUALLY REGAINED CONTROL OF THE VEHICLE BY APPLYING THE BRAKE PEDAL. THE FAILURE OCCURRED TWICE IN A SCHOOL ZONE. THE CONTACT IS CONCERNED OF THE SAFETY RISK SINCE THE FAILURE NEARLY CAUSED A TRAGEDY IN A SCHOOL ZONE. THE MANUFACTURER HAS NOT BEEN NOTIFIED. THE VIN WAS NOT AVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE 300.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304936  
**Date of Incident:** 20091117  
**Vehicle:** 2002 TOYOTA 4RUNNER  
**Location of Incident:** AIKEN, SC

**NHTSA Summary:**  
I AM THE ORIGINAL OWNER OF A 2002 TOYOTA 4RUNNER-SRS, SPORT EDITION WITH 74,600K MILES. IN NOVEMBER 2009, I EXPERIENCED THE SAME PROBLEM THAT<sub>7</sub>S BEING REPORTED BY OTHER TOYOTA OWNERS WHOSE VEHICLES ARE BEING RECALLED. THE ACCELERATOR PEDAL STUCK IN A PARTIALLY DEPRESSED POSITION ON ITS OWN AND QUITE SUDDENLY. THIS OCCURRENCE ONLY HAPPENED ONCE. THE ENGINE WAS RACING AT A VERY HIGH RPM AND MY REAR TIRES WERE SQUEALING LOUD ENOUGH TO DRAW ATTENTION FROM PASSERSBY. LUCKILY FOR ME I WAS SLOWLY PULLING INTO A PARKING SLOT. MY REACTION TO THIS SITUATION WAS TO PUT THE GEAR IN NEUTRAL AND APPLIED THE BRAKES. MY MAIN CONCERN IS IF THE ONGOING INVESTIGATION BY THE NHTSA AND TOYOTA WILL INCLUDE A LOOK-BACK AT EARLIER MODELS FOR

C-1649

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THESE KNOWN PROBLEMS? AND, IF SO, WHAT IS THE MANUFACTURER'S RECOMMENDATION TO OWNERS<sub>1</sub> WITH EARLIER MODELS? \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308656  
**Date of Incident:** 20091117  
**Vehicle:** 2009 TOYOTA SIENNA  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
OUR 2009 SIENNA MAY HAVE HAD A SUDDEN ACCELERATION PROBLEM. WHEN THE CAR WAS PUT INTO REVERSE, A SUDDEN ACCELERATION SENT IT DOWN OUR DRIVEWAY. SITUATION: PULLING INTO THE CARPORT, WHICH INVOLVES A 90 DEGREE TURN AT THE TOP OF A SHORT (10M) STEEP NARROW WALLED EASEMENT. THE DRIVER OF THE SIENNA COULD NOT MAKE THE TURN IN ONE MOTION AND WAS REQUIRED TO PUT THE SIENNA IN REVERSE AT WHICH TIME THE MINIVAN SUDDENLY ACCELERATED, SQUEALING ITS WHEELS. THE RESULT WAS A 5M CAREEN DOWN THE DRIVEWAY. THE RESULT WAS ABOUT \$4,000 BODY DAMAGE, BUT NO INJURY TO THE DRIVER OR MY 2YR OLD DAUGHTER - ALTHOUGH ALL WERE SHAKEN. WE HAVE SINCE GOT RID OF THE CAR - TRADED IT FOR A 2010 HIGHLANDER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294164  
**Date of Incident:** 20091118  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** SHERMAN, CT

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE IDLING AT A STOP LIGHT, THE ENGINE REVVED, AND THEN THE VEHICLE ACCELERATED. SHE HAS CALLED THE TOYOTA MANUFACTURER, AND WAS ADVISED THAT THE FLOOR-MATS CAUSED THE FAILURE. SHE WAS WAITING FOR A REPRESENTATIVE TO CALL HER BACK. THE VEHICLE HAS NOT BEEN TAKEN TO THE DEALER. THE FAILURE MILEAGE WAS 50,000.

**Additional Summary:**

**Toyota ID Number:** 0912121682  
**NHTSA ODI Number:** 10295530  
**Date of Incident:** 20091118  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** NORTH KINGSTOWN, RI

**NHTSA Summary:**  
ENTERING MY DRIVEWAY AT SLOW SPEED - APPROXIMATELY 5MPH TO DRIVE UP A SMALL INCLINE. ENGINE BEGAN TO RACE AND VEHICLE ACCELERATED AND CRASHED INTO GARAGE. GARAGE DOOR DESTROYED AND CONTENTS OF GARAGE DESTROYED. CONTENTS OF GARAGE ACTUALLY STOPPED THE VEHICLE WHICH IS A 2009 CAMRY. VEHICLE MAT HAD BEEN REMOVED DUE TO TOYOTA'S RECENT LETTER OF RECALL. THEREFORE THAT WAS NOT THE CAUSE OF EXTREMELY RAPID ACCELERATION. \*TR

**Additional Summary:**  
Entering my driveway at slow speed - approximately 5mph to drive up a small incline. Engine began to race and vehicle accelerated and crashed into garage. Garage door destroyed and contents of garage destroyed. Contents of garage actually stopped the vehicle which is a 2009 Camry. Vehicle mat had been

C-1650

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

removed due to Toyota's recent letter or recall, therefore that was not the cause of extremely rapid acceleration.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304631  
**Date of Incident:** 20091118  
**Vehicle:** 2006 TOYOTA MATRIX  
**Location of Incident:** WINDSOR, ON

**NHTSA Summary:**  
NOVEMBER 18 MY 2006 TOYOTA MATRIX BEGAN TO EXELERATE UNCONTROLABLY MAFTER FILLING UP TANK WITH FUEL. I PULLED THE VEHICLE TO THE SIDE OF THE ROAD TURNED OFF THE ENGINE. THE ENGINE THEN WOULD NOT START SO IT WAS TOWED TO WINDSOR TOYOTA DEALERSHIP. TEST DROVE & CHECK FOR WATER IN TANK ELIMATED CODE P0171 AND GAVE ME FREE INJECTOR CLEANER. SHOULD THE DEALER CHECK GAS PEDAL RECALL ON HIS 2006.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304778  
**Date of Incident:** 20091118  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** WEST DES MOINES, IA

**NHTSA Summary:**  
I WOULD LIKE TO REPRT SERIOUS PROBLEMS WITH THE ACCELERATOR (UNINTEDED ACCELERATION) AND BRAKE PROBLEMS (DONT STOP WELL) OF MY TOYOTA MATRIX MODEL 2009. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306494, 10306506  
**Date of Incident:** 20091118  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** KATY, TX

**NHTSA Summary:**  
MY NAME IS JUAN MACHUCA; I HAVE PURCHASE 2009 TOYOTA CAMRY LE ON AUGUST 7, 2009. BUT MY WIFE SONIA WAS DRIVING WHEN IT WAS INVOLVE IN AN ACCIDENT ON NOVEMBER 18, 2009 DUE THAT EITHER THE GAS PEDAL STOCK OR THE BREAK DIDN'T WORK PROPERLY, THAT COST TO CRUSH TO THE OTHER CAR REAR. WE HAVE TAKEN TO DON MCGILL TOYOTA OF KATY FOR REPAIR THAT COST ME \$3,850.00 FOR THAT DAMAGE ON THE FRONT END. THE QUESTIONS IS IT,ES MY CAR HAVE SAME PROBLEM THAT TOYOTA HAS RECALLED; I WOULD LIKE TO SOMEONE GIVE ME SAME ANSWERS ON IT. I CAN BE CONTACT AT MACHUCAJC@COMCAST.NET OR AT 281-717-4196. THANKS; \*MY NAME IS JUAN MACHUCA; I HAVE PURCHASE 2009 TOYOTA CAMRY LE ON AUGUST 7, 2009. BUT MY WIFE SONIA WAS DRIVING WHEN IT WAS INVOLVE IN AN ACCIDENT ON NOVEMBER 18, 2009 DUE THAT EITHER THE GAS PEDAL STOCK OR THE BREAK DIDN'T WORK PROPERLY, THAT COST TO CRUSH TO THE OTHER CAR REAR. WE HAVE TAKEN TO DON MCGILL TOYOTA OF KATY FOR REPAIR THAT COST ME \$3,850.00 FOR THAT DAMAGE ON THE FRONT END. THE QUESTIONS IS IT,ES MY CAR HAVE SAME PROBLEM THAT TOYOTA HAS RECALLED; I WOULD LIKE TO SOMEONE GIVE ME SAME ANSWERS ON IT. I CAN BE CONTACT AT MACHUCAJC@COMCAST.NET OR AT 281-717-4196. THANKS,

**Additional Summary:**

C-1651

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307538  
**Date of Incident:** 20091118  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** VALLEY STREAM, NY

**NHTSA Summary:**  
2008 TOYOTA PRIUS. ON 11/18/09. 1) I WAS PARKED AND READY TO LEAVE THE PARKING SPOT WHEN SUDDENLY THE CAR HAD AN ACCELERATION BACKWARDS. I COULDNT STOP THE CAR BUT LUCKILY I WAS IN A TIGHT PARKING SPOT AND THE CAR HIT THE OBJECT BEHIND (LIKE A TREE) UNDER THE 45 DEGREE ANGLE WHICH LEFT THE DEEP REAR CORNER BUMPER DENT. (STILL THERE). I CALLED IN AND COMPLAINED TO BROOKLYN TOYOTA AND DROVE IN FOR SERVICE THE SAME DAY ( INCLUDING TO DO THE TIRE INSPECTION). TOYOTA DEALER DIDNT FIND ANY PROBLEMS WITH THE CAR'S ACCELERATION OR TIRES BUT AS A RESULT OF THE DEALER INCOMPETENCE THAT WAS UNABLE TO DETECT A NAIL IN THE TIRE-4 I HAD A FLAT TIRE JUST 20 MIN AFTER I LEFT THE DEALER. I CALLED AAA FOR ASSISTANCE INCIDENT # 2181 ON 11/18/09. I ALSO CALLED ADVANTAGE TOYOTA IN LYNBROOK, LI TO INSPECT AND POSSIBLY FIX THE ACCELERATION AND THE BUMPER. THEY ALSO SAID THEY DIDNT HAVE ANY RECALL NOTICES TO FIX AND COULDNT FIX THE BUMPER UNLESS TAKEN TO A PAID COLLISION SHOP. 2) I ALSO HAD THE CAR IN THE ADVANTAGE TOYOTA SERVICE ON 11/4/09 FOR OIL, FILTER, CHECK UP AND THE BRAKES AND TIRES. I TOLD THEM I EXPERIENCE LOOSING TRACTION / BRAKES AFTER HITTING THE BUMPS OR THE POTHOLE OR MAN HOLES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318114  
**Date of Incident:** 20091118  
**Vehicle:** 1992 TOYOTA CAMRY  
**Location of Incident:** VERO BEACH, FL

**NHTSA Summary:**  
INTERMITTENT SPONTANEOUS ACCELERATION OF ENGINE DESPITE MY FOOT ON THE BRAKE. IT HAS OCCURRED SEVERAL TIMES. AT FIRST I THOUGHT MY FOOT WAS ON BOTH PEDALS. THEN I PULLED BACK THE FLOOR MAT. NEITHER WAS THE CAUSE. THIS WAS BEFORE ANY PUBLICITY THAT OTHERS HAD THE SAME PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320236  
**Date of Incident:** 20091118  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** EUGENE, OR

**NHTSA Summary:**  
2007 TOYOTA COROLLA: WHEN COMING TO A STOP CAR WILL SPONTANEOUSLY ACCELERATE AND LURCH FORWARD. WE HAVE BEEN SPARED ANY ACCIDENTS BUT IT IS HAPPENING AT LEAST TWICE A DAY NOW AND WILL DO IT WHEN COMING TO A STOP, AND BACKING UP. WE HAVE COME CLOSE TO HITTING OUR GARAGE AND OTHER CARS BECAUSE OF THIS SPONTANEOUS ACCELERATION PROBLEM. FAILURE STARTED AROUND 38,000 MILES AND IS STILL CONTINUING NOW AT ABOUT 49,000 MILES. CAR HAS BEEN TO A TRUSTED MECHANIC ONCE AND THE TOYOTA DEALERSHIP THREE TIMES. BOTH SAID THEY FOUND NO PROBLEM AND BECAUSE WE NEVER KNOW WHEN THE PROBLEM WILL OCCUR, COULD NOT GET THE CAR TO REPLICATE IT. TALKED WITH DEALERSHIP

C-1652

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MECHANICS SEVERAL TIMES AND ALL SAY THERE IS NOTHING THEY CAN DO UNTIL THEY CAN REPLICATE THE PROBLEM. CAR DOES NOT FALL UNDER MOST RECENT TOYOTA RECALL, BUT IS EXHIBITING SIMILAR PROBLEMS TO THOSE LISTED IN THE RECALL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293563  
**Date of Incident:** 20091119  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE VEHICLE BEGAN TO ACCELERATE WITHOUT APPLICATION OF THE ACCELERATOR PEDAL. AFTER GREAT FORCE WAS EXERTED ONTO THE BRAKE THE VEHICLE STOPPED. THE VEHICLE WAS TOWED TO A DEALER FOR INSPECTION. THE TECHNICIAN STATED THAT THE FLOOR MAT BECAME STUCK UNDER THE PEDAL. SHE RECEIVED A RECALL NOTICE FROM THE MANUFACTURER, BUT DID NOT REMOVE THE FLOOR-MATS. THE CURRENT AND FAILURE MILEAGES WERE 15,107.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293406  
**Date of Incident:** 20091119  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** DADE CITY, FL

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. DURING BRAKE APPLICATION AT 10 MPH, THE VEHICLE ACCELERATED WITHOUT INTENTION. CONSEQUENTLY SHE REAR-ENDED ANOTHER VEHICLE. THE DRIVER SUSTAINED MODERATE INJURIES. THE POLICE AND AMBULANCE WERE CALLED TO THE SCENE. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER FOR INSPECTION. THE CAUSE OF FAILURE HAS NOT BEEN DETERMINED AT THIS TIME. THE FAILURE AND CURRENT MILEAGE MILEAGES WERE 24,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304577  
**Date of Incident:** 20091119  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** TOWACO, NJ

**NHTSA Summary:**

TL\* THE CONTACT HAS A 2005 TOYOTA CAMRY. THE CONTACT STATED THAT THEY HAVE EXPERIENCED THE ACCELERATION PROBLEM SINCE THE VEHICLE WAS PURCHASED. THE CALLER STATED THAT THE ACCELERATION PROBLEM WAS NOT BAD UNTIL THE SURGE THEY HAD ON NOVEMBER 19, 2009. THE VEHICLE SURGE FORWARD AND THE CONTACT CRASHED INTO ANOTHER CAR. THE FAILURE AND CURRENT MILEAGE WAS UNKNOWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305172

C-1653

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20091119  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**

TOYOTA COROLLA LE 2010 DID NOT RESPOND TO BRAKES PROPERLY FOR 100 FEET WHEN SLOWING FROM 10 MPH AT INTERSECTION. ROAD WAS SLIGHTLY DAMP BUT NOT FROZEN OR SLIPPERY. ABS & VSC LIGHTS WENT ON BRAKES GROUND SO LOUDLY AS I APPLIED MORE PRESSURE, IT SOUNDED AS THOUGH THEY'D BREAK OFF. 2 TOYOTA SERVICE DEPTS HAVE DISMISSED MY CONCERNS SAYING THE ROADS MUST HAVE BEEN WORSE THAN I THOUGHT. I'VE BEEN DRIVING FOR 35 YEARS AND HAVE NEVER EXPERIENCED THIS KIND OF OUT OF CONTROL VEHICLE. I BELIEVE THERE IS SOMETHING IN THE CHIP OR SOFTWARE OR COMPLETE BRAKE/VSC/GAS PEDAL COMBO. VERY CONCERNED TOYOTA GAS PEDAL FIX IS NOT THE COMPLETE CULPRIT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308050  
**Date of Incident:** 20091119  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** NEW BERLIN, WI

**NHTSA Summary:**

I WAS STOPPED AT A STOP LIGHT FOR 30 SECONDS. MY RIGHT FOOT WAS ON THE BRAKE. THE ENGINE RPM SUDDENLY JUMPED AND MY TRUCK SURGED AHEAD 8 FEET. THE ONLY REASON IT STOPPED GOING FORWARD IS BECAUSE THE RPM DROPPED TO NORMAL. MY RIGHT FOOT NEVER LEFT THE BRAKE PEDAL. THIS ONLY HAPPENED ONCE. I AM FIRST WRITING NOW BECAUSE I HEARD TODAY THAT THE NHTSA HAS RECEIVED HUNDREDS OF COMPLAINTS FOR THE 2006-2007 TOYOTA TACOMA REGARDING THIS PROBLEM. THIS WAS NOT CARPET MAT RELATED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312272  
**Date of Incident:** 20091119  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**

ON FOUR SEPARATE OCCASIONS THE ENGINE REVVED UP TO 6000RPM ON MY 2008 TOYOTA COROLLA CE WHEN I WAS STOPPED. MY FOOT WAS OFF THE ACCELERATOR AND NO FLOOR MATS WERE NEAR THE ACCELERATOR. I BROUGHT IT TO MY DEALER BUT THEY DID NOT FIND ANYTHING WRONG WITH IT. I REPORTED IT TO TOYOTA CORPORATE BUT THEY HAVE NOT RESPONDED OTHER THEN TO SAY THAT TO TELL ME THAT MY CAR WAS NOT COVERED BY THE RECALL.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313936  
**Date of Incident:** 20091119  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

ON THIS DATE (NOV. 19, 2009) MY MOTHER AND I WERE ON THE WAY TO WORK ON INTERSTATE 45, IT WAS A CLEAR DAY NO WEATHER ISSUES AT ALL. AFTER ABOUT 20 MIN

C-1654

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INTO OUR COMMUTE WE CAME UP ON AN ACCIDENT IN THE ROAD. WHERE A CAR UP AHEAD HAD SPENT OUT OF CONTROL. AS I APPLIED MY FOOT TO THE BRAKE THE CAR CONTINUED TO ACCELERATE AND INSTEAD OF THE CAR COMING TO A STOP WE COLLIDED WITH THE CAR IN FRONT OF ME. NOW WHEN I SAY THE CAR KEPT GOING IT DID INSTEAD OF HITTING THE SUV ONCE WE HIT HIM TWICE AS IF MY FOOT WASNT TO THE FLOORBOARD. THE ENTIRE FRONT OF MY CAR WAS DESTROYED, THE SUV IN FRONT HAD A SMALL DENT, BUT THANKS TO THE LORD NO ONE WAS HURT EXCEPT FOR A LARGE BRUISE ON MY MOTHER AND LOTS OF HURT FEELINGS FOR ME. THE POLICE WERE CALLED TO THE SCENE AND IT WAS WHEN THEY SHOWED UP I REALIZED THAT THE IMPACT WAS SO BAD THAT IT JARRED OUR DOORS SHUT. AFTER THE OFFICERS INVESTIGATION MY MOTHER AND I WERE LET GO WITHOUT A TICKET BEING THAT THE WRECK WAS CAUSED BY ANOTHER PERSONS FAULT (THE SPINNING CAR UP AHEAD). WHAT WAS THE MOST DIFFICULT FOR ME TO UNDERSTAND WAS THE FACT THAT WE HIT THE SUV IN FRONT OF ME TWICE. IT WASN'T LIKE MY CAR WASN'T IN GOOD SHAPE. A 2007 COROLLA WITH 55,000 MILES. THAT HAD JUST GOT 2 NEW FRONT TIRES AND NEW BRAKE PADS ALL THE WAY AROUND. NOW I AM DEALING WITH A \$8000.00 REPAIR BILL THAT I HAVEN'T BEEN ABLE TO PAY YET.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315744  
**Date of Incident:** 20091119  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** GOODIE, VA

**NHTSA Summary:**

ACCIDENT OCCURED IN CHARLOTTESVILLE VA. SUDDEN ACCELERATION WHILE CAR WAS IN REVERSE. RIGHT CAR SIDE DAMAGED ALONG WITH 2 OTHER CARS. MODEL OF CAR IS 2005 TOYOTA HIGHLANDER VS AWD LIMITED. TOTAL COST TO REPAIR THE TOYOTA WAS \$6,900.

**Additional Summary:**

**Toyota ID Number:** 1003118733  
**NHTSA ODI Number:** 10337010  
**Date of Incident:** 20091119  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** ARLINGTON HEIGHTS, IL

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302640  
**Date of Incident:** 20091120  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** WARM SPRINGS, GA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA TUNDRA. THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH OUT OF THE DRIVEWAY WHEN THE BRAKE PEDAL TRAVELED TO

C-1655

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE FLOOR WITHOUT RESISTANCE AND PRESSURE WAS APPLIED. FOLLOWED BY AN UNINTENDED ACCELERATION. SUDDENLY, THE GEAR SHIFTER WAS PLACED INTO THE "NEUTRAL" POSITION AND THE ENGINE WAS TURNED OFF. THE VEHICLE RESTARTED AND RESUMED NORMAL OPERATION. THE FAILURE OCCURRED INTERMITTENTLY. IN ADDITION, THE FRONT PASSENGER POWER WINDOW RELEASED IN A DOWNWARD POSITION WITHOUT ASSISTANCE WHILE STARTING THE IGNITION. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALEFUNCTIONS. THE FAILURE MILEAGE WAS UNKNOWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303991  
**Date of Incident:** 20091120  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** ROSWELL, GA

**NHTSA Summary:**

2010 TOYOTA PRIUS, I PICK UP THE CAR AT THE DEALER ON 20 NOV 2009. WHEN EVER I SET THE CRUISE CONTROL IT WORKS FINE UNTIL I TAP THE BRAKE TO TURN IT OFF. THE CAR SPEEDS UP. I HAVE TO PRESS HARDER ON THE BROKE TO GET THE CRUISE CONTROL TO DISENGAGE AND SLOW DOWN. ITS AS IF THE CRUISE CONTROL IS NOT SENSING THAT THE BRAKE WAS DEPRESSED AND RELEASING. I TOOK THE CAR BACK TO THE DEALER ON 12-20-2009 HAVING DRIVEN IT A MONTH AND HAVING A CHANCE TO GET A FEEL FOR THE CAR. THEY SAID NOTHING WAS WRONG THAT ALL THE CARS DID THIS. EVERY CAR I HAVE OWNED HAS HAD CRUISE CONTROL ON IT AND HAS NEVER ACTED THIS WAY. I ALSO DRIVE A RX350 LEXUS THAT DOES NOT HAVE HIS PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307119 / 10312124  
**Date of Incident:** 20091120  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** SAN FRANCISCO, CA

**NHTSA Summary:**

ODI 10307119  
ON 11/20/09, I WAS PARKED IN FRONT OF MY HOUSE IN MY 2002 LEXUS ES300. WHEN I PUT THE CAR IN DRIVE, IT BOOMED FORTH, AND THE BRAKE DIDNT WORK. I TRIED TO GET AROUND THE CAR THAT WAS PARKED IN FRONT OF ME BUT THE SPEED WAS SUCH THAT I HIT IT. THERE WAS DAMAGE TO MY CAR AND THE CAR I HIT. THE DRIVER WAS IN THE CAR AND HAS SINCE CLAIMED SHE WAS INJURED. I HAD ANOTHER INSTANCE OF UNINTENDED ACCELERATION 2 YEARS PRIOR TO THIS INCIDENT BUT WAS ABLE TO STOP. I URGE YOU TO PUSH TOYOTA TO ADMIT THAT THERE ARE CASES OF UNINTENDED ACCELERATION IN MODELS THAT PRE-DATE THE ONES THEY ARE RECALLING AND TO RECTIFY THE PROBLEM. \*CN

**ODI 10312124**

2002 LEXUS ES300 WITH UNINTENDED ACCELERATION. CONSUMER STATES THAT THE VEHICLE ACCELERATED UNEXPECTEDLY AND THE BRAKES WOULD NOT WORK TO STOP THE VEHICLE. \*KB THE CONSUMER STATED WHEN SHE PLACED THE VEHICLE INTO DRIVE, IT ACCELERATED QUICKLY AND CRASHED INTO ANOTHER VEHICLE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311486

C-1656

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20091120  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** CANTON, GA

**NHTSA Summary:**  
STUCK ACCELERATOR PEDAL IN 2006 TOYOTA TACOMA. NO FLOOR MATS INSTALLED. TRUCK REACHED 110MPH BEFORE I WAS ABLE TO GET TRUCK UNDER CONTROL. NO CRASH. HAD REPORTED TO TOYOTA SEVERAL TIMES THAT I WAS HAVING PROBLEMS FROM THE START. THEY SAID THERE WERE NO PROBLEMS OR THEY COULD NOT RE-CREATE THEM. I HAVE STOPPED DRIVING THE TRUCK. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313098  
**Date of Incident:** 20091120  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** OJAI, CA

**NHTSA Summary:**  
ON 2 OCCASIONS OUR 2003 CAMRY LE ACCELERATED. THE FIRST TIME THE VEHICLE HIT A TREE IN A PARKING LOT. THE SECOND TIME IT OCCURED WHILE PREPARING TO MOVE INTO TRAFFIC FROM A STOP. NO INJURIES BUT MINOR DAMAGE TO THE BUMPER FROM THE FIRST INCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315089  
**Date of Incident:** 20091120  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** PROVINCETOWN, MA

**NHTSA Summary:**  
IN NOVEMBER OF 2009 I WAS DRIVING SOUTH ON INTERSTATE 93 FROM ANDOVER IN BUMPER-TO-BUMPER TRAFFIC WHEN I SUDDENLY FOUND THAT MY CAR, A 2003 TOYOTA COROLLA, WAS ACCELERATING DESPITE MY USING ALL MY ENERGY ON THE BRAKE PEDAL. FOR SOME SCARY MOMENTS I WAS CERTAIN THAT I WAS GOING TO COLLIDE WITH THE CAR IN FRONT OF ME. JUST AS SUDDENLY MY CAR STARTED TO BRAKE. HOWEVER, THERE HAD BEEN THE POSSIBILITY OF A SERIOUS ACCIDENT AND DIRE CONSEQUENCES FOR ALL INVOLVED. I HAD NOT HAD SUCH AN EXPERIENCE WITH THE CAR BEFORE AND HAVE NOT HAD ONE SINCE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317869  
**Date of Incident:** 20091120  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**  
COROLLA TOYOTA 2009 I WAS DRIVING IN THE FREEWAY SPEED WAS 65 ALL OF A SUDDEN I FELT THAT THE ACCELERATOR PEDAL GOT STUCKED I COULDN'T PUT MY BRAKES ON TIME

**Additional Summary:**

**Toyota ID Number:**

C-1657

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10293963  
**Date of Incident:** 20091121  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** BROAD RUN, VA

**NHTSA Summary:**  
ON 2 OCCASIONS THE GAS PEDAL HAS STUCK ON MY 2003 TOYOTA CAMRY. ON THE FIRST OCCASION, IT OCCURRED WHILE I WAS ON THE HIGHWAY TRAVELING FORWARD WITH THE TRANSMISSION IN DRIVE. THE 2ND OCCASION WAS ON SATURDAY, NOVEMBER 21, WHEN I PUT THE CAR IN REVERSE. ON BOTH OCCASIONS I WAS ABLE TO GET THE CAR UNDER CONTROL BY FORCEFULLY STEPPING ON THE BRAKE PEDAL, BUT THE SECOND TIME THIS OCCURRED WAS A VERY NEAR ACCIDENT - CAME WITHIN INCHES OF HITTING A PARKED VEHICLE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307005  
**Date of Incident:** 20091121  
**Vehicle:** 2001 TOYOTA TUNDRA  
**Location of Incident:** CLOVIS, CA

**NHTSA Summary:**  
UNINTENDED ACCELERATION WHILE BACKING UP OUT OF A PARKING SPACE ON MY MOTHER'S 2001 TOYOTA TUNDRA LIMITED. THE TRUCK HIT TWO PARKED VEHICLES IN THE PARKING LOT. AS A PASSENGER I REACHED OVER TO TRY TO PUT THE TRUCK IN NEUTRAL BUT THAT WASN'T WORKING SO I TURNED OFF THE IGNITION AND WE STOPPED. THE SECOND VEHICLE WE HIT, A FORD EXPEDITION WAS FORCEFULLY MOVED OVER TO THE NEXT PARKING SPOT DUE TO THE CRASH. 911 WAS CALLED, FIRE DEPT AND AMBULANCE ARRIVED BUT POLICE DID NOT SHOW UP DUE TO THEIR LACK OF STAFF AND NO INJURY/DEATH.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310721  
**Date of Incident:** 20091121  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** STILLWATER, OK

**NHTSA Summary:**  
TO WHOM IT MAY CONCERN: WITHOUT HEARING THE NEWS RELATED TO TOYOTA VEHICLE RECALL, I HAVE FELT REALLY STUPID HOW I COULD HAVE HAD THE ACCIDENT. RECALLING THE PROCESS OF THE ACCIDENT, I MIGHT HAVE TO SAY IT WAS WEIRD BEFORE THE CRASH. I CLEARLY NOTICED THE RED LIGHT AND A STOPPED CAR JUST IN FRONT OF ME ON N PERKINS RD. CLOSE TO MCELROY RD IN STILLWATER, OKLAHOMA, AND THE DISTANCE WAS MORE THAN 20 METERS APART AT THAT MOMENT. I PRESSED ON THE BRAKE PEDAL AS USUAL, BUT MY CAR DID NOT SLOW DOWN UNTIL HIT THE CAR BEFORE MINE, AND THE AIRBAG DID NOT POP OUT. MY FACE WAS KNOCKED ONTO THE STEERING WHEEL AND ONE OF MY GLASSES SMASHED, FORTUNATELY NOT MAKING ME BLEED, AND TWO TEETH IN MOUTH WERE BLEEDING ALONG WITH SOME SCRATCHES ON MY FACE. THE CAR WAS TOTALED AT THE SPEED OF LESS 40 MI/H. PEOPLE LOVE TOYOTA VEHICLES FOR THE REASON OF SAVING GAS AT THE SACRIFICE OF SAFETY. SHORTLY, THE POLICE AND AMBULANCE ARRIVED. I DECLINED ANY MEDICAL ARRANGEMENT AFTER BEING TESTED THAT MY MIND WAS UNDER CONTROL AND COULD MAKE DECISION CLEARLY BECAUSE I WAS NOT SURE WHETHER MY INSURANCE COVERS THE COST OR NOT. AND NOW, AS THE PROBLEM WITH TOYOTA VEHICLES WAS DISCLOSED, I FEEL MY ACCIDENT MIGHT ALSO BE DUE TO THE SAME GAS PEDAL DEFECT. (IN

C-1658

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

STILLWATER, OKLAHOMA, CALL: 405-372-4171 TO REQUEST A REPORT). INSURANCE COMPANY SAFECO. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293372  
**Date of Incident:** 20091122  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2006 TOYOTA AVALON. WHILE DRIVING THE VEHICLE SUDDENLY ACCELERATED WITHOUT INTENTION. CONSEQUENTLY SHE CRASHED INTO CEMENT AND A FENCE INSIDE OF A PARKING LOT. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO A BODY SHOP. SHE WAS ADVISED BY THE MANUFACTURER TO REMOVE THE FLOOR MATS. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 12,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305129  
**Date of Incident:** 20091122  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** FT WASHINGTON, MD

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2002 LEXUS ES300. THE CONTACT STATED AS YOU ARE COMING TO A STOP WITH YOUR FEET ON THE BRAKE PEDAL AND THERE IS A BUMP IN THE ROAD THE VEHICLE WILL LURCHES AND ACCELERATE FORWARD. CONTACT STATES AS THE VEHICLE ACCELERATED IT HIT ANOTHER VEHICLE AND THERE WAS EXTENSIVELY DAMAGES TO BOTH VEHICLE AND NO ONE WAS HURT. THERE IS NO POLICE REPORT. THE VEHICLE WAS TOWED TO THE DEALER REPAIRED AND CHECKED BY A MECHANIC STATING THERE IS NO PROBLEM EVERYTHING IS NORMAL WITH THE ACCELERATOR PEDAL. THEY ALSO DID A COMPUTER CHECK SHOWING NO CODE PROBLEM. THE FAILURE MILEAGE WAS 92,388...MW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310151  
**Date of Incident:** 20091122  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** FORT WASHINGTON, MD

**NHTSA Summary:**  
I EXPERIENCED THE PROBLEM AFTER MY 90,000 SCHEDULED MAJOR MAINTENANCE. ON 11/22/09, I RETURNED TO MY CAR AND FOUND THE WINDOWS AND SUN ROOF WERE OPENED. I HAD NOT ENGAGED THE REMOTE TO DO THIS. I GOT IN THE CAR AND CLOSED THE WINDOWS AND SUN ROOF. I DROVE APPROX ONE AND A HALF MILES. I SLOWED THE CAR TO PREPARE TO PARK. I TURNED INTO THE PARKING SPACE AND NOTICED THAT THE CAR WAS NOT STOPPING. I PRESSED ON THE BRAKE AND THE CAR SUDDENLY SURGED FORWARD CROSSING OVER A CURB AND STRIKING A PARKED CAR. WHILE AT THE BODY SHOP A LEXUS TECHNICIAN WENT IN TO CHECK THE CAR AND SAID HE FOUND EVERYTHING TO BE WITHIN SPECIFICATIONS. PREVIOUSLY REPORTED BY PHONE BUT THE ACCOUNT WAS NOT COMPLETE

**Additional Summary:**

C-1659

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310516  
**Date of Incident:** 20091122  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** LINEVILLE, AL

**NHTSA Summary:**  
WE HAVE A 2009 CAMRY THAT HAS INTERMITTENT ISSUES IN REGARD TO THE THROTTLE LINKAGE IT HAS TWICE BECOME STUCK IN THE WIDE OPEN POSITION, WE ARE VERY CONCERNED ABOUT THIS ISSUE AND HAVE BEEN IGNORED BY TOYOTA PERSONAL, WE FEEL THERE IS A REAL PROBLEM WITH THE LINKAGE AND OR COMPUTERIZED LINKAGE ISSUES. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310922  
**Date of Incident:** 20091122  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** POWAY, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 TOYOTA HIGHLANDER. THE CONTACT STATED THAT WHILE DRIVING AT APPROX 65 MPH, SHE PRESSED DOWN ON THE ACCELERATOR AND WHEN SHE TOOK HER FOOT OFF, THE PEDAL DID NOT RELEASE FROM THE DEPRESSED POSITION. SHE KEPT PUMPING THE PEDAL BUT IT CONTINUED TO STICK TO THE FLOOR UNTIL SHE CRASHED INTO THE WALL OF SOMEONE'S HOME. THE CONTACT WAS INJURED AS A RESULT OF THE CRASH (BROKEN RIBS AND HEAD INJURIES). A POLICE REPORT WAS TAKEN AT THE SCENE. THE VEHICLE WAS TOTALED. SHE CALLED THE MANUFACTURER AND THEY DID NOT OFFER ANY ASSISTANCE. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 97,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315980  
**Date of Incident:** 20091122  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** SCANDIA, MN

**NHTSA Summary:**  
I WAS ON A JOB ASSIGNMENT IN NAPA VALLEY, CALIFORNIA. I HAD A RENTAL TOYOTA CAMRY FROM NATIONAL CAR RENTAL. I DON'T HAVE VIN BUT LICENSE WAS CA 6GAN376. I WAS DRIVING NORTH OF PT REYES ON HWY 1 AND DECIDED TO STOP AT A SCENIC AREA. I TOOK A LEFT OFF THE HWY INTO THE PARKING AREA. I WAS BRAKING AND APPROACHING A PARKING AREA SURROUNDED BY LARGE TIMBERS AS PARKING GUARDS. I WAS NEARLY STOPPED AT THE TIMBER, BRAKING AND PREPARING TO PUT THE TRANSMISSION INTO PARK. MY CAR SUDDENLY LURCHED FORWARD OVER THE TIMBER, ENGINE ROARING. BECAUSE I HAD BEEN PREPARING TO PUT THE TRANSMISSION INTO PARK AND DID THIS, THE CAR ENGINE ACCELERATED SEVERLY AND DIED. MY FIRST THOUGHT WAS THAT I HAD BEEN STRUCK FROM BEHIND AND THRUST FORWARD BUT THERE WERE NO OTHER CARS OR WITNESSES. I WAS ABLE TO RESTART THE CAR, ROCK A BIT AND MOVE BACKWARDS OFF THE TIMBER. I WAS BEWILDERED BY THE STRANGE BEHAVIOR OF THE CAR AND DIDN'T CONNECT THIS EVENT TO THE RECENT TOYOTA PROBLEMS UNTIL THE RECALLS AND TV REPORTS. I NOW AM SURE THIS WAS AN EVENT OF RAPID ACCELERATION. I WAS FORTUNATE IN

C-1660

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THAT I HAD MY FOOT ON THE BRAKE AND HAD BEEN ALMOST STOPPED WHEN THE LURCH FORWARD OCCURED. AFTER EXPERIENCING THIS, I DONT BELIEVE THE PROBLEM HAD ANYTHING TO DO WITH THE ACCELERATOR SINCE MY FOOT WAS ON THE BRAKE, NOT THE ACCELERATOR. I REALLY WONDER IF ELECTRONIC "CROSS-TALK" HAS BEEN RULED OUT AS THIS PROBLEM SEEMED TO BE VERY RELATED TO ELECTRONICS.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10316711  
**Date of Incident:** 20091122  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** APPLE VALLEY, CA

**NHTSA Summary:**

VEHICLE HAS ACCELERATION SURGE, HAS DONE THIS SEVERAL TIMES. ALSO AT TIMES, VEHICLE DOES NOT SLOW DONE VERY WELL. WHEN COMING TO A STOP, KINDA OF LIKE A FAST IDLE.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10318874  
**Date of Incident:** 20091122  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**

VEHICLE HAS EXPERIENCED UNINTENDED ACCELERATION THREE TIMES DURING THE TWO YEARS THAT I HAVE OWNED IT. THIS HAPPENED ON OCCASIONS WHEN I HAD SLOWED DOWN AND THEN SLIGHTLY DEPRESSED THE GAS PEDALL TO RESUME SPEED. WITH THE GAS PEDAL SLIGHTLY DEPRESSED, I FELT THE PEDAL GO FURTHER DOWN BY ITSELF, LEAVING MY FOOT AND THE CAR GOING FASTER. I SAID, "WHOA! WHAT WAS THAT?", AND THEN ASSUMED THAT THE CAR HAD SOME SORT OF O'ERDRIVE THAT CAUSED IT TO DO THAT. ON TWO OF THE OCCASIONS THIS OCCURRED WHEN I HAD SLOWED TO EXIT A FREEWAY, AND THEN SLIGHTLY DEPRESSED THE GAS PEDAL TO RESUME SPEED AND GET ONTO AN ACCESS ROAD. I HAVE CALLED THE LEXUS DEALER AND AM TAKING IT IN TO BE CHECKED.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10303083  
**Date of Incident:** 20091123  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** EASTHAMPTON, MA

**NHTSA Summary:**

MY 2005 TOYOTA HIGHLANDER V6 4WD, WHICH I PURCHASED NEW, HAS BEEN EXPERIENCING A HESITATION/SHIFTING PROBLEM FOR NEARLY AS LONG AS I HAVE OWNED THE VEHICLE. WHILE THE PROBLEM DOES NOT ALWAYS OCCUR, IT IS QUITE PRONOUNCED WHEN IT DOES AND HAS RESULTED IN VERY DANGEROUS SITUATIONS. THE PROBLEM HAS BEEN BROUGHT TO THE DIRECT ATTENTION OF TOYOTA MOTOR SALES IN CALIFORNIA, AND THEIR RESPONSE HAS BEEN DISTURBINGLY POOR. THE TOYOTA DEALER THAT HAS BEEN SERVICING MY VEHICLE HAS BEEN VERY HELPFUL, BUT APPARENTLY CANNOT TAKE ACTION TO CORRECT THE PROBLEM WITHOUT CORPORATE AUTHORIZATION. HERE IS A SUMMARY OF THE PROBLEM: THE VEHICLE CANNOT ALWAYS DECIDE WHEN TO ACCELERATE FROM A STOP - THERE HAVE BEEN

C-1661

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MANY INSTANCES OF INITIAL HESITATION/LACK OF ADEQUATE POWER UPON APPLYING THE GAS PEDAL. FOR EXAMPLE, I HAVE EXPERIENCED A DELAY OF A SECOND OR TWO WHEN APPLYING THE GAS PEDAL TO PROCEED. THIS HAS RESULTED IN SOME VERY CLOSE CALLS WITH ONCOMING TRAFFIC. ALSO, THERE ARE OCCURRENCES WHERE THE VEHICLE CANNOT SEEM TO DECIDE BETWEEN GEARS (IT WILL SOMETIMES JUMP UP/DOWN BETWEEN THE LOWER GEARS, SUCH AS 1ST TO 2ND GEAR AND/OR 2ND TO 3RD GEAR). FURTHERMORE, I HAVE NOTICED A GENERAL LACK OF ADEQUATE ACCELERATION/GAS PEDAL RESPONSE, ESPECIALLY DURING CITY DRIVING (IE. LOWER SPEEDS). MY LOCAL TOYOTA DEALER HAS RECORDS OF THE PROBLEM SINCE APPROXIMATELY 16,000 MILES (THE VEHICLE NOW HAS ABOUT 44,000 MILES). I BELIEVE THE ISSUE IS THE ECM, WHICH WAS REPROGRAMMED BUT THE PROBLEM RETURNED. BASED ON MY RESEARCH, I BELIEVE THE ECM MAY BE DEFECTIVE AND THAT REPLACING THE UNIT MAY SOLVE THE PROBLEM. TOYOTA WILL NOT REPLACE THE ECM. ABOUT A MONTH AGO, THE TOYOTA DEALER WAS ABLE TO VERIFY THE HESITATION PROBLEM DURING A SERVICE VISIT. HOWEVER, THEY COULD NOT DUPLICATE IT LATER WITH THE SCAN TOOL ATTACHED - THEY HAD THE VEHICLE FOR TWO DAYS TRYING TO GET A SNAP SHOT BECAUSE THE TOYOTA FIELD SERVICE TECHNICIAN TOLD THEM "NO REPAIRS ARE TO BE MADE UNTIL THE PROBLEM OCCURS MORE OFTEN." TW\*

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10304488  
**Date of Incident:** 20091123  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** VALLEY COTTAGE, NY

**NHTSA Summary:**

ON NOV 23, MY WIFE HAD AN ACCIDENT IN HER 2009 CAMRY. SHE WAS PULLING INTO A PARKING SPACE WHEN THE CAR ACCELERATED. THE CAR CONTINUED TO ACCELERATE WITH THE BRAKE ON. THE CAR HAS BEEN COSMETICALLY FIXED (\$9500). WE HAVE NO FAITH IN THIS RECALL FOR GAS PEDAL. THERE IS MUCH MORE HERE, A SENSOR OR COMPUTER FAILURE. TOYOTA HAS STILL NOT FIXED OUR CAR BECAUSE THEY DO NOT HAVE RECALL PARTS YET. THEY ALSO SAID THEY WERE GOING TO INSTALL BREAK OVER-RIDE SOFTWARE WHEN THAT BECOMES READY. PLEASE CONTINUE YOUR INVESTIGATION. I FEEL WE HAVE NOT HEARD THE LAST ABOUT THIS ISSUE.

**Additional Summary:**

On November 23, 2009 my 2009 Camry (7000 miles) suddenly accelerated into the side of a Rite-Aid store causing over \$9000 in damage. Lucky no one was hurt, but something caused that car to accelerate and surely not the floor mates. Now the car is fixed but I will not drive it, it is at the dealership waiting for recall supplies to arrive. Even then, I do not trust the car. So, what do I do with this car? If I trade in I take a huge financial loss. I feel I have to in order to feel safe. Thank you for your investigation. I feel some one is on my side.

**Toyota ID Number:**

**NHTSA ODI Number:** 10301123  
**Date of Incident:** 20091123  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** SUNRISE, FL

**NHTSA Summary:**

**Additional Summary:**  
PER ACCIDENT REPORT -

"DRIVER OF VEHICLE 1 FAILED TO MAINTAIN CONTROL OF HER VEHICLE WHEN SHE APPROACHED SLOWER MOVING TRAFFIC. SHE VEERED THE VEHICLE TO THE LEFT TO

C-1662

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AVOID A REAR END COLLISION AND THE VEHICLE SUBSEQUENTLY SPUN OUT OF CONTROL. VEHICLE 1'S FRONT LEFT COLLIDED INTO THE CONCRETE MEDIAN WALL. VEHICLE 1 TRAVELED UP AGAINST THE WALL THE OVERTURNED TO A FINAL UPRIGHT POSITION FACING NORTH WEST IN THE CENTER LEFT LANE.

DRIVER 1 WAS TRANSPORTED TO THE HOSPITAL FOR A RIGHT ARM FRACTURE."

Accident Report saved as Document TOYSUA4217

**Toyota ID Number:**

**NHTSA ODI Number:** 10317320  
**Date of Incident:** 20091123  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** LAREDO, TX

**NHTSA Summary:**

I WAS DRIVING MY TOYOTA CAMRY 2008 MODEL ON A DRY, FLAT ROAD IN CLEAR, DRY WEATHER, GOING ABOUT 55 MPH. THE ROAD WAS 2 LANES WITH NO SHOULDERS ON EITHER SIDE. I SWERVED INTO THE LEFT LANE TO PASS A TRUCK BUT SAW A CURVE APPROACHING AND WENT TO SWERVE BACK IN BEHIND THE TRUCK, BRAKING TO SLOW DOWN. AS I DID THE BRAKING, THE CAR RAPIDLY INCREASES SPEED SO I BRAKED HARDER BUT THE CAR KEPT GOING AT SPEED. THERE WAS NO ROOM TO GO RIGHT (NO SHOULDER) IN ORDER TO AVOID CRASHING INTO THE TRUCK IN FRONT OF ME, SO I SWERVED LEFT, INTO THE ON-COMING LANE. THERE WERE NO CARS IN THAT LANE. MY CAR CONTINUED TO ACCELERATE AND IT VEERED ACROSS THE LANE, INTO A DITCH ALONGSIDE THE ROAD AND TURNED OVER, LANDING ON THE ROOF. THE OTHER 2 OCCUPANTS OF THE CAR AND MYSELF HAD OUR SEAT BELTS ON AND WERE NOW SUSPENDED FROM THEM AND UNHURT EXCEPT FOR MINOR SCRATCHES AND BRUISES. THE CAR WAS BADLY DAMAGED AND REQUIRE ABOUT \$10,000 WORTH OF REPAIRS OVER A 7 WEEK PERIOD. THERE NO OTHER VEHICLES INVOLVED NOR WAS THERE ANY PROPERTY, PUBLIC OR PRIVATE, DAMAGED.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10293919  
**Date of Incident:** 20091124  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** ESTACADA, OR

**NHTSA Summary:**

2005 TOYOTA TACOMA--IT'S NOT THE FLOOR MAT! UNINTENTIONAL ACCELERATION PROBLEM. BACKING TO TURN AROUND, LOOKING OVER MY RIGHT SHOULDER AND TURNING THE STEERING WHEEL TO THE LEFT. WHEN MOVING MY RIGHT FOOT FROM THROTTLE TO BRAKE, THE TRUCK SUDDENLY ACCELERATED AND THE HARDER I BRAKED, THE FASTER IT WENT. STOPPED THE MOVEMENT BY SHUTTING OFF THE ENGINE. WHAT HAPPENED: IN THE POSITION I WAS IN, TWISTED TO LOOK OVER MY RIGHT SHOULDER. WHEN MOVING MY FOOT TO THE BRAKE, I INADVERTENTLY FAILED TO MOVE MY FOOT COMPLETELY ONTO TO THE BRAKE AND OFF THE THROTTLE. MY FOOT ENGAGED BOTH PEDALS AND THE BRAKES DID NOT ENGAGE UNTIL THE BRAKE PEDAL WAS PRESSED DOWN FAR ENOUGH TO ALSO PRESS ON THE THROTTLE. THIS HAS HAPPENED TO ME 3 TIMES, FORTUNATELY IN MY DRIVEWAY AND THERE WERE NO COLLISIONS. THE PROBLEM IS THAT THE BRAKE PEDAL GOES DOWN TOO LOW BEFORE ACTUALLY ACTIVATING THE BRAKES. THE SOLUTION IS TO DESIGN SO THAT THE BRAKES ENGAGE WHEN THE PEDAL IS A LITTLE HIGHER THAN THE THROTTLE. IS IT

C-1663

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

JUST ME? COULD BE, BUT I HAVE BEEN DRIVING FOR 50 YEARS AND THIS HAS NEVER HAPPENED WITH ANY OTHER VEHICLE. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10293611  
**Date of Incident:** 20091124  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** SPRINGFIELD, PA

**NHTSA Summary:**

11/24/09 I WAS DRIVING MY 2010 CAMRY IN A PARKING LOT. MY CHILDREN WERE IN THE BACK SEAT. I WAS TRAVELING 10 MPH. MY RIGHT FOOT WAS NOT ON THE GAS, NOR THE BRAKE, THE TORQUE OF THE ENGINE WAS SUFFICIENT FOR MOVING US ALONG WHILE LOOKING FOR A PARKING SPACE. MY RIGHT FOOT WAS ABOVE THE BRAKE AS I WAS SLOWLY LOOKING FOR A PARKING SPOT. SUDDENLY, I HEARD A VERY LOUD VVRRROOOOMMMM AND THE CAR SPONTANEOUSLY ACCELERATED AND LUNGED FORWARD APPROXIMATELY 20 FEET. THANKFULLY I WAS ABLE TO BRAKE QUICKLY AND STOPPED THE CAR. I THEN TOOK IT TO THE DEALERSHIP. CONICELLI RAN A DIAGNOSTIC ON MY CAR. LATER THAT DAY WHEN I PICKED UP THE CAR, THEY SAID THEY FOUND NOTHING. WHEN I ASKED THEM WHERE THE "SPONTANEOUS ACCELERATION" (A PROBLEM TOYOTA EARLIER IN THE DAY TOLD ME THEY WERE HAVING) WOULD HAVE APPEARED ON THE DIAGNOSTIC, THEY WERE AT A LOSS. LET ME BE VERY CLEAR THAT THERE WAS NOT A FLOOR MAT IN THE DRIVER'S SIDE. I DO NOT BELIEVE THE "SPONTANEOUS ACCELERATION" WAS CAUSED BY THE "MAT ISSUE." I KNOW MY EXPERIENCE WAS REAL AND NOT CAUSED BY DRIVER ERROR. I FEEL THE PROBLEM IS ELSEWHERE AND EXACERBATED FOR SOME DRIVERS BECAUSE THEY HAD THE FLOOR MATS IN PLACE. PLEASE PRESS TOYOTA TO GET TO THE BOTTOM OF THIS ISSUE. I NO LONGER FEEL SAFE IN MY 2010 TOYOTA CAMRY THAT I BOUGHT FOR SAFETY REASONS IN THE FIRST PLACE. \*TR THANK YOU.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10293549  
**Date of Incident:** 20091124  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** HOUSATONIC, MA

**NHTSA Summary:**

WAS DRIVING MY 2003 TOYOTA COROLLA LAST NIGHT AND WHEN I TOOK MY FOOT OFF OF THE GAS PEDAL THE CAR JUST STARTED ACCELERATING ON ITS OWN - IT DID IT 2 OR 3 TIMES WHEN I PULLED OVER AND SHUT THE CAR OFF. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10294965  
**Date of Incident:** 20091124  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** CUPERTINO, CA

**NHTSA Summary:**

SUDDEN ACCELERATION AT HIGHWAY SPEEDS IN 2006 TOYOTA COROLLA ID # 1NXBR32E86Z756049 - ON 11-24-09 TRAVELLING SOUTH ON HIGHWAY 5 IN CALIFORNIA NEAR BUTTONWILLOW AT APPROXIMATELY 70-75 MILES PER HOUR IN THE FAST LANE, PROBABLY WHILE ON CRUISE CONTROL, CAR BEGAN TO ACCELERATE, HIT THE BRAKE

C-1664

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHICH HAD NO EFFECT, AND IF IT HAD BEEN ON CRUISE CONTROL, IT DID NOT OVERRIDE THE ACCELERATION. I BEGAN TO GET CLOSER TO THE CAR IN FRONT OF ME. I DO NOT BELIEVE I INITIALLY TRIED TO PUT THE CAR INTO NEUTRAL. I TURNED OFF THE CAR ENGINE, THE ACCELERATION STOPPED, I HIT THE BRAKE SOMEWHAT TO GET IT DOWN TO A REGULAR SPEED, PUT THE CAR INTO NEUTRAL, STARTED IT WHILE COASTING, PUT IT BACK INTO GEAR (MANUAL TRANSMISSION), AND THE CRISIS WAS OVER. THEN, ABOUT AN HOUR LATER, WHILE ON THE GRAPEVINE PORTION OF HWY 5 AFTER THE SUMMIT, IT DID THE SAME THING WITH LESSER TRAFFIC. I PUT IT INTO NEUTRAL THIS TIME, HIT THE BRAKE, SLOWED A LITTLE, PUT IT BACK INTO GEAR AND SINCE THEN IT HAS NOT OCCURRED. SEE NEXT PARAGRAPH. OVER THE PAST 3 YEARS, THEIR HAVE BEEN A NUMBER OF ADDITIONAL OCCASIONS WITH A DIFFERENT ISSUE WHERE: 1) MY FOOT HAS SLIPPED OFF THE BRAKE ONTO THE ACCELERATOR CAUSING THE ENGINE TO REV WHEN IN NEUTRAL IN THE DRIVEWAY OR A STOPLIGHT (I THINK BECAUSE THE PEDALS ARE SMALL AND VERY CLOSE TO ONE ANOTHER), AND; 2) OCCASIONS WHEN THE ACCELERATOR HAS GOT STUCK UNDER THE FLOORMAT WHEN THE FLOORMAT HAD SLID FORWARD CAUSING THE CAR TO ACCELERATE. REGARDING THE HIGHWAY ACCELERATION PROBLEM, THIS WAS NOT THE CASE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303326  
**Date of Incident:** 20091124  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** CHESTERFIELD, MA

**NHTSA Summary:**

AS I WAS ABOUT TO COMPLETE PARKING MY 2008 TOYOTA TUNDRA IN A PARKING SPACE AT NORTHAMPTON HIGH SCHOOL, NORTHAMPTON, MASSACHUSETTS THE TRUCK SUDDENLY ACCELERATED AT A HIGH RATE, WENT OVER A CURB AND INTO A CHAIN LINK FENCE DOING CONSIDERABLE DAMAGE TO THE FENCE AND TRUCK. I HAD NO CONTROL OVER THE TRUCK AND HITTING THE BRAKE WAS NOT ENOUGH TO STOP THE HIGH ACCELERATION. I FINALLY MADE THE TRUCK STOP BY SHIFTING INTO NEUTRAL AND SHUTTING OFF THE ENGINE. I WAS VERY LUCKY TO NOT HAVE BEEN HURT. IF THIS HAPPENED A FEW SECONDS EARLIER I WOULD HAVE HIT A GROUP OF STUDENTS WALKING IN THE PARKING LOT. THE STUDENTS WERE IN FRONT OF MY VEHICLE BEFORE I MADE THE RIGHT TURN INTO THE PARKING SPACE. IT WAS VERY SCARY, I AM VERY NERVOUS NOW DRIVING THE TRUCK. MY WIFE WILL NOT DRIVE IT. I CONTACTED TOYOTA IMMEDIATELY. THEY HAVE BEEN VERY DIFFICULT TO DEAL WITH. NOT RETURNING PHONE CALLS AND NOT MEETING DATES FOR WHAT THEY WILL DO. WHEN I FIRST CONTACTED TOYOTA, THE REPRESENTATIVE SAID TO ME "SO WHAT DO YOU WANT TOYOTA TO DO" AFTER I DESCRIBED WHAT HAPPENED AND HOW LUCKY I WAS NOT TO BE HURT OR HURTING STUDENTS IN A HIGH SCHOOL PARKING LOT. I HAVE OWNED TOYOTA VEHICLES SINCE 1970 - THEY SEEM TO HAVE LITTLE CONCERN FOR MY LOYALTY OR THE STRESS THIS INCIDENT HAS CAUSED ME AND MY FAMILY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310499  
**Date of Incident:** 20091124  
**Vehicle:** 2005 SCION XB  
**Location of Incident:** BASTROP, TX

**NHTSA Summary:**

WHILE ENTERING A FREEWAY WITH FULL ACCELERATION THE GAS PEDAL STUCK. THE CAR WAS OUT OF CONTROL AND AFTER APPLYING THE BRAKES PUT IT IN NEUTRAL IT

C-1665

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FINALLY UNSTUCK. SCION XB 2005 SOON AFTER THIS HAPPENED ALL THE WARNING LIGHTS CAME ON (SERVICE ENGINE BRAKE LIGHT ETC. TOOK IT TO THE DEALER AND THEY REPLACED A COMPUTER. I DO NOT KNOW IF THE PROBLEM WAS DUE TO THE COMPUTER FAILURE BUT IT DID HAPPEN AT APPROXIMATELY THE SAME TIME. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313887  
**Date of Incident:** 20091124  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** SUN VALLEY, ID

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 LEXUS RX330. THE VEHICLE SUDDENLY ACCELERATED INTO THE REAR OF THE CONTACTS GARAGE. THE VEHICLE WAS TRAVELING 2 MPH WHEN THE VEHICLE STARTED TO SURGE FORWARD. THE FAILURE HAS ONLY OCCURRED ONE TIME. THE MECHANIC THAT INSPECTED THE VEHICLE WAS UNABLE TO FIND ANY MECHANICAL FAILURE. THE FAILURE MILEAGE WAS 100,000. THE CURRENT MILEAGE WAS 105,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318585  
**Date of Incident:** 20091124  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** SAN FRANCISCO, CA

**NHTSA Summary:**

ON 11/24/09 I WAS PARKED IN A SAN FRANCISCO SHOPPING MALL PARKING LOT AND STARTED MY VEHICLE, PUT IT REVERSE, RELEASED THE BRAKE AND IT, IMMEDIATELY, ACCELERATED OUT OF THE ANGLED PARKING SPACE, ACROSS THE ONE-WAY SINGLE LANE AND CRASHED INTO THE REAR OF A CAR SIMILARLY PARKED ON THE OPPOSITE SIDE OF THE TRAFFIC LANE. I FRANTICALLY BRAKED BUT THE CAR DID NOT STOP AND, IN FACT, SEEMED TO SPEED UP. I AM ABSOLUTELY CONVINCED THAT THE CAUSE OF THE ACCIDENT WAS A FAULT IN THE ACCELERATOR MECHANISM. I, AT FIRST, THOUGHT IT WAS MY FAULT AND SAID SO TO MY INSURANCE COMPANY WITHIN AN HOUR OF THE ACCIDENT. BUT ON REFLECTION, I DECIDED IT WAS THE CAR ITSELF AND THE FOLLOWING DAY I CALLED MY INSURANCE COMPANY AND TOLD THEM THAT IT WAS A FAULT WITH THE CAR THAT WAS THE CAUSE. I HAVE TRIED TO CONTACT TOYOTA CORP. NUMEROUS TIMES BY EMAIL AND HAVE NOT BEEN SUCCESSFUL. FINALLY I CONTACTED THE LOCAL TOYOTA DEALER WHO WAS GOOD ENOUGH TO RELAY MY EMAIL TO TOYOTA CORP. THE LOCAL DEALER SENT ME AN EMAIL THE FOLLOWING DAY TELLING ME THAT I HAD TO GET AN OFFICIAL CASE OPENED WITH TOYOTA'S CUSTOMER EXPERIENCE CENTER AND TO CONTACT THEM AT 1(800)331-4331 TO GET A CASE NUMBER. I HAVE BEEN PHONING THEM FOR WEEKS AND I AM NOT ABLE TO GET ANYTHING BUT A RECORDED MESSAGE. TRYING THE LOCAL DEALER AGAIN, HE CALLED DIRECT AND ASKED THEM TO CALL ME BUT THEY TOLD HIM THAT THEY WERE NOT ABLE TO DO SO BECAUSE OF THEIR LONG WAITING LIST. SO I AM NOW TRYING THE NHSTA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325351  
**Date of Incident:** 20091124  
**Vehicle:** 2007 TOYOTA TACOMA

C-1666

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** LENARDTOWN, MD

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA TACOMA. THE CONTACT STATED THAT WHEN ATTEMPTED TO PULL OUT OF HIS DRIVEWAY, THE VEHICLE SUDDENLY ACCELERATED WHEN HE DEPRESSED THE ACCELERATOR PEDAL. THE GROUND WAS WET SO THE CONTACT WAS UNABLE TO CONTROL THE VEHICLE AND IT STOPPED IN A DITCH. THE VEHICLE WAS DESTROYED BUT NOT INSPECTED. THE CURRENT AND FAILURE MILEAGES WERE 70,429.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293573  
**Date of Incident:** 20091125  
**Vehicle:** 2008 TOYOTA 4RUNNER  
**Location of Incident:** MANNINGTON, WV

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA 4RUNNER. WHILE DRIVING 35 MPH THE VEHICLE ACCELERATED UP TO 100 MPH WITHOUT INTENTION. AFTER REPEATED BRAKE APPLICATION HE WAS ABLE TO DECELERATE. THE VEHICLE WAS TAKEN TO THE DEALER BUT THEY COULD NOT DUPLICATE THE FAILURE. THE TOYOTA MANUFACTURER WAS NOTIFIED, AND HE WAS ADVISED THAT A REMEDY WOULD NOT BE AVAILABLE UNTIL APRIL 2010. THE FAILURE MILEAGE WAS 7,380.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294239  
**Date of Incident:** 20091125  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** HINGHAM, MA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA CAMRY. AS THE CONTACT WAS DRIVING IN REVERSE OUT OF THE DRIVEWAY, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING AND CRASHED INTO A TREE. THE FAILURE HAS NOT BEEN DIAGNOSED BY THE DEALER AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 54,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293893  
**Date of Incident:** 20091125  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** LOVELAND, CO

**NHTSA Summary:**

WHILE DRIVING N FROM DENVER ON I-25 ON 11-25-2009, SPEED LIMIT OF 75MPH, I HAD THE CRUISE CONTROL OPERATING SET AT A SPEED OF 75-77 MPH. THERE WAS NO FEET ON EITHER GAS OR BRAKE PEDAL. NOT UNTIL I FOUND THE TACOMA TRUCK CRUISING AT A SPEED ABOVE 90MPH DID I REALIZE SOMETHING WAS WRONG W/THE TRUCK. I USED THE BRAKE PEDAL AND DISENGAGED THE CRUISE CONTROL AND THE VEHICLE CAME UNDER MY CONTROL. AFTER RE-SETTING THE CRUISE CONTROL TO 75 +/- MPH, TO TEST THE ISSUE, IT OCCURRED AGAIN. I CHOSE TO COMPLETE THE TRIP W/O CRUISE CONTROL W/ DILIGENT OVERSIGHT. \*TR

**Additional Summary:**

C-1667

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294748  
**Date of Incident:** 20091125  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** SAN MARCOS, CA

**NHTSA Summary:**

TL-THE CONTACT HAS A 2006 LEXUS IS250. THE CONTACT STATED SHE WAS A THE STOP LIGHT WHEN THE VEHICLE ACCELERATED UP TO 65MPH AS SHE DEPRESS THE BRAKES THE VEHICLE DID NOT STOP IT KEPT ON GOING. CONTACT TRY TO PUT THE VEHICLE IN PARK BUT IT DID NOT STOP THE VEHICLE FROM ACCELERATED MORE. CONTACT TURNED THE VEHICLE TO THE CURB TWICE TO STOP THE VEHICLE AND AS SHE DID THE SECOND TIME THE FRONT RIGHT TIRE FLEW OFF FLIPPED THE VEHICLE UPSIDE DOWN. CONTACT WAS TRAPPED AND HAD TO BE RESCUED BY THE FIRE FIGHTERS THRU THE SUN ROOF OF THE VEHICLE. CONTACT WENT TO THE HOSPITAL. BUT HAS NO INJURIES ONLY SHAKEN UP. THERE IS A POLICE REPORT IF NEEDED. THE TOYOTA MANUFACTURE WAS CONTACTED AND THEY WILL BE CHECKING INTO THIS ACCIDENT. VIN NUMBER IS UNKNOWN. THE FAILURE MILEAGE WAS 63,000...MW

**Additional Summary:**

SUA - brakes didn't work, tried stepping on parking brake, tried putting car into park, turned wheel to curb twice, front tire came off and car flipped onto right side. NO physical injuries. Emotional trauma. Still won't drive.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302637  
**Date of Incident:** 20091125  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** KISSIMMEE, FL

**NHTSA Summary:**

ON SEVERAL OCCASIONS I NOTICE MY ACCELERATOR /GAS PEDAL STICKING. ALSO AT TIMES HARD TO PRESS. THE ACCELERATOR ALSO AT 1 TIMES I ALMOST HAD AN ACCIDENT HAD I NOT BEEN ABLE TO PUT THE CAR IN NEUTRAL AND STOP. ALL GETTING HIT DOING IT I DIDN'T REALISE WHAT IT UNTIL I READ ABOUT THIS RECALL AND WAS NEVER CONTACTED TO THIS DAY ABOUT IT FROM TOYOTA OR ITS DEALER \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312771  
**Date of Incident:** 20091125  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** PASADENA, CA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2006 TOYOTA COROLLA. THE CONTACT STATED WHENEVER HE IS DRIVING AND APPROACHING A STOP SIGN AND HE DEPRESSES THE BRAKE THE VEHICLE ACCELERATE FORWARD. THE VEHICLE WAS TAKEN TO THE DEALER AND WAS TESTED TWICE AND THEY CANNOT DUPLICATE THE FAILURE. THE CONTACT WAS TOLD TO CONTINUE DRIVING THE VEHICLE BECAUSE THERE WAS NO FAILURE WITH THE VEHICLE. THE TOYOTA MANUFACTURER WAS CALLED AND THEY TOLD THE CONTACT IF THE DEALER CANNOT FIND THE FAILURE WITH THE VEHICLE THE VEHICLE HAD NO PROBLEM. THE FAILURE MILEAGE WAS 44,000.

C-1668

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319326  
**Date of Incident:** 20091125  
**Vehicle:** 2009 LEXUS ES350  
**Location of Incident:** SHOREHAM, NY

**NHTSA Summary:**

TL- THE CONTACT STATED THE VEHICLE IS A 2009 LEXUS ES350. THE CONTACT STATED THAT WHEN SHE WAS MOVING FROM A STOPPED POSITION. THE CONTACT STATED THAT SHE PUSHED THE BRAKE AND STARTED THE IGNITION AND THE VEHICLE ACCELERATED, THEN THE VEHICLE ACCELERATED AGAIN WHEN SHE TRIED TO MOVE OUT OF THE PARKING SPACE. THE CONTACT BELIEVES THAT THE FLOOR MAT WAS PUSHED UP UNDER THE ACCELERATOR. THE CONTACT STATED THAT SHE WAS ABLE TO STOP THE ACCELERATION EACH TIME BY PRESSING HARD ON THE BRAKE PEDAL. THE CONTACT STATED THAT THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC AND TESTING. THE DEALER STATED THAT THE FLOOR MAT WAS THE PROBLEM AND REPLACED THE FLOOR MAT. THE CONTACT STATED THE WEATHER WAS COLD BUT NOT A FACTOR WITH THE VEHICLE FAILURE. THE CONTACT TAKEN THE VEHICLE BACK TO THE DEALER FOR THE ACCELERATOR PEDAL RECALL AND THE DEALER REPAIRED THE ACCELERATOR PEDAL. NO WIN NUMBER WAS PROVIDED AT THIS TIME BY THE CONTACT. THE APPROXIMATE FAILURE MILEAGE WAS 2,000. THE APPROXIMATE CURRENT MILEAGE WAS 4,800. RG

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293920  
**Date of Incident:** 20091126  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** HAMBURG, NY

**NHTSA Summary:**

WE HAVE A TOYOTA AVALON 2007 & HAVE NOTICED THAT AFTER WE REENGAGE THE CRUISE CONTROL THERE IS A SUDDEN ACCELERATION UP TO THE PRESET SPEED, THERE HAS ALSO BEEN NUMEROUS INCIDENTS WHEN THE CAR ACCELERATES PAST THE PRESET SPEED & WE HAVE TO DISENGAGE THE CRUISE CONTROL & THEN RESET IT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296784  
**Date of Incident:** 20091126  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CENTERVILLE, VA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. TWICE THE VEHICLE SUDDENLY ACCELERATED WHILE DRIVING APPROXIMATELY 35 MPH. ALSO THE BREAKS WOULD NOT RESPOND DURING APPLICATION. HE WOULD HAVE TO USE THE EMERGENCY BRAKE SEVERAL TIMES. HE RECEIVED A TICKET FOR DRIVING OVER THE SPEED LIMIT. HE CONTACTED THE MANUFACTURER AND FILED A REPORT. HE WAS ADVISED TO TAKE THE VEHICLE BACK TO THE DEALER WHERE HE PURCHASED IT. THE VEHICLE WAS TAKEN TO THE DEALER, BUT THE TECHNICIAN DID NOT ROAD TEST OR DIAGNOSE THE VEHICLE. THE DEALER STATED THERE WAS NOTHING WRONG WITH THE VEHICLE AND GAVE HIM THE KEY BACK. HE TOLD THE DEALER IF THEY COULD NOT DIAGNOSE THE FAILURE TO

C-1669

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TRADE THE VEHICLE. THE VEHICLE WAS TRADED. THE CURRENT AND THE FAILURE MILEAGES WERE 8,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311271  
**Date of Incident:** 20091126  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** TACOMA, WA

**NHTSA Summary:**

BOUGHT 2009 TOYOTA MATRIX IN SEPT. 2009. HAVE EXPERIENCED BOTH GAS PEDAL ISSUES AND STEERING ISSUES. GAS PEDAL ISSUE HAS BEEN "FIXED". IN REGARDS TO THE STEERING ISSUE. I HAVE NOTICED THAT WHEN I WAS DRIVING AT SPEEDS OVER 35MPH IT DOES PULL TO THE RIGHT AND FEELS LIKE THE CAR IS BEING PUSHED BY WIND. MY DAUGHTER & HUSBAND ALSO EXPERIENCED THIS WHILE DRIVING THE CAR. I DID NOT REPORT THE STEERING ISSUE TO ANYONE BECAUSE I DID NOT KNOW IT WAS A DEFECT, THIS IS THE FIRST TOYOTA I HAVE OWNED AND THOUGHT IT WAS A TOYOTA THING. ALSO, I WAS INVOLVED IN AN ACCIDENT IN NOV. 2009 IN THE TOYOTA MATRIX. I AM UNSURE OF WHETHER THE GAS PEDAL ISSUE MAY HAVE PLAYED A ROLE IN THAT INCIDENT. I DO NOT OWN THIS CAR NOW. I TRADED IT IN ON ANOTHER VEHICLE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316156  
**Date of Incident:** 20091126  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** POWELL, OH

**NHTSA Summary:**

1. AFTER TURNING OFF CRUISE CONTROL, VEHICLE ACCELERATED ON ITS OWN UP TO 95M.P.H. UNTIL I WAS FINALLY ABLE TO GET IT STOPPED BY PRESSING THE BRAKES TO THE FLOOR. AFTER GETTING THE VEHICLE PULLED OVER TO THE SIDE OF THE INTERSTATE, THERE WAS A LOT OF SMOKE COMING FROM THE FRONT BRAKE PADS. I RESTARTED THE VEHICLE IN AN ATTEMPT TO GET IT OFF THE INTERSTATE FOR FURTHER INSPECTION. AS I EXITED THE HIGHWAY, I TURNED THE VEHICLE ONTO THE OFF RAMP BUT THE VEHICLE DID NOT TURN AND DROVE US DIRECTLY INTO THE GUARD RAIL. I CONTACTED TOYOTA AND THEY HAVE DENIED THERE WAS ANYTHING WRONG WITH THE VEHICLE AND DISMISSED MY COMPLAINT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293955  
**Date of Incident:** 20091127  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** APPLETON, WI

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. IMMEDIATELY AFTER STARTING THE VEHICLE, THE RPM'S INCREASED TO 5,000. THE ENGINE WAS TURNED OFF AND TOWED TO AN AUTHORIZED DEALER FOR INSPECTION. THE TECHNICIAN STATED THAT THE FAILURE WAS CONTRIBUTED TO THE ACCELERATOR PEDAL WARNING SENSOR. THE VEHICLE IS IN THE PROCESS OF BEING REPAIRED. THE CONTACT HAD CONCERNS OF THE SAFETY RISK INVOLVED. THE VIN WAS UNAVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE 112,000.

C-1670

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10293888  
**Date of Incident:** 20091127  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** PRESCOTT, AZ

**NHTSA Summary:**

THIS COMPLAINT IS TO INCLUDE ODI #'S 10183308,10288886, AND 10293097. THE ODI #'S ARE ALL FOR THE SAME VEHICLE BUT ARE FOR DIFFERENT DATES IN WHICH THIS VEHICLE HAD SOMETHING TO REPORT THAT WAS DIFFERENT BUT WERE ASSOCIATED. THIS COMPLAINT IS FOR AN INCIDENT THAT OCCURRED ON NOV. 27TH 2009. I WAS PARKED ALMOST ALL THE WAY OUT OF MY GARAGE. THE VEHICLE WAS RUNNING AND TRANSMISSION WAS IN PARK WITH EMERGENCY BRAKE APPLIED. FORTUNATELY I WAS SITTING BEHIND THE WHEEL AND IMMEDIATELY SHUT THE IGNITION OFF. I DO NOT KNOW THE RPM'S. MY WIFE WAS GETTING INTO THE TRUCK ON THE PASSENGERS FRONT. WHEN ALL OF A SUDDEN THE ENGINE RACED AS IT WOULD HAVE AS DESCRIBED AS "UNINTENTIONAL SUDDEN ACCELERATION". THIS WAS THE SECOND TIME THAT THE TRUCK DID THIS EXCEPT THAT THE TRANSMISSION WAS IN PARK. BEING OUT IN THE DESERT AND THIS HAPPENING AND BEING IN THE GARAGE IN PARK SENDS OUT TO ME A MESSAGE THAT THIS TRUCK HAS A GLITCH IN IT THAT NOW HAS HAPPENED TWICE. IF I WAS NOT IN THE TRUCK, GOD ONLY KNOWS WHAT WOULD HAVE HAPPENED. I HAVE REPORTED THE SUDDEN ACCELERATION TO TOYOTA ALREADY. TOYOTA HAS LOOKED AT THE TRUCK AT MY DEALERS AND HAS SENT THE INFORMATION TO THEIR LEGAL DEPT. TO DECIDE WHAT THEY WILL DO. I HAVE NOT REPORTED THE LATEST INCIDENT. THE TOYOTA PEOPLE ARE SUPPOSED TO CALL ME MONDAY THE 30TH. I SHALL TELL THEM ABOUT THIS INCIDENT AT THAT TIME. I HAVE ALREADY TOLD THEM THAT THEY SHOULD HAVE IMPOUNDED THE VEHICLE BUT INSTEAD THEY LET ME DRIVE THE VEHICLE HOME. WHAT NEEDS TO HAPPEN IS TOYOTA NEEDS TO BUY THE TRUCK BACK AND MAKE ME WHOLE ON THE COMPLETE PURCHASE PRICE OF THE TRUCK. ONCE THAT IS DONE THEY CAN USE MY VEHICLE AS A TEST TRUCK. THE FLOOR MATS ARE THE CORRECT TOYOTA ISSUED WITH ONE KEEPER. MY GAS PEDAL DOESN'T HANG UP, SO POSSIBLY THEY WILL ACTUALLY HAVE TO FIND THE PROBLEM. I REALLY HOPE THEY FIND WHAT THE ISSUE IS. BUT ONCE THEY SAY THAT "IT IS FIXED". I'LL WAIT ANOTHER YEAR BEFORE I AMUSE MYSELF TO PURCHASE ANOTHER TRUCK. I ALWAYS TRUSTED TOYOTA BUT NO MORE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295231  
**Date of Incident:** 20091127  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** BASCOM, FL

**NHTSA Summary:**

ON NOVEMBER 27, 2009, MY BOYFRIEND AND I WERE DRIVING MY 2007 TOYOTA TACOMA HOME AFTER ATTENDING A FOOTBALL GAME AT AUBURN UNIVERSITY. MY BOYFRIEND WAS DRIVING AND AS HE WAS ACCELERATING TO PASS A SEMI, MY TACOMA'S ACCELERATOR SUCKED TO THE FLOOR, PUSHING MY VEHICLE TO DANGEROUS SPEEDS NEARLY CAUSING US TO REAR-END THE VEHICLE IN FRONT OF US. HE WAS UNABLE TO GET THE VEHICLE TO STOP USING THE BRAKE AND WAS UNABLE TO PRY THE ACCELERATOR UP WITH THE TOE OF HIS SHOE. HE RESORTED TO PUTTING THE VEHICLE IN NEUTRAL AND TURNING IT OFF. WE WERE TERRIFIED, IN HEAVY TRAFFIC AND IN A

C-1671

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE WE NO LONGER FELT SAFE DRIVING. APPROXIMATELY AN HOUR AFTER THE FIRST INCIDENT, THE TRUCK SUDDENLY ACCELERATED AGAIN. AS WE WERE SPEEDING UP AFTER BEING STOPPED AT A RED LIGHT, THE VEHICLE SURGED PULLING THE ACCELERATOR AWAY FROM MY BOYFRIEND'S FOOT TO THE FLOOR. HE RESORTED, AGAIN, TO PUTTING THE VEHICLE IN NEUTRAL IN ORDER TO STOP IT. WE TOOK THE TACOMA TO TOYOTA OF DOTHAN THE NEXT MORNING TO DETERMINE WHAT THE PROBLEM WAS. THE DEALERSHIP KEPT THE VEHICLE NEARLY A WEEK TO DETERMINE THE PROBLEM. THEY REPORTED THAT THE FLOOR MAT MUST HAVE BEEN CAUGHT UNDER THE GAS PEDAL. I KNOW FOR A FACT THE MAT WAS NOT UNDER THE ACCELERATOR. I HAD READ REPORTS PRIOR TO THE INCIDENT WHERE MISPLACED FLOOR MATS WERE CAUSING THE ACCELERATOR TO HANG AND I HAD PULLED THE MAT IN MY VEHICLE BACK INTO A SECURE LOCATION. I TALKED TO MY BOYFRIEND; HE REPORTED THAT THE MAT WAS IN ITS PROPER PLACE WHEN THE INCIDENT OCCURRED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294004  
**Date of Incident:** 20091127  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** FISHER, IN

**NHTSA Summary:**

NHTSA COMPLAINT:  
TOYOTA SIENNA LE 2004 SUDDENLY ACCELERATED WHILE BRAKE PEDAL WAS PRESSED ON A PARKING. CAR CRASHED INTO THE WALL BECAUSE IT WAS ONLY A FEW FEET IN FRONT OF THE VEHICLE. \*TR

WIFE WAS GOING TO WORK - TO PARKING SPOT ON PARKING DECK; SUA - CRASHED INTO WALL; BOTH AIR BAGS DEPLOYED; SEVERE DAMAGE TO RIGHT FRONT

TOYOTA SIENNA LE 2004 SUDDENLY ACCELERATED WHILE BRAKE PEDAL WAS PRESSED ON A PARKING. CAR CRASHED INTO THE WALL BECAUSE IT WAS ONLY A FEW FEET IN FRONT OF THE VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303204  
**Date of Incident:** 20091127  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** NEW LEBANON, OH

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. SHE STATED THAT WHILE DRIVING AT 65 MPH SHE USING THE CRUISES CONTROL AND WHEN TURNING IT OFF, WITHOUT PUTTING HER FOOT ON THE ACCELERATOR PETAL THE VEHICLE ACCELERATED ON ITS OWN. SHE WAS ABLE TO SLOW DOWN THE VEHICLE THEN IT DROVE FINE. AFTER THAT INCIDENT SHE HASN'T DRIVEN THE VEHICLE THAT MUCH AND HASN'T EXPERIENCED IT ANYMORE. THE DEALER WAS CONTACTED AND THEY STATED THAT SHE SHOULD BRING THE VEHICLE IN TO HAVE IT DIAGNOSED AND SO THEY CAN LOOK AT ACCELERATOR PETAL. THE CONTACT DOES NOT BELIEVE ITS THE PETAL. THE FAILURE MILEAGE WAS 5000 AND CURRENT MILEAGE WAS 6233.

**Additional Summary:**

C-1672

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305257  
**Date of Incident:** 20091127  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** PORTSMOUTH, NH  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 MATRIX. WHILE DRIVING 35 MPH, SHE DECREASED SPEED AND PLACED HER FOOT ON THE BRAKES; HOWEVER, THE VEHICLE ACCELERATED AND CRASHED INTO ANOTHER VEHICLE. THE VEHICLE CONTINUED TO ACCELERATE EVEN AFTER THE CRASH OCCURRED UNTIL THE CONTACT SHIFTED INTO NEUTRAL GEAR AND CAME TO A STOP. THERE WERE NO INJURIES. A POLICE REPORT IS AVAILABLE IF NEEDED. THE VEHICLE WAS TOWED TO A DEALER TO BE INSPECTED BY A TECHNICIAN. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 30,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313389  
**Date of Incident:** 20091127  
**Vehicle:** 2006 LEXUS ES330  
**Location of Incident:** SOUTHERN PINES, NC  
**NHTSA Summary:**  
I OWN A 2006 330 LEXUS. RECENTLY ON TWO SEPARATE TRIPS, I HAVE HAD AN INCIDENT RELATING TO THE CRUISE CONTROL. I HAD THE CAR SET ON THE SPEED LIMIT OF 75MPH (AN INTERSTATE) AND PUT MY FOOT ON THE BRAKE. WHEN I WENT TO THE "RESUME SPEED" BUTTON, SUDDENLY THE CAR CHARGED FORWARD BEYOND WHERE IT WAS ORIGINALLY SET AND OF ITS OWN VOLITION, THE GAS PEDAL WENT TO THE FLOOR. WHEN I BRAKED IT SLOWED BACK DOWN. THIS HAPPENED MORE THAN ONCE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20091128  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** DELRAY BEACH, FL  
**NHTSA Summary:**  
**Additional Summary:**  
On 11/28/09 my 2003 Camry suddenly accelerated in the Town Center Mall parking lot in Boca Raton, FL. I completely lost control and my car smashed into a parked car.  
On 2/4/10 I reported this to my local dealer and they stonewalled me said it's not their problem and I should contact Toyota manufacturers. They also said I was not in the recall with a 2003 Camry which I know. I told them I was reporting this to them at this time because it is the same problem as the recalled cars. I never got through to the Toyota manufacturer.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302573  
**Date of Incident:** 20091128  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** GRENAGE, CT  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 LEXUS ES350. HE STATED WHILE PULLING INTO A PARKING SPACE AT SPEEDS OF LESS THAN 10 MPH, THE VEHICLE LUNGED FORWARD AND

**C-1673**  
**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BEGAN TO ACCELERATE. THE CONTACT ATTEMPTED TO DEPRESS THE BRAKE PEDAL TO NO AVAIL. THE VEHICLE CRASHED INTO A TREE. THE FRONTAL AIRBAGS DEPLOYED AND CAUSED MINOR INJURIES TO THE CONTACT'S FACE. THE BOTTOM AIRBAGS ALSO DEPLOYED AND CAUSED INJURIES TO THE LEGS OF BOTH THE DRIVER AND PASSENGER OF THE VEHICLE. THE POLICE ARRIVED AT THE SCENE OF THE CRASH AND A POLICE REPORT WAS FILED. THE FAILURE AND CURRENT MILEAGES WERE UNDER 14,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308321  
**Date of Incident:** 20091128  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** LAREDO, TX  
**NHTSA Summary:**  
MY DAUGHTER AND SON-IN-LAW WHILE DRIVING IN THEIR 09 TOYOTA COROLLA, VIN#INXBU40E89Z111025 EXPERIENCED UNCONTROLLED ACCELERATION; ON A STRAIGHT PIECE OF DRY PAVEMENT, CAUSING THE VEHICLE TO SHOOT INTO THE ONCOMING LANE (A CONDITION KNOWN AS TORSIONAL STEERING BY SOME) ON A 2 WAY TRAFFIC ROAD STRIKING A CAR IN THE ONCOMING LANE AND THUS CAUSING A MAJOR ACCIDENT. THERE WERE ONLY SLIGHT INJURIES. THOUGH THE WHEELS WERE POINTED STRAIGHT AHEAD, THE CAR VEERED LEFT AS THE CAR UNCONTROLLABLY SPED UP. MY SON-IN-LAW STATES THAT HIS FOOT WAS NOT ON THE PEDAL. THE ACTION INITIATED AFTER HE DEPRESSED THE PEDAL TO ACCELERATE ALONG WITH OTHER TRAFFIC. THE CAR WAS REPAIR BY THE INSURANCE BUT STILL HAS THE ORIGINAL PROBLEM. IT HAS ONLY DONE IT THE TIME THAT THE CAR WAS INVOLVED IN THE ACCIDENT AND MY DAUGHTER AND SON IN LAW HAVE BEEN RELUCTANT TO USE IT SINCE THE ACCIDENT SO THUS WE HAVE NOT HAD THE EXPERIENCE RECURR. YES THE ORIGINAL PART IS AVAILABLE AND STILL ON THE VEHICLE, THOUGH TOYOTA IS SCHEDULED TO EITHER REPAIR IT OR REPLACE IT SOON.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310598  
**Date of Incident:** 20091128  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** ALBUQUERQUE, NM  
**NHTSA Summary:**  
AFTER PICKING UP HER MAIL AT HER CONDO MAILBOX AREA, MY MOTHER (93 YEARS OLD BUT IN GOOD HEALTH) STARTED UP HER CAR, HEARD A LOUD ROARING NOISE, THOUGHT IT WAS AN AIRPLANE FLYING LOW OVERHEAD (IT WAS HER CAR ENGINE), AND PUT THE CAR IN REVERSE TO EXIT HER PARKING SPACE. WITH THE THROTTLE JAMMED FOR SOME REASON, THE CAR TOOK OFF VERY FAST IN REVERSE IN AN UNCONTROLLED MANNER, CIRCLED AROUND SEVERAL TIMES OVER CURBS, GRASSY AREAS, SIDE SWIPED A SIGN POLE, AND CAME TO A STOP FINALLY AFTER BACKING (CRASHING) INTO ANOTHER CONDO UNIT ACROSS THE STREET FROM WHERE SHE LIVES. OBVIOUSLY SHE WAS VERY SCARED AFTER THIS VERY FAST UNCONTROLLED BACKWARD RIDE, BUT HAPPY TO FIND THAT SHE HAD NOT BEEN INJURED, OR THAT SHE HAD NOT HIT ANOTHER CAR OR PERSON. THE CAR (2002 CAMRY) WAS TOWED TO THE LOCAL TOYOTA DEALER WHERE IT WAS REPAIRED OVER A PERIOD OF SEVERAL WEEKS (BODY AND MECHANICAL SUSPENSION PARTS) AND CHECKED OVER. NO OBVIOUS REASON WAS FOUND FOR THE THROTTLE JAM WAS FOUND. SHE DID HAVE AN EXTRA FLOOR MAT ON TOP OF OEM MAT TO BETTER PROTECT FROM WEAR AND WET WEATHER. SHE SAID SHE DID LOOK LATER TO SEE IF THE FLOOR MAT HAD GOTTEN OUT OF PLACE TO HAVE CAUSED THE INCIDENT,

**C-1674**  
**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BUT IT DID NOT APPEAR TO HAVE MOVED OUT OF PLACE ENOUGH TO HAVE CAUSED THE INCIDENT. FORTUNATELY, THE THROTTLE JAM HAS NOT OCCURRED AGAIN. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310953  
**Date of Incident:** 20091128  
**Vehicle:** 2010 LEXUS HS  
**Location of Incident:** BURNT HILLS, NY  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 LEXUS HS 250. THE CONTACT STATED THAT WHILE DRIVING AT 40 MPH, WHEN BRAKING WITHOUT A WARNING THE VEHICLE ACCELERATED ON ITS OWN. SHE STEPPED ON THE BRAKES WITH EXTREME PRESSURE AND IT STILL DID NOT STOP. AFTER A WHILE THE BRAKES ENGAGED AND STOPPED THE VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALER WHO STATED THAT THERE WAS NO PROBLEM WITH HER VEHICLE AND THAT THEY HAVE NEVER HEARD OF THIS ISSUE. THE ACCELERATION HAS HAPPEN 9 TIMES IN THE NINE WEEKS SINCE SHE PURCHASED THE VEHICLE. THE VEHICLE WAS AT THE DEALER AT THE TIME OF THE COMPLAINT. THE CONTACT STATED SHE WILL NOT DRIVE THE VEHICLE UNTIL IT IS REPAIRED. THE FAILURE MILEAGE WAS 3000 AND THE CURRENT MILEAGE WAS 6500.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312190  
**Date of Incident:** 20091128  
**Vehicle:** 2010 LEXUS RX  
**Location of Incident:** EAST NORRISTOWN, PA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2010 LEXUS RX450H. THE CONTACT WAS DRIVING APPROXIMATELY 25 MPH OVER A BUMPY ROAD SURFACE. THERE WAS PRESSURE APPLIED TO THE BRAKE PEDAL IN WHICH THERE WAS A DELAY POWER RESPONSE. THE DRIVER WAS ABLE TO CONTINUE IN OPERATION. THE FAILURE OCCURRED WHENEVER ENCOUNTERING A BUMPY ROAD SURFACE. IN ADDITION, DURING ACCELERATION THE VEHICLE BECAME UNCONTROLLEABLE WHICH OCCURRED INTERMITTENT. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE TECHNICIAN WAS UNABLE TO DETECT A PROBLEM. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALFUNCTION. THE FAILURE MILEAGE WAS 900. UPDATED 03/15/10 \*BF  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316061  
**Date of Incident:** 20091128  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** NEW YORK, NY  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT STARTED THE IGNITION. THE VEHICLE ACCELERATED OUT OF CONTROL IN RAINY WEATHER CONDITIONS. THE VEHICLE WAS ABLE TO STOP. THE IDENTICAL FAILURE OCCURRED ON THE NEXT DAY UNDER THE SAME WEATHER CONDITIONS. CURRENTLY, THE VEHICLE IS PARKED AND NOT BEING DRIVEN DUE TO THE FAILURE. THE VEHICLE HAS NOT BEEN REPAIRED AT THIS TIME. THE VIN WAS UNAVAILABLE. THE CURRENT MILEAGE WAS APPROXIMATELY 45,300. THE FAILURE MILEAGE WAS 45,000. UPDATED 03/26/10. \*LJ

**C-1675**  
**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316629  
**Date of Incident:** 20091128  
**Vehicle:** 2002 LEXUS GS430  
**Location of Incident:** ROWLAND HEIGHTS, CA  
**NHTSA Summary:**  
I BROUGHT LAXUS GS430, MODEL YEAR 2002 IN DEC 2001. MY MODEL IS NOT IN RECALL LIST. I HAVE EXPERIENCED SUDDEN UNINTENDED ACCELERATION ON NOV 28, 2009 IN SAN DIEGO. BRAKING DID NOT HELP. CAR WENT OVER STREET DIVIDER IN OPPOSING TRAFFIC LANES. I WAS LUCKY THAT THERE WAS NO TRAFFIC.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318620  
**Date of Incident:** 20091128  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** GREENWICH, CT  
**NHTSA Summary:**  
2008 LEXUS ES 350. CONSUMER ASSERTS THAT ACCELERATOR PROBLEMS ARE CAUSED BY COMPUTER ISSUES. \*TGW THE CONSUMER STATED WHEN THE AIR BAG DEPLOYED AFTER CRASHING INTO A TREE DUE TO THE VEHICLE SUDDENLY ACCELERATING, THE AIR BAG INJURED HIS LEG. THE BATTERY DIED AND HAD TO BE REPLACED, THE VSC AND TRAC LIGHTS ILLUMINATED. THE VEHICLE WENT DEAD AGAIN, BUT IT WASN'T BECAUSE OF THE BATTERY. THE CONSUMER STATED HE HAS HAD 4 LOANER CARS IN A MATTER OF 4 WEEKS, DUE TO ALL THE PROBLEMS HE HAS EXPERIENCED WITH HIS VEHICLE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321345  
**Date of Incident:** 20091128  
**Vehicle:** 2007 TOYOTA MATRIX  
**Location of Incident:** EAST LANSING, MI  
**NHTSA Summary:**  
2007 TOYOTA MATRIX HAD SUDDEN ACCELERATION FAILURE. THE COMPUTER WAS REPLACED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10298480  
**Date of Incident:** 20091129  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** LONG BEACH, CA  
**NHTSA Summary:**  
ON 11/29/09 IN THE AFTERNOON AS I WAS PULLING INTO A PARKING SLOT IN A TRADER JOE'S PARKING LOT, MY 2007 TOYOTA PRIUS SUDDENLY ACCELERATED FORWARD OVER A CURB, ACROSS A CROSSWALK AND CAME TO REST AGAINST A TREE. SPACE COVERED BY THE CAR FROM ACCELERATION TO THE TREE WAS ABOUT 20-25 FEET. WITNESSES ATTEST THAT I WAS USING MY BRAKE AS THEY SAW THE LIGHTS. I DID NOT HAVE TIME TO ATTEMPT TO SHIFT THE CAR TO "NEUTRAL." THE FLOORMATS WERE NOT

**C-1676**  
**Safety Research & Strategies**  
*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INTERFERING WITH THE ACCELERATOR PEDAL (I HAVE PICTURES) AND THE FLOOR MATS WERE HOOKED DOWN. FORTUNATELY NO ONE WAS HURT INCLUDING ME. THERE WAS SLIGHT DAMAGE TO THE FRONT DRIVERS SIDE BUMPER OF AN EMPTY CAR PARKED FACING ME. THERE WAS SUBSTANTIAL DAMAGE TO THE FRONT OF MY PRIUS. AS I STATED, THERE WERE TWO WITNESSES WHO GAVE ME THEIR CONTACT INFORMATION AND SAID THEY WOULD BE WILLING TO TESTIFY FOR ME IF NECESSARY. THERE WAS A TRADER JOE WORKER WHO CALLED A TOW TRUCK. THE DRIVER OF THE OTHER VEHICLE WITH THE MINIMAL DAMAGE WAS QUITE UPSET AND CALLED THE POLICE WHO CAME AND WROTE A REPORT. MY CAR HAS NEVER SUDDENLY ACCELERATED BEFORE - THIS WAS THE FIRST TIME. THE CAR WAS TOWED TO HOONMAN TOYOTA IN LONG BEACH. IN RESPONSE TO MY COMPLAINTS TO TOYOTA, A REGIONAL TEAM WAS SENT TO EVALUATE THE ACCELERATOR MECHANISM. THE CAR IS CURRENTLY BEING REPAIRED HOWEVER TOYOTA HAS NOT BEEN IN TOUCH WITH ME TO TELL ME THEIR FINDINGS. TOYOTA'S BEHAVIOR TO MY COMPLAINTS OF SAFETY ISSUES HAS BEEN TO TELL ME THAT THE ONLY PROBLEM THEY HAVE IS FLOORMATS AND THAT MY PROBLEM HAS NEVER BEEN REPORTED BEFORE. THEIR IMPLICATION IS THAT I WAS AT ERROR. MY INSURANCE COMPANY STATE FARM INITIALLY HELD ME RESPONSIBLE FOR NOT CONTROLLING THE VEHICLE. WHEN I REFUSED THIS DECISION, SF DID MORE RESEARCH AND CHANGED THEIR RULING TO FIND FAULT WITH TOYOTA AND WILL TRY TO GET REIMBURSED FOR REPAIR COSTS AND MY DEDUCTIBLE. I EXPECT MY CAR TO BE READY NEXT WEEK AND AM DEEPLY CONCERNED THAT THE PROBLEM WILL NOT BE FIXED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306035  
**Date of Incident:** 20091129  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SPRINGFIELD, NJ

**NHTSA Summary:**  
 MY DAUGHTER WAS TRAVELING WEST ON ROUTE 22. SHE SAW A RED LIGHT AHEAD. SHE TRIED TO SLOW DOWN AND COME TO A STOP BUT THE CAR WOULD NOT STOP OR SLOW DOWN. SHE PUMPED THE BRAKES AND THE PUSHED THE BRAKE PEDAL ALL THE WAY DOWN AND THE CAR STILL WOULD NOT STOP. SHE REAR ENDED A CAR AND THAT CAR WAS PUSHED INTO ANOTHER CAR. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320895  
**Date of Incident:** 20091129  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BATON ROUGE, LA

**NHTSA Summary:**  
 2007 TOYOTA CAMRY. CONSUMER REQUESTS REIMBURSEMENT FOR A REPLACEMENT BATTERY. THE CONSUMER STATED THE VEHICLE WOULD NOT START, DUE TO A DEAD BATTERY. THE BATTERY CABLES WERE HEAVILY CORRODED. THE CONSUMER ALSO STATED HE EXPERIENCED SUDDEN ACCELERATION WHILE DRIVING THE VEHICLE, BEFORE THE RECALL WAS PERFORMED.\*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301829  
**Date of Incident:** 20091130

C-1677

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** MASON TOWN, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY LE. WHILE PARKING THE VEHICLE AT APPROXIMATELY 3 MPH, THE ACCELERATE PEDAL STUCK WHICH CAUSED THE CONTACT TO CRASH INTO THE FRONT PORCH OF A HOUSE. THERE WERE NO INJURIES. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO THE DEALER. THE FRONT PASSENGER SIDE FENDER WAS CRUSHED. THE MANUFACTURER SENT A REPRESENTATIVE TO INVESTIGATE THE FAILURE ON JANUARY 11, 2010. THE REPRESENTATIVE ADVISED THE CONTACT THAT SHE WOULD RECEIVE A REPORT IN THE MAIL BEFORE SHE CAN HAVE THE VEHICLE REPAIRED OR REPLACED. THE FAILURE MILEAGE WAS 8,111.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305120  
**Date of Incident:** 20091130  
**Vehicle:** 2010 TOYOTA SIENNA  
**Location of Incident:** ROCHESTER HILLS, MI

**NHTSA Summary:**

AT VEHICLE START- COLD AMBIENT TEMPS -APPROX 20F AND LOWER. ENGINE GOES TO ABOUT 1800 RPM AND STAYS THERE FOR ABOUT 2 MINUTES BEFORE DROPPING DOWN TO ABOUT 1100 RPM. AFTER SHIFTING AND THE DRIVER TAKING THE FOOT OFF THE BRAKE PEDAL. THE VEHICLE HAS A TENDENCE TO LURCH DUE TO THE HIGH ENGINE SPEED. THIS IS A SURPRISE EVENT EVERY TIME I OR MY WIFE START THIS VEHICLE AND I CONSIDER IT A SAFETY RELATED ISSUE. AS A COMPARISON, MY 2003 CHEVY TRAILBLAZER COLD ENGINE RPM NEVER GOES ABOVE 900 RPM AND DOES NOT EXHIBIT THIS LURCH TENDENCY. I COMPLAINED TO THE TOYOTA DEALER SERVICE MANAGER, AND HE OFFERED NO RESOLUTION- BASICALLY ". THATS THE WAY IT IS ". THE DEALER HAS NO KNOWN PROCEDURE TO ADJUST THE COLD START ENGINE SPEED TO A LOWER LEVEL. I HAVE A DOCUMENTED SERVICE REPORT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308201  
**Date of Incident:** 20091130  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** STANFORD, CA

**NHTSA Summary:**

2010 TOYOTA PRIUS, PURCHASED NOV. 2009. USING CRUISE CONTROL, THE CAR ACCELERATED QUICKLY ON ITS OWN WHEN I ATTEMPTED TO CHANGE SPEED BY USING THE CRUISE CONTROL LEVER ON THE STEERING WHEEL. HAPPENED TWICE, THEN I STOPPED EXPERIMENTING FOR REASONS OF SAFETY. THE PROBLEM IS IDENTICAL TO THE ONE DESCRIBED BY STEVE WOSNIAK IN PUBLIC TWO WEEKS AGO--ONE THAT GOT A LOT OF PRESS. ACCELERATION STOPPED WHEN BRAKE PEDAL WAS TAPPED OR CRUISE CONTROL WAS TURNED OFF.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310070  
**Date of Incident:** 20091130  
**Vehicle:** 2008 SCION XB  
**Location of Incident:** SPOKANE, WA

C-1678

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

TL--THE CONTACT OWNS A 2008 TOYOTA SCION XB. THE CONTACT STARTED THE IGNITION. THERE WAS PRESSURE APPLIED TO THE BRAKE PEDAL, FOLLOWED BY AN UNINTENDED FORCEFUL ACCELERATION. THE DRIVER SIDE FLOOR MAT WAS ENTRAPPED UNDERNEATH THE BRAKE PEDAL, AND COVERED THE ACCELERATOR PEDAL SURFACE. THE ENGINE WAS TURNED OFF. THE FAILURE WAS CONTRIBUTED TO A FLOOR MAT CLIP THAT DISENGAGED FROM THE FLOOR WHICH RESULTED IN THE MOVEMENT OF THE MAT. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR DIAGNOSTIC TESTING. THE VEHICLE WAS INSPECTED BY THE MANUFACTURE ENGINEER. THE DRIVER SIDE FLOOR MAT WAS REINSTALLED WITH REPLACEMENT OF THE CLIP. THE FAILURE MILEAGE WAS 31,688. THE VIN WAS REJECTED FROM THE SYSTEM WHICH WILL BE UPDATED UPON RECEIPT OF THE COMPLAINT. JS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312420  
**Date of Incident:** 20091130  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** , NY

**NHTSA Summary:**

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312420  
**Date of Incident:** 20091130  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**

TOYOTA SUDDEN ACCELERATION AND BRAKING DEFECTS.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313898  
**Date of Incident:** 20091130  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MARIETTA, OH

**NHTSA Summary:**

ON 11/30/2009 MY WIFE WAS PARKING HER 2005 TOYOTA CAMRY. THE CAR SUDDENLY SPED UP AND SHE TURNED TO THE RIGHT AND CRASHED THE LEFT FRONT OF THE CAR INTO THE POURED CONCRETE FOUNDATION. FORTUNATELY SHE WAS NOT INJURED. SHE IS CERTAIN THE FLOOR MAT DID NOT GET STUCK UNDER THE GAS PEDAL. THE CAR WAS TOWED TO THE DEALER THEY TOLD US THE 2005 MODEL YEAR CAMRY WAS NOT INVOLVED IN THE RECALL (THEY ALSO TOLD US THE 2005 MODEL YEAR WAS NOT AFLY-BY-WIRES AND AFTER CHECKING RECANTED THAT STATEMENT) AND SUBMITTED A CLAIM TO OUR INSURANCE COMPANY. THE INSURANCE COMPANY WILL NOT PURSUE TOYOTA FOR REIMBURSEMENT BECAUSE THE COST TO DO SO WOULD EXCEED THE COST TO REPAIR THE CAR (ABOUT \$5,000). THE DEALER'S REPAIR SHOP SAYS THAT THE

C-1679

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TRANSMISSION FLUID WAS LOW, BURNED AND BLACK AND THIS CAUSED THE CAR TO LURCH FORWARD IN THE COURSE OF REPAIRS THEY FLUSHED AND REFILLED THE TRANSMISSION FLUID (AT OUR EXPENSE) AND SAID THAT WOULD SOLVE THE PROBLEM. THE CAR WAS PURCHASED WITH ONLY 12,630 MILES ON THE ODOMETER AND THE FRONT END REPAIRED AFTER A SIMILAR CRASH. WE HAD NO IDEA ABOUT ANY PROBLEM REGARDING THE ACCELERATOR SYSTEM STICKING AT THAT TIME. WITH THE MOST RECENT TOYOTA RECALL I CALLED THE DEALERSHIP ABOUT REFRESHING THE COMPUTER FOR THAT PORTION OF THE SOFTWARE THAT CONTROLS THE ACCELERATOR SYSTEM. IT IS MY UNDERSTANDING THAT THE REFRESH INSTALLS AN OVERRIDE THAT CANCELS THE ACCELERATOR WHEN THE BRAKES ARE DEPRESSED. I WAS TOLD THAT THERE WAS NO COMPUTER UPGRADE AVAILABLE FOR THE 2005 MODEL CAMRY, ONLY 2007 AND NEWER MODELS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313674  
**Date of Incident:** 20091130  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CHICKAMAUGA, GA

**NHTSA Summary:**

BELOW YOU WILL FIND THE EMAIL THAT I SENT TO TOYOTA ON FEBRUARY 7, 2010 AS WELL AS THE RESPONSE I RECEIVED. TO THIS DATE I HAVE NOT RECEIVED ANY OTHER COMMUNICATION FROM TOYOTA. I TRULY BELIEVE THAT ONE OF THESE SAFETY RECALLS LED TO MY CAR ACCIDENT IN NOVEMBER, 2009. MY VEHICLE WAS INCLUDED IN BOTH THE FLOOR MAT AND ACCELERATOR RECALLS. DISCUSSION THREAD CUSTOMER 02/07/2010 09:51 AM I HAD A CAR ACCIDENT 11-30-09 WHICH RESULTED IN THE TOTAL LOSS OF MY 2009 CAMRY LE (4T1BE46K19U345503). DUE TO THE CLOSED HEAD INJURY I RECEIVED, I AM UNABLE TO RECALL THE ACCIDENT. HOWEVER, VIEWING THE ACCIDENT REPORT, IT APPEARS MY VEHICLE WAS TRAVELING MUCH FASTER THAN I TRAVEL ON THIS ROADWAY. IT WAS NOTED THAT MY SIDE AIRBAG DID NOT DEPLOY WHEN MY VEHICLE STRUCK A TREE ON THE DRIVERS SIDE DOOR. DUE TO THE RECALLS, I AM NOW CONCERNED THAT ONE OF THE RECALL ISSUES WAS THE CAUSE OF MY ACCIDENT. MY CAR IS NOW AT A SALVAGE YARD NEAR ATLANTA, GA AND I FEEL THAT TOYOTA SHOULD BE CONCERNED ENOUGH TO CHECK MY CAR FOR DEFECTS. I BOUGHT THIS CAR BASED ON YOUR REPUTATION FOR DEPENDABILITY AND SAFETY, AND NOW DUE TO THE RECALLS, I CAN'T IMAGINE BUYING ANOTHER TOYOTA. PERHAPS MY GREATEST CONCERN ARE MEDIA REPORTS THAT TOYOTA HAS BEEN AWARE OF THESE PROBLEMS FOR QUITE SOME TIME AND CHOSE NOT TO NOTIFY OWNERS. I NOW HAVE TO WONDER ABOUT THIS COMPANIES ETHICS. DATE: SUNDAY, FEBRUARY 7, 2010 12:51 PM FROM: ASK TOYOTA <TOYOTA\_CARES@TOYOTA.COM> SUBJECT: SAFETY SHORTCOMINGS [INCIDENT: 100207-000212] THANK YOU FOR CONTACTING TOYOTA MOTOR SALES, U.S.A., INC. WE APPRECIATE YOUR CONSIDERATION AND HOPE TO HAVE YOUR EMAIL ADDRESSED AS QUICKLY AS POSSIBLE. OUR CURRENT OFFICE HOURS ARE MONDAY THROUGH FRIDAY FROM 5 AM TO 6 PM AND SATURDAY 7 AM TO 4 PM PACIFIC TIME. IF YOU NEED IMMEDIATE ASSISTANCE, WE RECOMMEND YOU CONTACT THE CUSTOMER RELATIONS MANAGER AT YOUR LOCAL TOYOTA DEALERSHIP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313731  
**Date of Incident:** 20091130  
**Vehicle:** 2006 SCION XB  
**Location of Incident:** MT. JULIET, TN

C-1680

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

I WAS PULLING INTO MY DRIVEWAY WHEN MY CAR ACCELERATED UNCONTROLLABLY. I APPLIED THE BRAKE WITH BOTH FEET AND COULD NOT STOP. I HIT MY OTHER CAR IN THE DRIVEWAY AND THAT STOPPED ME BUT DAMAGED BOTH VEHICLES. SINCE THIS OCCURRED ON PRIVATE PROPERTY I DID NOT CONTACT POLICE.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10314434  
**Date of Incident:** 20091130  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** GROTON, MA

**NHTSA Summary:**

UNINTENDED RAPID ACCELERATION

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10329532  
**Date of Incident:** 20091130  
**Vehicle:** 2002 TOYOTA SEQUOIA  
**Location of Incident:** LINDENWOLD, NJ

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2002 TOYOTA SEQUOIA. THE CONTACT STATED THAT SHE HAS BEEN HAVING RECURRING FAILURES INVOLVING SERVICE LIGHTS ILLUMINATING ON THE DASHBOARD. THE VSC, VSC-OFF, EMERGENCY BRAKE, AND CHECK ENGINE LIGHTS INTERMITTENTLY ILLUMINATE ON THE DASHBOARD. THE CONTACT ALSO STATED THAT SOMETIMES WHILE STOPPED THE VEHICLE ATTEMPTS TO SURGE FORWARD. THE VEHICLE WAS NOT TAKEN TO AN AUTHORIZED DEALER TO BE EXAMINED. THE FAILURE MILEAGE WAS 113,000 AND THE CURRENT MILEAGE WAS 116,000. SM.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10332761  
**Date of Incident:** 20091130  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** MONOCACY STATION, PA

**NHTSA Summary:**

2008 TOYOTA PRIUS. CONSUMER STATES UNINTENDED ACCELERATION AND RECEIPT OF A RECALL NOTICE \*TGW. THE CONSUMER STATED SHE PULLED INTO A PARKING SPACE GOING VERY SLOW. WHEN ALL OF A SUDDEN THE VEHICLE ACCELERATED OUT OF CONTROL RAN OVER A PARKING CEMENT BLOCK AND THEN HIT A BUSH. THE CONSUMER REMOVED THE FLOOR MAT. HOWEVER A WEEK LATER THE SAME INCIDENT HAPPENED. THE VEHICLE WAS TAKEN TO THE DEALER, BUT THEY WERE UNABLE TO FIND ANYTHING WRONG. \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10332761  
**Date of Incident:** 20091200  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** HOLDREGE, NE

C-1681

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

**Additional Summary:**  
 FROM NEWS ARTICLE  
 KVAL 13 - EUGENE, OREGON - TOYOTA SUED IN CALIF. OVER ACCELERATION DEATHS

Jacquelyn Donoghue of Holder, Neb., said in the lawsuit that her 2006 Toyota Prius suddenly sped up and went out of control in December, slamming into another vehicle, killing her husband John and seriously injuring her. Her attorney, Robert Nelson, said Toyota vehicles weren't equipped with a brake-to-Idle safety feature which allows drivers to override the electronic throttle and control the vehicle in case of a sudden unintended acceleration.

Other manufacturers include this safety feature, and Toyota's failure to include it on their models played a "direct role" in the death of John Donoghue, he said.

Jacquelyn Donoghue, a 67-year-old nurse, had to move out of her home after the accident so she could live closer to family members who could help take care of her.

**Toyota ID Number:**

**NHTSA ODI Number:**  
**Date of Incident:** 20091200  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** , TX

**NHTSA Summary:**

**Additional Summary:**  
 FROM WFAA.COM NEWS ARTICLE POSTED FEBRUARY 1, 2010

Don Campbell's 2005 Toyota Avalon crashed through the front windows of McAlister's Deli on Colleyville Boulevard back in December. His wife was parking the car when, Campbell said, the vehicle just took off.

"The motor was running at full blast," Campbell said. "She had pressed the brake so hard, that the brake - it was smoking."

The car jumped the curb and crushed some patio tables and chairs before crashing through the window of the business.

Deli workers said they heard the engine revving even after the crash until the car stalled out.

**Toyota ID Number:**

**NHTSA ODI Number:**  
**Date of Incident:** 20091200  
**Vehicle:** 2007 LEXUS IS350  
**Location of Incident:** CALGARY, CANADA

**NHTSA Summary:**

**Additional Summary:**  
 FROM CBC NEWS "TOYOTA HIT BY ANOTHER CLASS-ACTION SUIT"

"Calgary resident Kari Grant is considering joining the class action lawsuit.

Grant said she was driving down Crowchild Trail two months ago when her 2007 Lexus IS 350 began accelerating on its own. That model was part of an earlier floor mat pedal entrapment recall, but she doesn't believe her floor mat was what caused her car to speed up.

C-1682

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Her Lexus raced down the road at 160-km an hour until Grant managed to shut it down by shifting it into neutral.

"Your heart is absolutely racing for sure," she said. "I was lucky because it was late at night, and there weren't as many people on the road. Had there been traffic, I probably would have been in a bit more trouble, as would the people around me."

**Toyota ID Number:**

**NHTSA ODI Number:**  
**Date of Incident:** 20091200  
**Vehicle:** 2005 LEXUS GS350  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

**Additional Summary:**  
 INFORMATION FROM NEWS ARTICLE - WALL STREET JOURNAL - "Acceleration Mishaps Worry Vehicle Owners"

"Frank Kimball, a recruiter in Chicago, said he is still driving his three Lexus vehicles, despite what happened about three weeks ago. After dinner at a downtown restaurant with his wife and daughter, he got into in their 2005 GS350 sedan and started the car with his foot on the brake. Then the engine suddenly revved to a very high speed, Mr. Kimball said, estimating it reached 6,000 revolutions per minute. That's near the limit for the car and strong enough to over come the brake, he said.

The vehicle then began lurching forward and screeching down the street. He says his wife and daughter were both screaming, and he managed to turn the ignition off and slip the car into park. "It was extremely scary," Mr. Kimball said.

He asked the service department at the Lexus dealership who told him that it could have been caused by the way the floor mats were aligned. "That's not credible," says Mr. Kimball. Still, he said he feels he knows what to do if a problem occurs, so is still driving all three Lexus vehicles."

**Toyota ID Number:**

**NHTSA ODI Number:** 10301860  
**Date of Incident:** 20091201  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** LEBANON, MO

**NHTSA Summary:**

ON 1 DEC 2009 I WAS DRIVING BEHIND A LEBANON RIII DISTRICT SCHOOL BUS AT APPROXIMATELY 3PM ON WASHINGTON AVE IN LEBANON MO. I WAS DRIVING MY 2007 TOYOTA TACOMA AT APPROXIMATELY 20-25 MPH WHEN THE SCHOOL BUS BEGAN TO SLOW TO MAKE A LEFT TURN. I WAS APPROXIMATELY 30 FEET BEHIND THE BUS AND LIFTED MY FOOT OFF THE ACCELERATOR TO COAST MY TRUCK AND THEN BEGAN TO BRAKE WHEN THE BUS STOPPED TO MAKE ITS TURN. WHEN I APPLIED THE BRAKES THE TRUCK DID NOT SLOW. INSTEAD IT KEPT AT ABOUT THE SAME SPEED DESPITE PRESSURE ON THE BRAKE PEDAL. AT FIRST I THOUGHT I HAD BRAKE FAILURE AND PUSHED HARDER ON THE PEDAL AND WAS PRACTICALLY STANDING ON THE PEDAL WHEN I IMPACTED THE REAR OF THE BUS. THE CRASH RESULTED IN MINOR DAMAGE TO THE BUS, BUT MAJOR DAMAGE TO THE TACOMA (\$8K). THERE WERE NO INJURED CHILDREN ON THE BUS, HOWEVER, SOME PARENTS TOOK THEIR CHILD TO A DOCTOR FOR A CHECK-UP. EYE WITNESSES OF THE ACCIDENT VERIFIED THAT I TRIED TO STOP THE TACOMA AND COULD NOT. ADDITIONALLY, THERE WAS APPROXIMATELY 20 FEET OF FRESH TIRE

C-1683

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SKID MARK BEHIND THE TRUCK WHICH INDICATED THE BRAKES WORKED AS INTENDED. THE CRASH OCCURRED AFTER BOTH VEHICLES HAD CROSSED A SERIES OF RAILROAD TRACKS AT A TRAIN CROSSING. I CALLED TOYOTA LATER ON IN THE DAY TO REPORT THE ACCIDENT AND FOLLOWED UP BY MAILING A NARRATIVE DESCRIPTION OF THE ACCIDENT, POLICE REPORT AND INSURANCE ADJUSTER'S ESTIMATE OF DAMAGES TO THE TRUCK ON 15 DEC 09. TOYOTA ALSO SEND A REPRESENTATIVE TO INVESTIGATE THE TRUCK WHO INTURN FILED A REPORT WITH TOYOTA HQ. I RECEIVED RESPONSE FROM TOYOTA ON 20 JAN 10 AND THEIR REPORT SAID THAT THEY COULD NOT FIND ANY MANUFACTURER DEFECT WITH THE TACOMA WHICH COULD HAVE CAUSED THE ACCIDENT. I BELIEVE THEY ARE IN ERROR AND BELIEVE THERE MAY BE A SOFTWARE PROBLEM WITH THE ECU OR ACCELERATOR CONTROL MODULE WHICH MAY HAVE BEEN AFFECTED BY RADIO SIGNALS OR ELECTRON SIGNALS BY THE TRAIN CROSSING. \*TR

**Toyota ID Number:**

**NHTSA ODI Number:** 10302447  
**Date of Incident:** 20091201  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** MISSOULA, MT

**NHTSA Summary:**

MY 2009 RAV 4 HAS A FLOOR MAT THAT CREEPS FORWARD AND GETS CAUGHT UNDER THE ACCELERATOR PEDAL. IT TOOK SOME TIME FOR IT TO START DOING THIS, BUT NOW I CAN'T KEEP IT IN PLACE, IT HAS NO HOOKS. THE RAV IS NOT ON THE RECALL LIST FROM TOYOTA FOR THIS PARTICULAR PROBLEM, BUT IT HAS IT. IT HAPPENS EVERY DAY, IF I PUT IT BACK IN POSITION AND DRIVE THE CAR BY THE TIME I GET HOME IT'S UNDER THE ACCELERATOR PEDAL. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10303624  
**Date of Incident:** 20091201  
**Vehicle:** 2008 LEXUS RX350  
**Location of Incident:** AUSTIN, TX

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 LEXUS RX350. HE EXPERIENCED SUDDEN ACCELERATION TWICE WHILE DRIVING 30 MPH AND ATTEMPTING TO STOP AT AN INTERSECTION AND AGAIN WHEN HE TRIED TO PARK. DURING BOTH INCIDENTS HIS FOOT WAS ON THE BRAKE PEDAL; HOWEVER, THE ACCELERATOR PEDAL STUCK, THE VEHICLE CONTINUED TO ACCELERATE AND IT FAILED TO STOP. THE VEHICLE WAS TAKEN TO THE DEALER TO BE DIAGNOSED. THE DEALER WAS UNABLE TO LOCATE THE FAILURE. A REPORT WAS FILED WITH THE MANUFACTURER WHO STATED THAT SOMEONE WOULD CONTACT HIM. THE CURRENT AND THE FAILURE MILEAGES WERE 19, 700.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10306704  
**Date of Incident:** 20091201  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** PLEASANTON, CA

**NHTSA Summary:**

AROUND 12/1/2009, I NOTICED THAT THE AUOMATIC TRANSMISSION SEEMED TO HAVE PROBLEMS SHIFTING, FOR EXAMPLE WHEN YOU WOULD THINK THAT THE CAR WOULD

C-1684

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SHIFT FROM 1ST TO 2ND GEAR, IT WOULD NOT, OR WHEN YOU WERE AT A STOP LIGHT AND TRIED TO ACCELERATE, CAR WOULD NOT MOVE. IT WAS AS IF THE CAR WAS IN NEUTRAL SO STEPPING ON THE ACCELERATOR DID NOTHING BUT CAUSE A LOUD "REVVING" SOUND. IN MOST CASES WITHIN A FEW SECONDS, IT DID GET INTO GEAR AND THE CAR DID ACCELERATE HOWEVER WHEN THIS HAPPENED, THE CAR WOULD JERK SHARPLY. WITHIN A FEW DAYS THE PROBLEM WAS OCCURRING ALOT (AT EVERY STOP, EVERY TIME THE CAR NEEDED TO SHIFT BETWEEN 1ST AND 2ND GEAR OR 2ND AND 3RD) SO I STOPPED DRIVING IT SINCE I DID NOT FEEL IT WAS SAFE, FOR EXAMPLE, WHEN THE CAR WAS MOVING IN TRAFFIC BUT THEN WOULD NOT SHIFT FROM 1ST TO 2ND GEAR, I COULD NOT ACCELERATE AND GO THE POSTED SPEED LIMIT. I RESEARCHED THE PROBLEM ONLINE AND SPOKE TO MY MECHANIC AND WE AGREED THE CAR SEEMED TO BE EXHIBITING PROBLEMS DESCRIBED IN A TOYOTA SERVICE BULLETIN TC002-06 (A PROBLEM WITH THE ENGINE CONTROL MODULE). AS MY CAR HAD JUST OVER 10000 MILES, TOYOTA REFUSED TO CONSIDER THIS AS COVERED BY WARRANTY SO I HAD TO PAY TO GET IT DONE (ENDED UP GOING TO A PRIVATE SHOP). CAR IS BETTER NOW, THOUGH IT MAY ALSO NEED GET THE TRANSMISSION REBUILT AS THERE ARE STILL SOME ISSUES WHEN THE CAR SHIFTS FROM 1ST TO 2ND GEAR OR 2ND TO 3RD GEAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307216  
**Date of Incident:** 20091201  
**Vehicle:** 1990 LEXUS LS400  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**

ACCELERATOR PEDAL STICKS AND ENGINE CONTINUES TO ACCELERATE. I CAN ONLY STOP IT BY PUSHING ON THE BRAKE HARD, PUTTING IT IN NEUTRAL OR TURNING OFF ENGINE. SOMETIMES IF I HAVE ROOM IN FRONT OF MY CAR, I CAN STOP IT BY PUMPING BRAKE. THIS HAS OCCURRED SEVERAL TIMES. I CANNOT TELL WHAT CAUSES IT. DEFINITELY NOT FLOOR MAT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311387  
**Date of Incident:** 20091201  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** KENOVA, WV

**NHTSA Summary:**

I WAS EXITING THE PARKING LOT OF HOME DEPOT IN BARBOURSVILLE, WV IN MY 2007 TOYOTA TACOMA 4X4 AND WHEN I ATTEMPTED TO STOP FOR A VEHICLE TO ENTER THE PARKING LOT, THE ENGINE REVVED UP CAUSING ME TO STRIKE THE INCOMING VEHICLE IN THE PASSENGER SIDE DOOR. DURING THE TIME BEFORE I COULD PUT THE VEHICLE IN NEUTRAL AND TURN OFF THE ENGINE, I WAS APPLYING AS MUCH PRESSURE ON THE BRAKE PEDAL AS I COULD AND THE TACOMA WAS STILL MOVING INTO THE OTHER VEHICLE WITH THE ENGINE REVVING AT A HIGH RATE. THIS IS THE ONLY TIME THIS HAS HAPPENED IN THE VEHICLE SINCE I BOUGHT IT NEW IN MARCH 2007. THE TACOMA HAS BEEN CHECKED BY THE DEALER WHERE I PURCHASED IT AND BY TOYOTA'S FIELD TECHNICIAN AND ACCORDING TO TOYOTA NOTHING WAS FOUND. I HAVE BEEN DENIED ACCESS TO THE FIELD TECHNICIAN'S REPORT TWICE. THE ONLY THING THAT WAS BROUGHT UP AFTER BOTH REVIEWS WAS FLOOR MATS. I CAN PERSONALLY ATTEST THAT THE FLOOR MATS HAD NOTHING TO DO WITH THE PROBLEM IN MY VEHICLE. THE ACCELERATOR PEDAL WAS COMPLETELY UNTOUCHED BY ANYTHING AND THE ENGINE

C-1685

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WAS STILL REVVING AT A HIGH RATE. THE PROBLEM APPEARS TO BE IN THEIR ELECTRICAL SYSTEM AND TOYOTA REFUSES TO ACKNOWLEDGE IT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313713  
**Date of Incident:** 20091201  
**Vehicle:** 2009 TOYOTA YARIS  
**Location of Incident:** WILLIAMSTOWN, NJ

**NHTSA Summary:**

RELATING TO A 2009 TOYOTA YARIS SEDAN... SUDDEN ACCELERATION OR DECELERATION WHEN VEHICLE IS COLD (AFTER SITTING OVERNIGHT... TEMPS IN THE 30'S) REPEATABLE AND NOTICEABLE 3 OR 4 TIMES EACH WEEK DEPENDENT ON ??? ... FEELS AS IF VEHICLE IS GOING TO STALL THEN IT JUMPS AND REPEATS... THIS WILL OCCUR UNTIL CAR IS SUFFICIENTLY WARMED UP,,, HAVE NOT NOTICED IT ON WARM VEHICLE YET..

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317638  
**Date of Incident:** 20091201  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** SAINT CHARLES, MO

**NHTSA Summary:**

DEC 1 2008 PRIUS - UNEXPECTED ACCELERATION IN STOP AND GO TRAFFIC AND WITH FOOT ON THE BRAKE, THE CAR SUDDENLY ACCELERATED AND HIT THE CAR IN FRONT OF ME... APPROXIMATELY A CAR LENGTH OR SO AWAY. THE MOTOR RACED HIGH AND I WAS UNABLE TO GET THE ENGINE TO SHUT DOWN UNTIL I HELD ON THE POWER BUTTON FOR AN EXTENDED PERIOD OF TIME. THE CAR IN FRONT OF ME WAS PUSHED INTO THE CAR AHEAD OF THEM IT TOOK TOYOTA OVER A MONTH TO INSPECT THE CAR (THEIR LEGAL FOLKS SET IT UP) AND WE WERE TOLD WE COULD BE PRESENT WHEN IT HAPPENED, BUT THEY DIDN'T LET US KNOW. OVER 5 WEEKS AFTER THE ACCIDENT WE RECEIVED A FORM LETTER FROM TOYOTA STATING THEY FOUND NOTHING WRONG. WITH TOYOTA'S DELAY, WE ENDED UP WAITING OVER 8 WEEKS TO GET THE CAR BACK, AT A COST OF \$15,000 ... FOR A COLLISION WHERE THE TRAFFIC WAS MOVING 1-4 MILES PER HOUR. THE CAR IS KNOW UNSAFE AND WE CANNOT DRIVE IT. OFFERS FROM 2 TOYOTA DEALERSHIPS ARE UP TO \$3K UNDER KELLY BLUE BOOK TRADE IN VALUE FOR A REPLACE CAR (NON PRIUS). DRIVER OF PRIUS HAS A RECORD OF DRIVING OVER 30 YEARS WITH NO ACCIDENTS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319820  
**Date of Incident:** 20091201  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** CONLEY, GA

**NHTSA Summary:**

LTR OF THANKS FOR THE FEBRUARY 24TH TESTIMONY BEFORE THE HOUSE COMMITTEE, WHICH DETAILED NHTSA'S SUPERVISION OF SEVERAL TOYOTA VEHICLE RECALLS, IT IS IMPERATIVE THAT THIS ISSUE BE THOROUGHLY ASSESSED TO DETERMINE THE SAFETY OF ALL TOYOTA VEHICLES. \*TGW WHEN THE CONSUMER ATTEMPTED TO STOP AT A RED LIGHT, THE VEHICLE CONTINUED TO ACCELERATE. THE CONSUMER AVOIDED A

C-1686

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

COLLISION, BY MAKING A SHARP RIGHT TURN AND WITHIN A FEW MINUTES THE VEHICLE WAS BACK UNDER HER CONTROL. THE CONSUMER TOOK THE VEHICLE TO THE DEALER AND THEY REMOVED THE DRIVER'S SIDE FLOOR MAT AND PLACED IT ON THE PASSENGER SIDE. THE INSPECTED THE VEHICLE, BUT COULDN'T FIND ANYTHING WRONG. THE CONSUMER DIDN'T EXPERIENCE ANOTHER PROBLEM UNTIL JANUARY 15, 2010 SHE WAS LEAVING THE SERVICE STATION, TURNED RIGHT ONTO THE MAIN STREET AND THE VEHICLE ACCELERATED TWICE FOR A SHORT PERIOD OF TIME. THE DEALER CHECKED THE VEHICLE AGAIN, BUT TO NO AVAIL. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326478  
**Date of Incident:** 20091201  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** WEST ISLIP, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA RAV4. THE CONTACT WAS DRIVING APPROXIMATELY 35 MPH WHEN THE ACCELERATOR PEDAL WAS ENGAGED THE SPEED FAILED TO INCREASE; HOWEVER, THE VEHICLE HESITATED AND LUNGED FORWARD. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THE TECHNICIAN WAS UNABLE TO DIAGNOSE THE FAILURE. THE FAILURE OCCURRED ON SEVERAL OCCASIONS. THE FAILURE MILEAGE WAS 1,100. THE CURRENT MILEAGE WAS 1,500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303832  
**Date of Incident:** 20091202  
**Vehicle:** 2002 TOYOTA SIENNA  
**Location of Incident:** METAIRIE, LA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 TOYOTA SIENNA. WHILE DRIVING 40 MPH THE CONTACT RELEASED THE ACCELERATOR PEDAL AND THE VEHICLE CONTINUED TO ACCELERATE. THE CONTACT TRIED APPLYING THE BRAKES BUT THE VEHICLE WOULD NOT SLOW DOWN COMPLETELY. THE CONTACT SHIFTED THE VEHICLE INTO NEUTRAL AND IT STILL DID NOT SLOW DOWN. THE CONTACT THEN SHIFTED THE VEHICLE INTO PARK WHILE THE VEHICLE WAS IN MOTION. THE CONTACT WAS ABLE TO PULL THE VEHICLE OVER AND SHUT IT OFF. THE CONTACT RESTARTED THE VEHICLE AND THE RPM'S BEGAN TO INCREASE RAPIDLY. THE CONTACT PUMPED THE ACCELERATOR PEDAL AND THE RPM'S DECREASED. THE VEHICLE WAS DIAGNOSED BY THREE LOCAL MECHANICS AND NEITHER ONE OF THEM COULD DUPLICATE THE FAILURE. THE DEALER WAS ALSO UNABLE TO DUPLICATE THE FAILURE AND THAT "GUNK" COULD HAVE COMPOSED IN THE ENGINE, CLOGGED IT WHICH WOULD HAVE CAUSED THE VEHICLE TO ACCELERATE. THE CONTACT STATED THAT THE FAILURE IS DIRECTLY RELATED TO THE CURRENT RECALL FOR THE PEDAL. THE FAILURE MILEAGE WAS 83,271.

**Additional Summary:**

**Toyota ID Number:** 1001115081  
**NHTSA ODI Number:** 10294290  
**Date of Incident:** 20091202  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** PORT ORANGE, FL

**NHTSA Summary:**

C-1687

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I JUST LEFT A CAR WASH AND WENT TO PULL INTO THE AREA WHERE YOU CAN VACUUM YOUR CAR. THE CAR SUDDENLY ACCELERATED ON ITS OWN AND STRUCK A WALL. NOTHING HAS BEEN DONE YET SINCE THE INCIDENT JUST OCCURRED TODAY. \*TR

**Additional Summary:**

REC'D FAX FROM JERRY LAPP ON 3/16/10 - COPY OF LETTER TO TOYOTA, NHTSA CLAIM FORM, NOTES REGARDING COMMUNICATION, ACCIDENT REPORT, SERVICE RECORDS AND RESPONSE FROM TOYOTA (SINCE" VEHICLE WAS TRADED IN, THEY CANNOT INSPECT THE VEHICLE OR HONOR HER CLAIM" AND "THE FACT THAT YOUR VEHICLE WAS NOT INCLUDED IN THE CURRENT SAFETY SERVICE CAMPAIGN INVOLVING THE UNINTENDED ACCELERATION OF CERTAIN TOYOTA MODELS WOULD INDICATE THAT HIS INCIDENT WAS NOT THE RESULT OF THIS ISSUE.")

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313809  
**Date of Incident:** 20091202  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** PLYMOUTH, MN

**NHTSA Summary:**

I HAD 2 ACCELERATING EXPERIENCES WITH MY 04 LEXUS. BOTH LED UP TO SEVERAL S DAMAGE TO MY CAR AND I OTHER CAR. THEN THE 3RD ONE OCCURED WHEN MY CAR WAS IN FOR REPAIR AND THE LEXUS GARAGE LOANED ME A 2009 LEXUS, THE SAME THING - IT ACCELERATED AND I DROVE INTO A BRICK WALL. I THOUGHT THEY WERE MY FAULT. THE STATE OF MINNESOTA INTERVIEWED AND TOOK MY DRIVERS LICENSE SO I CAN LONGER DRIVE. I FEEL THIS WAS AN INJUSTICE AND WANT MY LICENSE RETURNED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306767  
**Date of Incident:** 20091203  
**Vehicle:** 2002 TOYOTA CAMRY SOLARA  
**Location of Incident:** HERMOSA BEACH, CA

**NHTSA Summary:**

MY TOYOTA SOLARA, VIN: 2T1FF28PC593811, CRASHED AND DEEMED A TOTAL LOSS. AAA INSURANCE PAID BUT I DIDN'T AGREE TO SETTLEMENT BECAUSE I THINK THE CAUSE WAS FAILURE OF ACCELERATOR, AS BRAKING DID NOT STOP THE CAR -- GAS PEDAL DID NOT RELEASE. CAR REAR ENDED CAR AHEAD WHICH STOPPED AS ANOTHER CAR STOPPED SHORT AHEAD OF HIM. I HAD TIME TO STOP BUT WAS UNABLE TO. I REPORTED THIS TO THE INSURANCE COMPANY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314594  
**Date of Incident:** 20091203  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** VICTORVILLE, CA

**NHTSA Summary:**

PURCHASED NEW 2010 TOYOTA CAMRY LE. IN FIRST WEEK ACKNOWLEDGED TO DEALERSHIP THAT IT WAS SHIFTING ITSELF SLOWLY LIKE A STICK SHIFT. ALSO QUICKLY ACCELERATING WHEN BRAKING ON TURNS. TOLD NORMAL LET THE CAR BREAK IN. FEW WEEKS TROUBLE STILL CONTINUE. TOOK TO DEALERSHIP. TOLD YES THERE IS RECALL BUT NEEDED TO WAIT FOR LETTER. AT 1600 MILES ACCELERATOR WAS CHANGED, HOWEVER VEHICLE STILL DRIVING UNSAFELY HARD TO COME TO COMPLETE STOP.

C-1688

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TAKES TO LONG LIKE IT IS DOWNSHIFTING. VEHICLE JUMPS AS DRIVING AND IS RIDING ROUGH. NOW AT 2000 MILES AND FIRST PAYMENT DUE NOT COMFORTABLE IN CAR. SINGLE MOTHER THAT DECIDED IT WAS TIME TO INVEST IN A NEW CAR AND STOP DEALING WITH USED CAR PROBLEMS HAS FOUND IN TWO MONTHS NEW CAR HAS MILLIONS OF MORE ISSUES. NOT SATISFIED AND VERY DISAPPOINTED. NEED ANOTHER CAR BUT NOT IN POSITION TO DO SO. SCARED FOR FAMILY SAFETY AS MANY REPORTS SHOW PEOPLE ARE BEING IGNORED BY COMPLAINTS AND ARE DYING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316203  
**Date of Incident:** 20091203  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** OCALA, FL

**NHTSA Summary:**  
DRIVING MY 2009 TOYOTA VENZA, I ACCELERATED TO PASS ANOTHER CAR, THEN LET OFF ON THE GAS TO SLOW DOWN SOMEWHAT. BUT THE CAR DID NOT SLOW DOWN. I PRESSED THE BRAKES TO FORCE THE CAR TO SLOW DOWN AND -- AFTER MAYBE 10 SECONDS OF CONSTANTLY PRESSING THE BRAKE PEDAL WHILE THE CAR TRIED TO ACCELERATE -- IT DID FINALLY SLOW DOWN AND CAME BACK UNDER MY CONTROL. THIS ONE INCIDENT OF UNINTENDED ACCELERATION HAS NOT RECURRED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316573  
**Date of Incident:** 20091203  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** READING, PA

**NHTSA Summary:**  
I HAVE A 2008 TOYOTA RAV4. I HAD AN INCIDENT IN THE FALL OF 2009 WHERE, AS I WAS BRAKING AND SLOWING DOWN, MY ENGINE REVVED UP WITHOUT MY TOUCHING THE GAS PEDAL, AND I STEPPED ON THE BRAKE AND PUT MY CAR IN NEUTRAL. DIDN'T UNDERSTAND WHAT HAD JUST HAPPENED BUT THOUGHT IT WAS MAYBE MY FAULT SOMEHOW. IN EARLY DEC. I PULLED INTO A PARKING SPACE, FRONT END FORWARD, AND THERE WAS ANOTHER PARKED CAR OPPOSITE MY CAR, FACING MINE. AS I WAS SLOWING DOWN AND BRAKING, THE ENGINE REVVED AND I HAD TO SLAM MY FOOT ON THE BRAKE TO AVOID HITTING THE CAR IN FRONT OF ME. I CALLED MY DEALERSHIP IMMEDIATELY FROM MY CELL PHONE, RIGHT THERE IN MY CAR, AND TOLD THEM WHAT HAPPENED. THEY ASKED ME IF I WAS WEARING "HEELS", DID I STEP ON THE ACCELERATOR BY MISTAKE, DID THE FLOOR MAT GET CAUGHT?... AND I SAID NO TO ALL OF THAT. I WENT IN THE NEXT DAY TO SERVICE, AND THEY SPENT SEVERAL HOURS LOOKING AT MY CAR, CHECKING THINGS OUT. WHEN THEY WERE FINISHED, THEY SAID THEY "COULDN'T MAKE MY CAR DO WHAT I TOLD THEM IT DID". COULD NOT FIND A PROBLEM. ASKED AGAIN ABOUT SHOES, WRONG PEDAL, ETC. SINCE THEN, I HAD ONE MORE EXPERIENCE WITH ACCELERATION AT THE TOP OF A HILL, WHERE TOOK MY FOOT OFF THE GAS AND THE MOTOR CONTINUED TO ACCELERATE. RIGHT ABOUT THAT TIME THE NEWS OF THE TOYOTA PROBLEMS WAS BEGINNING. I CALLED MY DEALERSHIP AND ASKED WHY I HAD NOT RECEIVED A LETTER ABOUT A RECALL. I WAS TOLD THAT MY TOYOTA HAD BEEN BUILT IN JAPAN AND THEREFORE IT DOES NOT HAVE THE ACCELERATOR PROBLEM AND IS NOT ON THE RECALL LIST. WHAT DO I DO NOW??

**Additional Summary:**

C-1689

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHILE CLIMBING HILL WILL ACCELERATE WILDLY, THEN CUT OUT, THEN LURCH BACK AND FORTH UNTIL YOU HIT THE BRAKE TO SHUT IT OFF. NO INJURIES FROM THIS YET, BUT DANGEROUS IF OTHER VEHICLES PRESENT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304248  
**Date of Incident:** 20091204  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** WEST HAVEN, UT

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT STATED THAT WHEN DRIVING IN TRAFFIC, SHE MOVED FORWARD AND TRIED TO DEPRESS THE BRAKE PEDAL. THE BRAKES FAILED AND SHE HIT THE REAR OF ANOTHER VEHICLE. BEFORE THE FAILURE SHE HEARD A SLIGHT NOISE A FEW TIMES WHEN APPLYING THE BRAKE PEDAL. THE CONTACT WAS SUSTAINED A MINOR INJURY. SHE DID NOT SPEAK WITH THE DEALER OR THE MANUFACTURER AT THE TIME OF THE COMPLAINT. THE VEHICLE HAD NOT BEEN REPAIRED TO-DATE FOR THE BRAKE FAILURE. THE CURRENT MILEAGE WAS APPROXIMATELY 2,400. THE FAILURE MILEAGE WAS 1,239.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305631  
**Date of Incident:** 20091204  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** PORTLAND, OR

**NHTSA Summary:**  
MY 2006 TOYOTA CAMRY CRASHED AT 6:40PM OF DEC. 4, 2009. WHEN I WAS NEAR TO EXIT 65 OF HIGHWAY 26 (BEAVERTON, OR), THE CAR IN FRONT OF ME BRAKED. I BRAKED TOO AND THE DISTANCE BETWEEN MY CAR AND THE CAR IN FRONT OF ME WAS ABOUT 50 METERS. BUT MY CAR ACCELERATED UNTIL IT HIT THE CAR IN FRONT OF ME. HISTORICALLY I KNEW MY CAR AUTOMATICALLY ACCELERATED SOMETIMES, BUT IT SEEMS ONLY LAST FOR A FEW SECONDS WHEN I DROVE IT DOWNHILL. CURRENTLY TOYOTA'S RECALL ONLY INCLUDES CAMRY MODEL AFTER 2007. I THINK CAMRY 2006 SHOULD BE INVESTIGATED TOO. THANKS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306183  
**Date of Incident:** 20091204  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** ROCHESTER, MN

**NHTSA Summary:**  
ON FRIDAY, DECEMBER 4, 2009 AT ABOUT 4:15 PM, I HAD A SUDDEN ACCELERATION INCIDENT WITH MY 2007 TOYOTA PRIUS. I HAD NOT HAD ANY PRIOR DIFFICULTY WITH THIS VEHICLE IN THE APPROXIMATELY 34,000 MILES I HAD DRIVEN SINCE I BOUGHT IT NEW. HOWEVER AT THIS TIME WHEN I TRIED TO BACK THE CAR ABOUT 50 FEET BACKWARDS INTO A MOTEL PARKING SPOT (ACTUALLY THERE WERE 3 OPEN SPOTS IN A ROW), IT RESPONDED VERY ABNORMALLY. I STARTED THE CAR, PUT IT IN REVERSE AND GENTLY APPLIED PRESSURE TO THE GAS PEDAL. INSTEAD OF CREEPING BACKWARDS AT ~5 MPH AS I HAD INTENDED, THE CAR "TOOK OFF" AT ABOUT 30-40 MPH. I STOMPED ON THE BRAKES WITH BOTH FEET AND INITIALLY DIDN'T SLOW DOWN. I FELT AN IMPACT AS

C-1691

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322719  
**Date of Incident:** 20091203  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** HEALDSBURG, CA

**NHTSA Summary:**  
TL- CONTACT OWNS A 2007 TOYOTA AVALON. ON DEC 3, 2009 DRIVER PULLED INTO DRIVEWAY ON A FOGGY OVERCAST DAY. STEPPED ON GAS TO GO UP DRIVEWAY AND CAR "JERKED FORWARD". APPLIED BRAKE AND VEHICLE WOULD NOT STOP. VEHICLE HIT CORNER POST OF FENCE AND A TREE WHICH STOPPED THE VEHICLE. NO ENGINE OR WARNING LIGHTS CAME ON. OWNER TOOK VEHICLE TO AUTHORIZED TOYOTA DEALER AND TECHNICIAN STATED THAT DIAGNOSTIC TEST SHOWED NOTHING WRONG WITH BRAKING SYSTEM OR ACCELERATOR SYSTEMS. SERVICE MANAGER STATED NOTHING WAS WRONG BUT HE FOUND SOMETHING WRONG AND OWNER HAD TO WAIT FOR REPORT. REPORT STATED NO PROBLEM WAS FOUND. CONTACT TOOK VEHICLE BACK FOR ACCELERATOR, FLOOR MAT, AND OIL HOSE RECALL, STATED AS A 90K RECALL. TECHNICIAN ALSO DID A SAFETY OVER RIDE ON BRAKING SYSTEM, WHICH WAS NOT PART OF THE RECALL. DEALER STATED THAT TOYOTA JUST FOUND ABOUT THE SAFETY OVER RIDE. FAILURE MILEAGE 35,000. CURRENT MILEAGE IS UNAVAILABLE. RD

**Additional Summary:**

**Toyota ID Number:** 25045371  
**NHTSA ODI Number:** 10316720  
**Date of Incident:** 20091204  
**Vehicle:** 2005 SCION TC  
**Location of Incident:** DALLAS, TX

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2005 SCION TC. WHILE DRIVING APPROXIMATELY 35 MILES PER HOUR THE ACCELERATOR PEDAL STUCK. THE CONTACT PUT THE VEHICLE IN NEUTRAL AND VEHICLE DID NOT STOP. THE CONTACT STATED THERE WAS AN ACCIDENT IN WHICH 3 INDIVIDUALS WERE INJURED. A POLICE REPORT WAS FILED IN WHICH THE CONTACT PAID \$220 FOR FAILURE TO CONTROL SPEED. THE FAILURE AND CURRENT MILES WERE NOT AVAILABLE. THE VIN WAS NOT AVAILABLE. AA

**Additional Summary:**

December 4, 2009, I was driving my Toyota Scion 2005 when the car started accelerating at a fast rate of speed. I tried braking but they would not engage. My car rear ended car in front of me which in turn rear ended the car in front of it. Then my car hit a concrete embankment. I suffered head injuries and car was totaled. Car was towed to Toyota and they said nothing was wrong with accelerator, couldn't recreate the problem. I have filed complaints with Texas Attorney Generals office, NHTSA, Toyota and called my insurance State Farm to give them information. No results with anyone. I read where you are keeping records of the various cars that have problems. The SCION does have the acceleration problem but no one will listen. Thank you.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303812  
**Date of Incident:** 20091204  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** ALPENA, MI

**NHTSA Summary:**  
FIRST ISSUE-WHILE BACKING UP SLOWLY ATTEMPTED TO STOP BEFORE HITTING TELEPHONE POLE. INSTEAD OF STOPPING RAV-4 LURCHED BACK WARD HITTING POLE CAUSING \$4,000 WORTH OF DAMAGE. COST US \$500 DEDUCTIBLE, PLUS OVER \$1000 NEXT SEVERAL YEARS FOR LOSING NO-CLAIM CREDIT. SECOND ISSUE-CRUISE CONTROL

C-1690

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MY CAR GRAZED A PARKED VEHICLE. MY CAR JUMPED OVER THE CURB AT THE PARKING LOT EDGE. PASSED OVER SOME SHORT BUSHES AND ENTERED A CULVERT. SOMEHOW I WAS ABLE TO TURN THE CAR AND IT CARVED A 180 DEGREE CURVE AND CAME TO A HALT ABOUT 75 FEET AFTER IT PASSED INTO THE CULVERT. FORTUNATELY I DID MAKE THIS SHARP TURN SINCE THERE IS A 4 LANE HIGHWAY ON THE OTHER SIDE OF THE CULVERT. THERE WERE NO INJURIES AND ONLY SLIGHT DAMAGE TO THE OTHER CAR, BUT AN ESTIMATED \$7000 OF BODY DAMAGE TO MY CAR. THE POLICE WERE CALLED AS WELL MY INSURANCE COMPANY. THE OWNER OF THE OTHER VEHICLE WAS LOCATED. MY CAR WAS TOWED TO A LOCAL TOYOTA DEALERSHIP. SINCE THAT TIME, THE LOCAL TOYOTA REGIONAL OFFICE SENT OUT A REPRESENTATIVE WHO INSPECTED MY CAR AND "DURING A ROAD TEST NO ABNORMAL BRAKING OR ACCELERATION PROBLEMS WERE FOUND." I HAVE SINCE BEEN IN CONTACT WITH TOYOTA USA IN TORRANCE, CA. I HAVE SPOKEN WITH A "CASE REPRESENTATIVE" WHO HAS NOT BEEN HELPFUL. FINALLY AFTER 5 OR 6 PHONE CALLS, I WAS ABLE TO GET THE ADDRESS OF THE LEGAL DEPARTMENT. I WROTE THEM A LETTER ON JANUARY 20 AND HAVE HEARD NOTHING FROM THEM. I ALSO CALLED AND LEFT MESSAGES ON FEBRUARY 2 AND 4. AS A PHYSICIAN INTERESTED IN PUBLIC HEALTH I DON'T WANT MY FAMILY OR ANYONE ELSE TO DRIVE THIS CAR. MY FAITH IN THE TOYOTA COMPANY IS DIMINISHED.\*JB

**Additional Summary:**

ALSO SEE NEWS ARTICLE SAVED IN FOLDER TOYSUA3656

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308421  
**Date of Incident:** 20091204  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** EAST WINDSOR, NJ

**NHTSA Summary:**  
2009 TOYOTA PRIUS ISSUE. DEALERSHIP: THERE HAS BEEN NO RESPONSE/RECOMMENDATION DESPITE MULTIPLE VOICEMAILS AND EMAIL DATED 2/6/10 TO TOYOTA-SERVICE@DAYTONTOYOTA.COM. TOYOTA: AWAITING RESPONSE FROM TOYOTA CASE MANAGER AFTER TWO PHONE CALLS, ONCE ON 2/9/10 AND ONE ON 2/10/10. CASE #100 211 6608. SUMMARY: 1. I WANT TO BRING TO YOUR NOTICE THAT I EXPERIENCED A STICKING ACCELERATOR PROBLEM SEVERAL WEEKS BACK, WHILE PULLING OUT OF THE DRIVEWAY, WHEN THE CAR WAS MOVING IN REVERSE AND WOULD NOT STOP DESPITE THE BREAK BEING PUMPED A FEW TIMES. THE CAR WAS FINALLY BROUGHT TO A STOP BY PRESSING THE POWER BUTTON FOR AN EXTENDED PERIOD. I DO NOT HAVE ANY ADDITIONAL FLOOR MATS IN THE CAR, BESIDES WHATEVER WAS AVAILABLE WITH THE BASIC PACKAGE. 2. WHEN BRAKING ON PUDDLES/POT-HOLES THE CAR SEEMS TO STALL AND THE ORANGE LIGHT TURNS ON.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312634  
**Date of Incident:** 20091204  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** OMAHA, NE

**NHTSA Summary:**  
CAR LOCATED IN OMAHA, NE, BEING DRIVEN EAST FROM 42ND AND CURTIS AVENUE, DOWNHILL AT APPROXIMATELY 41ST AND CURTIS AVE (CAR SPEED UP ON LEVEL AREA TO COMPENSATE FOR THE COMPUTER SYSTEMS ABILITY TO SLOW THE CAR DOWN OR PREVENT COASTING), MY 2005 TOYOTA SE HIT A PARKED CAR, AIRBAGS DEPLOYED AND THE CAR CONTINUED TO DRIVE AN ADDITIONAL BLOCK AFTER THE BRAKES WERE APPLIED. CAR HIT A DIRT ROAD/DITCH AND BOUNCED AND LANDED INTO A PRIVATE

C-1692

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

YARD LOCATED ON THE SOUTHEAST SIDE OF THE ROAD. THE HILL IN THE PRIVATE YARD STOPPED THE CAR FROM CONTINUING ON.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313269  
**Date of Incident:** 20091204  
**Vehicle:** 2010 LEXUS RX350  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
MY CAR SUDDENLY ACCELERATED AS I WAS PARKING AND HIT A CONCRETE WALL. I WAS ALMOST IN THE SPACE AND GOING 1MPH APPROX. 3 OR 4 FEET FROM THE WALL. THEY SAID I STEPPED ON THE WRONG PEDAL TO CAUSE IT. I DID NOT, BUT LOST MY CONFIDENCE AND TRUST IN MY DRIVING. THE MODEL CAR IS A 2010 LEXUS MODEL RX350. NOT ON THE LIST OF RECALLS. THE DAMAGE WAS IN EXCESS OF \$14,000. MY INSURANCE PAID ALL BUT THE DEDUCTIBLE. I STILL DO NOT BELIEVE THAT I DID WHAT THEY SAY AND DO NOT TRUST LEXUS TO TELL ME THE TRUTH OF THE MATTER AT THIS TIME. THE CAR WENT STRAIGHT TO THE DEALERSHIP FOR REPAIRS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321609  
**Date of Incident:** 20091204  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** TULSA, OK

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2001 TOYOTA CAMRY CE. THE CONTACT STATED THAT HE WAS STOPPED AT A STOP LIGHT, WHEN THE CONTACT STEPPED ON THE ACCELERATOR PEDAL THE VEHICLE JERKED AND MADE ACCELERATION NOISES, BUT NOT ACCELERATED. THE CONTACT STATED THAT WHEN DRIVING APPROXIMATELY 40 MPH THE CONTACT STEPPED ON THE ACCELERATOR PEDAL AND THE VEHICLE JUST JERKED VIOLENTLY. THE CONTACT STATED THAT THE VEHICLE JERKED LIKE DRAG RACING. THE CONTACT STATED THAT THE PASSENGER IN THE VEHICLE INJURED THEIR NECK BUT DID NOT GO TO THE PHYSICIAN. THE VEHICLE WAS NOT TAKEN TO THE DEALER FOR DIAGNOSTIC AND TESTING. THE CONTACT STATED THAT THE WEATHER DID NOT PLAY A FACTOR. THE APPROXIMATE FAILURE MILEAGE WAS 55,700. THE APPROXIMATE CURRENT MILEAGE WAS 55,928. RG

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294727  
**Date of Incident:** 20091205  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** ROMEOVILLE, IL

**NHTSA Summary:**  
DRIVING A RENTAL 2010 COROLLA IN TUCSON. AS I WAS BRAKING TO A STOP AT A TRAFFIC LIGHT, THE CAR SUDDENLY SURGED AHEAD. FORTUNATELY I WAS FAR ENOUGH FROM THE VEHICLE STOPPED IN FRONT OF ME TO STAND HARD ON THE BRAKE AND BRING THE CAR TO A STOP. SCARY!!! FLOOR MATS WERE PROPERLY SECURED AND NO WHERE NEAR THE PEDAL AREA. NEVER EXPERIENCED ANYTHING LIKE THIS BEFORE. TOYOTA HAS A PROBLEM WAY BEYOND FLOOR MATS.

**Additional Summary:**

C-1693

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303835  
**Date of Incident:** 20091205  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** HURON, OH

**NHTSA Summary:**  
SUDDEN ACCELERATION OF A TOYOTA RAV 4 ENGINE. WHEN THE VEHICLE WAS STOPPED AT A RED TRAFFIC LIGHT WITH THE BRAKE PEDAL DEPRESSED, NO FOOT ON THE ACCELERATOR AND THE GEAR SHIFT IN DRIVE - THE ENGINE INCREASED SPEED RAPIDLY. THE CAR LURCHED FORWARD. THE OPERATOR SLAMMED BOTH FEET ON THE BRAKE PEDAL. WHEN THE CAR WAS STOPPED, THE OPERATOR PUT THE GEAR SHIFT IN NEUTRAL. THE ENGINE CONTINUED AT HIGH SPEED FOR ABOUT A WHILE, THEN WENT TO IDLE. AFTER THE ENGINE RETURNED TO IDLE, THE OPERATOR KEPT BOTH FEET ON THE BRAKE PEDAL AND CAUTIOUSLY SHIFTED THE GEAR SHIFT TO DRIVE, PARKED THE CAR AND TURNED THE ENGINE OFF. THE OPERATOR GOT OUT OF THE CAR. EVERYTHING SEEMED NORMAL. AFTER MEDITATION ON THE PROBLEM, THE OPERATOR TURNED THE ENGINE ON AND DROVE OFF. THERE HAVE BEEN NO PROBLEMS SINCE THEN. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304461  
**Date of Incident:** 20091205  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** GREER, SC

**NHTSA Summary:**  
FRIGHTENING INCIDENT THAT WAS REPORTED ON MY 2004 TOYOTA COROLLA LE/SD 4 DR. PARKING MY VEHICLE IN A DRIVEWAY (ON A SLIGHT INCLINE), DRY CONDITIONS, AND ONLY 1 FOOT FROM A PARKED CARGO VAN. ABOUT TO PLACE FOOT ON BRAKE TO STOP COMPLETELY TO TURN CAR OFF AND FULL ACCELERATION TOOK PLACE. GAS PEDAL WENT FULL THROTTLE AND HIT THE CARGO VAN. TIRES WERE SPINNING, LEFT TIRE TRACKS. MY CAR PINNED BETWEEN A CARGO VAN AND PULLING TO THE LEFT -- SIX INCHES FROM HITTING A SUBARU OWNED BY SISTER. ACCELERATION WENT FOR ABOUT TWO MINUTES AS I WAS APPLYING THE BRAKES, NO RESULTS. I LOOKED DOWN TO SEE IF MY CAR MAT WAS IN THE WAY AND THE ANSWER IS NO. THREE PEOPLE CAME OUTSIDE THE HOME TO SEE WHAT THE LOUD IMPACT WAS AND WHY THE CAR WAS ACCELERATING IN THAT MANNER-- THINKING THE ENGINE HAD BLOWN. I WAS ABLE TO PUT THE CAR IN NEUTRAL, THEN PARK AND SHUT IT OFF WHILE APPLYING THE BRAKE. CONTACTED TOYOTA CORPORATE OFFICE WHO THEN REFERRED ME OUT TO CUSTOMER EXPERIENCE CENTER ON MONDAY 12/7 TO INFORM THEM OF MY ORDEAL. THEY ARRANGED FOR MY CAR TO BE SERVICED BY A TECHNICIAN ON 12/15/2009 AT THE TOYOTA DEALER IN GREER, SC. I WAS TOLD TO PICK THE CAR UP AFTER 1 1/2 HOURS. I HAD CAR TOWED TO AND FROM CAR DEALER. IN JANUARY 2010, I PICKED UP A CERTIFIED LETTER FROM THE POST OFFICE THAT WAS DATED DECEMBER 23, 2009. IT STATED THAT "BASED ON OUR FINDINGS PROVIDED ABOVE, WE RESPECTFULLY DECLINE ANY FURTHER ASSISTANCE IN THIS MATTER." THE INSPECTION WAS - PROVIDING A ROAD TEST AND THE BRAKES, HELD VEHICLE SPEED AT 10 MPH, NO LEAKAGE WITH BRAKES, AND ACCELERATION DID NOT STICK. THEY SENT ME ON MY WAY AND CLOSED THE CASE AND THANKED ME FOR MY BUSINESS AND BEING A LOYAL TOYOTA CUSTOMER! I ONLY HAD MY CAR FOR TWO YEARS. IT IS THE FIRST TIME IT HAPPENED. I ULTIMATELY HAD TO GET ANOTHER VEHICLE TO GET AROUND IN. IT WAS MY ONLY

C-1694

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE. THERE IS A SERIOUS SAFETY ISSUE WITH MORE VEHICLES THAN THEY ARE STATING. MINE IS A 2004. THANK YOU.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305281  
**Date of Incident:** 20091205  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** ELK GROVE, CA

**NHTSA Summary:**  
CRUISE CONTROL: SINCE MY 2006 TOYOTA TACOMA WAS BRAND NEW, WHEN GOING UP AN INCLINE SUCH AS A FREEWAY OVERCROSSING, OR MODERATE INCLINE, THE CRUISE CONTROL WILL CAUSE THE AUTOMATIC TRANSMISSION TO DOWNSHIFT ONE GEAR AND MANY TIMES TWO GEARS IN AN EFFORT TO MAINTAIN THE FREEWAY SET SPEED (I.E. 65 OR 70 MPH). THIS CRUISE CONTROL THROTTLE INCREASE AND TRANSMISSION DOWNSHIFTING RESULTS IN AGGRESSIVE ACCELERATION WHICH CONTINUES PAST THE SET SPEED BY A FEW MILES PER HOUR BEFORE THE CRUISE CONTROL'S INCREASED THROTTLE INPUT BACKS OFF (SINCE IT SHOT PAST THE CRUISE CONTROL'S SET SPEED) BEFORE THE CRUISE CONTROL INITIATES REDUCED THROTTLE INPUT TO TRY TO REDUCE THE VEHICLE SPEED BACK DOWN TO THE SET SPEED. IN ADDITION TO THE LACK OF SMOOTH CRUISE CONTROL SET SPEED OPERATION, THIS CONDITION IS ESPECIALLY SCARY WHEN THE INCLINE IS ALSO ON A CURVE. AS THE VEHICLE AGGRESSIVELY ACCELERATES IT CAN FEEL AS THE VEHICLE IS TRAVELING FASTER THAN IT SHOULD FOR THE CURVE CAUSING THE DRIVER TO TAP THE BRAKE TO DISENGAGE THE CRUISE CONTROL TO STOP THE EXCESSIVE ACCELERATION. TO DATE, ALL INQUIRIES TO NORTHERN CALIFORNIA TOYOTA DEALER SERVICE REPRESENTATIVES HAVE RESULTED IN THE SAME RESPONSE: 6 THE 2006 TACOMA DOES NOT HAVE A SPEED CONTROL PROBLEM AND THERE ARE NO ADJUSTMENTS AS IT IS CONTROLLED BY THE MAIN COMPUTER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305790  
**Date of Incident:** 20091205  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** SUMMERFIELD, FL

**NHTSA Summary:**  
IN THE MORNING OF 12-05-09, AS I PULLING INTO MY GARAGE THE CAR VERY SUDDENLY LURCHED FORWARD WITH AN UNEXPECTED INCREASE IN SPEED. BEFORE I COULD BRAKE, THE CAR SLAMMED INTO A STEEL SHELVING UNIT ON THE BACK WALL WHICH RESULTED IN EXTENSIVE DAMAGE TO THE WALL (BOTH INTERIOR & EXTERIOR) AND WHAT APPEARED TO BE MINIMAL DAMAGE TO THE AUTO. I TOOK THE VEHICLE TO MY TOYOTA SERVICE ON THAT SAME DAY BECAUSE I WERE FELT THAT THIS COULD CONSTITUTE AN UNSAFE DRIVING CONDITION. TOTAL COSTS FROM THIS INCIDENT WERE AS FOLLOWS: COVERED BY INSURANCE- \$3607.81 (PLUS 703.31 PD. DIRECTLY TO THE DEALER?) AND \$916.27 ( 500.00 INSURANCE DEDUCTIBLE AND AN ADDITIONAL MECHANICAL CHARGE FOR A FUEL/AIR SENSOR THAT FAILED ON 12-26-09). I HAVE NOT PREVIOUSLY EXPERIENCED "SUDDEN ACCELERATION" WITH THIS VEHICLE. I HAVE NOTIFIED BOTH MY LOCAL DEALER, SOUTHEAST TOYOTA DISTRIBUTORS AND TOYOTA CUSTOMER RELATIONS REGARDING THE PROBLEM STATING THAT THERE MAY BE OTHER VEHICLES BEYOND THE SCOPE OF THEIR CURRENT RECALL THAT SHOULD ALSO BE CONSIDERED AS POTENTIALLY DANGEROUS.

**Additional Summary:**

C-1695

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306609  
**Date of Incident:** 20091205  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** SAN MARCOS, CA

**NHTSA Summary:**  
I AM LEASING TWO TOYOTA VEHICLES ... A 2008 TOYOTA HIGHLANDER AND A 2009 TOYOTA CAMRY. DURING DECEMBER 2009 I EXPERIENCED PROBLEMS WITH THE 2008 TOYOTA HIGHLANDER TRANSMISSION AND SUDDEN ACCELERATION WHILE BRAKING. DETAILS INCLUDE A TRANSMISSION NOISE RATTLE WHILE DRIVING ON A CALIFORNIA FREEWAY AT ABOUT 60 MPH. THIS TRANSMISSION NOISE CONTINUED FOR 3-4 MINUTES, SOUNDING LOUDER AS IF A PART WAS LOOSE INSIDE OF THE TRANSMISSION. I SHIFTED THE TRANSMISSION ON THE 2008 HIGHLANDER BETWEEN GEARS AND THE NOISE EVENTUALLY STOPPED. THE SECOND COMPLAINT ON THE 2008 TOYOTA HIGHLANDER OCCURRED ON DECEMBER 5, 2009, WHILE I WAS PARKING THE VEHICLE. AS I APPROACHED THE PARKING PLACE, WITH MY FOOT COVERING THE BRAKE PEDAL, I EXPERIENCED UNEXPECTED ACCELERATION WHILE BRAKING. THE 2008 TOYOTA HIGHLANDER SUDDENLY LURCHED WITHOUT WARNING AND WOULD HAVE CONTINUED TO ACCELERATE THROUGH A PLATE GLASS WINDOW AT THE BANK IF I DIDN'T APPLY FULL FORCE OF THE BRAKE! I WAS ABLE TO APPLY THE BRAKE FIRMLY ENOUGH TO OVERCOME THE SUDDEN ACCELERATION IN ORDER TO STOP THE VEHICLE IN TIME. CARLSBAD, CALIFORNIA TOYOTA OF CARLSBAD WAS NOTIFIED ON DECEMBER 9, 2009 IN WRITING REGARDING THESE TWO ISSUES. I HAD PERSONALLY DELIVERED A TWO PAGE DOCUMENT DETAILING BOTH OF THESE COMPLAINTS TO THE TOYOTA OF CARLSBAD SERVICE DEPARTMENT. I HAVE NOT RECEIVED ANY RESPONSE FROM MY COMPLAINT BY TOYOTA OF CARLSBAD OR THE TOYOTA MOTOR CORPORATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306778  
**Date of Incident:** 20091205  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** REDWOOD CITY, CA

**NHTSA Summary:**  
I HAVE A 2010 TOYOTA PRIUS, PURCHASED ON 7/24/09. ON SEVERAL OCCASIONS, THE FIRST BEING 12/05/09, THE PRIUS HAS REVERSED IN A "JERKY" FASHION. I KEEP MY FOOT ON THE BRAKE, EASE UP ON THE PEDAL WITH THE CAR IN REVERSE, AND THE CAR LURCHES BACKWARDS AT A SURPRISING SPEED, AND A SPEED WHICH IS UNWARRANTED BY THE AMOUNT OF PRESSURE ON THE BRAKE. THIS HAS HAPPENED 4-6 TIMES IN THE LAST TWO MONTHS. I HAVE NEVER HAD THIS EXPERIENCE WITH ANY OTHER CAR, AND MY FIANCE HAS EXPERIENCED THE PROBLEM WHEN HE DRIVES MY PRIUS. IT SEEMS TO OCCUR ON INCLINES AND UNEVEN SURFACES. IT HAS NOT YET CAUSED AN ACCIDENT OR INJURY, BUT I FIND THIS ISSUE CONCERNING

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295074  
**Date of Incident:** 20091206  
**Vehicle:** 2002 TOYOTA SIENNA  
**Location of Incident:** RINGOES, NJ

**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1696

TOYOTA SIENNA VAN APPEARED TO HAVE SUDDEN ACCELERATION PROBLEM WHEN STOPPED AT STOP SIGN. ENGINE REVVED UP AS ACCELERATOR WAS ABOUT TO BE APPLIED, SO I HAD TO APPLY BRAKES AS CAR WAS MAKING SUDDEN MOVEMENTS. QUICKLY PUT CAR INTO NEUTRAL POSITION. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295067  
**Date of Incident:** 20091206  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** GRAND ISLAND, NY

**NHTSA Summary:**

I HAVE A TOYOTA TACOMA 2005. ON DECEMBER 6, 2009 AT APPROXIMATELY 3PM I WAS HEADING SOUTH ON I-190 IN NIAGARA FALLS NY. CRUISE WAS ON, BUT HAD TO TAP BRAKES BECAUSE OF SLOWER MOVING VEHICLE. THIS DID DISENGAGE THE CRUISE & MY TRUCK BEGAN TO SLOW DOWN. WHEN THE CAR MOVED OVER I DEPRESSED THE ACCELERATOR AND AT THAT TIME THE TRUCK WENT INTO OVERDRIVE/PASSING GEAR. THE MOTOR WAS ROARING AND I HAD NO BREAKS. THEY WERE LIKE A ROCK. IT ACCELERATED TO OVER 94MPH. IT THEN DISENGAGED ON ITS OWN & THE SPEED DECREASED. I THEN TURNED OFF THE CRUISE CONTROL NOT SURE HOW LONG THIS WENT ON BUT IT SEEMED LIKE AN HOUR. AND YES I PANICKED. THIS IS NOT A MAT PROBLEM / THIS TRUCK IS A DEATH TRAP. I WAS TOLD IT COULD NOT BE REPAIRED UNTIL APRIL OF 2010 (5MONTHS). \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20091206  
**Vehicle:** 2001 LEXUS IS300  
**Location of Incident:** HUNTSVILLE, AL

**NHTSA Summary:**

**Additional Summary:**  
SUA - VEHICLE STRUCK BRICK WALL AND FLIPPED. MERGING ONTO HIGHWAY; VEHICLE SUDDENLY CROSSED BOTH LANES AND STRUCK CONCRETE BARRIER IN MEDIAN. UNSURE IF ACCELERATOR STUCK BUT IT'S THE ONLY THING SHE CAN THINK COULD HAVE HAPPENED.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20091206  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WORCESTER, MA

**NHTSA Summary:**

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301827  
**Date of Incident:** 20091206  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** LIMA, OH

**NHTSA Summary:**

C-1697

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AFTER DROPPING MY SISTERS OFF AT ONE OF THEIR HOMES, I PRESSED ON THE ACCELERATOR AND THE CAR TOOK A MIND OF ITS OWN AND BEGAN TO INCREASE SPEED AND I COULD NOT GET THE CAR TO STOP EVEN AFTER STEPPING ON THE BRAKE AND PUTTING THE CAR INTO PARK. THE CAR HIT A CHAIN LINK FENCE AND STILL THE ENGINE REVVED AS IF IT WERE TRYING TO GET THROUGH THE FENCE AND THEN IT FINALLY STOPPED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305219  
**Date of Incident:** 20091206  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** PAHRUMP, NV

**NHTSA Summary:**

TL - THE CONTACT OWNS A 2002 TOYOTA CAMRY. HE STATED THE DRIVER OF THE VEHICLE WAS PULLING INTO A PARKING LOT, WHILE REVERSING TO ADJUST INTO THE PARKING SPOT, THE VEHICLE ACCELERATED AND BACKED INTO ANOTHER VEHICLE AT A HIGH RATE OF SPEED. THE VEHICLE WAS THEN TURNED IN A COMPLETE CIRCLE, ACCELERATED ACROSS TWO PARKING LOTS AND CRASHED INTO A BOULDER BEFORE COMING TO A STOP. THERE WERE NO INJURIES. A POLICE REPORT WAS FILED AT THE SCENE. THE MANUFACTURER WAS NOT CONTACTED. THE FAILURE AND CURRENT MILEAGES WERE UNDER 116,000. THE VIN WAS NOT AVAILABLE. \*KMJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322349  
**Date of Incident:** 20091206  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** GLEN MILLS, PA

**NHTSA Summary:**

2006 TOYOTA CAMRY SUDDENLY ACCELERATED WHILE THE CAR WAS BEING PARKED IN A HANDICAPPED SPOT. THE CAR CRASHED INTO THE CONCRETE POST SUPPORTING THE HANDICAP SIGN, CAUSING \$4700. DAMAGE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10294885  
**Date of Incident:** 20091207  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** THOUSAND OAKS, CA

**NHTSA Summary:**

TL - THE CONTACT OWNS A 2007 TOYOTA TACOMA. THE CONTACT WAS DRIVING AT 10MPH TO ENTER THE FREEWAY AND THE VEHICLE ACCELERATED AND WOULD NOT STOP. AS CONTACT TRIED STOPPING THE VEHICLE BY APPLYING THE BRAKES THE VEHICLE SLID DOWN THE EMBANKMENT INTO A TREE AND THEN STOPPED. CONTACT WAS NOT HURT BUT THE FRONT FENDER AND SIDES WERE DAMAGED BADLY. THE POLICE CAME BUT THERE WAS NO REPORT BECAUSE NO ONE WAS HURT. A TOW TRUCK CAME AND TOWED THE VEHICLE OUT OF THE DITCH AND CONTACT DROVE THE VEHICLE HOME BECAUSE IT WOULD COST TOO MUCH TO TOWED TO THEIR HOME. THE MANUFACTURE HAVE NOT BEEN CALLED. THE FAILURE MILEAGE WAS 13,000...MW

**Additional Summary:**

C-1698

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303944  
**Date of Incident:** 20091207  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** DESERT HOT SPRING, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS 2008 TOYOTA TUNDRA. WHILE DRIVING APPROXIMATELY 60 MPH SHE NOTICED THAT THE RPM'S RAPIDLY INCREASED WITHIN SECONDS AND THE VEHICLE ACCELERATED FROM 60 MPH TO 110 MPH. THE FAILURE OCCURRED ON THREE OCCASIONS. THE DEALER WAS UNABLE TO DETERMINE THE FAILURE CODE; THEREFORE, STATED THAT THE FAILURE WAS CAUSED BY THE FLOOR MAT. REPORT 1001152167 WAS FILED WITH THE MANUFACTURER. THE FAILURE MILEAGE WAS 40,000 AND THE CURRENT MILEAGE WAS 41,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312172  
**Date of Incident:** 20091207  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** JUPITER, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH INTO A PARKING LOT. THERE WAS PRESSURE APPLIED TO THE BRAKE PEDAL, FOLLOWED BY AN UNINTENDED ACCELERATION. THE VEHICLE FAILED TO SLOW DOWN AND CRASHED INTO AN AIR CONDITIONER UNIT OUTSIDE OF HER RESIDENCE. THERE WERE NO PERSONAL INJURIES. THE POLICE WAS CALLED TO THE SCENE. THE BODY DAMAGE TO THE VEHICLE WAS REPAIRED FOR \$800. THE VEHICLE HAS NOT BEEN REPAIRED AT THIS TIME. THE FAILURE MILEAGE WAS 38,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316942  
**Date of Incident:** 20091207  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** ELK GROVE, CA

**NHTSA Summary:**

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

C-1699

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

COVERED BY TOYOTA RECALL FOR THE ACCELERATOR PEDAL ISSUE BUT THESE PROBLEMS EXIST AS THEY DEFINITELY ARE AN ELECTRONIC CIRCUIT PROBLEM. - THE FLOOR MAT ISSUE OR STICKY PEDAL ISSUE IS NOT MY PROBLEM CLEARLY - TOYOTA SALESMEN KNOWINGLY DID NOT INFORM ME OF THE RECALLS AND FULL EXTENT OF DETAILS OF THE ACCELERATION ISSUE AND AFTER THE SALE WAS CONSUMMATED IN PASSING MENTIONED ME TO KEEP THE FLOOR MAT TIED AN THAT WAS IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316864  
**Date of Incident:** 20091207  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** BELLEVUE, WA

**NHTSA Summary:**

ON DECEMBER 7, 2009, I HAD JUST ARRIVED AT MY PARKING APRON IN FRONT OF MY GARAGE AND WAS PUTTING THE CAR IN "PARK" AND HAD DEPRESSED THE BRAKE PEDAL TO DO SO. THE ACCELERATOR IMMEDIATELY JAMMED ON "FULL" AND THE CAR WENT THROUGH A WOODEN TWO-CAR GARAGE DOOR TAKING ALL OF THE EQUIPMENT WITH IT AND PROCEEDED EIGHTEEN (18) FEET INTO THE GARAGE AND WAS STOPPED ONLY BY THE STAIRS TO THE CONDO AND THE HOUSE FOUNDATION. THERE WAS \$9,000 DAMAGE TO THE VEHICLE AND \$4,000 DAMAGE TO THE GARAGE AND STAIRS. TOYOTA HAS EXAMINED THE VEHICLE AND CLAIM IT IS NOT ONE OF THE RECALLED AUTOS AND THIS EVENT MUST HAVE BEEN MY FAULT. THIS IS VERY DISTRESSING AS I AM A SENIOR VOLUNTEER DRIVING SENIORS TO THEIR MEDICAL APPOINTMENTS AND AN "AT FAULT" ACCIDENT WOULD PREVENT MY CONTINUING THIS PROJECT. I FIRMLY BELIEVE THAT SOME DEFECT, PROBABLY ELECTRONIC CONTROLS, CAUSED THE VEHICLE TO DO WHAT IT DID AND I AM VERY AFRAID TO CONTINUE DRIVING IT. EVEN IF, TOYOTA'S CLAIM IS CORRECT THAT MY FOOT WEDGED BETWEEN THE BRAKE AND GAS PEDAL CAUSING ACCELERATION, WOULD THIS NOT ALSO BE A DESIGN DEFECT? PLEASE PROVIDE ANY INFORMATION OR ASSISTANCE AVAILABLE

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321407  
**Date of Incident:** 20091207  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** SEASIDE HEIGHTS, NJ

**NHTSA Summary:**

I LEASED 2010 TOYOTA CAMRY ON 7/27/09 FROM HUDSON TOYOTA, JERSEY CITY, NJ. IN DECEMBER 2009 MY VEHICLE ACCELERATED BY ITSELF AND BY APPLYING THE BRAKES THE VEHICLE WENT BACK TO NORMAL. IN JANUARY 2010, TOYOTA REPORTED A RECALL ANNOUNCING THAT MY VEHICLE IS FALLING UNDER THEIR RECALL CAMPAIGN. I HAVE NOT RECEIVED ANY NOTICE LETTER FROM TOYOTA REGARDING THE RECALL FIX. ON 2/16/10, WHEN I TOOK MY VEHICLE TO MY LOCAL DEALER FOR 5000 MILES SERVICE, I WAS TOLD THEN THAT MY VEHICLE IS UNDER THE RECALL CAMPAIGN AND IT WILL TAKE LONGER TO PERFORM THE FIXES. NOW WITH ALL THE NEWS HAS BEEN COMING OUT REGARDING THE LACK OF TOYOTA'S SAFETY AND CREDIBILITY, AND WHOLE OTHER FACTS: TOYOTA MANUFACTURER LEASED TO ME 2010 CAMRY WITH FULL KNOWLEDGE ABOUT THE VEHICLE DEFECT (SUDDEN ACCELERATION) SINCE 2007 ON 3/18/10, I SEEK RESOLUTION FOR MY CASE BY TRYING TO EXIT MY FRAUD LEASE AGREEMENT. I HAD MY ARBITRATION HEARING THROUGH NATIONAL CENTER OF DISPUTE SETTLEMENT AT HUDSON TOYOTA, JERSEY CITY. LEM TRYING TO HAVE TOYOTA BUYBACK THE VEHICLE (2010 CAMRY) AND REFUND ME THE PAYMENTS I DID SINCE 7/27/09. THE GENTLEMAN-

C-1700

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

REPRESENTED TOYOTA CLAIMED HE IS THE REGION DISTRICT MANAGER, HAVE NO BUSINESS CARD AND REFUSED TO ANSWER SAFETY QUESTIONS ABOUT THEIR PRODUCT. HE WAS SPENDING MOST OF THE HEARING TIME ON HIS BLACKBERRY, THE ARBITRATOR FROM NATIONAL CENTER FOR DISPUTE SETTLEMENT NEVER COMMENTED ON TOYOTA'S REPRESENTATIVE BEHAVIORS. I'M STILL WAITING FOR A DECISION, WHICH MOST LIKELY TO BE IN TOYOTA'S FAVOR AS THE NCDS LACKED THE TRANSPARENCY IN CONDUCTING THAT HEARING. ARE THERE ANY FURTHER ACTIONS I SHOULD TAKE TO EXIT MY LEASE AND GET A COMPLETE REFUND, AS I DON'T FEEL SAFE DRIVING THEIR VEHICLE?  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315393  
**Date of Incident:** 20091207  
**Vehicle:** 1999 TOYOTA SOLARA  
**Location of Incident:** ROUND ROCK, TX  
**NHTSA Summary:**  
S10 APPROPRIATE HANDLING RE TOYOTA VEHICLES SUDDEN ACCELERATION PROBLEM AND OTHER RECALL NOTICES PUBLISHED BY TOYOTA. \*KB\*ADDED INFORMATION 5 PAGES\*CW THE CONSUMER STATED THE VEHICLE ACCELERATED OUT OF CONTROL. USING THE BRAKE WAS INEFFECTIVE AND AS A RESULT HE CRASHED INTO A FALSE WOOD WALL AT THE END OF THE GARAGE. THE DEALER BLAMED THE SUDDEN ACCELERATION ON THE MATS. THE CONSUMER STATED HE CHECKED THE MAT AND IT WAS ALMOST AN INCH FROM THE ACCELERATOR, ALTHOUGH THE UPPER RIGHT CORNER WAS IN A HALF CURL JUST UNDER THE RIGHT UPPER EDGE OF THE BRAKE. THE DEALERSHIP ALSO CLAIMED IT WAS A BRAKE PROBLEM TOO. THE RUBBER MATS WERE REMOVED FROM THE CONSUMERS VEHICLE WITHOUT HIS PERMISSION OR NOTIFICATION. THE CONSUMER WAS INFORMED THE VEHICLE DID NOT QUALIFY FOR FLOOR MAT RECALL, SINCE THE VEHICLE DID NOT HAVE AN ELECTRONIC THROTTLE FEED. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324230  
**Date of Incident:** 20091207  
**Vehicle:** 2003 TOYOTA 4RUNNER  
**Location of Incident:** HOWELL, MI  
**NHTSA Summary:**  
2003 TOYOTA 4-RUNNER. CONSUMER STATES VEHICLE SURGED FORWARD. \*TGW THE CONSUMER STATED WHILE PULLING INTO HER GARAGE THE VEHICLE ACCELERATED OUT OF CONTROL AND HIT A WORKBENCH. THE CONSUMER PAID FOR THE DAMAGES OUT OF POCKET. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332791  
**Date of Incident:** 20091207  
**Vehicle:** 1999 TOYOTA SOLARA  
**Location of Incident:** BURIEN, WA  
**NHTSA Summary:**  
1999 TOYOTA SOLARA. CONSUMER STATES SUDDEN ACCELERATION. \*TGW THE CONSUMER STATED AS SHE PULLED INTO HER GARAGE, THE VEHICLE SUDDENLY

C-1701

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

ACCELERATED ON ITS OWN. CONSEQUENTLY, SHE CRASHED INTO A FALSE WOOD WALL AT THE END OF THE GARAGE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302423  
**Date of Incident:** 20091208  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** JASPER, GA  
**NHTSA Summary:**  
ON I-77 BETWEEN COLUMBIA, SC AND CHARLOTTE. WITH MY CRUISE CONTROL ON, RUNNING ABOUT 67, IN THE PASSING LANE. AS I APPROACHED A TRUCK IN THE PASSING LANE, I TAPPED THE BRAKE PEDAL TO DISENGAGE THE CRUISE CONTROL. IT DIDN'T WORK! I PRESSED THE OFF BUTTON ON THE CRUISE CONTROL. THAT DIDN'T WORK. I TRIED PRESSING THE BRAKE AGAIN AND EACH TIME I DID, WHEN I RELEASED THE BRAKE THE CAR "SHOT" OUT LIKE A ROCKET. FINALLY, I PUT THE VEHICLE IN NEUTRAL, PULLED OVER TO THE SIDE AND CUT-OFF THE IGNITION. I COULD HAVE EASILY RUN INTO THE BACK OF THE 18 WHEELER, OR ANOTHER VEHICLE. WHEN I RECRANKED THE VEHICLE'S CRUISE HAD DISENGAGED. I TOOK IT TO THE TOYOTA DEALER (CHEROKEE TOYOTA), CANTON, GEORGIA. THEY SAID THEY COULDN'T FIND ANYTHING WRONG, AND IT MAY HAVE BEEN THE FLOORMAT GOT STUCK UNDER THE ACCELERATOR. BELIEVE ME, THAT'S NOT WHAT HAPPENED. THE FLOOR MAT HAS NEVER MOVED WHILE DRIVING. THEY NEVER EXPLAINED TO ME WHY THE CRUISE CONTROL WOULD NOT DISENGAGE... I AM AFRAID TO USE MY CRUISE CONTROL, AND AFRAID TO ALLOW MY WIFE TO EVEN DRIVE THE VEHICLE.... \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302963  
**Date of Incident:** 20091208  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SCARBOROUGH, ME  
**NHTSA Summary:**  
I WAS BACKING OUT OF A PARKING SPACE, BUT SAW A CAR COMING, SO I STEPPED ON THE BRAKE. THE CAR ACCELERATED AT A VERY FAST PACE OUT OF THE PARKING SPACE, INTO THE ROAD, JUST MISSING THE CAR, BEFORE I WAS ABLE TO STOP IT. ON DECEMBER 14, 2009, I HAD BACKED UP MY DRIVEWAY (TO A LEVEL SPOT). I DECIDED TO STRAIGHTEN OUT THE CAR, SO I DROVE THE CAR FORWARD, PUT MY FOOT ON THE BRAKE TO PUT IT IN REVERSE AND THE CAR WENT SPEEDING DOWN THE DRIVEWAY, THE BRAKES WOULD NOT WORK, UNTIL I GOT OUT INTO THE ROAD, THEN THE CAR STOPPED. PRAYER KEPT ME SAFE! \*TW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308797  
**Date of Incident:** 20091208  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MOBRIDGE, SD  
**NHTSA Summary:**  
ON 12/8/09, ON MY WAY TO THE CLINIC MY CHECK ENGINE LIGHT CAME ON AND STAID ON. LEAVING THE CLINIC MY CHECK ENGINE LIGHT REMAINED ON AND THE GAS PEDAL BECAME RIGID. IT WAS HARD TO DEPRESS AND DID NOT WANT TO MOVE FREELY. THE

C-1702

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

CAR MOVED AT A COUPLE MPH. WHEN I ATTEMPTED TO DEPRESS THE PEDAL, TO MAKE THE CAR GO FASTER THE WHEELS WOULD SPIN. I WAS DRIVING MY 2002 TOYOTA CAMRY LE WITH ABOUT 60,000 MILES ON IT WHEN THIS OCCURRED. MY MECHANIC REPLACED THE GAS PEDAL WITH SENSOR ON THE REVERSE END. I AM WORRIED THAT THIS MIGHT HAPPEN AGAIN AND CAUSE AN ACCIDENT. IT SOUNDS AS IF IT WAS ACTING LIKE THE RECALLED VEHICLES.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310696  
**Date of Incident:** 20091208  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** FORT DRUM, NY  
**NHTSA Summary:**  
MY WIFE WAS DRIVING OUR NEWLY PURCHASED TOYOTA CAMRY SE WHEN SHE NOTICE THAT IT WAS ACCELERATING OUT CONTROL. WHEN SHE TLD ME ABOUT IT, I DISMISSED IT AS A RESULT OF HER HIGH HEELS AND THE COLD TEMPERATURES OF UPSTATE NY. ABOUT A MONTH LATER SAME HAPPEN TO ME AND I ENDED UP IN A POLE. AFEW DAYS LATER SAME PROBLEM OCCUR. JUST WHEN I WAS GOING TO BLAME THE LOW TEMPERATURES, ENTER THE MASSIVE RECALL OF TOYOTA KNOW DEFECTED PRODUCT. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312138  
**Date of Incident:** 20091208  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** SPRINGFIELD, NJ  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 TOYOTA CAMRY. WHILE DRIVING 20 MPH THE ACCELERATOR BECAME STUCK WHICH CAUSED THE VEHICLE TO CRASH INTO THE REAR OF ANOTHER VEHICLE. THE CONTACT WAS UNABLE TO STOP THE VEHICLE BY APPLYING THE BRAKES. NO ONE WAS INJURED AND THE AIR BAGS DID NOT DEPLOY. THE CONTACT CALLED THE MANUFACTURER TO SCHEDULE AN APPOINTMENT REGARDING THE FLOOR MAT AND THE ACCELERATOR PEDAL FAILURE. THE CONTACT WAS CONCERNED ABOUT THE SAFETY RISK. THE FAILURE MILEAGE WAS 3,825.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318895  
**Date of Incident:** 20091208  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SPRINGFIELD, VA  
**NHTSA Summary:**  
IN THE PROCESS OF PULLING INTO A PARKING SPACE IN A PARKING LOT ON DECEMBER 8, 2009, MY 2003 CAMRY ACCELERATED, JUMPED THE CURB, RAN UP AN EMBANKMENT AND HIT A TREE. I TOOK IT TO THE DEALER, WHO TEST DROVE IT AND FOUND NO PROBLEM. PLEASE EXTEND THE RECALL TO 2003 CAMRY.  
**Additional Summary:**

**Toyota ID Number:** C-1703

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**NHTSA ODI Number:** 10295518  
**Date of Incident:** 20091209  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** PITTSBURGH, PA  
**NHTSA Summary:**  
2008 LEXUS 350 UNEXPECTED ACCELERATION. MOVING SLOW IN PARKING LOT PULLING INTO PARKING SPACE. LIGHT PRESSURE ON BRAKE. ENGINE WENT TO HIGH RPM CAR ACCELERATED PUSHED HARD ON BRAKE, PUT IN NEUTRAL. ENGINE WENT BACK TO IDLE. MY BUMPER HIT UNOCCUPIED PARKED CAR IN FRONT OF ME. DEALER DENIES ANYTHING WRONG. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296729  
**Date of Incident:** 20091209  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** PORTLAND, OR  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2001 TOYOTA CAMRY. WHILE IN A DRIVE-THRU ESTABLISHMENT HE APPLIED PRESSURE TO THE BRAKE PEDAL AND THEN THE VEHICLE ACCELERATED WITHOUT INTENTION. AS A CONSEQUENCE HE CRASHED INTO A BRICK WALL. HE WAS MODERATELY INJURED. THE FIRE DEPARTMENT AND POLICE WERE CALLED TO THE SCENE. THE VEHICLE WAS COMPLETELY DESTROYED. THE VEHICLE WAS TOWED TO A COLLISION CENTER. THE FAILURE AND CURRENT MILEAGES WERE 68,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296782  
**Date of Incident:** 20091209  
**Vehicle:** 2010 LEXUS ES350  
**Location of Incident:** JOPLIN, MO  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 LEXUS ES 350. THE ACCELERATOR PEDAL BECAME STUCK WHILE DRIVING. THE FAILURE OCCURRED INTERMITTENTLY. ON ONE OCCASION, HE ATTEMPTED TO TURN OFF THE ENGINE AT A GAS STATION BUT THE ENGINE SURGED. HE WAS ABLE TO GAIN CONTROL OF THE VEHICLE. HE CALLED THE DEALERSHIP AND THE TECHNICIAN STATED THAT THEY WOULD PERFORM AN AT-HOME INSPECTION OF HIS VEHICLE. HE HAD NOT CONTACTED THE MANUFACTURER. NO REPAIRS WERE MADE. THE CURRENT MILEAGE WAS APPROXIMATELY 700. THE FAILURE MILEAGE WAS APPROXIMATELY 500.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304045  
**Date of Incident:** 20091209  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** MORENO VALLEY, CA  
**NHTSA Summary:**  
I HAVE A 2009 TOYOTA CAMRY BUILT IN THE USA. I HAVE EXPERIENCED THE STICKING ACCELERATOR PROBLEM 3 TIMES SINCE BUYING THE CAR IN APRIL 2008. LUCKILY I HAVE PUT THE CAR IN NEUTRAL EACH TIME BEFORE I HAD AN ACCIDENT. I

C-1704

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

UNDERSTAND THAT MY CAR IS NOT IN THE RECENT PEDAL RECALL, BUT I THINK IT SHOULD BE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304062  
**Date of Incident:** 20091209  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** LANSING, MI

**NHTSA Summary:**  
I BROUGHT MY COROLLA 2009 IN NOV 2008 . IN FEB 2009 I TOOK IT TO LANSING MI DEALER SAYING BRAKES WENT DOWN TO THE FLOOR. I HAD HARD TIME TO STOP MY CAR. THEY SEND ME BACK SAYING NOTHING IS WRONG. THERE WAS A BRAKE RECALL FEW MONTHS LATER. I AM AGAIN FACING THE SAME PROBLEM. I AVOIDED BANGING MY CAR TWICE. I TOOK MY CAR TO TOYOTA DEALER. THE SERVICE PERSONNEL INSTEAD OF LOOKING FOR PROBLEM SAID HE CAN'T HELP ME PUT ON THE BRAKES AS IT WINTER. I TOLD THEM I WANT TO TALK TO HIS SERVICE MANAGER. THE SERVICE MANAGER ASSURED ME THAT HE WILL CHECK THE PROBLEM. THE REAR BRAKES WERE NOT ALIGNED PROPERLY . FRANKLY I CAN'T TRUST THAT CAR. I FEEL THAT CARS 2 BASIC FUNCTIONALITIES WENT WRONG. 1. BRAKE 2. GAS PEDAL. IF TOYOTA CAN'T GET 2 BASIC THINGS RIGHT THEY SHOULD STOP MAKING CARS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306039  
**Date of Incident:** 20091209  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BRENTWOOD, TN

**NHTSA Summary:**  
2005 TOYOTA CAMRY GAS PEDAL STICKS WHILE ON AT A CONSTANT RATE OF HIGH SPEED (FREEWAY). WHILE DEPRESSING THE PEDAL IT WOULD RACHET AND STICK BEFORE RETURNING TO A NORMAL POSITION. MY WIFE AND I HAVE HAD OUR 05 CAMRY AND THIS WOULD OCCUR AT LEAST TWICE A YEAR. WE BELIEVE THAT OUR 2005 CAMRY SHOULD BE INCLUDED IN THE RECALL BY TOYOTA, WHICH IT IS NOT, AT THIS TIME. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311777  
**Date of Incident:** 20091209  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** SAN RAMON, CA

**NHTSA Summary:**  
THE VEHICLE WAS INVOLVED IN AN ACCIDENT CAUSED BY SUDDEN ACCELERATION. THE DRIVER WAS STOPPED FOR A RED LIGHT. WHEN THE LIGHT TURNED GREEN, THE DRIVER RELEASE THE BRAKE AND THEN THE VEHICLE ACCELERATED ON ITS OWN AND COLLIDED WITH THE VEHICLE AHEAD. THE ACCIDENT WAS REPORTED TO THE LEXUS AS A PRODUCT LIABILITY CASE, CAUSED BY A SUDDEN OR UNINTENDED ACCELERATION. THE VEHICLE WAS INSPECTED AT THE MAGNUSSEN LEXUS DEALERSHIPS, FREMONT, CALIFORNIA BY LEXUS TECHNICIANS ON JANUARY 26, 2010. ON FEBRUARY 10, 2010 THE LEXUS CLAIMS ADMINISTRATOR SENT US A LETTER STATING THAT THE VEHICLE REVEALED NO EVIDENCE OF ANY VEHICLE DEFECTS. I REJECT THIS ASSERTION BY LEXUS AND HEREBY REQUESTING THAT NHTSA INVESTIGATE THIS MATTER. \*TR

C-1705

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316692  
**Date of Incident:** 20091209  
**Vehicle:** 2008 TOYOTA MATRIX  
**Location of Incident:** OLNEY, MD

**NHTSA Summary:**  
I HAVE HAD MY TOYOTA MATRIX FOR ALMOST A YEAR WHEN IT STARTED HAVING PROBLEMS. THE ISSUE FOR ME WAS COMING TO A STOP LIGHT AND THE CAR WOULDN'T STOP EVEN THOUGH I WAS BRAKING HARD. IT KEPT ROLLING FORWARD. YOU COULD HEAR THE ACCELERATION. PUTTING IT IN NEUTRAL WAS NOT AN OPTION WHEN YOU ARE SITTING IN TRAFFIC AT A LIGHT. I COULD EITHER REAR END THE CAR AHEAD OF ME OR GET REAR ENDED BY THE CAR BEHIND ME. I HAD TO STOP THE CAR BY PUTTING IT IN PARK. THE CAR "BUCKED." IT STOPPED THE CAR AND FOR THAT I WAS GRATEFUL BECAUSE IT JUST KEPT MOVING. I WAS ON A CELL PHONE CALL WHEN IT HAPPENED ANOTHER TIME GOING INTO A GARAGE. THE CAR WOULDN'T STOP AGAIN. MY FRIEND COULD HEAR THE ACCELERATION OF THE CAR THROUGH THE CELL PHONE. I COULDN'T STOP THE CAR WITH MY BRAKE. AGAIN I HAD TO PUT IT INTO PARK AND IT BUCKED AGAIN. I REPORTED IT TO THE TOYOTA DEALERSHIP ON 12/9/09. I CALLED THE SERVICE MANAGER AFTER THAT DATE AND HE TOLD ME TO BRING THE CAR BACK AND I DID ON 2/19/10. THE PEDAL WAS REPLACED ON 3/4/10 AND ON WEEK OF 3/8/10 I EXPERIENCED THE SAME ISSUE OF THE CAR NOT STOPPING AND THE ACCELERATOR STICKING 3 TIMES IN ONE WEEK. THATS AFTER THE PEDAL WAS REPLACED. THE DEALERSHIP CHECKED MY CAR OUT ON EACH OCCASION. I HAVE DOCUMENTATION FOR ALL THESE VISITS AND OPENED IT LOOKS LIKE 2 ACCOUNTS WITH TOYOTA OF AMERICA #100600133 AND #093430265. THEY HAVE REPEATEDLY TOLD ME THAT THEY COULD FIND NOTHING WRONG EVEN AFTER DRIVING THE CAR FOR 4 MILES. THE PROBLEM IS INTERMITTENT AND DRIVING 4 MILES IS LUDICROUS IN ORDER TO SEE IF THEY CAN EXPERIENCE THE PROBLEM. THEY HAVE TOLD ME THEY HAVE DONE EXTENSIVE DIAGNOSTIC WORKUPS ON THE CAR. THEY WILL NOT CHECK THE COMPUTER OR ELECTRONICS AS THEY SAY IT IS NOT THE PROBLEM. HELP. I AM IN TRAFFIC EVERYDAY. I DON'T KNOW WHEN THE FAILURE WILL POP UP ON ME. I NOW HAVE TO GET RID OF THIS CAR AND I CAN'T SELL IT TO SOMEONE PRIVATELY AS I WOULD BE RESPONSIBLE FOR ANYTHING HAPPENING TO THAT PERSON. PLEASE HELP. THANK YOU.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317746  
**Date of Incident:** 20091209  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** MARQUETTE, MI

**NHTSA Summary:**  
2008 TOYOTA TUNDRA SUDDEN ACCELERATION ACCIDENT. I WAS BACKING INTO MY DRIVEWAY WHEN THE SUDDEN ACCELERATION HAPPENED. THE ENGINE RACED SO LOUD MY WIFE COULD HEAR IT IN THE HOUSE AND THOUGHT I HAD STARTED MY TRACTOR. I COULD NOT STOP THE VEHICLE BEFORE IT CRASHED INTO A COUPLE OF CEMENT FENCE POSTS. AT THAT TIME THE ENGINE RETURNED TO AN IDLE SPEED. I CONTACTED MY LOCAL DEALER, THEY DID NOT HAVE ANY INFO ON THIS TYPE PROBLEM AND ASKED ABOUT MY FLOOR MATS WHICH I DO NOT HAVE IN THE VEHICLE. THIS WAS NOT A STUCK PEDAL OR FLOORMAT ISSUE, AND MAY BE DIFFERENT FROM OTHER ACCIDENTS AS I JUST PUT THE VEHICLE IN REVERSE, MOST ACCIDENTS I HAVE LEARNED ABOUT WERE TRAVELING FORWARD. TO DATE IT IS IMPOSSIBLE TO GET THROUGH TO

C-1706

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOYOTA TO REPORT THE ACCIDENT/INCIDENT AND THE LOCAL DEALER JUST GIVES YOU THE PHONE NUMBER TO CALL. WHEN YOU CALL THEY SAY ALL REPRESENTATIVES ARE BUSY AND WHEN YOU GO ON-LINE THE ONLY INFORMATION THEY ACCEPT OR GIVE IS REGARDING FLOOR MAT PROBLEMS OR STICKING PEDALS, NEITHER OF WHICH IS WHAT I EXPERIENCED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319217  
**Date of Incident:** 20091209  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** SPARKS, NM

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2006 TOYOTA PRIUS. THE CONTACT STATED THREE DIFFERENT TIMES SHE HAD UNINTENDED ACCELERATION. SHE HAD FLOOR MATS IN THE VEHICLE BUT AFTER TAKING THE MATS OUT IT DID NOT HAPPEN AGAIN. WHENEVER SHE IS TRYING TO PASS ANOTHER VEHICLE THE UNINTENDED ACCELERATION WOULD HAPPEN. THE VEHICLE WAS TAKEN TO THE DEALER AND THEY COULD NOT DUPLICATE THE FAILURE. THE FAILURE MILEAGE WAS 56,000...MW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302466  
**Date of Incident:** 20091210  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** MODESTO, CA

**NHTSA Summary:**  
GAS PEDAL STUCK. CAUSE BY THE FLOOR MAT WAS REMOVED AND STILL SEMI STICKS.\*CW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302997  
**Date of Incident:** 20091210  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** OAKLAND, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY LUXURY EDITION. WHILE DRIVING AT SPEEDS OF LESS THAN 55 MPH, THE VEHICLE ACCELERATOR PEDAL WOULD NOT RETURN TO THE IDLE THROTTLE POSITION. THE CONTACT TAPPED ON THE BRAKES SINCE HE THOUGHT THAT THE CRUISE CONTROL WAS ENGAGED. THE VEHICLE WAS SLOWING DOWN BUT CONTINUED TO MOVE FORWARD. THE CONTACT WAS ABLE TO SHUT THE VEHICLE OFF WHILE IT WAS STILL IN MOTION. THE DEALER STATED THAT THE FLOOR MAT WAS PROBABLY STUCK UNDER THE ACCELERATOR PEDAL. THE FAILURE OCCURRED A SECOND TIME WITHOUT THE FLOOR MATS IN THE VEHICLE. NO REPAIRS WERE MADE TO THE VEHICLE. THE DEALER COULD NOT DUPLICATE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE UNDER 80,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303344

C-1707

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20091210  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** MIDDLETOWN, OH

**NHTSA Summary:**

I HAVE A 2005 TOYOTA ROADRUNNER. ON THREE SEPARATE OCCASIONS, I HAD EXPERIENCE WHERE THE VEHICLE SEEMED TO WANT TO ACCELERATE WHILE I WAS 'BRAKING' TO A STOP. ON THE 1ST OCCURRENCE, I CONTACTED TOYOTA AND THEY TOLD ME IT WAS A 'FLOOR MAT' ISSUE. I KNOW FOR SURE IT WAS NOT!! THE OTHER TWO OCCURRENCES HAPPENED ON THE SAME DAY. FLOOR MATS WERE NOT EVEN CLOSE TO PEDAL AND THE PEDAL WAS NOT STICKING. I PUT THE VEHICLE INTO NEUTRAL TO STOP, AND IT GAVE ME BACK CONTROL. I BELIEVE THIS IS AN ECM (ENGINE CONTROL MODULE) COMPUTER PROBLEM OR SENSOR PROBLEM. I AM A RETIRED ELECTRICAL ENGINEER. MY BACKGROUND IS INTO COMPUTERS AND SMALL MICROPROCESSORS. I WORKED OVER 37 YEARS IN THE STEEL INDUSTRY ON CONTROL SYSTEMS USING PROCESSORS SIMILAR TO THOSE USED IN AUTOMOBILES. I AM AWAITING THE PROBLEM TO HAPPEN AGAIN, AND WHEN IT DOES I'M GOING TO KEEP FILING THESE COMPLAINTS. THANK YOU \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303307  
**Date of Incident:** 20091210  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** COLLEGEVILLE, PA

**NHTSA Summary:**

ON THE DAY OF DECEMBER 10, 2009 I WAS ARRIVING HOME FROM WORK AS I ALWAYS DO. I WAS PREPARING TO PARK MY 2005 TOYOTA TACOMA TRUCK IN FRONT OF THE GARAGE AS I ALWAYS DO. AS I BEGAN TO BACK UP THE ENGINE ROARED CAUSING THE TRUCK TO PLUNGE BACKWARD INTO THE GARAGE DOOR AND HOUSE. I WAS UNABLE TO STOP THE VEHICLE EVEN WHILE HAVING MY FOOT ON THE BRAKE. HOWEVER THIS WAS NOT THE FIRST TIME THIS HAD HAPPENED. THE FIRST TIME WAS AT A TRAFFIC LIGHT. AS I STOPPED AT THE LIGHT, WITH A CAR IN FRONT OF ME, WITH MY FOOT ON THE BRAKE THE ENGINE ROARED AND THE TIRES SCREECHED CAUSING THE TRUCK TO ACCELERATE. FORTUNATELY I WAS ABLE TO PUT THE TRUCK IN NEUTRAL ALLOWING ME TO AVOID SLAMMING INTO THE CAR. THE SECOND TIME I WAS TAKING MY WIFE TO HER ONCOLOGIST APPOINTMENT FOR A CHEMOTHERAPY TREATMENT. AS I APPROACHED THE TURNPIKE BOOTH TO GET MY TICKET THE ENGINE AGAIN ROARED AND PLUNGED FORWARD AND I WAS UNABLE TO GET MY TICKET. THANK GOD THERE WAS NO CAR IN FRONT OF US. I WAS FINALLY ABLE TO BRING THE TRUCK TO A STOP BY PLACING IT IN NEUTRAL. AGAIN VISIBLY SHAKEN, I TURNED THE TRUCK AROUND EXPLAINED TO THE TICKET TAKER WHAT HAD HAPPENED AND I RETURNED HOME. I IMMEDIATELY CALLED THE DEALER WHERE I HAD PURCHASED THE VEHICLE AND ASKED IF THEY HAD HEARD OF ANY SIMILAR INCIDENT. THEY INFORMED ME THEY HAD NOT HEARD OF THIS BEFORE. AT THIS POINT IN TIME NO ONE IS WILLING TO HELP RESOLVE THIS PROBLEM. I AM UNABLE AND UNWILLING TO USE THIS TRUCK BECAUSE I AM AFRAID SOMETHING FATAL MY HAPPEN. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303493  
**Date of Incident:** 20091210  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** VIRGINIA BEACH, VA

C-1708

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

A FRIEND WAS DRIVING MY GRANDFATHERS 2005 TOYOTA CAMRY. SHE SHIFTED INTO REVERSE THE ACCELERATOR STUCK. THE CAR WENT BACKWARDS AND SMASHED INTO A PARKED RV. THEY WERE BOTH INJURED. THIS CONCERNS ME BECAUSE THE ACCIDENT HAS ALL THE SIGNS OF THE GAS PEDAL RECALL PROBLEMS THAT CURRENTLY AFFECT TOYOTA MODELS, YET THE 2005 CAMRY IS NOT INCLUDED IN THE RECALL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303814  
**Date of Incident:** 20091210  
**Vehicle:** 2009 LEXUS IS  
**Location of Incident:** BLOOMINGTON, IL

**NHTSA Summary:**

RAPID ACCELERATION. 2009, IS 250, LEXUS. PULLING INTO A PARKING SPACE WITH THE FOOT ON THE BRAKE. CAR ACCELERATED, JUMPED A CURB, OVER A 6 FOOT WIDE GRASS SEPARATION AND TOTALED A PARKED CAR IN FRONT OF THE PARKING SPACE. CAR WAS SERVICED THAT VERY DAY FOR IT'S 5,000 MILE CHECK. FIRST TIME WE DROVE THE CAR AFTER BEING SERVICED. HAD OUR CAR REPAIRED FOR FRONT END DAMAGE. CONTACTED LEXUS ON THEIR HOT LINE, REPORTED THE INCIDENT, WAS INSTRUCTED TO WRITE THEM WITH ALL THE DETAILS. HAVE NOT HEARD ONE THING FROM LEXUS CORPORATE SINCE WE SENT THE LETTER ON 12/30/09. NO ONE HAS CHECKED THE CAR. CONTACTED THE DEALER IN PEORIA ILLINOIS. THEY WOULD NOT RETURN OUR CALLS. CONFRONTED THEM ABOUT THE PROBLEM ON SATURDAY. THEY WOULD TAKE THE CAR BACK IN A TRADE. WOULD REQUIRE ME TO TAKE ANOTHER LEASE, ADDED A YEAR ONTO THE LEASE PLUS INCREASED MY MONTHLY PAYMENT BY \$80. THIS WAS NEVER AN OFFER TO CHECK THE VEHICLE. CAR IS BASICALLY PARKED IN THE GARAGE BECAUSE WE ARE AFRAID TO DRIVE IT. IT WAS NOT THE FLOOR MATS. THERE IS NO WAY THAT WAS A PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295390  
**Date of Incident:** 20091210  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** NORTH SYRACUSE, NY

**NHTSA Summary:**

ON 10 DEC 09, AT APPROX. 4:15 PM, I WAS DRIVING MY 2010 TOYOTA CAMRY, WITH MY WIFE IN THE FRONT PASSENGER SIDE. I WAS PROCEEDING SOUTH ON ROUTE 81 1/4 MILE BEFORE THE TAFT ROAD EXIT. I WAS IN THE PASSING LANE PROCEEDING AT APPROX 60-65 MPH. UPON DEPRESSING THE ACCELERATOR INTO PASSING GEAR, THE PEDAL STUCK IN A DOWNWARD POSITION. I ATTEMPTED TO BRAKE THE VEHICLE WITH NO RESPONSE, I QUICKLY PLACED THE VEHICLE IN NEUTRAL AT WHICH TIME THERE WAS A LARGE ENGINE ROAR, AT WHICH TIME I IMMEDIATELY PUT MY RIGHT FOOT SHOE TOE UNDER THE ACCELERATION AND PULLED THE PEDAL BACK INTO ITS NORMAL POSITION. I WAS CROSSING TWO LANES WHEN THIS INCIDENT OCCURRED. I THEN PLACED THE VEHICLE BACK IN DRIVE & VERY CAREFULLY DROVE HOME. I REPORTED THE INCIDENT TO MY DEALER FOX IMPORTS IN AUBURN NY.. \*TR

**Additional Summary:**

FROM NEWS ARTICLE - SYRACUSE.COM: North Syracuse man recalls wild ride after throttle stuck on his 2009 Toyota Camry

C-1709

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

Preston G. Prue believes he had an angel on his shoulder Dec. 10 when his 2009 silver Camry raced out of control on Interstate 81.

Seven weeks ago, Prue, 60, was driving home with his wife, Daryll, 59, from the Great Northern Mall to North Syracuse. On I-81, about a mile from the Taft Road exit, Prue put on his blinker and began easing the Camry from the far left lane to be ready to exit to the right.

That's when the gas pedal stuck, he said.

Prue estimates his car got up to 80 mph before he was able to control it. "I forgot all about the traffic," he said.

Prue called Fox Toyota, the dealership where he bought the car, right away to report the problem. A Toyota representative looked the car over, but didn't find a problem, according to documents supplied by Prue.

Prue said he also reported the problem to Toyota, but a representative there told him the acceleration problem probably came from faulty floor mats bunching up underneath the gas pedal.

"I said this is not the case. This is different," said Prue, a retired Syracuse police officer who in the course of his career has investigated his share of accidents.

Prue said Toyota has refused to take the car back and return his money. He said he's stuck with a \$31,000 car that he's afraid to drive, and he can't, in good conscience, sell it to anyone else.

"I'm telling you, they've got a throttle problem with the cars," he said."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310973  
**Date of Incident:** 20091210  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

TL\*THE CONTACT RENTED A 2008 TOYOTA COROLLA. WHEN THE CONTACT WAS MAKING A LEFT TURN THE VEHICLE ACCELERATED BRIEFLY AND CRASHED INTO ANOTHER VEHICLE. THE CONTACT THOUGHT THE VEHICLE ACCELERATE DUE TO OPERATOR ERROR. THE FOLLOWING WHILE DRIVING APPROXIMATELY 5 MPH IN REVERSE, THE VEHICLE ACCELERATED AND CRASHED INTO ANOTHER VEHICLE CAUSING DAMAGE TO THE PASSENGER OF THE VEHICLE. NO ONE WAS INJURED DURING THE CRASH. THE CONTACT RETURNED THE VEHICLE TO THE RENTAL COMPANY SINCE IT WAS UNSAFE. THE FAILURE MILEAGE WAS UNKNOWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312227  
**Date of Incident:** 20091210  
**Vehicle:** 2000 TOYOTA AVALON  
**Location of Incident:** EL CAJON, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2000 TOYOTA AVALON XLS. THE CONTACT STATED WHILE DRIVING APPROXIMATELY 60 MPH ON THE INTERSTATE AND TRYING TO ENGAGE THE BRAKE PEDAL, THE CRUISE CONTROL WOULD NOT RESPOND AND FAILED TO ACTIVATE. FOLLOWING THAT FAILURE, ON THREE DIFFERENT OCCASIONS WHEN HE EXITED THE

C-1710

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HIGHWAY, THE VEHICLE WOULD SUDDENLY ACCELERATE. HE WAS ABLE TO APPLY THE BRAKES AND TURN THE VEHICLE OFF TO AVOID A POTENTIAL CRASH. A FEW DAYS LATER, WHILE DRIVING APPROXIMATELY 3-5 MPH, THE VEHICLE LUNGED FORWARD OVER THE CURB AND INTO A BUILDING. THE DRIVER WAS NOT INJURED BUT TWO PEOPLE IN THE BUILDING REPORTED INJURIES. A POLICE REPORT WAS TAKEN. THE VEHICLE WAS TAKEN TO A REPAIR SHOP AND THEN IT WAS RELEASED TO THE DEALER WHO STATED THAT THEY WERE UNABLE TO DIAGNOSE THE FAILURE. HE CALLED THE MANUFACTURER AND WAS TOLD THAT SOMEONE WOULD CONTACT HIM. WHEN HE WAS CONTACTED BY A REPRESENTATIVE, HE WAS TOLD THAT THEY COULD NOT OFFER HIM ANY ASSISTANCE. THE BODY OF THE VEHICLE WAS REPAIRED BUT THE ACCELERATION PROBLEM WAS NOT ADDRESSED WHEN THE COMPLAINT WAS FILED. THE CURRENT MILEAGE WAS APPROXIMATELY 64,000. THE FAILURE MILEAGE WAS 63,836.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313903  
**Date of Incident:** 20091210  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** SEMINOLE, FL

**NHTSA Summary:**

DRIVING ABOUT 25 MPH AND HAD TO STOP FOR A PEDESTRIAN CROSS WALK. SUDDEN ACCELERATION OF MY TOYOTA AVALON. WAS ABLE TO STOP BY SHIFTING TO NEUTRAL AND HITTING BRAKE HARD. STOPPED AGAIN A FEW BLOCKS LATER AND GOT OUT OF THE CAR TO DETERMINE THERE WAS NO FLOOR MAT INVOLVEMENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315155  
**Date of Incident:** 20091210  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** COSTA MESA, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 5 MPH INTO A PARKING SPACE ALMOST COMING TO A COMPLETE STOP, THE VEHICLE ACCELERATED OVER THE FENCE, HIT SOME BOULDERS AND THEN CRASHED INTO A TREE. THERE WAS FRONT DAMAGE TO THE FRONT BUMPER AND UNDER CARRIAGE. THERE WERE NO INJURIES. THE POLICE WERE NOT NOTIFIED. THE VEHICLE WAS TOWED TO A LOCAL DEALER WHERE SHE WAS ABLE TO PURCHASE ANOTHER VEHICLE. THE TOYOTA MANUFACTURER WAS NOT CALLED. THE FAILURE MILEAGE WAS 45,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316161  
**Date of Incident:** 20091210  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**

2007 TOYOTA CAMRY TRAVELING AT NORMAL SPEED (APPROX 30 MPH--WIN LIMIT), SUDDEN ACCELERATION OF VEHICLE CAUSED VEHICLE TO HIT PARKED CAR AND FLIP OVER ON DRIVER'S SIDE. DRIVER SUSTAINED HEAD INJURIES, SEVERE MEMORY LOSS, 2 BROKEN RIBS, FRACTURED KNEES, LOSS OF BALANCE, REQUIRING WALKER FOR MOBILITY, AS WELL AS PSYCHOLOGICAL INJURIES.

C-1711

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316777  
**Date of Incident:** 20091210  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** SUFFOLK, VA

**NHTSA Summary:**

WE OWN A 2007 TOYOTA AVALON LIMITED. WE HAVE RECIEVED RECALL NOTICES ON THE FLOOR MATS,ACCELERATOR PEDAL AND AN OIL SUPPLY HOSE. ALL ARE TO BE CORRECTED NEXT WEEK. THIS COMPLAINT IS FOR THE PURPOSE OF LETTING YOU KNOW THAT NEITHER THE ACCELERATOR PEDAL NOR THE FLOOR MAP IS THE CAUSE OF SUDDEN ACCELERATION. I SAY THIS BECAUSE MY WIFE DRIVES WITH HAND CONTROLS WITH A STEEL PLATE GUARDING AND PROTECTING THE ACCELERATOR FROM BEING USED BY HER. THEREFORE IT IS NOT THESE ITEMS CAUSING THE SUDDEN ACCELERATION. WE HAVE HAD IT HAPPEN ON 3 OR 4 DIFFERENT OCCASIONS SO IT WAS NOT ISOLATED NOR WERE THESE RECALL ITEMS AT FAULT. PLEASE FEEL FREE TO CONTACT US FOR FURTHER INFO IF NEEDED. THANKS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318880  
**Date of Incident:** 20091210  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** JERICHO, NY

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 LEXUS ES350. WHILE DRIVING AT SPEEDS OF 10 MPH, THE VEHICLE BEGAN TO RAPIDLY ACCELERATE WITHOUT WARNING. THE CONTACT TRIED TO APPLY THE BRAKES BUT THE VEHICLE WOULD NOT DECREASE IN SPEED. THE VEHICLE CRASHED INTO THE REAR OF ANOTHER VEHICLE. THE FRONT END OF THE VEHICLE WAS DAMAGED. THE MANUFACTURER WAS NOTIFIED BUT NOTHING WAS DONE REGARDING ANY REPAIRS. THE FAILURE AND CURRENT MILEAGES WERE JUST UNDER 14,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10298951  
**Date of Incident:** 20091211  
**Vehicle:** 2000 TOYOTA COROLLA  
**Location of Incident:** PHILIDELPHIA, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2000 TOYOTA COROLLA. WHILE DRIVING BETWEEN 25 AND 30 MPH, THE VEHICLE ACCELERATED INTO ONCOMING TRAFFIC WHEN HE ATTEMPTED TO STOP AT A TRAFFIC LIGHT. THE FAILURE OCCURRED ON DECEMBER 9, 2009 WHEN HE ENGAGED THE BRAKE PEDAL. THE FAILURE RECURRED SIX TIMES CONTINUOUSLY TWO DAYS LATER ON DECEMBER 11, 2009. THE CONTACT WAS ABLE TO AVOID A CRASH; HOWEVER, HE IS CONCERNED ABOUT THE SAFETY RISK. THE FAILURE MILEAGE WAS 132000 AND THE CURRENT MILEAGE WAS 132060.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303557

C-1712

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20091211  
**Vehicle:** 2010 TOYOTA TACOMA  
**Location of Incident:** PLATTEVILLE, WI

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2010 TOYOTA TACOMA. THE CONTACT STATED THAT HIS VEHICLE ACCELERATED WHILE DRIVING INTO THE DRIVEWAY WHILE DRIVING APPROXIMATELY 5 MPH AND ALMOST CRASHED INTO THE GARAGE. HE HAD BOTH FEET ON THE BRAKE PEDAL, HOWEVER, THE VEHICLE CONTINUED ACCELERATING. A TOYOTA MANUFACTURER TECHNICIAN EXAMINED THE BRAKES SYSTEM ALTHOUGH THE CONTACT INFORMED HIM THAT THE FAILURE WAS NOT RELATED TO THE BRAKES. THE REPRESENTATIVE REMOVED THE FLOOR MATS. THE FAILURE MILEAGE WAS 3,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324726  
**Date of Incident:** 20091211  
**Vehicle:** 2004 LEXUS LS430  
**Location of Incident:** GREENSBORO, NC

**NHTSA Summary:**  
SUDDEN UNCONTROLLED ACCELERATION OF 2004 LEXUS LS430: OWNER WAS IN PARKING GARAGE BEGINNING TO EXIT GARAGE FROM PARKING PLACE WHEN LEXUS SUDDENLY ACCELERATED UNCONTROLLABLY. OWNER APPLIED BRAKE PEDAL BUT COULD NOT STOP THE LEXUS. OWNER STEERED LEXUS TO AVOID HITTING OTHER VEHICLES AND COLLIDED WITH MEDICAL OFFICE BUILDING, GLANCED OFF SIDE OF BUILDING AND COLLIDED HEAD-ON WITH ELECTRICAL POWER TRANSFORMER. OWNER WAS SERIOUSLY INJURED. (LAWYER WROTE IN ON BEHALF OF HIS CLIENT). UPDATED IVOQ 06/03/10.\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295657  
**Date of Incident:** 20091212  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** NAMP, ID

**NHTSA Summary:**  
NO FAILURE, JUST APPARENT STICKINESS IN ACCELERATOR. OCCASIONALLY, WHILE PULLING OUT FROM SIGNALS, PEDAL FEELS AS IF IT IS STICKING, THEN WILL POP LOOSE AND CAR LURCHES FORWARD. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10298943  
**Date of Incident:** 20091212  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** ITHACA, NY

**NHTSA Summary:**  
2009 PRIUS PURCHASED MAY 15, 2009 HAS 4,675 MILES ON IT. ACCELERATION/SURGING FORWARD OR NOT PROPERLY ACCELERATING AT OTHER TIMES. I DO NOT HAVE THE FLOOR MATS MENTIONED IN THE RECENT RECALL. I AM CONCERNED ABOUT OTHER POSSIBLE ISSUES WITH SUDDEN ENGINE ACCELERATION AND PROBLEMS CONTROLLING VEHICLE. HAVE TAKEN CAR TO DEALER SEVERAL TIMES AND THEY TOLD ME IT IS "BAD GAS" OR MY DRIVING HABITS. CALLED TOYOTA AND THEY TOLD ME TO TAKE CAR TO

C-1713

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DEALER FOR THEM TO TRY AND REPAIR IT. DEALER STILL CLAIMS THEY CANNOT "REPLICATE THE PROBLEM" THEREFORE THERE IS NO PROBLEM. CAR MILEAGE NOW DOWN TO LESS THAN 17 MPG. LACKS HEAT OR HEAT DOES NOT PROPERLY FUNCTION. HAVE HAD 5 INSTANCES OF SURGE/ACCELERATION "INCIDENTS. SOME WHEN GOING UP HILL AND HAD TROUBLE GAINING POWER THEN WHEN I PUT FOOT ON BRAKE IT SUDDENLY LURCHED FORWARD RAPIDLY.MAYBE TO 60 OR MORE MILE PER HOUR AT AN EXIT RAMP. HAD TO KEEP BRAKING IN ORDER TO STOP. OTHER TIMES ONLY LEAVING DRIVEWAY. WENT FROM REVERSE TO DRIVE AND CAR HESITATED THEN "SURGED" FORWARD RAPIDLY BEFORE I WAS ABLE TO BRAKE APPROXIMATELY 20 FT AHEAD. THIS HAD HAPPENED THREE TIMES LIKE THIS & TWICE WHEN GOING UP HILLS WHERE I LOST POWER AND THEN THE CAR SUDDENLY SURGED FORWARD AND I HAD TROUBLE STOPPING IT. VERY FRIGHTENING, ESPECIALLY WHEN DEALER TELLS ME NOTHING IS WRONG WITH MY CAR AND WON'T DO ANYTHING ABOUT IT. EVEN WHEN I HAVE CONTACTED THEM NUMEROUS TIMES AND HAVE DRIVEN THERE TO SPEAK WITH THEM ABOUT THIS. SOMETHING IS WRONG WITH THIS CAR. NOW THE MILEAGE HAS DROPPED RIGHT OFF TO 17 MPGS. WHAT IS GOING ?  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20091212  
**Vehicle:** 2000 TOYOTA COROLLA  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**  
**Additional Summary:**  
"PRODUCTS LIABILITY - TOYOTA ACCELERATION - He has a Toyota Corolla. The first time he experienced a problem was in October. He came to a stop sign and instead of slowing down, it accelerated. He had 2 other episodes. He called the Toyota Dealership and on 12/11/2009 they inspected it. One day later, he is driving in normal traffic, and the car accelerated again. He almost went into oncoming traffic. The car is parked in his driveway and he is scared to drive it again."

DIAGNOSTIC DONE BY CONICELLI TOYOTA IN CONSHOHOCKEN, PA DID NOT REVEAL ANY DEFECTS OR PROBLEMS; MR. MOORE HAS RECEIPT FOR THIS TEST.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302069  
**Date of Incident:** 20091212  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** OLYMPIA, WA

**NHTSA Summary:**  
I WAS ACCELERATING WHEN I WAS CHANGING LANES. I TOOK MY FOOT OFF THE GAS PEDAL AND IT CONTINUED TO ACCELERATE HARD ON ITS OWN FOR ABOUT ONE HALF OF A SECOND. THE GAS PEDAL DID NOT STICK ON THE CARPET. I DO HAVE THE CORRECT CARPET AND IT WAS PROPERLY INSTALLED IN PLACE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315797  
**Date of Incident:** 20091212  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** PORTSMITH, VA  
**NHTSA Summary:**

C-1714

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 1999 TOYOTA CAMRY. WHILE DRIVING TOWARD A RED LIGHT APPROXIMATELY 10 MPH, SHE PUT HER FOOT ON THE BRAKE PEDAL AND THE VEHICLE LUNGED FORWARD AND ACCELERATED. THE DRIVER PRESSED HER FOOT ON THE BRAKE PEDAL WITH MUCH FORCE IN ORDER TO STOP THE VEHICLE. THE PASSENGER THOUGHT THE DRIVER HAD ENGAGED THE ACCELERATED PEDAL SINCE THE VEHICLE BEGAN TO ACCELERATE; HOWEVER, SHE WAS ENGAGING THE BRAKE PEDAL. THE DEALER INSPECTED THE VEHICLE AND STATED THAT THERE WAS NOTHING THEY COULD DO SINCE THE VEHICLE WAS FUNCTIONING PROPERLY. THE FAILURE MILEAGE WAS 106,000. THE CURRENT MILEAGE WAS 109,890.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316843  
**Date of Incident:** 20091212  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** BOCA RATON, FL

**NHTSA Summary:**  
SUDDEN ACCELERATION IN A 2005 TOYOTA TACOMA PRERUNNER CAUSING LOSS OF CONTROL AND COLLISION WITH A KENTUCKY FRIED CHICKEN BUILDING. VEHICLE WAS A TOTAL LOSS. THREE OCCUPANTS APPARENTLY UNHURT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320410  
**Date of Incident:** 20091212  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** SPRINGFIELD, VA

**NHTSA Summary:**  
TL - THE CONTACT OWNS A 2007 TOYOTA PRIUS. THE CONTACT WAS PARKING THE VEHICLE 10MPH AND THE VEHICLE JUST KEPT ACCELERATING EVEN WHILE SHE DEPRESSED THE BRAKE TO FLOOR. THE VEHICLE CRASHED INTO THE GARAGE DOOR. THE CONTACT IGNORED THE PROBLEM SHE DID NOT ASSUME IT WAS A FAILURE. THE CONTACT DID INFORM THE DEALER AND THEY STATED THAT THEY DID NOT FIND ANYTHING WRONG WITH THE BRAKES. THE MANUFACTURER WAS INFORMED AND THEY STATED THAT THE VEHICLE WAS UNDER RECALL FOR THE FLOOR MATS BUT NOT FOR A STICK ACCELERATOR PEDAL. THE VEHICLE HAS NOT BEEN REPAIRED AS OF YET. THE APPROXIMATE FAILURE MILEAGE WAS 26000 AND THE CURRENT MILEAGE WAS 27000. DF  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296112  
**Date of Incident:** 20091213  
**Vehicle:** 2001 TOYOTA 4RUNNER  
**Location of Incident:** CREVE COEUR, IL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2001 TOYOTA 4RUNNER. WHILE DRIVING 35 MPH SHE ATTEMPTED TO BRAKE, BUT THE VEHICLE SUDDENLY ACCELERATED, WENT AIR BORN, AND LANDED DOWN A Ravine. THE DRIVER FRONTAL AIR BAG DID NOT DEPLOY. SHE DID NOT RECEIVE ANY INJURIES. AFTER CAREFUL EXAMINATION HE NOTICED THAT THE ACCELERATOR PEDAL WAS TRAPPED BY THE FLOOR MAT. SHE RECEIVED POLICE REPORT NUMBER 097267. SHE RECEIVED A TICKET FOR FAILURE TO REDUCE SPEED. THE VEHICLE WAS TOWED TO THE BODY SHOP. THE FAILURE AND CURRENT MILEAGES WERE 90,000.

C-1715

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10298614  
**Date of Incident:** 20091213  
**Vehicle:** 2000 TOYOTA COROLLA  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2000 TOYOTA COROLLA. WHILE DRIVING 25 MPH THE VEHICLE ACCELERATED WITHOUT WARNING. THE VEHICLE DID NOT CRASH BUT THE CONTACT WAS VERY CONCERNED ABOUT THE POSSIBILITY THAT A CRASH COULD HAVE OCCURRED. THE DEALER DIAGNOSED THE FAILURE AND CONFIRMED THAT IT WAS NOT RELATED TO THE VEHICLE SPEED CONTROL. THE CONTACT STATED THAT THIS IS A MAJOR SAFETY ISSUE WHICH HAS OCCURRED ON MORE THAN ONE OCCASION. THE CONTACT ALSO HAS CONCERNS THAT HE COULD SUSTAIN MINOR INJURIES IF A CRASH OCCURRED. THE FAILURE MILEAGE WAS 132,000.  
**Additional Summary:**

**Toyota ID Number:** 0912122197  
**NHTSA ODI Number:**  
**Date of Incident:** 20091213  
**Vehicle:** 2006 TOYOTA 4RUNNER  
**Location of Incident:** LITTLE ROCK, AR

**NHTSA Summary:**  
**Additional Summary:**  
December 13, 2009. Coming into small town in Arkansas - with CC on, tapped brakes, to slow, it did. Turned into parking lot at 15 mph and coasted in foot on brake - trying to complete stop - ABS kicked on - heard clicking and moaning sound (familiar with that) going 3 to 5 mph when it happened. Pole in front of him at 3 feet. With foot on brake car lunged into the pole. Rear end was hopping tires spinning... slammed car into Park - engine was racing even after the vehicle in Park. Carpeted floor mats in place and hooked. Two witnesses came out of the store and saw. Had 41k on it never had a problem.

Drove it to Father's and called Toyota. Took to North Point Toyota (in North Little Rock). They said nothing wrong with the vehicle. Drove for about 100 miles.

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20091213  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** DURHAM, NC

**NHTSA Summary:**  
**Additional Summary:**  
"As I was parallel parking at my church, the engine suddenly revved loudly and the car accelerated without warning. Slamming into the back of a Jeep Grand Cherokee, combined with me jamming on the brakes-pedal and parking-helped stop my Camry. The car accelerated on its own. The engine continued roaring loudly even after the car was stopped and the gear was in park. There are several witnesses glad to share their testimony. The defect resulted in more than \$3,000 damage to my car plus repairs on the Jeep. I thank God that my Camry crashed into the Jeep rather than a family or the church building. I will absolutely never drive this car again."

**Toyota ID Number:**

C-1716

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10310476  
**Date of Incident:** 20091213  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** WAYNESBORO, VA

**NHTSA Summary:**  
I WOULD LIKE TO REPORT A DANGEROUS AND ALMOST DEADLY INCIDENT REGARDING DRIVING MY TOYOTA CAMRY(2007). ON DECEMBER 13, 2009, MY WIFE WAS DRIVING MY TOYOTA, CAMRY IN WILKES BARRE, PA. VISITING FAMILY. SHE WAS ON RTE. 81 AND THE CAR STARTING RAPIDLY ACCELERATING WITHOUT HER PRESSING THE ACCELERATOR. THE CAR SPEED GOT UP TO AROUND 100 MPH WHEN SHE FINALLY WAS ABLE TO SLOW THE CAR DOWN BY PRESSING THE BRAKE HEAVILY AND THEN PUTTING THE CAR IN NEUTRAL. MY WIFE CAME VERY CLOSE TO CRASHING THE CAR WHICH AT THAT SPEED WOULD HAVE SURELY MEANT DEATH. MY WIFE WAS QUITE ANXIOUS TO SAY THE LEAST AFTER EXPERIENCING THIS INCIDENT. I WOULD LIKE AN INVESTIGATION OF THIS MATTER AND AM QUITE ANGRY AT TOYOTA FOR THIS SAFETY ISSUE TO OCCUR. I AM CONSIDERING TAKING LEGAL ACTION AGAINST TOYOTA. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317776  
**Date of Incident:** 20091213  
**Vehicle:** 2010 TOYOTA TACOMA  
**Location of Incident:** ATASCADERO, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2010 TOYOTA TACOMA. SHE STATED THAT WHILE DRIVING AT 5 MPH AND PULLING INTO A PARKING SPACE, THE VEHICLE ACCELERATED ON ITS OWN. SHE PUT BOTH FEET ON THE BRAKES AND THE VEHICLE STILL WANTED TO SURGE FORWARD. SHE PUT THE VEHICLE IN PARK AND TURNED IT OFF. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY COULD NOT DUPLICATE THE FAILURE AND TOLD HER THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THERE HAD BEEN NO REPAIRS DONE TO THE VEHICLE AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS 6367 AND CURRENT MILEAGE WAS 8253.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321748  
**Date of Incident:** 20091213  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CLEVES, OH

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED WHILE DRIVING 25, SLOWING DOWN AT A STOP LIGHT THE VEHICLE SUDDEN ACCELERATED WITHOUT WARNING. THE CONTACT TOOK THE VEHICLE TO THE DEALER TO HAVE THE VEHICLE SPEED CONTROL/ACCELERATOR PEDAL RECALL REPAIR PERFORMED. SINCE THE REPAIR THE VEHICLE HAS NOT HAD A SUDDEN ACCELERATION ISSUE. THE FAILURE MILEAGE WAS 28,600. JO  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316466  
**Date of Incident:** 20091213  
**Vehicle:** 2010 TOYOTA TACOMA

C-1717

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** ATASCADERO, CA

**NHTSA Summary:**  
S10 APPROPRIATE HANDLING RE TOYOTA ACCELERATION PROBLEM FM OWNER OF A 2010 TOYOTA TACOMA TRUCK. \*KB THE CONSUMER STATED THE ENGINE RACED AND THE VEHICLE LURCHED FORWARD. THE CONSUMER APPLIED THE BRAKE AS HARD AS HE COULD AND QUICKLY PLACED THE VEHICLE IN PARK. THE NEXT DAY, THE VEHICLE WAS INSPECTED, BUT THE VEHICLE WAS PERFORMING AS DESIGNED. THE CONSUMER WAS INFORMED HIS VEHICLE WAS NOT A PART OF THE RECALL. \*JB UPDATED 05/12/10.\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10295915  
**Date of Incident:** 20091214  
**Vehicle:** 2003 TOYOTA SIENNA  
**Location of Incident:** EUGENE, OR

**NHTSA Summary:**  
TOYOTA SIENNA 2003 I WAS PULLING INTO A PARKING SPACE IN A PARKING GARAGE. I BELIEVE I HAD PUT THE CAR IN REVERSE TO BACK UP TO STRAIGHTENED THE CAR AND I PUT MY FOOT ON THE BRAKE. THE CAR SUDDENLY SHOT FORWARD FULL FORCE AND WAS STOPPED BY A CONCRETE AND WIRE RETAINING WALL. THE ENGINE DIED AT IMPACT. THE CAR WAS NOT DRIVABLE AND WAS TOWED. I WAS STUNNED. I WENT INTO THE BUILDING AND AFTER A SHORT TIME FELT CHEST PAIN AND SHORTNESS OF BREATH. I WENT TO THE EMERGENCY ROOM AND WAS TREATED AND RELEASED. I RECEIVED A CHEST WALL CONTUSION, PROBABLY CRACKED RIB(S), DEEP TISSUE CONTUSION AND A LARGE BRUISE FROM THE SEAT BELT. I WAS GIVEN VICODIN FOR PAIN. THE CAR WAS TOWED TO A TOYOTA DEALERSHIP BUT THE DAMAGE HAS NOT BEEN ESTIMATED YET. I AM AWARE THAT THE PROBLEM OF UNCONTROLLED ACCELERATION IN TOYOTA SIENNAS HAS BEEN REPORTED TO BOTH THIS AGENCY AND TOYOTA BEFORE (NHTSA REPORT #10265288). WHY HAS THIS NOT BEEN ADDRESSED OR THE VEHICLE RECALLED? ARE YOU WAITING FOR ANOTHER TRAGEDY LIKE THE ONE PREVIOUSLY REPORTED ON BY THE MEDIA? I COULD HAVE BEEN KILLED. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296781  
**Date of Incident:** 20091214  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** ALLENTOWN, PA

**NHTSA Summary:**  
ACCELERATOR WAS STICKING WHEN THE ACCIDENT HAPPENED AND WE REAR ENDED ANOTHER PARTY. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302415  
**Date of Incident:** 20091214  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** MURRYSVILLE, PA

**NHTSA Summary:**  
I BOUGHT A 2010 TOYOTA COROLLA AND HAD THE PEDAL STICKING TWICE IN COLD WEATHER. WHEN TAKEN TO THE DEALER SHIP I WAS ADVISED THAT EVERYTHING WAS FINE AND I ASK IF THEY HAD ANY PROBLEMS. I WAS TOLD NO IN FACT THEY DID NOT

C-1718

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

EVEN BOTHER TAKING DOWN MY COMPLAINT. I AGAIN RETURNED TO THE TOYOTA DEALERSHIP AFTER THE STORY BROKE ON THE NEWS. I AM NOW BEING TOLD THAT IT ONLY EFFECTS SOME CAMRY AND NOT THE COROLLA. I FEEL THAT TOYOTA HAS GONE OUT OF ITS WAY TO HIDE THIS FROM THE PUBLIC. FURTHER THE LAST TIME THE PEDAL STUCK I WAS ON THE HIGH WAY GOING 50 MPH. AND HAD TO PUT IT IN NEUTRAL AND PUMP THE PEDAL UNTIL IT RETURNED TO NORMAL. AGAIN PLEASE NOT THAT THIS INFORMATION WAS GIVEN TO THEM BEFORE IT WAS MADE PUBLIC IN THE NEWS.AFTER I BECAME AWARE OF THE NEWS. I TOOK IT BACK TO THEM AND THIS TIME THEY HAVE NO WAY TO FIX THE PROBLEM. I HOPE THAT THE NHTSA LOOK INTO HOW MANY PEOPLE BROUGHT THIS TO TOYOTA ATTENTION ONLY TO BE TOLD THERE WAS NOT A PROBLEM, HOW MANY PEOPLE DIED OR HAVE BEEN HURT BECAUSE TOYOTA TRIED TO HIDE THE PROBLEM. AND WHAT AM I GOING TO DO OR WHAT THEY PLAN TO DO TO MAKE THINGS RIGHT. I NEED TO OPERATE MY VEHICLE, I HOPE I OR ANY OTHER PERSON ADD TO THE ACCIDENT COUNT... \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302580  
**Date of Incident:** 20091214  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** NEW BERN, NC

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHEN SHE EXITED THE HIGHWAY AT APPROXIMATELY 15 MPH THE VEHICLE SUDDENLY ACCELERATED SHE LOST CONTROL AND WENT INTO A DITCH. SHE EXPERIENCED THE SUDDEN ACCELERATION A TOTAL OF THREE TIMES. THE TWO OTHER FAILURE INCIDENTS OCCURRED WHEN THE VEHICLE CRUISE CONTROL WAS SET AT 60 AND 70 MPH THE VEHICLE OVER ACCELERATED THE SET SPEEDS. THE FAILURE MILEAGE WAS 15,000 AND THE CURRENT MILEAGE WAS 16,896. SHE WILL CONTACT THE DEALER.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311549  
**Date of Incident:** 20091214  
**Vehicle:** 2006 LEXUS GS300  
**Location of Incident:** PLANO, TX

**NHTSA Summary:**  
2006 LEXUS GS300. THIS EVENT OCCURS WHEN THE CRUISE CONTROL IS ENGAGED. SUPPOSE THE SPEED IS SET AT 70 MPH AND I SLOW DOWN TO 67 MPH BECAUSE OF TRAFFIC. WHEN I PUSH THE RESUME LEVER, THE ENGINE GREATLY SPEEDS UP AND THE TRANSMISSION DROPS INTO A LOWER GEAR. THE RESULT IS A LUNGE FORWARD INSTEAD OF A SMOOTH INCREASE IN SPEED. VERY DANGEROUS. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315169  
**Date of Incident:** 20091214  
**Vehicle:** 2010 TOYOTA TACOMA  
**Location of Incident:** SAN DIMAS, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2010 TOYOTA TACOMA. WHILE THE CONTACT WAS STOPPED THE VEHICLE THE ENGINE SUDDENLY SURGED CAUSING THE VEHICLE TO ACCELERATE.

C-1719

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE CONTACT HAD TO PUT THE VEHICLE IN NEUTRAL TO STOP THE ACCELERATION, THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THE FAILURE HAS OCCURRED SINCE THE DAY THE VEHICLE WAS PURCHASED. THE CURRENT AND FAILURE MILEAGES WERE 4,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296072  
**Date of Incident:** 20091215  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** PORT ALLEN, LA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 TOYOTA HIGHLANDER. WHILE ENTERING A PARKING SPACE, JUST BEFORE APPLYING THE BRAKE, THE VEHICLE ACCELERATED INTO A CONCRETE STEP. NO ONE WAS INJURED DURING THE CRASH BUT THE VEHICLE SUFFERED DAMAGE TO THE FRONT END. HE CALLED THE MANUFACTURER AND THEY COLLECTED ALL THE INFORMATION REGARDING THE INCIDENT. HOWEVER HIS VEHICLE WAS EXCLUDED FROM RECALL. 09V388000 (VEHICLE SPEED CONTROL/ACCELERATOR PEDAL). THE CURRENT AND FAILURE MILEAGES WERE 40,892.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303211  
**Date of Incident:** 20091215  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** CHANDLER, AZ

**NHTSA Summary:**  
VEHICLE ACCELERATION - HAVE A TOYOTA TUNDRA 2006 AND IT HAD ACCELERATED ON ITS OWN. I WAS VERY LUCKY THAT I PRESSED BOTH FEET DOWN ON THE BRAKES AND TURNED THE VEHICLE WHICH MADE ME GO UP ON A SIDEWALK. I THOUGHT I WAS GOING TO HIT A WALL BUT IT DID NOT. I THEN CAME HOME AND CALLED THE PLACE THAT WE PURCHASED THE TRUCK AND WAS TOLD TO BRING IT IN FOR ANOTHER RECALL AND THAT THEY WOULD LOOK AT IT. UPON PICKING UP THE TRUCK WE WERE TOLD THAT THEY DID NOT SEE ANYTHING THAT WOULD HAVE CAUSED THE ACCELERATION. I NOW SEE THAT TOYOTA IS HAVING SUCH A PROBLEM SO I WANTED TO REPORT THIS. I AM JUST SO HAPPY THAT I WAS NOT ON A HIGHWAY. I HAVE TWO SMALL CHILDREN AND I AM NOW SO WORRIED ABOUT DRIVING THIS TRUCK. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303403  
**Date of Incident:** 20091215  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** INDIO, CA

**NHTSA Summary:**  
ON OR AROUND DECEMBER 15TH I WAS EXITING MONROE EXIT WHEN MY VEHICLE HAD ACCELERATED WITHOUT ANY CAUSE THAT I HAD TO IMMEDIATELY HIT MY BRAKES TO TRY AND SLOW MY VEHICLE DOWN. THIS HAPPENED IN INDIO, CALIFORNIA COMING HOME FROM BLYTHE OFF THE INTERSTATE 10 WEST. VEHICLE WAS TAKEN IN FOR SVC ON 01/30/10 AND WAS NO PROBLEM WAS FOUND. I HAD TOLD MY HUSBAND IN DEC. BUT HE MUST NOT HAVE HEARD ME, I HAD REMINDED HIM AND AT POINT HE INFORM THE

C-1720

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DEALER IN INDO,CA AND WAS INFORM TO TAKE THE VEHICLE IN YET WAS TOLD NO PROBLEM WAS FOUND. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303454  
**Date of Incident:** 20091215  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** PARAMUS, NJ

**NHTSA Summary:**  
AS I WAS ATTEMPTING TO SLOW DOWN MY 2009 TOYOTA CAMRY BY PRESSING DOWN WITH MY RIGHT FOOT ON THE BRAKE PEDAL, THE ENGINE WAS NOT SLOWING DOWN. WHEN I LOOKED DOWN TO BE SURE THAT MY FOOT WAS NOT ON THE ACCELERATOR PEDAL AS WELL AS THE BRAKE PEDAL, I NOTICED THAT THE ACCELERATOR PEDAL HAD NOT RETURNED TO THE IDLE POSITION. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304149  
**Date of Incident:** 20091215  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CANDIA, NH

**NHTSA Summary:**  
MY 2007 LEXUS ES350 SOMETIMES ACCELERATES ON ITS OWN WHILE CRUISE CONTROL IS ENGAGED. NO SIGNIFICANT EXPLANATION IS AVAILABLE. I AM TYPICALLY DRIVING IN CRUISE. I HAVE NOT TOUCHED ANYTHING, TRIED TO ACCELERATE OR ANYTHING. FOR LACK OF A BETTER EXPLANATION, IT IS AS IF IT IS POSSESSED, IT JUST HAPPENS. THIS OCCURS OCCASIONALLY. A COUPLE OF MONTHS CAN GO BY BETWEEN INSTANCES. IN MY CASE IT HAS BEEN ABOUT 2 MONTHS SINCE THE LAST TIME IT HAS HAPPENED. ON THE OCCASIONS IT HAS HAPPENED I ALLOW I DO NOT ALLOW IT TO GO MORE THAN 10 MPH ABOVE THE SET SPEED BEFORE I DISENGAGE THE CRUISE CONTROL. DISENGAGING THE CRUISE CONTROL SEEMS TO RESOLVE THE PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304201  
**Date of Incident:** 20091215  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** FORT COLLINS, CO

**NHTSA Summary:**  
MOVING VERY SLOWLY DOWNHILL ON A SNOW-COVERED DRIVEWAY. DEPRESSED BRAKE PEDAL, BUT ABS FAILED TO ENGAGE. BRAKES LOCKED UP INSTANTLY, CAUSING AN APPROXIMATELY 200FT SLIDE, HITTING UTILITY POLE AND GUARD RAIL. ABOUT ONE WEEK LATER, BRAKES LOCKED AGAIN (ABS FAILED TO ENGAGE), BUT I WAS READY FOR IT AND IMMEDIATELY LET OFF AND REAPPLIED PRESSURE. THIS TIME ABS DID ENGAGE. I HAVE SINCE TESTED THE BRAKES ON SLICK SURFACES IN SAFE ZONES. ONLY THREE TIMES DID ABS FAIL, AND THE TWO TIMES THAT I LET OFF AND RE-APPLIED THE BRAKES, THE ABS ENGAGED AT THAT POINT IN TIME. EACH TIME THE ABS FAILED, IT WAS WHILE MOVING DOWNHILL. THE ISSUE FOR ME IS THAT I DO NOT KNOW HOW TO REACT WHEN BRAKING IN CRITICAL SITUATIONS: DO I PUMP THE BRAKES AS FOR W/O ABS, OR STEADILY HOLD BREAKS AS ONE WOULD WITH FUNCTIONING ABS. I TOOK THE VEHICLE (2007 TOYOTA TACOMA) TO DEALER, BUT THEY SAID BRAKES LOOKED OK.

C-1721

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304592  
**Date of Incident:** 20091215  
**Vehicle:** 1996 TOYOTA CAMRY  
**Location of Incident:** BALDWIN PARK, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 1996 TOYOTA CAMRY. THE CONTACT STATES THAT WHILE DRIVING AT 65 MPH WHEN PLACING HER FOOT ON THE BRAKE AND SLOWING DOWN, THE VEHICLE ACCELERATED ON ITS OWN. BY PUTTING EXTREME PRESSURE ON THE BRAKE, SHE WAS ABLE TO PULL OVER AND TURNED OFF THE VEHICLE. THE CONTACT THEN TURNED THE VEHICLE ON AND THE VEHICLE RESUMED NORMAL OPERATION. THIS HAS OCCURRED ONLY ONCE. THE VEHICLE WAS THEN TAKEN IN TO THE DEALER AND THEY STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE AND THAT HER VEHICLE WAS NOT INVOLVED IN THE RECENT RECALL FOR TOYOTA. THERE HAVE BEEN NO REPAIRS DONE TO THE VEHICLE. THE FAILURE MILEAGE WAS UNKNOWN AND CURRENT MILEAGE WAS 101046.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305330  
**Date of Incident:** 20091215  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** DEERFIELD, IL

**NHTSA Summary:**  
WHEN I TURN ON THE ENGINE, MY 2006 CAMRY ENGINE DOES NOT RETURN TO NORMAL IDLING EITHER AT ALL OR NOT FOR A LONG PERIOD OF TIME. IT DOESN'T GO BACK TO NORMAL IDLING SPEED -- THE CAR WILL CONTINUE TO ROLL FORWARD AND THE BRAKE MUST BE APPLIED TO KEEP IT FROM GOING FORWARD.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306311  
**Date of Incident:** 20091215  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BRIARCLIFF MANOR, NY

**NHTSA Summary:**  
2004 CAMRY XLE WAS PARKED AT TOP OF DRIVEWAY WHICH HAD AN INCLINE OF APPROX 25%. WHEN PLACED IN REVERSE, THE CAR RACED BACKWARDS AT HIGH SPEED - TOO FAST FOR ANY VISUAL OR PHYSICAL CONTROL. CAR WAS STOPPED BY APPLYING VERY FORCEFUL BRAKE PRESSURE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306653  
**Date of Incident:** 20091215  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**

C-1722

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I AM WRITING TODAY TO ALERT YOU TO A POTENTIAL ACCELERATOR PROBLEM WITH THE 2005 TOYOTA 4RUNNER SUV. IN MID-DECEMBER, MY HUSBAND AND I WERE DRIVING ON THE HIGHWAY WHEN THE CAR INEXPLICABLY ACCELERATED, GOING FROM APPROXIMATELY 40 MPH TO ABOUT 60 MPH WITHIN A MATTER OF SECONDS. MY HUSBAND, WHO HAS HAD PROFESSIONAL DRIVING INSTRUCTION, PUT THE CAR INTO NEUTRAL AND WAS ABLE TO SLOW THE CAR DOWN, AT WHICH POINT THE ACCELERATOR (WHICH WAS MOVING TOWARDS THE FLOOR WITHOUT A FOOT ON IT) POPPED BACK UP AND THE BRAKES BEGAN WORKING AGAIN. HOWEVER, WITHIN THIS SAME JOURNEY, THIS SAME ACCELERATOR PROGRAM OCCURED TWO ADDITIONAL TIMES. WE IMMEDIATELY TOOK THE SUV TO TOYOTA OF ALEXANDRIA IN VIRGINIA AND EXPLAINED WHAT HAPPENED. THEY NOTIFIED US THAT OUR CAR WAS NOT SUBJECT TO A RECALL FOR ACCELERATOR PROBLEMS BUT, BASED ON OUR CONCERNS, AGREED TO EXAMINE THE SUV. TO THEIR CREDIT, THEY DID CALL IN A CORPORATE INSPECTOR TO EXAMINE THE DISASSEMBLED DRIVE TRAIN WHO IN TURN DETERMINED THAT AN ACCUMULATION OF OIL IN THE DIFFERENTIALS CAUSED THE CAR'S COMPUTER TO MISREAD ACCELERATION AND DECELERATION INFORMATION. DESPITE THIS DIAGNOSIS -- AND SUBSEQUENT REPLACEMENT OF THE DRIVE TRAIN AND REAR DIFFERENTIALS -- TOYOTA MECHANICS WERE NEVER ABLE TO REPLICATE THE ACCELERATION PROBLEM THAT WE EXPERIENCED. AFTER TALKING TO SEVERAL TOYOTA REPRESENTATIVES, AS WELL AS A NUMBER OF INDEPENDENT MECHANICS, WE WERE ADVISED TO PURSUE ARBITRATION WITH TOYOTA AND ARE CURRENTLY ENTRENCHED IN THAT PROCESS. IN THE INTERIM, WE ARE USING THE CAR ONLY FOR LOCAL JOURNEYS OUR OF CONCERN THAT THIS ACCELERATOR PROBLEM COULD REOCCUR. I AM WRITING TODAY TO INFORM YOU OF THE PROBLEM SO THAT YOU HAVE A RECORD THAT TOYOTA'S ACCELERATOR PROBLEMS MAY EXTEND BEYOND THE CARS/SUVS INCLUDED IN THE RECENT RECALL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307058  
**Date of Incident:** 20091215  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** CANASTOTA, NY

**NHTSA Summary:**  
ABOUT 2 YEARS AGO, ON ROUTE 840 IN UTICA, I FLOORED THE GAS PEDAL ON MY 2005 TOYOTA PRIUS TO PASS A CAR. THE PRIUS DOES NOT HAVE A LOT OF POWER, SO FLOORING IT WAS SOMETIMES NECESSARY TO PASS UPHILL. WHEN I TOOK MY FOOT OFF THE GAS PEDAL, THE CAR WAS STILL ACCELERATING. I TOUCHED THE BRAKES. NOTHING. FINALLY, I PUSHED DOWN HARD ON THE BRAKES AND GOT THE CAR TO THE SIDE OF THE ROAD AND TURNED IT OFF. I HAVE RUBBER MATS. I THOUGHT ONE OF THEM HAD GONE UNDER THE PEDAL. "CASE SOLVED" SO I THOUGHT. LAST DECEMBER, AGAIN PASSING A TRUCK UPHILL ON ROUTE 840, I FLOORED THE PRIUS GAS PEDAL. THE SAME THING HAPPENED! THIS TIME I KNEW IT WAS NOT THE MAT BECAUSE I HAD DRILLED HOLES IN IT AND ATTACHED IT TO THE MAT POSTS. IT WAS INCHES AWAY FROM THE GAS PEDAL. WHEN THIS HAPPENED, I PUSHED THE BRAKES DOWN HARD AND STRUGGLED TO THE SIDE OF THE ROAD RIGHT BEFORE THE LANES MERGED AND THE TRUCK WOULD HAVE CUT ME OFF (INTO A SWAMP). THE BRAKES, WITH A BURNING SMELL, FOUGHT THE RACING CAR. I FINALLY GOT IT TURNED OFF. WHEN I TURNED IT BACK ON, THE GAS WAS STILL RACING! I TURNED IT OFF AGAIN. AFTER WAITING, IT STARTED NORMALLY. IT HAS DONE IT EVERY TIME THE PEDAL WAS FLOORED(SELDOM). I WENT TO THE INTERNET AND FOUND THIS HAD BEEN A PROBLEM AND TOYOTA WAS PLANNING A PRIUS RECALL, WITH PARTS TO REPAIR AVAILABLE IN APRIL. I WAS VERY SCARED TO DRIVE THE CAR, BUT CAN'T AFFORD TO SELL IT (WRONG) OR BUY ANOTHER. SO I DECIDED TO WAIT FOR THE RECALL. I HAVE BEEN DRIVING ON PINS AND NEEDLES SINCE. AND NOW THERE IS

C-1723

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NO RECALL FOR THE PRIUS GAS PEDAL! I'M GLAD FOR THE BRAKE RECALL BECAUSE MY PRIUS HAS DONE THAT ONCE, BUT FREAKED OUT ABOUT NO STICKING GAS PEDAL RECALL FOR THE PRIUS. I WENT TO THE DEALER TODAY FOR 115,000K SERVICE AND TOLD THEM ABOUT THIS. "TECHNICIAN CAN NOT REPLICATE PROBLEM". JUST LIKE SO MANY STORIES FROM OTHER TOYOTA OWNERS ON THE WEB. THIS WILL BE MANY A PRIUS DRIVER'S EPITAPH WITHOUT GOVERNMENT ACTION. PLEASE MAKE TOYOTA FIX THESE STICKING PRIUS ACCELERATORS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312870  
**Date of Incident:** 20091215  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** DENVER, CO

**NHTSA Summary:**  
MY 2006 PRIUS HAS ON AT LEAST 3 OCCASIONS HAS ACCELERATED INEXPLICABLY ON AT LEAST THREE SEPARATE OCCASIONS. THE FIRST TWO INCIDENTS OCCURED DURING MY FIRST YEAR OF OWNERSHIP AND WERE REPORTED TO THE DEALER. I WAS TOLD THERE WAS NO PROBLEM. THE MOST RECENT EVENT WAS IN DECEMBER 2009. I WAS DRIVING DOWN THE HIGHWAY WHEN THE CAR BEGAN ACCELERATING RAPIDLY. EVEN AFTER I REMOVED MY FOOT FROM THE GAS PEDAL, I WAS ABLE TO SLOW THE CAR DOWN AND PULL OVER SAFELY. PLEASE NOTE THAT AT THIS TIME, I HAD ALREADY REMOVED THE FLOOR MAT AS SUGGESTED BY TOYOTA. AGAIN, I WAS TOLD BY THE DEALER THAT NOTHING WAS WRONG WITH MY CAR, A RESPONSE THAT DID NOTHING TO REASSURE ME. I WAS TOLD IN A FOLLOW UP CALL TO THE DEALER THAT TOYOTA WOULD BE DOING NOTHING TO ASSIST WITH THIS PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316818  
**Date of Incident:** 20091215  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** WHEELING, WV

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE DRIVING 10 MPH WITH HIS FOOT ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED ON ITS OWN OVER A CONCRETE BARRIER, HIT A VEHICLE AND THEN HIT A GAS METER. HE SUSTAINED MINOR BACK INJURIES. THE VEHICLE WAS DESTROYED. THE VEHICLE WAS TOWED TO THE DEALER AND THEY WERE UNABLE TO DIAGNOSE THE FAILURE. A POLICE REPORT IS AVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE 46000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317944  
**Date of Incident:** 20091215  
**Vehicle:** 1992 TOYOTA CAMRY  
**Location of Incident:** IRON RIDGE, WI

**NHTSA Summary:**  
SEVERAL TIMES IN THE LAST 6 MONTHS SINCE MY WIFE PURCHASED A PREVIOUSLY OWNED 1992 TOYOTA CAMREY, THE CAR HAS ACCELERATED ON ITS OWN WITH NO ONE DEPRESSING THE EXCELERATOR PEDAL. SHE SAID IT FEELS AS THOUGH THE CRUISE CONTROL SYSTEM HAS TAKEN OVER CONTROL OF THE CAR. THIS PHENOMONON HAS

C-1724

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TAKEN PLACE AT SPEEDS ABOVE 55 MPH AND AS SLOW AS 15 MPH. A CO-WORKER OF MY WIFE'S SISTER HAS A TOYOTA AND HAS DESCRIBED EXACTLY THE SAME THING HAPPENING WHILE SHE IS DRIVING HER CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320233  
**Date of Incident:** 20091215  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** FOX POINT, WI

**NHTSA Summary:**

WHEN STARTING TO ACCELERATE FROM A STOP AT A LIGHT, MY TOYOTA SIENNA SUDDENLY BOLTED FORWARD AS IF A BOULDER HAD BEEN DROPPED ON THE ACCELERATOR. I BRAKED AS HARD AS I COULD, BUT WAS ONLY ABLE TO KEEP THE SPEED DOWN TO ABOUT 40-45 MPH. EVENTUALLY, IT EITHER IT LET UP ON ITS OWN, OR I SHIFTED INTO NEUTRAL AND SLOWED, I AM NOT SURE WHICH - IT HAPPENED SO FAST. I IMMEDIATELY GOT OUT OF MY CAR AND LOOKED TO SEE IF ANYTHING WAS ON THE ACCELERATOR, BUT THERE WAS NOTHING. I DO HAVE FLOOR MATS, BUT THEY ARE CUT TO AVOID THE PEDALS AND IN FACT WERE NOT CAUGHT ON THE PEDALS. THIS IS THE ONE AND ONLY TIME IT HAS HAPPENED. I REPORTED IT TO TOYOTA BUT THEY INFORMED ME THAT SIENNAS DO NOT HAVE THE PART THAT IS CAUSING THE SUDDEN ACCELERATION PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325990  
**Date of Incident:** 20091215  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** VANCLEAVE, MS

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302494  
**Date of Incident:** 20091216  
**Vehicle:** 2008 TOYOTA HIGHLANDER HYBRID  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**

WHILE PULLING OUT OF A PARKING LOT ONTO A BUSY STREET I PRESSED THE ACCELERATOR HARD AT WHICH TIME IT BECAME STUCK. I TRIED BRAKING HARD BUT THE CAR CONTINUED TO ACCELERATE AT WHICH TIME I REMEMBERED HEARING ABOUT A RECALL INVOLVING FLOOR MATS. I YANKED THE FLOOR MAT BACK WHILE CONTINUING TO BRAKE AND SHORTLY THEREAFTER THE CAR STOPPED ACCELERATING. I WOULD ESTIMATE IT WAS STUCK FOR ABOUT 5 SECONDS, MAYBE A QUARTER MILE

C-1725

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DISTANCE. AFTER RETURNING HOME AND MOVING THE FLOOR MAT AROUND I DO NOT SEE HOW IT COULD HAVE BEEN UP UNDER THE GAS PEDAL AND IF IT WAS HOW IT COULD HAVE INTERFERED WITH THE OPERATION OF THE GAS PEDAL. THE FLOOR MAT IS A VINYL/PLASTIC, RIGID, RELATIVELY THIN AND BOUGHT AFTERMARKET (NOT THE CARPET FLOOR MAT THAT CAME WITH THE CAR). I REMOVED THE FLOOR MAT ALTOGETHER. READING ABOUT THE LATEST RECALL PROMPTED ME TO FILE THIS REPORT EVEN THOUGH NO ACCIDENT WAS CAUSED NOR DAMAGE DONE TO THE VEHICLE.\*CV

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303702  
**Date of Incident:** 20091216  
**Vehicle:** 2005 TOYOTA MATRIX  
**Location of Incident:** STAFFORD, VA

**NHTSA Summary:**

AT SEVERAL PLACES (ALL SLIGHT UPGRADES, CONSTANT SPEED, CONSTANT THROTTLE), ABOUT 5-10% OF THE TIME, THROTTLE STICKS. RELEASES AFTER 3 - 5 SECONDS IF I DO NOT BRAKE, ABOUT 2 SECONDS AFTER BRAKING IF I DO. HAS BEEN HAPPENING FOR OVER 70,000 MILES, DEALER SERVICE MANAGER SAID IT WAS A GAS-SAVING FEATURE. I NOW ANTICIPATE IT HAPPENING, SO HAVE HAD NO ACCIDENT, BUT A FEW CLOSE CALLS EARLY ON. 2005 TOYOTA MATRIX 4WD, NOW WITH 95,000 MILES. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305343  
**Date of Incident:** 20091216  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** SALT LAKE CITY, UT

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA PRIUS. WHILE DRIVING 65 MPH HE STEPPED ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED, AND CRASHED INTO THE VEHICLE IN FRONT OF HIM. THERE WERE NO INJURIES. THE POLICE WERE NOT NOTIFIED. AFTER THE CONTACT TURNED THE VEHICLE ON AND OFF, IT RESET ITSELF. THE VEHICLE WAS ABLE TO BE DRIVEN FROM THE SCENE. A TOYOTA MANUFACTURER REPRESENTATIVE INSPECTED THE VEHICLE AND STATED THAT THERE WERE NO DEFECTS. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 42,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306191  
**Date of Incident:** 20091216  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** VAN NUYS, CA

**NHTSA Summary:**

I RECEIVED A LESS THAN REASSURING ASSESSMENT TODAY OF HOW MY '07 LEXUS ES 350 WAS FIXED AT KEYES LEXUS, VAN NUYS, CA, FOLLOWING A RECALL NOTICE. ALTHOUGH THE ACCELERATOR PEDAL HAD BEEN TRIMMED, AND SOUND MATERIAL WAS REMOVED FROM THE DRIVER-SIDE FLOOR MAT AREA, THE PRINCIPAL SUDDEN ACCELERATION PROBLEM REMAINED UNSOLVED, ACCORDING TO BILL HORVATH, LEXUS SERVICE REP. BACKGROUND: WHILE TRAVELING WEST ON THE 60 FREEWAY IN MID-DECEMBER MY CAR TOOK OFF LIKE A BAT OUT OF HELL AS I NEARED CHINO AIRPORT, LOCATED

C-1726

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

APPROXIMATELY 50 MILES FROM HEMET, WHERE I VISIT MY 95-YEAR OLD MOTHER EACH WEEK, THE CAR'S CRUISE CONTROL HAD BEEN ACTIVATED AND IN USE FOR ABOUT FIVE MINUTES. MY SPEED WAS SET AT 68 MPH WHEN SUDDENLY THE CAR SIMPLY TOOK OFF, ULTIMATELY REACHING NEARLY 100 MPH. AT THE TIME OF ACCELERATION MY RIGHT FOOT WAS NO WHERE NEAR THE GAS PEDAL OR BRAKE. I REMOVED THE ORIGINAL LEXUS CAR MATS LONG AGO. NEVERTHELESS, IT PROVED TO BE AN UNBELIEVABLE EXPERIENCE AND TERRIFYING RIDE. I SHUT OFF THE CRUISE CONTROL DEVICE, HIT THE BRAKE AS HARD AS A COULD, THREW THE AUTO-GEAR SHIFT INTO NEUTRAL AND PULLED OFF TO THE SIDE OF THE FREEWAY. I WASN'T HURT, BUT TERRIFIED BY THE EXPERIENCE. I WILL NOT LET MY WIFE OR DAUGHTER DRIVE THIS DEFECTIVE CAR--EVER! THE LEXUS TECHNICIANS WERE UNABLE TO DUPLICATE THE CRUISE-CONTROL INSTANT ACCELERATION PROBLEM, ACCORDING TO HORVATH. WHEN I PICKED UP THE CAR I TOLD HORVATH THAT I'M ACCEPTING IT UNDER PROTEST AND THAT THE DEALER'S SOLUTION AND FINDINGS TO MY VERY DANGEROUS INCIDENT WERE "INADEQUATE." FOR THE RECORD, THIS REPRESENTS A SINGLE ISOLATED EVENT. I NEVER HAD ANY OTHER ISSUES WITH THIS VEHICLE. HOWEVER, I NOW FULLY UNDERSTAND HOW EASY IT MIGHT BE TO GET KILLED IN ONE OF THESE SO-CALLED LUXURY CARS. WHAT PISSES ME OFF THE MOST IS THAT TOYOTA HAS KNOW ABOUT THIS SERIOUS SAFETY DEFECT FOR THE LAST NINE YEARS.

**Additional Summary:**

**Toyota ID Number:** 1004110012  
**NHTSA ODI Number:** 10296245  
**Date of Incident:** 20091216  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** SAN FRANCISCO, CA

**NHTSA Summary:**

FIVE MONTHS OLD 2009 TOYOTA TACOMA PRERUNNER, V6 5-SPEED AUTOMATIC TRANSMISSION. HAD MADE SHORT TRIP FROM HOME AND WAS RETURNING. PROCEEDING DOWN SLIGHT GRADE ABOUT THREE BLOCKS FROM HOME MANUALLY DOWNSHIFTED FROM DRIVE TO 4TH, SEEING RED SIGNAL SEVERAL BLOCKS AHEAD DOWNSHIFTED AGAIN TO 3RD, THEN 2ND, SLOWING ENOUGH SO AS TO HAVE GREEN LIGHT AT INTERSECTION. MADE BRAKING RIGHT TURN AT INTERSECTION, AWARE FROM EXPERIENCE THAT I WOULD NOW HAVE RED LIGHT AT NEXT INTERSECTION AND WOULD HAVE TO STOP. AGAIN SLIGHT DOWNGRADE AFTER MAKING TURN. TRUCK REQUIRED MORE THAN NORMAL BRAKING TO SLOW PROPERLY AFTER TURN, FINALLY USED BOTH FEET TO APPLY MAXIMUM BRAKE PRESSURE. TRUCK STOPPED, BUT AFTER STOPPING ENGINE SURGED REPEATEDLY, CAUSING REAR WHEELS TO INTERMITTENTLY SPIN UNCONTROLLABLY ON DAMP PAVEMENT. ONLY FRONT WHEEL BRAKES WERE HOLDING TRUCK FROM CRASHING INTO ANOTHER VEHICLE. MANAGED TO SHIFT INTO PARK AND SHUT OFF ENGINE. WHEN RESTARTED, OPERATION WAS NORMAL. FLOOR MATS NOT INVOLVED! ENGINE WAS REPEATEDLY SURGING AND RETURNING TO NORMAL RPM. BOTH FEET WERE ON BRAKE PEDAL AND NOT ON ACCELERATOR. ODOMETER: 3850. CONDITIONS: NIGHT, HEADLIGHTS ON, HEATER BLOWER ON, A/C OFF, RADIO OFF. DUE TO SHORTNESS OF TRIP ENGINE WAS MOST LIKELY NOT FULLY WARMED UP TO NORMAL OPERATING TEMPERATURE. AFTER ARRIVING HOME TOOK TRUCK OUT FOR ANOTHER SHORT TRIP OVER SAME ROUTE. UNABLE TO REPLICATE SITUATION, AS RETIRED ELECTRONICS TECHNICIAN UNDERSTAND HOW DIFFICULT THIS TYPE OF INTERMITTENT ISSUE IS FOR TOYOTA TO REPLICATE OR CONFIRM, BUT IT IS HAPPENING, AND IT IS A MAJOR SAFETY ISSUE, NHTSA. AND IT IS A LOT MORE THAN "FLOOR MATS". FLOOR MATS MIGHT OCCASIONALLY CATCH AN ACCELERATOR PEDAL, BUT THEY DON'T MAKE AN ENGINE REPEATEDLY SURGE. BEEN DRIVING 50 YEARS... KNOW IT WHEN I SEE IT. \*TR

**Additional Summary:**

C-1727

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311243  
**Date of Incident:** 20091216  
**Vehicle:** 2004 TOYOTA AVALON  
**Location of Incident:** ROCKVILLE, MD

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA AVALON. WHILE THE CONTACT WAS ATTEMPTING TO PULL OUT OF A PARKING SPACE AT A LOW SPEED THE VEHICLE HAD SUDDENLY ACCELERATED WITHOUT WARNING CAUSING THE CONTACT TO CRASH INTO A NEARBY VEHICLE. NO ONE WAS INJURED DURING THE CRASH. A POLICE REPORT WAS NO FILED FOR THE INCIDENT. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALER AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 67,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313039  
**Date of Incident:** 20091216  
**Vehicle:** 1999 TOYOTA SIENNA  
**Location of Incident:** SILVERSPRING, MD

**NHTSA Summary:**

MY 1999 TOYOTA SIENNA, AT TIMES UNINTEDED ACCELLARATED. I WAS INVOLVED IN A ACCIDENT IN 2002 WITH THIS PROBLEM. THE VAN ACCELLARATED AT I HIT A POLE. OCCASSIONALLY IT APPEARS THAT STILL DO THE SAME AT TIMES. I TAKE TO THE DEAKLER ONE TIME AND THEY DI NOT SE ANYTHING WRONG. I AM DRIVING REALLY CAREFULLY NOW KEEPING ALWAYS TWO THREE CAR DISTANCE. NEED ASSISTANCE PONNAMMA JOY 14904 DONNA DRIVE SILVER SPRING, MD 20905 (301)300-9148

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302901  
**Date of Incident:** 20091217  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** HIGHLAND, NY

**NHTSA Summary:**

VENZA SPEEDS UP DOES NOT SLOW DOWN. CAN GO FAST WITHOUT STEPPING ON PEDAL. 2009. NOISE IN REAR AND IN FRONT. WAS TOLD NOT TO WORRY ABOUT IT. \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307645  
**Date of Incident:** 20091217  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** CORONA, NY

**NHTSA Summary:**

MOVING OFF FROM TRAFFIC LIGHT VEHICLE TOYOTA PRIUS MODEL 2006 BEGAN TO ACCELERATE UNCONTROLLABLY AND BREAK DID NOT SLOW VEHICLE DOWN IMMEDIATELY. VEHICLE WAS ACCELERATING FOR SOMETIME BEFORE BREAK BEGAN TO SLOW VEHICLE DOWN; FORTUNATELY THERE WERE NOT VEHICLES IMMEDIATELY IN FROM OF MY VEHICLE. THIS EXPERIENCE WAS VERY SCARY.

**Additional Summary:**

C-1728

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316598  
**Date of Incident:** 20091217  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** FORT BLACKMORE, VA

**NHTSA Summary:**  
I TOOK MY VEHICLE TO THE TOYOTA DEALER IN KINGSPOUR TN FOR MY RECALL. WHEN I GOT THERE I TOLD THEM HOW MY VEHICLE ACTED. WHEN I STOP AT A RED LIGHT AND WHEN I START TO PULL OUT FROM THE LIGHT I AM PUSHING THE GAS AND IT HESITATES AND DOES NOT SEEM TO WANT TO PULL OUT SO I PUSH HARDER AND THEN IT JERKS AND TAKES OFF. I WAS TOLD THAT WAS NOT PART OF THE RECALL THAT WAS NORMAL. AFTER THEY REPLACED THE ACCELERATOR PEDAL MODIFICATION OVERRIDE SYSTEM MY CAR. MY CAR DOES NOT DRIVE RIGHT OR FEELS GOOD THERE FEELS LIKE SOMETHING WRONG WITH STEERING. AND THE HESITATION AT A RED LIGHT IS STILL THE SAME. ALSO IF WE SLOW DOWN FOR A CURVE YOU CAN HEAR THE CAR MOTOR SPEEDING UP AND THEN WHEN YOU GO TO GIVE IT GAS IT JERKS AND TAKES OFF FLYING. I ALSO WAS TOLD THAT I HAVE A RECALL ON MY OIL COOLER HOSE THAT WAS REPLACED BY THE DEALER. I HAD NOT HEARD ANYTHING ON THE OIL COOLER HOSE BEING ON THE RECALL. I DO NOT FEEL SAFE IN MY VEHICLE WITH MY FAMILY OR MYSELF.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318477  
**Date of Incident:** 20091217  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** CHESWICK, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE THE CONTACT WAS PARKED SHE STARTED THE VEHICLE AND IT SUDDENLY ACCELERATED, CAUSING THE CONTACT TO DRIVE OVER A NEARBY CURB WHERE THE BRAKES WERE APPLIED TO STOP THE VEHICLE. THE VEHICLE WAS TOWED TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. ONE MONTH AFTER THE FIRST INCIDENT THE SAME FAILURE REOCCURRED AGAIN AND THE VEHICLE WAS TOWED TO THE DEALERSHIP WHERE NHTSA RECALL NUMBER 10V017000- VEHICLE SPEED CONTROL, ACCELERATOR PEDAL WAS PERFORMED ON THE VEHICLE. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS AT 8000 AND THE CURRENT MILEAGE IS 9000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301973  
**Date of Incident:** 20091218  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** ALBUQUERQUE, NM

**NHTSA Summary:**  
WE HAVE A 2006 TOYOTA RAV 4. ON DEC. 18, MY WIFE, PULLED OUT OF A PARKING LOT AND THE VEHICLE STARTED ACCELERATING FASTER THAN SHE WANTED TO GO. SHE PUSHED ON THE FOOT BRAKE BUT COULD NOT SLOW OR STOP THE VEHICLE. WHEN SHE LET UP ON THE BRAKE, IT SPED UP MORE, AND EVEN APPLYING THE BRAKE AS HARD AS SHE COULD, IT DID NOT STOP. SHE BUMPED INTO THE BACK OF ANOTHER SUV AND THEN A LITTLE FURTHER ON JUMPED THE CURB AND SMASHED INTO A CONCRETE FILLED

C-1729

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

STEEL POLE WHICH DID MAJOR DAMAGE TO THE RIGHT FRONT. SHE THEN MANAGED TO TURN INTO A PARKING LOT AND GOT IT STOPPED USING THE HAND BRAKE. MY INSURANCE COMPANY OPTED TO REPAIR THE VEHICLE. AT MY REQUEST, THE BODY SHOP TOOK IT TO THE TOYOTA DEALER WHO CHECKED IT OUT MECHANICALLY AND ELECTRICALLY AND, OF COURSE, DECLARED ALL SYSTEMS WITHIN "FACTORY SPECIFICATIONS" IN THINKING BACK, MY WIFE CAN RECALL OTHER TIMES WHEN THE RAV 4 SEEMED TO ACCELERATE MORE THAN SHE EXPECTED, BUT SHE WAS ABLE TO CONTROL IT. SHE HAS BEEN DRIVING OVER 50 YEARS AND IS A CAUTIOUS DRIVER. DURING THIS WILD RIDE SHE CONSCIENTIOUSLY CHECKED TO SEE THAT SHE WAS PRESSING ON THE BRAKE PEDAL AND NOT THE ACCELERATOR. THE FLOOR MAT IS SECURED BY LITTLE HOOKS SO IT CANNOT SLIDE UP UNDER THE ACCELERATOR OR BRAKE PEDALS. (IN THE IDLE POSITION, THE ACCELERATOR PEDAL IS ALMOST 2 INCHES ABOVE THE FLOOR). \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307852  
**Date of Incident:** 20091218  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** WALLA WALLA, WA

**NHTSA Summary:**  
WE OWN A 2007 PRIUS. I WAS PULLING INTO A PARKING SPACE DOING MAYBE 5 MPH, AND MY CAR SUDDENLY LURCHED FORWARD AND RAN INTO A CEMENT PLANTER APPROX 2 FT TALL. MY FRONT BUMPER ENDED UP TOP OF THE PLANTER. I KNOW I DID NOT HAVE MY FOOT ON THE GAS PEDAL. WE HAD ALREADY REMOVED THE FLOOR MATS. THIS RESULTED IN OVER \$6K IN DAMAGES TO MY CAR. THAT MY INSURERS PAID FOR. EXCEPT MY DEDUCTIBLE. WE ALSO HAD THE PROBLEM WITH THE INTERMITTENT LOSS OF OUR HEADLIGHTS; AND REPLACED BOTH OF THEM. WE JUST RECEIVED A NOTICE FROM TOYOTA TELLING US WE WILL BE RECEIVING A "CREDIT" FOR THE EITHER PART OR ALL OF THE COST OF THE HEADLIGHTS; WHICH WAS SUBSTANTIAL. WE DID TAKE PICTURES OF THE DAMAGES FROM THE ACCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20091218  
**Date of Incident:** 20091218  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** TX

**NHTSA Summary:**  
The Houston-based Lanier Law Firm said that Anha Pham, 22, sustained back injuries, and significant lacerations in a crash allegedly caused by accelerator malfunction in her mother, Natalie Pham's, 2008 Toyota Camry SE. The law firm said the accident happened on Dec. 18, 2009 in the parking lot of Barton Creek Square Mall.

"When she was backing up the car, she released the gas pedal and pushed the brake, but the gas pedal would not return to normal," said Thai Pham, Anha's father who was translating his wife's Vietnamese during a press conference outside the Harris County courthouse Wednesday.

Anha crashed into another car. She suffered bruising on her face, chest and shoulder in addition to cuts on her leg.

C-1730

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310823  
**Date of Incident:** 20091218  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** SNOWMASS VILLAGE, CO

**NHTSA Summary:**  
UPON ENGAGING THE BRAKE WHILE PULLING INTO A PARKING SPOT AT OUR LOCAL PIZZA SHOP IN GLENWOOD SPRINGS, CO, OUR TOYOTA SIENNA ACCELERATED RAPIDLY AND HIT THE BRICK BUILDING 10 FEET AWAY. THERE WERE NO PERSONAL INJURIES BUT DAMAGE TO THE CAR AND A WINDOW IN THE PIZZA SHOP WERE SIGNIFICANT. THE CAR WAS STILL GOING AFTER THE CRASH AND IF THERE HAD NOT BEEN A BRICK WALL TO STOP THE CAR I FEAR WHAT WOULD HAVE HAPPENED. THE INCIDENT WAS IMMEDIATELY REPORTED TO THE POLICE AND THE LOCAL TOYOTA DEALER. THOUGH WE LOVE THE CAR WE ARE AFRAID TO DRIVE IT ANYMORE, NOR ARE WE WILLING TO SELL IT CONSIDERING WHAT COULD HAPPEN. WE NEED A PROPER WAY TO DISPOSE OF IT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315196  
**Date of Incident:** 20091218  
**Vehicle:** 2009 TOYOTA HIGHLANDER  
**Location of Incident:** WEST MONROE, LA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA HIGHLANDER. THE CONTACT STATED THAT ON AT LEAST FOUR OCCASIONS, THE VEHICLE SUDDENLY ACCELERATED WHEN THE DRIVER WOULD DEPRESS THE PEDAL GENTLY AFTER A STOP. THE VEHICLE ALSO ACCELERATED WHEN THE VEHICLE WAS SHIFTED INTO REVERSE. THE CONTACT TOOK THE VEHICLE TO THE DEALERSHIP BUT THE DEALER COULD NOT FIND WHAT THE CAUSE FOR THE FAILURE WAS. HE CALLED THE MANUFACTURER AND THE REPRESENTATIVE INSTRUCTED HIM TO TAKE THE VEHICLE TO THE DEALERSHIP. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS APPROXIMATELY 7,000. THE FAILURE MILEAGE WAS APPROXIMATELY 1,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316613  
**Date of Incident:** 20091218  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** ARLINGTON, VA

**NHTSA Summary:**  
I GOT A CAR ACCIDENT IN 12/18/2009. I RENTED A NISSAN CAR WHEN MY TOYOTA CAMERY WAS IN AUTO SHOP. WHEN I WAS DRIVING THE NISSAN I FELT THE BRAKE SYSTEM WAS SO DIFFERENT BETWEEN MY CAR AND THE NISSAN CAR. THEN I TALKED WITH MY FRIEND WHO ALSO HAS A TOYOTA CAMERY LE 2005. HE TOLD ME THE SAME THING THAT I DO EVERYDAY REGARDING HOW TO PUSH THE BRAKE PADEL. AS LONG AS THE SPEED IS OVER 10 MILES, WHEN I PUSH THE BRAKE PADEL AND TRY TO STOP MY CAR, THE CAR NEITHER STOPS NOR SPEEDS DOWN, THE CAR RATHER SPEEDS UP (ACCELERATES) FIRST, THEN SPEEDS DOWN. THE BRAKE SYSTEM MAKES ME ALWAYS STAY AWAY CERTAIN DISTANCE FROM THE CAR IN FRONT OF ME AND GET ALARMED BY THE DRIVERS WHO WERE BHIND OF ME. THE NISSAN CAR STOPPED IMMEDIATELY WHEN I PUSHED THE BRAKE PADEL. I TOOK MY CAR TO THE DEALER TO TRY TO TELL THEM THE BRAKE PROBLEM, NO BODY WANTED TO TALK WITH ME AND THEY LET ME GO.

C-1731

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296886  
**Date of Incident:** 20091219  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2006 TOYOTA CAMRY. WHILE ATTEMPTING TO SHIFT THE VEHICLE FROM PARK TO DRIVE, THE ACCELERATOR PEDAL BECAME STUCK. CONSEQUENTLY SHE CRASHED INTO THE WALL OF A GARAGE. SHE WAS TAKEN TO THE HOSPITAL FOR A STRAINED NECK AND SHOULDER. A POLICE REPORT WAS AVAILABLE. THE INSURANCE COMPANY WILL CALL THE TOYOTA MANUFACTURER. THE VEHICLE RECEIVED MAJOR DAMAGES. THE VEHICLE WAS TOWED TO THE DEALER. THE FAILURE MILEAGE WAS 22,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296528  
**Date of Incident:** 20091219  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LYNN, MA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 10 MPH IN REVERSE, THE VEHICLE ACCELERATED AND CRASHED INTO A POLE. SHE SHIFTED GEARS INTO DRIVE AND THE VEHICLE CONTINUED TO ACCELERATE AND CRASHED INTO A WALL. THERE WERE NO INJURIES. THERE WAS EXTENSIVE DAMAGE TO THE FRONT AND BACK END OF THE VEHICLE. THE VEHICLE WILL BE TOWED TO A TOYOTA DEALER. THE MANUFACTURER WAS NOT NOTIFIED. THE POLICE AND FIRE DEPARTMENT ARRIVED; HOWEVER, NO POLICE REPORT WAS FILED. THE FAILURE MILEAGE WAS 100,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301767  
**Date of Incident:** 20091219  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BLOOMINGTON, MN

**NHTSA Summary:**  
I WAS DRIVING FORWARD SLOWLY IN A DRIVEWAY AND WAS BRAKING LIGHTLY TO STOP BEFORE TURNING ONTO A STREET. ALTHOUGH I WAS BRAKING, MY CAR STARTED TO ACCELERATE. I PRESSED THE BRAKE HARD AND IT BUCKED BRIEFLY. THEN I PUT IT IN PARK. THE ENGINE RACED FOR A FEW MORE SECONDS AND THEN DROPPED BACK TO NORMAL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306188  
**Date of Incident:** 20091219  
**Vehicle:** 2006 TOYOTA 4RUNNER  
**Location of Incident:** DALLAS, TX

**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1732

MY 2006 TOYOTA 4RUNNER BRAKES HAVE FAILED WHEN HITTING AN UNEVEN SURFACE-IE. POLE. WHEN THE BRAKE PEDAL WAS DEPRESSED, THE PEDAL WENT ALL THE WAY TO THE FLOOR AND RELEASED. THE WHEEL SPUN FREELY WITHOUT CONTROL. THE BRAKE DID NOT ACTIVATE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306200  
**Date of Incident:** 20091219  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**  
COLLISION ACCELERATOR STUCK, STEPPED ON AND HELD BRAKES BUT CAR SPED UP  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20091219  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** MURPHY, NC

**NHTSA Summary:**  
**Additional Summary:**  
WITHIN A MILE FROM HER HOME, DORIS BARKER, TURNED A CORNER AND THE VEHICLE TOOK OFF, HIT CULVERT AND TURNED OVER. AIRBAG DEPLOYED, CAR WAS STILL REVVING - SHE TOOK VEHICLE OUT OF GEAR AND TURNED OFF THE KEY. MS. BARKER CALLED THE DEALER AND WAS TOLD IT WAS NOT RECALLED - NOTHING WRONG WITH IT.

MS. BARKER WAS HOSPITALIZED FOR A WEEK WITH WHIPLASH AND BACK INJURIES.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311665  
**Date of Incident:** 20091219  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** HOLLAND, OH

**NHTSA Summary:**  
DRIVING MY 2009 TOYOTA COROLLA WESTBOUND AND WAS APPROACHING AN INTERSECTION WHERE THE LIGHT WAS RED. I SLOWED DOWN ON MY APPROACH TO THE TRAFFIC LIGHT AND APPLIED THE BRAKES TO STOP CAR FOR THE RED LIGHT. THE CAR SLOWED BUT WOULD NOT STOP. THE LIGHT WAS STILL RED AND IN THE INTERSECTION WAS A MAN MAKING A LEFT HAND TURN TO TRAVEL EASTBOUND IN HIS SUV. HE SAW ME COMING SPED UP HIS VEHICLE (ALSO GIVING ME THE FINGER) I SWERVED TO MY RIGHT TO AVOID AN ACCIDENT. I HAD DRIVEN THROUGH THE RED LIGHT BECAUSE THE CAR WOULD NOT STOP. I TOOK MY FOOT OFF THE BRAKE AND IMMEDIATELY THE CAR ACCELERATED WITHOUT ME TOUCHING THE GAS PEDAL. I APPLIED PRESSURE TO THE BRAKE AGAIN AND BROUGHT THE CAR BACK TO THE SPEED LIMIT. THIS INCIDENT OCCURRED SHORTLY AFTER TOYOTA MADE THE ANNOUNCEMENT ABOUT PROBLEMS WITH THEIR FLOOR MATS. I STOPPED THE CAR AND CHECKED MY FLOOR MAT AND IT WAS NOT IN THE WAY AT ALL OF THE ACCELERATOR PEDAL. \*TR

**Additional Summary:**

**Toyota ID Number:**

C-1733

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10315240  
**Date of Incident:** 20091219  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** CUSTER, SD

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA COROLLA. WHILE DRIVING APPROXIMATELY 10 MPH WHEN THE BRAKE PEDAL WAS ENGAGED, THE VEHICLE ACCELERATED, CRASHED INTO A CURB AND NEARLY HIT THE PASSENGER THAT WAS ENTERING THE VEHICLE. THE DRIVER STATED THAT THE VEHICLE CAME TO A COMPLETE STOP PRIOR TO SHIFTING INTO PARK GEAR WHEN IT ACCELERATED. THE DRIVER WAS FORCED TO APPLY PRESSURE TO THE BRAKE PEDAL IN ORDER TO STOP THE VEHICLE FROM ACCELERATING. THE FAILURE HAS ALSO PREVIOUSLY OCCURRED. THE DRIVER WAS UNSURE OF THE FAILURE MILEAGE. THE CURRENT MILEAGE WAS OVER 50,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317483  
**Date of Incident:** 20091219  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** BOYNTON BEACH, FL

**NHTSA Summary:**  
WAS BRAKING TO PARK 2003 TOYOTA AVALON 4 DR SEDAN (VIN 4T1BF28B83U303724). IT SUDDENLY ACCELERATED AND WENT THROUGH A FENCE AND LANDED IN CANAL #64 IN LANTANA, FLORIDA ON DECEMBER 19, 2009. CAR HAD 63,000 MILES ON ODOMETER. NOTHING LIKE THIS EVER HAPPENED BEFORE. PARK LOT IS LOCATED AT 2810 HYPOLUXO RD, LANTANA FLORIDA. CAR WAS "TOTALLED" BY GEICO INSURANCE CO.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320515  
**Date of Incident:** 20091219  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** LA QUINTA, CA

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2002 TOYOTA CAMRY. WHILE PARKING VEHICLE. THE VEHICLE ACCELERATED ON ITS OWN AND IT RESULTED INTO AN ACCIDENT INSIDE THE CONTACT'S HOME. THE VEHICLE WAS DAMAGED DUE TO ACCIDENT. CONTACT STATES THE FAILURE WAS FREQUENT. THE DEALER WAS UNABLE TO DIAGNOSE OR DUPLICATE THE FAILURE. MANUFACTURER HAS BEEN CONTACTED WITH NO RESULT TO ISSUE. THE FAILURE AND THE CURRENT MILEAGE WERE 50,000. GG

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323917  
**Date of Incident:** 20091219  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** HORSEHADS, NY

**NHTSA Summary:**  
MY CAR WAS NOT ACCELERATING CORRECTLY. THE CAR WOULDNT ACCELERATE SMOOTHLY, IT TOOK TIME TO ACCELERATE AND THEN IT WOULD BUCK FORWARD. THE CHECK ENGINE LIGHT CAME ON SEVERAL DAYS LATER. I CHECK TO MAKE SURE THE FUEL CAP WAS ON CORRECTLY AND COULD FIND NO OTHER REASON THE ENGINE LIGHT

C-1734

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WAS ON. I CONTACTED THE DEALERSHIP I PURCHASED THE CAR FROM AND THEY TOLD ME IT WAS NOT A SAFETY ISSUE, BUT THERE WAS A TECHNICAL SERVICE BULLETIN FOR MY CAR'S ENGINE COMPUTER AND IT WAS REPLACED FREE OF CHARGE. EVERY ONCE IN AWHILE I FEEL LIKE THE TIRES STICK LIKE THE CAR IS HAVING TROUBLE ACCELERATING, BUT SO FAR THE ENGINE LIGHT HAS GONE BACK ON. I WILL CONTACT THE DEALERSHIP SHOULD THE PROBLEM GET WORSE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331570  
**Date of Incident:** 20091219  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HUNTINGTON, WV

**NHTSA Summary:**  
OCTOBER - DECEMBER 2009 ON TWO (2) SEPERATE OCCASIONS, MY 2007 TOYOTA CAMRY ACCELERATED WITHOUT APPARENT CAUSE. THE SECOND INCIDENT HAPPENED AFTER I HAD BEEN SHOPPING AT THE HUNTINGTON MALL FOR CHRISTMAS. I WAS COMING UP TO A REDLIGHT BEHIND SEVERAL AUTOMOBILES WHEN THE CAR ACCELERATED. I VEERED TO THE RIGHT SIDE OF THE ROAD TO AVOID HITTING THE AUTOMOBILE IN FRONT OF ME AND BRAKED AS HARD AS I COULD. I ALSO PUT THE AUTOMOBILE IN PARK AS SOON AS I COULD. BEFORE THIS, I HAD AN INCIDENT OF SLIGHT ACCELERATION, BUT I DON'T RECALL EXACTLY WHEN OR WHERE JUST THAT I MENTIONED TO MY HUSBAND THAT I FELT THE CAR DIDN'T WANT TO STOP WHEN I APPLIED THE BRAKE. ON JANUARY 6, 2010, I TOOK THE CAMRY TO THE DEALERSHIP IN WHICH I PURCHASED IT FOR A ROUTINE OIL CHANGE AND REQUESTED THE SERVICE DEPARTMENT TO LOOK AT THE ACCELERATOR PEDAL. ON JANUARY 22, 2010, THE CAMRY HAD TO BE TOWED INTO THE DEALERSHIP DUE TO A BUSTED OIL TUBE (WHICH WAS LATER IDENTIFIED AS A RECALL) AND AGAIN, I ASKED THE REPAIR DEPARTMENT TO CHECK THE PEDAL. MY HUSBAND ACCOMPANIED ME TO PICK THE CAR UP LATER THAT AFTERNOON AND WHEN I ASKED IF THE PEDAL HAD BEEN CHECKED, THE SERVICE ADVISOR TOLD MY HUSBAND THAT THE PEDAL HAD BEEN CHECKED AND HE HAD DRIVEN THE CAR AND COULDN'T FIND ANY PROBLEMS. THE SERVICE ADVISOR RELATED TO US THAT "SOMETHING ABOUT A RECALL WAS ON THE NEWS ABOUT 4:00 A.M. THAT VERY MORNING". AFTER THE PUBLIC RECALL AND TWO LETTERS ADDRESSING THIS ISSUE WITH THE DEALERSHIP, I WAS FINALLY CONTACTED BY THE DEALERSHIP TO BRING MY AUTOMOBILE IN FOR RECALL REPAIRS. SINCE THAT TIME, I'VE TAKEN THE CAMRY IN FOR A STEERING WHEEL CONCERN, WHICH WARRANTED NO APPARENT CAUSE, AND RECENTLY EXPERIENCED ANOTHER INCIDENT WITH ACCELERATION. THE ACCELERATION WAS MORE OF A REVVING OF THE ENGINE RATHER THAN AN OUT OF CONTROL ACCELERATION. I WOULD LIKE OTHERS TO KNOW ABOUT THESE INCIDENCE AND HOPEFULLY AVOID INJURIES. THANK YOU, VANESSA BOZEMAN HUNTINGTON, WV 25704

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10350307  
**Date of Incident:** 20091219  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** ROANOKE RAPIDS, NC

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2007 TOYOTA AVALON. WHILE DRIVING 35 MPH DURING SNOWY WEATHER CONDITIONS THE VEHICLE ACCELERATED. HE ENGAGED THE BRAKES AND THE VEHICLE WOULD NOT STOP. THE VEHICLE CRASHED INTO A GUARD RAIL. HE STATED THAT THE ROAD WAS ICY AND THE VEHICLE REAR END HIT THE GUARD RAIL. A

C-1735

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

POLICE REPORT WAS FILED. HE STATED HE HAD HEAD AND SHOULDER INJURIES. HE STATED ANOTHER PASSENGER HAD A WHIPLASH. THE VEHICLE WAS DESTROYED. THE APPROXIMATE FAILURE MILEAGE WAS 72,000. VWB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10297272  
**Date of Incident:** 20091220  
**Vehicle:** 2002 TOYOTA SEQUOIA  
**Location of Incident:** VAN NUYS, CA

**NHTSA Summary:**  
ACCELERATOR PEDAL POSITION SENSOR CIRCUIT MALFUNCTION. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301897  
**Date of Incident:** 20091220  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** DOUGLASS, TX

**NHTSA Summary:**  
2008 TOYOTA TACOMA UPON SLOWING AND APPLYING BRAKE, VEHICLE SUDDENLY ACCELERATED AND BRAKE COULD NOT STOP IT. THE TIRES WERE SPINNING AND VEHICLE WAS VIBRATING, TIRES WERE SMOKING. IT STOPPED RACING WHEN IGNITION WAS TURNED OFF. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302566  
**Date of Incident:** 20091220  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** YORBA LINDA, CA

**NHTSA Summary:**  
WE WERE GOING TO PARK THE TOYOTA TACOMA TRUCK IN OUR GARAGE AND IT ALL OF A SUDDEN ACCELERATED, INCREASING THE SPEED WHICH CAUSED US TO HIT A TREE AND THE NEIGHBORS CEMENT WALL. \*CW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303213  
**Date of Incident:** 20091220  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** CHERRY HILL, NJ

**NHTSA Summary:**  
2003 TOYOTA AVALON XLE. APPROXIMATELY 2 MONTHS BEFORE PROBLEM WITH TOYOTA GAS PEDAL PROBLEM WAS MADE KNOWN, MY GAS PEDAL STUCK CAUSING AUTO TO ACCELERATE AND DIFFICULT TO STOP ALMOST CAUSING ACCIDENT. \*TR

**Additional Summary:**

**Toyota ID Number:**

C-1736

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10304022  
**Date of Incident:** 20091220  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** POTTSVILLE, PA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 TOYOTA RAV-4. WHILE DRIVING AT SPEEDS OF 20 MPH AND GOING UPHILL, THE VEHICLE ACCELERATED UNINTENTIONALLY. ONCE AT THE TOP OF THE HILL, THE BRAKES WERE DEPRESSED AND THE VEHICLE WAS STOPPED. THE DRIVER EXPERIENCED THE SAME FAILURE AND WHEN THE BRAKES WERE EXTENDED TO THE FLOOR THE VEHICLE CONTINUED TO ACCELERATE TO 50 MPH WITH THE DRIVER'S FOOT ON BRAKE PEDAL. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THE FAILURE COULD NOT BE DUPLICATED. NO REPAIRS WERE MADE TO THE VEHICLE TO DATE. THE FAILURE AND CURRENT MILEAGES WERE UNDER 69,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304300  
**Date of Incident:** 20091220  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** CUMMING, GA  
**NHTSA Summary:**  
I HAVE A 2007 TOYOTA RAV 4. IT HAS NOT BEEN RECALLED, BUT TWICE SINCE NOVEMBER 2009 MY GAS PEDAL HAS BEEN ACTING AS IT WAS DEPRESSED WHEN IT WAS NOT. THE LAST TIME MY FOOT WAS ON THE BREAK AND MY ENGINE WAS REVING LIKE A RACE CAR. WHO DO I NOTIFY?  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308544  
**Date of Incident:** 20091220  
**Vehicle:** 2002 LEXUS RX300  
**Location of Incident:** OXNARD, CA  
**NHTSA Summary:**  
WHENEVER AT A STOP OR GOING AT VERY SLOW SPEEDS (LESS THAN 10MPH, FOR EXAMPLE), GAS PEDAL STICKS. I HAVE TO APPLU PRESSURE OR STOMP ON THE PEDAL TO GET THE CAR TO MOVE, THEN IT OFTEN LURCHES AHEAD. THIS DOES NOT HAPPEN IF GOING AT SPEED (25 + MPH) WHEN TAKE FOOT OFF GAS PEDAL NOR DOES IT HAPPEN WHEN PUTTING CAR INTO REVERSE. AT TIMES HAVE TO APPLY EXCESSIVE PRESSURE TO GET THE GAS PEDAL TO MOVE, OTHER TIMES NOT AS MUCH PRESSURE. SO FAR HAVE NOT DONE ANYTHING TO REPAIR THE STICKING GAS PEDAL. PROBLEM HAS BEEN GETTING PROGRESSIVELY WORST SINCE LATE LAST YEAR.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310981  
**Date of Incident:** 20091220  
**Vehicle:** 2002 TOYOTA SEQUOIA  
**Location of Incident:** WEST COLUMBIA, SC  
**NHTSA Summary:**  
I HAVE A 2002 TOYOTA SEQUOIA THAT HAS HAD 3 DOOR HANDLES REPLACE IN THE LAST YEAR. ALL THREE BROKE FROM INSIDE, MAKING IT NECESSARY TO ROLL DOWN THE WINDOW TO EXIT THE VEHICLE. THE REAR CARGO DOOR HANDLE BROKE THIS YEAR  
**C-1737**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND I HAVE HAD THE REAR WINDOW MOTOR REPLACED. THE REAR WINDOW CONSTANTLY GOES OFF TRACK AND HAS TO BE FIXED FOR IT TO OPEN AGAIN. I AM HIGHLY DISAPPOINTED WITH THIS TOYOTA. I HAD GAS PEDAL AND BRAKE ISSUES THE FIRST YEAR I BOUGHT THE VEHICLE. IT IS THE EXACT ISSUES THE COMPANY IS RECALLING FOR OTHER MODELS. I WAS TOLD BY THE DEALERSHIP THAT I AM A WOMAN WHO DIDN'T KNOW HOW TO HANDLE THIS LARGE OF A VEHICLE. STILL NO RECALL ON THE VEHICLE AND YET I'VE READ MANY COMPLAINTS ABOUT THE SAME ISSUES! \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311913  
**Date of Incident:** 20091220  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** PITTSBURGH, PA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT STATED AS SHE WAS DRIVING 12 MPH APPROACHING THE RED LIGHT, THE VEHICLE ACCELERATED ALMOST HITTING TWO OTHER VEHICLES IN FRONT OF HER. AS SHE SWERVED THE VEHICLE AND DEPRESSED THE BRAKES THE VEHICLE STOPPED. THE CONTACT TOOK THE VEHICLE TO THE DEALER AND THEY STATED THAT SHE HAD TO PAY \$90 FOR A DIAGNOSTIC TEST. THE CONTACT DID NOT PAY THE COST AND THE DEALER WOULD NOT DIAGNOSE THE VEHICLE. THE CONTACT DID NOT CALL THE TOYOTA MANUFACTURER AND REPORT THE FAILURE. ROUTINE MAINTENANCE WAS NOT PERFORMED ON THE VEHICLE PRIOR TO THE FAILURE. THE FAILURE MILEAGE WAS 40,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311919  
**Date of Incident:** 20091220  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** LEXINGTON, MA  
**NHTSA Summary:**  
2009 CAMRY 4CYL. - WHEN ENGINE WAS STARTED, WITH TRANSMISSION IN PARK, THE ENGINE REVVED TO OVER 4500 RPM WITHOUT ANY CONTACT WITH THE GAS PEDAL. ONLY WAY TO SLOW THE ENGINE WAS TO TURN OFF THE IGNITION. AFTER A FEW MINUTES, THE ENGINE WAS STARTED WITH NO ISSUE. DEALER REPORTED "NO PROBLEM FOUND". OWNER BELIEVES IT IS A FAULTY COMPUTER OR ELECTRICAL SYSTEM. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312981  
**Date of Incident:** 20091220  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CHESWICK, PA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 40 MPH THE VEHICLE ACCELERATED SUDDENLY, LUNGED FORWARD INTO THE RIGHT LANE AND CRASHED INTO A TREE. THE VEHICLE WAS DESTROYED. THE CONTACT SUSTAINED MINOR INJURIES. A POLICE REPORT WAS FILED. THERE WERE NO PRIOR WARNINGS. THE INSURANCE COMPANY TOOK POSSESSION OF THE VEHICLE BUT NO ONE INSPECTED IT TO FIND OUT WHY IT SUDDENLY ACCELERATED. HE HAD NOT SPOKEN WITH THE MANUFACTURER OR  
**C-1738**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE DEALER TO-DATE. THE CURRENT AND FAILURE MILEAGES WERE 32,465. UPDATED 3/24/10 \*CN  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313050  
**Date of Incident:** 20091220  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** BATTLE CREEK, MI  
**NHTSA Summary:**  
I WAS ON MY WAY TO WORK. I CAME TO A TRAFFIC LIGHT WHICH WAS RED. THERE WERE TWO CARS STOPPED AT THE LIGHT. WHEN I HIT THE BRAKE TO STOP, THE THE ACCELERATOR STARTED ROARING AND THE BRAKE WOULD NOT GRAB. I PUSHED IT AS HARD AS I COULD AND FINALLY IT GRABBED JUST BEFORE I WOULD HAVE HIT THE CAR IN FRONT OF ME. WHEN I GOT TO WORK, I WAS BACKING INTO A PARKING PLACE AND THE SAME THING HAPPENED. IT HAS NOT HAPPENED SINCE. I WAS WEARING LARGE BOOTS AT THE TIME AND JUST ASSUMED MY FOOT HIT BOTH THE ACCELERATOR AND THE BRAKE AT THE SAME TIME BUT NOW THAT THE RECALL HAS HAPPENED, I WONDER IF IT WASN'T MY OVER SIZED BOOTS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313686  
**Date of Incident:** 20091220  
**Vehicle:** 2006 TOYOTA SOLARA  
**Location of Incident:** CORVALLIS, OR  
**NHTSA Summary:**  
I AM REPORTING 2 INSTANCES OF UNINTENDED THROTTLE ACCELERATION IN MY 2006 SOLARA. CIRCUMSTANCES IN BOTH CASES WERE SIMILAR. THE TWO CASES: (1) APPROXIMATELY NOVEMBER 1, 2009 -- I WAS DRIVING SLOWLY IN A PARKING LOT. I BRAKED TO MAKE A TURN WHEN THE ENGINE SUDDENLY ACCELERATED VIOLENTLY. STEPPING HARD ON THE BRAKE AND PULLING THE SHIFTER INTO N STOPPED THE ACCELERATION. THE CAR THEN OPERATED NORMALLY. (2) APPROXIMATELY DECEMBER 20, 2009 -- I WAS PULLING SLOWLY INTO A PARKING PLACE IN FRONT OF A POST OFFICE WHEN THE ENGINE SUDDENLY ACCELERATED VIOLENTLY. STEPPING HARD ON THE BRAKE AND PULLING THE SHIFTER INTO N STOPPED THE ACCELERATION. THE CAR THEN OPERATED NORMALLY. OBVIOUSLY I AM CONCERNED ABOUT THIS PROBLEM ESPECIALLY WITH THE PUBLICITY AND RECALLS BUT UNDERSTAND THAT MY MODEL IS NOT ON RECALL.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316615  
**Date of Incident:** 20091220  
**Vehicle:** 2007 TOYOTA CAMRY HV  
**Location of Incident:** PORTLAND, OR  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY HYBRID. THE CONTACT WAS DRIVING APPROXIMATELY 55 MPH WITH THE ACTIVATION OF THE CRUISE CONTROL. THE ENGINE REVVED EXCESSIVELY HIGH OUT OF CONTROL. THE FAILURE OCCURRED TWICE AFTER TRAVELING FOR THREE HOURS ON THE HIGHWAY. WHEN THE BRAKE PEDAL WAS DEPRESSED THE DRIVER WAS ABLE TO GAIN CONTROL. THE VEHICLE HAS NOT BEEN  
**C-1739**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS 15,000. THE FAILURE MILEAGE WAS 14,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317995  
**Date of Incident:** 20091220  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** BIRMINGHAM, AL  
**NHTSA Summary:**  
WE ARE SENIOR CITIZENS WHO ONLY HAVE ONE VEHICLE, A 2009 TOYOTA CAMRY. IN DECEMBER WE HAD AN INCIDENT WHERE OUR VEHICLE WAS OUT OF CONTROL AND THE SPEED WAS INCREASING NO MATTER WHAT WE DID. I CALLED THE DEALER AND WAS TOLD THAT IT WAS PROBABLY DRIVER ERROR. WE RECENTLY RECEIVED A RECALL LETTER FOR BOTH THE FLOORMAT PROBLEM AND GAS PEDAL. THE SERVICE DEPARTMENT AT SYLACAUGA TOYOTA WAS VERY RUDE AND TOLD ME WE COULD NOT GET IN FOR QUITE A FEW DAYS AND IT WOULD TAKE 3 1/2 HOURS TO REPAIR. WE ARE AFRAID TO DRIVE THE CAR BECAUSE IT IS A LONG WAY TO THE DEALERSHIP. WE HAVE NO OTHER VEHICLE TO USE AND I AM ILL AND CANNOT BE AWAY FROM HOME SITTING IN A DEALERSHIP FOR OVER 3 1/2 HOURS. I AM PETRIFIED TO GET IN OUR ONLY VEHICLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318482  
**Date of Incident:** 20091220  
**Vehicle:** 2007 TOYOTA MATRIX  
**Location of Incident:** FARMINGDALE, NY  
**NHTSA Summary:**  
TL - THE CONTACT OWNS A 2007 TOYOTA MATRIX. THE CONTACT WAS STOPPED AT A STOP SIGN AND THE VEHICLE WOULD ACCELERATE. THE VEHICLE WAS TAKEN TO THE DEALER IN MASSCHUSETTS ON DECEMBER 20, 2009 FOR DIAGNOSTIC AND TESTING FOR THE FIRST INCIDENT. THE SECOND CONTACT STATED THE SECOND INCIDENT OCCURRED WHILE AT A STOP SIGN. THE VEHICLE ACCELERATED INTO ON COMING TRAFFIC. THE DRIVER OF THE VEHICLE WAS ABLE TO TURN THE VEHICLE ON TO A CURB. THE VEHICLE WAS TAKEN TO A DEALER IN OAKDALE, NEW YORK ON JANUARY 13, 2010 FOR DIAGNOSTIC AND TESTING. BOTH DEALERS COULD NOT DUPLICATE THE PROBLEM. THE WEATHER WAS NOT A FACTOR IN EITHER ACCIDENT. THE APPROXIMATE FAILURE MILEAGE WAS 34,000. THE APPROXIMATE CURRENT MILEAGE WAS 34,735. RG  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340957  
**Date of Incident:** 20091220  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** AURORA, CO  
**NHTSA Summary:**  
WHEN AT A COMPLETE STOP AT A STOP LIGHT OUR 2009 PRIUS TRIED TO ACCELERATE ON ITS OWN AND MY HUSBAND HAD TO STAND ON THE BRAKES TO KEEP IT FROM MOVING FORWARD. TOYOTA WAS ABLE TO GET INFO OFF THEIR BLACK BOX SHOWING BOTH THE ACCELERATOR AND BRAKES WERE APPLIED AT THE SAME TIME. WE KEEP HOPING THEY ARE RESEARCHING THIS PROBLEM BUT THEIR CALL THIS WEEK (AFTER REPORTING THIS ABOUT 90 DAYS AGO AND 2 BLACK BOX DOWNLOADS AT THE DEALERSHIP) SAYS IT WAS  
**C-1740**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DRIVER ERROR SINCE THEY COULDN'T DUPLICATE IT AND THEIR ENGINEERS SAY IT IS WITHIN NORMAL OPERATING RANGE. TOYOTA REP "L" SAYS TOYOTA IS NOT RELEASING HOW MANY UNINTENTIONAL ACCELERATION ISSUES THEY HAVE HAD SINCE IT IS PROPRIETARY INFORMATION AND THAT THEY WILL NOT DISCUSS OTHER TRENDS OR CASES THEY ARE NOT LOOKING FOR TRENDS BETWEEN REPORTS ONLY DOWNLOADING EACH INDIVIDUAL CAR'S INFO NOT LOOKING AT WHAT IS WRITTEN IN THE COMPLAINT. SHE SAYS TOYOTA AND YOUR GOVERNMENT CAN'T FIND ANYTHING WHICH MEANS IT MUST BE SAFE. SAFE? WE HAVE NOT LET OUR KIDS RIDE IN THIS CAR FOR OVER 6 MONTHS AS WE HOPED A SOLUTION WOULD COME UP FROM TOYOTA BUT NOW WE JUST REALLY NEED INFO TO KNOW WHAT IS REALLY GOING ON WITH THESE VEHICLES AND HOW MANY ACCIDENTS THERE REALLY ARE. THE TOYOTA REP ON THE PHONE SAYS THEY HAVE NEVER DUPLICATED A CUSTOMER CONCERN AND THAT OURS IS UNUSUAL BECAUSE PEOPLE USUALLY REPORT RIGHT AWAY AND AFTER AN ACCIDENT. I HAD ASKED HOW BUSY THEY ARE SINCE IT TOOK SO LOOOONG TO RESPOND AND SHE STATED SHE TAKES ABOUT 2-5 CALLS A DAY, BUT PREVIOUSLY HAD BEEN TAKING 10-15 PER DAY AND THERE ARE ABOUT 40 PEOPLE IN HER POSITION. HOW MANY ISSUES ARE THERE AND IS THIS A BIG DEAL ABOUT NOTHING OR A BIG COVERUP? WE JUST WANT TO MAKE A GOOD DECISION FOR OUR FAMILY PLEASE HELP!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10299624  
**Date of Incident:** 20091221  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ORLANDO, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 45 MPH THE CONTACT ENGAGED THE BRAKE PEDAL AND THE ACCELERATOR PEDAL BECAME STUCK AND WOULD NOT RELEASE. THE DRIVER WAS FORCED TO USE THE EMERGENCY BRAKE ALONG WITH THE BRAKE PEDAL TO STOP THE VEHICLE. HE REMOVED THE FLOOR MATS AND WAS ABLE TO DRIVE THE VEHICLE HOME SAFELY. THE DEALER STATED THAT A REPRESENTATIVE WOULD CONTACT HIM REGARDING THE FAILURE. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 29,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10299750  
**Date of Incident:** 20091221  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** ELKRIDGE, MD

**NHTSA Summary:**

I WAS IN A PARKING LOT OF A SHOPPING COMPLEX AND I WAS TRYING TO LOOK FOR A PARKING SPOT. THERE WAS A PARKING SPOT BETWEEN 2 CARS ON THE RIGHT SIDE. I SLOWLY TURNED RIGHT INTO THE SPOT, THE CAR WAS IN THE SPOT AND THE CAR WAS STRAIGHT AND MY LEG WAS ON THE BRAKES. UNEXPECTEDLY THE CAR STARTED ACCELERATING ON ITS OWN, THEN THE CAR WITH GREAT SPEED CLIMBED UP THE CURB AND HIT THE HAIR SALON SHOP. THE SHOP HAD 2-3 FEET HIGH BRICK WALL AND MAIN DOOR AND OTHER THINGS ARE MADE WITH GLASS AND METAL FRAMES. THE CAR SMASHED THE WALL AND GLASS DOOR COMPLETELY AND LANDED INSIDE THE SHOP. I HAD TO PRESS THE BRAKES REALLY HARD AND FINALLY IT STOPPED THERE WAS A TIRE BURNING SMELL, I SAW THERE WAS BIG DRAG TIRE MARK ON THE SHOP FLOOR. THE AIR BAGS DID NOT OPEN. FORTUNATELY NOBODY WAS INJURED NOR THERE WAS ANY DAMAGES TO OTHER CARS IN THE PARKING LOT. I HAD RECEIVED A RECALL LETTER

C-1741

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FROM TOYOTA 1-2 MONTHS BACK AND IT INDICATED THAT THE DRIVER SIDE FLOOR MAT CAN INTERFERE WITH THE GAS PEDAL AND IT HAD SUGGESTED TO REMOVE THE FLOOR MAT AND KEEP IT IN THE TRUNKS UNTIL FURTHER NOTICE. THEN I HAD REMOVED ALL THE FLOOR MATS AND WERE IN THE TRUNK AT THE TIME OF ACCIDENT. IT IS A 2009 TOYOTA CAMRY BOUGHT NEW AND DID REGULAR MAINTENANCE AT TOYOTA DEALERSHIP. THE CAR IS NOW IN 355 TOYOTA DEALERSHIP IN MARYLAND AND TOYOTA HAS OPENED A CASE AND ARE INVESTIGATING THE CASE ON 01/19/2010.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310290  
**Date of Incident:** 20091221  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** CORAM, NY

**NHTSA Summary:**

SUDDEN ACCELERATION, WHERE THE BRAKES HAVE TO BE APPLIED TO STOP VEHICLE. THIS HAS HAPPENED NUMEROUS TIMES SINCE VEHICLE WAS PURCHASED NEW IN 2004

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317304  
**Date of Incident:** 20091221  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** WHITTIER, CA

**NHTSA Summary:**

SUDDEN ACCELERATION OF NEW HIGHLANDER 2008 MODEL I HAD REPORTED FOR THE FIRST TIME 1 FEB 19TH2009 WHEN I TOOK THE CAR FOR SERVICE THAT THERE IS SOMETHING WRONG WITH ACCELERATION, AS IT RUNS AT A HIGHER SPEED, THEY CHECKED & I WAS TOLD THERE IS NOTHING WRONG BY THE DEALER. MY WIFE WHO NEVER HAD ANY ACCIDENTS GOT INVOLVED IN AN ACCIDENT ON DEC. 21, 2009 WHEN AS SHE WAS PARKING THE CAR ACCERATED SUDDENLY & HIT THE BUILDING IN FRONT. THE IMPACT WAS SO GREAT THE PEOPLE THAT WERE WORKING IN THAT BUILDING CAME OUT TO SEE WHAT HAPPENED. INSPITE OF WEARING SEAT BELTS, HER CHEST HIT THE STEERING WHEEL SHE WAS IN SEVERE PAIN AFTER EMERGENCY VISIT, SHE DID NOT HAVE ANY FRACTURES, BUT BRUISES OF RIBS SHE WAS SO SCARED SHE WAS AFRID TO DRIVE FOR WEEKS IT TOOK MORE THAN 8K FOR REPAIRS THE CAR STILL HAS THE SAME PROBLEMS & WE ARE AT A LOSS WHAT TO DO. SHE IS DRIVING WITH CAUTION LOCALLY UNTIL THIS PROBLEM IS RESOLVED. WHEN WE CONTACTED 2 DEALERS, WE ARE TOLD THE CAR IS MANUFACTURED IN JAPAN & IT6 IS NOT ON RECALL LIST WE TRY TO CONTACT NEUMOUR TIMES WITOUT SUCCESS. NEED HELP IN RETURNING THIS CAR TO TOYOTA, AS IT IS A SERIOUS HAZARD.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322335  
**Date of Incident:** 20091221  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** POMONA, CA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2006 TOYOTA AVALON. THE CRUISE CONTROL WAS SET AT 80 MPH. THE BRAKES FAILED TO RESPOND WHILE THE CRUISE CONTROL WAS ACTIVATED. THE VEHICLE DID NOT STOP UNTIL THE CRUISE CONTROL WAS DISENGAGED. THE

C-1742

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE WAS NOT REPAIRED, BUT THE DRIVER NOTIFIED THE DEALER. THE FAILURE MILEAGE WAS 53000. THE CURRENT MILEAGE WAS 58800. TS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328605  
**Date of Incident:** 20091221  
**Vehicle:** 2010 LEXUS RX350  
**Location of Incident:** ISSAQUAH, WA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2010 LEXUS RX 350. WHILE ATTEMPTING TO PARK THE VEHICLE, THE CONTACT STATED THE VEHICLE ABNORMALLY LUNGED FORWARD AND STALLED. THIS WAS NOT THE FIRST OCCURRENCE OF THE FAILURE. THE MANUFACTURER WAS CONTACTED AND ADVISED THEY WERE AWARE OF THE FAILURE BUT HAD NOT DEEMED THE ISSUE AS A SAFETY CONCERN. THERE WERE NO RECALLS FOR THE FAILURE. THE FAILURE MILEAGE WAS UNKNOWN AND THE CURRENT MILEAGE WAS 2,450.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330423  
**Date of Incident:** 20091221  
**Vehicle:** 2008 TOYOTA YARIS  
**Location of Incident:** GRAND RAPIDS, MI

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2008 TOYOTA YARIS. THE CONTACT STATED THAT THEY WERE IN AN ACCIDENT DO TO SUDDEN ACCELERATION OF THE VEHICLE. WHILE TRAVELING 28 MPH THE CONTACT HAD TO SWERVE TO MISS A VEHICLE TRAVELING WITHOUT HEADLIGHTS, AFTER SWERVING TO MISS THE ON COMING VEHICLE, THE CONTACT'S VEHICLE ACCELERATED UP TO 60 MPH AND WOULD NOT SLOW DOWN. THE VEHICLE DID NOT STOP UNTIL IT HIT A DECORATIVE BOLDER IN FRONT OF A CHURCH. THE AIR BAGS DID NOT DEPLOY WHEN THE ACCIDENT OCCURRED. THE VEHICLE WAS TOWED TO A BODY SHOP FOR REPAIR. TOYOTA IS PLANNING TO INSPECT THE VEHICLE, BUT HAD NOT AT THE TIME OF THE COMPLAINT. THE VIN NUMBER WAS NOT AVAILABLE AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE AND CURRENT MILEAGE WAS 55000. RL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10296879  
**Date of Incident:** 20091222  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** BOONE, NC

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA TACOMA. WHILE DRIVING ABOVE 45 MPH THE VEHICLE BEGAN TO RAPIDLY ACCELERATE AND WOULD NOT SLOW DOWN. AS A CONSEQUENCE SHE CRASHED AND WENT INTO A DITCH. HER FRONT FENDER, HOOD AND DRIVER SIDE DOOR WERE DAMAGED. THERE WAS A POLICE REPORT AVAILABLE. THE TOYOTA MANUFACTURER HAS NOT BEEN CONTACTED. THE VIN NUMBER WAS UNKNOWN. THE FAILURE MILEAGE WAS 10,000.

**Additional Summary:**

C-1743

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10297128  
**Date of Incident:** 20091222  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** SMITHTOWN, NY

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. DURING BRAKE APPLICATION AT 30 MPH THE VEHICLE WOULD NOT DECELERATE. CONSEQUENTLY HE REAR-ENDED A VEHICLE. EVEN AFTER IMPACT THE VEHICLE CONTINUED TO ACCELERATE. THIS CAUSED HIM TO CRASH INTO THE SAME VEHICLE FOR A SECOND TIME. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP. THE CURRENT AND FAILURE MILEAGES WERE 10500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304427  
**Date of Incident:** 20091222  
**Vehicle:** 2006 SCION XA  
**Location of Incident:** GALLATIN, TN

**NHTSA Summary:**

WAS DRIVING 2006 TOYOTA SCION XA TO WORK IN MORNING GOING AROUND CURB I HAVE DRIVEN FOR 8 YEARS. AFTER BRAKING TO TAKE CURB NO LONGER HAD CONTROL OF VEHICLE. DROVE LONG WAY ON CURVY ROAD AND COULD NOT GAIN CONTROL OF CAR. ENDED UP GOING OFF ROAD AT APPROX 40MPH HIT A TREE STUMP AND THEN FLIPPED VEHICLE. NO AIRBAGS DEPLOYED OR SEAT BELTS LOCKED UP. CALLED TOYOTA AND WAS TOLD THAT AIRBAGS ONLY GO OFF IF VEHICLE REACHES A CERTAIN RATE OF DECELERATION AT POINT OF IMPACT. THIS HAPPENED 2 WEEKS PRIOR TO NEWS OF ACCELERATION PROBLEMS. I HAD NO CLUE WHY I LOST CONTROL OF CAR AT CURB. EVERYONE AROUND ME SAID IT WAS PROBABLY BLACK ICE FROM FOG BUT MY SON WHO WAS RIGHT BEHIND ME DID NOT HIT ICE OR LOSE CONTROL. AFTER RESEARCHING THE WEB, I FIND HUNDREDS OF TOYOTA OWNERS WHOSE AIRBAGS DID NOT GO OFF AND THEY WERE ALL FED THE SAME LINE I WAS. DID OUR SENSORS NOT DETECT DECELERATION BECAUSE OF BAD ACCELERATION SENSORS? DID I LOSE CONTROL BECAUSE MY CAR DID NOT DECELERATE WHEN I PUT FOOT ON BRAKE AT CURB. I HAVE BEEN DRIVING FOR 35 YEARS AND HAVE NEVER LOST CONTROL OF MY CAR. I WAS LUCKY AND MY INJURIES WERE NOT LIFE THREATENING OR CRIPPLING; BUT I WOULD LIKE TO KNOW WHAT HAPPENED AND WHY I WAS NOT PROTECTED BY MY AIRBAGS WHEN MY CAR HIT A TREE DEAD ON. I DO HAVE PHOTOS FROM THIS ACCIDENT AND THIS VEHICLE IS STILL AVAILABLE AT INSURANCE TOW LOT FOR VIEWING AND TESTING. PLEASE CALL FOR DETAILS. DESIREE JENKINS 615-338-4629

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315128  
**Date of Incident:** 20091222  
**Vehicle:** 2001 TOYOTA ECHO  
**Location of Incident:** WALDORF, MD

**NHTSA Summary:**

ACCELERATOR STICKS WHEN DEPRESSED ALL THE WAY TO FLOOR IN TOYOTA ECHO 2001. HAPPENED IN NOVEMBER 2009 TOO. I TRY NOT TO PUSH IT ALL THE WAY DOWN.

**Additional Summary:**

C-1744

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315097  
**Date of Incident:** 20091222  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** POWAY, CA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2010 TOYOTA PRIUS. THE CONTACT WAS STOPPED THE VEHICLE AND THEN NOTICED THAT THE ENGINE WOULD SUDDENLY SURGE WITHOUT WARNING UNTIL THE VEHICLE WAS TURNED OFF. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 4700.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317252  
**Date of Incident:** 20091222  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** PACIFIC PALISADES, CA  
**NHTSA Summary:**  
PURCHASED A 2009 TOYOTA COROLLA ON JAN. 31, 2009. IMMEDIATELY NOTICED "UNWANTED ACCELERATION", THE CAR WANTED TO GO WHEN STOPPED UNLESS THE BRAKE WAS APPLIED HARD AND DID NOT SLOW DOWN IMMEDIATELY WHEN FOOT WAS TAKEN OFF THE GAS PEDAL. GAS PEDAL DID NOT ALWAYS COME ALL THE WAY UP WHEN FOOT TAKEN OFF. BUT WOULD POP UP IF BRAKES APPLIED HARD. CRUISE CONTROL DID NOT WORK PROPERLY. MENTIONED CONCERN SEVERAL TIMES TO TOYOTA SERVICE DEPT. THEY TOLD ME THAT WHAT I WAS DESCRIBING WAS NORMAL FOR THOSE CARS. THE CAR WAS IN AN ACCIDENT ON 12/22/09. HIT ANOTHER CAR FROM BEHIND. I THINK THAT THE "NOT SLOWING DOWN IMMEDIATELY WHEN FOOT TAKEN OFF GAS PEDAL" WAS A CONTRIBUTING FACTOR TO THE ACCIDENT. THERE WERE NO INJURIES BUT THE CAR WAS BADLY DAMAGED. TOYOTA SENT RECALL NOTICE BUT SAID VIN#S BEGINNING IN J NOT AFFECTED. OUR CAR BEGINS WITH J. RECENTLY SEND LETTERS TO TOYOTA AND WAITING FOR REPLY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317314  
**Date of Incident:** 20091222  
**Vehicle:** 2010 TOYOTA TUNDRA  
**Location of Incident:** TALLULAH, LA  
**NHTSA Summary:**  
I HAVE 2010 TOYOTA TUNDRA THAT HAS HAD A SUDDEN ACCELERATION. I WAS DRIVING DOWN THE HIGHWAY WITH THE CRUISE SET AT AROUND 73MPH. I HAD TO HIT THE BRAKE, WHEN I HIT THE CRUISE TO REINSTATE THE CRUISE THE TRUCK SEAMED LIKE IT WENT FULL TROUBLE. MY FOOT WAS NEVER ON THE GAS AND THE TRUCK ACCELERATED TO OVER 90 BEFORE I CANCELED THE CURSE CONTROL. THIS HAS HAPPENED ONLY ONCE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318066  
**Date of Incident:** 20091222

C-1745

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2004 LEXUS IS300  
**Location of Incident:** CASTLE ROCK, CO

**NHTSA Summary:**  
ON THE MORNING OF DECEMBER 22, 2009, AT APPROXIMATELY 6:30 AM, ON THE NORTHBOUND ON RAMP TO I-25 AT CASTLE PINES NORTH, CASTLE ROCK, CO MY 2004 LEXUS IS 300 ACCELERATED OUT OF CONTROL. STOMPING THE BRAKES HARD DID NOT STOP THE ACCELERATION. THE ONLY THING GOING THROUGH MY MIND AT THE TIME BESIDES STOPPING THE CAR, WAS THE FAMILY OF FOUR IN CALIFORNIA THAT DIED IN A RENTED LEXUS THAT ACCELERATED OUT OF CONTROL. I WAS ABOUT AT THE END OF THE ON RAMP AND I KNEW I COULD NOT MERGE ONTO I-25. WHEN STANDING ON THE BRAKES STOPPED THE ACCELERATION, AND I WAS THEN ABLE TO GET THE CAR STOPPED. AFTER CALMING DOWN, I DROVE MY CAR INTO WORK (ABOUT 20 MILES) AND CALLED KUNI LEXUS OF LITTLETON, CO. KUNI LEXUS INFORMED ME AT THAT TIME I NEEDED TO REPORT THIS INCIDENT TO TOYOTA HEADQUARTERS BEFORE KUNI LEXUS COULD DO ANYTHING, SO I CALLED TOYOTA AND REPORTED THE INCIDENT, THEN CALLED KUNI LEXUS BACK, TOLD THEM WHAT HAPPENED AND ARRANGED TO HAVE MY CAR TOWED TO THE DEALERSHIP. KUNI LEXUS HAD MY CAR FOR A WEEK, AND DID NOT FIND ANYTHING WRONG WITH THE CAR. THEY DID NOTE THAT MY FLOOR MATS WERE NOT HOOKED INTO PLACE. THE FLOOR MATS WERE THE FIRST THING I CHECKED, AS I HAD HEARD THE FLOOR MAT THEORY. THE MATS WERE IN PLACE WHEN I CHECKED THEM, BEFORE I HAD MY CAR TOWED TO THE DEALERSHIP.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320686  
**Date of Incident:** 20091222  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** GREENWOOD, IN

**NHTSA Summary:**  
MY 2010 PRIUS WAS DELIVERED ON DECEMBER 17, I TOOK IT ON TWO LONG ROAD TRIPS AND USED MY CRUISE CONTROL ON BOTH TRIPS. ON BOTH TRIPS WITH CRUISE CONTROL ON THERE WAS A SURGE OF ACCELERATION. NOTHING STUCK AND WHEN I APPLIED THE BRAKES THE CRUISE CONTROL CUT OFF AND THE CAR SLOWED. I HAVE EXPERIENCED THIS ONE OTHER TIME AND AGAIN IT WAS INTERSTATE DRIVING WITH CRUISE CONTROL ON.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322392  
**Date of Incident:** 20091222  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**  
THESE EVENTS HAPPENED ON 12/22/10 IN SAN DIEGO. THE OWNER, MY CLIENT, WAS DRIVING A NEW 2009 TOYOTA RAV 4. HERE ARE THE VEHICLE SPECIFICS: TOYOTA RAV 4 5 DOOR 4X2 SUV VIN: JTMZF33V49D013421 YR/MDL: 2009/4430A HERE IS HIS NARRATIVE: I WAS IN THE LEFT MOST LANE ON MIRAMAR BLVD. HEADED EAST TOWARDS THE 15 FWY. WHEN ALL OF A SUDDEN MY CAR JUMPED FORWARD AND ACROSS THE CENTER INTO THE NEXT LANE AND INTO THE REAR OF A SEMI-TRUCK THAT WAS JUST TAKING OFF FROM A STOP AT THE LIGHT THAT HAD JUST TURNED GREEN. I REMEMBER DRIVING AND I REMEMBER THE CAR LUNGING ACROSS THE CENTER LANE AND THE SIGHT OF BEING RIGHT AT THE BACK OF THE SEMI-TRUCK ALL OF A SUDDEN. THEY FOUND ME UNCONSCIOUS AND I ENDED UP AT SCRIPPS HOSP. FOR A WEEK AND MY

C-1746

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CAR WAS TOTALED. I WAS OFF WORK FOR 3 WEEKS AND I HAVE NOT REPLACED MY CAR BUT I AM CARPOOLING CURRENTLY. ACSC JUST FINISHED AN INSPECTION ON MY RAV 4 AND THE FOOT PEDAL AND DOES NOT RULE OUT THAT THE FOOT PEDAL HAD A PROBLEM STATING THAT TOYOTA NEEDS TO TAKE THE PEDAL OFF AND DIS-ASSEMBLE IT FOR A CONCLUSIVE ANSWER. NOTHING HAS BEEN DONE TO CORRECT THE PROBLEM AS THE VEHICLE SITS IN A AAA LOT IN SOUTHERN CALIFORNIA. IT HAS BEEN DEEMED A SALVAGE BY THE INSURER.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10299646  
**Date of Incident:** 20091223  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. THE CONTACT STATED THAT AS SOON AS THE VEHICLE SHIFTED INTO DRIVE, IT ACCELERATED ON ITS OWN. THE VEHICLE DROVE OVER THE CURB AND INTO A SNOW EMBANKMENT BEFORE CRASHING INTO A STONE WALL. THE CONTACT DID NOT CALL THE POLICE OR NEED TO GO TO A HOSPITAL. THE CONTACTS INSURANCE COMPANY TOWED THE VEHICLE SO THAT IT COULD BE REPAIRED. THE CONTACT CALLED THE MANUFACTURER REGARDING THE CRASH TO FILE A COMPLAINT. THE CONTACT IS CONCERNED SINCE A PASSENGER COULD HAVE BEEN SERIOUSLY INJURED WHEN THE CRASH OCCURRED. THE FAILURE MILEAGE WAS 68,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302495  
**Date of Incident:** 20091223  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA AVALON. IN DECEMBER 2009, WHILE DRIVING 30 MPH ON A BRIDGE THE VEHICLE BEGAN TO FISHTAIL BUT SHE WAS ABLE TO CONTROL IT. THE VEHICLE BEGAN TO ACCELERATE SUDDENLY AND ALTHOUGH SHE DEPRESSED THE BRAKES, THE VEHICLE WOULD NOT SLOW DOWN UNTIL SHE HIT ANOTHER VEHICLE WHILE DRIVING APPROXIMATELY 30 MPH. THE ABS AND SKID ASSIST LIGHTS WERE BOTH ILLUMINATED ON THE DASHBOARD. THERE WERE NO INJURIES AND A POLICE REPORT WAS TAKEN. SHE ALSO STATED THAT THE AIR BAGS DID NOT DEPLOY. SHE HAD NOT SPOKEN WITH THE MANUFACTURER OR THE DEALER TO-DATE. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 32,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304542  
**Date of Incident:** 20091223  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** EAGAN, MN

**NHTSA Summary:**  
I AM THE OWNER OF 2009 TOYOTA COROLLA. I HAVE TO PRESS MY BRAKE PEDAL HARD AND ALMOST ALL THE WAY DOWN TO MAKE MY CAR TO STOP. I CALLED MY DEALERSHIP ABOUT THE PROBLEM BUT THE DEALERSHIP WANT TO CHARGE ME \$89 TO LOOK AT IT. I CALLED TOYOTA CUSTOMER SERVICE LINE BUT GOT NO RESULT. I AM

C-1747

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ALSO SMELLING BURING ODOR COMING FROM MY VENTS WHEN I TURN THE HEAT ON. I CALLED THE DEALERSHIP AND ALL THEY WANT IS TO CHARGE ME MONEY TO LOOK AT MY PROBLEM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305935  
**Date of Incident:** 20091223  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HERMITAGE, TN

**NHTSA Summary:**  
I AM AN ENGINEER SO NOT COMPLAINING IN REACTION TO THE NEWS BUT I HAVE A 2007 CAMRY LE (4 CYLINDER) WHICH I BOUGHT BRAND NEW AND IN THE PAST 3 YEARS, IT HAS 'ACCELERATED' CONSIDERABLY SEVERAL TIMES WHENEVER I SWITCH OFF MY CRUISE CONTROL. I CAN COUNT ATLEAST 6 INSTANCES WHEN THIS HAS HAPPENED AND BRAKING FIXED THE ACCELERATION SO LUCKILY NO ACCIDENTS BUT ONLY CAUSED MY INCREASED HEART RATE. MY PERSONAL EXPERIENCE REALLY MAKES ME FEEL THAT THERE IS MORE GOING ON WITH TOYOTA THAN JUST THE BRAKE PEDAL. THATS WHY I HAVE NOT EVEN TAKEN IT IN YET TO GET THE 'FIX'. THIS SHOULD BE INVESTIGATED THOROUGHLY AND I AM SURE THERE ARE DEEPER ISSUES THAN WE CURRENTLY KNOW OF.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306402  
**Date of Incident:** 20091223  
**Vehicle:** 2006 LEXUS ES300  
**Location of Incident:** MIAMI, FL

**NHTSA Summary:**  
ON 12/23/09 AT APPROXIMATELY 1:46PM, MY MOTHER LOST CONTROL OF HER 2006 LEXUS ES300 IN THE PARKING LOT OF A STORE IN MIAMI, FL. THE CAR WENT UP ON A RAISED GRASS BEHIND AND WAS STOPPED ONLY BECAUSE IT CAUGHT BETWEEN THE ARMS OF A LARGE METAL GATE. THE GATE REMOVED THE ENTIRE HOOD OF THE CAR AND SHATTERED THE WINDSHIELD. MIRACULOUSLY, MY MOTHER WAS NOT HURT AND NO OTHER CARS OR PERSONS WERE INVOLVED IN THE INCIDENT. MY MOTHER WAS TICKETED FOR "CARELESS" DRIVING, LOSS OF CONTROL. FROM THE MOMENT I ARRIVED ON THE SCENE, SHE DESCRIBED A FEELING OF NOT BEING IN CONTROL OF HER CAR - SHE SAID THAT IT WAS AS IF THE CAR WAS GOING WITHOUT HER! WE HAVE REPEATEDLY CHECKED WITH LEXUS, AND HAVE BEEN TOLD THAT THE ACCELERATOR PEDAL FOR HER MAKE, MODEL, YEAR IS NOT ONE OF THE ONES EFFECTED BY THE RECALL. HOWEVER, NOW THAT THE ELECTRONIC ISSUES ARE EMERGING IN THE PRESS - - WE CANNOT HELP BUT BELIEVE THAT HER ACCIDENT IS RELATED TO THE TOYOTA/LEXUS ACCELERATOR SYSTEM! ON MONDAY, 2/8/10, I HAVE MADE AN APPOINTMENT FOR HER TO BRING HER REPAIRED CAR (PICKING UP TODAY) TO LEXUS OF KENDALL. ON US 1 IN MIAMI TO BE INSPECTED BY A SERVICE MANAGER THERE. NONETHELESS, WE WANT TO REPORT THIS INCIDENT OFFICIALLY -- EVEN IF IT IS THE FIRST 2006 LEXUS ES300 INCIDENT TO BE REPORTED! WE DO NOT WANT THIS TO HAPPEN TO ANYONE ELSE!  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311116  
**Date of Incident:** 20091223

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1748

**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**

2008 TOYOTA AVALON. STOPPED IN TRAFFIC, FOOT ON BRAKE. WITHOUT WARNING, CAR ACCELERATED FORWARD. PUSHED HARDER ON BRAKE AND CAR NOSE-DIVED AND COLLIDED WITH PU TRUCK STOPPED AHEAD. AVALON FRONT BUMPER WENT UNDER REAR BUMPER OF PU. AIR BAG DID NOT DEPLOY. FLOOR MAT STILL IN PLACE. \$5600 DAMAGE TO AVALON, NONE TO PU. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313416  
**Date of Incident:** 20091223  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** BERLIN, MD

**NHTSA Summary:**

IN MY 2010 PRIUS, THE VEHICLE RANDOMLY ACCELERATES WHEN THE CRUISE CONTROL IS DISENGAGED. THIS HAPPENS EVERY 10TH OR 15TH TIME OF DISENGAGEMENT. WHEN THE BRAKES ARE APPLIED HARDER THE VEHICLE SLOWS PROPERLY. THE UNEXPECTED ACCELERATION IS VERY DANGEROUS IN TRAFFIC. THE VEHICLE HAS BEEN CHECKED BY THE DEALER AND I WAS TOLD THAT NOTHING IS WRONG. I CALLED FOR A SECOND TIME AND WAS TOLD THE PROBLEM IS NOT ON THE RECALL LIST. I WILL TAKE IT IN ANYWAY NEXT WEEK.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306804  
**Date of Incident:** 20091224  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** WINFIELD, IL

**NHTSA Summary:**

OUT OF NOWHERE THE ES 350 LEXUS ACCELERATED IN REVERSE. I HAD TO PRACTICALLY STAND ON THE BRAKES BOTH FEET WITH ALL MY EFFORT TO STOP THE CAR WHILE THE ENGINE CONTINUED TO ACCELERATE. IT WOULD NOT GO INTO NEUTRAL OR DRIVE OR PARK OR TURN OFF DESPITE HOLDING THE IGNITION KEY. THE WHOLE INCIDENT LASTED ABOUT A MINUTE OR SO AND SUDDENLY, LIKE A SWITCH WAS HIT, THE ENGINE STOPPED RACING AND THE CAR BECAME IDOL AND NO DAMAGE WAS DONE TO ME OR THE CAR OR THE HOUSE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307233  
**Date of Incident:** 20091224  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** PALM DESERT, CA

**NHTSA Summary:**

2010 PRIUS, LESS THAN 5000 MILES. ON THE I-5 (CA) GOING TO SAN FRANCISCO ON 12-24-09. ON A SLIGHT/MODERATE DOWNGRADE WITH CRUISE SET AT 70 MPH, THE CAR WAS BRAKING HARD AND WAS OVER 100 MPH BEFORE I REALIZED WHAT THE NOISE WAS - AND IMMEDIATELY TOOK IT OUT OF CRUISE AND BRAKED. IT CAME UNDER CONTROL. ON OR ABOUT 12-31-09 I WAS UNABLE TO ENGAGE CRUISE ON THE FREEWAY BUT THE FOLLOWING DAY IT ENGAGED NORMALLY.

C-1749

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310021  
**Date of Incident:** 20091224  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** FOR WAYNE, IN

**NHTSA Summary:**

I OWN AND DRIVE A 2008 TOYOTA SIENNA. I PULLED OUT OF CAR WASH AND DROVE OVER TO A CAR VACUUM CENTER AT LESS THAN 5MPH. AS I APPROACHED THE VACUUM AREA I TOUCHED THE BRAKE AND THE CAR ACCELERATED FAST. RAN INTO A METAL POST, METAL FENCE AND OVER A CURB ALMOST HITTING INDIVIDUALS IN THE AREA. THIS OCCURRED IN PALMETTO, FLORIDA. THIS CAR SEEMED TO HAVE A MIND OF ITS OWN. THERE DID NOT SEAM TO BE ANY REASON FOR THE ACCELERATION AT LEAST NOT FROM MY OPERATION. I HAVE TO DRIVE BACK TO FORT WAYNE, IN AND I'M CONCERNED ABOUT THE SAFETY OF THIS AUTO FOR ME AND MY WIFE AND ALL OTHER ON THE HI-WAY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310512  
**Date of Incident:** 20091224  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** DULUTH, MN

**NHTSA Summary:**

VEHICLE: 2006 TOYOTA RAV 4. PROBLEM: STUCK ACCELERATOR. DATE OF INCIDENT: DECEMBER 24, 2009. MY WIFE WAS LEAVING WORK ON THE 24TH OF DECEMBER. OUR CAR WAS PARKED FACING UPHILL. AS SHE WAS LEAVING HER PARKING SPACE, SHE DEPRESSED THE ACCELERATOR SLIGHTLY AND THE CAR "TOOK OFF" ON ITS OWN. SHE ENDED UP HITTING A CAR ON THE OTHER SIDE OF THE ROAD, THEN GOING OVER TO THE OTHER SIDE, OVER A SIDEWALK, SNOW BANK AND THEN HITTING A BUILDING. I HAVE REPORTED THIS INCIDENT TO TOYOTA WHO WENT TO MY LOCAL DEALER TO CHECK IT OUT. THEY CLAIM THAT THEY COULD NOT FIND ANYTHING AND SENT A LETTER TO MY HOUSE STATING THAT FACT. THE WEATHER CONDITIONS THAT DAY WERE SLOPPY SNOW, AS MENTIONED, THE CAR WAS FACING UPHILL. SO THE SLIPPERY CONDITIONS ACTUALLY ACTED IN HER FAVOR. I WROTE UP A FULL REPORT WITH PHOTOS THAT I SENT TO BOTH TOYOTA AND STATE FARM. I WOULD BE HAPPY TO E-MAIL THIS REPORT TO YOU AS WELL. OUR RAV 4 HAD A LITTLE OVER 51,000 MILES ON IT WHEN THE ACCIDENT OCCURRED. IT IS A 4 CYLINDER, AUTOMATIC. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316400  
**Date of Incident:** 20091224  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** HERMITAGE, TN

**NHTSA Summary:**

THE DAY AFTER PURCHASING MY 2010 CAMRY, THE CAR SEEMED TO RIDE FUNNY. I FELT UNEASY BUT INITIALLY THOUGHT IT MAY BE THAT IT WAS MY FIRST COMPLETELY NEW CAR. THIS WENT ON FOR THE NEXT FEW WEEKS, I.E. THE CAR SEEMING TO JERK OR HEAVE, REGARDLESS OF THE SPEED. I WAS WORRIED THAT THERE WAS SOMETHING WRONG WITH THE ENGINE AND THEN THE LIGHTS ON THE AIRCONDITION/HEATING BOARD STOPPED WORKING SO I THOUGHT IT WAS AN ELECTRICAL PROBLEM INSTEAD. I

C-1750

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOOK IT IN. THE MECHANIC EXPLAINED EVERYTHING AWAY. EXPLAINED THE ELECTRICAL PROBLEM, AND STATED THAT THE HEAVING FEELING I WAS SENSING WAS THAT THE CAR WAS COMPUTERIZED AND THAT IT TOOK TIME FOR THE ACCELERATOR TO CATCH UP WITH THE SIGNAL. THE COMPUTER WAS GIVING IT, OR SOMETHING LIKE THAT. HE RAN AN ENGINE CHECK AND EVERYTHING WAS FINE. ON MY SERVICE SHEET HE SIMPLY STATED THAT I HAD COMPLAINED ABOUT THE ACCELERATOR HESITATING (WHICH I DID NOT), BUT DID NOT DOCUMENT THAT I BROUGHT THE CAR IN COMPLAINING THAT IT HAD ELECTRICAL PROBLEMS. A WEEK LATER THERE WAS THE RECALL. WHEN I LATER CALLED ABOUT THE RECALL AND CONTINUED TO COMPLAIN ABOUT THE ACCELERATOR PROBLEM, THE SERVICEMAN (A DIFFERENT ONE) TOLD ME THAT I WOULD FEEL NO CHANGE IN THE WAY THE WAY THE CAR DROVE SO HE WOULD HAVE SOMEONE RIDE WITH ME TO TRY TO FIGURE OUT WHAT I WAS TALKING ABOUT. THE DAY BEFORE TAKING THE CAR IN FOR THE FIX, THE CAR SLIGHTLY ACCELERATED WHEN I WAS TRYING TO COME TO A STOP. AFTER THE FIX, A TOYOTA REPRESENTATIVE RODE WITH ME (I LET HIM DRIVE), BUT THE CAR DID APPEAR TO RIDE BETTER AFTER THE FIX. THE CAR DOES STILL FEEL BETTER THAN WHEN I FIRST BOUGHT IT BUT SEEMS TO BE GRADUALLY GETTING WORSE SINCE THE FIX. E.G. THE CAR OCCASIONALLY SLIGHTLY ACCELERATES WHEN I AM COMING TO A STOP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317691  
**Date of Incident:** 20091224  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** SALISBURY, NC

**NHTSA Summary:**

I HAVE HAD SEVERAL INCIDENTS OF UNINTENDED AND SUDDEN ACCELERATION WITH MY 2005 TOYOTA AVALON VIN # 4T1BK36B15U059583. ONE RESULTED INTO ME CRASHING INTO THE GARAGE. I HAVE FORMALLY WRITTEN TO JAMES LENTZ AND AKIO TOYODA AND I HAVE HAD MY CAR INSPECTED BY HERB WILKIE FROM TOYOTA. I NO LONGER FEEL THAT THIS CAR IS SAFE TO DRIVE...

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321038  
**Date of Incident:** 20091224  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** CHINO, CA

**NHTSA Summary:**

ON DECEMBER 24, 2009. MY 2005 TOYOTA COROLLA ACCELERATED FULL THROTTLE ON ITS OWN. I QUICKLY PUT THE VEHICLE IN NEUTRAL AND TURNED THE IGNITION OFF. I CALLED THE TOYOTA DEALER WHERE THE VEHICLE WAS PURCHASED AND THEY TOLD ME TO REMOVE THE FLOOR MAT. I TOLD THEM THE GAS PEDAL WAS ABOUT 3-4 INCHES AWAY FROM THE FLOOR MAT. NEXT I CALLED AAA AND HAD THE COROLLA TOWED TO THE DEALER. I RECEIVED A CALL FROM THE DEALER AND THEY CONFIRMED THE VEHICLE WAS ACCELERATING ON ITS OWN. THEY CALLED ME SATURDAY DECEMBER 26, 2009 AND TOLD ME THE ENGINE CONTROL MODULE FAILED AND WAS REPLACED. THE VEHICLE SEEMS TO BE RUNNING OK NOW.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303260

C-1751

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20091225  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** BURBANK, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY WHICH WAS PURCHASED IN 2008. HE STATED THAT WITHIN 5,000 MILES OF PURCHASING THE VEHICLE, BOTH THE LEFT AND RIGHT FRONT AXLES FAILED AND WERE REPLACED UNDER WARRANTY. WHILE DRIVING 70 MPH, THE ENGINE REVVED AND THE VEHICLE BEGAN TO ACCELERATE. THE VEHICLE ACCELERATED OVER 118 MPH FOR APPROXIMATELY 3 MILES WHILE THE CONTACT WAS DEPRESSING THE BRAKE PEDAL IN AN ATTEMPT TO STOP THE ACCELERATION. THE VEHICLE DID NOT SLOW DOWN. HE THEN FORCED THE VEHICLE INTO NEUTRAL AND THE VEHICLE BEGAN TO COAST UNTIL FINALLY COMING TO A STOP. THE DEALER WAS CONTACTED AND THEY ADVISED HIM NOT TO DRIVE THE VEHICLE. THE VEHICLE WAS TOWED TO THE DEALER. THE CONTACT HAD NOT YET HEARD FROM TOYOTA, TO DATE. NO REPAIRS WERE MADE TO THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 26,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305740  
**Date of Incident:** 20091225  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SOUTH SAN FRANCISCO, CA

**NHTSA Summary:**

ON CHRISTMAS DAY, DECEMBER 25, 2009, I WAS DRIVING OUR 2004 TOYOTA CAMRY ON THE 880-N FREEWAY IN OAKLAND, EXITED THE FREEWAY, AND WHEN I APPLIED THE BRAKES TO STOP AT THE FIRST INTERSECTION AFTER EXITING, THE CAR SUDDENLY ACCELERATED FORWARD. I WAS UNNERVED AS MY FOOT HIT THE BRAKES AND THE CAR REACTED BY JUMPING FORWARD. FORTUNATELY, MY WIFE AND INFANT CHILD WERE STRAPPED SAFELY WITH SEAT BELTS IN THE CAR AND NO ACCIDENT OCCURRED. THIS WAS NOT SUPPOSED TO HAPPEN. THE INCIDENT WAS ALSO NOT THE RESULT OF DRIVER ERROR - MY RIGHT FOOT HIT THE BRAKES. THE WEATHER AND ROAD CONDITIONS WERE GOOD. THE WEATHER WAS DRY AND PARTLY CLOUDY. THE ROADS WERE DRY. AFTER THE INCIDENT, I CONTACTED THE SAN BRUNO, CA BASED MELODY TOYOTA SERVICE DEPARTMENT AND A LOCAL INDEPENDENT MECHANIC. BOTH TOLD ME THAT THEY WOULD HAVE TO REPLICATE THE PROBLEM UNDER SIMILAR DRIVING CONDITIONS BEFORE THEY COULD DO ANYTHING. WHILE THE INCIDENT HAS NOT REPEATED ITSELF, I AM CONCERNED THAT THE PROBLEM COULD POP UP AT ANY TIME. I BELIEVE TOYOTA SHOULD, AT THEIR OWN EXPENSE, INSPECT AND REPAIR MY VEHICLE SO THE BRAKES FUNCTION AS INTENDED. I AM CONCERNED ABOUT THE SAFETY OF MY 2004 CAMRY VEHICLE AND BELIEVE OTHER 2004 TOYOTA CAMRY OWNERS HAVE HAD SIMILAR EXPERIENCE. AS OF TODAY, I BELIEVE TOYOTA HAS ONLY PARTIALLY ADDRESSED THE SUDDEN UNINTENDED ACCELERATION ISSUE AND I AM CALLING ON THE NHTSA TO INVESTIGATE THIS MATTER MORE THOROUGHLY. I WOULD LIKE TOYOTA TO INVESTIGATE THIS MATTER AND BELIEVE THAT GOVERNMENT LEGISLATORS AND REGULATORS OUGHT TO PROUD TOYOTA TO DO MORE. TOYOTA HAS STATED THAT IT DOES NOT BELIEVE ITS CURRENT RECALL SHOULD REACH BACK TO THE 2004 MODEL YEAR. I DISAGREE. I WOULD LIKE TOYOTA TO FIX THE DEFECT TO ENSURE THAT MY BRAKE SYSTEM FUNCTIONS PROPERLY. BEYOND SAFETY CONCERNS, I AM ALSO DISAPPOINTED THAT TOYOTA'S CAMRY TROUBLES HAVE CAUSED A SIGNIFICANT DECLINE IN THE VALUE OF MY CAR.

**Additional Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1752

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312088  
**Date of Incident:** 20091225  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** ROCKVILLE, MD

**NHTSA Summary:**  
CONSUMER STATES THAT 2005 TOYOTA CAMRY NEEDS TO BE ADDED THE TOYOTA RECALL. \*NJ THE CONSUMER STATED HE EXPERIENCED SUDDEN ACCELERATION ON 3 SEPARATE OCCASIONS. THE FIRST INCIDENT HAPPENED IN 2008. AS HE APPROACHED AN INTERSECTION WITHIN AN ENCLOSED PARKING LOT BUILDING, HE APPLIED THE BRAKES, BUT SUDDENLY THE VEHICLE SHOT FORWARD AT AN INCREDIBLE SPEED AND CRASHED INTO 3 PARKED CARS. THERE WERE NO INJURIES, BUT THE DAMAGE WAS SEVERE. THE OTHER TWO INCIDENTS HAPPENED ON CHRISTMAS DAY 2009. THE FIRST WAS AT A STREET INTERSECTION NEAR THE CONSUMER'S HOME WHERE HE NARROWLY MISSED A CAR. THE SECOND WAS WHEN THE VEHICLE DRASTICALLY ACCELERATED INTO HIS GARAGE HITTING A DESK AND PUTTING A HOLE IN THE WALL. THE DAMAGE WAS MINIMIZED BY THE USE OF THE PARKING GEAR. THE CONSUMER WAS ADVISED TO REMOVE THE MATS, BUT HE FELT AS THOUGH THE PROBLEM WAS WAY BEYOND THE MATS. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302122  
**Date of Incident:** 20091226  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** MANASSAS, VA

**NHTSA Summary:**  
A 2004 TOYOTA CAMRY ON 26 DECEMBER 2009 TRAVELING AT APPROXIMATELY 5 MILES PER HOUR INTO A PARKING SPACE IN FRONT OF THE US POST OFFICE HAD AN UNCOMMANDED ACCELERATION. WITHIN A SPAN OF FOUR FEET INTO THE PARKING SPOT, THE CAR ACCELERATED AND THE BRAKE COULD NOT STOP THE FORWARD MOVEMENT. THE CAR JUMPED THE SIDEWALK AND DROVE INTO THE WINDOW AND CORNER OF THE BUILDING WHILE THE ENGINE CONTINUED TO RACE WITH ONLY THE BUILDING HOLDING THE CAR AS IT TRIED TO RACED FURTHER. MOVING THE TRANSMISSION LEVER FROM DRIVE TO PARK THE DOORS DID NOT AUTOMATICALLY UNLOCK. TURNING THE IGNITION KEY TO OFF POSITION WAS THE ONLY SOLUTION TO STOPPING THE RACING ENGINE. THE FLOOR MAT WAS CHECKED ON EXITING THE CAR AND WAS NOT TO BE ANYWHERE NEAR THE ACCELERATOR PEDAL. THE CAR WAS TOTALED AND NO LIFE TREATING INJURY WAS SUSTAINED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303703  
**Date of Incident:** 20091226  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** BOONTON TOWNSHIP, NJ

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA RAV4. THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH INTO A PARKING SPACE AND WHEN PRESSURE WAS APPLIED TO THE BRAKE PEDAL THE VEHICLE ACCELERATED EXCESSIVELY. THE VEHICLE FAILED TO SLOW DOWN AND CRASHED INTO A VEHICLE. THE EMERGENCY BRAKE WAS ENGAGED DURING THE FAILURE. THERE WERE NO PERSONAL INJURIES. THE POLICE WERE CALLED TO THE SCENE. A POLICE REPORT WAS FILED. THE VEHICLE WAS OPERABLE, HOWEVER,

C-1753

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

IT WAS TAKEN TO A BODY COLLISION CENTER FOR REPAIR. THE CAUSE OF FAILURE HAS NOT BEEN DETERMINED AT THIS TIME. THERE WAS A RECALL UNDER NHTSA CAMPAIGN ID NUMBER 10V017000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). HOWEVER, THE VIN WAS EXCLUDED FROM THE RECALL DEFECT SINCE THE MANUFACTURER WAS LOCATED IN JAPAN. THE FAILURE MILEAGE WAS 5,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307294  
**Date of Incident:** 20091226  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LONDONDERRY, NH

**NHTSA Summary:**  
I WAS PULLING INTO A SPACE IN A PARKING LOT IN MY 2003 TOYOTA CAMRY, WHEN MY CAR SURGED FORWARD. I HIT AND DAMAGED 2 PARKED VEHICLES AS WELL AS SUSTAINING SIGNIFICANT FRONT-END DAMAGE TO MY OWN CAR, BUT NO ONE WAS INJURED. I CALLED THE POLICE AND REPORTED THE ACCIDENT, BUT I COULD NOT SWEAR THAT MY FOOT HAD NOT PARTIALLY COVERED THE GAS PEDAL. IT WAS WINTER AND I WAS WEARING HEAVY BOOTS. I PURCHASED THE CAR NEW IN 2003. TWICE SINCE THEN, IN MAY 2006 AND MARCH 2008, MY CAR SURGED ON THE HIGHWAY. I TOOK MY FOOT OFF THE GAS PEDAL BUT THE CAR DID NOT SLOW DOWN FOR ABOUT 30 SECONDS. I PUT MY FOOT ON THE BREAK, BUT THERE WAS A DELAY BEFORE THE CAR SLOWED DOWN. IN NONE OF THESE INCIDENTS DID I HAVE A FLOOR MAT RIDING UP UNDER THE GAS PEDAL. I HAVE CALLED SEVERAL TOYOTA DEALERSHIPS, BUT WHEN I LEAVE A MESSAGE TO TALK TO A SERVICE MANAGER I HAVE NOT RECEIVED A CALL BACK. A FEW DAYS LATER I RECEIVE A TRADE-IN OFFER FROM THE DEALERSHIP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20091226  
**Date of Incident:** 2008  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** SOUTHLAKE, TX

**NHTSA Summary:**

**Additional Summary:**  
Star-Telegram

Floor mats ruled out as cause in fatal Southlake wreck, police say  
Posted Wednesday, Jan. 06, 2010  
BY BILL MILLER

wmiller@star-telegram.com  
Defective floor mats did not contribute to the Dec. 26 wreck in Southlake that killed four people who were conducting religious work in the area, a police spokesman said. They drowned when a 2008 Toyota Avalon crashed through a metal fence and then landed in a pond near Lonesome Dove Road and Burney Lane, police have said. Officers have not yet determined why the car suddenly sped out of control. Toyota last year recalled the Avalon and other models because of concerns about the gas pedal getting stuck on the floor mat, causing sudden acceleration. But Lt. Ben Brown, a Southlake police spokesman, said Wednesday that investigators have ruled out the floor mats because they were

C-1754

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

not inside the car.

The victims were Monty Hardy, 56, of Southlake, the driver; Hadassah Vance, 35, of Euless; Wendy Akion, 38, of Irving; and Sharon Ransom, 56, of Grapevine.

**Toyota ID Number:**  
**NHTSA ODI Number:** 20091226  
**Date of Incident:** 20091226  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** WALNUT CREEK, CA

**NHTSA Summary:**  
**Additional Summary:**  
From ABC 7 On Your Side News

Renata Jabuka of Walnut Creek remembers the day after Christmas for all the wrong reasons. "My physical reaction, from the top of my head to my feet, I was just shaking so hard," she said. "I could barely even touch the wheel." That is what she says happened after she made a right turn and began pulling forward into a parking space. That is when she says the throttle of her 2004 Lexus RX-330 clicked down on its own and thrust itself into the parked car ahead of her.

"Because the impact was so severe, it would bounce back and then hit, jerk forward again," she explained. "It was as though you were hitting something and the impact was so hard the car would kick back and hit again, and then kick back and hit again."

The impact knocked a 1997 Honda Civic onto the sidewalk. That car's owner saw only the aftermath of the accident.

Jabuka invited us along when Toyota engineers came to inspect her vehicle. The engineers installed a tech stream device which can tell whether the accelerator was depressed and whether the brake lights were on at the time of the accident. That can point investigators towards operator error or dysfunction in the car itself.

Our visit was short. Without explanation, the engineer ended his inspection. By phone Toyota told 7 On Your Side it does not conduct investigations in front of news crews and accused us of interfering.

The engineer has since completed his investigation, but has not released his findings.

Jabuka is certain her floor mats did not cause her accident, even though her RX-330 is not part of the current recall. "They were clamped down," she said. "There's little clamps on the floor of the car, sir, and there's little holes where the mat goes and mine were up and attached."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310929  
**Date of Incident:** 20091226  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** BELFAIR, WA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 LEXUS RX350. THE CONTACT WAS DRIVING APPROXIMATELY BETWEEN 20-30 MPH ON NORMAL ROAD CONDITIONS; APPROACHING A TRAFFIC STOP SIGNAL. THERE WAS PRESSURE APPLIED TO THE BRAKE PEDAL.

C-1755

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SUDDENLY, THE VEHICLE BEGAN TO LUNGE FORWARD AND UNINTENDED ACCELERATION OCCURRED. THE VEHICLE FAILED TO SLOW DOWN. THE DRIVER PLACED THE GEAR SHIFTER INTO "NEUTRAL" POSITION. THE VEHICLE CAME TO A COMPLETE STOP. THE VEHICLE WAS ABLE TO RESUME NORMAL OPERATION. THE VEHICLE WAS NOT INSPECTED BY A MECHANIC. THE MANUFACTURER WAS NOTIFIED OF THE MALFUNCTIONS. THE FAILURE MILEAGE WAS 35,000. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314233  
**Date of Incident:** 20091226  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** LOCKHART, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA PRIUS. WHILE DRIVING APPROXIMATELY 65 MPH ON A COLD DAY, THE VEHICLE ACCELERATED UP TO 108 MPH. THE CONTACT STATED THAT THE ACCELERATOR PEDAL WAS STUCK. THE VEHICLE WAS PLACED IN NEUTRAL GEAR IN ORDER TO STOP IT FROM ACCELERATING. THE VEHICLE DID NOT CRASH AND THERE WERE NO INJURIES. THE FAILURE MILEAGE WAS APPROXIMATELY 10,000 MILES AND THE CURRENT MILEAGE WAS 11,000. UPDATED 03/24/10 \*BF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10297078  
**Date of Incident:** 20091227  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**  
DRIVING HOME FROM WORK THIS MORNING, MY 2004 CAMRY SUDDENLY ACCELERATED TO MORE THAN 80 MILES/HOUR. I WAS VERY SCARED. BRAKES WOULD NOT WORK. I STOPPED THE CAR BY CHANGING GEARS TO NEUTRAL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303297  
**Date of Incident:** 20091227  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** HUNTERSVILLE, NC

**NHTSA Summary:**  
SUNDAY AFTER 2009 CHRISTMAS, WE WENT TO CHURCH. AS WE PULL INTO THE CHURCH PARKING LOT AND GETTING READY TO BACK IN ONE OF THE PARKING LOT AND OUR CAR TOYOTA TACOMA ACCELERATE ALL OF SUDDEN WITH RAPID SPEED AND SLAM INTO THE REAR BUMPER OF ANOTHER PARKED VEHICLE (HONDA ACCORD). NO ONE WAS HURT BUT OUR TACOMA FRONT BUMPER AND HONDA'S REAR BUMPER WAS DAMAGED. AFTER THAT OUR TRUCK BRAKE LIGHT REMAIN BLINKING AND WE CAN HEAR SOME CLICKING NOISE. WE CALLED POLICE AND REPORTED THE INCIDENT. WE ALSO LEFT A NOTE FOR HONDA'S OWNER TO CALL POLICE FOR FURTHER CLAIM TO FIX THE BUMPER. THE FOLLOWING MONDAY, WE TOOK OUR TRUCK TO NEAREST TOYOTA DEALER (LAKENORMAN TOYOTA DEALER OVER HUNTERSVILLE, NC) TO HAVE THEM CHECK ON OUR TRUCK. THE TECHNICIAN HAD TO ADJUST SOMETHING WITH BRAKE AND HE TOLD US THAT, THE ACCIDENT WAS LIKELY CAUSED BY BRAKE OR GAS PEDAL BEING STUCK. I

C-1756

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

REQUESTED HIM TO PUT THAT IN WRITING AND HE WAS NOT WILLING TO DO SO. WE REQUESTED STATEFARM CLAIM ADJUSTER TO FILE THE CLAIM TO TOYOTA'S CLAIM DEPARTMENT AND THEY SENT LETTER. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316386  
**Date of Incident:** 20091227  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** NORWALK, CT

**NHTSA Summary:**  
MY FIANCE DRIVES A 2007 TOYOTA RAV4. THIS VEHICLE IS CURRENTLY NOT WITHIN THE SCOPE OF THE TOYOTA ACCELERATION PEDAL RECALL. IN DECEMBER, I WAS DRIVING HER CAR (SHE WAS IN THE PASSENGER SEAT), FROM MASSACHUSETTS BACK TO OUR HOME IN CONNECTICUT. AS I MERGED ONTO RT 128 IN MA, I HAD TO ACCELERATE QUICKLY TO GET ONTO THE HIGHWAY. AFTER SAFELY MERGING ONTO THE HIGHWAY, I LET OFF THE GAS PEDAL AS I ALWAYS DO, HOWEVER NOTICED THE PEDAL DID NOT RELEASE AND WAS STUCK DOWN TO THE FLOOR. MY FIRST REACTION WAS TO PUMP THE BRAKE, HOWEVER, THAT ONLY SLOWED US DOWN TEMPORARILY. I THEN TRIED KICKING AT THE GAS PEDAL TO SEE IF I COULD GET IT TO RELEASE, HOWEVER, THAT ALSO DID NOT WORK. I THEN TRIED PULLING THE GAS PEDAL UP WITH MY HAND AND IT WOULD NOT BUDGE. FINALLY, AFTER CONTINUING TO PUMP THE BRAKE TO SLOW DOWN, THE GAS PEDAL RELEASED ON ITS OWN. I WOULD ESTIMATE THAT IT WAS STUCK FOR 20 SECONDS. UNFORTUNATELY, I DID NOT REPORT THE INCIDENT RIGHT AWAY, HOWEVER, I CALLED TOYOTA THE DAY I FOUND OUT OF THEIR RECALL. THIS PAST WEEKEND, I BROUGHT THE VEHICLE IN FOR A COURTESY INSPECTION, HOWEVER, TOYOTA SERVICE TEAM SAID THERE WERE NO ISSUES. I HAVE CALLED THE TOYOTA HOTLINE MULTIPLE TIMES AND WAS ONLY ABLE TO GET THROUGH TO SOMEONE ONCE. I REPORTED THE INCIDENT AND THE TOYOTA REP ON THE PHONE SAID THEY WOULD REPORT THE INCIDENT UP THE CHAIN. HAVE NOT HEARD BACK FROM THEM. I CONTACTED THE BETTER BUSINESS BUREAU, HOWEVER, HAVE NOT MADE ANY PROGRESS THERE. MY FIANCE DRIVES THE CAR DAILY, BUT WE CAN'T TRUST THAT THIS WILL NEVER HAPPEN AGAIN. OUR ONLY OPTION IS TO TRADE-IN THE VEHICLE, AND WE MAY DO SO SOON, HOWEVER, THIS CAR SHOULD NOT BE RESOLD IN THE MARKET. I AM VERY DOUBTFUL THAT TOYOTA HAS SOLUTIONED THE 'REAL' ISSUE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316873  
**Date of Incident:** 20091227  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** NEWARK, NJ

**NHTSA Summary:**  
I HAVE A 2010 TOYOTA COROLLA. DEC.24 2009 WAS A REPORT OF THE FIRST FAILURE. I WAS DRIVING OUT OF A RESIDENTIAL PARKING LOT AND APPLIED MY BREAKS BEFORE I APPROCHED THE STREET AND MY CAR ENDED UP ACCELERATING HITTING THE PASSENGER DOOR OF ANOTHER VEHICLE. MOREOVER IF I DRIVE OVER A BUMPY SURFACE OR POT HOLE MY PEDALS START TO KICK BACK OR VIBRATE. DONT KNOW WHAT TO CALL IT. ALSO I HAVE 2 RECALLS FOR MY VEHICLE ACCORDING TO TOYOTA SERVICE CENTER. AFTER FIXING MY RECALL I NOW HAVE A NEW PROBLEM WITH MY CAR. IT MAKES SQUEAK SOUNDS AND SQUEALS AS I APPLY MY FOOT ON THE ACCELERATOR. I TOOK IT BACK TO THE TOYOTA SERVICE CENTER ON MAR.2 AND THEY TOLD ME AFTER WAITING 2 HOURS THAT NOTHING WAS WRONG WITH MY CAR AND PUT

C-1757

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE ACCELERATING FROM A RED LIGHT, THE RPM'S RAPIDLY INCREASED, AND THEN THE VEHICLE LURCHED FORWARD. SHE HAD TO SHIFT THE VEHICLE INTO PARK TO STOP ACCELERATION. THE VEHICLE ENGINE CONTINUED TO REV WHILE IN PARK, BUT DID NOT MOVE. THERE WERE NO FLOOR MATS IN THE VEHICLE AT THE TIME OF THE FAILURE. THE MANUFACTURER WAS CONTACTED AND SHE WAS AWAITING A RESPONSE. THE CURRENT AND FAILURE MILEAGES WERE 37,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10297639  
**Date of Incident:** 20091228  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** PASADENA, CA

**NHTSA Summary:**  
A TOYOTA SIENNA 2008 WAS TURNING SLOWLY ON A CURVE AND THEN IT SUDDENLY ACCELERATED VERY FAST AND WENT THROUGH A FENCE HITTING A WALL. THE AIRBAGS OPENED UP AS WELL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10300210  
**Date of Incident:** 20091228  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** PITTS TOWN, NJ

**NHTSA Summary:**  
I OWN A 2007 AVALON. IN THE PAST 6 MONTHS I HAVE EXPERIENCED 5 EVENTS WHERE THE CAR ACCELERATED ON ITS OWN PRIOR TO THE FINAL EVENTS LEADING UP TO THIS REPORT. SEVERAL TIMES I EXPERIENCED THE CAR ACCELERATING WITHOUT MY FOOT ON THE GAS PEDAL AS I DROVE THROUGH TOWN THE CAR WOULD GO BACK TO ITS CORRECT RPM'S AFTER DRIVING A FEW MILES OR AFTER THE CAR WAS STOPPED AND PUT INTO PARK. AFTER EXPERIENCING THE SUDDEN ACCELERATION THE THIRD TIME I TOOK MY VEHICLE TO BE CHECKED AT MY LOCAL AUTO SHOP. THEY COULD NOT FIND ANYTHING WRONG WITH THE VEHICLE. AFTER 2 MORE INCIDENTS I BROUGHT MY CAR TO A TOYOTA DEALERSHIP (11/11/09) TO BE CHECKED. AFTER KEEPING MY CAR FOR 2 DAYS THEY FOUND NO UNINTENDED ACCELERATION PROBLEMS AND CONFIRMED THAT THE FACTORY MATS ARE INSTALLED PROPERLY. THEN ON 12/28/09 I WAS DRIVING TO WORK ON A MAJOR HIGHWAY. THE CAR BEGAN TO ACCELERATE WITHOUT MY FOOT ON THE GAS PEDAL. AS I PUSHED ON THE BRAKE, THE CAR CONTINUED TO ACCELERATE. AT THAT TIME I WAS NOT ABLE TO STOP MY VEHICLE BY PRESSING HARD ON THE BRAKE. THE ONLY WAY I WAS ABLE TO SLOW THE CAR DOWN WAS TO PUT THE CAR INTO NEUTRAL. I TOOK THE NEXT EXIT WHICH WAS THE EXIT FOR THE TOYOTA DEALERSHIP. I CALLED THE DEALERSHIP AND TOLD THE SERVICE MANAGER TO MEET ME OUTSIDE BECAUSE I WAS EXPERIENCING ACCELERATION PROBLEMS. I DROVE APPROXIMATELY 5 MILES BY ALTERNATING FROM NEUTRAL TO DRIVE AND PRESSING VERY FIRMLY ON THE BRAKES. AS I PULLED INTO THE FRONT OF THE DEALERSHIP I PUT THE CAR INTO NEUTRAL AND EXITED THE CAR. WITH THE BRAKES SMOKING FROM THE EXCESSIVE BRAKING AND THE CAR'S RPM'S RACING THE MNGER ENTERED MY CAR. HE CONFIRMED THAT THE MATS WERE PROPERLY IN PLACE AND CONFIRMED THE RPM'S WERE VERY HIGH. THEY CONTACTED A TOYOTA TECH TO LOOK AT MY CAR, AFTER 1 1/2 WEEKS WITH MY CAR THEY WERE TOLD BY TOYOTA TO REPLACE THE THROTTLE BODY AND ACCELERATOR ASSEMBLY INCLUDING BOTH SENSORS. I NO LONGER FEEL SAFE DRIVING

C-1759

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ON MY SERVICE RECEIPT AS "NORMAL NOISE". ALSO REGARDING THE ACCIDENT A TOYOTA INSPECTOR FROM CORPORATE INSPECTED MY CAR BEFORE MY RECALL WAS FIXED AND DESPITE THE TWO RECALLS SAID THAT MY VEHICLE HAS NO PROBLEMS AND THE ACCIDENT HAD NOTHING TO DO WITH IT. I NOW DRIVE A 2010 TOYOTA COROLLA THAT SQUEALS AND SQUEAKS EVERY DAY AND MY INSURANCE COMPANY IS FIGHTING PROPERTY DAMAGE AND BODILY INJURY CLAIMS FROM THE DRIVER I STRUCK ON THE PASSENGER SIDE AND EVERYTHING APPEARS TO BE MY FAULT AND NOT TOYOTA. IM IN SUCH DISTRESS WITH TOYOTA I DONT KNOW WHAT MORE TO DO. I GAVE THEM CHANCE AFTER CHANCE TO HELP ME BUT ITS JUST GETTING WORSE. THIS IS MY FIRST NEW CAR AND ALSO MY FIRST ACCIDENT I EVER HAD. IM SCARED THAT I HAVE TO PAY 20,000 FOR THE NEXT FIVE YEARS FOR A DEFECTED CAR. PLEASE HELP

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317157  
**Date of Incident:** 20091227  
**Vehicle:** 2007 LEXUS GS350  
**Location of Incident:** STATEN ISLAND, NY

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 LEXUS GS 350. HE STATED THAT WHILE STARTING THE VEHICLE IT ACCELERATED TO 6 TO 7 THOUSAND RPM'S WHILE HAVING IT IN DRIVE. HE THEN TURNED IT OFF AND ON AND IT OCCURRED ONCE AGAIN, REVERSING INTO BUSHES. THE CONTACT STATED IT GAVE HIM A WHIPLASH. HE CONTACTED THE DEALER AND THEY STATED THAT HE HAD TWO FLOOR MATS IN THE VEHICLE AND THAT IS WHAT CAUSED THE ACCELERATION FAILURE. THE CONTACT STATED THAT WHEN HE TOOK THE VEHICLE IN FOR MAINTENANCE, THERE WERE SUPPOSED TO REMOVE THE MATS AND THEY DIDNT. THERE HAD BEEN NO REPAIRS DONE TO THE VEHICLE. THE FAILURE MILEAGE WAS 29006 AND CURRENT MILEAGE WAS 31000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10348705  
**Date of Incident:** 20091227  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** ALBANY, NY

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2009 TOYOTA PRIUS. THE CONTACT STATED THAT AFTER PUTTING HIS FOOT ON THE BRAKE THE VEHICLE ACCELERATED AND CRASHED INTO THE REAR OF THE VEHICLE IN FRONT OF HIM. THERE WERE NO INJURIES AND THE POLICE WERE NOT CALLED. NHTSA CAMPAIGN ID NUMBER: 09V388000 VEHICLE SPEED CONTROL, ACCELERATOR PEDAL WAS ISSUED AFTER THIS INCIDENT AND THE VEHICLE HAS HAD THE RECALL WORK PERFORMED. THERE HAVE BEEN NO OTHER ISSUES SINCE THE REMEDY WAS PERFORMED. THE FAILURE MILEAGE WAS 31,000 AND THE CURRENT MILEAGE WAS 36,000. RD

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10297328  
**Date of Incident:** 20091228  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THIS CAR AND I AM NOT CONVINCED THAT TOYOTA HAS FOUND THE ROOT CAUSE OF THIS PROBLEM.

Per email 12/29/09 - Had a couple of incidents four to five months ago - the car started accelerating on its own around 25 to 30 mph. Was able to slow the car with brakes then put into Neutral. Revving stopped after a few minutes. Dealer didn't find anything.

Yesterday (12/28/09) on highway - wouldn't stop this time. More pressure on brakes - kept accelerating (pumped brakes). Put in N - engine kept revving. Called the dealer to tell him he is on his way to see them and the car was revving uncontrollably. Drove the car to them by shifting from N to Drive with the engine at full throttle (dealer was only 2 mile away.). Asked that the dealer be ready to come out and see the car. He pulled into the dealer with car revving, brakes smoking. Dealer noted that the car was still revving - no floor mat interference. Dealer tried to physically move the pedal, no change, still revving. Shut car down. Kevin got the dealer to sign a work order detailing what he saw. Dealer called the Toyota Corp Rep (Totawva, ND) - They called Kevin back in an hour and said that the Toyota said they would pay for the part (\$1700 part), labor and rental car. As of 11:00 am 12 / 29 Kevin didn't know what the "part" is that they are going to replace.

SK talked to owner on 1/6/10, vehicle is at dealer still. Toyota is paying for the repairs and should have the car back to him on 1/7/10. Owner will get back to SRS with details and documents.

From: Kevin Haggerty [mailto:KHaggerty@creativesalesnj.com]  
Sent: Thursday, January 07, 2010 11:46 PM  
To: joseph.e.rhee@abc.com; Sean Kane  
Subject: FW: docs

The first document was from the first time I brought this to the dealer in November. The second one is the most recent. I'll forward the work order when I receive. Kevin  
Toyota.PDF (2MB) attached - see copy in Haggerty folder

From: Kevin Haggerty [mailto:KHaggerty@creativesalesnj.com]  
Sent: Thursday, January 14, 2010 11:47 PM  
To: joseph.e.rhee@abc.com; Sean Kane  
Subject: FW: Conversation of this date

Joe and Sean, FYI Kevin

From: Scott Yon@dot.gov [mailto:Scott.Yon@dot.gov]  
Sent: Thursday, January 14, 2010 11:47 AM  
To: Kevin Haggerty  
Cc: Jeff Quandt@dot.gov; Stephen.McHenry@dot.gov; Bill.Collins@dot.gov; Gregory.Magno@dot.gov  
Subject: Conversation of this date

Hi Kevin,

Thank you for speaking with me today about your Avalon and the incident you experienced. I'm glad you're OK. Can you confirm you have received this email please?

My contact details are below should you need to reach me, anytime.

Please consider filing a report at our website, which is www.safercar.gov. The link is in the right most column, it says "FILE A COMPLAINT." You will need your VIN number if you have it, otherwise I can add it later. You should include as much detail and content as possible.

C-1760

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

You mentioned you had some other repair orders and a signed document from the dealership. I'd like to get copies of those please, if you can email or fax them to me. I will probably have some follow-up questions to ask so I will contact you at that time. I may want you to speak with some of my other technical colleagues also, who I've copied on this email, if that's OK. Also we may want to look at the vehicle, which you indicated you were willing to let us do, so I'll let you know about that too.

Thanks again for speaking with me,

Scott  
D. Scott Yon  
Chief, Vehicle Integrity Division (VID), NVS-212  
U.S. Department of Transportation  
National Highway Traffic Safety Administration  
Office of Defects Investigation (ODI)  
Room W48-314  
1200 New Jersey Ave, SE  
Washington, DC 20590

Direct: 202-366-0139  
Toll Free: 1-877-5 DOT DOT (536-8368) ext 60139  
Fax: 202-366-1767

**Additional Summary:**

**Toyota ID Number:** 0912142851  
**NHTSA ODI Number:** 10301733  
**Date of Incident:** 20091228  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** RANCHO SANTA FE, CA

**NHTSA Summary:**

RUNAWAY TOYOTA...I WAS EXITING I-8 E ON LAKE MURRAY EXIT IN HEAVY TRAFFIC AND WHILE SLOWING THE CAR SUDDENLY ACCELERATED AND HIT THE CAR AHEAD WHICH IT TURN HIT THE CAR AHEAD OF IT. NO ONE HURT. \*TR

**Additional Summary:**

Tom Palmer - 2009 Toyota Corolla (ref # 0912142851). Car rental from Ace Rent a Car VIN JTDBL40E999085576. Three car crash Dec. 28th 2009. 4:30 pm East on I-8 at Lake Murray Exit in San Diego, CA - 2 lane large long exit. Bumper to bumper traffic. About 4 to 5 car lengths from car in front. Slowing down as cars in front were coming to a stop when car went forward and hit a Toyota Corolla in front of him. Floor mats were not secured, but in place.

Car was towed. Reported to Toyota.

858-243-7948

Tompalmer2010@yahoo.com

PO Box 2666

Rancho Santa Fe, CA 92067

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305490  
**Date of Incident:** 20091228

C-1761

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316960  
**Date of Incident:** 20091228  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** PLYMOUTH, MA

**NHTSA Summary:**

TWICE LAST YEAR THE CAR JUST TOOK OFF ACCELERATING ON ITS OWN AND WHEN I TRIED TO USE THE BRAKE TO STOP THE CAR IT JUST KEPT GOING. THE FIRST TIME I COULD NOT CONTROL THE CAR BY USING THE BRAKES AND IT FINALLY STOPPED AFTER IT WENT DOWN THE STREET A WAYS AND OVER A CURB. THE CAR HAD BEEN PARKED AND I HAD JUST STARTED UP THE CAR PUTTING MY FOOT ON THE GAS PEDAL WHEN THE CAR WENT OUT OF CONTROL. THE SECOND TIME I HAD ENTERED A PARKING GARAGE, STOPPED TO TAKE A TICKET FROM A MACHINE AND WHEN I APPLIED THE GAS IT TOOK OFF. I APPLIED THE BRAKE AND TRIED TO STEER THE CAR OUT OF DANGER. IT FINALLY HIT A CEMENT BLOCK, BOUNCING BACK GOING FORWARD AGAIN BEFORE IT STOPPED. BOTH TIMES I TOOK IT TO THE TOYOTA DEALER AND THEY CHECKED IT OUT AND COULD NOT FIND ANYTHING WRONG. THE SECOND TIME IN DECEMBER 2009 THEY TOLD ME OF THE PROBLEM REGARDING THE GAS PEDAL AND THE CARPET, WHICH THEY SAID WAS OK ON MY CAR AND TOLD ME IF IT HAPPENED AGAIN TO PUT THE CAR IN NEUTRAL AND THE WHEELS WOULD STOP TURNING. THEY ALSO SAID THEY WERE WORKING ON A RECALL BUT THAT MY CAR WOULD NOT BE A PART OF IT AS THE PROBLEM DID NOT EXIST UNTIL 2005 ON CAMRYS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10297307  
**Date of Incident:** 20091229  
**Vehicle:** 2010 TOYOTA TUNDRA  
**Location of Incident:** CONVERSE, TX

**NHTSA Summary:**

PROBLEM WITH CRUISE CONTROL NOT DISENGAGING PROPERLY WHEN TAPPING THE BRAKE. THE BRAKE MUST BE PRESSED TO THE POINT OF ACTUAL BRAKING FOR THE CRUISE CONTROL TO DISENGAGE. THERE HAVE BEEN SEVERAL TIMES WHEN WHILE TRYING TO DISENGAGE BY PRESSING THE BRAKE THE ENGINE STARTED TO REV UP AS IF I WAS ALSO PRESSING THE GAS PEDAL. THE MOST RELIABLE WAS TO DISENGAGE THE CRUISE CONTROL IS THE CONTROL ON THE SIDE OF THE STEERING WHEEL (MAIN CRUISE CONTROL ON MY TRUCK). WILL BE TAKING THE TRUCK TO THE DEALER THIS WEEK. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10298012  
**Date of Incident:** 20091229  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** BRANDON, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA COROLLA. WHEN THE CONTACT ATTEMPTED TO ENTER A PARKING SPACE THE VEHICLE SUDDENLY ACCELERATED ON ITS OWN AND CRASHED INTO A VEHICLE. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALER. THE IDENTICAL FAILURE OCCURRED ONE MONTH PRIOR TO THE RECENT INCIDENT. THE CURRENT AND FAILURE MILEAGES WERE 19,997.

**Additional Summary:**

C-1763

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BLOOMINGTON, CA

**NHTSA Summary:**

2007 TOYOTA CAMRY, FROM TIME WE PURCHASED CAR IT WOULD ACCELERATE TO HIGH RATE OF SPEED WHEN TRYING TO SPEED UP, IE; GETTING ON FREEWAY, PASSING AND MOST ESPECIALLY WHEN CRUISE CONTROL WAS IN USE, (SAME AS STEVE WOSNIECK, APPLE COMPUTER IS REPORTING). I ADDRESSED THIS WITH DEALER ALMOST EVERY TIME I HAD CAR SERVICED, THEY SAID IT WAS DUE TO COMPUTER. SAID COMPUTER TAKES 30 SEC. OR SO TO CATCH UP AND THAT CAUSED THE "LURCH" OR INCREASED SPEED. ON RECENT TRIP, CAR WENT AS FAST AS 85MPH (FROM 60) WHEN I FINALLY APPLIED BRAKE AND TURNED OFF CRUISE CONTROL. THERE WAS NO FLOOR MAT IN CAR, NO PROBLEM WITH PEDAL. ALSO HAD PROBLEM WITH CRUISE CONTROL. WOULD NOT HOLD SPEED ON DOWN-HILL DRIVE. DEALER SAID IT WAS NOT DESIGNED TO WORK ON DOWN HILL. THIS HAPPENED ON EVEN MINOR DOWN GRADES, WOULD JUST TAKE OFF! ON 1/27/10 I WENT TO DEALER AND PURCHASED WHAT THEY SAID WAS A "SAFE" NO ISSUE 2010 CAMRY. THEY SAID THIS ONE HAD THE SAFE "PEDAL". NOW I AM HEARING ISSUES THAT IT IS WITH THE COMPUTER! I FEEL SKUNKED! I HAD MY CAR ALMOST PAID OFF AND NOW AM BACK IN DEBT FOR ANOTHER 5 YEARS! NOT HAPPY. THIS PROBLEM WAS ON-GOING FROM THE TIME WE BOUGHT THE 2007, LAST INCIDENT WAS DATE BELOW ON WAY HOME FROM VEGAS. I DO FEEL LUCKY AND THANKFUL THAT SO FAR I AM ALIVE TO REPORT THIS!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311051  
**Date of Incident:** 20091228  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** PITTSBURGH, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE DRIVING 15 MPH THE VEHICLE RAPIDLY ACCELERATED AND CRASHED INTO A GUARD RAIL. NO ONE WAS INJURED. THE FRONT PASSENGER SIDE SUSTAINED SEVERE DAMAGE. THE CONTACT WAS ABLE TO DRIVE THE VEHICLE HOME AND THEN TO THE DEALER. THE DEALER IS WAITING FOR AN INSPECTOR TO DIAGNOSE THE VEHICLE PRIOR TO MAKING ANY REPAIRS. THE DEALER HAS NOT INFORMED THE CONTACT ABOUT ANY REPAIRS OR UPDATES ON THE VEHICLE. THE FAILURE MILEAGE WAS 22,212.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312036  
**Date of Incident:** 20091228  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** SAINT LOUIS, MO

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 1998 TOYOTA CAMRY. SHE STATED THAT WHILE DRIVING 15 MPH AND APPLYING THE BRAKE PEDAL TO STOP THE VEHICLE, THEN PRESSING THE ACCELERATOR PEDAL IT BECAME STUCK AND WOULDNT MOVE AT ALL. SHE HAD TO STOMP ON IT SO THAT THE PEDAL WOULD COME LOOSE. THE FAILURE HAS OCCURRED FOR 3 MONTHS. TOYOTA HAS BEEN NOT CONTACTED BUT WILL BE CONTACTED TO REPORT THIS FAILURE. THERE HAVE BEEN NO REPAIRS AT THIS MOMENT. THE FAILURE MILEAGE WAS 168,000 AND CURRENT MILEAGE WAS 172,311.

**Additional Summary:**

C-1762

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10298891  
**Date of Incident:** 20091229  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** ROSEVILLE, CA

**NHTSA Summary:**

UNINTENDED ACCELERATION IN A 2008 TOYOTA TACOMA

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304559  
**Date of Incident:** 20091229  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** GARDEN GROVE, CA

**NHTSA Summary:**

AVALON 2007 XLS THE ACCELERATOR PEDAL IS A PROBLEM. WHEN I PARK TO THE GARAGE, I COULD NOT STOP THE CAR. THE BRAKE DID NOT WORK. THE GAS PEDAL WAS HARD, NO CONTROL. I HIT TO THE GARAGE WALL. MY FRONT PUMPER WAS BROKEN AFTER THE HIT. THE HIT IMPACT CAUSED A BIG SHAKE ON MY 2 BABIES ( BOTH UNDER 2.5 YEAR OLD)

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306321  
**Date of Incident:** 20091229  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** GREENFIELD, WI

**NHTSA Summary:**

WE HAVE A 2005 TOYOTA PRIUS THAT WAS INVOLVED IN AN ACCIDENT AS A RESULT OF THE CAR TAKING OFF ON ITS OWN AND THE BRAKES NOT WORKING. THE PRIUS ONLY STOPPED WHEN IT HIT ANOTHER CAR AND THEN WE WERE UNABLE TO GET THE CAR TURNED OFF. THIS WAS NOT DUE TO THE FLOOR MAT RECALL. THE CAR WAS IN PARK AND TOOK OFF. WOULD NOT STOP EVEN WITH BOTH FEET ON THE BRAKES. IT STOPPED ONLY UPON IMPACT. LITERALLY WAS SECONDS AWAY FROM PINNING A PERSON IN BETWEEN THE TWO VEHICLES. THIS COULD HAVE LED TO A DEATH OR SERIOUS INJURY. SINCE THEN THE CAR WAS REPAIRED BUT TOYOTA ENGINEERS TEST DROVE IT FOR ABOUT 10 MILES AND OF COURSE IT DIDNT HAPPEN TO THEM SO THEY INDICATED THERE WAS NO PROBLEM. WE HAD 51,000 MILES ON THE CAR BEFORE THIS HAPPENED. CURRENTLY THE CAR SITS IN THE DRIVEWAY NOT BEING USED BECAUSE OF THE DEFECT. THIS MODEL IS NOT PART OF THE RECALL YET BUT OBVIOUSLY IS DEFECTIVE. WE HAVE TWO ADDITIONAL 2007 PRIUS MODELS IN THE FAMILY THAT ARE OF CONCERN. THIS IS OF MAJOR CONCERN AS NOTHING IS BEING DONE TO CORRECT OR ADDRESS THESE MODELS, ONLY THE NEWER PRIUS MODELS. WE SEE TOYOTA AS IGNORING THE CONCERNS ON THIS MODEL. IT IS A HUGE SAFETY HAZARD AS WHEN YOU LOOK AROUND ON THE ROADS, MANY OF THESE VEHICLES ARE STILL IN USE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317457  
**Date of Incident:** 20091229  
**Vehicle:** 2004 TOYOTA AVALON

C-1764

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** MARIPOSA, CA

**NHTSA Summary:**

MY 2004 TOYOTA AVALON SUDDENLY ACCELERATED WHILE BACKING OUT OF OUR GARAGE. IT SPED BACKWARDS ONLY STOPPING WHEN IT SLAMMED INTO OUR FRONT DECK. OVER \$5000 DAMAGE, BUT NO INJURIES.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10298643

**Date of Incident:** 20091230

**Vehicle:** 2007 TOYOTA TACOMA

**Location of Incident:** RIVERSIDE, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA TACOMA WHICH WAS PURCHASED BRAND NEW IN 2007. SHE STATED WHILE TRAVELING AT SPEEDS UNDER 25 MPH AND ATTEMPTING TO STOP HER VEHICLE IN FRONT OF HER HOME, THE BRAKES WOULD NOT OPERATE AND DID NOT RESPOND TO HER DEPRESSING THE BRAKE PEDAL. THE VEHICLE PROCEEDED TO CRASH INTO A PARKED A VEHICLE. LATER IN THE WEEK, THE CONTACT RECEIVED AN INTERIM RECALL LETTER FROM TOYOTA PERTAINING TO UNINTENDED ACCELERATION OF HER VEHICLE. SHE BELIEVED THIS WAS THE CAUSE OF THE CRASH, NO REPAIRS WERE MADE TO THE VEHICLE TO DATE. THE FAILURE AND CURRENT MILEAGES WERE UNDER 35,000.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10303154, 10319814

**Date of Incident:** 20091230

**Vehicle:** 2004 TOYOTA CAMRY

**Location of Incident:** BREWSTER, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY WHICH WAS PURCHASED BRAND NEW. WHILE EXITING HER DRIVEWAY AT SPEEDS OF LESS THAN 5 MPH, SHE PROCEEDED TO DEPRESS THE BRAKES DUE TO A DECLINE IN THE DRIVEWAY. SHE WAS AWARE THAT HER FOOT WAS ON THE BRAKE PEDAL; HOWEVER, THE VEHICLE CONTINUED TO ACCELERATE INTO ONCOMING TWO-WAY TRAFFIC AT NO FAULT OF THE DRIVER AND AT AN UNKNOWN SPEED. SHE PROCEEDED OVER AN EMBANKMENT AND CRASHED INTO A TREE TO AVOID CRASHING INTO A VEHICLE OR PEDESTRIAN. THE AIR BAGS DID NOT DEPLOY AT THE TIME OF THE CRASH. THE CONTACT DID NOT SUSTAIN ANY INJURIES. THE VEHICLE WAS TOWED FROM THE SCENE AND IS AWAITING REPAIRS. THE FAILURE AND CURRENT MILEAGES WERE UNDER 34,000. THE VIN WAS NOT AVAILABLE. 2004 TOYOTA CAMRY. CONSUMER STATES UNINTENDED ACCELERATION CAUSING A CRASH. \*TGW. THE CONSUMER STATED WHILE DESCENDING DOWN HER DRIVEWAY, THE VEHICLE ACCELERATED OUT OF CONTROL AND WOULD NOT STOP. WHEN SHE TURNED THE WHEEL, THE VEHICLE CLIMBED AN EMBANKMENT AND CRASHED INTO A TREE. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10304867

**Date of Incident:** 20091230

**Vehicle:** 2009 TOYOTA COROLLA

**Location of Incident:** NEW HOLLAND, PA

**NHTSA Summary:**

C-1765

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10305032

**Date of Incident:** 20091230

**Vehicle:** 2000 TOYOTA ECHO

**Location of Incident:** THORNVILLE, OH

**NHTSA Summary:**

2000 TOYOTA ECHO. ACCELERATOR PEDAL STUCK. IT HAS ONLY HAPPENED ONCE, AROUND 263,000 MILES. IRONICALLY, THIS HAPPENED A FEW MONTHS AGO, BEFORE NEWS ABOUT THE LATEST RECALL. THIS CAR, AND ITS NEWER MODEL THE YARIS, ARE NOT PART OF THE RECALL, OCCASIONALLY, I WOULD HEAR A QUIET SQUEAKY SOUND WHEN USING THE GAS PEDAL, BUT IT WAS UNCOMMON. I DO ALL MY OWN CAR WORK, BUT WAS NEVER ABLE TO FIGURE OUT THE CAUSE OF THE NOISE... I'M NOT LOOKING TO HAVE ANYONE CONTACT ME - THE VEHICLE IS NO LONGER BEING DRIVEN. I'M JUST REPORTING IT IN CASE ANYONE ELSE WITH AN ECHO REPORTS IT. I DON'T HAVE THE VIN NUMBER HANDY (AT WORK), IF YOU REALLY NEED IT, YOU CAN CONTACT ME, AND I'LL EMAIL IT TO YOU. IT IS THE 4 DOOR SEDAN MODEL, AND IT WAS ONE OF THE EARLY ECHO'S. VIN SERIAL NUMBER WAS IN THE 6XXX RANGE.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10308887

**Date of Incident:** 20091230

**Vehicle:** 2008 SCION XB

**Location of Incident:** FORT MYERS, FL

**NHTSA Summary:**

ODI 10308887  
2008 SCION ACCELERATOR PROBLEM. CAR WAS AT A FULL STOP PRIOR MY TURNING INTO A SMALL PARKING LOT, WHEN BRAKE RELEASED THE SCION SPED FORWARD. I WAS UNABLE TO STOP THE SCION. MY CAR WAS TOTALED. THE DRIVER SEAT PUSHED FORWARD THROWING ME INTO THE STEERING WHEEL AND PINING ME THERE. ALTHOUGH THE AIR BAG DEPLOYED I WAS INJURED WHEN I HIT THE STEERING WHEEL. MY NECK ALSO WAS AFFECTED FROM THE IMPACT. UNFORTUNATELY THE CAR HIT A PARKED CAR WHICH BROUGHT THE MY CAR TO A FULL STOP THROWING ME INTO THE STEERING WHEEL. I WAS TAKEN TO AN EMERGENCY HOSPITAL WHERE I UNDERWENT 3 CTS AND WAS SEEM BUY A DOCTOR. UPON DISCHARGE I WENT HOME WITH INSTRUCTIONS. I HAVE SINCE HAD A PHYSICAL THERAPIST HELP WITH MY NECK.

ODI 10304267

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1766

THE TOYOTA SCION I WAS DRIVING SUDDENLY SPEEDED UP CAUSING ME TO CRASH INTO A HEDGE IN A PARKING LOT. I HAD COME TO A COMPLETE STOP IN ORDER TO TURN INTO THE PARKING LOT WHEN THE ACCELERATOR STUCK

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10317770

**Date of Incident:** 20091230

**Vehicle:** 2005 TOYOTA CAMRY

**Location of Incident:** PALM COAST, FL

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 25MPH AND THE VEHICLE SURGED FORWARD. THE CONTACT DEPRESSED THE BRAKE WHILE SLOWING DOWN TO COMPLETE A TURN. THE DEALER WAS INFORMED AND THEY INSPECTED THE VEHICLE. THE DEALER DID REPAIR THE VEHICLE BUT NEVER INFORMED THE CONTACT OF WHAT THE FAILURE WAS. THE VEHICLE HAS NOT EXPERIENCED ANY OTHER FAILURES SINCE THEN. THE APPROXIMATE FAILURE MILEAGE WAS 55000 AND THE CURRENT MILEAGE WAS 60000. THE CONSUMER ALSO STATED THE VEHICLE HAD A STEERING PROBLEM AND IT WOULD COST \$500.00 TO REPAIR. UPDATED 03/22/10. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10303286

**Date of Incident:** 20091231

**Vehicle:** 2007 TOYOTA CAMRY HV

**Location of Incident:** OLNEY, MD

**NHTSA Summary:**

MY 2007 CAMRY HAS BEEN RECALLED DUE TO THE PEDAL ISSUE AND THE MAT. I TOOK THE MAT OUT HOWEVER EVEN THOUGH MY PEDAL HAS STUCK ALREADY THE DEALERSHIP WILL NOT GIVE ME A RENTAL UNTIL THEY FIX THE PROBLEM OR ANOTHER TRADE-IN. I FEEL VERY UNSAFE AND NOW THEY ARE RECALLING CAMRY'S FOR OTHER REASONS AS WELL. I WOULD LIKE ANOTHER CAR AND FEEL I SHOULD NOT HAVE TO WORRY ABOUT TAKING MY CHILDREN AND GRANDCHILD IN THE CAR BECAUSE THEY HAVE NOT FIGURED OUT WHAT TO DO. CAN YOU HELP ME GET A REPLACEMENT CAR? \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10308003

**Date of Incident:** 20091231

**Vehicle:** 2010 TOYOTA AVALON

**Location of Incident:** CAREY, NC

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2010 TOYOTA AVALON LIMITED EQUIPPED WITH DYNAMIC LASER CRUISE CONTROL. SHE STATED WHILE ATTEMPTING TO PASS ANOTHER VEHICLE WITH THE CRUISE CONTROL ENGAGED AT SPEEDS OF UNDER 65 MPH, THE VEHICLE LOST ACCELERATION. THE DRIVER ATTEMPTED TO DEPRESS THE BRAKES TO SHUT OFF THE CRUISE CONTROL, TO NO AVAIL. THE VEHICLE WOULD NOT ACCELERATE AND SHE ALLOWED THE VEHICLE TO DRIFT OFF THE HIGHWAY. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY COULD NOT DUPLICATE THE FAILURES. NO REPAIRS WERE MADE TO DATE TO CORRECT THE FAILURE. THE CRUISE CONTROL MECHANISM HAD NOT BEEN

C-1767

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ENGAGED SINCE THE INCIDENT. THE FAILURE AND CURRENT MILEAGES WERE 26,000.

\*KMJ

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10308061

**Date of Incident:** 20091231

**Vehicle:** 2005 TOYOTA HIGHLANDER

**Location of Incident:** DRUMS, PA

**NHTSA Summary:**

I OWN A 2005 TOYOTA HIGHLANDER. I WENT TO A FRIEND'S HOUSE AND PARKED VEHICLE IN FRONT OF THE HOUSE IN THE DRIVEWAY BY PLACING THE GEAR SHIFT IN THE PARK POSITION. I LEFT THE VEHICLE IDLEING WHILE I WENT INTO MY FRIEND'S HOUSE TO GET A GROCERY LIST. I WENT IN AND OUT OF THE HOUSE ON 2 DIFFERENT OCCASIONS OVER A PERIOD OF ABOUT 10-15 MINUTES TO RETRIEVE ITEMS FOR MY FRIEND THAT WERE OUTSIDE. ON BOTH OCCASSIONS MY VEHICLE WAS IN THE DRIVEWAY IDLEING. WHILE I WAS BACK INSIDE RETRIEVING THE GROCERY LIST MY FRIEND AND I OBSERVED MY VEHICLE MOVING THROUGH HER BACK YARD AND PROCEEDED INTO THE WOODS BEHIND HER HOUSE WHERE IT CAME TO A STOP AFTER HITTING A TREE. THIS VEHICLE SOMEHOW TOOK ITSELF OUT OF THE PARK POSITION AND INTO DRIVE!!!! I REPORTED THIS TO MY TOYOTA DEALER AND THE INSURANCE COMPANY. THE TOYOTA DEALER AND THE REGIONAL TOYOTA MANAGER SAID THERE WAS NO WAY THIS COULD HAVE HAPPENED AND THAT IT WAS NOT THE SAME ISSUE BEING INVESTIGATED (GAS PEDAL ISSUE). I WENT AHEAD AND HAD THE CAR REPAIRED AND THE INSURANCE COMPANY PAID FOR IT (EXCEPT FOR MY \$500.00 DEDUCTIBLE) WITH NO INVESTIGATION OR QUESTIONS. I PICKED THE CAR UP TODAY AND NOW I AM HEARING ON THE NEWS THAT MANY OF THE SO CALLED GAS PEDAL INCIDENTS HAVE NOT BEEN EXPLAINED AND THAT IT IS POSSIBLE THAT MANY OF THE PREVIOUSLY REPORTED INCIDENTS CAN ONLY BE EXPLAINED BY A FAULTY COMPUTER. RIGHT AFTER THE ACCIDENT I ASKED THE TOYOTA DEALER/REGIONAL MANAGER SPECIFICALLY IF MY INCIDENT COULD HAVE BEEN CAUSED BY A COMPUTER MALFUNCTION. THE ANSWER WAS NO!

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 20091231

**Date of Incident:** 20091231

**Vehicle:** 2009 TOYOTA PRIUS

**Location of Incident:** JENSEN BEACH, FL

**NHTSA Summary:**

**Additional Summary:**  
Bought Prius in 09. Drove to FL from NY in December 09. Car was surging on the freeway. Thought she didn't know how to properly work the vehicle. Received a letter re floor mat. She checked, and her floor mats were not interfering. 2/14/10 - driving to Orlando. Car accelerated to 88 mph. Pumped brakes, and car slowed down. Happened again on that same drive. 2/15/10 - went to Toyota dealer. Had it for 3 days. Dealer said nothing was wrong with vehicle.

**Toyota ID Number:**

**NHTSA ODI Number:** 10311366

**Date of Incident:** 20091231

**Vehicle:** 2007 TOYOTA HIGHLANDER

**Location of Incident:** HOMOSASSA, FL

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1768

**NHTSA Summary:**

I HAVE A 2007 TOYOTA HIGHLANDER THAT HAD MAT ENTRAPMENT--I HAD AFTER MARKET MATS AS NONE WERE GIVEN TO ME WHEN I BOUGHT THE VEHICLE--I REPORTED THIS TO TOYOTA CORPORATION AND HAD VEHICLE INSPECTED AT DEALERSHIP AND REP SAID THERE WAS NO DEFECT IN MY ACCELERATOR--THE VEHICLE HAD ACCELERATED AND I HIT A PICNIC TABLE AND 2 BIRD FEEDER AND A FENCE IN MY YARD BEFORE I GOT THE VEHICLE TO STOP. I WOULD LIKE TO KNOW WHAT IS DIFFERENT ABOUT MY ACCELERATOR AS THE 2007 IS NOT ON RECALL BUT I FEEL IT SHOULD BE--THEY DID NOT EXPLAIN THAT TO ME JUST TOLD ME THAT MY FLOOR MAT CAUSED THIS TO HAPPEN--I REALIZE THAT BUT I WOULD LIKE AN ANSWER TO MY QUESTION--I BLEW A MICHELIN TIRE AND HAVE DAMAGE TO MY BUMPER--TOTAL COST--ABOUT \$600 ACCORDING TO TOYOTA GARAGE--NO ANSWER FROM THEM EXCEPT TO SAY THIS WAS MY FAULT. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10314271  
**Date of Incident:** 20091231  
**Vehicle:** 9999 TOYOTA TOYOTA  
**Location of Incident:** PALM BEACH, FL

**NHTSA Summary:**

2009 TOYOTA. MAKE AND MODEL UNKNOWN. CONSUMER STATES AFTER TRYING TO STOP THE VEHICLE TO PAY A TOLL, IT UNINTENTIONALLY SPED UP AND CRASHED INTO ANOTHER VEHICLE. \*TGW

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10316807  
**Date of Incident:** 20091231  
**Vehicle:** 2009 TOYOTA AVALON  
**Location of Incident:** NEW HARTFORD, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA AVALON. THE CONTACT WAS DRIVING APPROXIMATELY 35 MPH ON NORMAL ROAD CONDITIONS. THE CONTACT EXPERIENCED AN INCREASE OF UNINTENDED ACCELERATION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE CONTACT STATED THE TECHNICIAN MODIFIED THE ACCELERATOR PEDAL. THE FAILURE MILEAGE WAS 19,200.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10318464  
**Date of Incident:** 20091231  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** LINCOLNSHIRE, IL

**NHTSA Summary:**

ON 31 DECEMBER 2009 MY 08 PRIUS WAS SLOWED DOWN PRIOR TO TURNING INTO A DRIVEWAY, WHEN IT SUDDENLY ACCELERATED. IT WENT OUT OF CONTROL AND CRASHED INTO TREES AND A POWERPOLE. THE FLOOR MAT, THAT ACCORDING TO TOYOTA IS SUPPOSED TO CAUSE THIS, WAS PROPELY ATTACHED TO THE PEGS IN THE FLOOR, AND IN PROPER PLACE EVEN AFTER THE CRASH. RECENTLY, ON 6 APRIL, 2010, I AGAIN EXPERIENCED A SUDDEN UNEXPLAINED ACCELERATION WHEN GOING ABOUT 5/10 MILES PER HOUR. IT LASTED ABOUT FOUR SECONDS AND DID NOT RESULT IN AN ACCIDENT.

**C-1769****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C***Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10319624  
**Date of Incident:** 20091231  
**Vehicle:** 1994 TOYOTA LAND CRUISER  
**Location of Incident:** BIRMINGHAM, AL

**NHTSA Summary:**

I HAVE A 1994 TOYOTA LANDCRUISER THAT WAS PURCHASED IN MAY 1996. OVER THE PAST 12 YEARS THIS VEHICLE SOMETIMES ACCELERATES WHILE I AM DRIVING. I IMMEDIATELY PRESS THE BRAKES AND THE TRUCK WILL IDLE BACK DOWN. I HAVE TAKEN THE TRUCK TO SERRA TOYOTA WHERE IT WAS PURCHASED, BUT THEY COULD NOT FIND ANYTHING WRONG. THIS PROVES THE ACCELERATION PROBLEM HAS BEEN OCCURRING LONG BEFORE 2006 AND NOT JUST CARS. THE DEALERSHIP CAN NEVER PIN POINT THE PROBLEM BECAUSE THERE ARE NO LINGERING MARKS FOR CLUES. I HAVE SENT AN EMAIL TO TOYOTA ABOUT THIS PROBLEM. I LOVE MY TRUCK AND I ALWAYS THOUGHT THE PROBLEM WAS JUST MY VEHICLE.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 20100100  
**Date of Incident:** 20100100  
**Vehicle:** 2005 TOYOTA SOLARA  
**Location of Incident:** , CO

**NHTSA Summary:**

FROM STORY IN THE DENVER POST -

"Moffitt complained to Toyota in January that the gas pedal on his car stuck, plunging it into a pole and totaling it. Toyota sent a technician to inspect the pedal, ruling that it wasn't defective but that a non-Toyota floor mat may have been a factor, Moffitt said."

**Toyota ID Number:**

**NHTSA ODI Number:** 10299923  
**Date of Incident:** 20100101  
**Vehicle:** 2008 LEXUS IS250  
**Location of Incident:** SAN JUAN, PR

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2008 LEXUS IS-250 PURCHASED OCTOBER 2008. HE STATED WHILE TRAVELING AT SPEEDS OF LESS THAN 25 MPH ON A TWO-WAY STREET, THE VEHICLE ACCELERATED UNCONTROLLABLY. HE ATTEMPTED TO DEPRESS THE BRAKES, HOWEVER THE VEHICLE CONTINUED TO ACCELERATE. HE THEN UTILIZED THE EMERGENCY BRAKE YET THE VEHICLE CONTINUED TO ACCELERATE. THE CONTACT WAS ABLE TO FORCE THE GEAR SHIFT SELECTOR INTO THE PARK POSITION AND SHUT THE VEHICLE OFF. WHEN THE VEHICLE CAME TO A COMPLETE STOP, HE NOTICED THE DRIVER'S SIDE FLOOR MATS WERE STUCK UNDER THE ACCELERATOR PEDAL. THE LOCAL DEALER ADVISED HE REMOVE ONE OF THE FLOOR MATS FROM THE VEHICLE. THERE WERE NO RECALLS ON HIS SPECIFIC VEHICLE TO DATE. THE CURRENT AND FAILURE MILEAGES WERE UNDER 9,900. \*KMJ

**Additional Summary:****Toyota ID Number:****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C***C-1770****NHTSA ODI Number:**

**Date of Incident:** 20100101  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** CEDAR RAPIDS, IA

**NHTSA Summary:**

WAS INCHING INTO A PARKING SPACE, TAPPING THE BRAKES, GOING AT AN INCLINE (UPHILL) TO PARK. SUDDENLY WITH ABOUT 8-10 INCHES TO GO THE CAR LITERALLY LUNGED FORWARD ON ITS OWN. SLAMMING WITH A HUGE BOOM INTO A CONCRETE POLL. THE BRAKES WERE PUMPING AS ALL OF THIS HAPPENED UNTIL FINALLY THE ACCELERATION CEASED. HAD THE POLL NOT BEEN THERE I WOULD HAVE WENT THROUGH THE FRONT WINDOW OF THE RESTAURANT OR FLATTEN ANY PERSON WALKING BY. THE MANAGER OF THE RESTAURANT WITNESSED THE ENTIRE EVENT. HE SAID THERE WAS ABSOLUTELY NO DOUBT IN HIS MIND FROM THE CREEPING INTO THE SPACE, WITH ONLY ABOUT 8-10 INCHES TO GO, TO A SONG LIKE BOOM AND THE HUGE LUNGE FORWARD OF THE VEHICLE, THE TROTTLE HAD TO BE WIDE OPEN, THEN STUCK THERE. IT WAS A POWERFULL ENOUGH CRASH THAT IT BROKE THE FRAME AROUND THE HEADLIGHT ON THE DRIVER'S SIDE.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10302768  
**Date of Incident:** 20100101  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** UNKOWN, CA

**NHTSA Summary:**

2008 LEXUS ES350 OWNER LEXUS ACCELERATED WITHOUT WARNING. WOULD LIKE TO BE KEPT INFORMED ABOUT THE ONGOING PROGRESS FOR THIS ISSUE. \*KB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10303153  
**Date of Incident:** 20100101  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** DEER PARK, TX

**NHTSA Summary:**

2003 TOYOTA HIGHLANDER, I HAVE A RANDOMLY OCCURRING PROBLEM WITH THE GAS PEDAL STICKING WHEN YOU ARE TRYING TO ACCELERATE FROM A STOP. MY YEAR MODEL IS NOT INCLUDED IN THE CURRENT RECALL BUT I WANTED TO MAKE YOU AWARE THAT THERE ARE OTHER POSSIBLE PROBLEMS OUT THERE. I HAVE CALLED THE DEALERSHIP AND THEY SAID WITHOUT BEING ABLE TO DUPLICATE THE PROBLEM THERE IS NOTHING THAT I CAN DO AND IT IS RANDOMLY OCCURRING. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10303305  
**Date of Incident:** 20100101  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** MABLETON, GA

**NHTSA Summary:**

THIS ADMINISTRATION SHOULD DEMAND THAT TOYOTA FIX THE PEDAL ISSUE IMMEDIATELY. CURRENT OWNERS SHOULD HAVE THE SAME FIX AS ALL NEW MODELS WITH RESPECT TO THIS PEDAL ISSUE. I TOOK MY CAR IN FOR SERVICE AND COMPLAINED

**C-1771****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C***Toyota ID Number:**

**NHTSA ODI Number:** 10303487  
**Date of Incident:** 20100101  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** GOOSE CREEK, SC

**NHTSA Summary:**

SINCE THE PURCHASE OF OUR 2007 TOYOTA HIGHLANDER HYBRID WE HAVE HAD BRAKE DECELERATION ISSUES. THE BRAKES SEEM TO OCCASIONALLY SKIP, THEN LURCH FORWARD AS SOON AS THE BRAKING SYSTEM INITIATES. WHILE I HAVE NOT GOTTEN INTO ANY ACCIDENT, I HAVE BECOME ACCUSTOMED TO BRAKING EARLY IN PREPARATION FOR STOPPING. IT HAPPENS AT LOW SPEEDS (BETWEEN 5-45MPH) ALTHOUGH THAT IS WHEN I'M MOST LIKELY TO COME TO A FULL STOP. NOT SURE WHAT WOULD HAPPEN AT FULL HIGHWAY SPEED. CALLED THE DEALERSHIP AND WAS TOLD THAT THIS HAS NOT BEEN REPORTED TO THEM, THOUGH THEY WOULD TAKE A LOOK. AFTER READING POSTS OF IDENTICAL BRAKING ISSUES, AND WITH THE ACCELERATION ISSUES IN CONSIDERATION I FEEL IT BEST TO FILE A COMPLAINT FOR THE SAFETY OF MY FAMILY. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10303735  
**Date of Incident:** 20100101  
**Vehicle:** 2006 TOYOTA MATRIX  
**Location of Incident:** TUSCON, AZ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA MATRIX HATCH BACK. HE STATED THAT WHILE APPROACHING A STOP LIGHT AT SPEEDS OF LESS THAN 20 MPH, HE DEPRESSED THE ACCELERATOR PEDAL BUT THE VEHICLE WOULD NOT STOP OR SLOW DOWN. THE CONTACT SHIFTED THE VEHICLE INTO A LOWER GEAR AND THEN TO NEUTRAL. HE THEN SHUT OFF THE IGNITION AND COASTED TO A STOP. THE DEALER WAS CONTACTED AND PERFORMED A SAFETY TEST ON THE VEHICLE. THE FAILURE COULD NOT BE DUPLICATED. NO REPAIRS WERE MADE TO THE VEHICLE TO DATE. THE FAILURE AND CURRENT MILEAGES WERE UNDER 20,000.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10304952  
**Date of Incident:** 20100101

**C-1772****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** LAKE OSWEGO, OR

**NHTSA Summary:**

MY 2004 TOYOTA CAMRY XLE (6 CYLINDER) HAS A STICKING GAS PEDAL PROBLEM. WHEN ACCELERATING FROM A STATIONARY POSITION, THE GAS PEDAL IS DIFFICULT TO DEPRESS FROM THE "UP" POSITION. IT TAKES A FAIR AMOUNT OF PRESSURE WHEN PRESSING DOWN ON THE GAS PEDAL TO GET IT TO RELEASE FROM THE STUCK POSITION AND ALLOW THE PEDAL TO FURTHER DEPRESS FOR PROPER ACCELERATION. WHEN THE GAS PEDAL FINALLY DOES RELEASE AFTER APPLYING PRESSURE, THE MOTOR HAS REVVED UP CAUSING THE CAR TO, IN ESSENCE, POP A WHEELIE, SPIN ITS WHEELS, AND ACCELERATES IN A POTENTIALLY DANGEROUS MANNER. THIS TOYOTA MODEL HAS NOT YET BEEN INCLUDED IN THE CURRENT RECALL, BUT I AM CONCERNED THAT IT SHOULD BE RECALLED SINCE IT IS EXHIBITING SIMILAR SYMPTOMS AS THOSE INCLUDED IN THE RECALL. I AM BECOMING INCREASINGLY CONCERNED THAT THIS CAR POSES A RISK PROFILE AND SHOULD NOT BE DRIVEN WITHOUT BEING FIXED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304782  
**Date of Incident:** 20100101  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** NEWINGTON, CT

**NHTSA Summary:**

I HAVE OWNED AND DRIVEN A 2005 TOYOTA AVALON SINCE MAY 20, 2005. NOW IT HAS ABOUT 35,000 MILES ON IT. FROM TIME TO TIME, ESTIMATED AT SEVEN OR SO INSTANCES, I NOTED A DRAMATIC INCREASE IN ENGINE RPM WHEN APPLYING THE BRAKES. THIS HAPPENED ONLY DURING BRAKE APPLICATION, NOT AT OTHER TIMES. IN EACH INSTANCE OF UNEXPECTED ACCELERATION, I WAS ABLE TO STOP THE CAR WITH A FIRM, STEADY APPLICATION OF PRESSURE ON THE BRAKE PEDAL. AFTER THE FIRST RECALL FOR THE FLOOR MAT, I REMOVED THE MAT ON THE DRIVER'S SIDE. I WAS SKEPTICAL THAT THE MAT WAS A PROBLEM BECAUSE IT IS A HEAVY, OEM, FITTED MAT WHICH WAS ANCHORED WITH TWO FACTORY INSTALLED HOOKS ON THE FLOOR. THEY ENGAGE THE MAT THROUGH EYELETS NEAR THE MAT'S TRAILING EDGE. WITH THE MAT REMOVED, I EXPERIENCED ANOTHER SUDDEN ACCELERATION INCIDENT IN THE GARAGE OF HARTFORD HOSPITAL. IT WAS CLOSE TO A DISASTER BUT THE APPLICATION OF STEADY, STEADY PRESSURE ON THE BRAKE PEDAL STOPPED THE CAR. I CONSIDERED THE POSSIBILITY THAT THE BRAKE AND ACCELERATOR PEDALS ARE CONFIGURED OR POSITIONED SO THAT BOTH ARE ACTIVATED AT THE SAME TIME. ON CLOSE EXAMINATION I CONCLUDED THAT WAS UNLIKELY. I NOW CONCLUDE THESE FAILURES HAVE BEEN CAUSED BY A DEFECT IN THE ELECTRONIC SYSTEM IN THE CAR. I HAVE REPORTED THIS TO CTDOT. A REPRESENTATIVE(?) PHONED TO REFER MY CORRESPONDENCE TO FEDERAL DOT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305335  
**Date of Incident:** 20100101  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2004 TOYOTA PRIUS. HE STATED WHILE AT A COMPLETE STOP, THERE WAS A SUDDEN INCREASE OF RPM'S AND THE VEHICLE ATTEMPTED TO MOVE FORWARD WITH THE CONTACT'S FOOT ON THE BRAKE PEDAL. THE DEALER WAS

C-1773

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CONTACTED AND HE WAS AWAITING A REPSONSE. NO REPAIRS WERE MADE TO DATE. THE FAILURE AND CURRENT MILEAGES WERE 103,690. \*KMJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305514  
**Date of Incident:** 20100101  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** GRANT, MN

**NHTSA Summary:**

WE HAVE A 2006 TOYOTA HIGHLANDER HYBRID. I SHOULD START OFF BY STATING THAT WE LOVE THIS VEHICLE. WE HAVE, HOWEVER, NOTICED A "GLITCH" THAT MIGHT BE RELATED TO THE SAME PROBLEM THAT THE PRIUS HAS AND THOUGHT WE SHOULD REPORT IT. OCCASIONALLY, WHEN WE STEP ON THE BRAKE, AND AFTER THE CAR IS SLOWING DOWN, THE ENGINE WILL SURGE FORWARD AS IF IT WANTS TO ACCELERATE AGAIN. PUMPING THE BRAKES WORKS AND THE CAR STOPS. I DON'T THINK THIS IS A PEDAL PROBLEM BUT A COMPUTER PROBLEM. SINCE WE NEVER TAILGATE AND WE ALWAYS ALLOW FOR DISTANCE TO STOP, THIS HAS NEVER POSED A PROBLEM FOR US BUT IT IS AN ISSUE WORTH NOTING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306660  
**Date of Incident:** 20100101  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** GRENADA, MS

**NHTSA Summary:**

AROUND THE FIRST OF JANUARY, 2010, WE HAD TURNED INTO THE DRIVE OF OUR HOME IN GRENADA, MS. AS THE DRIVE CURVES IN FRONT OF THE HOUSE IT IS BORDERED BY A BRICK RETAINING WALL. WE WERE GOING SLOWLY AND INTENDED TO APPLY THE BRAKE. INSTEAD OF SLOWING THE 2010 PRIUS SPEED UP AND STRUCK THE WALL. THE RESULTING DAMAGE WAS BETWEEN \$4500 AND \$5000. I ASSUMED WE HAD MISTAKENLY USED THE ACCELERATOR INSTEAD OF THE BRAKE. I STILL BELIEVE THAT IS EXACTLY WHAT OCCURED. HOWEVER, WITH THE ISSUES AROUND THE PRIUS, I WANTED TO REPORT THIS INCIDENT. THERE WAS NO INJURY AND THE CAR HAS BEEN REPAIRED WITH INSURANCE PROCEEDS. I'M HAPPY TO PROVIDE MORE INFORMATION IF YOU LIKE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306266  
**Date of Incident:** 20100101  
**Vehicle:** 2009 TOYOTA HIGHLANDER HV  
**Location of Incident:** CAMBRIDGE, MA

**NHTSA Summary:**

I OWN A 2009 TOYOTA HIGHLANDER HYBRID. IT HAS HAD THREE INSTANCES OF UNINTENDED LOW SPEED ACCELERATION SINCE I PURCHASED IT IN JUNE 2009. THE FIRST TIME IT HAPPENED, IT WAS SO UNEXPECTED AND UNCONVENTIONAL THAT I THOUGHT IT MUST HAVE BEEN A MISTAKE IN MY PERCEPTION. THE SECOND TIME IT HAPPENED I WAS MORE AWARE BECAUSE IT HAD HAPPENED ONCE BEFORE. AND THE THIRD TIME EVEN MORE SO. NOW I AM ALERT FOR THE EVENT AND WILL TRY TO RECORD IT AS ACCURATELY AS POSSIBLE IF IT HAPPENS AGAIN. AS BEST I CAN DESCRIBE IT, I WAS SLOWING DOWN, ALMOST TO A STOP. IT IS AT THE POINT WHERE

C-1774

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

YOU HAVE SLOWED THE CAR BY BRAKING, THEN TAKE YOUR FOOT OFF THE BRAKE OR LIGHTEN THE BRAKING PRIOR TO THE FINAL BRAKING WHICH BRINGS YOU TO A FULL STOP WITHOUT A SMALL JOLT. I PROBABLY WAS TRAVELLING BETWEEN 5 AND 10 MILES PER HOUR. I HAD MY FOOT OFF THE GAS AND BELIEVE PROBABLY OFF THE BRAKE AS WELL. ALL OF A SUDDEN THE CAR ACCELERATED. I DEPRESSED THE BRAKE AND THE CAR STOPPED NORMALLY. I HAVE NOT WORKED ON CARS IN YEARS, BUT DID EXTENSIVELY WHEN I WAS A TEENAGER. SO I THINK OF MY SENSES AS REASONABLY ATTENTIVE TO THE SOUNDS AND MOTIONS OF VEHICLES WHICH INDICATE THAT SOMETHING IS AMISS. HOPE THIS HELPS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308138  
**Date of Incident:** 20100101  
**Vehicle:** 2010 TOYOTA AVALON  
**Location of Incident:** VALDOSTA, GA

**NHTSA Summary:**

MY 2010 TOYOTA AVALON DOES INFACT ACCELERATE ON IT'S OWN WHEN YOU ARE APPROACHING A TRAFFIC LIGHT OR STOP SIGN. WHEN YOU LET OFF THE GAS AND LET IT COAST AT ABOUT 20MPH IT WILL START TO ACCELERATE ON IT'S OWN. I DO NOT IN ANY WAY BELIEVE THIS IS A PEDAL PROBLEM. YOUR INVESTIGATORS ARE WELCOME TO DRIVE IT. I PERCHASED THE CAR ON DEC 31ST.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308868  
**Date of Incident:** 20100101  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** NEW YORK, NY

**NHTSA Summary:**

USING CRUISE CONTROL FEATURE, WHEN I HIT THE BRAKE FOR SPLIT SECOND THE CAR SPEEDS UP BEFORE DIENGAGEING CRUISE CONTROL. THIS HAPPEN ALL THE TIME NOTON JUST THE DATE ELOW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311100  
**Date of Incident:** 20100101  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** PAWLEYS ISLAND, SC

**NHTSA Summary:**

I HAVE EXPERIENCED EXTREME ACCELERATION WHEN USING MY CRUISE CONTROL ON MY 2006 PRIUS. I HAVE NOT DETERMINED HOW FAST IT WOULD CONTINUE TO GO FOR SAFETY REASONS SO WHEN IT HAS STARTED TO ACCELERATE EXTREMELY FAST, I WOULD TURN OFF THE CRUISE CONTROL SO AS NOT TO CONTINUE TO ACCELERATE THAT FAST. I WOULD TURN IT OFF AS SOON AS I BEGAN TO FEEL OUT OF CONTROL WITH THE CAR. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313593

C-1775

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100101  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** HUTCHINSON, KS

**NHTSA Summary:**

SINCE OWNING OUR 2007 TOYOTA PRIUS, WE HAVE CALLED AT LEAST 4 TIMES WITH A PROBLEM WE HAVE BEEN HAVING. CRAZY ACCELERATING AT HIGH SPEED WITH CRUISE CONTROL. IT USUALLY HAPPENS WHEN WE RESUME CRUISE CONTROL. SOMETIMES IT EXTREMELY SPEEDS UP AND KEEPS GOING BEYOND THE SPEED SET. THE ONLY WAY TO GET IT TO STOP ACCELERATING IS TO BRAKE OR RESET THE SPEED CONTROL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313779  
**Date of Incident:** 20100101  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** BARNEGAT, NJ

**NHTSA Summary:**

ENGINE STALLED WHILE DRIVING 15 MPH AND WAS TOWED TO TOYOTA AND THEY COULD FIND NOTHING WRONG WITH CAR. \*TR

**Additional Summary:**

1995 Camry complaint (TOYSUA2585) - UNASSISTED AND UNSAFE ACCELERATION ON FOUR OCCASIONS WITH MY 1995 TOYOTA CAMRY AND A COMPLETE ENGINE STALL-OUT WHILE DOING 15 MPH WITH MY 2009 TOYOTA CAMRY. (ODI 10313767)

please be advised that my wife and I experienced the "acceleration problem" with our 1995 Camry on four occasions, the car was towed twice and toyota was never able to find the problem. we then traded up to a 2009 Camry LE with only 7000 miles. After three months, while driving at 15 MPH, the engine stalled out and again, the car was towed to Toyota and they found no cause for the problem. Had this incident occurred on a high speed roadway, my wife and I could very easily have become carnage. We then realized that no Toyotas were safe and bought a different brand after losing \$8000 on the 2009 Camry after only 5 months and 4000 miles. I feel compelled to let the public know that Toyota has been lying for a long time and that the acceleration problem is indeed ELECTRICAL and not mechanical and the problem stems from at least 1995.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313773  
**Date of Incident:** 20100101  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LONG BEACH, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING AT SPEEDS OF APPROXIMATELY 45 MPH AND DEPRESSING THE ACCELERATOR PEDAL, THE VEHICLE WAS HESITANT TO PICK UP SPEED. NEITHER THE DEALER NOR THE MANUFACTURER WAS CONTACTED TO ADDRESS THE FAILURE. HE RECEIVED AN INTERIM LETTER FROM THE MANUFACTURER PERTAINING TO THE FLOOR MATS AND WAS ADVISED TO REMOVE THEM. HE THEN CONTACTED THE MANUFACTURER TO DETERMINE WHEN THE REPAIRS WERE TO BE PERFORMED ON THE VEHICLE. THEY ADVISED HIM THAT HE WOULD RECEIVE A LETTER IN THE MAIL ON A LATER DATE AND THAT THEY WERE BEING SENT OUT IN WAVES. SEVERAL WEEKS LATER, HE CONTACTED THE MANUFACTURER AGAIN TO DETERMINE WHEN HE WOULD RECEIVE HIS RECALL LETTER AND HE WAS TOLD HIS VEHICLE WAS NOT UNDER RECALL AND WAS SAFE TO DRIVE. THE CONTACT ASKED FOR SOMETHING IN WRITING STATING THAT THE VEHICLE WAS SAFE TO DRIVE AND THEY REFUSED. THE FAILURE AND CURRENT MILEAGES WERE 52,300.

C-1776

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314218  
**Date of Incident:** 20100101  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** GLEN ROCK, NJ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT WAS DRIVING 35 MPH WHEN SHE ENGAGED THE BRAKE PEDAL. THE VEHICLE SURGED AND CRASHED INTO THE BACK OF A VEHICLE. THE AIR BAGS CAUSED MILD INJURIES TO THE DRIVER WHEN THEY DEPLOYED. THE POLICE WAS CALLED AND A REPORT WAS TAKEN. THE CONTACTS INSURANCE COMPANY PAID FOR THE VEHICLE TO BE REPAIRED. THE VEHICLE WAS REPAIRED AND IT IS IN THE CONTACTS POSSESSION BUT SHE DOESN'T FEEL SAFE DRIVING IT. THE CONTACT DID RECEIVE A RECALL NOTICE IN OCTOBER CONCERNING THE FLOOR MATS. THE CONTACT INFORMED THE DEALER THAT SHE DID NOT HAVE ANY FLOOR MATS IN HER VEHICLE AND HE STATED THAT HER VEHICLE WAS NOT ON THE RECALL LIST. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 33,000. THE CURRENT MILEAGE WAS 33,010.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315022  
**Date of Incident:** 20100101  
**Vehicle:** 2008 TOYOTA 4RUNNER  
**Location of Incident:** MCCALLA, AL

**NHTSA Summary:**

I WAS IN THE SMOKEY MOUNTAINS IN DEC 2009-JAN 2010 WHERE THE TEMPERATURES WERE VERY LOW AND THE VEHICLE WAS OUTDOORS. TEMPS WERE MID 20S IN THE DAY TIME AND MID TEENS AT NIGHT. NO ICING WAS AN ISSUE. I WAS DRIVING MY 2008 TOYOTA 4-RUNNER INTO A PARKING SPACE SLOWLY AROUND 2 PM GETTING READY TO APPLY THE BRAKES. BEFORE I COULD DO SO THE VEHICLE TOOK OFF. I IMMEDIATELY SLAMMED ON THE THE BRAKES AND THE VEHICLE DID STOP, HOWEVER IT HAD TRAVELED APPROX 10 FT BEFORE I COULD DO SO AND IT SLAMMED INTO A TREE. I OWNED A NEW 2003 4-RUNNER AND NEVER HAD THIS HAPPEN. I BOUGHT THIS VEHICLE IN JAN 2008 NEW. THIS IS THE ONLY TIME THIS HAS HAPPENED. THIS CRASH RESULTED IN \$1768.35 IN DAMAGE. I TOOK THE VEHICLE TO A TOYOTA DEALER AND THEY REMOVED MY ALL WEATHER MATS. (I INSPECTED THESE IMMEDIATELY AFTER THE ACCIDENT AND THEY WERE IN PLACE AS THEY SHOULD BE LOCKED DOWN) TOYOTA SET UP AN APPOINTMENT AND LOOKED AT THE VEHICLE AT THE DEALERSHIP AND SENT A LETTER THAT STATED "NO SYSTEM FAILURE WAS FOUND IN EITHER THE BRAKING SYSTEM OR THE ACCELERATOR SYSTEM" THEY FURTHER STATED THAT "THE FACT YOUR VEHICLE IS NOT INCLUDED IN THE CURRENT SAFETY SERVICE CAMPAIGN INVOLVING FLOOR MATS/UNINTENDED ACCELERATION WOULD INDICATE THAT THIS INCIDENT WAS NOT THE RESULT OF THIS ISSUE." ??? IF NOT WHAT IS THE ISSUE. CRUISE CONTROL COMPUTER? THE DEALERSHIP STATED THAT THE ONLY VEHICLES AFFECTED WERE MADE IN THE USA AND MY VEHICLE WAS MADE IN JAPAN, THEREFORE IT WAS NOT HAVING A PROBLEM. WHAT HAPPENS NEXT TIME AND I GO OFF A CLIFF. WE NEED SOME ANSWERS. I DONT KNOW WHAT TO DO. I SPENT ALOT OF MONEY ON THIS VEHICLE AND I AM NOT SURE IT IS SAFE AND IF I SELL IT I STAND TO LOSE ENOUGH MONEY TO KEEP ME FROM BUYING A VEHICLE OF EQUAL VALUE. WE NEED TO PUT OUR FOOT DOWN AND MAKE THEM SOLVE THIS. THANK YOU NHTSA

**Additional Summary:**

C-1777

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316280  
**Date of Incident:** 20100101  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** VENICE, CA

**NHTSA Summary:**

NOT SEVERE - BUT THIS IS AN OLDER TOYOTA AND I WANT THE PROBLEM LOGGED. MY CAR DOES "LURCH" IN SUDDEN ACCELERATIONS, BUT IT HAS NEVER BEEN SEVERE. I HAVE ONLY NOTICED WHEN I AM STOPPED AT A LIGHT, AND IN REVERSE. WHEN I AM STOPPED WITH MY FOOT ON THE BRAKE, THE CAR ENGINE SUDDENLY REVS. BUT IM ALWAYS CLAMPED DOWN HARD ON THE BRAKE, SO THERE HAS NEVER BEEN A PROBLEM THERE. WHILE IN REVERSE, I HAVE ALSO HAD SUDDEN ACCELERATION, BUT MINOR AND IT ONLY LASTS FOR A SECOND. BUT IT DOES HAPPEN. SINCE IT WASN'T HAPPENING ALL THE TIME, THE DEALERSHIP COULD NEVER FIND A PROBLEM WITH IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318093  
**Date of Incident:** 20100101  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** VILLA PARK, CA

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318053  
**Date of Incident:** 20100101  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** BEN SALEM, PA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2010 TOYOTA COROLLA LE. WHILE SITTING IDLE IN THE PARKING POSITION, THE VEHICLE MOMENTARILY LUNGED FORWARD IN AN ATTEMPT TO ACCELERATE. SHE ALSO STATED WHILE DRIVING AT VARIOUS SPEEDS AS LOW AS 50

C-1778

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MPH, THE VEHICLE WOULD STIR TO THE RIGHT WHILE ATTEMPTING TO KEEP THE VEHICLE STRAIGHT IN HER LANE. SHE ALSO STATED, THE KEYS REMOTE WHICH HAS A VEHICLE LOCATOR, WOULD ONLY OPERATE INTERMITTENTLY. OFTEN, THE VEHICLE LOCATOR ALARM WOULD GO OFF ON WITHOUT DRIVER INPUT. THE DEALER WAS CONTACTED AND ADVISED CHANGING THE BATTERIES IN THE KEYS REMOTE. THAT DID NOT CORRECT THE FAILURE. THE DEALER THEN ATTEMPTED TO REPROGRAM THE KEYS REMOTE AND ADVISED THE LOCATOR WAS ONLY PROGRAMMED FOR SHORT-RANGE LOCATING. THERE WERE NO FURTHER REPAIRS PERFORMED ON THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 6,300. \*KMJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318030  
**Date of Incident:** 20100101  
**Vehicle:** 2007 TOYOTA FJ CRUISER  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2007 TOYOTA FJ CRUISER. SHE STATED WHILE AT A STOP LIGHT OR WHEN THE VEHICLE WOULD SIT IDLE, THE ENGINE RPM'S WOULD INCREASE ABNORMALLY AND THE VEHICLE WOULD PROCEED TO LUNGE FORWARD AS IF IT WANTED TO ACCELERATE ON ITS OWN. THE VEHICLE WAS TAKEN TO THE DEALER WHERE HE ADVISED THE FAILURE WAS NORMAL. AND DUE TO LACK OF LUBRICATION IN THE PROPELLER SHAFT AND CAUSING THE SOLENOID TO STICK. THE DEALER DID NOT INVESTIGATE THE VEHICLE ANY FURTHER AND TO DATE, THE VEHICLE CONTINUED TO DEMONSTRATE THE FAILURE. THERE WERE NO OPEN RECALLS ON THE VEHICLE. THE FAILURE MILEAGE WAS APPROXIMATELY 30,000 AND THE CURRENT WAS 45,000. \*KMJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317990  
**Date of Incident:** 20100101  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** SANJACINTO, CA

**NHTSA Summary:**

TL- CONTACT OWNED A 2006 TOYOTA AVALON. THE DRIVER STATES THEY WERE HAVING SO MANY PROBLEMS WITH THE ACCELERATION. THE DRIVER STATES HER HUSBAND WAS DRIVING AND THE VEHICLE SPINNED AROUND WHEN HE WAS TRYING TO STOP IT AND KNOCKED THEIR FENCE DOWN. THE DRIVER STATES THE DEALER FIXED IT BUT IT WAS STILL DOING THE SAME THING. THE DRIVER STATES THEY THEN TOOK IT BACK TO THE DEALER TO HAVE IT FIXED AGAIN AND THE DEALER TOLD THEM THERE WAS NOTHING WRONG IT. THE DRIVER STATES THE VEHICLE WAS STILL HAVING THE SAME ISSUE SO THEY TOOK THE VEHICLE BACK AND TRADED IT IN FOR ANOTHER VEHICLE AND HAD TO PAY 1,600 ON THE LEASE THEY STILL OWED. THE DRIVER STATES THEY FEEL AS IF TOYOTA SHOULD HAVE TO GIVE THEM THE MONEY BACK. THE FAILURE MILEAGE 300 AND THE CURRENT MILEAGE 25,000. AR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318917  
**Date of Incident:** 20100101  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** BUFFALO, MN

C-1779

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320818  
**Date of Incident:** 20100101  
**Vehicle:** 2010 TOYOTA AVALON  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**

RECENT PURCHASE OF A NEW 2010 TOYOTA AVALON, NOW INVOLVED IN A RECALL- HAD A DEFECTIVE ACCELERATOR PEDAL, WHICH WAS RECENTLY REPLACED BY THE TOYOTA DEALERSHIP. WE OCCASIONALLY FEEL A "LURCH", WHEN STARTING UP THE CAR OR BACKING UP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321457  
**Date of Incident:** 20100101  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** CHERRY HILL, NJ

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2004 TOYOTA PRIUS. HE EXPERIENCED SUDDEN ACCELERATION TWICE ON JANUARY 16, 2008 AND MARCH 6, 2008. WHILE HE WAS DRIVING AT APPROXIMATELY 30MPH THE VEHICLE SUDDENLY ACCELERATED UP TO 100MPH. HE KEPT HIS FOOT ON THE BREAK AT ALL TIME UNTIL HE WAS ABLE TO BRING THE VEHICLE TO A COMPLETE STOP. THE VEHICLE WAS TOWED TO THE DEALER. THE DEALER STATED THE VEHICLE ACCELERATED, BECAUSE OF THE FLOOR MAT WAS TRAPPED UNDER THE GAS PEDAL. THE DEALER REPLACED AND SECURED THE FLOOR MAT. MANUFACTURER WAS CONTACTED. THE MANUFACTURER STATED THERE WAS NOT A RECALL. HE HAS NOT EXPERIENCED THE FAILURE AGAIN. (HIS WIFE ALSO DRIVES THE VEHICLE) THE FAILURE MILEAGE WAS 42,154 MILES AND THE CURRENT MILEAGE WAS 61,000. LI

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10298565  
**Date of Incident:** 20100102  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** WELCH, WV

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE DRIVING APPROXIMATELY 5 MPH IN HIS GARAGE, THE VEHICLE ACCELERATED AND CRASHED THE FRONT END OF THE VEHICLE INTO A WALL. THE CONTACT DOES NOT HAVE FLOOR MATS. THE INCIDENT

C-1780

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HAPPENED WHILE DRIVING INTO THE GARAGE AND ENGAGING THE BRAKES TO SLOW DOWN. THE CURRENT AND FAILURE MILEAGES WERE 41687.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301852  
**Date of Incident:** 20100102  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
MY TOYOTA RAV4 (2006 MODEL) SEEMED TO ACCELERATE ON ITS OWN. A HARD SLAM ON THE BRAKES SLOWED IT DOWN, BUT WE ALMOST HIT ANOTHER CAR. WE WERE DRIVING IN THE CITY OF CHICAGO. IT WAS A ONE TIME EVENT IN JAN/2010. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303111  
**Date of Incident:** 20100102  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ESCONDIDO, CA

**NHTSA Summary:**  
SUDDEN ACCELERATION WHILE STOPPED AT INTERSECTION WHEN BRAKE FULLY DEPRESSED AND ACCELERATOR PEDAL NOT ENGAGED. VEHICLE LURCHED FORWARD EVEN WHILE FULLY STOPPED AND BRAKE PRESSED FIRMLY. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303867  
**Date of Incident:** 20100102  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CRANSTON, RI

**NHTSA Summary:**  
ON JANUARY 2, 2010 AT APPROXIMATELY 1:30 I WAS TRAVELING NORTH ON ROUTE 146. THE WEATHER CONDITIONS WERE POOR AND I WAS TRAVELING AT APPROXIMATELY 50MPH. MY CAR CONTINUED TO ACCELERATE AND WHEN I PROCEEDED TO HIT THE BRAKE PEDAL IT SKIPPED AND MY CAR DID NOT SLOW DOWN AT ALL. I BELIEVE THAT PARTIALLY THE ICY WEATHER CONDITIONS WERE TO BLAME BUT IN MY OPINION A 2007 VEHICLES BREAKS SHOULD NOT SKIP ON A REGULAR BASIS AND THE GAS PEDAL SHOULD ALWAYS WORK PROPERLY. I HAVE CALLED THE DEALERSHIP SEVERAL TIME NAMELY BALISE AND THEY HAVE NOT RETURNED ANY OF MY PHONE CALLS REGARDING THE RECENT RECALL. I UNDERSTAND THAT THE CALL VOLUME ON THIS ISSUE IS PROBABLY GIANTIC YET WHEN A CUSTOMER, ESPECIALLY ONE HAVING ISSUES WITH THEIR VEHICLE SHOULD BE PRIORITIZED. DUE TO THIS MY VEHICLE SUSTAINED OVER \$9,000 IN DAMAGES AND I HAVE OVER \$5,000 IN MEDICAL BILLS. IN THIS INCIDENT I HIT A GUARD RAIL TO AVOID HITTING OTHER CARS AND MY OPINION IT COULD HAVE BEEN MUCH WORSE. I TRULY BELIEVE TOYOTA ARE GREAT VEHICLES AND HAVE ALWAYS HAD A GREAT REPUTATION THAT IS WHY I HAVE ONLY OWNED THIS MAKE OF VEHICLE. \*TR  
**Additional Summary:**

**Toyota ID Number:**

**C-1781**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10304547  
**Date of Incident:** 20100102  
**Vehicle:** 2000 TOYOTA RAV4  
**Location of Incident:** PLAINFIELD, IL

**NHTSA Summary:**  
WHEN THE CAR IS STOPPED AT TRAFFIC LIGHTS, THE ENGINE REVS UP ON ITS OWN AND STARTS MOVING. THE FOOT IS ONLY ON THE BRAKE AND NOT TOUCHING THE ACCELERATOR. THIS HAS HAPPENED SEVERAL TIMES IN THE PAST MANY YEARS BUT NOT ALWAYS. WHENEVER IT HAPPENS, I BRING IT TO 'NEUTRAL' FROM 'DRIVE' GEAR POSITION TO STOP IT FROM MOVING. AS I AM HEARING RECALLS SOMEWHAT RELATED TO THIS KIND OF ISSUES, I AM BRINGING IT UP SO THAT IT MAY ALSO BE TAKEN INTO ACCOUNT IN YOUR INVESTIGATION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305987  
**Date of Incident:** 20100102  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** PHOENIX, AZ

**NHTSA Summary:**  
2005 PRIUS WITH ABOUT 50K MILES. DRIVING IN NV. TEMP ABOUT 33F. ACCELERATED FROM ABOUT 60 MPH TO 70 MPH TO PASS. THROTTLE STUCK WIDE OPEN. ACCELERATED UP TO ABOUT 85 MPH. AFTER ABOUT 15 SECS, THE ENGINE THROTTLED BACK TO NORMAL. I CHECKED IMMEDIATELY FOR A BUNCHED UP FLOOR MAT OR CARPET OR ANYTHING UNDER THE ACCELERATOR PEDAL. THERE WAS NOTHING AT ALL. THIS HAS ONLY OCCURRED ONCE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308408  
**Date of Incident:** 20100102  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** LA MESA, CA

**NHTSA Summary:**  
AS I WAS DRIVING, THE TACHOMETER WOULD RACE HIGHER AS THE SPEEDOMETER WOULD NOT REGISTER. THE CAR WOULD SLOW DOWN AND I HAD TO RAPIDLY PRESS ON THE GAS PEDAL FOR SPURTED ACCELERATION NOT UNDER MY CONTROL. IF I WAS USING THE SPEED CONTROL DEVICE, IT WOULD SHUT DOWN. THIS HAPPENED MANY TIMES BETWEEN 2004-2007 AND ONCE AGAIN THIS YEAR IN JANUARY. WHEN I TOOK IT TO TOYOTA DEALERSHIP IN EARLIER YEARS, THEY COULDN'T FIND ANY THING WRONG AND IT DIDN'T REPEAT ITSELF WHEN THEY DROVE IT.  
**Additional Summary:**

**Toyota ID Number:** 1001146227  
**NHTSA ODI Number:** 10303960  
**Date of Incident:** 20100102  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** SAN CLEMENTE, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2004 TOYOTA 4RUNNER. WHILE DRIVING APPROXIMATELY 5 MPH INTO A PARKING SPACE WITH HER FOOT ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED ON ITS OWN WITHOUT WARNING. SHE APPLIED EXTREME PRESSURE TO  
**Additional Summary:**

**C-1782**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE BRAKE PEDAL; HOWEVER, THE VEHICLE FAILED TO STOP AND CRASHED INTO ANOTHER VEHICLE. THE FRONT END OF THE VEHICLE WAS DAMAGED AND REPAIRED. THE MECHANIC TEST DROVE THE VEHICLE, EXPERIENCED THE FAILURE AND ADVISED THE CONTACT THAT THEY WOULD NOT RELEASE THE VEHICLE SINCE IT WAS TOO DANGEROUS TO DRIVE. THE DEALER WAS NOTIFIED AND ADVISED THE CONTACT THAT AN INSPECTOR WITHIN THEIR LEGAL DEPARTMENT WOULD DIAGNOSE THE FAILURE SINCE IT WAS INVOLVED IN A CRASH. THE FAILURE AND CURRENT MILEAGES WERE 40,400.

**Additional Summary:**  
ON JANUARY 2, 2010 I EXPERIENCED THE SUDDEN ACCELERATION OF MY TOYOTA 4RUNNER (2004), WHICH CAUSED ME TO CRASH INTO A PARKED CAR. THIS HAPPENED IN A PARKING LOT AS I WAS ENTERING THE PARKING SPACE THAT I HAD CHOSEN TO PARK IN. THIS HAPPENED SO SUDDENLY AND WITH SUCH FORCE THAT I COULDN'T IMAGINE WHAT WAS HAPPENING! I APPLIED BOTH FEET TO THE BRAKE (MY RIGHT FOOT WAS ALREADY ON THE BRAKE AS I WAS PULLING INTO THE PARKING SPACE). EVEN WITH BOTH FEET ON THE BRAKE AND PRESSING SO HARD MY BODY WAS STRAIGHTENED OUT AND MY ARMS WERE STRAIGHTENED OUT SO THAT I WAS PRESSING ON THE BACK OF MY SEAT, MY VEHICLE DIDN'T EVEN SHOW SIGNS OF SLOWING, MUCH LESS OF STOPPING!

AT THE BODY SHOP WHERE I HAD MY REPAIRS TAKEN CARE OF, THE SERVICE ADVISOR, WHILE TEST DRIVING MY SUV, HAD A SIMILAR EXPERIENCE. HE COULD NOT GET THE CAR TO STOP UNTIL HE HAD PRESSED FIRMLY ON THE BRAKE TWICE .... THE CAR KEPT GOING AT 35 MPH. DUE TO HIS EXPERIENCE HE DID NOT RELEASE MY CAR BACK TO ME AS HE FELT IT WAS UNSAFE TO DRIVE. HE SUGGESTED I CONTACT TOYOTA REGARDING THIS INCIDENT.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310799  
**Date of Incident:** 20100102  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** MIAMI, FL

**NHTSA Summary:**  
TOYOTA PRIUS PROBLEM - CRUISE CONTROL MALFUNCTION: ON 2 JAN 2010 (ABOUT 0600 HRS) I WAS DRIVING A RENTED PRIUS (ALAMO) FROM PALM BEACH, FL TO MIAMI, FL. I WAS USING CRUISE CONTROL AND GOING THE LISTED SPEED LIMIT FOR I-95 (65MPH). THE CAR SEEMED TO BE PERFORMING CORRECTLY FOR THE FIRST 35 PLUS MILES BUT THEN I GOT INTO HEAVY TRAFFIC AND HAD TO BRAKE. THE CRUISE CONTROL RELEASED NORMALLY AND I SLOWED TO ABOUT 60 MPH. WHEN THE TRAFFIC CLEARED I PUSHED THE CRUISE CONTROL "RESUME" BUTTON AND THE PRIUS STARTED TO ACCELERATE AS NORMAL. HOWEVER, THE ACCELERATION DID NOT STOP AT THE ORIGINAL SPEED I HAD SET AND HAD BEEN DRIVING AT (65 MPH) BUT CONTINUED TO CLIMB TO 70 MPH AND HIGHER TO NEAR 75 MPH WHEN I HAD TO HIT THE BRAKES AND SHUT THE CRUISE CONTROL OFF TO SLOW THE CAR. AFTER THAT I DID NOT USE THE CRUISE CONTROL FOR THE REMAINDER OF MY TRIP. I JUST THOUGHT THERE MAY HAVE BEEN A GLITCH OR OPERATOR ERROR AND I DID NOT THINK OF IT AS THE PROBLEM I RECENTLY SAW ON THE NEWS. I LIVE IN THE REPUBLIC OF PANAMA AND DID NOT SEE ANYTHING ABOUT THE PRIUS PROBLEMS UNTIL RECENTLY. AS I SAID THE CAR WAS A RENTAL AND I JUST MENTIONED TO THE CHECK IN PERSON THAT I HAD A SLIGHT PROBLEM WITH THE CRUISE CONTROL BUT I DO NOT KNOW IF IT WAS REPORTED. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313326  
**Date of Incident:** 20100102  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** CLARKSVILLE, MD

**NHTSA Summary:**

**C-1783**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

2005 TOYOTA TACOMA TRUCK WOULD ACCELERATE, GOING UPHILL. I WAS ABLE TO GAIN CONTROL BY BRAKING. CRUISE CONTROL WAS NOT ON. THIS HAS OCCURRED OVER 10 TIMES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315295  
**Date of Incident:** 20100102  
**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** SALT LAKE CITY, UT

**NHTSA Summary:**  
2007 TOYOTA SIENNA VAN WAS IN NATE WADE SUBARU. ONE OF OUR STOCK UNITS. WE WERE SERVICING THIS VEHICLE FOR SALE. WE REPLACED BRAKES FRONT AND REAR. THE BRAKES HAD BEEN BLED. I STARTED THE VEHICLE PUT MY FOOT ON THE BRAKE TO SHIFT INTO REVERSE. WHEN VEHICLE HIT REVERSE THE ENGINE IDLE IDLED UP HIGHER THAN A NORMAL HIGH IDLE. THE BRAKE PEDAL BECAME INEFFECTIVE. I WAS PUMPING THE PEDAL TO TRY TO GET A PEDAL AND THE IDLE STAYED UP HIGH. I HAD AN ACCIDENT IN THE DEALERSHIP WITH VEHICLE DUE TO THE HIGH IDLE. IT BACKED ACROSS OUR SHOP AND SLAMMED INTO A HOIST IN THE SHOP. IT CAUSED MAJOR DAMAGE TO BOTH THE VEHICLE AND TO THE SHOP. IT COST ME \$500.00 TOWARDS A DEDUCTIBLE AND IT COST THE DEALERSHIP \$6500.00 TO REPAIR THE VEHICLE AND \$1700.00 TO REPAIR THE DAMAGE TO THE HOIST. I REALIZE THAT THIS VEHICLE IS NOT ON THE LIST OF AFFECTED VEHICLES, HOWEVER IT EXHIBITED THE SAME CONDITION AS THOSE MODELS BE RECALLED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316368  
**Date of Incident:** 20100102  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** SEATTLE, WA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2001 TOYOTA CAMRY CE/LE/XLE. WHILE DRIVING AT SPEEDS OF LESS THAN 50 MPH, THERE WAS A LOUD ROAR IN THE ENGINE AND THE VEHICLE ABNORMALLY ACCELERATED WITHOUT WARNING. THE VEHICLE ACCELERATED TO SPEEDS OF 70 MPH. THE CONTACT ATTEMPTED TO DEPRESS THE BRAKES BUT THEY WOULD NOT ENGAGE WHICH CAUSED THE VEHICLE TO CRASH INTO A HOUSE. THE POLICE WERE CALLED AND A REPORT WAS FILED. THERE WERE NO INJURIES. REPAIRS WERE MADE AT THE OWNER'S EXPENSE. THERE WERE NO ADDITIONAL FAILURES, TO DATE. THE CURRENT AND FAILURE MILEAGES WERE UNDER 101,301. THE VIN WAS NOT ACCEPTED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316015  
**Date of Incident:** 20100102  
**Vehicle:** 2005 TOYOTA SEQUOIA  
**Location of Incident:** BRECKSVILLE, OH

**NHTSA Summary:**  
I WAS DRIVING THRU MY NEIGHBORHOOD RETURNING HOME AFTER A HEAVY SNOWFALL. I HAD MY FAMILY IN THE CAR AND TO HAVE A LITTLE FUN I WOULD GIVE MY SEQUOIA A LITTLE EXTRA GAS AS I WOULD GO AROUND A CORNER TO GET THE

**C-1784**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TIRES TO SPIN A LITTLE. WITH TRACTION CONTROL AND ANTI-LOCK BRAKES IT WAS NOTHING SIGNIFICANT BUT THE KIDS THOUGHT IT WAS FUN. AS I NEARED MY HOUSE I ACCELERATED ONE LAST TIME BEFORE I WAS GOING TO TURN INTO MY DRIVEWAY. UNFORTUNATELY THIS TIME THERE WAS UNINTENTIONAL ACCELERATION. I DON'T HAVE THE STOCK FLOOR MATS, BUT EVEN SO I TRIED USING MY FOOT TO LIFT THE GAS PEDAL. THAT DID NOT WORK. SINCE I WAS ON A DEADEND RESIDENTIAL STREET, I OBVIOUSLY DID NOT WANT THIS CONDITION TO GET OUT OF CONTROL. WHEN YOU ARE NOT IN THAT SITUATION IT IS EASY TO SAY THAT YOU NEED TO PUT IT IN NEUTRAL, BUT WHEN THE SITUATION IS OCCURRING YOU REALLY ONLY HAVE TIME TO REACT. I PUT THE SEQUOIA INTO PARK. FORTUNATELY SINCE IT WAS A HEAVY SNOW, AND SINCE I WAS PROBABLY ONLY GOING 10-15 MPH THE CAR CAME TO A STOP QUICKLY BUT NO ONE WAS THRUST FORWARD. I HAD WARNING LIGHTS ON ALL OVER MY DASH. I TURNED THE CAR OFF AND RESTARTED AND THE LIGHTS WENT OFF AND THE CAR SEEMED TO FUNCTION NORMALLY AFTERWARDS THANKFULLY. I HAVE NOT TAKEN IT IN FOR THE RECALL BECAUSE THE CURRENT RECALL FOR THE 2005 SEQUOIA SAYS THAT IT IS A FLOOR MAT ISSUE. IT IS NOT. I AM SO GLAD THAT YOU ARE PURSUING FURTHER INVESTIGATION INTO THE REAL CAUSE OF THIS VERY POTENTIALLY DANGEROUS CONDITION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317206  
**Date of Incident:** 20100102  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** KANSAS CITY, MO

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA AVALON. THE CONTACT WAS DRIVING DOWN AN INCLINE, APPROXIMATELY 10 MPH. AN INCREASE OF ACCELERATION OCCURRED WITHOUT WARNING. THE ENGINE WAS TURNED OFF AND RESTARTED. THE VEHICLE WAS ABLE TO RESUME NORMAL OPERATION. THE MANUFACTURER WAS NOTIFIED AND PROVIDED RECALL NUMBER 1001101339. THE VEHICLE WAS IN THE PROCESS OF BEING REPAIRED. THE TECHNICIAN STATED THAT THE FAILURE WAS RELATED TO THE FLOOR MAT. THE VIN WAS NOT AVAILABLE. THE CURRENT MILEAGE WAS 72,000. THE FAILURE MILEAGE WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317593  
**Date of Incident:** 20100102  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** PORT ORANGE, FL

**NHTSA Summary:**  
CONSUMERS 2006 TOYOTA CAMRY ACCELERATED DRIVING OVER AN ISLAND AND HIT A TREE BEFORE BRAKES BECAME RESPONSIVE. \*TS THE CONSUMER WAS PULLING OUT OF A PARKING SPACE AND AS HE WAS ABOUT TURN ONTO THE ROAD, THE VEHICLE LUNGED FORWARD OVER AN ISLAND, KNOCKING DOWN A 6 INCH DIAMETER OAK TREE AND LEAVING ABOUT 25 FEET OF SKID MARKS ON THE ROADWAY BEFORE THE BRAKES KICKED IN. THE CONSUMER STATED HE HAD HIS FOOT ON THE BRAKE THE ENTIRE TIME. \*JB

**Additional Summary:**

**Toyota ID Number:**

**C-1785**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10298243  
**Date of Incident:** 20100103  
**Vehicle:** 2004 TOYOTA SOLARA  
**Location of Incident:** W. HENRIETTA, NY

**NHTSA Summary:**  
(TO WHOM THIS MAY CONCERN, MY 2004 TOYOTA SOLARA EXPERIENCED UNINTENDED (RUNAWAY) ACCELERATION IN THE PARKING LOT OF A LOCAL RESTAURANT THIS PAST SUNDAY. PLACING MY FOOT ON THE BREAK DID NOT STOP THIS VEHICLE. THE VEHICLE DID STOP WHEN IT RAN INTO A LARGE ROCK. NO ONE WAS INJURED THIS TIME. THE FLOOR MAT WAS NOT THE CAUSE OF THIS PROBLEM. DOES TOYOTA HAVE ANY SOLUTION/RECALL FOR THIS PROBLEM? IF NOT, DOES TOYOTA HAVE ANY PLANS ON CORRECTING THIS PROBLEM IN THE NEAR FUTURE? A QUICK RESPONSE TO MY QUESTIONS WOULD BE GREATLY APPRECIATED. \*TR BEST REGARDS, FRED

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303147  
**Date of Incident:** 20100103  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** TINLEY PARK, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA RAV4. WHILE DRIVING 40 MPH AND ATTEMPTING TO ENGAGE THE BRAKE PEDAL, THE VEHICLE DID NOT RESPOND. THE BRAKE PEDAL WAS ENGAGED WITH EXCESSIVE PRESSURE AND THE RPM'S INCREASED RAPIDLY. THE VEHICLE CAME TO COMPLETE STOP AFTER PRESSING HER FOOT FIRMLY ON THE BRAKE PEDAL AND SHIFTING GEARS INTO THE PARK POSITION. THE DEALER WAS CONTACTED AND STATED THAT THEY NEVER HEARD OF THE MALFUNCTION AND THAT THIS WOULD NOT HAPPEN AGAIN. THIS HAS ONLY OCCURRED ONE TIME. THE DEALER DIAGNOSED THE FAILURE 3 HOURS AFTER THE FAILURE OCCURRED AND DID NOT DETERMINE THE CAUSE. THE FAILURE MILEAGE WAS 25,500. THE CURRENT MILEAGE WAS 25,738.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308035  
**Date of Incident:** 20100103  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** ROUND LAKE, IL

**NHTSA Summary:**  
I HAVE 2001 TOYOTA CAMRY 4 CYL LE MODEL. MANY TIMES WHEN I BEGIN MY TRIP FROM MY HOME MY CAR ACCELERATES EVEN I HAVE MY FOOT OFF THE GAS PEDAL. IT ONLY HAPPENS WITHIN FIRST FEW MILES AND THEN THE PROBLEM GOES AWAY. I HAVE A STOP SIGN CLOSE TO MY HOME AND BEFORE NEARING THE STOP SIGN I LIFT MY FOOT FROM GAS PEDAL AND CAR WILL ACCELERATE AND THEN I HAVE TO STEP ON MY BRAKES TO STOP IT BY THE STOP SIGN. IT IS VERY TRICKY IN WINTER WHEN THERE IS ICE ON ROAD. SINCE I AM AWARE OF THIS ISSUE I DO NOT STEP ON GAS AT ALL TILL I HIT THE FIRST STOP SIGN. ONCE THE CAR IS RUNNING FOR A WHILE THE PROBLEM SEEMS TO GO AWAY. I WANTED TO BRING THIS TO THE ATTENTION AS I FIRMLY BELIEVE THAT THERE IS SOMETHING MORE THAN STICKY PEDAL. SINCE THE PROBLEM GOES AWAY AFTER FEW MINUTES OF DRIVING. THAT CLEARLY INDICATES THAT THE PROBLEM IS NOT WITH STICKY PEDAL. SINCE MY CAR IS NOT RECALLED I HOPE SOMEONE LOOKS INTO THIS YEAR MODEL TOO.

**Additional Summary:**

**Toyota ID Number:**

**C-1786**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343155  
**Date of Incident:** 20100103  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** RICHMOND, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 TOYOTA COROLLA. THE CONTACT STATED THAT WHENEVER SHE WOULD SHIFT FROM PARK AND INTO DRIVE OR REVERSE, THE VEHICLE WOULD ABNORMALLY JERK FORWARD OR BACKWARD. WHEN DRIVING OVER 10 MPH, THE VEHICLE WOULD ALSO JERK AND ABNORMALLY ACCELERATE UNTIL SHE WOULD DEPRESS THE BRAKES. THE VEHICLE WAS TAKEN TO AN INDEPENDENT REPAIR SHOP WHERE THE CONTACT WAS INFORMED THAT THE ECU WOULD NEED TO BE REPLACED. THE VEHICLE WAS NOT SERVICED. THE FAILURE MILEAGE WAS 86,000 AND THE CURRENT MILEAGE WAS 88,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10298159  
**Date of Incident:** 20100104  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** AMES, IA

**NHTSA Summary:**  
PULLING INTO A PARKING SPACE AT HY-VEE GROCERY STORE IN MOUNT PLEASANT, IA AT A LOW RATE OF SPEED(<5MPH) MY 09' TOYOTA TACOMA ACCELERATED INTO A GROCERY CART STALL. I HAD APPLIED THE BRAKES WITH NO RESULTS AND AFTER A ONE SECOND LULL THE TRUCK ACCELERATED QUICKLY INTO THE MOVABLE OBSTRUCTION. I HAVE HAD PREVIOUS CONCERNS ABOUT THE RATE OF ACCELERATION BY THE AMOUNT OF PRESSURE APPLIED TO THE ACCELERATOR. THERE HAVE BEEN TIMES WHERE LIGHT PRESSURE ACCELERATES THE CAR AT A FASTER RATE AND TIMES WHERE HEAVIER PRESSURE DOESN'T GET ENOUGH RESPONSE IN ACCELERATION. FLOOR MATS ARE SECURED DOWN AND NO ISSUES HAVE BEEN FOUND BY THE DEALERSHIP I HAD PURCHASED IT FROM. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303396  
**Date of Incident:** 20100104  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** MERRICK, NY

**NHTSA Summary:**  
I WAS PROCEEDING NORTH BOUND ON MEADOWBROOK PKWY, IN MY 2009 TOYOTA CAMRY. I INTENDED TO GO WEST ON SOUTHERN STATE PKWY. I HAD TO MAKE A LEGAL LEFT TURN FROM MEADOWBROOK PKWY, ONTO A CURVED ENTRANCE ROADWAY. THE CAUTION SIGN INSTRUCTED A 50 MPH SPEED LIMIT FOR THIS LEFT TURN. I WAS DRIVING LESS THAN 50 MPH. I APPLIED MY BRAKES TO SLOW DOWN, AT THAT POINT, MY CAR SPED UP RATHER THAN SLOWING DOWN. I LOST TOTAL CONTROL OF MY TOYOTA. I AM NOT CERTAIN OF THE ORDER, BUT I SWAYED LEFT, RIGHT, AND SPUN AROUND-- ALL SEVERAL TIMES. I CROSSED THE ENTIRE 3 LANES ON SOUTHERN STATE PKWY AND NEARLY COLLIDED WITH THE STEEL ROAD DIVIDERS. MY TOYOTA'S FRONT AND REAR WERE HEAVILY DAMAGED. MY CAR WAS TOTALED. AT THE SAME TIME, MY CAR STRUCK A COMMERCIAL LIMO WHO MADE AN ATTEMPT TO SAVE ME ON THE HWY.

**C-1787**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THANKFULLY. THE WORST PART OF THIS ACCIDENT IS THAT I COULD HAVE BEEN KILLED AND IT COULD HAVE BEEN MY LAST DAY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305090  
**Date of Incident:** 20100104  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** PORT WASHINGTON, NY

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2004 TOYOTA SIENNA. THE CONTACT STATED THAT ACCELERATOR PEDAL STUCK DOWN THE FLOOR CAUSING UNINTENDED ACCELERATION UP TO 50 MPH. HE PUT THE VEHICLE IN NEUTRAL AND TURNED OFF THE IGNITION AND KICKED THE PEDAL A FEW TIMES AND IT RESUMED THE ORIGINAL POSITION. HE TOOK THE VEHICLE TO THE DEALERSHIP AND THE VEHICLE WAS INSPECTED. HE WAS INFORMED THAT THE DEALER COULD NOT FIND ANYTHING WRONG WITH THE VEHICLE. THE VEHICLE HAD NOT BEEN REPAIRED TO DATE AND THE CONTACT HAD NOT EXPERIENCED THE PROBLEM SINCE AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS APPROXIMATELY 98,000. THE FAILURE MILEAGE WAS APPROXIMATELY 96,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306073  
**Date of Incident:** 20100104  
**Vehicle:** 2008 TOYOTA HIGHLANDER HYBRID  
**Location of Incident:** OMAHA, NE

**NHTSA Summary:**  
I HAVE A 2008 TOYOTA HIGHLANDER HYBRID. EVER SINCE IT WAS NEW, IT HAS INCONSISTENT BRAKING AT SLOW SPEEDS, LIKE 20 MPH AND SLOWER. WHEN BRAKING AT SLOW SPEEDS, IF I HIT EVEN A SMALL BUMP OR POTHOLE, THE BRAKES MOMENTARILY RELEASE AND THEN WILL RE-APPLY BUT WILL REQUIRE MUCH GREATER PEDAL PRESSURE TO GET THE SAME BRAKING FORCE. I HAD THE DEALER LOOK AT IT BUT SAID NOTHING WAS WRONG. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308411  
**Date of Incident:** 20100104  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** WESTERN SPRINGS, IL

**NHTSA Summary:**  
TWICE WITHIN A WEEK MY GAS PEDAL DID NOT RELEASE, RESULTING IN A CONTINUED EXCELLEATION FOR MY 2009 CAMRY HYBRID. FIRST TIME WAS ON AN EXIT RAMP WHERE I RELEASED PRESSURE ON THE PEDAL TO SLOW DOWN BUT IT DID NOT MOVE FOR A FEW SECONDS. THE SECOND TIME WAS PULLING OUT AND NEEDING TO QUICKLY EXCELLEATE, I THEN RELEASED PRESSURE. BUT THE CAR CONTINUED TO INCREASE IN SPEED. BOTH TIMES I MOVED THE FLOOR MAT TOWARD MY SEAT, AND THE SECOND TIME REQUIRED SHIFTING THE CAR INTO NEUTRAL. AFTER THE SECOND INCIDENT, I TOOK MY CAR TO THE DEALER WHO SOLD IT TO ME AND REPORTED THE ABOVE. THEY LOOKED AT THE MAT AND SECURED IT WITH CLIPS THAT WERE NOT THERE BEFORE. THIS WAS PRIOR TO THE PEDLA RECALLS.

**Toyota ID Number:**

**C-1788**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311447  
**Date of Incident:** 20100104  
**Vehicle:** 2002 TOYOTA ECHO  
**Location of Incident:** EAST STROUDSBURG, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 TOYOTA ECHO. THE CONTACT STATED THAT WHILE HE WAS AT A TRAFFIC LIGHT WITH HIS FOOT OFF OF THE ACCELERATOR PEDAL. THE ENGINE IDLED AND ACCELERATED TO A HIGHER SPEED. HE HAD TO PUT HIS FOOT ON THE BRAKES AND SHIFT INTO NEUTRAL GEAR IN ORDER TO STOP THE VEHICLE FROM IDLING. THE FAILURE HAS OCCURRED SEVERAL TIMES. THE MANUFACTURER WAS CALLED AND A CLAIM WAS FILED. THE VEHICLE WAS TOWED TO THE DEALER AND A DIAGNOSTIC TEST WAS PERFORMED WHICH CONFIRMED THE ACCELERATOR PEDAL MALFUNCTIONED. THE DEALER ADVISED THE CONTACT THE HE WOULD BE RESPONSIBLE FOR THE REPAIR COST SINCE THERE WERE NO RECALLS. THE DEALER REFUSED TO REPAIR THE VEHICLE. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 80,000. UPDATED 03/12/10. \*LJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318541  
**Date of Incident:** 20100104  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** PALM HARBOR, FL

**NHTSA Summary:**

I HAVE A TOYOTA CAMRY 2010. LEASED ON AUGUST 23,2009. WE STARTED TO NOTICE AN INTERMITTENT PROBLEM THAT HAS OCCURED SINCE JAN. 2010. WHERE THE CAR SURGES FORWARD. MY DAUGHTER HAS BEEN DRIVING THE CAR AND IT WAS NOT UNTIL I DROVE IT THAT WE DISCUSSED THE PROBLEM. THIS MARCH. SHE JUST THOUGHT IT WAS HER IMAGINATION. IT IS A SLIGHT SET OF SURGES. IT DOES NOT APPEAR TO BE ANY PARTICULAR TIME OF CIRCUMSTANCES, IT JUST DOES IT. WE TOOK THE CAR IN TO HAVE THE MATS AND GAS PEDAL CHECKED AND WERE TOLD EVERYTHING WAS OKAY. THIS WAS FEBRUARY 4, 2010 AND HAD THE OIL CHANGED AT THE SAME TIME. THIS WAS BEFORE I DROVE THE CAR AND WE COMPARED NOTES. (WE DO NOT FEEL SAFE IN THE CAR) I WANT TO TURN IN THE CAR!! THIS IS MY FIRST TOYOTA AND WILL BE MY LAST.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318940  
**Date of Incident:** 20100104  
**Vehicle:** 2009 TOYOTA AVALON  
**Location of Incident:** FOUNTAIN INN, SC

**NHTSA Summary:**

TRAVELING ON INTERSTATE I BEGAN THE PROCEDURES TO CORRECTLY PASS A VEHICLE IN FRONT OF ME. WHEN I STARTED TO PASS MY TOYOTA AVALON ACCELERATED BEFORE I COULD CHANGE LANES. I HAD A DIFFICULT TIME REGAINING CONTROL TO PREVENT HITTING THE VEHICLE IN FRONT OF ME AND TO KEEP FROM HITTING A CONCRETE WALL DIVIDING THE NORTH/SOUTH LANES. I WAS BEARING HARD ON THE BRAKE AND I WAS ABLE TO REGAIN CONTROL. I THOUGHT OTHERS ON THE INTERSTATE WOULD BE CALLING POLICE ABOUT MY IRRATIONAL DRIVING. THIS

C-1789

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HAPPENED ABOUT TWO WEEKS BEFORE THE PROBLEM WAS ANNOUNCED. I TRADED THE CAR ON FEBRUARY 4, 2010 BECAUSE I DID NOT FEEL CONFIDENT DRIVING THE CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10298556  
**Date of Incident:** 20100105  
**Vehicle:** 2010 TOYOTA AVALON  
**Location of Incident:** PALM BEACH SHORES, FL

**NHTSA Summary:**

1. ON THREE OCCASIONS THE ACCELERATOR PEDAL WAS JAMMED OPEN BY FACTORY CLOTH FLOOR MAT. REMOVED THE MAT. 2. ON MULTIPLE RECENT OCCASIONS WHEN THE CAR IS STARTED AND PLACED IN REVERSE TO BACK OUT OF A PARKING SPACE THE CAR WILL NOT MOVE EVEN IF THE ACCELERATOR IS PRESSED. CAR SEEMS AS IF THE WHEELS ARE CHOCKED. THEN WHEN CAR DOES MOVE IT ACCELERATE QUICKLY IN REVERSE. HAVE DISCOVERED WHEN THIS HAPPENS THE TRACTION CONTROL APPEARS WHEN THE CAR IS SHIFTED INTO REVERSE AND STAYS LIT FOR A PERIOD OF TIME, THEN THE LIGHT GOES OUT AND THE CAR SIMULTANEOUSLY FEELS AS IF THE BRAKES HAVE BEEN RELEASED EVEN THOUGH THE BRAKE PEDAL WAS NOT DEPRESSED. IT IS EASY TO UNDERSTAND HOW A DRIVER COULD PRESS THE ACCELERATOR TO GET THE VEHICLE TO MOVE AND THEN HAVE THE CAR SHOOT BACKWARDS CAUSING DAMAGE OR INJURY. 3. ON THREE SEPARATE OCCASIONS WHILE WEARING BOOTS I REMOVED MY FOOT FROM THE ACCELERATOR AND DEPRESSED THE BRAKE PEDAL ONLY TO HAVE THE VEHICLE INSTEAD OF DECELERATING, ACCELERATE VERY QUICKLY. THE REACTION EACH TIME WAS TO PRESS THE BRAKE PEDAL EVEN HARDER RESULTING ONLY IN THE VEHICLE ACCELERATING EVEN HARDER. ON ONE OF THOSE OCCASIONS IT OCCURRED BACKING OUT OF A DRIVEWAY AND ALTHOUGH I WAS ABLE TO STOP THE VEHICLE QUICKLY IT NONETHELESS ACCELERATED SEVERAL FEET INTO THE MIDDLE OF A STREET. IT IS CLEAR THAT THESE THREE INCIDENTS OCCURRED BECAUSE OF THE PROXIMITY OF THE BRAKE AND ACCELERATOR PEDALS AND INADVERTENTLY BUT SIMULTANEOUSLY DEPRESSING BOTH. I BELIEVE THE SITUATION IS AGGRAVATED BY THE FACT WHEN DEPRESSING THE BRAKE PEDAL YOU CANNOT FEEL THE ACCELERATOR PEDAL UNDER YOUR FOOT AND HAVE NO IDEA YOU ARE PRESSING THE ACCELERATOR UNTIL YOU GO THROUGH THE MENTAL PROCESS OF TRYING TO DETERMINE WHY THE HARDER YOU DEPRESS THE BRAKE THE FASTER THE CAR GOES. IT IS EASY TO UNDERSTAND WHY ONE MIGHT PANIC AND "STAND" ON THE BRAKE PEDAL ONLY TO HAVE THE CAR ACCELERATE TO A VERY DANGEROUS SPEED. MY 190 MPH MOTORCYCLE DOESN'T SCARE ME, THE VENZA DOES. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301947  
**Date of Incident:** 20100105  
**Vehicle:** 2010 TOYOTA TACOMA  
**Location of Incident:** NEWPORT NEWS, VA

**NHTSA Summary:**

MY 2010 TOYOTA TACOMA ENGINE TRY TO ACCELERATE BY IT SELF WHILE STOP AT A RED LIGHT. MY WIFE HELD HER FOOT ON THE BRAKE TO KEEP IT FROM RUNNING INTO THE INTERSECTION THE TIRE WERE SPINNING WHILE IT WAS SITTING STILL ALSO MY TRANSMISSION SEEMS TO SLIP WHEN I GIVE IT GAS BETWEEN 8 TO 12 MPH. I TOLD THE TOYOTA DEALER ABOUT IT HE SAID THAT HE HASN'T RECEIVED ANY REPORTS FROM TOYOTA ON THESE TWO PROBLEMS HE DIDN'T SEEM TO INTERESTED IN MY PROBLEM. \*TR

C-1790

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301881  
**Date of Incident:** 20100105  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** COUPEVILLE, WA

**NHTSA Summary:**

WHILE USING THE CRUISE CONTROL IT HAS A TENDENCY TO ACCELERATE RAPIDLY AND SOMETIMES PAST THE SET SPEED WHEN USING "RESUME." HITTING THE BRAKES OR TURNING OFF CRUISE CONTROL HAS ALWAYS STOPPED IT. THIS HAS HAPPENED MANY TIMES OVER THE LAST THREE YEARS. USUALLY THE CAR IS GOING OVER 60 MPH WHEN THIS HAPPENS. RECENTLY THE CAR HAS ACCELERATED ONCE WHEN NOT USING THE CRUISE CONTROL. WHEN HITTING THE BRAKES THE ACCELERATION STOPPED. THIS HAS HAPPENED ONLY ONCE. I HAVE NEVER TAKEN IT IN BECAUSE IT WILL BE HARD TO TRACE AND THE WARRANTY IS OUT. WITHOUT CHANGING OUT ALL OF THE COMPONENTS ONE COULD NEVER BE SURE THE PROBLEM WAS CORRECTED. I NOTED THAT YOU HAVE NOW GONE DOWN TO 2009 RAVS. I BELIEVE THAT THERE COULD BE A PROBLEM WITH EARLIER YEARS TOO. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303121  
**Date of Incident:** 20100105  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** HAMPTON, VA

**NHTSA Summary:**

MY 2006 TOYOTA AVALON HAS BEEN GIVING ME PROBLEMS WITH THE FLOOR MATS AND ACCELERATOR GETTING STUCK FOR OVER TWO YEARS AND NOW THE ACCELERATOR GETS STUCK ON ITS OWN. I AM AFRAID TO DRIVE IT BACK AND FORTH ON THE HIGHWAY AND HOPE THAT TOYOTA WOULD REPLACE IT WITH A RENTAL CAR UNTIL IT CAN FIX IT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306517  
**Date of Incident:** 20100105  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** CLARKSVILLE, IN

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE DRIVING 60 MPH AND VARIOUS SPEEDS THE CRUISE CONTROL FAILED TO DISENGAGE WHEN THE BRAKE PEDAL WAS APPLIED. THE VEHICLE WAS TAKEN TO THE DEALER TO BE DIAGNOSED. THE FAILURE MILEAGE WAS 900 AND THE CURRENT MILEAGE WAS 12,403.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10300454  
**Date of Incident:** 20100105  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** SPRING, TEXAS

C-1791

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

SUDDEN ACCELERATION IN MY 2005 TOYOTA AVALON. THE MAT DID NOT INTERFERE WITH THE ACCELERATOR. WITHOUT LOOKING AT THE VEHICLE TOYOTA HAS MAINTAINED THAT THE MAT IS THE CAUSE OF THE ACCIDENT LEADING ME TO BELIEVE THAT ABOUT WHAT TOYOTA KNOWS ABOUT THIS PROBLEM AND IS NOT BEING CANDID WITH THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION WHEN INFORMING THEM OF THE ISSUE. \*TR

**Additional Summary:**

INFORMATION FROM NEWS ARTICLE - WALL STREET JOURNAL - "Acceleration Mishaps Worry Vehicle Owners"

Susan and Rafael Marrero have garaged their 2005 Toyota Avalon after an accident that they say occurred on its own in a McDonald's parking lot when the vehicle accelerated until it hit a curb and flatted two tires. The car was taken to a dealership after the tires were repaired. After about two weeks, a Toyota inspector advised the couple to install clips to ensure the floor mat doesn't get stuck against the gas pedal.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313414  
**Date of Incident:** 20100105  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** LOS ALTOS, CA

**NHTSA Summary:**

I WAS IN A MULTI-STOREY CAR PARK AND I SPOTTED A FREE SPACE 20 YARDS AHEAD. I TOOK MY FOOT OFF THE ACCELERATOR, AND THE VEHICLE BEGAN TO LOSE SPEED NORMALLY. I APPLIED THE BRAKE GENTLY TO TURN RIGHT INTO AN EMPTY SPOT. I WAS BRAKING TO A HALT AT AN APPROPRIATE DISTANCE FROM A RETAINING WALL WHEN SUDDENLY, WITH NO WARNING, THE TOYOTA LURCHED FORWARD AT AN INCREDIBLE RATE OF ACCELERATION, STRUCK THE WALL THEN BOUNCED BACK SEVERAL FEET AND THE ENGINE CUT OUT. I SUFFERED SEVERE NECK TRAUMA, DUE FIRST TO THE SUDDEN ACCELERATION AND THEN THE IMPACT. THE AIRBAG DID NOT DEPLOY DESPITE THE FACT THAT THE DAMAGE TO THE FRONT OF THE CAR WAS ACCORDING TO AN EXPERT CONSISTENT WITH AN IMPACT SPEED OF 30 TO 35 MPH. EARLIER IN THE SAME TRIP, I WAS STOPPED AT TRAFFIC LIGHTS WITH THE CAR IN DRIVE AND MY FOOT ON THE BRAKE. SUDDENLY THE CAR VIBRATED AND LURCHED AGAINST THE BRAKE, TRYING TO MOVE AHEAD. I HAD TO BRAKE HARD TO PREVENT IT FROM DOING SO. THE LIGHTS CHANGED AND I PROCEEDED TOWARDS THE PARKING GARAGE WHERE THE ACCIDENT DESCRIBED ABOVE SUBSEQUENTLY OCCURRED. THE DAMAGE TO THE FRONT OF THE CAR HAS NOT YET BEEN FIXED AND THE CAR HAS NOT BEEN USED SINCE THE ACCIDENT. I REPORTED THIS ACCIDENT TO TOYOTA CUSTOMER SERVICE WHO ARRANGED FOR SOMEONE FROM THEIR LOCAL SERVICE COMPANY TO EXAMINE THE VEHICLE AT THE BODY SHOP WHERE IT WAS LOCATED. THE MAIN CONCLUSION OF THEIR EXAMINATION WAS THAT THEY FOUND NO PROBLEM WITH THE BRAKES. IN FACT, MY COMPLAINT WAS NOT ABOUT THE BRAKES, WHICH HAD ALWAYS WORKED PERFECTLY NORMALLY. THEIR REPORT ALSO SAID "WE ARE HAPPY THAT YOU DID NOT SUSTAIN INJURIES IN THIS INCIDENT". I AM SORRY TO INFORM THEM THAT I AM STILL SUFFERING FROM SEVERE BACK AND NECK PAIN FROM THE INJURIES THAT I SUSTAINED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313408  
**Date of Incident:** 20100105  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** ROSEVILLE, CA

C-1792

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

AFTER I READ THE ARTICLE ABOUT APPLE INC. CO-FOUNDER STEVE "WOZ" WOZNIAK'S EXPERIENCE ABOUT HIS 2010 PRIUS, I WAS RELIEVED SOMEWHAT FROM MY OWN DOUBT AND CONFUSION. I BOUGHT A USED 2005 SIENNA XLE LIMITED (WITH RADAR SENSOR) LAST NOVEMBER WITH 95000 MILEAGE. IT ACCELERATED UNINTENTIONALLY SEVERAL TIMES WHEN I WAS USING CRUISE CONTROL WITH ONLY SINGLE PUSH OF THE ACCELERATION HANDLE. I ONCE LET THE CAR WENT UP TO 90 MPH BEFORE I BRAKED IT OFF FROM THE CRUISE CONTROL MODE. THE ACCELERATION WAS VERY POWERFUL WHEN IT MALFUNCTIONED. ALL HAPPENED IN SEVERAL SECONDS. YOU COULD HEAR THE ENGINE REVERING LOUDLY TOWARDS FULL SPEED. I HAD NO PROBLEM TO BRAKE IT OFF EVERY TIME THOUGH. I ALSO BELIEVE IT IS AN ELECTRONIC OR SOFTWARE PROBLEM SINCE NONE OF MY FEET WAS ON ANY PEDAL WHEN THIS HAPPENED AND THERE WAS NO FLOOR MAT ISSUE AT ALL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313679  
**Date of Incident:** 20100105  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** MT AIRY, GA

**NHTSA Summary:**  
2007TOYOTA TUNDRA VIN# 5TBV54167S459722 SUDDEN ACCELERATION IN NOV 2009, BROUGHT TO TOYOTA DEALER TOLD FLOORMATS PROBLEM, CHECKED BY DEALER AND OK SUDDEN ACCELERATION IN DEC 2009, BROUGHT TO TOYOTA DEALER TOLD FLOORMATS PROBLEM, CHECKED BY DEALER AND OK IN EARLY JAN 2010 SUDDEN ACCELERATOR PROBLEM CAUSING VEHICLE TO SPIN OUT OF CONTROL AND CAUSING DAMAGE TO REAR BUMPER AND SIDE PANEL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301836  
**Date of Incident:** 20100106  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** PORTAL, GA

**NHTSA Summary:**  
WE WERE TRAVELING AT APPROXIMATELY 45 MPH. A TRAFFIC LIGHT CHANGED AND A CAR WAS IN FRONT OF US. I LET OFF THE GAS TO BEGIN STOPPING BUT THE ACCELERATOR STUCK. I HAD TO STOMP THE BRAKE TO STOP THE CAR. MY WIFE THOUGHT I WAS GOING TO HIT THE CAR IN FRONT OF US. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302481  
**Date of Incident:** 20100106  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LAWRENCEBURG, IN

**NHTSA Summary:**  
2010 TOYOTA RECALL HAD A REAR END CRASH ON 1/6/2010. VEHICLE IN FRONT WAS TURNING LEFT AND I WAS TURNING RIGHT. BOTH WE AT A DEAD STOP UNTIL TRAFFIC CLEARED. VEHICLE EASED UP TO TURN LEFT AND I SLIGHTLY ACCELERATED (WAS ON AN UPWARD INCLINE) BUT GAS PEDAL ACCELERATED BEYOND MY PRESSURE. REAR ENDED THE VEHICLE WITH SIGNIFCATE DAMAGE.\*CW

C-1793

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302975  
**Date of Incident:** 20100106  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** BEAUMONT, TX

**NHTSA Summary:**  
WE WERE STOPPED AT A NEIGHBORHOOD INTERSECTION. AS WE BEGAN TO LET OFF OF THE BRAKE TO MAKE A LEFT HAND TURN, THE CAR ACCELERATED UNCONTROLLABLY. DEPRESSING THE BRAKE HAD NO EFFECT ON THE ACCELERATION. BEFORE WE TURNED THE WHEEL TO THE LEFT TO BEGIN THE TURN, THE CAR HAD SPED ACROSS THE 35 FOOT STREET, JUMPED A 6 1/2 INCH CURB, WENT THROUGH A FENCE, ACROSS ANOTHER STREET, AND WAS STOPPED WHEN IT HIT A SECOND FENCE. THE TOTAL DISTANCE TRAVELED FROM BEING STOPPED AT THE CORNER UNTIL THE VEHICLE WAS STOPPED BY THE SECOND FENCE WAS 81 FEET. THE STREETS WERE DRY AND THERE WERE NO SKID MARKS ON THE ROAD. HOWEVER, DUE TO PREVIOUS RAINS, THE GRASS AREAS WERE MOIST. THERE ARE NO TIRE MARKS IN THE GRASS FROM THE CURB UNTIL APPROXIMATELY 6 FEET BEFORE THE STOPPING POINT. THE FRONT LIFT OF THE PRIUS IS AROUND 7 1/2 INCHES. THE VEHICLE HAD TO HAVE SIGNIFICANT MOMENTUM TO GO OVER A 6 1/2 INCH CURB IN JUST 35 FEET. WE FILED A CLAIM WITH OUR INSURANCE ON JAN. 7 AND REQUESTED THAT THE VEHICLE BE INSPECTED FOR ACCELERATOR ISSUES. THE CAR WAS TOWED TO TOYOTA WHOM, UPON THEIR OWN INVESTIGATION, STATED THAT THERE WAS NO EVIDENCE OF ACCELERATION MALFUNCTION. THE CAR IS BEING REPAIRED AT A BODY SHOP WITH INITIAL DAMAGE ESTIMATED AT OVER \$6000. WE HAVE PHOTOGRAPHS OF THE DAMAGE TO THE CAR AS WELL AS THE SCENE OF THE ACCIDENT AND MEASUREMENTS OF DISTANCES TRAVELED. IN 2009, WE RECEIVED A RECALL LETTER FROM TOYOTA CONCERNING FLOOR MAT ISSUES WITH OUR PRIUS. WE INSPECTED OUR FACTORY-INSTALLED FLOOR MATS, AS INSTRUCTED BY THE RECALL LETTER, AND WERE AWAITING THEIR 2ND NOTIFICATION WHEN THE "CAMPAIGN REMEDY" BECAME AVAILABLE. THE FLOOR MAT ON THE DRIVER'S SIDE HAS A LOCKING MECHANISM AND COULD HAVE, IN NO WAY, OBSTRUCTED THE ACCELERATOR PEDAL. THE CAR SHOULD BE REPAIRED AND READY NEXT WEEK. HOWEVER, WE DO NOT BELIEVE IT IS A SAFE VEHICLE TO DRIVE. WHAT RECOMMENDATIONS DO YOU HAVE? \*TW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305969  
**Date of Incident:** 20100106  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** WARSAW, NY

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2008 TOYOTA RAV 4. WHILE THE CONTACT WAS DRIVING 25MPH THE VEHICLE HAD SUDDENLY ACCELERATED, AFTER APPLYING THE BRAKE THE ACCELERATION STOPPED. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THERE WERE NO PRIOR WARNINGS AND THE CURRENT AND FAILURE MILEAGES WERE 14000. BML

**Additional Summary:**

**Toyota ID Number:**

C-1794

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10305402  
**Date of Incident:** 20100106  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** ATLANTA, GA

**NHTSA Summary:**  
2001 LEXUS RX300 SUDDEN UNEXPLAINED ACCELERATION CAUSING NEAR ACCIDENT. THIS WAS NOT DUE TO CARPET OVERLAPPING GAS PEDAL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307680  
**Date of Incident:** 20100106  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** CAGUAS, PR

**NHTSA Summary:**  
FREQUENTLY WHEN I DRIVE ON A BUMPY SURFACE OR SLOPED BUMPY SURFACE AND PRESS THE BRAKE PEDAL, IT SEEMS TO FAIL MOMENTARILY. I FEEL THAT THE BRAKE IS UNRESPONSIVE AND NEED TO RELEASE AND PUSH THE PEDAL AGAIN. IT CREATE AN UNSAFETY SITUATION AND NEED TO DRIVE THE CAR TO THE SIDE TO OF THE ROAD AS SAFETY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311097  
**Date of Incident:** 20100106  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** CHIPEKO CANYON, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 TOYOTA TACOMA PURCHASED BRAND NEW LESS THAN A YEAR AGO. SHE STATED THE DRIVER WAS TRAVELING AT SPEEDS OF LESS THAN 20 MPH APPROACHING A PARKING GARAGE WHEN HE RELEASED HIS FOOT FROM THE ACCELERATOR PEDAL IN AN ATTEMPT TO BRAKE. THE PEDAL BECAME STUCK IN POSITION CAUSING THE VEHICLE TO ACCELERATE AT SPEEDS OF UP TO 70 MPH. THE CONTACT ATTEMPTED TO DEPRESS THE BRAKES, TO NO AVAIL. HE THEN REACHED DOWN AND FORCED THE ACCELERATOR PEDAL BACK INTO THE IDLE POSITION BY YANKING IT WITH TREMENDOUS FORCE. THE VEHICLE WAS TAKEN TO THE LOCAL DEALER WHERE THEY ADVISED THE VEHICLE WAS OPERATING AS IT WAS DESIGNED AND THAT ALTHOUGH THE FLOOR MATS WERE INSTALLED CORRECTLY, THEY SHOULD BE REMOVED. THE CONTACT DID NOT FEEL THIS WOULD REMEDY THE FACT THAT THE ACCELERATOR PEDAL BECAME STUCK IN THE OPEN THROTTLE POSITION WITHOUT ANY INTERFERENCE FROM THE FLOOR MATS. THERE WERE NO REPAIRS MADE TO THE VEHICLE TO DATE. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 19,419. THE VIN WAS NOT AVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313535  
**Date of Incident:** 20100106  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** TAYLOR RIDGE, IL

**NHTSA Summary:**

C-1795

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315057  
**Date of Incident:** 20100106  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** NEW YORK, NY

**NHTSA Summary:**  
I OWN A 2003 TOYOTA CAMRY VIN#4T1BF32K64U577035 ON JANUARY 6, 2010 I WAS DRIVING UP FIRST AVE IN MANHATTAN GOING TO RANDALLS ISLAND. AT 1ST AVE AND ABOUT 10 ST I WAS DRIVING ABOUT 20 MILES PER HOUR, PRESSED THE BRAKE APPROACHING A RED LIGHT. INSTEAD AND INSTEAD THE ENGINE REVVED (VROOM) AND CAR ACCELERATED FORWARD. I FLOORED THE BRAKE AND PULLED UP THE EMERGENCY BRAKE AND STILL I TAPPED THE COMMERCIAL VEHICLE. IN FRONT BEFORE BEING ABLE TO STOP BY PUTTING CAR INTO PARK. 2 HOURS LATER I WAS RETURNING HOME AND DRIVING DOWN 9TH STREET BETWEEN BROADWAY AND UNIVERSITY AND AGAIN APPROACHING A RED LIGHT BRAKED TO SLOW DOWN THE CAR I WAS ALREADY GOING 20MPH. AGAIN, INSTEAD THE VEHICLE REVVED AND ACCELERATED FORWARD AND THIS TIME NO MATTER HOW HARD I PUSHED THE BRAKE THE CAR WOULDN'T STOP. I SLAMMED THE TRANSMISSION INTO PARK, PULLED UP THE EMERGENCY BRAKE AND THAT STOPPED THE CAR. I CALLED AAA AND HAD THE CAR TOWED TO TOYOTA OF MANHATTAN WHERE THEY SAID MY BRAKE PINS WERE FROZEN AND THERE WAS A THROTTLE PROBLEM AND CHARGED \$1300 FOR REPAIR. (MY PERSONAL MECHANIC IN NJ LATER TOLD ME BRAKE PINS AND UNCONTROLLED ACCELERATION WERE NOT RELATED. ON MONDAY FEBRUARY 22, 2010 WHILE DRIVING TO MY SUMMER APARTMENT IN VENTNOR NJ THE SSAME THING HAPPENED. WE WERE AGAIN ABLE TO STOP THE CAR BY PULLING INTO PARK MODE AND EMERGENCY BRAKE. WE RESTARTED THE CAR AND

C-1796

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DROVE 10 MILES PER HOUR TO OUR PARKING LOT WHERE THE CAR STILL SITS. CALLS TO TOYOTA OF MANHATTAN SIMPLY STATED THAT THIS MODEL WAS NOT UNDER RECALL AND THE CAR WAS TOO FAR FOR THEM TO SEND A TOW. ATTEMPTS TO BRING THE CAR TO A LOCAL TOYOTA (SHORE TOYOTA) CALLS WERE NOT ANSWERED AND I WAS TOLD I COULD NOT BRING THE CAR IN WITHOUT AN APPOINTMENT. AND I SHOULD BRING THE CAR BACK TO WHERE THE REPAIR WAS DONE. SO THERE IT SITS IN A PARKING LOT. I HAD TO RENT A CAR TO GET HOME WITH MY PET. THE REPAIR WAS CLEARLY BOGUS AND THIS PROBLEM IS ACCELERATION UPON HITTING THE BRAKE PEDAL. P VEH  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330870  
**Date of Incident:** 20100106  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**  
AT STOP SIGN LOOKING TO MY LEFT BECAUSE I WAS GOING TO MAKE A RIGHT TURN. I ASKED I PUT MY FOOT ON PEDAL TO MAKE THE RIGHT TURN IT TOOK OFF. THE SEAT BELT PRESS HARD AROUND MY NECK AND I HAD USE BOTH FEET TRYING TO STOP THE CAR. MY NECK WAS SORE AND MY KNEE WAS PAINFUL. I STAY AT THE GAS STATION ABOUT 30 MINUTES I WAS SHAKING UP. THE ENGINE LIGHT CAME ON AFTER 30 MINUTES I GAS UP START FINISH MY TRIP. THE RAV4 ENGINE WAS REVEALING OFTEN WHEN I RETURNED THE RAV4 TO BUDGET RENTAL. I LET ATTENDANT KNOW THAT THE RAV4 IT'S TOOK OFF, REVEALING AND ENGINE LIGHT WAS ON AND IT WAS RUNNING ROUGH WHEN I RETURNED RAV4 TO BUDGET RENTAL. THE ENGINE LIGHT WAS ON AND IT RUN ROUGH I TOLD THE ATTENDANT WHEN I SPOKE TO ATTENDANT ABOUT RAV4 HE SAID OKAY HE HAVE RAV4 CHECK OUT I DO NOT KNOW WHAT CORRECT WAS MAKE I DROP RAV4 OFF AT BUDGET RENTAL CAR AND PAY MY BILLED I LEFT I DO NOT HAVE VIN NUMBER ON THE RENTAL AGREEMENT BUT, I DO HAVE PLATE NUMBER ON RENTAL AGREEMENT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10335849  
**Date of Incident:** 20100106  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** GLENOLDEN, PA

**NHTSA Summary:**  
TL \* THE CONTACT OWNS A 2002 TOYOTA CAMRY. THE CONTACT STATED AS SHE ATTEMPTED TO APPLY THE BRAKES, THERE WAS AN UNUSUAL INCREASE IN ENGINE RPM'S. THE VEHICLE THEN ABNORMALLY ACCELERATED TO THE RIGHT AND CRASHED INTO A PARKED VEHICLE. THE VEHICLE WAS TAKEN TO A LOCAL REPAIR FACILITY WHERE THE BODY DAMAGE WAS REPAIRED. ON A SEPARATE OCCASION WHILE ATTEMPTING TO PULL INTO A PARKING SPACE, THE VEHICLE AGAIN ABNORMALLY ACCELERATED AND CRASHED INTO A STEEL BRACKET OF A DUMPSTER. THE VEHICLE WAS TOWED TO THE DEALER YET THE DEALER REFUSED TO INSPECT THE VEHICLE AND ADVISED HER TO GO THROUGH HER INSURANCE COMPANY, IN WHICH SHE DID. THE BODY DAMAGE WAS REPAIRED. ON THE THIRD INSTANCE OF UNINTENDED ACCELERATION, THERE WAS AN UNUSUAL INCREASE IN ENGINE RPM'S WHILE BRAKING. THE VEHICLE PROCEEDED TO INDEPENDENTLY ACCELERATE AND CRASHED INTO A CEMENT WALL. THE MANUFACTURER WAS CONTACTED AND ADVISED THE FAILURE WOULD BE INVESTIGATED. THE VEHICLE WAS NEVER DIAGNOSED AT THE DEALER FOR

C-1797

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE ACCELERATION FAILURE. THE FAILURE MILEAGE WAS 55,000 AND THE CURRENT MILEAGE WAS 59,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10298927  
**Date of Incident:** 20100107  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** SANTA ANA, CA

**NHTSA Summary:**  
LEXUS RX350 AUTO-ACCELERATION WHILE PULLING INTO A PARKING SPOT (AT A SLOW SPEED) IN A PARKING STRUCTURE. THE ENGINE, WITHOUT PRESSURE ON THE GAS PEDAL, SUDDENLY REVVED UP TO HIGH SPEED AND ACCELERATED INTO THE WIRE RETAINING CABLED AND WALL OF THE STRUCTURE. THE DISTANCED TRAVELED WAS LESS THAN 10 FEET BEFORE THE CAR WAS STOPPED BY THE RETAINING CABLES AND THE WALL. THE FRONT END OF THE CAR AND THE STRUCTURE WERE DAMAGED. THE IMPACT WAS SEVERE ENOUGH TO BREAK 5 OF THE 7 CABLES. THE AIRBAGS DID NOT DEPLOY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302575  
**Date of Incident:** 20100107  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** KISSIMMEE, FL

**NHTSA Summary:**  
I WRITE YOU IN REGARD TO THE TOYOTA RECALL. I BOUGHT A TOYOTA CAMRY 2009 AND IVE RECEIVED A RECALL LETTER, FIRST ONE ABOUT THE MATS, BUT THEY NEVER CONTACT TO SOLVE THE PROBLEM, NOW I RECEIVED ANOTHER ONE ABOUT THE ACCELERATION STUCK. IN THIS LETTER THEY SAY THAT THEY WILL ADVISE IN ANOTHER SEPARATE LETTER WHEN A CAMPAIGN REMEDY IS AVAILABLE FOR MY VEHICLE. IN FACT, THE ACCELERATOR STUCK ME TWICE, TODAY I WAS TRYING TO CALL ALL NUMBERS I HAVE (TOYOTA CUSTOMER SERVICE, TOYOTA EXPERIENCE SERVICE, TOYOTA OF ORLANDO AND CENTRAL FLORIDA TOYOTA) TO SEE WHEN THEY GOING TO SOLVE THIS BUT NOBODY KNOWS NOTHING, MEANWHILE THE PEOPLE ARE RISK THEIR OWN LIVES AND THE OTHERS IN AN UNSECURE CAR. \*CN  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302910  
**Date of Incident:** 20100107  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** PLYMOUTH, MA

**NHTSA Summary:**  
2009 TOYOTA VENZA, APPROXIMATELY 2K MILES ON CAR. STUCK ACCELERATOR PEDAL. DRIVING ON ROUTE 3 IN DUXBURY, MA AT HIGHWAY SPEED I ACCELERATED TO PASS A CAR AND THE GAS PEDAL STUCK AT OPEN THROTTLE. I POPPED THE GAS PEDAL SEVERAL TIMES AND THE PEDAL RETURNED TO ITS PROPER RELEASED POSITION. I BROUGHT THE CAR BACK TO THE TOYOTA DEALER AND THEY INSPECTED THE PEDAL AND RELATED COMPONENTS. NOTHING FOUND. TOYOTA FLOOR MATS ONLY WERE INSTALLED AND THEY WERE PROPERLY ANCHORED. THIS WAS NOT FLOOR MAT RELATED THE DEALER STATED THEY WERE GOING TO OPEN A "CASE" ON THE CAR. I SHOULD CALL TOYOTA 800 NUMBER AND REPORT THE PROBLEM I HAVE TRIED THE 800

C-1798

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOYOTA NUMBER FOR WEEKS AND HAVE NEVER BE ABLE TO GET THROUGH. THE VENZA IS NOT PART OF THE TOYOTA RECALL, BUT MY CAR HAS THE PROBLEM ALL OTHER RECALLED TOYOTA CARS HAVE. \*TW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303909  
**Date of Incident:** 20100107  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** TARZANA, CA

**NHTSA Summary:**  
MY WIFE DROVE OUR 2005 TOYOTA AVALON INTO THE PARKING LOT AT THE TARZANA, CA POST OFFICE. SHE PULLED INTO A PARKING SPOT FACING THE POST OFFICE, TOOK HER FOOT OFF THE ACCELERATOR PEDAL AND STARTED APPLYING THE BRAKES. THE CAR SURGED FORWARD, CROSSING A WALKWAY AND RAN INTO A CONCRETE BLOCK PLANTER IN FRONT OF THE POST OFFICE. THE CAR SUFFERED SUBSTANTIAL BODY AND RADIATOR DAMAGE AND IS NOW BEING REPAIRED AT A COST OF OVER \$8000. THE AIR BAGS DID NOT DEPLOY AND MY WIFE WAS NOT INJURED. THE CAR WAS PURCHASED NEW AND HAS APPROXIMATELY 30,000 MILES ON IT. IT HAS BEEN SERVICED ON A REGULAR BASIS AND WAS IN EXCELLENT CONDITION PRIOR TO THE ACCIDENT. THE CAR IS KEPT GARAGED AND IS UNLIKELY TO HAVE HAD CONDENSATION IN THE ACCELERATOR PEDAL SYSTEM. THE WEATHER AT THE TIME OF THE ACCIDENT WAS CLEAR AND SUNNY WITH THE TEMPERATURE IN THE 70'S. THE CAR IS STILL UNDERGOING REPAIR AND WE ANTICIPATE RECEIVING IT SOMETIME THIS WEEK (2/2/10). WE HAVE CONTACTED TOYOTA AND THEY SENT AN INSPECTOR TO LOOK AT THE CAR ON 1/27/10. WE HAVE HAD NO REPORT BACK FROM TOYOTA AS TO THE CAUSE OF THE PROBLEM. THE FLOOR MAT WAS CHECKED THE DAY OF THE ACCIDENT AND IT WAS FIRMLY IN PLACE WITH THE FLOORBOARD CLIPS HOLDING THE MAT TO THE FLOOR. I CHECKED THE FLOOR MAT AFTER THE ACCIDENT AND IT HAD NOT MOVED OR INTERFERED WITH THE ACCELERATOR PEDAL. MY WIFE COULD NOT HAVE BEEN MOVING FORWARD AT MORE THAN 5 MILES/HOUR AS SHE WAS JUST MOVING INTO THE PARKING SPOT AT THE TIME OF THE ACCIDENT. OBVIOUSLY, THE CAR MUST HAVE ACCELERATED TO AT LEAST 15-20 MILES/HOUR IN THE SPACE OF APPROXIMATELY 5 FEET BEFORE RUNNING INTO THE PLANTER. IT IS BEYOND BELIEF THAT THE PROBLEM WAS CAUSED BY A STICKING ACCELERATOR PEDAL. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306408  
**Date of Incident:** 20100107  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** GENEVA, FL

**NHTSA Summary:**  
2005 2005 2005 2005 TOYOTA HIGHLANDER CAR WILL ACCELERATE FROM A DEAD STOP ON ITS OWN. CHANGE TRANSMISSION FROM PARK TO DRIVE AND LET OFF BRAKE AND CAR WILL ACCELERATE WITHOUT TOUCHING GAS PEDAL. FAST ENOUGH TO CHANGE GEARS AND CONTINUE. HAVE REACHED A SPEED OF 30 MPH BEFORE BRAKING. THE TACHOMETER DOES NOT SHOW THAT THE ENGINE IS REVVING HIGHER THAN A NORMAL IDLE WHEN IN PARK CHANGING INTO DRIVE SO IT SEEMS LIKE AN ELECTRONIC PROBLEM, ETC. ISSUE IS INTERMITTENT. THE CAR HAS BEEN TO 2 DEALERS OVER THE TIME IT HAS BEEN OWNED AND WE WERE TOLD THE ISSUE COULD NOT BE DUPLICATED SO NOTHING COULD BE DONE. I CALLED THE DSAME DAY THIS EMAIL WAS SENT AND WAS TOLD THE SAME THING BY THE LOCAL TOYOTA DEALERSHIP. WELL, THE

C-1799

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

RECALLED GAS PEDALS DONT STICK ALL THE TIME SO THEY ARE INTERMITTENT PROBLEMS SO WHERE IS THE DIFFERENCE BETWEEN THEIR CARS AND OURS! I HAVE TRIED EVERY CONTACT NUMBER FOR TOYOTA AND CANNOT GET ANYWHERE!!!!!!  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307968  
**Date of Incident:** 20100107  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** PAYSON, AZ

**NHTSA Summary:**  
2010 COROLLA S. WHEN HITTING POTHOLE, UNEVEN SURFACES, OR WHEN VEHICLE WEIGHT SHIFTS SUCH AS GOING OVER THE TOP OF A HILL THE VEHICLES ABS COMES ON AND VEHICLE DELAYS IN STOPPING. THE BRAKE PEDAL VIBRATES BUT THE CAR IS NOT IN A SKID HAPPENS AT LOW SPEEDS 25 MILES PER HOUR OR LESS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311126  
**Date of Incident:** 20100107  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** ANNAPOLIS, MD

**NHTSA Summary:**  
2006 PRIUS WAS ARRIVING AT WORK AND PULLING INTO A PARKING SPACE. MY FOOT WAS REMOVED FROM GAS, BUT ACCELERATOR STUCK OPEN. THE CAR BOUNCED OVER THE CONCRETE CURB, OVER A SNOW BANK AND OVER A SECOND CURB INTO THE UNIVERSITY DRIVEWAY. CAR SUSTAINED \$3800+ IN BODY DAMAGE AND ANOTHER \$370 IN SERVICE REPAIRS FOR BRAKES, TIRES, SUSPENSION AND DASH WARNING SYSTEMS THAT ERUPTED. VEHICLE WAS RECENTLY REPAIRED. LOCAL DEALER WOULD NOT ACCEPT ANY RESPONSIBILITY OR ACKNOWLEDGE ANY PROBLEMS WITH THE CAR. FINAL REPAIR INVOICE STATES THE VEHICLE FLOOR-MATS, ABS AND PEDAL STROKE SENSORS WERE ALL WORKING PROPERLY. CLAIM WAS MADE TO OUR INSURANCE COMPANY [ERIE INSURANCE] \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316556  
**Date of Incident:** 20100107  
**Vehicle:** 2009 TOYOTA YARIS  
**Location of Incident:** CHESAPEAKE BEACH, MD

**NHTSA Summary:**  
2009 YARIS HAS DEMONSTRATED UNINTENDED ACCELERATION ON TWO OCCASSIONS WITH DIFFERENT DRIVERS. IT DID RESPOND AFTER HARD BRAKING. THIS WAS AFTER DISENGAGEMENT OF CRUISE CONTROL.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317003  
**Date of Incident:** 20100107  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** WELLESLEY, MA

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1800

**NHTSA Summary:**

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

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10301701  
**Date of Incident:** 20100108  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** DOUGLAS, MA

**NHTSA Summary:**

WHILE ATTEMPTING TO COME TO A STOP ON A HIGHWAY EXIT RAMP, WHEN I APPLIED FIRM PRESSURE TO THE BRAKE ABOUT HALF WAY DOWN THE RAMP, THE ENGINE ACCELERATED UNEXPECTEDLY AND THE REAR WHEELS ON MY TRUCK BEGAN TO SPIN AND SLIP. ALTHOUGH THE TRUCK WAS SLOWING DOWN IT COULD NOT COME TO A COMPLETE STOP AND STRUCK A STOPPED VEHICLE AT THE END OF THE RAMP AT SLOW SPEED. WITH EXTREME PRESSURE ON THE BRAKE THE TRUCK REMAINED STOPPED BUT THE REAR WHEELS CONTINUED TO SPIN AT A HIGH RATE. I SHIFTED TO NEUTRAL AND TURNED OFF THE IGNITION KEY. THE TRUCK IS AN AUTOMATIC AND WAS IN 2 WHEEL DRIVE AND THE AUTO SPEED CONTROL WAS NOT ON. I CHECKED THE FLOOR MATS BECAUSE I HAD PREVIOUSLY RECEIVED A SAFETY RECALL INTERIM NOTICE AND HAD PREVIOUSLY MADE SURE THE MATS WERE CORRECTLY INSTALLED. THE ALL WEATHER FLOOR MAT WAS CORRECTLY INSTALLED AND SECURED TO THE 2 FLOOR HOOKS, AND WAS NOT ON THE ACCELERATOR PEDAL. WHEN THE IGNITION WAS TURNED BACK ON THE TRUCK OPERATED NORMALLY AND HAS CONTINUED TO DO SO, NOW ABOUT 2 WEEKS. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10301926  
**Date of Incident:** 20100108  
**Vehicle:** 2003 TOYOTA CAMRY SOLARA  
**Location of Incident:** EASTON, PA

**NHTSA Summary:**

ON JANUARY 8, 2010, MY ACCELERATOR PEDAL STUCK WHILE PULLING INTO A PARKING SPACE AND MY 2003 TOYOTA SOLARA SLAMMED INTO A PARKED SUV SENDING IT HALFWAY OUT OF ITS PARKING SPACE. ONLY A SMALL RUBBER MAT WAS ON THE FLOOR, NOT TOUCHING THE PEDAL. THE ORIGINAL CARPET MAT HAD PREVIOUSLY BEEN REMOVED FOR CLEANING. INSURANCE COVERS AUTO BODY DAMAGE BUT DOES NOT ADDRESS THIS NEW RECALL PROBLEM BECAUSE MY CAR IS NOT IN THE LISTED AFFECTED YEARS (2007-2010). WHAT RECOURSE DO I HAVE? DO I REPAIR THE CAR AND FORGET THAT THIS COULD HAPPEN AGAIN? I AM AFRAID TO DRIVE IT EVEN TO THE REPAIR SHOP. I COULD FIX IT OR NOT FIX IT AND TRY TO SELL IT, BUT WHO WOULD WANT THE CAR, IN LIGHT OF THE RECENT PUBLICITY ABOUT THE RECALLS AND TOYOTA'S RESPONSE TO IT. I SUPPOSE I WILL WAIT AND SEE HOW THIS ALL PLAYS OUT, BUT WANTED TO PUT ON RECORD (SOMEWHERE) AND PERHAPS OTHERS ARE IN THE SAME SITUATION AS I COINCIDENTALLY FOUND MYSELF IN. MY CAR HAS BEEN

**C-1801****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

GARAGED AND WELL MAINTAINED WITH ONLY 30,000 MILES ON IT AND I HAVE NEVER HAD A PROBLEM WITH THE ACCELERATOR IN THE PAST. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10303093  
**Date of Incident:** 20100108  
**Vehicle:** 2008 LEXUS RX350  
**Location of Incident:** AUSTIN, TX

**NHTSA Summary:**

ACCELERATOR STICKS. I HAD A 2002 LEXUS RX300 AND THE ACCELERATOR KEPT STICKING. I TOOK IT TO THE AUSTIN TX LEXUS DEALER IN SPRING 2008 AND REPORTED IT. THEY SAID THERE WAS NOTHING WRONG. I SOLD THE CAR AND BOUGHT A NEW 2008 RX350 AND IT DOES THE SAME THING. SO LEXUS HAS KNOWN ABOUT THIS PROBLEM FOR A LONG LONG TIME AND THAT MAKES ME MAD FOR THEM TO KNOWINGLY JEOPARDIZING MY SAFETY. TW\*

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10304910  
**Date of Incident:** 20100108  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** ANN ARBOR, MI

**NHTSA Summary:**

2004 TOYOTA SIENNA XLE. WHEN ACCELERATING THE VAN HESITATES. HAVE TO PRESS THE ACCELERATOR HARDER TO FORCE A HARD DOWNSHIFT. THIS IS VERY DANGEROUS WHEN A PREDICTABLE ACCELERATION IS NEEDED SPECIALLY MERGING HIGHWAY. \*TR

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10308467  
**Date of Incident:** 20100108  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** FREEPORT, NY

**NHTSA Summary:**

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

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10313443  
**Date of Incident:** 20100108  
**Vehicle:** 2003 LEXUS GX470  
**Location of Incident:** DENVER, CO

**NHTSA Summary:**

I OWN A 2003 LEXUS GX470. ON FRIDAY JANUARY 8TH AS I WAITED FOR TRAFFIC TO CLEAR BEFORE TURNING RIGHT TO ENTER A BLVD, THE ENGINE SUDDENLY BEGAN TO RACE WHILE MY RIGHT FOOT FORCED DOWN THE BRAKE PEDAL TO PREVENT THE CAR FROM "LAUNCHING" INTO THE CROSS TRAFFIC. THE VEHICLE BEGAN TO SHUDDER

**C-1802****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND SHAKE AND MY DAD YELLED "YOU'RE SPINNING YOUR TIRES!" I YELLED "MY FOOT IS ON THE BRAKE, WHAT SHOULD I DO?" WE TURNED OFF THE IGNITION AND THE ENGINE STOPPED RUNNING. LATER, WHILE MY DAD OBSERVED FROM THE OPEN DRIVER'S-SIDE DOOR, I ROUGHLY TROMPED ON THE GAS PEDAL 2 OR 3 TIMES BECAUSE WE WERE VAGUELY AWARE OF A TOYOTA "ACCELERATOR STICKING" PROBLEM. I THEN STARTED THE CAR AND DROVE IT SEVERAL MILES - WHILE TOTALLY TERRIFIED. IMMEDIATELY I ARRANGED TO HAVE THE CAR TRANSPORTED TO MY DEALER'S FACILITIES. AND, AFTER THREE DAYS OF "TESTING," NO PROBLEM WAS FOUND AND I DROVE HOME, SHAKING. SO, JUDGING FROM RECENT MEDIA REPORTS, WHAT WAS NEW OR DIFFERENT ABOUT MY EXPERIENCE? 1) NO MATS WERE EVER USED IN THE DRIVER'S COMPARTMENT DURING THE FIVE YEARS I HAVE OWNED THE CAR. 2) THE ENGINE WAS "AT IDLE" AND THE BRAKE PEDAL WAS DEPRESSED BEFORE THE ENGINE BEGAN TO SUDDENLY RACE. 3) I AM NOT A "TWO-FOOT" DRIVER...NEVER, EVER. 4) MY DAD CHECKED (YES, HE IS A MECHANICAL ENGINEER) TO SEE IF THE GAS PEDAL WAS IN ITS CORRECT IDLE POSITION AFTER SHUT-OFF. THE PETAL POSITION WAS NORMAL, NORMAL BEFORE, DURING AND AFTER BEING "TROMPED" ON. 5) MY CAR WAS NOT MOVING, JUST WAITING, AT IDLE, WITH NO OPERATOR INTERVENTION PRIOR OR DURING ENGINE REV-UP. IN A NUT-SHELL, MY NEAR-DEATH EXPERIENCE COULD NOT HAVE BEEN PROVOKED BY A MECHANICAL PROBLEM WITH THE ACCELERATOR PETAL. THIS FAILURE HAS NOT HAPPENED AGAIN... NO REPAIR WAS MADE... MY DEALER CLAIMED THAT NOTHING LIKE THIS HAS HAPPENED ON A LEXUS THAT THEY KNEW ABOUT...BUT CONGRESSIONAL TESTIMONY TODAY SHOWS THAT OTHER LEXUS OWNERS HAVE EXPERIENCED SUDDEN ENGINE ACCELERATION WITH NO PEDAL INVOLVEMENT.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10330672  
**Date of Incident:** 20100108  
**Vehicle:** 2008 TOYOTA CAMRY HV  
**Location of Incident:** RANCHO MIRAGE, CA

**NHTSA Summary:**

2008 TOYOTA CAMRY HYBRID. CONSUMER STATES PROBLEM WITH BRAKE RESPONSE \*TGW THE CONSUMER EXPERIENCED SUDDEN ACCELERATION WHILE ATTEMPTING TO PARK, WHICH ULTIMATELY CAUSED SIGNIFICANT DAMAGE TO TWO VEHICLES. THE CONSUMER TRIED REPEATEDLY TO APPLY THE BRAKES TO STOP THE VEHICLE, BUT TO NO AVAIL. THE CONSUMER ALSO HIT A PEDESTRIAN. (DAUGHTER WROTE IN ON BEHALF OF HER 83 YEAR MOTHER WHO WAS DRIVING THE VEHICLE). \*JB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10301838  
**Date of Incident:** 20100109  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** OXFORD, MA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA TACOMA. THE CONTACT STATED THAT WHILE HE WAS AT A TRAFFIC LIGHT, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO THE REAR END THE VEHICLE IN FRONT OF HIM. HE SUPPRESSED THE BRAKES BUT THE VEHICLE DID NOT STOP. A POLICE REPORT WAS FILED. THERE WERE NO INJURIES. HE NOTED THAT IN APRIL 2008, HE HAD ISSUES WITH SUDDEN ACCELERATION BUT WAS ABLE TO CONTROL THE VEHICLE. HE CONTACTED THE MANUFACTURER, WAS GIVEN A CASE NUMBER AND WAS INFORMED THAT SOMEONE WOULD INSPECT IT ON JANUARY 26,

**C-1803****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

2010. THE CURRENT MILEAGE WAS APPROXIMATELY 55,250. THE FAILURE MILEAGE WAS APPROXIMATELY 54,190.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10303070  
**Date of Incident:** 20100109  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CHANTILLY, VA

**NHTSA Summary:**

THE ACCELERATOR PEDAL ON MY VEHICLE HAS BEEN GETTING DIFFICULT TO PRESS DOWN ON. IT DOESN'T HAPPEN EVERY DAY BUT AT LEAST ONCE A MONTH. WHEN I HAVE PUSHED DOWN ON THE PEDAL WITH MORE STRENGTH THEN NECESSARY, IT HAS CAUSED MY VEHICLE TO INCREASE SPEED. TW\* THANKFULLY, I HAVEN'T BEEN IN AN ACCIDENT BUT AM VERY CONCERNED FOR MY SAFETY, ESPECIALLY AFTER HEARING OF MANY VEHICLE RECALLS!

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10306432  
**Date of Incident:** 20100109  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CLEVELAND, TN

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 5 MPH INTO A PARKING SPACE THE VEHICLE ACCELERATED AND CRASHED INTO A STORE. THERE WERE NO INJURIES. A POLICE REPORT IS AVAILABLE. THE VEHICLE WAS TOWED TO A DEALER, REPAIRED AND INSPECTED BY A TECHNICIAN WHO WAS UNABLE TO FIND THE CAUSE OF THE FAILURE. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 123,000.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10313319  
**Date of Incident:** 20100109  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** LAKEWOOD, CO

**NHTSA Summary:**

NEW TOYOTA ELECTRONICS PROBLEMS MY RAV4 SOMETIMES DOES HAVE INTERMITTENT ACCELERATOR STICKING/GO PROBLEMS, EVEN THOUGH THE ACCELERATOR PEDAL HAS FULLY RETURNED TO IDLE CONDITIONS. DURING THE WINTER I OFTEN WHERE SORELS. I THOUGHT THAT BECAUSE OF MY BOOTS I WAS HITTING BOTH THE BRAKE AND ACCELERATOR. ONE TIME I EVEN HAD TO PUSH THE TRANSMISSION INTO NEUTRAL TO MAKE A STOP. CURSING THE TOYOTA DESIGNER WHO PUT THE BRAKE PEDAL SO CLOSE TO THE ACCELERATOR (ANOTHER PEDAL DESIGN FLAW?). FROM THEN ON I WAS VERY CAREFUL TO KEEP MY FOOT ON JUST ONE PEDAL. HOWEVER, I STILL NOTICED PROBLEMS SOMETIMES, AND NOW THIS "PSEUDO RECALL" HAS SOLVED A DILEMMA I HAD. THE PROBLEM IS NOT WITH UNINTENDED ACCELERATION, IT IS WITH IMPAIRED DECELERATION. THE ENGINE IS FIGHTING AGAINST THE BRAKING SYSTEM BECAUSE THE ENGINE DOES NOT RETURN TO IDLE SOON ENOUGH. WITH THE OLD MANUAL ACCELERATOR LINKAGE SYSTEMS, YOU COULD FEEL WHEN YOU LET OFF THE GAS. NOW INSTEAD THE COMPUTER IS DECIDING HOW TO SLOW

**C-1804****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE ENGINE. THIS IS WHERE THE PROBLEM LIES. WHAT "BONE HEADED" TOYOTA ENGINEER ALLOWED BOTH THE ACCELERATOR AND BRAKE TO WORK AT THE SAME TIME ON A "DRIVE BY WIRE" SYSTEM? THERE IS NO MECHANICAL LINKAGE TO UNDO, SO HITTING THE BRAKE SHOULD DEFEAT THE ACCELERATOR (I.E. QUICKLY RETURN THE ENGINE TO IDLE MODE). THAT IS ALL THAT WAS NEEDED TO PREVENT THIS PROBLEM. THIS IS AT LEAST ONE PROBLEM WITH THE TOYOTA ELECTRONIC THROTTLE SYSTEM. IT IS A TOYOTA 6MYTH6 TO INSIST THERE IS(ARE) NO ELECTRONIC PROBLEM(S). WHAT OTHER MORE COMPLEX PROBLEMS ARE THERE IN THE ELECTRONICS, IF THIS BASIC PROBLEM WAS NOT ACCOUNTED FOR?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10299616  
**Date of Incident:** 20100110  
**Vehicle:** 2010 LEXUS HS  
**Location of Incident:** RICHMOND, VA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 LEXUS HS250H. THE CONTACT WAS DRIVING APPROXIMATELY 60 MPH ON NORMAL ROAD CONDITIONS WITH THE ACCELERATION CRUISE CONTROL FEATURE ACTIVATED. THE CRUISE CONTROL SYSTEM FAILED TO FUNCTION WHEN IT WAS DISENGAGED. THE ACCELERATION CONTINUED, FOLLOWED BY AN UNINTENDED INCREASE IN SPEED. THE DRIVER WAS ABLE TO SLOW THE VEHICLE DOWN. THERE WERE FOUR SEPARATE OCCASIONS THAT THE IDENTICAL FAILURES OCCURRED WITHOUT WARNING. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALFUNCTION AT THIS TIME. THE CONTACT HAD CONCERN OF THE POTENTIAL SAFETY HAZARD. THE FAILURE MILEAGE WAS 2,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302552  
**Date of Incident:** 20100110  
**Vehicle:** 2010 TOYOTA COROLLA MATRIX  
**Location of Incident:** ELLICOTT CITY, MD  
**NHTSA Summary:**

TWO PROBLEMS, 1) ACCELERATOR IS HARD TO MODULATE WHEN STARTING FROM A STOP. WILL GO AT HIGHER SPEED THAN WANTED. 2) ONCE IN A WHILE WHEN COMING TO A STOP, THE BRAKES FEEL LIKE THEY PULSE, OR THE VEHICLE JUST HIT A SMALL PATCH OF ICE WHEN THERE WAS NO ICE. A WEIRD FEELING. I DON'T KNOW IF THE CAR ACTUALLY GOES A FEW FEET FURTHER THAN I WANTED IT TO OR IF THERE IS JUST A PULSE THAT MAKES YOU FEEL THAT WAY. \*CV

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303413  
**Date of Incident:** 20100110  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** EDMOND, OK  
**NHTSA Summary:**

TOYOTA SIENNA 2008 MODEL. HALTED TO MAKE A TURN IN A PARKING LOT, LESS THAN 5-10MPH. SUDDENLY ACCELERATED AND HIT ANOTHER VEHICLE EVENTHOUGH I WAS PRESSING HARD ON THE BRAKE PEDAL. NOT MENTIONED IN THE RECENT VEHICLE RECALL BY TOYOTA. \*TR

C-1805

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304259  
**Date of Incident:** 20100110  
**Vehicle:** 2002 TOYOTA CAMRY SOLARA  
**Location of Incident:** FALLS CHURCH, VA  
**NHTSA Summary:**

I HAVE A TOYOTA SOLARA 2002, AND SINCE I OWNED IT BACK IN 2006, I'VE BEEN FIXING ELECTRICAL PROBLEMS (ALL KINDS OF ELECTRICAL ISSUES), AND IT NEVER ENDS. RECENTLY, I'VE HAD A PROBLEM WITH THE GAS PEDAL, IT GOT STUCK AND I HIT A WALL IN THE GARAGE PARKING. I TOOK IT TO THE DEALER AND THEY SAID SINCE THIS IS NOT A PART OF THE RECALLS, THEY WON'T FIX IT, AND THEY WON'T EVEN CHECK IT. PLEASE HAVE 2002 CAMRYS AND SOLARAS INVESTIGATED, I BELIEVE THEY HAVE A LOT OF SAFETY ISSUES AS WELL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305593  
**Date of Incident:** 20100110  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** PLEASANT VALLEY, NY  
**NHTSA Summary:**

I OWN A 2008 TOYOTA RAV 4, WITH A VIN THAT BEGINS WITH A 'J', BUT I HAVE EXPERIENCED A PROBLEM WITH ACCELERATION WHEN I DEPRESS THE BRAKE PEDAL. IT HAS HAPPENED ABOUT 3 TIMES IN THE LAST 4 MONTHS. THE MOTOR RACES AND I HAVE TO PRESS VERY FIRMLY ON THE BRAKE TO KEEP THE CAR FROM MOVING FORWARD. I TOOK THE CAR TO THE TOYOTA DEALERSHIP WHERE I PURCHASED IT, AND THEY DID A THOROUGH CHECK AND COULD NEITHER DUPLICATE THE ACCELERATION PROBLEM NOR FIND ANYTHING WRONG WITH IT THE SYSTEMS THAT THEY CHECKED. THAT WAS ABOUT TWO WEEKS AGO. I HAVE NOT EXPERIENCED THAT PROBLEM SINCE, BUT IT HAPPENED INFREQUENTLY BEFORE. I AM CONCERNED THAT IT MAY HAPPEN AGAIN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307086  
**Date of Incident:** 20100110  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** EAST AMHERST, NY  
**NHTSA Summary:**

I DRIVE A 1999 TOYOTA CAMRY. THE VIN IS 4T1BG22K4XU563226. MY CAR'S GAS PEDAL ALSO HAS SIMILAR PROBLEM AS STATED IN THE RECENT RECALLS. THE PROBLEM OCCURS MORE OFTEN WHEN WAITING AT A STOP SIGNAL/SIGNAL AND WHILE TRYING TO ACCELERATE FROM ZERO. THE GAS PEDAL GETS STUCK AND REQUIRES ME DEPRESS THE PEDAL HARDER RESULTING IN SUDDEN ACCELERATION AND AFTER CAUSING SOME FRUSTRATION FOR DRIVERS BEHIND ME. I EVEN CALLED UP TOYOTA AND THEY ARE STATING SINCE MY CAR IS NOT PART OF THE RECALL THEY WOULD NOT FIX IT UNDER THE RECALL. HOWEVER, I THINK MY GAS PEDAL PROBLEM IS THE INITIAL PHASE OF THE OVERALL PROBLEM AND IS VERY SIMILAR TO PROBLEMS STATED BY MANY CONSUMERS WITH THIS ISSUE. ALSO, I AM AFRAID THAT DRIVERS BEHIND ME WOULD BEGIN ACCELERATING THE MOMENT THEY SEE THE GREEN SIGNAL AND MAY NOT REALIZE THAT MY CAR IN FRONT OF THEM IS STILL AT A STANDSTILL. THIS PROBLEM

C-1806

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

COULD RESULT IN AN VERY SERIOUS ACCIDENT. MY CAR CAN BE HIT BY THE CAR BEHIND ME AND FATALLY AFFECTING MY SPOUSE AND CHILD SITTING IN THE REAR SEAT. CAN YOU PLEASE MAKE TOYOTA TAKE IMMEDIATE ACTION AND FIX THE PROBLEM IN MY CAR? THANK YOU VERY MUCH.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307142  
**Date of Incident:** 20100110  
**Vehicle:** 2010 LEXUS HS  
**Location of Incident:** CHESTNUT HILL, MA  
**NHTSA Summary:**

THIS IS TO REPORT A PROBLEM WITH BRAKING SYSTEM IN LEXUS 250H 2010 MODEL CAR. WHEN I DRIVE OVER A BUMP THE CAR LOSES A BRAKING POWER AND IT CAUSES WHAT SEEMS LIKE AN ACCELERATION FORWARD. LUCKILY THERE WERE NOT ANY ACCIDENTS YET AS I KEEP SUFFICIENT DISTANCE, BUT IT COULD LEAD TO SEVERE CONSEQUENCES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308221  
**Date of Incident:** 20100110  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** DUBLIN, OH  
**NHTSA Summary:**

1. THE ACCELERATOR GETS STUCK WHEN THE CAR IS STOPPED AND THEN HAVE TO MOVE FORWARD. 2. IT OCCURS OCCASIONALLY. THE CAR GOT STUCK AT TRAFFIC LIGHTS UNABLE TO MOVE FORWARD. 3. COMPLAINED TO THE DEALER(TOYOTA DIRECT), WHERE I BOUGHT THE CAR, THEY SAID THEY WILL CALL BACK AND DID NOT RESPOND BACK. IT IS VERY HARD TO GET THE DEALER. CALLED TOYOTA AND THEY SAID THERE IS NO RECALL AND THERE IS NOTHING THEY COULD DO. TOLD THEM THAT THE DEALER IS NOT RESPONDING. TOOK TO AAA CAR CARE PLUS AND THEY SAID THEY CANNOT REPLICATE THE ISSUE AND THE BRAKE LOOKS FINE. BUT THE ISSUE STILL HAPPENS OCCASIONALLY. (2000 TOYOTA CAMRY LE). I JUST CAME TO KNOW OF THIS SITE DUE TO THE RECENT RECALLS AND WANTED TO REPORT IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310186  
**Date of Incident:** 20100110  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** STATEN ISLAND, NY  
**NHTSA Summary:**

BRAKE SLIPPAGE ON 2006 LEXUS RX400H - I BOUGHT THIS NEW IN 2005 AND EVER SINCE THEN, WE'VE SEEN THE SAME KIND OF BRAKE SLIPPAGE THAT OTHER OWNERS HAVE BEEN REPORTING. WHEN WE'RE BRAKING TO COME TO A STOP, THE VEHICLE WILL SUDDENLY LUNGE AS IF THE BRAKES STOPPED GRABBING OR SLIPPED. THE CAR DOES COME TO A STOP WITH CONTINUED PRESSURE BUT THE SUDDEN FEELING OF ACCELERATION IS MOST DISCONCERTING. I TAKE IT TO THE DEALER FOR ALL SCHEDULED MAINTENANCE AND EACH TIME I'M THERE, I MENTION THE BRAKING ISSUE. AND, EACH TIME, THEY TELL ME THAT ITS NORMAL FOR THE TYPES OF BRAKES USED IN THE HYBRID TECHNOLOGY.

**Additional Summary:**

C-1807

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310618  
**Date of Incident:** 20100110  
**Vehicle:** 2003 TOYOTA 4RUNNER  
**Location of Incident:** HOBOKEN, NJ  
**NHTSA Summary:**

WHILE DRIVING UPHILL IN THE SNOW, THE AUTOMATIC STABILITY CONTROL ON MY TOYOTA ENGAGED WITH A BEEPING SOUND AND A DASHBOARD INDICATOR LIGHT. ONCE THIS HAPPENED, SEVERAL OTHER LIGHTS ILLUMINATED ON THE DASHBOARD AND THE VEHICLE BEGAN TO ACCELERATE UP THE HILL. I ATTEMPTED TO BRAKE, BUT THE VEHICLE CONTINUED TO GAIN SPEED AND STRUCK THE BACK OF A PARKED PICKUP TRUCK ON THE SIDE OF THE ROAD. NO AIRBAG DEPLOYMENT OCCURRED. THE FRONT END DAMAGE WAS SIGNIFICANT, MAKING THE VEHICLE A TOTAL LOSS. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311093  
**Date of Incident:** 20100110  
**Vehicle:** 2003 TOYOTA SEQUOIA  
**Location of Incident:** HERNDON, VA  
**NHTSA Summary:**

2003 TOYOTA SEQUOIA WILL UNEXPECTEDLY LOOSE POWER WHEN TURNING AND THEN ACCELERATION RACES UP AFTER A LONG PAUSE. THIS HAS HAPPENED ABOUT ONCE PER MONTH SINCE PURCHASING THE VEHICLE IN 2003 AND HAS SEVERAL TIMES RESULTED IN NEAR-MISS CRASHES FROM APPROACHING TRAFFIC AS THE VEHICLE WILL NOT MOVE OUT OF THE WAY OF ONCOMING TRAFFIC. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314692  
**Date of Incident:** 20100110  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SMYRNA, GA  
**NHTSA Summary:**

ACCELERATING FROM A STOP THE CAR SUDDENLY LURCHED FORWARD AND ACCELERATED AT A HIGHER RATE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314531  
**Date of Incident:** 20100110  
**Vehicle:** 2009 TOYOTA TUNDRA  
**Location of Incident:** WHEAT RIDGE, CO  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA TUNDRA. WHILE APPROACHING A STOP SIGN OR DEPRESSING THE BRAKE PEDAL AT SPEEDS OF AT LEAST 25 MPH, THERE WOULD BE A SUDDEN ABNORMAL INCREASE IN THE RPM'S. THE VEHICLE WOULD ALSO LUNGE FORWARD WHILE SHIFTING GEARS. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY ADVISED HIM THAT THE TRANSMISSION ON HIS PARTICULAR MODEL WAS OPERATING AS DESIGNED. NO REPAIRS WERE MADE TO THE VEHICLE, HOWEVER THE

C-1808

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FAILURE PERSISTED AND PROGRESSIVELY BECAME WORSE. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 11,800.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316617  
**Date of Incident:** 20100110  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** MACEDONIA, OH

**NHTSA Summary:**  
MARCH 4, 2010 2006 TOYOTA COROLLA LE. OVER THE LAST FEW MONTHS, I AM NOTICING SUDDEN ACCELERATION OF MY VEHICLE EVEN WHEN I AM BRAKING THE VEHICLE AND TRYING TO STOP IT. BEFORE ALL THESE RECALL ISSUES STARTED, I THOUGHT IT WAS JUST ME OR THE ROAD MAY HAVE SOME DOWNGRADES. BUT NOW AFTER SEEING THAT THOUSANDS OF OTHER DRIVERS ARE HAVING THIS ISSUE, I NOW FEEL MY OBSERVATION WITH MY VEHICLE SPEEDING SUDDENLY IS NOT AN ILLUSION. TOYOTA HAS NOT INCLUDED 2006 TOYOTA COROLLAS IN THEIR RECALL LIST. BUT I STRONGLY FEEL THAT THEY SHOULD ALSO BE IN THE LIST AS THERE MAY BE SEVERAL THOUSANDS OF DRIVERS LIKE ME, FEELING THIS SUDDEN ACCELERATION AND NOT REPORTING IT BECAUSE OF THE PROLONGED PROCESS. PLEASE HAVE TOYOTA TAKE A LOOK AT 2006 COROLLAS AS WELL IN THEIR RECALL LIST.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316721  
**Date of Incident:** 20100110  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** ST. CHARLES, MO  
**NHTSA Summary:**  
2008 LEXUS 350 WITH ACCERLATION PROBLEM NOT YET DISCUSSED BY TOYOTA. SOMETIMES AT A FULL STOP OR AT SLOW SPEEDS IT AUTOMATICALLY ACCERLATES  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318735  
**Date of Incident:** 20100110  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** NEW HARTFORD, NY  
**NHTSA Summary:**  
I EXPERIENCED A RUNAWAY ACCELERATION WHILE DRIVING MY 2010 CAMRY LE V6 (MADE IN JAPAN). WHILE LEAVING THE PARKING LOT OF MY WORK PLACE I WAS TRYING TO PULL AWAY FROM A STOP SIGN AND THE ENGINE REVED OUT OF CONTROL AS I TRIED TO PULL AWAY FROM THE STOP SIGN THE TIRES SLIPPED BECAUSED IT HAD JUST SNOWED. I GAVE IT A BIT MORE GAS TO GET OVER THE SNOW WHEN THE CAR STARTED TO PULL AWAY FROM THE STOP SIGN THE ENGINE REVED OUT OF CONTROL. I PRESSED AND HELD DOWN ON THE BREAK, THE CAR CONTINUED TO PULL FORWARD, I PUT THE CAR IN NEUTRAL AND THE ENGINE WAS AT REDLINE FOR ABOUT 10 MORE SECONDS THEN RETURNED TO NORMAL. AT NO TIME DID I FLOOR THE ACCELERATOR, IT WAS NOT STUCK. I STEPPED DOWN ON THE GAS JUST A BIT TO CLEAR THE SNOW PATCH AND THE ENGINE JUST REVED OUT OF CONTROL. I AM LUCKY THIS DIDNT

C-1809

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HAPPEN IN TRAFFIC, AND I KNEW ENOUGH TO HOLD DOWN FIRM ON THE BREAK, OR THERE COULD HAVE BEEN AN ACCIDENT  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319100  
**Date of Incident:** 20100110  
**Vehicle:** 1999 LEXUS ES300  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**  
MY CAR ACCELERATED WITHOUT MY CONTROL AND ALL ATTEMPTS TO BRING IT TO A STOP BY USING THE BRAKING SYSTEM WAS FUTILE. AFTER ENGAGING THE EMERGENCY BRAKES THE CAR SLOWED DOWN AND STOPPED. CAR WAS TOWED BY TRIPPLE AAA TO NTB IN ALEXANDRIA VA. REPORT THE INCIDENT TO TOYOTA /LEXUS CUSTOMER SERVICE AND DID NOT GET A FAVOURABLE RESPONSE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321179  
**Date of Incident:** 20100110  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** KALAMAZOO, MI

**NHTSA Summary:**  
MY 2005 TOYOTA PRIUS HAS TWICE ACCELERATED BEYOND MY CONTROL. BOTH OCCASIONS OCCURRED WITHIN THE PAST 2-3 MONTHS. THE FIRST TIME, I WAS ACCELERATING TO PASS SOMEONE. I HAD THE PEDAL BASICALLY TO THE FLOOR, AND WHEN I STOPPED ACCELERATING, THE PEDAL "STUCK", AND THE ENGINE REVED. WHEN ACCELERATION CONTINUED AFTER I TOOK MY FOOT OFF THE ACCELERATOR, I APPLIED THE BRAKES AND THE ACCELERATION STOPPED. THE SECOND TIME, I WAS ACCELERATING RAPIDLY TO ENTER THE HIGHWAY. AGAIN, ACCELERATION CONTINUED AFTER I TOOK MY FOOT OFF THE GAS PEDAL. I TRIED THE BRAKE, WHICH DID NOT WORK, SO I PUT MY FOOT UNDER THE GAS PEDAL AND LIFTED IT UP, AND THE ACCELERATION STOPPED. I AM VERY AWARE TOYOTA IS HAVING SIMILAR COMPLAINTS, AND THAT FLOOR MATS ARE SOMETIMES BLAMED; HOWEVER, AT THE TIME OF BOTH OF THESE INCIDENTS, THERE WERE NOT FLOORMATS IN THE CAR.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302416  
**Date of Incident:** 20100111  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** YORKTOWN, VA

**NHTSA Summary:**  
65 MPH INTERSTATE 64 E EXITING TO FORT EUSTIS BLVD VEHICLE ACCELERATED UNCONTROLLABLY. WHILE TRYING TO CONTROL WITH BRAKES (STANDING ON THE BRAKES) AND STEERING, THE PASSENGER MOVED THE GEAR SHIFT TO NEUTRAL. OCCURRENCE: ONCE REPORTED TO DEALER. ADVISED NOT TO DRIVE THE VEHICLE. NOTHING ELSE WAS SUGGESTED BUT TO WAIT UNTIL TOYOTA ISSUES A NOTICE. \*TR  
**Additional Summary:**

**Toyota ID Number:**

C-1810

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10303053  
**Date of Incident:** 20100111  
**Vehicle:** 2008 TOYOTA YARIS  
**Location of Incident:** ORLANDO, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA YARIS. WHILE DRIVING APPROXIMATELY 5 MPH INTO A PARKING SPACE APPLYING PRESSURE TO THE BRAKE PEDAL THE VEHICLE BEGAN TO LUNGE FORWARD FORCEFULLY. THE DRIVER PLACED THE GEAR SHIFT INTO THE "REVERSE" POSITION AND SUDDENLY, THERE WAS AN UNINTENDED INCREASE IN ACCELERATION. THE VEHICLE FAILED TO SLOW DOWN AND TRAVELED OVER A CURB INTO SOME BUSHES. THE GEAR SHIFT WAS PLACED INTO THE "NEUTRAL" POSITION BEFORE THE VEHICLE CAME TO A COMPLETE STOP. THE AMBULANCE AND POLICE WERE CALLED TO THE SCENE. THERE WERE INJURIES. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER. THE BODY DAMAGE REPAIR COST WAS \$4,523.94. THE CAUSE OF FAILURE HAS NOT BEEN DETERMINED AT THIS TIME. THE FAILURE MILEAGE WAS UNKNOWN.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305253  
**Date of Incident:** 20100111  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** GLEN ELLYN, IL

**NHTSA Summary:**  
GAS PEDAL STUCK ON MY 2009 RAV4 AND I HIT THE REAR OF THE CAR IN FRONT OF ME AT A 4 WAY STOP. I WAS ABLE TO ENGAGE THE BRAKES BUT THE DISTANCE/TIME WAS TOO SHORT FOR THE BRAKES TO OVER COME THE ACCELERATION. IN FRONT OF THE CAR THAT I HIT WAS A PEDESTRIAN CROSSING--IF IT WERE NOT FOR THE CAR IN FRONT OF ME I WOULD HAVE STRUCK PEDESTRIANS. BEFORE THE ACCIDENT I DID NOT DETECT ANY EVIDENCE OF A PROBLEM. THE PEDAL FAILURE WAS A ONE TIME INCIDENT. AFTER THE ACCIDENT (BEFORE THE RECALL) IT NEVER OCCURRED TO ME THAT THERE WAS A MECHANICAL PROBLEM--I ASSUMED SOMEHOW THAT I HAD MY FOOT ON BOTH ACCELERATOR AND BRAKE. HOWEVER AFTER SPENDING MUCH TIME IN MY DRIVEWAY I COULD NOT REPLICATE HAVING MY FOOT PUSH BOTH THE GAS PEDAL AND BRAKE PEDAL. MY WIFE AND I AGREED THAT SHE WOULD DRIVE THE RAV4--AND I WOULD NOT. SOON AFTER MY ACCIDENT THE 2009 RAV 4 RECALL FOR STICKING GAS PEDAL WAS ANNOUNCED. I AM ABSOLUTELY SURE THAT THE STICKING GAS PEDAL CAUSED THE ACCIDENT. SINCE THE DATE OF THE RECALL (JANUARY 21) WE PARKED THE CAR IN OUR DRIVEWAY. WE WILL NOT DRIVE OUR RAV4. I CONTACTED MY DEALER (LOMBARD TOYOTA, LOMBARD IL)--THEY REPLIED THAT AS A DEALER THEY COULD ONLY RECOMMEND THAT I CALL TOYOTA'S CUSTOMER EXPERIENCE NUMBER. AFTER A COUPLE DAYS I WAS ABLE TO GET THROUGH TO THE "TOYOTA EXPERIENCE" LINE--OVER THE NEXT SEVERAL DAYS I WAS PASSED UP THE LINE UNTIL I WAS ABLE TO SPEAK TO A CASE MANAGER. ON JANUARY 27THE A TOYOTA FIELD TECHNICIAN CAME TO MY HOUSE AND INSPECTED MY CAR. SINCE THEN I HAVE HEARD NOTHING FROM TOYOTA. TOYOTA CLAIM #1001136997  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305040  
**Date of Incident:** 20100111  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** MALVERN, PA

C-1811

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
I ROUTINELY HAVE DIFFICULTY WITH MY BREAKS ON MY 2003 TOYOTA HIGHLANDER. I BROUGHT THE CAR TO THE DEALER SEVERAL TIMES AND THEY WERE NEVER ABLE TO REPRODUCE THE PROBLEM. JUST RECENTLY I DISCOVERED THAT THE PROBLEM IS CAUSED BY MY "BIG FEET" -I AM A SIZE 14. IF MY FOOT IS STRAIGHT UP AND DOWN THE TOP OF MY SHOE OR BOOT RESTS AGAINST THE METAL BRACKET AND I LOSE ALL THE LEVERAGE ON THE BREAK. IN ESSENCE - I HAVE TO STAND ON THE BREAK TO MAKE THE CAR STOP. I NOW TRY TO REMEMBER TO KEEP MY FOOT TILTED TO THE SIDE SO THAT I ONLY PUSH ON THE RUBBER PAD OF THE BREAK PEDAL. I DON'T BELIEVE THAT I SHOULD ALTER HOW I APPLY THE BREAKS TO GET THEM TO WORK. THE BREAK PEDAL DESIGN NEEDS TO BE CHANGED. AT LEAST TWICE I HAVE HAD NEAR ACCIDENTS WHEN I FOOT TO STOP SUDDENLY AND MY REFLEX WAS TO BREAK NORAMLLY - NOT TILT MY FOOT TO THE SIDE. I ENTERED THE LAST DATE THIS OCCURED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306449  
**Date of Incident:** 20100111  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** LITTLE ROCK, AR

**NHTSA Summary:**  
THE CRUISE CONTROL ON MY 2010 TOYOTA PRIUS DOES NOT ALWAYS CANCEL WHILE BRAKING. THIS HAS RESULTED IN UNINTENDED ACCELERATION AFTER BRAKING WHILE THE CRUISE CONTROL HAS BEEN SET. A DRIVER EXPECTS THAT THE CRUISE CONTROL WILL AUTOMATICALLY CANCEL WHILE APPLYING THE BRAKES BUT THIS DOES NOT HAPPEN UNDER LIGHT BRAKING. THIS IS EVEN MORE PRONOUNCED WHILE DRIVING UP A STEEP HILL. ON JANUARY 11TH, 2010, I WAS IN A SITUATION WHERE I ACTUALLY APPLIED THE BRAKES TO REDUCE MY SPEED WHILE TRAVELING UP A STEEP HILL AND FELT THE CAR "FIGHTING" AGAINST ME TO MAINTAIN A STEADY SPEED. AFTER I HAD SLOWED MY PRIUS TO MATCH THE SPEED OF THE CAR IN FRONT OF ME, THE CRUISE CONTROL UNEXPECTEDLY CAUSED THE CAR TO ACCELERATE AGAIN, PLACING ME AT A LESS THAN SAFE DISTANCE TO THE CAR IN FRONT OF ME AS WE CRESTED THE HILL.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311790  
**Date of Incident:** 20100111  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** PEARL, MS

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 40 MPH ON NORMAL ROAD CONDITIONS. THERE WAS PRESSURE APPLIED TO THE ACCELERATOR PEDAL, FOLLOWED BY NO POWER RESPONSE. SUDDENLY, THERE WAS AN AGGRESSIVE ACCELERATION. THE DRIVER WAS ABLE TO SLOW THE VEHICLE DOWN AND PULLED OVER TO THE SIDE OF THE ROAD. THE VEHICLE WAS TOWED TO AN INDEPENDENT MECHANIC FOR DIAGNOSTIC TESTING. THE VEHICLE WAS REPAIRED WITH REPLACEMENT THE GAS PEDAL ASSEMBLY. THE CONTACT HAD CONCERN OF THE SAFETY RISK INVOLVED. THE FAILURE MILEAGE WAS 79,000. UPDATED 03/24/10 \*BF  
**Additional Summary:**

**Toyota ID Number:**

C-1812

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10313828  
**Date of Incident:** 20100111  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HOLLYWOOD, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. HE STATED THAT WHILE THE VEHICLE WAS PARKED AND SHIFTED INTO NEUTRAL GEAR WITH HIS FOOT ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED ON ITS OWN. THE VEHICLE CRASHED INTO A RAIL. THE VEHICLE WAS DAMAGED. A POLICE REPORT WAS TAKEN. NO REPAIRS WERE MADE TO THE VEHICLE. THE FAILURE MILEAGE WAS 37000 AND THE CURRENT MILEAGE 38000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317777  
**Date of Incident:** 20100111  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** MATICK, MA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 TOYOTA CAMRY. SHE STATED WHILE DRIVING 10 MILES PER HOUR AND MAKING A LEFT TURN, THE VEHICLE ACCELERATED FORWARD. THE CONTACT STATED ON ONE OCCASION WHILE TRYING TO PARK IN A PARKING SPACE, THE VEHICLE ACCELERATED FORWARD. SHE STATED ON ANOTHER OCCASION WHILE DRIVING AT 15 MILES PER HOUR THE VEHICLE ACCELERATED FORWARD ON AN INCLINE AND HAD TO GO UP AND DOWN A HILL. THE CONTACT STATED THE FAILURE HAS HAPPENED SEVERAL TIMES. THE CONTACT STATED THE MANUFACTURER WAS WILLING TO REPAIR THE VEHICLE. THE FAILURE MILEAGE WAS 200. THE CURRENT MILEAGE WAS 1500. THE VIN WAS NOT AVAILABLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325151  
**Date of Incident:** 20100111  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** IRVING, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT WAS DRIVING APPROXIMATELY 60 MPH WITH AN UNINTENDED ACCELERATION. THE FAILURE OCCURRED AFTER THE RECALL REPAIR WAS PERFORMED ON THE VEHICLE. THE NHTSA CAMPAIGN ID NUMBER WAS UNKNOWN. THE AUTHORIZED DEALER WAS NOTIFIED OF THE MALFUNCTION AND WAS UNABLE TO PROVIDE FURTHER ASSISTANCE. THE FAILURE MILEAGE WAS 1,100. THE CURRENT MILEAGE WAS 2,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341645  
**Date of Incident:** 20100111  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** WHEATON, IL

**NHTSA Summary:**  
MY NAME IS PATRICK HURLEY AND I AM AN ATTORNEY PRACTICING IN WHEATON, ILLINOIS (TELEPHONE NUMBER 630-344-1251). ON JANUARY 11, 2010 OUR CLIENT, DANA KEYES, WAS INVOLVED IN A TWO-CAR MOTOR VEHICLE ACCIDENT INVOLVING HER 2005

C-1813

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOYOTA CAMRY. UPON EXITING A CAR WASH, SHE PLACED HER CAR INTO DRIVE (FROM NEUTRAL) AND THE CAR IMMEDIATELY ACCELERATED ALTHOUGH SHE HAD NOT DEPRESSED THE ACCELERATOR. AS THE CAR BEGAN ACCELERATING OUT OF THE PARKING LOT, SHE TRIED TO BRAKE BUT THE BRAKES WERE NONRESPONSIVE. UPON EXITING THE PARKING LOT, HER CAR STRUCK A CAR IN THE ROADWAY. AS A RESULT, SHE SUFFERED A BROKEN LEG.  
**Additional Summary:**

**Toyota ID Number:** 1001124426  
**NHTSA ODI Number:** 10301845; 10306036, 10301845  
**Date of Incident:** 20100112  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** DELRAY BEACH, FL

**NHTSA Summary:**  
ON JANUARY 12, 2010, I HAD MY 2003 CAMRY DETAILED (WASHED INSIDE AND OUT-INCLUDING THE CARPET)AT A CAR WASH. I PROCEEDED TO A NEARBY MALL,WHERE I STOPPED BRIEFLY AT A STORE. UPON EXITING THE PARKING LOT, I MADE A FULL STOP AT THE STOP SIGN. I THEN PROCEEDED TO GO BY STEPPING ON THE ACCELERATOR. AT THIS POINT THE CAR SUDDENLY ACCELERATED TO A HIGH SPEED, AND I WAS NOT ABLE TO STOP IT, EVEN THOUGH I WAS PRESSING ON THE BRAKE. THE CAR WENT ACROSS 3 LANES & UP, OVER, AND DOWN A MEDIAN,CONTINUED TO GO ACROSS ANOTHER 3 LANES AND FINALLY CAME TO REST AFTER HITTING A TREE ON ANOTHER MEDIAN. TO THE BEST OF MY KNOWLEDGE, THE ACCELERATOR BECAME STUCK IN THE DOWN POSITION, AND PUSHING DOWN ON THE BRAKE TO THE LEFT OF IT DID NOT HELP, NOR DID THE STEERING WHEEL TURN AS I WAS TRYING TO AVOID HITTING THE TREE. ALSO, PLEASE BE AWARE THAT MY FRONT AIR BAG DID NOT DEPLOY. AT THE TIME, I HAD NO VISIBLE SIGNS OF INJURY, BUT INJURIES BECAME APPARENT SOON AFTER, AND CAN BE VERIFIED BY A DOCTOR. A POLICE REPORT IS AVAILABLE, IF NEEDED. THE VEHICLE WAS TOWED TO A COLLISION SHOP, WAITING TO BE REPAIRED. A CLAIM WAS FILED WITH TOYOTA MANUFACTURING. THE FAILURE MILEAGE WAS ABOUT 52,000. \*JB  
TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHILE DRIVING 5 MPH THE VEHICLE ACCELERATED ACROSS THE PARKING LOT AND AS SHE DEPRESSED THE BRAKE PEDAL THE VEHICLE WOULD NOT STOP AND CRASHED INTO A TREE. THERE WERE NO INJURIES. A POLICE REPORT IS AVAILABLE IF NEEDED. THE VEHICLE WAS TOWED TO A DEALER TO BE REPAIRED. A CLAIM WAS FILED WITH THE TOYOTA MANUFACTURER. THE FAILURE MILEAGE WAS 52,700.  
**Additional Summary:**  
On January 12, 2010, I had my 2003 Camry detailed (washed inside and out(including carpet) at a Car Wash. I proceeded to a nearby Mall, where I stopped briefly at a store. Upon exiting the Parking Lot, I made a full stop at the Stop Sign. I then proceeded to go by stepping on the accelerator. At this point, the car suddenly accelerated to a high speed and I was not able to stop it, even though I was pressing on the brake. The car went across 3 lanes, & up, over, and down a median, continued to go across another 3 lanes and finally came to rest after hitting a tree on another median. To the best of my knowledge, the accelerator became stuck in the down position, and pushing down on the brake to the left did not help, nor did the steering wheel turn, as I was trying to avoid hitting the tree. The only thing that stopped the car was hitting the tree, which fell down, and broke into pieces. The car landed on top of the fallen tree. Also, please be aware that my front air bag did not deploy. At the time, I had no visible signs of injury, but injuries became apparant soon after, and can be verified by a doctor. A police report is available. The case number is 10-01872. My insurance company was notified. I called Toyota's main office and I filed a report. I have a case manager and my case number is 1001124426. My car was towed to a collision repair shop where it has been sitting in storage. The mechanic has not touched the car because I am waiting for a call from someone at Toyota's regional office in Deerfield Beach, Florida. I spoke to her last week and she was supposed to call me this past Tuesday,

C-1814

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

but it is now Thursday and I haven't heard from her. She is supposed to tell me when a technical assist will come to look at my car.

If there is any other information you need, you can send me an e-mail at mk.2129@yahoo.com or by phone- 561-252-8403. I thank you very much for any help or advice you can give me.

I also filed a complaint with NHTSA on January 22, 2010. The complaint number is 10301845. But when I looked at the complaint on line,I felt it was unclear and it had some incorrect information.The information was given to someone over the phone.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301923  
**Date of Incident:** 20100112  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BRANDON, MS

**NHTSA Summary:**  
LEAVING HOME IN MY 2009 TOYOTA CAMRY; WHILE PULLING OUT OF MY DRIVEWAY (FORWARD, NOT REVERSE) THE ACCELERATOR STUCK IN A HIGH RPM MODE; THE CAR BOILED ACROSS THE STREET, HIT A DITCH AND CAUSED MAJOR DAMAGE TO MY CAR INCLUDING AIR BAG DEPLOYMENT; ALL THIS HAPPENED WHILE I WAS TRYING TO BRAKE, BUT THE STUCK ACCELERATOR WAS AT TOO HIGH AN RPM FOR THE CAR TO STOP. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302537  
**Date of Incident:** 20100112  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** MIRAMAR, FL

**NHTSA Summary:**  
FIRST - MY 2009 COROLLA FEELS LIKE IT DOESN'T GRIP THE ROAD. I LIVE IN FLORIDA AND IT FEELS LIKE I'M DRIVING ON ICE WHEN I GO PASS 40. IT HYDROPLANES ON DRY ROADS. SECOND - IN ORDER FOR ME TO COME TO A COMPLETE STOP I NEED TO START PRESSING THE BREAK ALL THE WAY DOWN FROM LIKE A MILE BACK. THIRD - ON ONE OCCASION, AND THANKFULLY THIS ONLY HAPPENED ONCE, MY ACCELERATOR CAME UP SLOWLY. WHAT I MEAN IS THAT AFTER I LET GO OF THE ACCELERATOR, RATHER THAN THE PEDAL COMING UP INSTANTLY IT CAME UP VERY SLOW. IN GENERAL I DON'T FEEL SAFE DRIVING THIS CAR AND IT'S A SHAME BECAUSE IT'S THE CAR I WANT. \*CW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306646  
**Date of Incident:** 20100112  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** SILVER LAKE, OR

**NHTSA Summary:**  
ON A COUPLE DIFFERENT OCCASIONS MY TOYOTA HAS TAKEN OFF BY ITSELF. THE LAST TIME I ALMOST WRECKED THE ROAD WAS SLICK AND IT START TAKING OFF. I WAS TALKING TO MY FRIENDS THEY SAID THERE IS A RECALL ON TOYOTAS. I CALLED THE DEALER AND HE SAID MY PARTICULAR TRUCK HAS NO PROBLEMS. I DISAGREE WITH THAT.  
**Additional Summary:**

Toyota ID Number:

C-1815

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10307989  
**Date of Incident:** 20100112  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** LAKE ELSINORE, CA

**NHTSA Summary:**  
RE: LEXUS RX400H NOT ON ANY RECALL LIST BY TOYOTA. HAVE HAD MULTIPLE INCIDENTS OF BRAKING/ACCELERATION PROBLEMS. TOYOTA WON'T DO ANYTHING EXCEPT SAY BRING IT IN FOR A TEST DRIVE. IT HAS ALREADY BEEN TEST DRIVEN SEVERAL TIMES AND THE PROBLEM DOES NOT DUPLICATE. IT IS RARE, BUT IT IS DANGEROUS. TOYOTA JUST SHRUGS IT OFF. I KNOW WHAT THE CAR DOES, I'VE DRIVEN IT FOR NEARLY 3 YRS WITH APPROX. 12 INCIDENTS OF THE PROBLEM. CAN YOU HELP?  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308681, 10321572  
**Date of Incident:** 20100112  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MARIETTA, OH

**NHTSA Summary:**  
MY 2005 CAMRY SUDDENLY ACCELERATED FOR NO APPARENT REASON. TL- THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE DRIVING AT AN UNKNOWN SPEED AND DEPRESSING THE BRAKE PEDAL TO PULL INTO A STRIP MALL, THE VEHICLE BEGAN TO DECREASE IN SPEED, AS SHE REMOVED HER FOOT OF THE BRAKE PEDAL, THE VEHICLE ABNORMALLY ACCELERATED. SHE DEPRESSED THE BRAKE PEDAL WITH EXTREME FORCE, HOWEVER THE VEHICLE CONTINUED TO ACCELERATE. SHE DID NOT REMOVE HER FOOT FROM THE BRAKE UNTIL FINALLY, THE VEHICLE DECREASED IN SPEED AND CAME TO A STOP. THE MANUFACTURER WAS CONTACTED AND THEY ADVISED TAKING THE VEHICLE INTO A LOCAL DEALER. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY STATED THERE WAS NOTHING WRONG WITH THE VEHICLE. NO REPAIRS OR MODIFICATIONS WERE MADE TO THE VEHICLE. THERE WERE NO RECALLS ON THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE UNDER 40,372. \*KMJ  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308717  
**Date of Incident:** 20100112  
**Vehicle:** 2001 LEXUS LS430  
**Location of Incident:** ACWORTH, GA

**NHTSA Summary:**  
LEXUS FLOORMATS, SAME PROBLEM AS TOYOTA, UNABLE TO CONNECT TO FLOOR, THEY SLIDE AND GET UNDER ACCELERATOR...  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313992  
**Date of Incident:** 20100112  
**Vehicle:** 2007 LEXUS IS350  
**Location of Incident:** CHATTANOOGA, TN

**NHTSA Summary:**  
APPROXIMATELY 1ST WEEK OF JANUARY, 2010, AUTO DEMONSTRATED SEVERAL PERIODS OF IDLING ROUGH WHILE STOPPED AT TRAFFIC LIGHTS OR STOP SIGNS.

C-1816

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314182  
**Date of Incident:** 20100112  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** ROCHESTER HILLS, MI

**NHTSA Summary:**  
 I AM REQUESTING THAT DOT NHTSA INVESTIGATE THE DRIVER'S CONTRIBUTION TO UNINTENDED ACCELERATION (UA) AND TOYOTA'S ACCELERATOR/BRAKE PEDAL DESIGNS THAT MAKE IT POSSIBLE. I WAS DRIVING A RENTED TOYOTA CAMRY IN A PARKING LOT. I APPLIED THE BRAKE AND INSTEAD OF SLOWING DOWN THE VEHICLE BEGAN TO GAIN SPEED. I PRESSED HARDER ON THE BRAKE AND IT ACCELERATED. THE HARDER I TRIED TO STOP THE CAR THE FASTER IT WENT. I TOOK MY FOOT OFF THE BRAKE FOR A MOMENT AND THE VEHICLE STOPPED ACCELERATING. I BELIEVE THAT MY FOOT WAS ON BOTH THE BRAKE AND THE ACCELERATOR PEDALS. I MEASURED THE DISTANCE BETWEEN THE BRAKE AND THE ACCELERATOR AND FOUND THAT IT WAS ONLY 1.5 INCHES. MY VEHICLE A GM ACADIA IS 2.5 INCHES. THIS MADE ME THINK THAT THE TOPS OF THE TWO PEDALS ARE TOO CLOSE TOGETHER. I MANAGED TO FIND 6 DIFFERENT TOYOTA MODELS INCLUDING THE PRIUS AND THEY AVERAGED 1.5 INCHES BETWEEN THE TOPS OF THE BRAKE AND THE ACCELERATOR PEDALS. I MEASURED COMPETITIVE VEHICLES AND FOUND THEY AVERAGED 2.2 INCHES. SOMETHING IS WRONG WITH THE TOYOTA DESIGNS & THEY ARE TOO CLOSE TOGETHER. I HAVE CONTINUED TO INVESTIGATE UNINTENDED ACCELERATION AND HAVE COLLECTED A SIGNIFICANT AMOUNT OF DATA THAT SUPPORTS THE FACT THAT THE DRIVER IS A MAJOR CAUSE OF UA AND THAT SOME VEHICLE DESIGNS MAKE IT POSSIBLE. I HAVE CONDUCTED DRIVING TESTS AND SIMULATED THE CONDITIONS THAT CAUSE UA. THEY CLEARLY IDENTIFY THAT TOYOTA PEDAL DESIGNS CONTRIBUTE TO THE DRIVER BEING

**C-1817**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

A CAUSE OF UA. GOOD VEHICLE PEDAL DESIGNS MAKE IT VERY DIFFICULT TO SIMULTANEOUSLY AND UNINTENTIONALLY DEPRESS BOTH PEDALS. FROM THE ODI INCIDENT REPORTS GM VEHICLES SEEM TO BE PARTICULARLY INSENSITIVE WHILE THE FORD 150 TRUCK SEEMS TO HAVE A LARGE NUMBER OF COMPLAINTS. THERE MUST BE SOMETHING IN THE PEDAL DESIGNS OR OPERATION THAT MAKES THIS POSSIBLE. I HAVE READ TWO OLDER DOT REPORTS CONCERNING UA AND THEY INDICATE THAT THE DRIVER IS A CAUSE OF UA. WHY IS THAT NOT STUDIED AND ACKNOWLEDGED NOW? PLEASE FORMALLY INVESTIGATE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314742  
**Date of Incident:** 20100112  
**Vehicle:** 2010 TOYOTA HIGHLANDER  
**Location of Incident:** GRAFTON, WI

**NHTSA Summary:**  
 I HAVE A 2010 TOYOTA HIGHLANDER BASE MODEL. WHEN CRUISER CONTROL IS ACTIVATED AND WHEN THE VEHICLE IS MOVING SLIGHTLY UPHILL, THE VEHICLE USUALLY ACCELERATES TO A SPEED THAT IS MUCH HIGHER (OVER 5 MI/HR HIGHER) THAN THE SET SPEED. THIS SITUATION HAPPENED SEVERAL TIMES AND WAS WORRYING, ESPECIALLY WHEN MY WIFE WAS DRIVING. I PURCHASED THE VEHICLE ON DECEMBER 28TH, 2009. I GUESS THAT THE LOCAL DEALER (HEISER TOYOTA, MILWAUKEE) MUST BE AWARE OF THE PROBLEM AT THE TIME OF MY PURCHASE BUT PRETENDED TO NOT KNOW THE PROBLEM, BECAUSE THE SPECIFIC SALESPERSON (ART STAMOS) TOLD ME AND MY WIFE DURING VEHICLE DELIVERY THAT, IN CASE OF UNCONTROLLED ACCELERATION, WE SHOULD PUT GEAR TO NEUTRAL AND FIRMLY PRESS BRAKE PEDAL. I SUGGEST THAT YOUR OFFICE REQUEST TOYOTA TO NOT ONLY RECALL BUT BUY-BACK ALL TOYOTA VEHICLES THAT WERE SOLD DURING THE TOYOTA'S MOST RECENT PROMOTION PERIOD (TOYOTATHIONE) IN WHICH TOYOTA WAS AWARE OF THE PROBLEM BUT DECIDED TO DO NOTHING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315222  
**Date of Incident:** 20100112  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** PALM COAST, FL

**NHTSA Summary:**  
 I OWN A 2009 TOYOTA CAMRY HYBRID. THERE WAS NO INDICATION PRIOR TO THIS ACCIDENT TO ANY PROBLEM WITH MY VEHICLE. ON THE DAY OF ACCIDENT, I WAS ABOUT TO PULL INTO A PARKING SPACE AT A LOCAL HOSPITAL PARKING LOT. HALF-WAY INTO THE PARKING SPACE, WITH MY FOOT ON THE BRAKE, THE CAR UNEXPECTEDLY ACCELERATED ON ITS OWN. THE CAR JUMPED A 6" CURB AND 9" ISLAND CAUSING VEHICLE DAMAGE. ALL THE WHILE MY FOOT WAS ON THE BRAKE. THE INCIDENT WAS REPORTED TO TOYOTA AND THEY HAD AN ENGINEER INSPECT THE VEHICLE. THEIR CONCLUSION WAS THERE WAS NO PROBLEM WITH THE BRAKES. THE PROBLEM WAS (IS) UNEXPLAINED ACCELERATION - NOT THE BRAKES. I BELIEVE TOYOTA DOESN'T WANT TO ACKNOWLEDGE THERE IS AN ACCELERATION PROBLEM WITH MY 2009 TOYOTA CAMRY HYBRID.

**Additional Summary:**

**Toyota ID Number:**

**C-1818**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10317185  
**Date of Incident:** 20100112  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** WOODHAVEN, NY

**NHTSA Summary:**  
 TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 65 MPH. UNEXPECTEDLY, THE VEHICLE ACCELERATED AT AN EXTREMELY HIGH SPEED RATE. THE VEHICLE WAS ABLE TO SLOW DOWN AFTER SEVERAL ATTEMPTS. THE CONTACT RECEIVED A RECALL NOTIFICATION LETTER AFTER THE FAILURE OCCURRENCE. THE NHTSA CAMPAIGN ID NUMBER WAS 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS 38,000. THE CURRENT MILEAGE WAS 44,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318416  
**Date of Incident:** 20100112  
**Vehicle:** 2001 LEXUS IS300  
**Location of Incident:** PIKESVILLE, MD

**NHTSA Summary:**  
 TL- THE CONTACT OWNED A 2001 LEXUS IS300. WHILE ATTEMPTING TO MAKE A RIGHT TURN FROM A SERVICE ROAD ONTO A MAIN HIGHWAY, THE CONTACT HAD HER FOOT DEPRESSED ON THE BRAKE PEDAL WHILE SITTING IDLE AND WAITING FOR HER TURN TO PROCEED. THE VEHICLE IN FRONT OF HER SLIGHTLY PROCEEDED ONTO THE MAIN ROAD AND AS THE CONTACT SLOWLY REMOVED HER FOOT FROM THE BRAKE PEDAL AND SLIGHTLY DEPRESSED THE ACCELERATOR PEDAL, THERE WAS AN EXTREME INCREASE IN ENGINE RPM'S AND THE ENGINE ROARED LOUDLY AS THE VEHICLE ABNORMALLY ACCELERATED AT A RAPID RATE OF SPEED, CRASHING INTO THE REAR OF THE PRECEDING VEHICLE. THE CONTACT'S VEHICLE WAS BUMPED BACKWARD FROM THE IMPACT, HOWEVER THE VEHICLE THEN PROCEEDED TO ACCELERATE AND CRASH INTO THE VEHICLE AGAIN BUT DID NOT STOP ACCELERATING. THE CONTACT WAS APPROACHING A HIGHWAY AND ATTEMPTING WITH THE BEST OF HER ABILITIES TO DEPRESS THE BRAKES, TO NO AVAIL. INSTEAD OF ALLOWING THE VEHICLE TO PROCEED INTO THE HIGHWAY SHE MADE THE DECISION TO CRASH THE RIGHT SIDE OF THE VEHICLE INTO A NEARBY CEMENT WALL. THE POLICE WERE CALLED TO THE SCENE AND A REPORT WAS FILED ACCORDINGLY. THERE WERE NO INJURIES TO ANY OF THE VEHICLE OCCUPANTS. THE VEHICLE WAS DESTROYED DUE TO DAMAGE VALUE. THE VEHICLE WAS EXAMINED FOR FLOOR MAT ENTRAPMENT BY THE MANUFACTURER BUT SHOWED NO SIGNS OF INTERFERENCE. THE FAILURE MILEAGE WAS APPROXIMATELY 50,000. \*KMJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319073  
**Date of Incident:** 20100112  
**Vehicle:** 2007 TOYOTA MATRIX  
**Location of Incident:** CHILLICOTHE, OH

**NHTSA Summary:**  
 I WAS STOPPED AT A RED LIGHT, ON A FLAT STREET IN THE MIDDLE OF JANUARY. THE VEHICLE (2007 TOYOTA MATRIX) WAS COMPLETELY AT REST. "ALL OF A SUDDEN" THE CAR STARTED INCHING FORWARD. MY FOOT WAS FIRMLY ON THE BRAKE PEDAL. THE ENGINE DID NOT REV. IT STARTED GAINING SPEED. THE LIGHT CHANGED AND WE WENT

**C-1819**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THROUGH THE LIGHT WITHOUT ANY PROBLEMS WITH THE ACCELERATION, BRAKE OR STEERING. I SAID TO MY FRIEND, "THAT WAS WIERD." I THOUGHT IT WAS A FLUX BUT THEN WHEN I STARTED READING ABOUT ALL OF THE PROBLEMS WITH TOYOTA I BECAME CONCERNED. I CALLED OUR LOCAL DEALER AND HE SAID THAT 2007 MATRIX WERE NOT PART OF THE RECALL. HE OFFERED TO DRIVE THE CAR AROUND TO SEE IF THERE WERE ANY PROBLEMS. I HAVE NOT HAD ANY FURTHER PROBLEMS AND DID NOT TAKE IT IN FOR HIM TO DRIVE AROUND. (I HAD THEM DO A REGULAR MAINTENANCE CHECK WHEN I FIRST BOUGHT THE CAR AND THEY THEY DID FAR MORE "MAINTENANCE" THAN WAS RECOMMENDED IN THE MANUAL AND I THINK TOOK ADVANTAGE OF MY IGNORANCE ABOUT CAR MAINTENANCE. IT MADE ME SUSPICIOUS SO I DON'T REALLY TRUST THE DEALER.)

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319124  
**Date of Incident:** 20100112  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** MINNETONKA, MN

**NHTSA Summary:**  
 TL- THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE DRIVING 35MPH THERE WAS UNINTENDED ACCELERATION WITH HIS VEHICLE AS HE WAS PASSING ANOTHER VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALER THEY LOOKED IT OVER AND STATED THEY COULD NOT FIND THE FAILURE AND THAT HIS VIN WAS NOT INCLUDED IN THE RECALL. A TOYOTA REPRESENTATIVE WAS SENT OUT AND THEY ALSO COULD NOT FIND THE FAILURE. THE TOYOTA MANUFACTURE WAS CALL AND A CLAIM#1002111639 WAS FILE. THE FAILURE MILEAGE WAS 32,500...MW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304381  
**Date of Incident:** 20100113  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** SOMERSET, NJ

**NHTSA Summary:**  
 I OWN A 2005 TOYOTA HIGHLANDER AND WAS TRYING TO PARK IN FRONT OF MY HOME BETWEEN TWO CARS WHEN THE CAR SUDDENLY ACCELERATED AND HIT THE SIDE OF MY HOUSE. I AM NOT 100% SURE WHAT HAPPENED, WHETHER I ACCIDENTALLY PRESSED THE ACCELERATOR OR THERE WAS A MALFUNCTION OF SOME KIND. I HAD TO MAKE A 90 DEGREE LEFT TURN BETWEEN TWO OTHER PARKED CARS, SO I AM SURE I WAS NOT DRIVING FAST AT THE TIME OF THE ACCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311123  
**Date of Incident:** 20100113  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** JAY, NY

**NHTSA Summary:**  
 AFTER HAVING AN OXYGEN SENSOR REPLACED IN THE EXHAUST SYSTEM OF MY 2002 TOYOTA RAV4 ON 02/02/10, I NOTICED THAT MY CAR BEGAN ACCELERATING SLUGGISHLY. APPROXIMATELY 50 MILES AFTER THE SERVICE WAS PERFORMED, I NOTICED MY CAR JERKED WHEN SHIFTING THROUGH GEARS 1-3 AND THE TACHOMETER WOULD REV TO

**C-1820**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

3000 RPMs. THE CAR THEN RAN FINE FOR APP. 4 DAYS WITH NO GEAR SLIPPAGE. A WEEK LATER THE GEARS STARTED SLIPPING AGAIN WITHOUT WARNING AND THE CAR SEEMED TO HAVE NO POWER WHEN THE GAS PEDAL WAS FULLY ENGAGED DURING A RIGHT HAND TURN TO MERGE WITH ONCOMING TRAFFIC. THE CAR THEN BUCKED VIOLENTLY. THIS RESULTED WITH MY PASSENGER AND I BECOMING ANXIOUS/SCARED BECAUSE WE DIDN'T KNOW IF THE TRAFFIC COMING TOWARD US WOULD HAVE HIT US IF WE SUDDENLY LOST POWER. I IMMEDIATELY DROVE MY CAR HOME WHERE IT HAS REMAINED PARKED AND SET AN APPOINTMENT WITH A TOYOTA DEALER EXPLAINING THE PROBLEMS. ACCORDING TO SIMILAR STORIES FROM FELLOW RAV4 OWNERS, THERE IS A PROBLEM WITH THE ELECTRONIC CONTROL MODULE CAUSING IRREVERSIBLE DAMAGE TO THE TRANSMISSION. I AM TAKING THE CAR TO THE DEALER TO HAVE IT OFFICIALLY DIAGNOSED ALTHOUGH IT ONLY CODES TO HAVE THE O2 SENSOR REPLACED, WHICH I DID. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310738  
**Date of Incident:** 20100113  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**  
 ON JANUARY 13, 2010 WHILE MY WIFE WAS DRIVING OUR LEXUS ES 300, THE CAR ACCELERATED AS SHE WAS ENTERING A PARKING SPACE, CAUSING THE CAR TO COLLIDE WITH A POLE IN THE PARKING LOT. THE DEALER WHERE WE PURCHASED THE VEHICLE (LEXUS OF LOUISVILLE) WOULD NOT REPAIR THE VEHICLE BECAUSE IT CLAIMED THE CAR WAS NOT ONE OF THE MODELS RECALLED. WE REPAIRED DAMAGE TO THE BODY AT A COST OF \$2500, BUT ARE NOW CONCERNED THAT THE VEHICLE IS NOT SAFE TO DRIVE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312189  
**Date of Incident:** 20100113  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** MARTLBORO, NJ

**NHTSA Summary:**  
 ON 2 OCCASIONS, MY 2009 TOYOTA RAV 4 WITH A SERIAL # BEGINNING WITH A "J" EXPERIENCED SUDDEN ACCELERATION. ALTHOUGH THERE WAS NO DAMAGE ON EITHER INCIDENT, THE DEALERSHIP STATED THAT THERE WAS LITTLE THEY COULD DO AS THE RECALL FOR SUDDEN ACCELERATION DID NOT APPLY TO TOYOTA RAV 4S WITH A "J" SERIAL CODE. I EXPLAINED UPON BRINGING THE VEHICLE IN ON 2/17/10 TO DCH TOYOTA, RT 9 SO., FREEHOLD, NJ., THAT BOTH OF MY SUDDEN ACCELERATION CASES OCCURRED BEFORE THE RECALL NOTICE AND THAT I, IN FACT CALLED DCH ON 1/13/10 & ON 1/24/10 AND REPORTED THE PROBLEM. ON BOTH OCCASIONS I WAS TOLD BY THE SERVICE DEPARTMENT TO BRING THE CAR IN FOR SERVICE BUT IT WAS NOT SUBJECT TO RECALL BECAUSE OF THE "J" SERIAL. I DID BRING THE CAR IN ON 2/17 AND WAS TOLD, AFTER INSPECTION, THAT SINCE NO SUDDEN ACCEL. WAS EXPERIENCED DURING THE SERVICE, NOTHING COULD BE DONE AND NO REMEDIAL ACTION COULD BE TAKEN. MY CONTENTION, AND THE REASON FOR MY COMPLAINT IS THAT SUDDEN ACCELERATION IN THE RAV 4 IS, WITHOUT A DOUBT, OCCURRING IN THIS CAR WITH A "J" SERIAL # AND SHOULD BE COVERED BY THE RECALL AND REMEDIATION SHOULD EXTEND TO THIS VEHICLE. I DO BELIEVE THAT OTHER "J" SERIAL CARS HAVE BEEN INVOLVED IN

C-1821

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCIDENTS WHICH CAUSES ME TO FURTHER QUESTION TOYOTA'S EXISTING RECALL PARAMETERS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319591  
**Date of Incident:** 20100113  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** VICTORIA, BC, 00

**NHTSA Summary:**  
 I HAVE A 2008 TOYOTA PRIUS. COMING UP TO AN INTERSECTION I WENT TO GO THROUGH THE YELLOW HOWEVER THERE WAS A POLICE CAR BESIDE ME SO I THOUGHT BETTER STOP AND WAIT. I PRESSED ON THE BREAKS ONLY TO FIND MY CAR SKIDDED FORWARD. I COULDN'T STOP THE CAR. I COULD ONLY SLOW IT DOWN WITH THE BREAKS. MY FASTEST SPEED WAS 60KM/H. I TURNED THE CAR THROUGH THREE LANES OF TRAFFIC INTO A PARKING LOT AND IN THE MIDDLE OF IT I JUST TURNED THE CAR OFF. WHEN I TURNED IT BACK ON IT SKIDDED FORWARD AGAIN AND WHEN I CHECKED THE BATTERY IT WAS EMPTY. I SAT THERE FOR A WHILE AND EVENTUALLY WAS ABLE TO TURN THE CAR ON WITHOUT IT ACCELERATING. I REMOVED THE MATS AFTER THE MAT RECALL IN THIS VEHICLE. THE TOYOTA PRIUS SHOULD BE ADDED TO THE ACCELERATOR RECALL LIST.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319748  
**Date of Incident:** 20100113  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** UNKNOWN, NE

**NHTSA Summary:**  
 LTR FWD FM (NE) RE UNINTENDED SUDDEN ACCELERATION FROM OWNER OF A 2009 TOYOTA MATRIX INVOLVED IN AN AUTO ACCIDENT ON 1/13/2010, REPLY TO OMAHA, NE OFC. \*TGW THE CONSUMER STATED HE REAR ENDED ANOTHER VEHICLE WHILE ATTEMPTING TO BRAKE, BUT INSTEAD THE VEHICLE CONTINUED TO ACCELERATE. THE CONSUMER STATED THE POLICE DID NOT WRITE UP POLICE REPORT. THE CONSUMER ALSO STATED THE AIR BAGS FAILED TO DEPLOY. UPON INSPECTION, IT WAS DETERMINED THE AIR BAG SENSORS WERE FRIED, PROBABLY WELL BEFORE THE ACCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330689  
**Date of Incident:** 20100113  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** VANCOUVER, WA

**NHTSA Summary:**  
 2009 TOYOTA CAMRY. LETTER FROM SENATOR MURRAY ON BEHALF OF CONSTITUENT RE THE DIFFICULTIES EXPERIENCED WITH TOYOTA ACCELERATOR ISSUE (DOT/#2010-1113) \*TGW THE CONSUMER STATED THE ACCELERATOR PEDAL BECAME STUCK TWICE. THE LAST TIME, RESULTED IN AN ACCIDENT. \*JB UPDATED 06/02/10\*JB

**Additional Summary:**

C-1822

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302181  
**Date of Incident:** 20100114  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** MARIETTA, GA

**NHTSA Summary:**  
 I AM REPORTING AN INCIDENT I HAD WITH MY 2009 TOYOTA TACOMA PICKUP TRUCK. I WAS STOPPED AT A RED LIGHT, WITH BOTH FEET ON THE BRAKE, WHEN THE ENGINE STARTED REVVING UP. I ENGAGED THE EMERGENCY BRAKE AS WELL, AND SHIFTED INTO NEUTRAL. THE ENGINE CONTINUED TO RACE, UNTIL I REPEATEDLY PUMPED THE ACCELERATOR AND IT SLOWED BACK DOWN. A TRIP TO THE DEALER (COBB COUNTY TOYOTA, KENNESAW GA) REVEALED NOTHING. THE FLOOR MAT WAS STILL FASTENED BY ITS HOOKS, AND WAS NOWHERE NEAR THE ACCELERATOR PEDAL. THIS OCCURRED ON JANUARY 14, 2009 WHEN THE VEHICLE HAD APPROXIMATELY 2,100 MILES ON IT. BEFORE THIS INCIDENT THERE WERE TWO TIMES WHEN THE VEHICLE REFUSED TO SHIFT GEARS UNTIL IT WAS TURNED OFF AND THEN BACK ON. THESE INCIDENTS WERE ALSO UNSOLVED BY THE LOCAL DEALER. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303946  
**Date of Incident:** 20100114  
**Vehicle:** 2007 LEXUS RX350  
**Location of Incident:** MILL VALLEY, CA

**NHTSA Summary:**  
 SINCE PURCHASING MY 2007 RX350 LEXUS, I HAVE HAD MULTIPLE INSTANCES WHERE, UPON ATTEMPTING TO ACCELERATE WITH FOOT ON GAS PEDAL, THERE IS A HESITATION, FOLLOWED BY A LURCH/AND OR UNCONTROLLED ACCELERATION. THESE EPISODES HAVE ONLY LASTED A FEW SECONDS, AND HAVE SEEM TO REMEDY BY REMOVING FOOT FROM GAS PEDAL. OR APPLYING PRESSURE TO GAS PEDAL. ALTHOUGH, I HAVE NOT HAD A SITUATION WHERE THE CAR IS "OUT OF CONTROL" AND HAVE NOT HAD ANY ACCIDENT, THESE EPISODES ARE SCARY. I REPORTED THIS BEHAVIOR TO MY LEXUS DEALER WITHIN A FEW WEEKS OF OWNERSHIP. THEY TESTED IT AND DEEMED THE CAR SAFE TO DRIVE. IT IS NOT MY EXPERIENCE THAT THESE INSTANCES ARE CAUSED BY THE PEDAL GETTING CAUGHT ON THE CARPET, OR BY A "STICKY" PEDAL AS DESCRIBED BY THE DEALERSHIP ON MODELS CURRENTLY RECALLED. I HAVE NOTIFIED MY DEALER, AGAIN, OF THE SITUATION IN HOPES THAT THIS WILL GAIN WIDER ATTENTION, AND TOYOTA WILL MAKE THE REPAIRS NEEDED TO REMEDY THE PROBLEM. I AM PERSONALLY AWARE OF AT LEAST ON FATALITY OF SOMEONE DRIVING THE EXACT SAME MODEL AS MY CAR. I DO NOT WANT TO WIND UP LIKE HIM. PLEASE INVESTIGATE THIS SITUATION FURTHER. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304537  
**Date of Incident:** 20100114  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** COLUMBUS, OH

**NHTSA Summary:**  
 WHEN ATTEMPTING TO BRAKE WHILE COMING TO A TRAFFIC LIGHT ON A SLIGHTLY ICY ROAD, THE CAR ACCELERATED. IT WAS NOT THE FUNCTION OF ANTILOCK BRAKES, BUT RATHER A SURGE THAT WAS TOTALLY UNEXPECTED AND SOMEWHAT FRIGHTENING. LUCKILY THERE WAS NO CAR IMMEDIATELY IN FRONT OF ME, OR I WOULD HAVE

C-1823

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SURELY REAR ENDED IT. I REPORTED THIS TO TOYOTA AND THERE IS A CASE NUMBER - 1001142044. GIVEN TOYOTA'S SLOWNESS TO REACT TO THE GAS PEDAL ISSUE, I WANT TO NOTIFY NHTSA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307530  
**Date of Incident:** 20100114  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SALEM, MA

**NHTSA Summary:**  
 I HAVE A 2005 TOYOTA CAMRY. I HAVE EXPERIENCED A FEW TIMES, THE LAST IN JANUARY OF THIS YEAR, SUDDEN ACCELERATION. IT WAS ENOUGH FOR ME TO SAY "WHOA," I FELT IT SHOULD BE REPORTED IN LIGHT OF THE TOYOTA ISSUES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311341  
**Date of Incident:** 20100114  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** OVERLAND PARK, KS

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2009 TOYOTA RAV4. WHILE THE CONTACT WAS AT A TRAFFIC LIGHT THE VEHICLE SURGED FORWARD. SUDDENLY, EXTREME FORCE WAS APPLIED TO THE BRAKES TO PREVENT THE VEHICLE FROM ACCELERATING. THE FAILURE HAS HAPPENED MORE THAN FOUR TIMES. THE CONTACT STATED THAT THE VEHICLE HAS A DENSIO ACCELERATOR PEDAL. THE FAILURE MILEAGE WAS 4,900.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312557  
**Date of Incident:** 20100114  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** BRANDON, MS

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316155  
**Date of Incident:** 20100114  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PINE BLUFF, AR

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 5 MPH INTO THE DRIVEWAY WITH HER FOOT WAS ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED ON ITS OWN AND CRASHED INTO A TREE. THE DRIVER AND THE PASSENGER WERE INJURED.

C-1824

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

A POLICE REPORT WAS NOT FILED. THE DEALER WAS NOT NOTIFIED. THE FAILURE MILEAGE WAS 22,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316170  
**Date of Incident:** 20100114  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** NORWICH, CT  
**NHTSA Summary:**  
ACCELERATION INCIDENT  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321623  
**Date of Incident:** 20100114  
**Vehicle:** 2008 TOYOTA YARIS  
**Location of Incident:** GRANVILLE, OH  
**NHTSA Summary:**

TL- THE CONTACT OWNS A 2008 TOYOTA YARIS. WHILE DRIVING THE VEHICLE EXPERIENCED UNWANTED ACCELERATION, AFTER HITTING THE BRAKE SEVERAL TIMES THE ACCELERATION STOPPED. THE FAILURE SPEED WAS 55 MPH. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER, NO REPAIRS WERE MADE. THE FAILURE OCCURRED TWICE. THE FAILURE MILEAGE WAS 14200. THE CURRENT MILEAGE WAS 14400.-TS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302634  
**Date of Incident:** 20100115  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** LOOKOUT MOUNTAIN, TN  
**NHTSA Summary:**

IN DECEMBER OF 2009, MY HUSBAND WAS DRIVING OUR LEASED TOYOTA RAV4 (08) AND IT ACCELERATED ON HIM UNEXPECTEDLY. THE SAME THING HAPPENED IN JAN OF 2010 WHEN I WAS DRIVING THE SAME VEHICLE AND I ALMOST CRASHED. THE CAR WAS TAKEN TO THE DEALERSHIP WHERE IT WAS CHECKED AND NOTHING WAS FOUND. THIS CAR IS NOT PART OF THE RECENT TOYOTA RECALL BUT IT SHOULD BE! I AM NOW IN A LEASE DRIVING AN UNSAFE CAR AND I WANT TO EITHER TRADE THIS CAR IN FOR A SAFE CAR OR I WANT OUT OF MY LEASE! \*CN  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303139  
**Date of Incident:** 20100115  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** MARLBOROUGH, MA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA RAV4. WHILE DRIVING APPROXIMATELY 60 MPH, HE TRIED TO APPLY THE BRAKES AND THE VEHICLE BEGAN TO SLIDE. THE BRAKES DID NOT RESPOND WHEN HE TRIED TO SLOW DOWN WHICH CAUSED HIM TO CRASH INTO THE ROCKS OPPOSITE SIDE OF THE ROAD. AT THAT POINT, THE RPM'S BEGAN TO INCREASE  
**C-1825**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND HE TURNED THE IGNITION OFF. THE AIR BAGS DID NOT DEPLOY; THEREFORE, THE CONTACT EXPERIENCED MINOR INJURIES. A POLICE REPORT IS WAS TAKEN. HE CALLED THE MANUFACTURER BUT HE WAS OFFERED NO ASSISTANCE. THE VEHICLE WAS CURRENTLY BEING REPAIRED FOR THE DAMAGES. THE VEHICLE IDENTIFICATION NUMBER WAS NOT AVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 50,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304142  
**Date of Incident:** 20100115  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** PEMBROKE, MA  
**NHTSA Summary:**

WE DROVE FROM PEMBROKE TO NORTH CAROLINA, TAKING A FEW BREAKS IN BETWEEN TWO WEEKS AGO. WE PULLED INTO A SERVICE STATION TO USE THE REST ROOMS AND PURCHASE COLD DRINKS, IN ROANKE SPRINGS, NC. MY WIFE PULLED INTO A HANDICAPPED PARKING SPOT IN FRONT OF THE STORE. SHE WAS ONLY 10 FEET FROM STOPPING THE VEHICLE WHEN THE CAR ACCELERATED FORWARD AND FORTUNATELY CRASHED INTO A CONCRETE PILLAR OTHERWISE WE WOULD HAVE GONE DIRECTLY INTO THE STORE. THE SURGE OF THE CAR ACCELERATING PUSHED ME BACK INTO MY SEAT, PASSENGER. OUR VEHICLE TOYOTA SIENNA STRUCK THE CONCRETE PILLAR DIRECTLY IN THE MIDDLE OF THE FRONT END. I THEN REACHED DOWN AND TURNED THE CAR OFF. WE WERE TRAVELLING WITH ANOTHER COUPLE, THEY HAD PARKED THEIR CAR AND HEARD THE SQUEL OF THE BRAKES BEING APPLIED AND THEN THE CRASH OF OUR VEHICLE INTO THE CONCRETE PILLAR. THE CAR IS BEING REPAIRED IN RAONKE SPRINGS, NC AT THE BONES TOYOTA DEARLER. WE THEN RENTED A VEHICLE AND CONTINUED OUR TRIP TO FLORIDA.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305574  
**Date of Incident:** 20100115  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** SANTA MONICA, CA  
**NHTSA Summary:**

2010 TOYOTA PRIUS: AFTER TURNING CAR ON, TAKING EMERGENCY BRAKE OFF, FOOT ON BRAKE PEDAL FULLY DEPRESSED, SHIFTING FROM PARK INTO REVERSE, THE CAR WILL BEGIN TO MOVE ON ITS OWN WITHOUT ME TAKING FOOT OFF BRAKE. HAVE TO SHIFT IT BACK TO PARK AND TURN IT OFF FOR IT TO STOP. TOYOTA SERVICE SAID "THIS IS NORMAL", HAS HAPPENED 8 TIMES, MOST RECENT JAN 15TH. ALL ON LEVEL SURFACES. ONLY HAPPENS IF CAR IS ON IN ELECTRIC MODE ONLY, NOT WITH THE ENGINE ON.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306017  
**Date of Incident:** 20100115  
**Vehicle:** 2000 TOYOTA AVALON  
**Location of Incident:** SAN JOSE, CA  
**NHTSA Summary:**

AFTER ABOUT 5 YEARS, MY 2000 TOYOTA AVALON BEGAN TO EXPERIENCE OCCASIONAL CONTINUED ACCELERATION ("STICKING OF GAS MECHANISM") WHEN I REMOVED MY  
**C-1826**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FOOT FROM THE GAS PEDAL. BEING A 230 LB MALE, I WAS ABLE TO OVERCOME THIS OCCURENCE. AT SIGNAL LIGHTS OR STOP SIGNS BY APPLYING EXTREME FORCE ON THE BRAKE PEDAL. IVE LIVED WITH IT, BUT KNOW FOR CERTAIN IT IS A DEFECT. THIS HAPPENS 3-4 TIMES A YEAR. THIS IS NOT A "ME TOO" COMPLAINT. I SUSPECT THIS "STICKING" ACCELERATION PROBLEM IS MUCH BIGGER THAN REPORTED AS MANY DRIVERS (LIKE ME) DON'T BOTHER. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304994  
**Date of Incident:** 20100115  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** LAS VEGAS, NV  
**NHTSA Summary:**

THIS IS A FOLLOW - UP COMPLAINT. STUCK ACCELERATOR - AGAIN. EVEN AFTER REMOVING THE FLOOR MAT. HAS HAPPENED ON AVERAGE 2- 3 TIMES A MONTH. CAR DEALER DOES NOT KNOW OF A FIX. THEY CAN NOT REPLICATE THE SITUATION THAT CAUSES THE MALFUNCTION. THIS PROBLEM IS STILL ONGOING AND IS MY ONLY MEANS OF TRANSPORTATION TO WORK. AN ACCIDENT WAITING TO HAPPEN.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306388  
**Date of Incident:** 20100115  
**Vehicle:** 2007 TOYOTA FJ CRUISER  
**Location of Incident:** INDIANAPOLIS, IN  
**NHTSA Summary:**

I DRIVE A 2007 TOYOTA FJ CRUISER AND HAVE EXPERIENCED PROBLEMS WITH BRAKING ON AT LEAST THREE OCCASIONS. I HAVE HEARD FROM MANY OTHER FJ CRUISER DRIVERS WHO HAVE ALSO EXPERIENCED THIS PROBLEM. WHEN DRIVING AT RELATIVELY LOW SPEEDS (BELOW 40 MPH) AND ATTEMPTING TO BRAKE, SUCH AS AT A STOPLIGHT, THE BRAKES WILL LOCK UP CAUSING THE VEHICLE TO CONTINUE TO ROLL FORWARD EVEN WHILE THE BRAKE IS BEING PRESSED. IT SEEMS AS THOUGH THE ABS KICKS IN AS YOU CAN FEEL THE "SCRAPING" FEELING THROUGH THE PEDAL. FROM ALL OTHER ACCOUNTS AND BASED ON MINE, IT SEEMS THE COMMON FACTOR IS ROLLING OVER UNEVEN TERRAIN WHILE BRAKING, SUCH AS A POTHOLE, MANHOLE COVER, OR JUST BUMPY ASPHALT. SO FAR I WAS FORTUNATE NOT TO HAVE ANOTHER CAR DIRECTLY IN FRONT OF ME. HOWEVER, I CAM DANGEROUSLY CLOSE TO ROLLING THROUGH A RED LIGHT WHICH COULD HAVE CAUSED A COLLISION WITH THE TRAFFIC WHICH HAD THE GREEN LIGHT. THERE ARE AT LEAST DOZENS OF THESE SAME REPORTS WHICH I'VE READ ON JUST ONE FJ CRUISER OWNER FORUM. ALL ARE CONSISTENT WITH BRAKING OVER UNEVEN TERRAIN WHICH RESULTS IN THE VEHICLE CONTINUING TO ROLL FORWARD.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307117  
**Date of Incident:** 20100115  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** CONLEY, GA  
**NHTSA Summary:**

I HAVE EXPERIENCED SUDDEN ACCELERATION IN MY 2004 TOYOTA CAMRY AND TOYOTA DOES NOT HAVE A PLAN TO CORRECT THE PROBLEM BECAUSE THIS MODEL HAS NOT  
**C-1827**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BEEN RECALLED. ONE INCIDENT HAPPENED IN EARLY DECEMBER 2009 AND THE LAST INCIDENT OCCURRED ON JANUARY 15, 2010. PLEASE HELP. THIS IS TOO DANGEROUS. I HAVE TRIED DESPERATELY TO AVOID ACCIDENTS AND DO NOT WANT TO HURT MYSELF OR OTHERS WHILE TOYOTA WAIT ON ENOUGH PROBLEMS TO RECALL THE 2004 CAMRY I.E. PLEASE MANDATE THAT THEY REPAIR MY CAR AND OTHERS THAT ARE EXPERIENCING THE PROBLEM. \*CN  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310733  
**Date of Incident:** 20100115  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ANNANDALE, VA  
**NHTSA Summary:**

2003 TOYOTA CAMRY LE 4-CYLINDER. 66,000 MILES. OCCASIONAL MINOR "LUNGING FORWARD" FROM STATIONARY POSITION. ON ONE OCCASION, WHILE SITTING AT A BANK DRIVE-UP WINDOW, THERE WAS A RAPID INCREASE IN GAS FEED WHEN I DEPRESSED THE ACCELERATOR PEDAL. SLIGHTLY BUT WHEN I DEPRESSED THE BRAKE IT RETURNED TO NORMAL IDLING. I AM CONCERNED THAT THE PROBLEM IS RELATED TO THE GENERAL TOYOTA ACCELERATOR PROBLEM AND COULD GET WORSE. NO ACCIDENTS TO DATE. DATE INDICATED IS ONLY APPROXIMATE. I WOULD HAVE MADE A SPECIFIC NOTATION OF THE DATE IF I HAD KNOWN ABOUT THE GENERAL PROBLEM WITH TOYOTAS AT THE TIME OF THE INCIDENTS. I REPORTED MY CONCERN VERBALLY A FEW DAYS AGO TO THE NATIONAL TOYOTA TELEPHONE CONTACT (AND WAS TOLD THAT MY CALL WAS BEING RECORDED) BUT HAVE NOT RECEIVED A REPLY. ANOTHER CONCERN IS THE GENERAL "CHECK ENGINE LIGHT" PROBLEM THAT TOYOTAS HAVE. TOYOTA SAYS THE PROBLEM IS CAUSED BY CLICKING THE GAS CAP MORE THAN ONCE WHEN REATTACHING IT AFTER FILLING UP WITH GAS. THIS SEEMS TO BE A RATHER FLAKEY EXCUSE, AND I HAD TO PAY THE DEALER TO TURN OFF THE CHECK ENGINE LIGHT MORE THAN ONE YEAR AGO BUT RECENTLY RECEIVED AN OFFER FROM THE DEALER TO FIX THESE PROBLEMS FOR FREE. ARE THE ACCELERATOR PROBLEM AND THE CHECK ENGINE LIGHT PROBLEM RELATED TO THE TOYOTA COMPUTER SYSTEM? \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310909  
**Date of Incident:** 20100115  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** WILLIS, TX  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT WAS BACKING OUT OF A PARKING SPACE. SUDDENLY, THERE WAS AN UNINTENDED ACCELERATION. THE VEHICLE FAILED TO SLOW DOWN. THE DRIVER CRASHED INTO THE DRIVER SIDE OF AN UNOCCUPIED PARKED VEHICLE. THE POLICE WAS NOT CALLED TO THE SCENE. THERE WAS NO PERSONAL INJURY. THE VEHICLE WAS ABLE TO RESUME IN OPERATION WITH CAUTION. THE AUTHORIZED DEALER WAS NOTIFIED OF THE MALFUNCTION. THE TRUNK AREA AND REAR BUMPER SUSTAINED DAMAGES. THE VEHICLE HAS NOT BEEN REPAIRED AT THIS TIME. THE FAILURE MILEAGE WAS 31,933.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311731

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**C-1828**

**Date of Incident:** 20100115  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** VERO BEACH, FL  
**NHTSA Summary:**  
GAS PEDAL STUCK. WHILE PULLING INTO WORK SPACE TAKING MY FOOT OFF THE ACCELERATOR I ANTICIPATED THE GRADUAL SLOWDOWN OF MY 2002 AVALON. THE CAR DID NOT, AND ACTUALLY SEEMED TO ACCELERATE OVER THE CEMENT STOPPER, AND DID NOT SLOW OR STOP UNTIL I JAMMED ON THE BREAK. THIS HAPPENED APPROXIMATELY 2 MONTHS AGO. AT THE TIME HAD NO EXPLANATION FOR IT. AFTER HEARING ABOUT THIS EXACT PROBLEM WITH THE 2005-2010 MODELS I BEGAN TO FEEL THERE MAY BE A CONNECTION. TOYOTA BEGAN USING THIS "ACCELERATOR MECHANISM" IN THE 2002 AVALON. I WOULD LIKE TO HAVE MY ACCELERATOR CORRECTED BY TOYOTA. UPON CALLING THE LOCAL DEALER (VERO BEACH FL) I WAS TOLD THAT IT IS NOT A RECALLED VEHICLE, THEREFORE UNLESS THE "UNCONTROLLED ACCELERATION" OR "STUCK GAS PEDAL INCIDENT" CAN BE "REPRODUCED, THEY CAN DO NOTHING. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313088  
**Date of Incident:** 20100115  
**Vehicle:** 2003 TOYOTA 4RUNNER  
**Location of Incident:** VIRGINIA BEACH, VA  
**NHTSA Summary:**  
2003 TOYOTA 4RUNNER WITH 57,000 MILES ACCELERATED FROM 5 MPH AFTER TAKING A TURN. TO 50 MPH. I PUMPED THE BREAKS BUT THE CAR DID NOT SLOW DOWN. I PUT ALL OF MY WEIGHT (I WEIGH 230 LBS.) ON THE BRAKE PEDAL AND AFTER 3 OR 4 SECONDS THE CAR STOPPED ACCELERATING. VIN JTEBU14R438005165 THE 4RUNNER IS NOT ON THE RECALL LIST BUT THERE ARE MANY SIMILAR COMPLAINTS ON BOTH THE 4RUNNER AND OTHER TOYOTA MODELS THAT ARE NOT ON THE RECALL LIST. TOYOTA CANNOT BE TRUSTED. IF YOU OWN ONE, SELL IT. IF YOU DON'T THEN DON'T BUY ANY TOYOTA. THEY CONTINUE TO TRY TO HIDE THE TRUTH.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313574  
**Date of Incident:** 20100115  
**Vehicle:** 2002 TOYOTA COROLLA  
**Location of Incident:** PALMER, OH  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 TOYOTA COROLLA. WHILE DRIVING INTO A PARKING SPACE UNDER 5 MPH WITH HER FOOT ON THE BRAKE PEDAL, THE VEHICLE STARTED TO ACCELERATE. THE CONTACT STATED THAT THE RPM'S HAD INCREASED EXCESSIVELY. THE CONTACT ALSO CRASHED INTO A SNOW BANK. THE FAILURE MILEAGE WAS 98,000. THE CURRENT MILEAGE WAS 99,000. UPDATED 3/24/10 \*CN  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313598  
**Date of Incident:** 20100115  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** ONTONAGON, MI

C-1829

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
CRUISE CONTROL THROWS YOU BACK IN YOUR SEAT AS SOON AS IT KICKS IN GOING UP A SMALL INCLINE. WE'VE NEVER HAD A CRUISE CONTROL THAT THROWS YOU VIOLENTLY BACK IN YOUR SEAT. IT ONLY HAPPENS WHEN THE CRUISE CONTROL IS ON - WE FEEL IT IS AN ELECTRONIC PROBLEM. THE TOYOTA DEALER SAYS THEY HAVEN'T HAD ANY COMPLAINTS; WE DON'T USE OUR CRUISE CONTROL ANYMORE JUST IN CASE ONE DAY THE BRAKES WON'T MAKE THE CRUISE KICK OUT. THIS IS THE FIRST NEW CAR WE PURCHASED IN THIRTY YEARS AND NOW IT'S BEEN RECALLED AND THE SAFETY OF THIS CAR IS NOW IN QUESTION. VERY DISAPPOINTING!  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315668  
**Date of Incident:** 20100115  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** ANNAPOLIS, MD  
**NHTSA Summary:**  
I HAVE A 2004 TOYOTA 4 RUNNER, WHICH I BELIEVE IS NOT SUBJECT TO A RECALL, AND ON THREE OCCASIONS THE ACCELERATOR HAS BECOME STUCK. EACH TIME IT OCCURRED WHEN I ACCELERATED MORE THAN NORMAL, AND EACH TIME ONCE MY FOOT WENT OFF THE PEDAL THE CAR KEPT ACCELERATING. EACH TIME I WAS ABLE TO STOP IT BY BRAKING. TWO OF THE OCCASIONS OCCURRED BACK TO BACK LESS THAN A MINUTE APART. I AM SOMEWHAT AFRAID TO DRIVE THE CAR AND CERTAINLY AFRAID TO ACCELERATE HARD. THERE WAS A FLOOR MAT AND I HAVE REMOVED IT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316183  
**Date of Incident:** 20100115  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** COLUMBUS, OH  
**NHTSA Summary:**  
ACCELERATION INCREASES WHILE USING BRAKES AT LOW SPEEDS. VEHICLE DOES NOT STOP SLOW DOWN WHEN ACCELERATOR IS NOT BEING APPLIED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316181  
**Date of Incident:** 20100115  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** SANTA BARBARA, CA  
**NHTSA Summary:**  
1, 2, MOVING SLOWLY INTO PARKING SPACE AT LAUNDERLAND (2636 DE LA VINA, SANTA BARBARA, 93105), OUR TOYOTA PRIUS 2006 LEAPED OUT OF CONTROL. THOUGH MY FOOT WAS HOVERING OVER THE BRAKE AND NOT TOUCHING THE ACCELERATOR. IT HIT A WALL AND DAMAGED THE CAR. TWO WEEKS EARLIER, THE CAR HAD ALSO JUMPED SUDDENLY AT LOW SPEED BUT HIT NOTHING. CAR REPAIRS TO BUMPER AND UNDERLYING STRUCTURES TOTALED \$3135; REPAIRS TO THE WALL TOTALED \$750. (3) NOTHING WAS DONE BY TOYOTA TO INSPECT THE ACCELERATOR OR TO INSURE US THAT THE CAR WAS NOW SAFE TO DRIVE. THE CAR HAS BEEN SITTING ON THE DEALER'S LOT FOR ABOUT TWO WEEKS.  
**Additional Summary:**

C-1830

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317118  
**Date of Incident:** 20100115  
**Vehicle:** 2009 TOYOTA YARIS  
**Location of Incident:** SANTA CRUZ, CA  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA YARIS. SHE STATED THAT WITH THE VEHICLE IN PARK WITHOUT HAVING HER FOOT ON THE ACCELERATOR PEDAL, THE VEHICLE STARTED TO REV REALLY FAST AND FELT LIKE THE VEHICLE WANTED TO TAKE OFF. SHE TURNED THE VEHICLE OFF AND CALLED THE DEALER. THE DEALER STATED THAT SHE NEEDED TO BRING THE VEHICLE IN TO HAVE IT DIAGNOSED. THERE HAD BEEN NO REPAIRS DONE TO THE VEHICLE. THE FAILURE MILEAGE WAS 5000 AND CURRENT MILEAGE WAS 9062.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317733  
**Date of Incident:** 20100115  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE CONTACT WAS DRIVING 2MPH INTO THE GARAGE, WHEN THE VEHICLE ACCELERATED AND CRASHED INTO THE GARAGE DOOR. THE CONTACT STATES THAT SMOKE WAS COMING FROM THE TIRES ACCELERATING. THE VEHICLE WAS TOWED TO THE DEALER FOR DIAGNOSTIC AND TESTING. THE DEALER DROVE THE VEHICLE AROUND AND FOUND NO PROBLEM WITH THE ACCELERATOR. THE FRONT BUMPER OF THE VEHICLE WAS DAMAGED. THE CONTACT SUSTAINED INJURIES AS A RESULT OF THE CRASH. THE APPROXIMATE FAILURE AND CURRENT MILEAGES WAS 6300.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318187  
**Date of Incident:** 20100115  
**Vehicle:** 2005 SCION TC  
**Location of Incident:** MARIETTA, GA  
**NHTSA Summary:**  
OCCASIONALLY WHILE STOPPED AT RED LIGHT, MY ENGINE WILL REV UNEXPECTEDLY WITHOUT MY ME TOUCHING THE GAS PEDAL, THIS HAS CAUSED MY CAR TO JERK FORWARD ON SEVERAL OCCASIONS AND HAS ALMOST MADE ME HIT THE CAR IN FRONT OF ME AND WORST IT HAS FORCED ME INTO THE MIDDLE OF INTERSECTIONS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318119  
**Date of Incident:** 20100115  
**Vehicle:** 1988 TOYOTA LAND CRUISER  
**Location of Incident:** MONROVIA, CA  
**NHTSA Summary:**

C-1831

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ON A FEW OCCASIONS (4-8 TIMES), THE GAS PEDAL HAS GOTTEN STUCK. IN SUCH A WAY, THAT THE VEHICLE ACTUALLY ACCELERATED. IT HAS HAPPENED FROM A COMPLETE STOP GOING UP TO 20-25 MPH, AND WHILE ON THE FWY, DRIVING APPROX. 65 MPH. THE FIRST TIME, WHILE DRIVING FROM COMPLETE STOP TO ABOUT 20-25 MPH, MY WIFE NOTICED THE VEHICLE ACCELERATING, SHE TURNED INTO A SMALLER STREET, THEN FORCED THE SHIFTER INTO PARK, AND PULLED UP THE E-BRAKE. ALL OTHER TIMES, WE SIMPLY TAP, OR PUMP, THE ACCELERATOR PEDAL FOR IT TO GET 'UNSTUCK'.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318344  
**Date of Incident:** 20100115  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** SACRAMENTO, CA  
**NHTSA Summary:**  
MY 2006 TOYOTA COROLLA HAS HAD SEVERAL EPISODES OF UNINTENDED ACCELERATION WHILE GOING DOWN STEEP MOUNTAINS SUCH AS THE GRAPEVINE PASS NEAR LA AND HIGHWAY 101 BETWEEN LA AND SANTA BARBARA. WHILE GOING DOWNHILL, MY 21 YEAR OLD DAUGHTER TRIED TO STEP ON THE BREAKS TO SLOW DOWN THE CAR, BUT IT SUDDENLY ACCELERATED TO 90 MILES AN HOUR AND SHE HAD SOME VERY VERY SCARY MOMENTS... WE HAVE TAKEN THE CAR TO 2 DIFFERENT TOYOTA DEALERSHIPS ON SEVERAL OCCASIONS AND CALLED TOYOTA'S CUSTOMER SERVICE NUMBER AND SERVICE SUPERVISORS BUT OUR COMPLAINTS WERE IGNORED ON GROUNDS THAT THE 2006 COROLLA WAS "NOT ON THE RECALL LIST" OR THAT THEY COULD NOT "REPLICATE THE PROBLEM". SINCE THE PROBLEM ONLY HAPPENS ON STEEP, DOWNHILL ROADS WHEN MY DAUGHTER STEPS ON THE BREAKS TO SLOW DOWN THE CAR, IT NATURALLY CANNOT BE REPLICATED ON THE FLAT SURFACES OF SACRAMENTO OR ONTARIO, CA. AFTER GIVING TOYOTA SUCH SPECIFIC INFORMATION, ONE WOULD HOPE THAT THEY WOULD TRY TO EXPLORE IT, FIX IT OR REPLACE THE CAR GIVEN THE HIGH DEGREE OF DANGER AND THE HIGH INCIDENCE OF DEADLY CRASHES IN RECENT YEARS. WE ARE VERY FRUSTRATED WITH THEIR FAILURE TO FIX THE PROBLEM OR REFUND US THE BLUE BOOK VALUE. SO THAT WE COULD PURCHASE A SAFER CAR FOR OUR CHILD. THE PROBLEM REOCCUR EVERY TIME MY DAUGHTER DRIVES THIS ROUT TO COME HOME FROM COLLEGE ON VACATIONS. SHE HAS ADAPTED BY DRIVING ONLY 55 MILES PER HOUR ON THE GRAPEVINE PASS ON THE SLOWEST LANE. HOWEVER, NOW THAT WE ARE COGNIZANT OF THE PROBLEM AND HEAR ABOUT SO MANY OTHER PEOPLE WITH SIMILAR COMPLAINTS, WE ARE SIMPLY TERRIFIED AND WANT TO BUY HER A NEW AND A SAFER CAR. WE FEEL TOTALLY FRUSTRATED BY TOYOTA'S FAILURE TO ADDRESS THE PROBLEM AND BY THEIR TENDENCY TO BRUSH IT OFF DESPITE THE MANY FATALITIES. PLEASE CONTINUE TO PUT GOVERNMENTAL PRESSURES ON TOYOTA AND INSIST THAT THEY FIX THE PROBLEM RATHER THAN HIDE FROM IT AND ABDICATE THEIR RESPONSIBILITY TO THEIR CLIENTS AND OTHER INNOCENT DRIVERS. PLEASE HELP US AND PLEASE CALL OR EMAIL US.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318574  
**Date of Incident:** 20100115  
**Vehicle:** 2006 TOYOTA MATRIX  
**Location of Incident:** WESTON, FL  
**NHTSA Summary:**  
TL- THE CONTACT STATED THAT THE OWNER OF THE VEHICLE OWNS A 2006 TOYOTA MATRIX. THE CONTACT STATED THAT THE OWNER OF THE VEHICLE WAS DRIVING

C-1832

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

APPROXIMATELY 20MPH ON THE HIGHWAY, WHEN THE VEHICLE HAD ACCELERATED. THE DRIVER OF THE VEHICLE HAD CRASHED INTO ANOTHER VEHICLE AND BOTH VEHICLES WERE DAMAGED. THE VEHICLE WAS TAKEN TO THE AUTO REPAIR SHOP FOR REPAIR. THE MECHANIC REPAIRED THE VEHICLE AND PROVIDED A REPAIR ORDER. THE CONTACT TOOK THE VEHICLE TO THE DEALER. THE DEALER STATED THAT THE VEHICLE WAS NOT UNDER RECALL AND WOULD NOT LOOK AT THE ACCELERATOR FOR TESTING. THE CONTACT STATED THAT THE OWNER WANTS TO STATE THAT SHE IS AFRAID TO DRIVE. THE APPROXIMATE FAILURE MILEAGE WAS 40,000. THE APPROXIMATE CURRENT MILEAGE WAS 41,000. RG  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320222  
**Date of Incident:** 20100115  
**Vehicle:** 2010 TOYOTA TUNDRA  
**Location of Incident:** DALLAS, TX  
**NHTSA Summary:**

TL- THE CONTACT OWNS A 2010 TOYOTA TUNDRA. THE VEHICLE LUNGES FORWARD UPON ACCELERATION AFTER BEING STOPPED. THE SPEED BEFORE BEING STOPPED 60 MPH. THE VEHICLE WAS INSPECTED BY AN AUTHORIZED DEALER, BUT WAS NOT REPAIRED. THE FAILURE OCCURS SPORADICALLY. THE FAILURE MILEAGE WAS 14. THE CURRENT MILEAGE WAS 5672.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321051  
**Date of Incident:** 20100115  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** STERLING HEIGHTS, MI  
**NHTSA Summary:**

TL- THE CONTACT OWNS A 2010 TOYOTA PRIUS. THE FIRST TIME SHE EXPERIENCED SUDDEN ACCELERATION WAS ON JANUARY 15, 2010 WHILE STOPPED AT THE RED LIGHT WITH HER FOOT ON THE BREAK THE VEHICLE SUDDENLY ACCELERATED. SHE PUT THE GEAR IN NEUTRAL AND THE VEHICLE STOPPED AND AS SOON SHE TOOK THE GEAR OUT OF NEUTRAL THE VEHICLE ACCELERATED AGAIN. SHE EXPERIENCED THE FAILURE FIVE TIMES. SHE TOOK THE VEHICLE TO THE DEALER FEBRUARY 13 2010 THE DEALER REPLACED ACCELERATOR PEDAL AND RESETED THE ACCELERATOR COMPUTERIZED SYSTEM. AND ON MARCH 18, 2010 SHE EXPERIENCED THE FAILURE AGAIN WHILE STOPPED AT THE RED LIGHT VEHICLE CONTINUED TO ACCELERATE AND SHE HAD TO PUT THE GEAR IN NEUTRAL. SHE WILL TAKE THE VEHICLE BACK TO THE DEALER. THE CURRENT FAILURE MILEAGE WAS 2,000 AND THE CURRENT MILEAGE WAS 4,200. LI  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326484  
**Date of Incident:** 20100115  
**Vehicle:** 2010 TOYOTA TACOMA  
**Location of Incident:** MT. HOLLY, NC  
**NHTSA Summary:**

MY TACOMA 2010 SEEMS TO SLIP OUT OF GEAR GOING AROUND CORNERS -- AFTER I'VE SLOWED DOWN TO ROUND THE CORNER THE TRUCK REVS HIGH WHEN THE GAS PEDAL IS DEPRESSED AGAIN. AFTER A FEW SECONDS IT LURCHES FORWARD WHEN IT FINALLY

C-1833

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

GETS INTO GEAR. THIS PROBLEM OCCURS AT ALMOST ALL CORNERS, BUT NOT FROM A STOPPED POSITION. I DO NOT THINK THE CORNER CAUSES THE PROBLEM, IT'S JUST THAT THE TRUCK IS DOWNSHIFTING, THEN UP-SHIFTING AGAIN. I NOTICED THIS BEHAVIOR WITHIN THE FIRST WEEK I HAD THE TRUCK, AND IT HAS BEEN GETTING WORSE EVER SINCE. I TOOK IT INTO A TOYOTA DEALERSHIP WHO SAID THEY APPLIED A SOFTWARE PATCH AND THAT IT IS NOW "FIXED." THE DEALERSHIP SAYS THE TRUCK'S COMPUTER DOES NOT SHOW ANY PROBLEM "CODES" THAT WOULD INDICATE A PROBLEM. I WILL PICK UP THE TRUCK TOMORROW, SO I DON'T KNOW AT THIS TIME IF IT INDEED HAS BEEN FIXED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327883  
**Date of Incident:** 20100115  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** WINDSOR MILL, MD  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT STATED THAT WHILE DRIVING AT ANY SPEED, THE VEHICLE WOULD SOMETIMES SHAKE AND SURGE FORWARD. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALERSHIP BUT NO REPAIRS WERE PERFORMED AT THE TIME OF THE COMPLAINT; THE PROBLEM WAS STILL ONGOING. THE FAILURE MILEAGE WAS 27. THE CURRENT MILEAGE WAS APPROXIMATELY 7,400.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329266  
**Date of Incident:** 20100115  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** COLUMBUS, OH  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT STATED THAT SHE CONSTANTLY EXPERIENCED UNINTENDED ACCELERATION WITH THE VEHICLE WHICH WOULD SUDDENLY SURGE FORWARD. THE CONTACT ALSO HAD DIFFICULTY STOPPING THE VEHICLE. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALERSHIP WHERE THE VEHICLE WAS REPAIRED. THE FAILURE CONTINUED SO THE VEHICLE WAS TAKEN BACK TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THEY COULD FIND NOTHING WRONG WITH IT. THE FAILURE CONTINUED TO OCCUR. THE FAILURE MILEAGE WAS APPROXIMATELY 2,700. THE CURRENT MILEAGE WAS APPROXIMATELY 3,700.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330559  
**Date of Incident:** 20100115  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** BRADFORD, NH  
**NHTSA Summary:**

THE ACCELERATOR STUCK AND RACED WHILE DRIVING INTO NEWPORT NH IN A LINE OF TRAFFIC. I WAS FORTUNATE THAT THERE WAS AN EMPTY PARKING LOT TO TURN INTO OR I WOULD HAVE HIT THE CAR IN FRONT OF ME. THE CAR IS A TOYOTA RAV 4 BOUGHT NEW IN JUNE OF 2007 AND THIS WAS THE FIRST TIME THIS HAPPENED, AND IT WAS BEFORE THE NEWS OF THE TOYOTA PROBLEMS SURFACING.. SINCE THEN IT HAS REPEATED THIS 8 TIMES THROUGH APRIL OF 2010, COMPLETELY RANDOMLY. IT HAS

C-1834

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

BEEN TO TWO NH DEALERSHIPS (ABOUT 20 HOURS OF INSPECTIONS/ DIAGNOSES) AND THEY HAVE NOT BEEN ABLE TO REPLICATE THE PROBLEM. IN FACT TOYOTA HAS TOLD ME THAT THERE IS NOTHING FURTHER THEY CAN DO AND IF THE CAR IS INDEED DANGEROUS OR AN ACCIDENT WAITING TO HAPPEN THAT IS MY PROBLEM. AT THIS POINT I AM NOT SURE THEY BELIEVE ME BUT I CAN ASSURE YOU THAT THE DEFECT IS VERY REAL AND THE LAST TIME IT OCCURRED ON APRIL 5 THERE WERE TWO PEOPLE IN THE CAR WHO SAW IT FIRSTHAND AS IT HAPPENED TWICE THAT DAY. ADDITIONALLY I DON'T KNOW WHAT TO DO WITH THE CAR AS I CAN'T SELL IT WITH THIS KIND OF DEFECT AND MY WIFE WILL NO LONGER DRIVE IT. LOANING THE CAR TO ANYONE ELSE BECOMES A LIABILITY AND DRIVING WITH YOUNG CHILDREN OR ELDERLY FOLKS IS OUT OF THE QUESTION. FRANKLY I HAVE BEEN HIGHLY DISAPPOINTED IN TOYOTA'S RESPONSE WHICH HAS BEEN SLOW OR NON RESPONSIVE UNTIL RECENTLY WHEN THEY INFORMED ME THAT EVERYTHING IS WORKING PROPERLY AND THAT ARBITRATION IS MY ONLY RECOURSE. THE CAR HAS 22000 AND IS STILL UNDER WARRANTY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345388  
**Date of Incident:** 20100115  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** MAIMI, FL  
**NHTSA Summary:**

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301853  
**Date of Incident:** 20100116  
**Vehicle:** 2003 TOYOTA 4RUNNER  
**Location of Incident:** VIRGINIA BEACH, VA  
**NHTSA Summary:**

2003 TOYOTA 4RUNNER V6 SPORT. ON SATURDAY I FLOORED THE GAS PEDAL AND WHEN I LET UP THE VEHICLE CONTINUED TO ACCELERATE. I PUMPED THE BRAKES BUT ACCELERATION CONTINUED. I APPLIED STRONG CONTINUOUS FORCE TO THE BRAKES AND AFTER A FEW SECONDS THE ACCELERATION DISENGAGED. YESTERDAY'S ANNOUNCEMENT OF OTHER NON-4RUNNER TOYOTA MODELS BEING RECALLED FOR EXACTLY THE SAME PROBLEM HAS ME VERY CONCERNED. IS IT POSSIBLE THAT THE 4RUNNER HAS THE SAME ISSUE AND SHOULD ALSO BE RECALLED? \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310701  
**Date of Incident:** 20100116  
**Vehicle:** 2006 TOYOTA MATRIX  
**Location of Incident:** REDMOND, WA  
**NHTSA Summary:**

C-1835

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

MY CAR IS A TOYOTA 2006 MATRIX AWD. I WAS PULLING INTO MY DRIVEWAY TO PARK IN FRONT OF MY GARAGE. AND TOOK MY FEET OF THE ACCELERATOR PEDAL. BUT BEFORE I HAD ANY CHANCE TO REACT THE CAR JUST CONTINUED TO ACCELERATE UP MY DRIVE WAY AND CRASHED THROUGH MY GARAGE DOOR, CAUSING DAMAGE TO MY CAR, THE GARAGE DOOR, AND SOME DENTS TO MY OTHER CAR PARKED INSIDE. I HAVE ALWAYS PARKED MY CAR OUTSIDE ON THE DRIVE WAY, SINCE THERE ISN'T SPACE TO PARK 2 CARS IN MY GARAGE. I AM FAIRLY SAFE AND CAUTIOUS DRIVER. I TOOK MY CAR TO THE DEALER TO HAVE THEM TO TAKE A LOOK. MY 2006 TOYOTA MATRIX IS NOT IN THE RECALL LIST, AND THE SERVICING GUYS DIDN'T FIND ANYTHING WRONG WITH MY GAS PEDAL. I AM STILL CONCERNED THAT THERE MAY STILL BE A LURKING ISSUE WITH THE PEDAL OR THE ELECTRONIC SYSTEM THAT CAUSED THE UNINTENDED ACCELERATION. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310782  
**Date of Incident:** 20100116  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** MAHWAH, NJ  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED AS SHE WAS DRIVING 25MPH THE VEHICLE ACCELERATED. SHE DEPRESS THE BRAKES WITH BOTH FEET AND THE VEHICLE WOULD NOT STOP. SHE ALMOST CRASHED INTO ANOTHER VEHICLE. THIS FAILURE HAD HAPPEN AT LEAST THREE TIMES. THE VEHICLE WAS TAKEN TO THE DEALER, THEY REPAIRED THE FAILURE UNDER THE RECALL. THE CONTACT ALSO STATED THEY WILL NOT DRIVE THE CAR ANYMORE AND THE TOYOTA MANUFACTURER WILL NOT PURCHASE THE VEHICLE BACK. THE FAILURE MILEAGE WAS 4,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320135  
**Date of Incident:** 20100116  
**Vehicle:** 2004 TOYOTA SOLARA  
**Location of Incident:** RAPID CITY, SD  
**NHTSA Summary:**

TL - THE CONTACT OWNS A 2004 TOYOTA SOLAR. WHILE DRIVING 50 MPH NORMAL WEATHER CONDITIONS HE EXPERIENCED A SUDDEN BURST OF ACCELERATION. HE THEN ENGAGED THE BRAKES BUT IT DID NOT WORK IMMEDIATELY. THE VEHICLE WAS TAKEN TO DEALER AND THEY COULD NOT DUPLICATE PROBLEM. THE FAILURE MILEAGE WAS APPROXIMATELY 75,000. THE CURRENT MILEAGE WAS 87,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324441  
**Date of Incident:** 20100116  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** NAPLES, FL  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 TOYOTA CAMRY. WHILE MAKING A U-TURN AT 2 MPH ON THE GRASS, THE VEHICLE SUDDENLY ACCELERATED UNTIL THE BRAKES WERE APPLIED. THE VEHICLE HAD NOT BEEN REPAIRED AND THE PROBLEM HAD NOT RESURFACED

C-1836

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

WHEN THE COMPLAINT WAS FILED. THE FAILURE MILEAGE WAS APPROXIMATELY 35,000. THE CURRENT MILEAGE WAS 36,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10300346  
**Date of Incident:** 20100117  
**Vehicle:** 2002 TOYOTA SEQUOIA  
**Location of Incident:** LAKE ORION, MI

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A USED 2002 TOYOTA SEQUOIA SUV WHICH WAS PURCHASED IN 2005. HE STATED THAT THE VEHICLE WOULD ACCELERATE UNINTENTIONALLY WHILE IN THE PARK POSITION. THE RPM'S WOULD IDLE EXTREMELY HIGH AND THE VEHICLE WOULD ATTEMPT TO ACCELERATE. HE HAD TO DEPRESS THE BRAKE PEDAL HARD ENOUGH TO PREVENT THE VEHICLE FROM MOVING FORWARD. THERE WERE NO RECALLS DESCRIBING THE FAILURE. THE CONTACT WAS AWAITING REPAIRS. THE FAILURE AND CURRENT MILEAGES WERE 99,500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305498  
**Date of Incident:** 20100117  
**Vehicle:** 2000 LEXUS LX470  
**Location of Incident:** DEARBORN, MI

**NHTSA Summary:**  
SUDDEN ACCELERATION CAUSING VEHICLE & PROPERTY DAMAGE. VEHICLE ACTED ON OWN AND ACCELERATED, HAD APPLIED BRAKE HARD WITH NO EFFECT TO ACCELERATION (LIKE CRUISE CONTROL WAS APPLYING MAXIMUM ACCELERATION) AND WAS ABLE TO TURN KEY OFF BUT NOT BEFORE DAMAGING VEHICLE BUMPER, FENDER, TURN SIGNAL, ANTENNA, AND REAR BUMPER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307087  
**Date of Incident:** 20100117  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** WESTBOROUGH, MA

**NHTSA Summary:**  
DRIVING ON THE ROAD AND MY ACCELERATOR DIDN'T WORK. THE ENGINE WAS STILL ON BUT WHEN I PRESSED ON THE ACCELERATOR IT DIDN'T REGISTER THAT I WAS PRESSING THE FOOT. TOWED TO TOYOTA DEALER AND THEY SAID THAT SOME ECM-ENGINE CONTROL COMPONENTS WERE DEFECTIVE AND THEY REPLACED THE ENGINE COMPUTER. DIDN'T THINK IT NECESSARY TO DO A RECALL BECAUSE IT WAS ONLY IN SOME CARS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307362  
**Date of Incident:** 20100117  
**Vehicle:** 2008 TOYOTA HIGHLANDER HYBRID  
**Location of Incident:** COPLAY, PA

C-1837

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

I OWN A 2008 TOYOTA HYBRID HIGHLANDER. I HAVE EXPERIENCED A "LAG" BEFORE THE BRAKES KICK IN AND IT SEEMS LIKE THE CAR IS ACCELERATING AS I AM BRAKING. IT FEELS AS IF WHEN IT HAPPENS I AM HITTING THE BRAKE AND GAS PEDAL AT THE SAME TIME. IT IS SOMEWHAT FRIGHTENING. IT HAS HAPPENED AT LEAST 5 TIMES SINCE I HAVE OWNED THE CAR. I BELIEVE IT IS THE SAME ISSUE AS THE PREIUS. IT FEELS LIKE A BRIEF SURGE. PLEASE INVESTIGATE AS TOYOTA IS NOT RECALLING THE HYBRID HIGHLANDER. I BELIEVE IT IS THE SAME TECHNOLOGY AND ISSUE THE PREIUS IS EXPERIENCING

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315786  
**Date of Incident:** 20100117  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** LA CRESCENTA, CA

**NHTSA Summary:**  
MY 2005 TOYOTA CAMRY HAS HAD NO PROBLEMS AND HAS BEEN MAINTAINED AS RECOMMENDED FOR 5 YEARS UP TO THE DATE OF THE ACCIDENT WHICH OCCURRED ON JANUARY 17, 2010. I WAS PULLING INTO A PARKING SPOT AT APPROXIMATELY 1 MILE PER HOUR, LIGHTLY TOUCHED THE BRAKE AND INSTEAD OF STOPPING THE CAR LUNGED FORWARD (SELF-ACCELERATED) UP OVER A CONCRETE BLOCK, ONTO A SIDEWALK AND CAME TO A STOP WHEN IT HIT A HEAVY METAL RAILING. AN 8' SECTION OF THE RAIL WAS BROKEN OFF AND FELL 4' AWAY FROM THE CAR. I REPORTED THE ACCIDENT TO THE POLICE AND TO MY INSURANCE COMPANY. A TOW TRUCK DRIVER GOT THE CAR MOVED, CHECKED THE BRAKES - WHICH HE SAID WERE WORKING PROPERLY - AND SUGGESTED THAT THE ACCIDENT MAY HAVE BEEN CAUSED BY A STUCK THROTTLE. NEITHER THE FLOOR MATS OR THE GAS PEDAL CAUSED THE PROBLEM. THE DAMAGE TO THE CAR CAME TO \$2200.00 BUT NOTHING WAS DONE TO FIX THE PROBLEM BECAUSE TOYOTA HAS NOT RECALLED THIS YEAR VEHICLE AND THE FORENSIC MECHANIC WHO INSPECTED IT FELT THAT IT WAS A COMPUTER PROBLEM AND THE SOLUTIONS OFFERED BY TOYOTA WOULD NOT ADDRESS THE RANDOM ACCELERATION PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319949  
**Date of Incident:** 20100117  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CHESTER, VA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE DRIVER STATED THAT WHEN ACCELERATING ON THE INTERSTATE AT APPROX 35 MPH, THE VEHICLE SEEMED AS IF THE CRUISE CONTROL ACTIVATED (IT DID NOT BUT SEEMED AS THOUGH) AND ACCELERATED UP TO 95 MPH. THE DRIVER PULLED THE ACCELERATOR PEDAL UP WITH HER FOOT. THE CONTACT TOOK THE VEHICLE TO THE DEALERSHIP AND THE DEALER REPROGRAMMED THE COMPUTER TO OVERRIDE THE ACCELERATOR IF THE BRAKE PEDAL WAS DEPRESSED. THE CONTACT HAD NOT CALLED THE MANUFACTURER TO DATE. THE CONTACT FELT THAT THE ACCELERATION ISSUE WAS ELECTRONIC. THE CURRENT MILEAGE WAS APPROXIMATELY 45,140. THE FAILURE MILEAGE WAS APPROXIMATELY 44,000-BK

**Additional Summary:**

C-1838

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10300319  
**Date of Incident:** 20100118  
**Vehicle:** 2008 LEXUS IS F  
**Location of Incident:** KAYSVILLE, UT

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 LEXUS IS-F. THE VEHICLE ACCELERATED AND CRASHED INTO A GARAGE DOOR AT A LOCAL SHOP. WHEN THE CONTACT ATTEMPTED TO ENGAGE THE BRAKE PEDAL TO STOP THE VEHICLE THE BRAKES WERE LOCKED. THE CONTACT WAS FORCED TO SHIFT INTO NEUTRAL GEAR TO STOP THE VEHICLE. THE CONTACT CALLED THE MANUFACTURER REGARDING THIS VEHICLE AND THEY HAD THE VEHICLE TOWED TO A DEALER TO DIAGNOSE THE FAILURE. THE CONTACT HAS REQUESTED THAT THE MANUFACTURER BE RESPONSIBLE FOR THE REPAIRS OF THE VEHICLE AND THE GARAGE DOOR. THE FAILURE MILEAGE WAS 8900.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301887  
**Date of Incident:** 20100118  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** LEE SUMMIT, MO

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA SIENNA. THE CONTACT WAS DRIVING APPROXIMATELY 10 MPH INTO THE RESIDENCE GARAGE. THE DRIVER APPLIED PRESSURE TO THE BRAKE PEDAL, FOLLOWED BY AN INTENDED ACCELERATION. SUDDENLY, THE VEHICLE CRASHED INTO THE GARAGE WALL. THERE WERE NO PERSONAL INJURIES. THE LICENSE PLATE WAS DAMAGED. THE VEHICLE HAS NOT BEEN INSPECTED FOR THE MALFUNCTION. THE VIN WAS UNAVAILABLE. THE FAILURE MILEAGE WAS 78,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304671  
**Date of Incident:** 20100118  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** ELLICOTT CITY, MD

**NHTSA Summary:**  
ON NUMEROUS OCCASIONS THIS VEHICLE STUDDERS WHEN MERGING ON TO TRAFFIC. ON THIS SPECIFIC INSTANCE I WAS MERGING FROM FROM TURN IN LANE. THE THROTTLE WAS SLOW TO RESPOND AFTER DEPRESSING THE ACCELERATOR PEDAL 3/4 OF THE WAY. THEN IT JUMPED/LURCHED FORWARD. I WAS NEARLY HIT BUT THE TRAFFIC COMING UP FROM BEHIND. THIS HAS OCCURED ON MULTIPLE OCCAIONS IN THE PAST, BEGINNING WITH 20000 MILES ON THE CAR. HAD BROUGHT IT TO THE DEALER'S ATTENTION IN THE PAST AND WAS TOLD THAT THIS IS A "DESIGN FEATURE" OF THE ELECTRONIC THROTTLE. THEY SEEMED TO BE AWARE OF THE PROBLEM BUT COULD NOT OFFER ANY SOLUTION. THE ECM WAS REPROGRAMMED ONCE UNDER WARRANTY BUT THAT ALSO DID NOT SOLVE THE PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310200  
**Date of Incident:** 20100118

C-1839

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** BLUE BELL, PA

**NHTSA Summary:**  
SUDDEN ACCELERATION OF A 2007 TOYOTA RAV-4. HAS HAPPEND THREE TIMES, THIS IS THE LATEST INCIDENT; HAS HAPPENED AFTER GOING OVER A VERY SMALL BUMP IN THE ROAD AT LESS THAN 10 MILES PER HOUR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100118  
**Date of Incident:** 20100118  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** MORENO VALLEY, CA

**NHTSA Summary:**  
**Additional Summary:**  
On January 18, 2010 while traveling in extremely heavy rain on a San Diego freeway, my car accelerated twice for no reason. I was traveling at about 50 mph. My vehicle accelerated, on its own, to about 63 mph (or at least that was what was showing at the time I looked at it when I noticed the car speeding up). It scared me and I immediately lifted my foot from the pedal. My vehicle slowed back down 50 mph and I maintained at that speed for awhile. About 10 minutes later I needed to speed up again and the same thing repeated itself. I then found that my vehicle didn't do it again if I kept it under 50-55 mph. I reached my destination about 30 minutes later. Since I was following my boyfriend, Mike Bass, to our location, I mentioned it to him because I was concerned I was going to be making a 100 mile drive shortly thereafter. The vehicle sat in the rain for about 2 hours before I proceeded on a 100 mile journey. By this time the rain had stopped and the freeway heading to the Inland Empire was relatively dry with no more rain. I felt safe driving home. Since that day my vehicle has only done it one other time. Again, it was in heavy rain. At the time of the acceleration and knowing about Toyota's thoughts about floor mats, that was the first thing I checked when the acceleration took place. Be assured that my floor mat was not the problem.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313056  
**Date of Incident:** 20100118  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** CARO, MI

**NHTSA Summary:**  
APPROACHING STATE HWY. IN CRUISE, ASSUMED STOP AREA WOULD BE SLIPPERY AS IT SOMETIMES IS IN THE WINTER. TAPPED BRAKES TO DISABLE CRUISE, APPLIED BRAKES, KEPT RIGHT ON GOING & ENDED IN THE DITCH ACROSS THE HWY. WAS LUCKY THAT THERE WAS NO COLLISION. CAN'T REMEMBER IF THE MOTOR WAS RACING AT THE TIME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314868  
**Date of Incident:** 20100118  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** ENOSBURG FALLS, VT

**NHTSA Summary:**  
COMPLETE BRAKE FAILURE (14 MONTHS WORTH) AND ACCELERATION OVER 85-95 MPH (WITH COMPLETE BRAKE FAILURE). I WAS INJURED AT THE TIME OF THE ACCELERATION INCIDENT AND THE BRAKES FAILED COMPLETELY. IT OCCURRED ON JANUARY 18TH, 2010. THE CAR ACCELERATED TO 85-95 MPH, AND THE PEDAL STUCK. I HAD COMPLETE BRAKE FAILURE. I DID NOT KNOW WHAT TO DO, AND CALLED MY WORK. THEY TOLD ME TO

C-1840

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

STICK THE CAR INTO NEUTRAL, AND THEY CONNECTED ME TO 911. I WAS INJURED AS MY CHEST HIT THE STEERING WHEEL SEVERAL TIMES. I AM RESUBMITTING THIS COMPLAINT ON THE 2009 COROLLA I OWNED AS IT LOOKS LIKE THE BRAKE FAILURE ISSUE I FILED WITH YOUR AGENCY WAS NEVER INVESTIGATED. I LOOKED UP THE ODI NUMBER TODAY, AND NOTHING WAS REPORTED ON IT FOR FOLLOWUP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316295  
**Date of Incident:** 20100118  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** YULEE, FL  
**NHTSA Summary:**

TWICE MY 2007 CAMRY ACCELERATED WITHOUT WARNING AND ALMOST CAUSED CRASHES. COMPLAINED TO TOYOTA AND TOOK THE CAR IN WAS TOLD MINE WAS NOT PART OF THE RECALL!!!! BASCIALLY TOLD THEIR WAS NOTHING THEY COULD DO FOR ME. IT WAS SAID IT WAS PROBABLY MY AFTERMARKET MATS. WELL I NEVER MOVED MY MATS AND ONCE I FINALLY SHUT THE ENGINE OFF WHILE IN PARK ( AT 5RPM.S ) THE CAR RESET. MY MATS WERE NOW WHERE NEAR THE PEDAL. !!!!!!!!!!!!! AND THE CAR STARTED UP JUST FINE . SOUND LIKE A COMPUTER PRBLEM. OUR CAR HAS NEVER SHIFTED PROPERLY FROM THE DAY WE TOOK IT OFF THE LOT. IT IS LIKE HESITANT AND WONT RESPOND NORMALLY , AGAIN LIKE A COMPUTER MALFUNCTION. WHEN YOU PRESS THE GAS IT JURKS YOU AND DOESNT SHIFT PROPERLY . I DONT FEEL SAFE IN MY VEHICLE AND I AM LEFT IN LIMBO . I HAVE TO USE MY CAR AND I HAVE 3 CHILDREN. LISTENING TO THE STORIES AND HAVING IT HAPPEN TO ME PERSONALLY I AM DEEPLY TROUBLED THAT NOTHING HAS BEEN SOLVED FOR MY CAR AS WELL AS OTHERS . AGAIN MY CAR IS NOT PART OF THEIR RECALL PLEASE TAKE CAREFUL NOTE IN THIS PIECE OF INFORMATION, BECAUSE TWICE MY CAR WOULDN'T STOP AND I AM TOLD THEIR IS NOTHING THEY CAN DO FOR ME BECAUSE MY CAR IS NOT IN THE RECALL. PLEASE HELP US . MRS VOSS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301982  
**Date of Incident:** 20100119  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** MARIETTA, GA  
**NHTSA Summary:**

STICKING GAS PEDAL ON MY 2009 TOYOTA CAMRY HYBRID. CAUSED UN-INTENDED ACCELERATION AN ALMOST AN ACCIDENT AS I WAS CROSSING A DIVIDED HIGHWAY NEAR MY HOME. THIS SITUATION HAS HAPPENED TO ME AT LEAST 6 TIMES IN THE LAST 2-3 MONTHS. THE PROBLEM APPEARS TO BE HAPPENING MORE FREQUENTLY, WHERE THE GAS PEDAL SUDDENLY STICKS AND THE CAR RACES OUT OF CONTROL. I FEEL THE CARS IS UNSAFE TO DRIVE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304941  
**Date of Incident:** 20100119  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** WEST BABYLON, NY  
**NHTSA Summary:**

C-1841

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PROBLEMS WITH 20006 TOYOTA AVALON: ON NUMEROUS OCCASIONS, THE CAR HAS ACCELERATED SPONTANEOUSLY AND THE BRAKES HAVE NOT STOPPED THE CAR WHEN THE BRAKE PEDAL WAS DEPRESSED. LUCKILY, NO ACCIDENTS YET. RECENT PROBLEMS WITH ENGINE MALFUNCTION AND VEHICLE STABILITY CONTROL MALFUNCTION. TOYOTA DEALER DENIED ANY PROBLEMS, EXCEPT FOR "SPARK PLUGS" AND OIL LINE DEFECT. DEALER DENIED CAR WAS ON RECALL LIST. COMPLAINED THAT I WAS NEVER NOTIFIED ABOUT THE MAT, GAS PEDAL OR OTHER RECALL. DEALER DENIED THAT CAR WAS ON RECALL LIST. DEALER CHARGED \$1,100.00 (4 TIRES INCLUDED) FOR WORK. ONGOING PROBLEM SINCE CAR WAS PURCHASED. GAS CAP IS DIFFICULT TO REPLACE AFTER FILL-UP. CHECK ENGINE LIGHT COMES ON IF CAP IS NOT "CLICKED" SEVERAL TIMES. CAR MUST BE TAKEN TO DEALER TO BE TURNED OFF. IT WILL NOT GO OFF EVEN IF GAS CAP IS ON PROPERLY. DEALER CHARGED \$135.00 FOR EACH TIME. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304873  
**Date of Incident:** 20100119  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** ASHEVILLE, NC  
**NHTSA Summary:**

WHILE DRIVING MY 2005 TOYOTA TACOMA TRUCK, I APPROACHED A STOP SIGN AND APPLIED PRESSURE TO THE BRAKES. INSTEAD OF SLOWING DOWN, THE TRUCK SUDDENLY ACCELERATED. TO AVOID HITTING A CAR IN FRONT OF ME, I SWERVED INTO A YARD AND PUT THE TRUCK INTO NEUTRAL. THIS ENABLED ME TO BRING THE TRUCK TO A COMPLETE STOP. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310734  
**Date of Incident:** 20100119  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** VERO BEACH, FL  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA PRIUS. THE CONTACT WAS DRIVING APPROXIMATELY BETWEEN 25-30 MPH ON NORMAL ROAD CONDITIONS, PROCEEDING TO A TRAFFIC STOP SIGNAL. THERE WAS PRESSURE APPLIED TO THE BRAKE PEDAL HOWEVER THE ACCELERATION INCREASED. THE VEHICLE FAILED TO SLOW DOWN AND CRASHED INTO THE PASSENGER SIDE REAR OF AN OPPOSING VEHICLE. THE POLICE WAS CALLED TO THE SCENE. THERE WERE NO PERSONAL INJURIES. THE CONTACT'S VEHICLE WAS TOWED TO AN AUTHORIZED DEALER FOR BODY DAMAGE REPAIRS. THE CAUSE OF FAILURE HAS NOT BEEN DETERMINED AT THIS TIME. THE FAILURE MILEAGE WAS 11,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312125  
**Date of Incident:** 20100119  
**Vehicle:** 2008 LEXUS RX350  
**Location of Incident:** NORTH BETHESDA, MD  
**NHTSA Summary:**

2008 LEXUS RX 350 WITH SEVERAL PROBLEMS INCLUDING STICKY ACCELERATOR WHICH CAUSED HESITATION AND THEN A SURGE AND RELATED SENSOR PROBLEM. CONSUMER STATED THAT THE WARNING LIGHTS ILLUMINATED AND THE VEHICLE SURGED

C-1842

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FORWARD. WHEN TAKEN TO THE DEALER, THE WARNING LIGHTS WENT OFF. \*KB THERE WAS A LOOSE WIRE BETWEEN EAL12 PIN AND GENERAL INSTABILITY WITH SENSORS AND VARIOUS TROUBLE LIGHTS INCLUDING THE CHECK ENGINE LIGHT, VSC AND LOSS OF CRUISE CONTROL. A CODE DIAGNOSED A PROBLEM AS ACCELERATION POSITION SENSOR SWITCH MALFUNCTION, WHICH SEEMED TO BE ASSOCIATED WITH THE WARNING LIGHTS FOR THE CHECK ENGINE, VSC AND SKID. THE CONSUMER STATED THE VEHICLE LOST POWER AND SIGNIFICANT USE OF THE ACCELERATOR WHILE DRIVING 70 MPH. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316140  
**Date of Incident:** 20100119  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** LOS ANGELES, CA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA PRIUS. ON JANUARY 19, 2010 WHILE DRIVING APPROXIMATELY 65 MPH AND APPLYING THE BRAKES TO SLOW DOWN WITH TRAFFIC FLOW THE BRAKES FAILED TO RESPOND. THE VEHICLE RESPONDED AS IF HE WAS STEPPING ON THE ACCELERATOR PEDAL. HE WAS ABLE TO CHANGE LANES AND AVOID A COLLISION. HE DID NOT TAKE THE VEHICLE TO THE DEALER, BECAUSE HE THOUGHT IT WAS DRIVERS ERROR. THE FAILURE MILEAGE WAS 19,000 AND THE CURRENT MILEAGE WAS 20,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100119  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:**  
**NHTSA Summary:**

**Additional Summary:**  
Hertz rental - Toyota involved in crash with Honda - Vehicle #1 (Toyota) was traveling on Hunting Road. In an attempt to make a left it failed to yield to vehicle #2 (Honda). Both vehicles collided.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301796  
**Date of Incident:** 20100120  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CHICAGO, IL  
**NHTSA Summary:**

WHEN PARALLEL PARKING (BACKING-UP) ON A CITY SIDE STREET, CAR SUDDENLY ACCELERATED, JUMPING THE CURB AND, LUCKILY, CRASHING INTO A TREE. REAR END DAMAGE ESTIMATED AT \$10,000. THIS '09 CAMRY PURCHASED ONLY 7 MONTHS AGO, HAD LESS THAN 10,000 MILES ON IT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303355  
**Date of Incident:** 20100120  
**Vehicle:** 2002 TOYOTA CAMRY  
**NHTSA Summary:**

C-1843

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** FAIRFAX, VA  
**NHTSA Summary:**

SUDDEN ACCELERATION--WHEN PULLING INTO A PARKING SPOT WITH THE CAR NEARLY STOPPED, IT SUDDENLY MADE A LOUD RACING NOISE AND ACCELERATED OVER TWO CEMENT PARKING SPACE CURBS. THE CAR LANDED IN THE ADJACENT PARKING LANE AND THE DRIVER WAS ABLE TO STOP IT IN ABOUT 3 CAR LENGTHS. DRIVER HAD FOOT ON BRAKE AND WAS NEARLY STOPPED WHEN SUDDEN ACCELERATION OCCURRED. THE CAR HAD ACCESSORY WINTER FLOOR MATS. HOWEVER, THE MAT WAS NOT NEAR GAS PEDAL. VIN NUMBER STARTS WIT A "J" INDICATING IT WAS BUILT IN JAPAN. TOYOTA MECHANIC FOUND "ENGINE SPLASH AND DRIVER FRONT FENDER LINER RIPPED LOOSE, DRIVER SIDE SUBFRAME SCRATCHED AND DENTED (COSMETIC), DRIVER FRONT FENDER LINER RUBBING TIRE CAUSING NOISE. NOTHING WAS DONE TO ADDRESS ACCELERATION PROBLEM WHEN INITIALLY TAKEN TO TOYOTA SERVICE CENTER. AFTER EXPRESSING CONCERNS, SERVICE DIRECTOR CALLED AND SAID THAT HE WOULD DO AN ACCELERATION TEST ON THE CAR. CAR WAS REPAIRED AT TOYOTA DEALER AND INDEPENDENT BODY SHOP. THE SUDDEN ACCELERATION PROBLEM HAS OCCURRED ONLY ONCE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303777  
**Date of Incident:** 20100120  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** OCEAN SPRINGS, MS  
**NHTSA Summary:**

GOING UP HILL ON HWY 24 LEAVING GEO INTO TN IN RAIN AT 55 MPH AND TOOK FOOT OF GAS PEDAL IT DID NOT SLOW DOWN. I DRIVE A 2005 TOYOTA HIGHLANDER. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305348  
**Date of Incident:** 20100120  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** ROTONDA WEST, FL  
**NHTSA Summary:**

WHILE TURNING OFF FOUR LANE ROAD ONTO FRONTAGE ROAD WITH FOOT ON BRAKE PEDAL MY CAR SUDDENLY STARTED ACCELERATING. I APPLIED MORE PRESSURE ON THE PEDAL QUICKLY AND GOT A SORT OF CLUNKING SOUND AND THE CAR RETURNED TO NORMAL DRIVING SPEED?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306584  
**Date of Incident:** 20100120  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** ROCHESTER, NY  
**NHTSA Summary:**

STICKING ACCELERATOR ON 2001 TOYOTA CAMRY.

**Additional Summary:**

**Toyota ID Number:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1844

**NHTSA ODI Number:** 10306446  
**Date of Incident:** 20100120  
**Vehicle:** 2007 LEXUS RX400H  
**Location of Incident:** JACKSON, WY

**NHTSA Summary:**  
I RECENTLY PURCHASED A USED 2007 LEXUS RX 440H WITH 22,000 MILES ON THE ODOMETER. IMMEDIATELY (AND SEVERAL WEEKS PRIOR TO LEARNING OF POTENTIAL TOYOTA AND LEXUS ACCELERATION AND BRAKING ISSUES) I NOTED THAT WHEN BRAKING FROM A LOW SPEED, SAY 20 MPH AT A STOP SIGN, THE BRAKES WOULD INITIALLY TAKE HOLD IN A NORMAL MANNER AND THEN, FOR A VERY BRIEF TIME, IT FELT AS IF THE CAR WAS SLIDING, THEN THE BRAKES WOULD CONTINUE TO TAKE HOLD AND BRING THE CAR TO A NORMAL STOP. TYPICALLY THIS HAS OCCURRED ON A SNOWY OR IGY SURFACE, BUT I HAVE NOT DETECTED THE ABS KICKING IN AT ANY TIME. THE ABS HAS OPERATED NORMALLY UNDER OTHER CIRCUMSTANCES. AT FIRST I ATTRIBUTED THIS TO THE HYBRID TECHNOLOGY AND REGENERATIVE BRAKING SYSTEM ON THE CAR. HOWEVER, IT NOW SOUNDS EXACTLY LIKE THE EXPERIENCE THOSE DRIVING PRIUS AND LEXUS 250H AUTOMOBILES HAVE DESCRIBED THAT HAS BEEN REPORTED IN THE MEDIA. THIS BRAKING ANOMALY OCCURS EXACTLY THE SAME WAY EVERY TIME IT OCCURS AND IT OCCURS FREQUENTLY. SO FAR I HAVE OWNED THE VEHICLE FOR LESS THAN ONE MONTH.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308332  
**Date of Incident:** 20100120  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**  
I HAVE A 2005 TOYOTA SIENNA AND IT ALSO HAS ACCELERATION PROBLEMS LIKE THE ONES LISTED BY TOYOTA. THE CAR JUMPS SPEED ALL OF A SUDDEN. I THINK THEY SHOULD BE LOOKED AT FOR SAFETY REASONS ALSO CONSIDERING MANY PEOPLE TAKE KIDS IN THESE VANS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308507  
**Date of Incident:** 20100120  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** DAMASCUS, MD

**NHTSA Summary:**  
ON 01-20-10, THIS CUSTOMER STATES AFTER USING CRUISE CONTROL AT APPROX 70 MPH AND COMING UP ON SOME OTHER VEHICLES, APPLYING THE BRAKE TO BEGIN SLOWING DOWN. ONCE THE ROAD WAS CLEAR, I REUSED THE CRUISE CONTROL BY PRESSING THE RESUME SWITCH. THE VEHICLE BEGAN TO ACCELERATE PAST 70 MPH AND CONTINUED TO ABOUT 85 MPH BEFORE I APPLIED THE BRAKE AND CANCELED THE RESUME FUNCTION. I BELIEVE THE VEHICLE WOULD HAVE CONTINUED IF THE BRAKE WAS NOT APPLIED. ON 02-05-10 FITZGERALD TOYOTA CK THE VEHICLE, NO PROBLEM FOUND. MY VEH IS A 08 TOYOTA AVALON

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314320/10318716

C-1845

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100120  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** HENDERSON, NV

**NHTSA Summary:**  
ODI 10314320  
SIO APPROPRIATE HANDLING RE TOYOTA VEHICLES SUDDEN ACCELERATION PROBLEM, OWNER OF 2009 CAMRY XLE EXPERIENCE SUDDEN ACCELERATION FWD COPIES OF LTRS DATED 2/3/10, 1/29/10, 1/25/10. \*TGW THE CONSUMER STATED THE GAS PEDAL BECAME STUCK IN A DOWN POSITION. IN ORDER TO STOP THE VEHICLE FROM ACCELERATING FURTHER, THE CONSUMER PLACED HER RIGHT FOOT UNDER THE GAS PEDAL AND PUSHED IT UP 3-4 TIMES TO TRY TO RELEASE IT AND WAS FINALLY SUCCESSFUL. THERE WERE NO FLOOR MATS IN THE VEHICLE. THE MATS WERE REMOVED 3-4 MONTHS AGO. \*JB

ODI 10318716

I WAS DRIVING MY 2009 TOYOTA CAMRY XLE ON A LAS VEGAS STREET ON JANUARY 20, 2010 GOING 40-45 MILES AN HOUR WHEN IT SUDDENLY ACCELERATED ON ITS OWN. I ATTEMPTED TO SLOW DOWN BY PUTTING MY FOOT UNDER THE GAS PEDAL AND AFTER THE 4TH TRY, IT WORKED AND STARTED TO SLOW DOWN. IT IS ONE OF THE YEARS AND MODELS RECALLED BY TOYOTA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314083  
**Date of Incident:** 20100120  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** RUNNEMEDE, NJ

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2010 TOYOTA PRIUS HYBRID. HE STATED THAT WHEN THE GASOLINE ENGINE WAS ENGAGED IN ANY GEAR, INCLUDING THE PARK POSITION, THE VEHICLE WOULD SURGE. HE ALSO STATED THAT UPON TURNING THE GASOLINE ENGINE OFF, THE VEHICLE WOULD MOMENTARILY ROLL BACKWARDS. THIS WOULD OFTEN OCCUR WHILE ANY ELECTRICAL COMPONENT OF THE VEHICLE WAS UTILIZED, TO INCLUDE THE HEATER, DEFROST AND RADIO. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY COULD NOT DUPLICATE THE FAILURE. THE DEALER STATED THAT THE VEHICLE WAS OPERATING AS IT WAS DESIGNED. THERE WERE NO REPAIRS MADE TO THE VEHICLE TO DATE. THE FAILURE MILEAGE WAS 200 AND THE CURRENT MILEAGE WAS 1,398.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314140  
**Date of Incident:** 20100120  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**  
MY 2010 PRIUS HYBRID ACCELERATES FROM ELECTRIC TO FUEL MODE ON ITS OWN. I HAVE TAKEN IT TO TOYOTA DEALERSHIP 2 TIMES FOR PROBLEM. TOYOTA SERVICEMEN STATES IT WILL OCCASIONALLY DO THAT DEPENDING ON THE MODE THE VEHICLE IS IN. I FIND IT TO BE VERY DANGEROUS AS I DO NOT HAVE CONTROL WHEN IT WILL HAPPENS. SERVICEMEN ALSO SAID THAT IS WHY THERE IS AN ALARM BEEPING TO LET DRIVER KNOW IT IS BACKING UP. THAT DOESN'T MAKE SENSE THE ALARM IS NOT GOING TO CONTROL THE MODE THE VEHICLE IS IN. IT IS A SAFETY ISSUE SEVERAL TIMES I HAVE ALMOST HIT OTHER VEHICLES OR PEDESTRIANS WHEN BACKING UP. I NOW TRY NOT TO

C-1846

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

USE REVERSE TO AVOID A POSSIBLE ACCIDENT. PLEASE LET ME KNOW IF OTHER VEHICLES HAVE SIMILAR PROBLEMS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318023  
**Date of Incident:** 20100120  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** AMHEST, NY

**NHTSA Summary:**  
I OWN A 2006 TOYOTA TUNDRA TRUCK. I HAVE HAD TWO INCIDENTS WHERE THE ACCELERATOR HAS STUCK. BRAKING DID NOT SLOW DOWN THE ACCELERATION. I WAS ALMOST INVOLVED IN AN ACCIDENT AND ALMOST WENT THROUGH MY GARAGE DOOR. I TOOK THE TRUCK TO DEALER WHO SAID THERE WAS NO PROBLEM. THE TRUCK IS NOT CURRENTLY ON RECALL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318461  
**Date of Incident:** 20100120  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** MORENO VALLEY, CA

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATED THAT HER VEHICLE ACCELERATED WITHOUT WARNING AND SHE WOULD HAVE DIFFICULTY KEEPING THE VEHICLE UNDER CONTROL. THE ISSUE OCCURRED ON THREE DIFFERENT OCCASIONS. AFTER THE FIRST TWO FAILURE, SHE TOOK THE VEHICLE TO THE DEALERSHIP AND WAS TOLD THAT THE FLOOR MAT WAS THE CAUSE. LATER, SHE TOOK THE VEHICLE BACK TO THE DEALERSHIP FOR RECALL 10V017000 AND THE REPAIR WAS PERFORMED. HOWEVER, SHE STILL NOTICED SUDDEN ACCELERATION. SHE HAD TO PRESS HARD ON THE BRAKE PEDAL TO STOP THE VEHICLE. SHE HAD NOT SPOKEN WITH THE MANUFACTURER TO DATE. THE VEHICLE HAD NOT BEEN REPAIRED AGAIN AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS APPROXIMATELY 4,700. THE FAILURE MILEAGE WAS APPROXIMATELY 700-BK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318461  
**Date of Incident:** 20100120  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** PALM BEACH GARDENS, FL

**NHTSA Summary:**  
MR. JENNINGS WRITES "JANUARY 20, 2010 MY CAR WAS PARKED IN MY DRIVEWAY. WEATHER CLEAR AND DRY. AT 4:30 PM I DECIDED TO PUT MY 2008 TOYOTA AVALON WITH 14,000 MILES INTO MY GARAGE WHICH WAS ABOUT 4 FT AWAY. I KEPT MY FOOT ON THE BRAKE PEDAL AS I ALWAYS DID BECAUSE I DID NOT NEED THE GAS PEDAL BECAUSE THE CAR WOULD MOVE WITH THE START UP SPEED WITHOUT ANY ACCELERATION ON MY PART. THE ENGINE ROARED AND VIOLENTLY SHUDDERED AS THE CAR COVERED THE APPROX 30 FEET TO PARK. THE CAR STRUCK FURNITURE AND SMASHED IT AGAINST THE WALL AS IT STRUCK THE BACK WALL. THE HOOD FLEW LUP AS THE FRONT PART OF THE CAR WAS DEMOLISHED. MY USAA INSURANCE HAD AN

C-1847

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INVESTIGATOR ESTIMATE THE DAMAGE AT \$6,000. I HAD APPLIED THE BRAKES WITH NO EFFECT. I TRY TO PUT THE CAR IN NEUTRAL BUT IT VIOLENTLY FLEW BACK OUT OF THE GARAGE LEAVING BRAKE/ACCELERATION MARKS ON THE DRIVEWAY.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301790  
**Date of Incident:** 20100121  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** ITHACA, NY

**NHTSA Summary:**  
REFERRING TO THE JANUARY 21, 2010 TOYOTA RECALL OF CERTAIN LATE MODEL VEHICLES DUE TO A ACCELERATOR PEDAL ... I AM THE ORIGINAL OWNER OF A 2007 TOYOTA TUNDRA WITH APPROXIMATELY 41K MILES. I HAVE EXPERIENCED VEHICLE BEHAVIOR CONSISTENT WITH THAT RESULTING FROM A STUCK ACCELERATOR ... BOTH IN FORWARD AND REVERSE ... ON AT LEAST THREE OCCASIONS. AFTER READING OF TOYOTA'S RECALL, I CONTACTED THE PHONE NUMBER ON TOYOTA'S WEB SITE AND THEIR REPRESENTATIVE DENIED THAT THERE WAS A RECALL. ANOTHER TOYOTA REPRESENTATIVE WAS AWARE OF THE RECALL AND PROVIDED THE NAME OF A LOCAL DEALER ... THEIR SERVICE MANAGER ALSO DENIED THAT THERE WAS A RECALL EVEN WHEN I READ THE RECALL NOTICE FROM THE TOYOTA'S WEB SITE! SHE EVEN TRIED TO CONVINCE ME THAT I HAVE A MECHANICAL PROBLEM AND WOULD HAVE TO PAY TO HAVE MY VEHICLE FIXED! THIS LACK OF INTERNAL COMMUNICATION IS UNACCEPTABLE! \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301693  
**Date of Incident:** 20100121  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** GARDNER, MA

**NHTSA Summary:**  
MY 2008 TOYOTA PRIUS SUDDENLY & UNEXPLAINABLY ACCELERATED. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10301892  
**Date of Incident:** 20100121  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** SALISBURY, NC

**NHTSA Summary:**  
I HAVE A 2005 TOYOTA AVALON. ON AT LEAST THREE OCCASIONS, I HAVE BEEN INVOLVED WITH EXTREME ACCELERATION PROBLEMS WITH MY VEHICLE. I HAVE BEEN UNABLE TO STOP THE CAR ALTHOUGH I WAS APPLYING THE BRAKES. THIS WAS EXTREMELY FRIGHTENING TO ME AND CAUSED MY BOLD PRESSURE TO RISE SEVERELY...THE SECOND INCIDENT WAS REPORTED DIRECTLY TO THE SAFETY DEPARTMENT OF TOYOTA. ON DECEMBER 28TH, 2009. NOTHING WAS DONE TO CORRECT THE PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302973

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1848

**Date of Incident:** 20100121  
**Vehicle:** 1999 TOYOTA SIENNA  
**Location of Incident:** ANNAPOLIS, MD

**NHTSA Summary:**  
I AM REPORTING ANOTHER TOYOTA STICKY ACCELERATOR PEDAL... OUR 1999 SIENNA MINIVAN HAS HAD 3 INCIDENTS OF STUCK ACCELERATOR, THE MOST RECENT WAS JAN. 21, 2010. I BELIEVE IT HAS BECOME "STUCK" BETWEEN 40 AND 45MPH. OTHER INCIDENTS WERE IN SUMMER (CANNOT REMEMBER DATE) AND OCTOBER 2009. THE 1ST INCIDENT WAS BRIEF AND CORRECTED QUICKLY BY PUSHING DOWN ON THE PEDAL TO "FREE IT", THE 2ND INCIDENT REQUIRED BRAKING AND PUTTING THE CAR IN NEUTRAL AND SHOVING THE PEDAL WITH MY FOOT TO THE LEFT AND RIGHT TO FREE IT UP. I WAS ABLE TO DRIVE THE CAR TO THE SHOULDER, TURNED THE CAR OFF AND THEN THE PEDAL SEEMED TO WORK OK, ALTHOUGH A BIT SLUGGISH RESPONSE. OUR MECHANIC FIXED THE THROTTLE BODY AND THE CAR HAS NOT HAD ANOTHER INCIDENT UNTIL LAST WEEK. THE MOST RECENT INCIDENT WAS MORE HARROWING IN THAT THERE WAS NOT MUCH ROOM TO MANEUVER THE CAR SINCE WE WERE HEADED FOR LOTS OF CARS STOPPED AT A TRAFFIC LIGHT. I TRIED TO SLOW THE CAR BY BRAKING HARD WITH THE LEFT FOOT AND SHOVING THE ACCELERATOR PEDAL DOWN AND SIDE TO SIDE WHILE IN NEUTRAL BUT THIS DID NOT WORK QUICKLY LIKE THE OCTOBER INCIDENT. I WAS ABLE TO PULL OVER TO A SHOULDER BEFORE CRASHING BUT IT TOOK MUCH LONGER FOR THE CAR TO STOP THIS TIME, AND I ACTUALLY THREW THE CAR IN PARK TO STOP THE CAR! I TURNED OFF THE CAR AND AFTER A FEW MINUTES, WAS COMPOSED ENOUGH TO DRIVE IT. OUR DEALER WILL CHECK THE CAR JAN 29. THE FLOOR MAT DOES NOT APPEAR TO BE INVOLVED JAMMING INTO THE PEDAL, SO IT IS PROBABLY A MECHANICAL "CATCH" THAT IS GETTING HUNG UP WHEN THE PEDAL IS DOWN A CERTAIN DISTANCE. WE THOUGHT THE SAFETY GURUS WOULD WANT TO KNOW. LUCKILY NO CRASHES HAVE OCCURRED YET! \*TW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303301  
**Date of Incident:** 20100121  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** DAVIS, CA

**NHTSA Summary:**  
I WAS TRAVELING WESTBOUND ON I-80 AT APPROXIMATELY 55-60 MILES PER HOUR DURING LIGHT RAIN. I TOOK MY FOOT OFF THE GAS PEDAL BUT THE CAR CONTINUED TO ACCELERATE. I PUSHED THE BRAKE PEDAL A FEW TIMES, BUT THE BRAKING SYSTEM WAS NON-RESPONSIVE. I REALIZED I WOULD SOON BE APPROACHING THE CAR AHEAD OF ME, SO I LOOKED IN MY MIRRORS AND OVER BOTH SHOULDERS TO DETERMINE THE LOCATIONS OF OTHER VEHICLES. I WANTED TO CHANGE LANES SO THAT I HAD MORE TIME TO ATTEMPT OTHER CORRECTIVE ACTIONS. WHEN I BEGAN THE LANE CHANGE AND WHILE MY VEHICLE WAS CONTINUING TO ACCELERATE, THE VEHICLE SPUN OUT AND I HIT THE CENTER DIVIDE HEAD-ON. THE ACCIDENT STALLED THE MOTOR. A HIGHWAY PATROL OFFICER ARRIVED ON SCENE, BUT AFTER ARRIVING HAD TO LEAVE TO GO TO A MAJOR-INJURY CRASH. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316962  
**Date of Incident:** 20100121  
**Vehicle:** 2008 TOYOTA 4RUNNER  
**Location of Incident:** DELTONA, FL

C-1849

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
STARTED MY 2008 TOYOTA 4RUNNER. NEVER TOUCHED THE ACCELERATOR PEDAL. ENGINE RACED UNCONTROLLABLY TO AROUND 7-8000 RPM AND SHUDDERED TERRIBLY. IMMEDIATELY TURNED THE ENGINE OFF AND THEN TRIED IT AGAIN. DID SAME THING. TOOK VEHICLE TO THE DEALERSHIP WHERE THEY SAID THEY COULDN'T DUPLICATE THE SYMPTOMS AND SAID THERE WEREN'T ANY CODES STORED IN THE COMPUTER. WAS TOLD THEY WOULD CALL TOYOTA TECHNICAL TO REPORT ISSUE. NEVER HAVE BEEN CONTACTED. THIS INCIDENT ONLY REINFORCES THE BELIEF THAT TOYOTA HAS ISSUES OTHER THAN THE "RECALL FIX". I BELIEVE THAT IT IS AN ELECTRICAL/COMPUTER PROBLEM. IT SHOULD BE NOTED THAT MY VEHICLE IS NOT EVEN ON THE RECALL LIST.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318111  
**Date of Incident:** 20100121  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** NORCO, CA

**NHTSA Summary:**  
TL- CONTACT OWNS A 2006 TOYOTA PRIUS. THE DRIVER STATES WHILE TAKING A ROAD TRIP TRAVELING AT ABOUT 70MPH THEY SET CRUISE CONTROL AND ABOUT 10 MINS LATER THE VEHICLE THEN TOOK OFF ON ITS OWN. THE DRIVER STATES THE VEHICLE THEN SLOWED DOWN BELOW THE SET LEVEL. THE CONTACT SAYS THEY TRIED THE CRUISE CONTROL AGAIN BUT THE SAME THING HAPPEN. THE FAILURE MILEAGE WAS 47,000 AND THE CURRENT IS 4,8000. AR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317998  
**Date of Incident:** 20100121  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** FORREST HILLS, NY

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT STATED WHILE DRIVING 40 MPH THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING CAUSE THE VEHICLE TO ACCELERATED UP TO 50 MPH AND CRASHED INTO A SIDE-WALL ON THE HIGHWAY. THE FRONT PASSENGER SIDE OF THE VEHICLE SUFFERED MAJOR DAMAGE. NO ONE WAS INJURED DURING THE CRASH. THE CONTACT TOWED THE VEHICLE TO A LOCAL MECHANIC AND CALLED THE MANUFACTURER. THE MANUFACTURER INFORMED THE CONTACT TO TAKE THE VEHICLE TO THE DEALER. THE CONTACT COULD NOT TAKE THE VEHICLE TO A DEALER SO THE CONTACT TOWED THE VEHICLE TO A BODY SHOP AND REPAIRED THE VEHICLE. THE REPAIRS HAVE NOT BEEN COMPLETE DUE TO THE AVAILABILITY OF PARTS. THE CONTACT STATED THE CRASH WAS DUE TO RAPID ACCELERATION. JO

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321006  
**Date of Incident:** 20100121  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** BURKE, VA

**NHTSA Summary:**

C-1850

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I WAS ACCELERATING AWAY FROM A TRAFFIC LIGHT, MAKING A LEFT TURN FROM 1300 EAST ONTO FT. UNION BLVD. AND THE VEHICLE CONTINUED TO ACCELERATE RAPIDLY EVEN AFTER I REMOVED MY FOOT FROM THE ACCELERATOR. I PROMPTLY PLACED THE TRANSMISSION IN NEUTRAL, BRAKED RAPIDLY, AND NARROWLY AVOIDED REAR-ENDING THE CAR IN FRONT OF ME. I COULD NOT TELL IF THE GAS PEDAL WAS STUCK ON THE FLOOR MATS, BUT REARRANGED THEM QUICKLY AND THE ENGINE RPMs QUICKLY DROPPED TO AN IDLE SPEED. THIS WAS THE ONLY TIME THIS HAS OCCURRED. SEVERAL DAYS LATER, I TOOK THE CAR TO THE LOCAL TOYOTA DEALER, LARRY MILLER OF MURRAY, UT. I SPOKE WITH THE MANAGER ABOUT THE PROBLEM. HE EXAMINED MY CAR, INFORMED ME THAT IT WAS NOT PART OF THE RECALL, ASSERTED THAT THERE HAD BEEN NO REPORTS OF ISSUES WITH THE 2004 SIENNA, AND THAT THE PEDAL ON MY CAR WAS NOT OF THE TYPE IMPLICATED IN THE RECALLS. HE HAD ME TAKE THE CAR TO THEIR SERVICE DEPARTMENT FOR FURTHER INSPECTION AND TESTING. THEY DID NOT FIND ANY FAILURE CODES PRESENT AND NO CHECK LIGHTS WERE ON. THEY TEST DROVE THE CAR 10 MILES, BUT WERE UNABLE TO REPLICATE THE PROBLEM. NO PARTS WERE REPAIRED NOR REPLACED. NO FURTHER ACTION WAS TAKEN BY THEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321530  
**Date of Incident:** 20100121  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** HOGANSFIELD, GA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302368  
**Date of Incident:** 20100122  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** STOUGHTON, MA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA AVALON. WHILE DRIVING 35 MPH THE ACCELERATOR PEDAL BECAME STUCK AND THE VEHICLE ACCELERATED. THE CONTACT HAD TO PLACE BOTH FEET ON THE BRAKE PEDAL TO STOP THE VEHICLE. THE CONTACT CALLED THE MANUFACTURER WHO INFORMED HIM TO CALL AAA. THE VEHICLE WAS TAKEN TO A DEALER WHO STATED THAT THE FLOOR MAT COULD HAVE CAUSED THE VEHICLE TO ACCELERATE; HOWEVER, THE CONTACT STATED THAT THE FLOOR MATS WERE NOT POSITIONED TO DO SO. THE CONTACT IS AFRAID TO DRIVE THE VEHICLE. THE FAILURE MILEAGE WAS 25,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303237  
**Date of Incident:** 20100122

C-1851

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** OLD WESTBURY, NY

**NHTSA Summary:**  
THE CAR IS A CAMRY TOYOTA, 2010,4DSD, PURCHASED ON DEC 28, 2009 BY NATIONAL HOME PLANS (TEL 516-876-9740) HAS A FAULTY ACCELERATOR SYSTEM, CAUSING SUDDEN SPEED AND A CRASH, WITH DAMAGES, WHILE ENTERING THE GARAGE. WE ARE NOT GETTING SIGNIFICANT COOPERATION FROM TOYOTA. LUCKILY, THERE WAS NO BODILY INJURY....PLEASE HELP. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303471  
**Date of Incident:** 20100122  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** LAUREL, MD

**NHTSA Summary:**  
ONE DAY OUT OF THE BLUE MY TRUCK HAD TROUBLE ACCELERATING EACH TIME I CAME TO A STOP. IT THEN ALTERNATE BETWEEN JERKING FORWARD AND HESITATING BEFORE IT ACTUALLY GOT GOING. I HAD TO TRY NOT TO HIT ANYTHING IN FRONT OF ME AND NOT GET HIT BY THE CAR BEHIND ME THINKING IM TAKING OFF. I WAS TERRIFIED MERGING ONTO THE HIGHWAY BECAUSE IT WOULDNT ACCELERATE AND THEN DID THE HESITATING AND JERKING THING. WENT STRAIGHT TO MECHANIC, DIAGNOSTICS SHOWED POSSIBLE TRANSMISSION ISSUE. WHICH WOULD COST \$4,200 NEW AND ABOUT \$3K USED. DID ONLINE RESEARCH AND FOUND HUNDREDS OF SAME COMPLAINTS AND RECOMMENDATIONS TO REPLACE ECM BEFORE IT DID RUIN THE TRANSMISSION. I TOOK THE CHANCE AND REPLACED THE ECM AND TRUCK IS RUNNING FINE NOW. I HAD CALLED MY TOYOTA DEALERSHIP WHO TOLD ME MY WARRANTY WAS UP (5YRS/50K MILES - AND I AM AT 70K MILES). COULD NOT GET THRU TO TOYOTA HEADQUARTERS BECAUSE OF GAS PEDAL RECALL. THIS IS DANGEROUS AND RESEARCH SHOWS TOYOTA KNEW OF THIS PROBLEM SINCE 2006 AND HAS NOT DONE A RECALL. TOTAL COST: \$1,300 FOR NEW ECM AND \$300 FOR CAR RENTAL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306728  
**Date of Incident:** 20100122  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** NEW ROCHELLE, NY

**NHTSA Summary:**  
I WAS DRIVING MY 2007 TOYOTA AVALON ON ROUTE 80- EAST IN NEW JERSEY TOWARDS NEW YORK AT HIGHWAY SPEED APPROXIMATELY 65 TO 70 MPH. THE CAR ABRUPTLY LURCHED FORWARD AND ACCELERATED FOR A FEW SECONDS. I DID NOT REACT EXCEPT TO PRESS ON THE BRAKES. FORTUNATELY THERE WAS LIGHT TRAFFIC AT THE TIME. I REPORTED THIS TO TOYOTA AND WAS GIVEN A CASE NUMBER 1001134776. I RETURNED THE CAR TO MY LOCAL DEALER AND WAS GIVEN A TEMPORARY REPLACEMENT VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306780  
**Date of Incident:** 20100122  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** OLD WESTBURY, NY

C-1852

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

IN TRYING TO PARK THE 2010 CAMRY TOYOTA IN THE GARAGE, THERE WAS AN ACCELERATOR FAILURE IN THAT THE CAR SUDDENLY PICKET UP GREAT SPEED CAUSING A CAR CRAH AND DAMAGE. THE INCIDENT WAS REPORTED TO TOYOTA, TODATE - 14 DAYS LATER - THE PROBLEM IS NOT FULLY RESOLVED. IT SEEMS THAT TOYOTA ADMINISTRATION IS DENYING ANY RESPONSIBILITIES. WE NEED YOUR HELP TOO.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307672  
**Date of Incident:** 20100122  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** GREER, SC

**NHTSA Summary:**

DRIVING ON SLIPPERY ROADS, BUT NOT UNPASSABLE, MY 2010 PRIUS BRAKING SYSTEM FAILED TO PROVIDE ANY ASSISTANCE IN PREVENTION OF SLIPPING INTO A PARKED VEHICLE IN MY LANE, RESULTING IN 2900+ DOLLARS OF DAMAGE, PLUS, SINCE THE BODY SHOP WAS UNABLE TO PROPERLY INSPECT THE DAMAGE WITHOUT TAKING THE CAR APART. I WAS FOUND AT FAULT FOR THIS ACCIDENT, FOR WHICH I FEAR MY INSURANCE RATES WILL RISE. I AM A SAFE DRIVER. NEVER HAVING HAD AN ACCIDENT BEFORE. I NEW THE CAR WAS NOT RESPONDING TO THE BRAKE PEDAL AS IT SHOULD, AND THAT WAS BEFORE THIS RECALL EVER CAME TO LIGHT. THE ACCIDENT HAPPENED ON JAN. 22, 2010.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314397  
**Date of Incident:** 20100122  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

AFTER RUNNING ERRANDS, MY WIFE AND I WERE RETURNING HOME FRIDAY AFTERNOON JANUARY 22, 2010 IN MY 2007 TOYOTA RAV4 (V6 ENGINE - 30,815 MILES ON THE ODOMETER) WHEN WE EXPERIENCED SUDDEN ACCELERATION WHILE DRIVING IN OUR SUBDIVISION. I WAS TRAVELING AT A SPEED OF 20-22 MILES PER HOUR WHEN I APPLIED THE BRAKE WITH NO RESPONSE AND THE VEHICLE GATHERED SPEED (ESTIMATED 35 MPH) IN SPITE OF MY EFFORTS TO BRAKE HARD. AS THE RESIDENTIAL STREET WAS TO END AT A "T" WITHIN ABOUT 100 YARDS AND THERE WAS A CAR AHEAD OF ME, I HAD TO USE ANY MEANS POSSIBLE TO STOP MY RUNAWAY VEHICLE OR A COLLISION WAS SURE TO FOLLOW. ONLY AFTER SHIFTING, WHILE CONTINUING TO BRAKE, THROUGH "PARK", "REVERSE", TO "NEUTRAL" TO THE UNBELIEVABLE ROARING SOUND OF THE RACING ENGINE DID THE VEHICLE FINALLY STOP AND A COLLISION WAS AVOIDED BY A FEW CAR LENGTHS. I HAD NEVER EXPERIENCED THIS BEFORE, AND WAS ESPECIALLY SURPRISED IN THAT I HAD JUST HAD MY 30,000 MILE MAINTENANCE PERFORMED AT MY TOYOTA DEALERSHIP ON DECEMBER 18, 2009. BADLY SHAKEN, MY WIFE AND I DROVE THE THREE BLOCKS TO OUR HOUSE AND I IMMEDIATELY CALLED MY TOYOTA DEALERSHIP FOR HELP. I WAS TOLD THAT, AS MY VEHICLE WAS NOT ON THE RECALL LIST, THERE WAS NOTHING HE COULD DO FOR ME AND HE TOLD ME TO CALL THE TOYOTA CUSTOMER CARE EXPERIENCE CENTER. SO I HUNG UP THE PHONE AND THEN CALLED TOYOTA AS INSTRUCTED. WHEN FINALLY GETTING THROUGH, I RELATED MY EXPERIENCE AND WAS TOLD THAT "TOYOTA TAKES THIS VERY SERIOUSLY" AND THAT MY INFORMATION WOULD BE PASSED ALONG IMMEDIATELY. I WAS ASSIGNED A CASE NUMBER AND WAS TOLD THAT I WOULD HEAR BACK FROM A CASE WORKER ON

**C-1853****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MONDAY, JANUARY 25. I DID GET A CALL BACK ON MONDAY, BUT NOT FROM A CASE WORKER, BUT FROM THE SAME INDIVIDUAL I HAD TALKED TO ON FRIDAY. I WAS TOLD THAT MY ISSUE WAS NO LONGER A PRIORITY SINCE MY VEHICLE WAS NOT ON THE RECALL LIST AND I SHOULD CALL MY DEALERSHIP AND GET MY CAR INSPECTED AT MY EXPENSE. I INSTEAD LEFT MY CAR PARKED IN MY DRIVEWAY, AFRAID TO CHANCE AN ACCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321713  
**Date of Incident:** 20100122  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** HOGESVILLE, GA

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302183  
**Date of Incident:** 20100123  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MELBOURNE, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNED A 2005 TOYOTA CAMRY. IMMEDIATELY AFTER THE VEHICLE WAS TURNED ON, IT BEGAN TO IDLE AND AFTER HE PUT THE VEHICLE IN DRIVE THE VEHICLE ACCELERATED TO SPEEDS OF OVER 55 MPH. THE CONTACT ATTEMPTED TO GAIN CONTROL OF THE STEERING WHEEL AND DEPRESSED THE BRAKE PEDAL AS HARD AS HE COULD TO NO AVAIL. THE CONTACT WAS UNABLE TO STOP THE VEHICLE UNTIL HE CRASHED INTO A TREE. A POLICE REPORT WAS FILED. THE CONTACT SUSTAINED MINOR INJURIES TO HIS KNEES AND ARMS. THE VEHICLE WAS DESTROYED. THE VIN WAS NOT AVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE UNDER 68,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303164  
**Date of Incident:** 20100123  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** BUENA PARK, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2003 TOYOTA AVALON. THE VEHICLE ACCELERATED WHILE DRIVING 5 MPH IN REVERSE. THE CONTACT WAS ABLE TO AVOID A CRASH BY DRIVING THE VEHICLE INTO THE MIDDLE OF THE ROAD. THE VEHICLE WAS TAKEN TO THE DEALER WAS UNABLE TO DIAGNOSE THE FAILURE. THE TOYOTA MANUFACTURER

**C-1854****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

STATED THAT THEY WOULD CONTACT HER REGARDING THE FAILURE. THE FAILURE MILEAGE WAS 29,715.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303646  
**Date of Incident:** 20100123  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** ARLINGTON, VA

**NHTSA Summary:**

WHILE I WAS PULLING INTO A PARKING SPACE IN A PARKING DECK, MY 2005 CAMRY CRASHED INTO THE WALL AT THE END OF THE SPACE BECAUSE OF SUDDEN OR UNINTENDED ACCELERATION. EXTENSIVE DAMAGE WAS DONE TO THE BUMPER AND HOOD, BUT THERE WERE NO INJURIES TO ME OR MY PASSENGER. THIS HAPPENED IN ARLINGTON, VA ON 1/23/10. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305070  
**Date of Incident:** 20100123  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** MAUMEE, OH

**NHTSA Summary:**

2006 TOYOTA ACCELERATES AFTER THE ACCELERATOR IS RELEASED. THIS HAS BEEN EXPERIENCED BY MULTIPLE DRIVERS OF THE SAME VEHICLE

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307482  
**Date of Incident:** 20100123  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** TARPON SPRINGS, FL

**NHTSA Summary:**

MY TOYOTA 2010 CAMRY ACCELERATED BY PRESSING MY BRAKES AND MY CAR CRASHED IN TO SOME BUSHES AT A STORE PARKINGLOT. AFTERWARDS I HAD MY CAR TOWED TO MY TOYOTA DEALER. THERE SERVICE DEPARTMENT CLAIMS THAT THERE IS NOTHING WRONG I DONT BELIEVE THIS?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307879  
**Date of Incident:** 20100123  
**Vehicle:** 2005 TOYOTA RAV4  
**Location of Incident:** CRYSTAL, MN

**NHTSA Summary:**

I HAVE A TOYOTA 2005 RAV 4 - 6 CYL. I AM EXPERIENCING A PROBLEM NOT ASSOCIATED WITH THE TOYOTA RECALLS, ACCORDING TO TOYOTA. TWICE WHILE THE VEHICLE WAS IN DRIVE AND I HAVE MY FOOT ON THE BRAKE, AND THE VEHICLE IS STOPPED, AFTER THE VEHICLE IDLES DOWN FROM MOVING, THE ENGINE REVS UP AGAIN. THE GAS PEDAL WAS NOT TOUCHED AND THE FLOOR MAT IS NOT IN THE WAY. THE ENGINE REVING UP IS SCARRY ENOUGH THAT SOMEONE OUTSIDE OF MY CAR THOUGHT I WAS SPINNING MY

**C-1855****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHEELS IN THE SNOW AND ICE, AND I WAS NOT MOVING. I TOOK IT IN TO A DEALER AND THEY HOOKED IT UP TO THEIR COMPUTER AND FOUND NO PROBLEM. OF COURSE WHEN THEY DROVE IT, THEY COULD NOT REPLICATE THE PROBLEM. THEY RECOMMENDED THAT IF IT HAPPENS AGAIN THAT I IMMEDIATELY HAVE IT TOWED BACK TO THE DEALER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315160  
**Date of Incident:** 20100123  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SAINT FRANCISVILLE, LA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY PURCHASED NEW. THE DRIVER ENTERED THE VEHICLE, TURNED ON THE IGNITION AND PROCEEDED TO PLACE THE VEHICLE INTO REVERSE TO LEAVE A PARKING SPACE. THE VEHICLE THEN BEGAN TO SPIN AROUND REPEATEDLY AS IT ABNORMALLY ACCELERATED AND SHE ATTEMPTED TO DEPRESS THE BRAKE PEDAL. THE BRAKES WOULD NOT RESPOND. THE DRIVER NOTICED THE ACCELERATOR PEDAL WAS STUCK DOWN INTO THE FLOORBOARD. THE VEHICLE CRASHED INTO SEVERAL OTHER PARKED VEHICLES AND BEGAN TO SLOW DOWN AFTER EACH CRASH. EVENTUALLY, THE VEHICLE CAME TO A STOP ON ITS OWN. THE DRIVER SUSTAINED MINOR BRUISING AND SEAT-BELT BURNS. A WITNESS CALLED THE POLICE TO THE SCENE AND A REPORT WAS FILED. THE MANUFACTURER WAS CONTACTED AND BECAUSE THERE WERE NO RECALLS ON THE VEHICLE, THEY WOULD NOT ASSIST. THE VEHICLE SUFFERED SEVER BODY DAMAGE. NO REPAIRS WERE MADE TO THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE UNDER 65,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302177  
**Date of Incident:** 20100124  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** MORONGO VALLEY, CA

**NHTSA Summary:**

NOVEMBER OF 2008 I BOUGHT A 2009 TOYOTA PRIUS. SINCE THEN I HAVE EXPERIENCED 4 INCIDENTS WHERE THE ACCELERATOR BECAME PARTIALLY DEPRESSED CAUSING AN UNPROVKED ACCELERATION, THE MOST RECENT BEING ON SUNDAY, JANUARY 24, 2010. I CONTACTED THE TOYOTA DEALERSHIP WHERE I BOUGHT MY CAR THE VERY NEXT DAY (1/25/10) AND REPORTED ALL 4 INCIDENTS. I WAS TOLD BY THE TOYOTA REPRESENTATIVE THAT THERE WAS NOTHING THAT THEY COULD DO. I WAS GIVEN AN 800 NUMBER TO CALL TO REPORT MY CONCERNS. I RECEIVED AN AUTOMATED REPLY TELLING ME TO CALL BACK AT ANOTHER TIME. I HAVE BEEN CALLING BACK BUT TO NO AVAIL. I LIVE IN THE HIGH DESERT WHERE IT SOMETIMES SNOWS AND THE HIGHWAY CAN GET ICY DURING THE WINTER. I FEAR FOR MY SAFETY AND THE SAFETY OF OTHER MOTORISTS IF I CONTINUE TO DRIVE MY PRIUS DUE TO THE UNPREDICTABILITY OF THE ACCELERATOR STICKING. I AM RETIRED AND LIVE ON A MODEST INCOME AND CANNOT AFFORD TO PAY FOR THE REPAIR OF THE ACCELERATOR PROBLEM. IN THE INCIDENTS THAT I HAVE DESCRIBED THE STICKING OF THE ACCELERATOR WAS NOT CAUSED BY THE FLOOR MAT OR ANY OTHER ACCESSORIES. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302393

**Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C***C-1856**

Date of Incident: 20100124  
Vehicle: 2009 TOYOTA CAMRY  
Location of Incident: NORTH RIDGE, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. APPROXIMATELY ONE MONTH AGO THE CONTACT STATED THAT HER RADIO DISPLAY WAS NOT VISIBLE WHENEVER SHE STARTED THE VEHICLE. WITHIN A FEW WEEKS, THE REAR POWER WINDOWS BEGAN OPENING ON THEIR OWN. THE CONTACT WAS DRIVING APPROXIMATELY 20 MPH WHEN THE BRAKES WERE ENGAGED; HOWEVER, THE VEHICLE WOULD NOT STOP WHICH CAUSED HER TO CRASH INTO A VEHICLE IN FRONT OF HER. THERE WERE NO INJURIES. THE VEHICLE WAS TOWED TO A BODY SHOP WHO ADVISED THE CONTACT THAT THERE WAS ALSO AN ELECTRICAL FAILURE SINCE THE VEHICLE WOULD START. THE REPAIR SHOP MADE SEVERAL ATTEMPTS TO START THE VEHICLE AND WAS UNSUCCESSFUL. THE MANUFACTURER ADVISED HER THAT THE RECALL REPAIR WILL START IN APRIL AND THAT SHE WOULD HAVE TO WAIT UNTIL THEN. THE CONTACT STATED THAT THE AIR BAGS DID NOT DEPLOY. THE FAILURE MILEAGE WAS 19854.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311791  
**Date of Incident:** 20100124  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** WIMBERLEY, TX

**NHTSA Summary:**  
I WAS DRIVING MY 2008 TOYOTA TUNDRA ON THE EVENING OF 1/24/2010. I APPROACHED A TURN, AND REMOVED MY FOOT FROM THE ACCELERATOR AND APPLIED THE BRAKE, BUT THE ACCELERATOR REMAIN STUCK DOWN, THE VEHICLE'S SPEED EXPONENTIALLY INCREASED AND AS A DIRECT RESULT I LOSS CONTROL OF THE TRUCK AND SLAMMED INTO A TREE GOING 65 MILES + PER HOUR. THE RESULT IS THAT THE TRUCK IS TOTALED, I WILL LIVE WITH PERMANENT INJURIES, INCLUDING BROKEN NECK, RIBS, HIP AND PARTIAL PARALYSIS. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311755  
**Date of Incident:** 20100124  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** AUSTIN, TX

**NHTSA Summary:**  
I WAS DRIVING HOME IN MY GRANDMOTHER'S 2006 TOYOTA AVALON AT 5:00 A.M. ON JAN. 23, 2010 ON SOUTH LAMAR IN AUSTIN, TEXAS. I WAS ATTEMPTING TO MAKE A LEFT-HAND TURN ON TO BARTON SKYWAY. I RELEASED MY FOOT FROM THE ACCELERATOR, THE ACCELERATOR GOT STUCK, AND MY VEHICLE SPED UP WHICH CAUSED ME TO CRASH INTO A TRAFFIC LIGHT POLE. I SUFFERED A FRACTURED HUMERUS AND BROKEN NOSE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315262  
**Date of Incident:** 20100124  
**Vehicle:** 2010 LEXUS LX  
**Location of Incident:** GREENBRAE, CA

C-1857

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
WHILE DRIVING BACK TO THE BAY AREA FROM TAHOE, OUR LX570 CONTINUED TO ACCELERATE ON THE FREEWAY EVEN THOUGH ALL PREEASURE TO THE ACCELERATOR WAS LIFTED. I PULLED UP ON THE ACCELERATOR AND ADJUSTED THE FLOOR MATS TO MAKE SURE NOTHING WAS RESTING ON THE ACCELERATOR TO NOT AVAIL. A FEW MOMENTS LATER AFTER APPLYING PEEASURE TO THE BREAK WHILE ACCELERATING, THE ACCELERATION SUBSIDED. I BROUGHT THE VEHICLE INTO LEXUS OF MARIN FOR INSPECTION BUT WAS TOLD THAT THEY HAD NO REPORTED INCIDENTS WITH THE LX570 ACCELERATORS AND THAT THE VEHICLE WAS OPERATING WITHIN LEXUS SPECIFICATIONS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317927  
**Date of Incident:** 20100124  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** ST GEORGE, UT

**NHTSA Summary:**  
IN JANUARY 2010 MY TOYOTA AVALON LTD WITH APX 36K MILES FORCED FORWARD AND I COULD NOT SHUT IT DOWN I HAVE A VERY BAD BACK AND NECK WITH MULTIPLE DISCS REPLACED WITH A METAL PLATE IN MY NECK AND LOW BACK BAD DISCS. I WENT AND HAD MY LOW BACK INJECTED FROM INTENSE PAIN BROUGHT ON AFTER I WAS BANGING MY FOOT ON THE BRAKE - GOT DOWN TO PULL UP THE GAS PEDAL WHICH WAS NOT STUCK - FINALLY GOT THE CAR OFF. ... AFTER RECOVERING FROM THE RESIDUAL EFFECTS AND REST I TOOK MY CAR TO TOYOTA REPAIR IN ST GEORGE. I WAS RIDICULED BY SOME ARROGANT EMPLOYEES (YOUNG) WHO SAID THAT THE RUG GOT THE PEDAL STUCK. I ASSURED THIS YOUNG WHIPPER SNAPPER THAT THE RUG WAS NOT THERE WHEN THE CAR WANTED TO HAVE A MIND OF ITS OWN BUT HE DID NOT LISTEN. I WENT INSIDE AND SPOKE TO THE SUPERVISOR WHO WAS VERY ACCOMMODATING AND APOLOGIZED FOR THE ATTITUDE AND HARRASSMENT OF HIS EMPLOYEES. MY CAR WAS SERVICED THE NEXT DAY AND THEY ADDED A METAL PLATE SOMEWHERE IN THE GAS PEDAL. I TOLD THE SUPERVISOR A FEW DAYS LATER THAT THE GAS PEDAL NOW GENTLY SLAPS MY FOOT WHEN I LET MY FOOT OFF THE GAS. I WAS TOLD I WOULD GET USED TO IT. I CALLED TOYOTA AGAIN TO TELL THEM THAT WHILE DRIVING MY CAR IS ACTING LIKE IT IS CHANGING GEARS AS IF I WERE DRIVING IT LIKE A SPORTS CAR STYLE (WHICH I DO NOT DO). HE IMMEDIATELY SCHEDULED MY CAR FOR ADDITIONAL REPAIRS A) DIFFERENT GAS PEDAL AND B) RE PROGRAM MY ELECTRONICS COMPUTER FOR SOMETHING I DO NOT UNDERSTAND. I AM 62 YEAR OLD AND WORRY ABOUT DRIVING MY CAR EVERY TIME I TAKE IT OUT OF THE GARAGE NOW. I WANT TOYOTA TO GIVE ME BACK MY MONEY. I PAID CASH FOR MY CAR IN 2007 IT WAS MY FIRST BRAND NEW CAR IN 40 YEARS. I KEEP IT IN MINT CONDITION. I SERVICE IT AT TOYOTA EVERY 3,000 OR SO MILES. I TOLD TOYOTA REPAIR NUMBER OF TIMES CAR ACTING STRANGELY. THEY SAY NO PBM. I PLANNED ON DRIVING THIS CAR FOR THE REST OF MY DRIVING YEARS ON THIS EARTH. NOW, ALL I DO IS WORRYING ABOUT DYING IN A CAR CRASH AND AM AFRAID TO DRIVE IT. PLEASE HELP ME. THANK YOU.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302442  
**Date of Incident:** 20100125  
**Vehicle:** 2008 LEXUS RX400H  
**Location of Incident:** MILLERSVILLE, MD

**NHTSA Summary:**

C-1858

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I WAS DRIVING A LEXUS RX 400H IN A PARKING LOT. WHEN I TURNED LEFT INTO THE PARKING SPOT AND ENGAGED THE BRAKES WHILE PULLING INTO THE PARKING SPOT. AT THAT TIME, I FELT THE CAR CONTINUE TO ACCELERATE AND ENDED UP HITTING AND GOING OVER THE PARKING CEMENT CURB AND THE CAR STOPPED BETWEEN THE CURB AND THE SIDEWALK AFTER I SLAMMED ON THE BRAKES AS HARD AS I COULD. I CONTACTED THE DEALERSHIP, THEY LOOKED AT THE VEHICLE AND SAID THEY COULD NOT REPEAT THE INCIDENT AND FOUND NOTHING WRONG WITH THE CAR. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303183  
**Date of Incident:** 20100125  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** SYKESVILLE, MD

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 TOYOTA AVALON. HE STATES THAT WHEN DRIVING AT 70 MPH, WHICH WAS THE SPEED LIMIT, A SEMI TRUCK PULLED IN FRONT OF THE VEHICLE. WHEN HE APPLIED THE BRAKE THE VEHICLE STILL ACCELERATED ON ITS OWN WHILE HAVING HIS FOOT ON THE BRAKE. HE THEN PUT THE VEHICLE ON NEUTRAL AND THE VEHICLE FINALLY STOPPED. HE THEN TOOK IT TO A TOYOTA DEALER WHERE THEY DIAGNOSED THE VEHICLE. WHEN HE PICKED UP THE VEHICLE THEY STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE AND THAT HE SHOULD TAKE IT TO HIS NEAREST DEALER ONCE HE GOT HOME. THE FAILURE MILEAGE WAS 55000 AND CURRENT MILEAGE WAS 55992.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303329  
**Date of Incident:** 20100125  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** MISSION HILLS, CA

**NHTSA Summary:**  
I EXPERIENCED SUDDEN UNINTENDED ACCELERATION IN MY 2006 TOYOTA CAMRY LE WHILE ATTEMPTING TO PARK IN FRONT OF A 7ELEVEN STORE TO PICKUP MY NEWSPAPER. I PRESSED ON THE BRAKE PRIOR TO REACHING THE CEMENT PARKING STOP, I HEARD AND FELT A QUICK SURGE FROM THE ENGINE I HIT THE BRAKE HARD BUT STILL THE CAR CONTINUED TO MORE FORWARD RIGHT THRU THE FRONT DOORS OF THE 7ELEVEN THE CAR STOPPED BY A DOOR POST. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304439  
**Date of Incident:** 20100125  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** FORT LEE, NJ

**NHTSA Summary:**  
THIS IS REGARDING THE BRAKING SYSTEM ON A 2005 TOYOTA 4RUNNER. EVERY TIME I HIT A POT HOLE AS IM PRESSING ON THE BRAKE THE VEHICLE STOPS BRAKING. EVEN THOUGH MY FOOT IS STILL ON THE BRAKE PEDAL THE VEHICLE CONTINUES MOVING AS IF NO BRAKING WAS APPLIED. THIS ONLY HAPPENS IF I HIT A POT HOLE OR BUMP WHILE IM PRESSING THE BRAKE PEDAL. IM REPORTING THIS NOW BECAUSE I SEE THAT SIMILAR SITUATION IS OCCURING WITH THE PRIUS VEHICLES. I DID REPORT THIS ISSUE TO MY  
**Additional Summary:**

C-1859

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LOCAL TOYOTAL DEALERSHIP OVER A YEAR AGO AND WAS TOLD THAT THERE WAS NO ISSUE WITH MY SUV.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304999  
**Date of Incident:** 20100125  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** FALL RIVER, MA

**NHTSA Summary:**  
LASER CRUISE CONTROL MALFUNCTIONED WITHOUT APPARENT REASON, MOST IMPORTANT PROBLEMS IT HAS ARE UNCONTROLLABLE ACCELERATION AND SUDDEN DECELERATION, WHICH HAS NEARLY CAUSED MY RAMMING INTO A CAR IN FRONT OF ME AND A CAR BEHIND ME CRASHING INTO ME. THESE, ALONG WITH OTHER PROBLEMS IN THE SYSTEM, OCCUR EVERY TIME IT IS ENGAGED. WHEN FIRST PRESENTED TO THE DEALER IN PHONE CONVERSATION WAS TOLD IT WAS A PSYCHOLOGICAL REACTION TO NEWS REPORTS AND GIVEN AN 800 NUMBER TO A RECORDED MESSAGE TELLING ME IF I HAVE A PROBLEM STOP MY CAR AND REPORT IT TO MY DEALER. I THEN WENT TO THE DEALER AND WAS THEN TREATED WITH DISBELIEF. THEIR INITIAL SOLUTION WAS DENIAL THAT THERE IS A PROBLEM. AFTER DEMANDING A MECHANIC TEST DRIVE THE CAR, THE TECHNICIAN CONCEDED THE PROBLEM IS EXACTLY AS I DESCRIBED. I WAS THEN TOLD THAT THEIR IN SHOP DIAGNOSTIC TEST SHOWED THERE WAS NO PROBLEM WITH THE LASER CRUISE. AND WHEN I QUESTIONED THIS WAS INCREDIBLY ASKED IF I DIDN'T BELIEVE TECHNOLOGY WHEN THEIR OWN MECHANIC VERIFIED THAT IN REALITY THE SYSTEM WAS NOT WORKING DURING THE ROAD TEST. THEN THEY DECIDED TO TAKE ANOTHER TACTIC. THERE IS A 1/2 INCH DING IN THE FRONT BUMPER OF MY CAR THAT IS THE RESULT OF MY CAR ROLLING 5 FEET WHILE IN NEUTRAL AND TAPPING A POLE. THEY DECIDED TO BLAME THE MALFUNCTION ON THIS MINUTE DING EVEN THOUGH I INFORMED THEM THAT THE MALFUNCTION DID NOT CORRELATE WITH THE TIME OF THE BLEMISH TO THE CAR. NOW THEY WANT TO CHARGE ME AN EXORBITANT AMOUNT, OVER \$3000, TO FIX THIS DING. HOPING IT WILL DETER ME FROM PURSUING THE ISSUE OF THE INNATE FLAWS IN TOYOTA'S LASER MECHANISM. I KNOW THIS WILL NOT RESOLVE THE PROBLEM BUT AM INSTRUCTING THEM TO REPAIR THE BUMPER AS A MEANS OF GUARANTEEING THIS IS THE SOLUTION TO MY LASER CRUISE PROBLEM. I WILL PAY TO FIX MY DLCC, NOT CORRECT A BLEMISH IN MY BUMPER. I AM LETTING U KNOW cuz OTHERS R PROBABLY BEING MET WITH THE SAME RESISTANCE AND SOMEONE IS GOING TO GET SERIOUSLY HURT OR KILLED. MY CAR IS 2008 AVALON LIMITED. DEALER: TOYO OF WATERTOWN  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306296  
**Date of Incident:** 20100125  
**Vehicle:** 2007 TOYOTA HIGHLANDER HV  
**Location of Incident:** BRADENTON BEACH, FL

**NHTSA Summary:**  
I OWN A 2007 TOYOTA HIGHLANDER HYBRID. ON MONDAY, JAN. 25TH, MY WIFE WAS PARKING OUR HIGHLANDER. SHE PULLED INTO THE PARKING SPACE. HER FOOT WAS ON THE BRAKE PEDAL. WHEN SHE WENT TO PUT THE TRANSMISSION INTO PARK, THE CAR SUDDENLY SHOT FORWARD AND HIT A TREE, DAMAGING THE FRONT FENDER. MY WIFE WAS SURE SHE HAD THE BRAKE PEDAL DEPRESSED. WE BELIEVE THIS ACCIDENT WAS CAUSED BY A PROBLEM OF SUDDEN ACCELERATION OR BRAKING THAT MADE THE CAR GO FORWARD OVERPOWERING THE BRAKE. WE ALSO BELIEVE THAT THIS PROBLEM  
**Additional Summary:**

C-1860

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MAY BE RELATED TO THE TOYOTA ACCELERATION AND ELECTRONIC BRAKING THAT HAS BEEN THE BASIS OF THE RECENT TOYOTA RECALLS. BASED ON OUR EXPERIENCE: 1. 2007 TOYOTA HIGHLANDER HYBRIDS SHOULD BE ADDED TO THE RECALL LIST. 2. SINCE WE DON'T KNOW WHEN THIS WILL HAPPEN AGAIN, WE DO NOT FEEL SAVE DRIVING OUR HIGHLANDER. PLEASE HELP US TO RESOLVE THIS PROBLEM. THANK YOU,  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307824  
**Date of Incident:** 20100125  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** PORT ST LUCIE, FL  
**NHTSA Summary:**

2007 TOYOTA HIGHLANDER 6-CYL LIMITED RUNNING UNDER CRUISE CONTROL WILL SLOWLY BEGIN TO ACCELERATE WHEN "RESUME" IS PRESSED IN ORDER TO GET BACK UP TO THE CRUISING SPEED. HOWEVER AS THE SPEED NEARS (WITHIN 4-5 MPH) THE CRUISING SPEED, THE TRANSMISSION DOWNSHIFTS RESULTING IN A HAZARDOUS QUICK ACCELERATION THAT REQUIRES BRAKING OR QUICKLY TURNING OFF THE CRUISE CONTROL. THIS OCCURS REGULARLY DURING HIGH SPEED HIGHWAY DRIVING. THE PROBLEM CAN ONLY BE AVOIDED BY MANUALLY RETURNING THE VEHICLE TO CRUISING SPEED BEFORE PRESSING RESUME. THE DEALER STATES THEY HAVE NO KNOWLEDGE OF THIS PROBLEM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307860  
**Date of Incident:** 20100125  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** LAHOYA, CA  
**NHTSA Summary:**

TL- THE CONTACT OWNS 2004 TOYOTA PRIUS. SHE STATED WHILE EXITING DOWNHILL OUT OF HER DRIVEWAY, SHE DEPRESSED THE BRAKE PEDAL AND THE BRAKES WOULD NOT ENGAGE. THE VEHICLE PROCEEDED TO CRASH INTO A NEARBY TREE AT UNKNOWN SPEEDS AND CONTINUED TO PUSH THE TREE FURTHER INTO THE STREET. THE CONTACT'S FOOT REMAINED ON THE BRAKE PEDAL, HOWEVER THE VEHICLE WOULD NOT STOP. THE POLICE ARRIVED AND A REPORT WAS FILED. THE POLICE OBSERVED SKID AND BRAKE MARKS IN THE DRIVEWAY, CONFIRMING SHE WAS ATTEMPTING TO BRAKE AT THE TIME OF THE CRASH. NO REPAIRS WERE MADE TO DATE. THE CONTACT WAS UNAWARE IF THE VEHICLE WAS UNDER RECALL AT THE TIME. THE FAILURE AND CURRENT MILEAGES WERE 50,000. THE VIN WAS NOT AVAILABLE. \*KMJ  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312707  
**Date of Incident:** 20100125  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** VESTAVIA HILLS, AL  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT STATED WHILE DRIVING AT 25 MPH THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT SLAMMED THE BRAKES TO BRING THE VEHICLE TO A COMPLETE STOP. THE CONTACT TOOK THE VEHICLE TO A DEALER AND THE DEALER COULD NOT FIND A PROBLEM. THE CONTACT

C-1861

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FEELS THIS YEAR MAKE AND MODEL SHOULD BE ADDED TO THE RECALL LIST SO THE VEHICLE CAN BE REPAIR. THE FAILURE MILEAGE WAS 39,500.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316080  
**Date of Incident:** 20100125  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** MCDONOUGH, GA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY LE. THE CONTACT WAS DRIVING APPROXIMATELY BETWEEN 40-50 MPH. THE VEHICLE ACCELERATED WITHOUT WARNING. THE BRAKE PEDAL WAS DEPRESSED WITH NO POWER RESPONSE. THE VEHICLE CONTINUED TO INCREASE IN THE SPEED RATE AND CRASHED INTO THE REAR OF A VEHICLE. THE DRIVER STATED THE ACCELERATOR PEDAL STUCK IN AN OPEN THROTTLE POSITION WITH THE DRIVER'S SIDE FLOOR MAT TRAPPED UNDERNEATH THE ACCELERATOR PEDAL. THERE WERE NO PERSONAL INJURIES. THE VEHICLE WAS DRIVEN FROM THE SCENE. THE SAFETY RECALLS CONSIST OF THE NHTSA CAMPAIGN ID NUMBER 09Y388000 (COMPONENT: VEHICLE SPEED CONTROL; ACCELERATOR PEDAL) AND NHTSA CAMPAIGN ID NUMBER 10V017000 (VEHICLE SPEED CONTROL; ACCELERATOR PEDAL). THE RECALL NOTIFICATION WAS RECEIVED AFTER THE CONTACT EXPERIENCED THE RECALL CONSEQUENCE. THE MANUFACTURER HAS NOT BEEN NOTIFIED OF THE FAILURE AT THIS TIME. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 26,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318445  
**Date of Incident:** 20100125  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** DELPHI, IN  
**NHTSA Summary:**

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320494  
**Date of Incident:** 20100125  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** REDDING, CA  
**NHTSA Summary:**

C-1862

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL- THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE SHE ATTEMPTED TO PARK DRIVING NO MORE THAN TEN MILES PER HOUR WHEN SHE MADE A RIGHT TURN THE VEHICLE SUDDENLY ACCELERATED SHE PUT BOTH FOOT ON THE BREAK THE VEHICLE CONTINUED TO ACCELERATE JUMPED THE SIDE WALK AND CAME TO A STOP WHEN IT HIT A CEMENT PARTITION. SHE DIDN'T RECEIVE ANY INJURIES. THE VEHICLE WAS REPAIRED. THE FAILURE MILEAGE WAS 22,574 AND THE CURRENT MILEAGE WAS 22,580. LI  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303000  
**Date of Incident:** 20100126  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** PERRYVILLE, MD  
**NHTSA Summary:**

WHOM IT MAY CONCERN: MY WIFE AND I BOUGHT OUR 2009 CAMRY FOR SAFETY. SO WE COULD FEEL SAFE TAKING OUR CHILDREN TO THEIR SPORTING EVENTS, SCHOOL, ETC. WE HAVE BEEN EXPERIENCING THE THROTTLE STICKING ISSUE. THE ENTIRE TIME WE HAVE HAD THE CAR. FIRST AT 10,000 MILES, 18,000 MILES, 33,123 MILES, 36,000 MILES, AND 38,500. MY WIFE TOOK THE CAR IN THE THIRD TIME AT 33,123 MILES TO THOMPSON TOYOTA IN EDGEWOOD MD INSISTING IT WASN'T THE FLOOR MATS. THEY INSISTED IT WAS THE FLOOR MATS EVEN THOUGH MY WIFE SAID OTHER WISE. THE RAN A DIAGNOSTIC ON THE PROBLEM AND COULDN'T FIND ANYTHING. THEY BLAMED IT ON A DIRTY AIR FILTER AND CARBON BUILD UP ON THE THROTTLE BODY. MY WIFE REQUESTED TO BE TAKEN BACK AND BE SHOWN THIS, THEY REFUSED TO SHOW HER THE DIRTY THROTTLE BODY. THOMPSON TOYOTA WANTED TO CHARGE MY WIFE \$200 TO PERFORM THIS SERVICE. SHE CALLED ME AND I TOLD HER TO BRING THE CAR HOME. THE FIFTH TIME IT HAPPENED AT 38,500 MILES ON THE CAR. MY WIFE AND I WERE DRIVING TO THE GROCERY STORY WHEN THE CAR ACCELERATED TO 80MPH. ON THE LAST TWO OCCASIONS THIS HAPPENED THE FLOOR MATS WERE OUT.\*CW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303303  
**Date of Incident:** 20100126  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** LINCOLN, NE  
**NHTSA Summary:**

WE OWN A 2006 TOYOTA PRIUS. THE CAR WAS PURCHASED NEW,HAS BEEN DEALER MAINTAINED AND IS OUR PRIMARY VEHICLE. ON JANUARY 26, 2010 AT 2:05 PM MY WIFE EXPERIENCE UNCONTROLLABLE ACCELERATION AND DESPITE ATTEMPTING THE STRATEGIES RECOMMENDED BY TOYOTA WAS INVOLVED IN A CRASH CAUSING HER AND OTHERS INJURY. THE WEATHER WAS CLEAR, THE ROAD WAS DRY AND STRAIGHT AND MY WIFE WAS APPROACHING AN INTERSECTION WITH PLENTY OF UNOBSTRUCTED VISIBILITY. WE HAD FOLLOWED THE INTIAL RECALL INSTRUCTIONS AND HAD BEEN IN CONTACT WITH THE LOCAL DEALER ABOUT ANY FOLLOW-UP INSTRUCTIONS PERTAINING TO OUR VEHICLE. AFTER THE ACCIDENT I CONTACT, IN PERSON, THE SERVICE MANAGER AT PERFORMANCE TOYOTA IN LINCOLN, NE. HE STATED OUR VEHICLE WAS NOT PART OF THE MOST RECENT RECALL INVOLVING FAULTY GAS PEDALS. I ADVISED HIM I UNDERSTOOD THAT HOWEVER MY WIFE EXPERIENCED UNCONTROLLED ACCELERATION AND DESPITE ATTEMPTING TO EMPLOY THE RECOMMENDED STRATEGIES WAS INVOLVED IN A CRASH RESULTING TO INJURIES TO HER AND OTHERS. I ASKED THE SERVICE MANAGER HOW TO PROCEED AND HE ADVISED

C-1863

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ME TO CALL THE "TOYOTA CUSTOMER EXPERIENCE LINE" AND SPEAK TO THEM. WHEN I STATED I HAD TRIED MANY TIMES AND WAS UNABLE TO REACH A PERSON HE INSISTED THAT WAS THE APPROPRIATE MANNER TO DEAL WITH THE SITUATION. I LEFT THE DEALERSHIP FEELING EXTREMELY FRUSTRATED DUE TO THE FACT THE RECORDED MESSAGE ON THE "TOYOTA CUSTOMER EXPERIENCE LINE" ADVISED IF YOU HAD EXPERIENCED AND ACCELERATOR/ACCELERATION PROBLEM CONTACT YOUR DEALER IMMEDIATELY. WE ARE AWARE THAT MANY TOYOTA OWNERS HAVE EXPERIENCE THIS ISSUE WITH THEIR VEHICLES AND IN MORE MODELS AND YEARS THAN ARE INVOLVED IN THE LATEST RECALL. IT IS NOT POSSIBLE FOR AN INDIVIDUAL MIDDLE CLASS CITIZEN TO CHALLENGE A MAJOR AUTOMAKER TO FIRST ADMIT AND THEN CORRECT A DEFECT IN AN AUTOMOBILE THEY PRODUCED AND SOLD. WE REQUEST YOU INVESTIGATE THIS INCIDENT IN ADDITION TO THE MANY MORE THAT HAVE BEEN REPORTED. WE WILL BE AVAILABLE AND COOPERATIVE IN ANY FACT FINDING YOU MAY WISH TO DO. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303728  
**Date of Incident:** 20100126  
**Vehicle:** 2010 TOYOTA HIGHLANDER  
**Location of Incident:** MASON, OH  
**NHTSA Summary:**

ON JAN 26,2010, I WAS STOPPED BEHIND CARS AT A TRAFFIC LIGHT. MY 2010 TOYOTA HIGHLANDER STARTED CREEPING FORWARD I THOUGHT I'D TAKEN MY FOOT OFF THE BRAKE, AND THEN THE ENGINE STARTED REVVING TO AN OUTRAGEOUS LEVEL. THE HARDER I BRAKED THE MORE THE ENGINE REVVED AND THE CAR TRIED TO JUMP FORWARD. IT WAS SO LOUD THE DRIVER AHEAD OF ME TURNED AROUND TO SEE WHAT WAS GOING ON BEHIND HIM. I THOUGHT I WAS GOING TO REAR-END HIM UNTIL I REMEMBERED TO PUT THE CAR IN NEUTRAL. EVENTUALLY THE ENGINE RETURNED TO ITS NORMAL RPM'S, BUT I WAS REALLY SHAKEN. I DROVE ABOUT 1 MILE TO MY DESTINATION AND CALLED TOYOTA AND HAD THE CAR TOWED TO THEIR SERVICE AREA. THEY CHECKED THE CAR AND AFTER 24 HRS. TOLD ME THEY COULDN'T FIND ANYTHING AND MY CAR WAS MADE IN JAPAN SO IT WASN'T UNDER THE RECALL. I DON'T FEEL SAFE IN THIS VEHICLE AND I DON'T FEEL TOYOTA REALLY KNOWS OR IS REVEALING ALL THE PROBLEMS THEY ARE HAVING. MY PROBLEM OCCURRED WHEN I WAS AT A STANDSTILL AT A TRAFFIC LIGHT, SO I DON'T BELIEVE THE STUCK ACCELERATOR STORY. WHAT CAN I DO TO GET SOME SATISFACTION? AT THIS POINT THE PROBLEM HAS ONLY OCCURRED ONCE, BUT I'VE LOST ALL CONFIDENCE IN MY NEW VEHICLE...LESS THAN 4000 MILES ON IT! \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304218  
**Date of Incident:** 20100126  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** WOODBURY, GA  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY XLE. THE CONTACT WAS BACKING OUT OF A DRIVEWAY. THERE WAS PRESSURE APPLIED TO THE BRAKE PEDAL, WHICH WAS FOLLOWED BY UNINTENDED ACCELERATION. THE VEHICLE CRASHED INTO THE UTILITY POLE. THERE WAS NO PERSONAL INJURIES. THE VEHICLE SUSTAINED MINOR DAMAGES. THE POLICE WAS NOT CALLED TO THE SCENE. THE FAILURE MILEAGE WAS 13,000.  
**Additional Summary:**

C-1864

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305122  
**Date of Incident:** 20100126  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** GALVESTON, TX

**NHTSA Summary:**  
MY INCIDENT OCCURRED WHILE DRIVING MY 2005 TOYOTA TACOMA ON JANUARY 26TH 2010. I WAS APPROACHING AN INTERSECTION WHERE I HAD A RED STOP LIGHT AND SLOWED THE TRUCK TO AN ALMOST STOP. MY FOOT WAS ON THE BRAKE PEDAL AND IT WAS NEARLY TO THE FLOOR BUT NOT ALL THE WAY YET. THEN VERY SUDDENLY THE TRUCK LURCHED FORWARD AT WHICH POINT I JAMMED MY FOOT DOWN HARD ON THE BRAKE PEDAL. THEN THE TRUCK SORT OF JUMPED THREE TIMES DURING WHICH I HAD MY FOOT COMPLETELY PRESSED ON THE BRAKE PEDAL. THE GAS PEDAL WAS PUMPING BY ITSELF. THANKFULLY THE TRUCK STOPPED ABOUT ONE FOOT FROM THE ONCOMING TRAFFIC AND THEY WERE ABLE TO GET AROUND ME. THE TRUCK TRAVELED APPROXIMATELY 15 FEET DURING THIS TIME WHERE I HAD MY FOOT ON THE BRAKE PEDAL. I HAVE NOT HAD ANOTHER SITUATION LIKE THAT SINCE. BUT HAD NO WARNING THE LAST TIME AND AM VERY WORRIED NEXT TIME I WILL NOT BE AS LUCKY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305620  
**Date of Incident:** 20100126  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** BUTLER, PA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2002 HIGHLANDER. THE CONTACT STATES THAT WHILE STARTING THE VEHICLE UP AND NOT PUTTING IT ON GEAR TO DRIVE WHEN HE HEARD A LOUD NOISE, HE HEARD THE ENGINE RACING AND THE RPM'S WERE INCREASING FOR ABOUT 15 SECONDS AFTERWARD IT SETTLED DOWN TO A NORMAL IDLE. THE VEHICLE THEN DROVE FINE AFTER THAT OCCURRED. THIS HAS ONLY OCCURRED 1 TIME ONLY. THE DEALER WAS CONTACTED AND THEY STATED THAT THIS VEHICLE WAS NOT INCLUDED IN THE RECALL LIST AND THAT THIS HAD TO BE ANOTHER PROBLEM THAT THE VEHICLE MUST HAVE. THE FAILURE MILEAGE WAS 23000 AND CURRENT MILEAGE WAS 23500.CV  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305807  
**Date of Incident:** 20100126  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CYPRESS, CA

**NHTSA Summary:**  
ON 26TH JAN, ON THE WAY BACK HOME IN THE EVENING I WAS ON 105 FWY HEADED EAST. THE TIME WAS AROUND 7:50 PM. THE TRAFFIC WAS THERE SINCE IT WAS A RAINY DAY. I TRIED TO APPLY BRAKES ON MY TOYOTA CAMRY 2007 XLE MODEL. I DIDN'T EXPERIENCE THE BRAKES TAKING EFFECT AND THE CAR HIT ANOTHER VEHICLE AT AROUND 20 - 25 MILES/HR SPEED. NOW THE CAR IS BEING REPAIRED AS WE SPEAK. IT MIGHT TAKE ABOUT 10 DAYS TO FIX IT I WAS TOLD.  
**Additional Summary:**

C-1865

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306518  
**Date of Incident:** 20100126  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** URBANDALE, IA

**NHTSA Summary:**  
I HAVE A 2004 TOYOTA 4 RUNNER LIMITED. GAS PEDAL WENT TO THE FLOOR, 0800 HRS, 1/26/2010. WITH ENGINE ROARING, I HAD TO FIRMLY PUT ON BRAKE AND HIT THE PEDAL SEVERAL TIMES, BEFORE IT RELEASED. I ALMOST WENT THRU AN INTERSECTION. TOOK TO TOYOTA DEALER SAME WEEK. THEY SAID IT HAS AN ELCTRONIC GAS PEDAL. OPERATES ON A MOTOR. I FILED A COMPLAINT WITH TOYOTA.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308406  
**Date of Incident:** 20100126  
**Vehicle:** 2007 TOYOTA FJ CRUISER  
**Location of Incident:** SALINA, KS

**NHTSA Summary:**  
SPEED CONTROL SPEEDS UP VEHICLE WHEN APPLYING BRAKES TO DISENGAGE SPEED CONTROL AND SLOW VEHICLE. THIS HAS HAPPENED ON NUMEROUS OCCASIONS WHILE ATTEMPTING TO DISENGAGE THE SPPED CONTROL BY USING THE BRAKE PEDAL.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315223  
**Date of Incident:** 20100126  
**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** WASHINGTON, NC

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA SIENNA. THE CONTACT STATED THAT AS HE STARTED HIS VEHICLE, THE ENTIRE ELECTRICAL SYSTEM IN HIS VEHICLE CAME ON. ALL THE WARNING LIGHTS ALSO ILLUMINATED WHEN THE ENGINE REVVED EXCESSIVELY AS IF THE VEHICLE WANTED TO ACCELERATE. THE VEHICLE WAS IN NEUTRAL GEAR; THEREFORE, THE VEHICLE WOULD NOT MOVE. THE VEHICLE WAS TAKEN TO THE DEALER WHERE HE WAS TOLD IT WAS IMPOSSIBLE FOR THAT TO HAPPEN AND THAT HIS HAND WAS HOLDING DOWN ON THE KEYS TOO LONG. THE DEALER AND THE MANUFACTURER STATED THAT THERE WAS NO FAILURE. THE CONTACT IS AFRAID TO DRIVE THE VEHICLE. THE FAILURE MILEAGE WAS 28,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315984  
**Date of Incident:** 20100126  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** ROCKWALL, TX

**NHTSA Summary:**  
THIS IS A PART OF A CERTIFIED LETTER I SENT TO TOYOTA ON FEB. 18, 2010: REPORT / NOTICE: MY 2008 TOYOTA CAMRY HAS EXHIBITED VARIOUS MALFUNCTIONS BRAKE MALFUNCTION ACCELERATION MALFUNCTION ON MY FIRST INCIDENT. I HAVE BEEN DRIVING FOR OVER 40 YEARS AND HAVE NEVER HAD A FAULT ACCIDENT UNTIL  
**Additional Summary:**

C-1866

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LAST MONTH, 1/26/2010. MY 2008 TOYOTA CAMRY ACCELERATED FORWARD. I AM NOT SURE WHETHER IT WAS CAUSED BY THE ACCELERATOR PEDAL OR THE BRAKE MALFUNCTION: I HAD THE BRAKE ON, ACCELERATOR OFF. SECOND INCIDENT, ON FEB. 16,2010, WHILE I WAS DRIVING AT APPROXIMATELY 10 MPH COMING TO A STOP LIGHT, I PRESSED MY BRAKE PEDAL. THE BRAKE STARTED SHAKING AND MAKING A WEIRD NOISE AS IF GEARS WERE MOVING/GRINDING. IT WAS UNLIKE THE ANTILOCK BRAKE SRS SYMPTOM. I IMMEDIATELY PLACED MY CAR ON PARK AND STOPPED THE CAR. THANK GOD THAT I HAD ENOUGH TIME/SPACE BETWEEN MY CAR AND THE CAR IN FRONT OF ME: I HAD STARTED STOPPING WELL AHEAD, AS I USUALLY DO. WHEN I STOPPED THE CAR, THE CAR BEHIND ME STARTED HONKING: IT WAS RUSH HOUR. WHEN THE CAR IN FRONT STARTED MOVING, I STARTED MY CAR AGAIN AND DROVE INTO THE NEAREST PARKING LOT. I STARTED MY CAR AND DROVE IN CIRCLES IN THE PARKING LOT. IT RETURN TO NORMAL. I AM AFRAID TO DRIVE MY CAR NOW. I AM A 59 YEAR OLD TEACHER / GRANDMOTHER AND WOULD LIKE TO LIVE A LITTLE WHILE LONGER. I HAVE NOT RECEIVED MY RECALL LETTER AS PROMISED. WILL YOU PLEASE FIX: (1) ACCELERATOR PEDAL, (2) BRAKE PEDAL, (3) CARPET PROBLEM. PLEASE KNOW THAT AS AN AMERICAN, I AM LIKEWISE CONCERNED FOR TOYOTA'S FINANCIAL LOSSES AND HOPE THAT YOU ARE ABLE TO FAIR WELL. " APPROXIMATELY 3 DAYS LATER (I HAVE THE PAPERWORK), TOYOTA CALLED AND I WENT IN THAT DAY TO HAVE IT FIXED. THEY STATED THAT MY TOYOTA CAMRY DID NOT HAVE THE PROBLEM BECAUSE IT WAS MADE IN JAPAN. THEY WORKED ON IT ANYWAY AND STATED THAT THEY HAD CHANGED THE COMPUTER TO BYPASS THE ACCELERATOR PEDAL. I STILL AM FEARFUL. PLEASE HELP ME MAKE SURE IT IS FIXED COMPLETELY. THANK YOU  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332815  
**Date of Incident:** 20100126  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** AUBURN, NY

**NHTSA Summary:**  
2005 TOYOTA CAMRY. CONSUMER STATES VEHICLE HAS AN INTERMITTENT ACCELERATOR PROBLEM \*TGW THE CONSUMER STATED WHILE DRIVING IN THE CITY, THE VEHICLE SUDDENLY ACCELERATED WITH A LOUD ROAR AND HIT A CURB DAMAGING THE FRONT TIRE AND HUBCAP. THE CONSUMER STATED THE VEHICLE WAS EXTREMELY DIFFICULT TO CONTROL. THE VEHICLE WAS TAKEN TO THE DEALER FOR AN INSPECTION, BUT THEY WERE UNABLE TO FIND ANY PROBLEMS. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100127  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** HULL, MA

**NHTSA Summary:**  
Brackett said just nine days ago she was driving about 10 to 15 mph in Hingham, slowing down because a school bus was stopped ahead of her, with another school bus on the other side of the road.

"I was the seventh or eighth car to stop, and when I put my foot on the brake, my car accelerated, as if the pedal went to the floor rather quickly. My brake did not work. Fortunately for me, I was able to pull in the wrong lane, pass the cars that were sitting waiting for the school bus — and I thought 'heaven help me, I'm going to hit a school bus now.' "

C-1867

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

But the first car that was stopped behind the school bus had left a couple of car lengths, Brackett explained, and that enabled her "to pull over in front of those cars and off to the side of the road on someone's lawn before my car stopped."

Recalling the experience Brackett said, "I put both feet on the pedal — on the brake — and held them as hard as I could — trying to hold on to the steering wheel and drive around all the cars, and not hit the mothers on the side of the road with little children. It all happened in probably 10 or 12 seconds, and it was over."

She said other drivers began blowing their horns at her. "I was terrified — absolutely terrified," Brackett explained, "not necessarily because of myself, but because there were young mothers with young children on both sides of the road, where the two school buses had stopped." Asked if the brake suddenly worked or if the accelerator eased up, she replied, "It was like someone had turned a switch — just like when it happened — it just stopped. It stopped accelerating, and the brake worked."

As for how she managed to get the car to stop and not hit anyone or anything, Brackett said, "I don't think I put it in neutral, as the Web site instructed me to do. I really don't know whether I did that or not, because it all happened so quickly. I did shift it down into first gear to get the car to stop."

Brackett is referring to a Web site she had previously read instructing car owners what to do if their vehicle suddenly accelerates — because she explained this wasn't the first time her Corolla experienced sudden acceleration. "I've had incidents seven or eight times with acceleration and my brake not working," she said, although Brackett explained the incident on Jan. 27 was more severe.

Brackett said that without exception these incidents have all occurred while she has been traveling at slow speeds when she hits the brake to slow down or come to a stop. "I'm a driver that stays four or five car lengths behind a car in front of me anyway; fortunately, on the other incidents that happened before this last one, it wasn't as bad — it didn't last as long — I think that's the best way to explain it. It accelerated — the brake didn't work — but it only lasted 4 or 5 seconds — and I was able to stop the car. This last incident lasted longer, and it accelerated more extreme.

After previous sudden acceleration experiences, Brackett said she took the Corolla to her local mechanic and asked him to check her brakes, "because to me — the brake doesn't work — there's something wrong with my brakes," she said.

But that mechanic told her he found nothing wrong with the brakes.

Brackett said she took the car back to this same mechanic as recently as three weeks ago asking him to again check the brakes. She said she explained to him, "It won't stop."

But, again, Brackett said this mechanic told her he checked the car and found nothing wrong with the brakes. Brackett said her mechanic suggested she take it to a Toyota dealer to investigate her concern further, so she made an appointment to take her Corolla to Toyota of Braitree.

"I had called to make an appointment to take it over to Braitree to have them check it when the recall came out and... in the interim I had that incident with the school bus thing," Brackett said.

Brackett said she has left her Corolla at Toyota of Braitree since the day of the incident in Hingham, and has given them permission to test drive it to see if they can duplicate her experience.

"They told me that they put it on the computer and that the techs looked at it and that there is nothing wrong with my car, and they have no fix for it. And they said it wasn't on the recall," Brackett said. "I

C-1868

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

said it didn't matter to me whether it was on recall or not — let's just set that aside and fix my car," Brackett said.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302650  
**Date of Incident:** 20100127  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** DIX HILLS, NY  
**NHTSA Summary:**  
TODAY, AS I WAS VERY SLOWLY PULLING INTO MY PARKING SPOT AT WORK , IT FELT LIKE A "JET" ENGINE TOOK OFF AND MY CAR ACCELERATED INTO THE BUILDING. I WAS STUCK ON CEMENT PARKING BORDERS AND THE WHEELS WERE SPINING. I DID NOT HAVE ANY CONTROL OVER THIS. I DO HAVE WITNESSES TO HIS. THE CAR WAS TOWED TO TOYOTA. \*CN  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303024  
**Date of Incident:** 20100127  
**Vehicle:** 2002 TOYOTA SIENNA  
**Location of Incident:** REDWOOD CITY, CA  
**NHTSA Summary:**  
I DRIVE A 2002 TOYOTA SIENNA XLE AND HAVE EXPERIENCED A LURCHING/ACCELERATING WHEN I AM AT A FULL STOP. WHEN IT HAPPENS (WHICH IS BECOMING MORE FREQUENT) IT SEEMS AWKWARD. NOW, I WONDER IS THIS PART OF THE ACCELERATOR PROBLEM TOO? \*CW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303400  
**Date of Incident:** 20100127  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** DEERFIELD BEACH, FL  
**NHTSA Summary:**  
I WAS DRIVING MY 2005 TOYOTA PRIUS AT 35MPH (ON CRUISE CONTROL). TRAFFIC SLOWED, I TAPPED THE BRAKE TO DISENGAGE CRUISE CONTROL. THE CAR SPED UP, WOULD NOT SLOW DOWN DESPITE MY STANDING ON THE BRAKE AND I REAR-ENDED THE CAR IN FRONT OF ME. MY PASSENGER WAS BADLY INJURED, BOTH CARS WERE TOWED. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303591  
**Date of Incident:** 20100127  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** HEMPSTEAD, NY  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE DRIVING APPROXIMATELY 50 TO 55 MPH ON NORMAL ROAD CONDITIONS THERE WAS AN UNINTENDED INCREASE OF ACCELERATION AND THE VEHICLE FAILED TO SLOW DOWN. THE DRIVER PULLED PARTIALLY ONTO THE EMERGENCY LANE WHICH CAUSED THE VEHICLE TO CRASH INTO  
**C-1869**

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

THE SIDE OF A BUS AND GUARD RAIL. THE DAMAGE TO THE BUS WAS MINIMAL. THE CONTACT PLACED THE GEAR SHIFT INTO THE "NEUTRAL" POSITION AND WAS FORCED TO APPLY EXCESSIVE FORCE TO THE BRAKE PEDAL. THE VEHICLE STOPPED ACCELERATING AFTER SEVERAL ATTEMPTS. THE VEHICLE SUSTAINED DAMAGES TO THE BODY OF THE VEHICLE ON THE PASSENGER AND DRIVERS SIDE. THE POLICE WAS CALLED TO THE SCENE. THERE WERE NO PERSONAL INJURIES. THE VEHICLE WAS OPERABLE. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THERE WAS A RECALL UNDER NHTSA CAMPAIGN ID NUMBER 10V017000 (VEHICLE SPEED CONTROL/ACCELERATOR PEDAL); HOWEVER, THE VIN WAS EXCLUDED SINCE THE MANUFACTURER WAS IN JAPAN. THE FAILURE MILEAGE WAS 7,200.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304881  
**Date of Incident:** 20100127  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** TRABUCO CANYON, CA  
**NHTSA Summary:**  
WHILE WAITING AT A STOP LIGHT THE 2004 TOYOTA COROLLA WOULD SURGE FORWARD. THIS HAS HAPPENED SEVERAL TIMES, ROUGHLY 4-5 A YEAR, AND IF THE BRAKE WAS NOT FIRMLY APPLIED CARS IN FRONT OF ME WOULD HAVE BEEN HIT. NO ATTEMPT WAS MADE TO FIX THIS AS IT WAS INCONSEQUENTIAL AT THE TIME. I AM CONCERNED THAT ONE OF THESE TIMES IT MAY NOT BE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304618  
**Date of Incident:** 20100127  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** LONGVIEW, WA  
**NHTSA Summary:**  
I HAVE A 2000 TOYOTA CAMRY. IT IS NOT IN THE RECALL BUT IT SHOULD BE. THE GAS PEDAL STICKS AND HAS FOR YEARS. THIS CAR HAS BEEN BACK TO THE DEALER FOR REPAIRS BUT THEY WERE NOT SUCCESSFUL. TOYOTA MAY NEED TO EXPAND THEIR RECALL. I HAVE BEEN TOLD BY THE LOCAL TOYOTA DEALER THAT THE VIN NUMBER ON MY CAR IS NOT ONE OF THE CURRENT RECALLS SO THEY WILL NOT PAY TO FIX IT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305748  
**Date of Incident:** 20100127  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** PEARISBURG, VA  
**NHTSA Summary:**  
MY SON WAS PULLING INTO A DRIVEWAY WHEN THE CAR ACCELERATOR PEDAL STUCK AND THE CAR SPED UP AND CRASHED THROUGH A FENCE BEFORE STOPPING AFTER BOTH FEET WERE APPLIED TO THE PEDAL. THE CAR IS A 2008 TOYOTA COROLLA. THERE WAS \$4650 DAMAGE TO THE CAR AND OVER \$600 DAMAGE TO THE FENCE.  
**Additional Summary:**

**Toyota ID Number:**

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**C-1870**

**NHTSA ODI Number:** 10304801  
**Date of Incident:** 20100127  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** CAMERON PARK, CA  
**NHTSA Summary:**  
**Additional Summary:**  
Per news articles Tonia Nichols, from Cameron Park, CA was parking her 2009 Rav-4 when the car suddenly accelerated and slammed into the side of a martial arts studio, knocking a hole through the studio. Nichols suffered minor injuries. Her kids were not hurt.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315197  
**Date of Incident:** 20100127  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** RANDOLPH, MA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED THAT AFTER HAVING THE GAS PEDAL REPAIRED IT NOW HAS A 3/4 OF AN INCH OF PLAY IN THE PEDAL. THE CONTACT STATED THAT SHE IS REQUIRED TO KEEP HER FOOT ELEVATED WHILE DRIVING. THE CONTACT ALSO STATED THAT THEY WERE NOT EXPERIENCING THE FAILURE PRIOR TO THE CORRECTION BEING MADE; HOWEVER, THE VEHICLE HAS RECENTLY EXPERIENCED A SUDDEN ACCELERATION. THE FAILURE MILEAGE WAS 30,000. THE CURRENT MILEAGE WAS 30,610.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315995  
**Date of Incident:** 20100127  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** PLACENTIA, CA  
**NHTSA Summary:**  
I AM A MECHANIC FOR 5 YEARS. MY WIFE ALWAYS DRIVE THE TRUCK. NEVER ME. ON JAN 27 THE PROBLEM STARTED WHEN I START ENTERING THE FREEWAY OR SPEED UP. I HAVE TO STEP ON GAS TO THE METAL. I NOTICED THERE IS A ELECTRONIC OR SENSOR DELAY ON THE GAS PEDAL. CAUSING ME TO REALLY BOTTOM THE GAS PEDAL. BY THAT TIME I REACH IDEAL SPEED. I LET GO OF THE GAS PEDAL THEN THERE IS ANOTHER PROBLEM THE TRUCK DOES NOT STOP IMMEDIATELY OR DECELERATE BECAUSE THE SENSOR HAS A DELAY. I HAVE TO STEP ON THE BRAKES VERY HARD. I EXPLAINED THIS TO THE DEALER FEW DAYS AGO. BUT TOLD ME MY TRUCK IS NOT PART OF THIS RECALL. RIGHT NOW I TRIED TO PUT SOME LUBE ON THE JOINT OF THE PEDAL BUT IT IS ELECTRONIC-PROBLEM COMPARE TO CABLE AND SPRING. ONCE YOU RELEASE THE PEDAL IT WILL DECELERATE ON ITS OWN. PLS HELP ME AND HAVE THIS RECALLED. THE COMPUTER OR THE SPEED ON THE TROTTLE SENSOR SHOULD BE REAL TIME. FROM THE THE MOMENT YOU STEP IN THE GAS THE SENSOR SHOULD IMMEDIATELY SEND TO COMPUTER TO GO ACCELERATE. WHEN RELEASE IT SHOULD IMMEDIATELY SEND TO COMPUTER SPLIT SECOND DECELERATE. THAT DELAY IS CAUSING ISSUES OF SAFETY. NOW I HAVE TO TELL MY WIFE TO GIVE ENOUGH SPACE BECAUSE THE TRUCK SEEMED TO BE VERY HEAVY FIGHTING THE DECELERATION DELAY PROCESS AND WEIGHT PLUS BRAKES. IN CALIFORNIA DRIVERS WILL CUT YOU OFF.  
**Additional Summary:**

**Toyota ID Number:**

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**C-1871**

**NHTSA ODI Number:** 10317128  
**Date of Incident:** 20100127  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** SAN FRANCISCO, CA  
**NHTSA Summary:**  
I HAD AN ACCIDENT ON JANUARY 27TH 2010 . I HAVE A TOYOTA COROLLA 2010 WITH FAULTY ACCELERATOR PEDAL(RECALLED) MY CAR BOUGHT ON DECEMBER 13 2010 FROM TOYOTA DEALERSHIP. I WAS PULLING MY CAR FROM MY GARAGE AS USUAL VERY SLOW HOLDING MY FOOT ON THE BRAKES BUT THIS TIME SUDDENLY MY CAR ACCELERATES SO FAST THAT THE NEXT THING I KNEW I WAS IN GARAGE DOOR OF THE HOUSE ACROSS THE STREET. I WAS UNABLE STOP THE CAR IMMEDIATELY EVEN AFTER I PRESSED THE BRAKES VERY HARD. BY THE TIME IT STOPPED THE CAR BROKE THE GARAGE DOOR OF THE HOUSE ACROSS THE STREET. LUCKILY NOBODY WAS INJURED. ALONG THE WAY THE CAR BRUSHED OFF THE BUMPER OF ANOTHER PARKED UNATTENDED CAR AND SHEARED OFF THE LICENSE PLATE. LICENSE PLATE WAS DAMAGED, THE BUMPER WAS SCRATCHED. MY CAR WAS DAMAGED AND MY FARMERS INSURANCE PAID FOR REPAIR OF MY CAR AND CAR PARKED ON THE STREET. THE OWNER OF THE HOUSE NEEDED TO USE HER CAR PARKED IN HER GARAGE URGENT AND TOLD ME TO REPAIR GARAGE DOOR IMMEDIATELY. SAME DAY THE NEW GARAGE DOOR WAS INSTALLED BY GARAGE MASTER INC. GARAGE DOOR WAS BROKEN BEYOND REPAIR. I PAID IMMEDIATELY BY CHECK TO THE GARAGE CO. I ALSO PAID FOR DOOR PAINTING. I REPORTED THIS ACCIDENT TO THE DMV. I WAS ABLE TO REACH TOYOTA CUSTOMER EXPERIENCE LINE ONLY IN TWO DAYS ON JANUARY 29. FINALLY I WAS INFORMED THAT MY CAR HAS A FAULTY ACCELERATOR PEDAL. CASE MANAGER TOLD ME INSPECTION WILL BE SCHEDULED SOON. MY CASE NUMBER #1001151635 . SINCE THE ACCIDENT I AM NOT DRIVING THIS CAR FOR SAFETY REASON. IT HAS BEEN PARKED IN THE GARAGE SINCE FEBRUARY 8. I AM REQUESTING COMPENSATION FOR ALL MY EXPENSES. BUT TOYOTA TOLD ME TO WAIT FOR AN INSPECTION AS THEY ARE VERY BUSY. TODAY IS MARCH 5 AND NOTHING HAS BEEN DONE BY TOYOTA ONLY WORDS AND PROMISES. THEY ARE NOT RETURNING CALLS. I ASKED FOR THE E-MAIL OF THE CASE MANAGER - E-MAIL ONLY FOR LOCAL USAGE REFUSE TO PROVIDE EMAIL PLEASE HELP AS SOON AS POSSIBLE. THANK YOU. UPDATED 03/17/10  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318241  
**Date of Incident:** 20100127  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** LAKE FOREST, CA  
**NHTSA Summary:**  
MY RAV4 WAS PART OF THE RECALL. ONE, I BOUGHT MY CAR ON 1/22/10. I HEARD TOYOTA FILED THEIR CLAIM ON 1/21/10. THE RECALL WAS ANNOUNCED ON 1/26/10. I FEEL THE DEALERS MOST HAVE KNOWN WHAT WAS HAPPENING AND SOLD ME MY CAR ANYWAY. ON THE TOYOTA WEBSITE IT STATED IF YOU BOUGHT YOUR CAR WITHIN 5 DAYS OF THE RECALL THE DEALER WOULD TAKE IT BACK. WHEN I CALLED THE DEALER THEY SAID THEY NEVER HEARD ANYTHING LIKE THAT AND REDIRECTED MY CALL TO THEIR SERVICE DEPARTMENT, WHO TOLD ME THERE WASN'T A FIX YET AND I WAS TO WAIT TO BE NOTIFIED. I WANTED INFORMATION ON THE GENERAL MANAGER OR DISTRICT MANAGER AND WAS TOLD I COULD FIND IT ON THE WEBSITE. FROM THERE I DIDN'T KNOW WHO TO TALK TO. I HAVE BEEN SICK TO MY STOMACH EVER SINCE. TWO, I NEVER RECEIVED ANY INFORMATION ABOUT THE RECALL. I HAD TO CALL THE TOYOTA HOTLINE AND THEY ALSO SAID TO WAIT FOR NOTIFICATION. THREE, NEVER RECEIVING A POSTCARD, I FINALLY CALLED A DEALER AND ARRANGED FOR MY CAR TO BE FIXED. I WAS EXPERIENCING RANDOM ACCELERATION WHEN THE CAR WAS HOT AND COLD.

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**C-1872**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322093  
**Date of Incident:** 20100127  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** ROSSFORD, OH

**NHTSA Summary:**

MY TOYOTA CAMRY PEDAL WAS IN THE STICKING POSITION AND WHEN I WENT TO BRAKE THE BRAKES WOULD NOT DO THEIR JOB AND I COULDN'T STOP UNTIL I BUMPED THE CAR IN FRONT OF ME. PRIOR TO THIS INCIDENT, I HAD EXPERIENCED SUDDEN ACCELERATION A FEW TIME OVER THE LAST TWO AND HALF YEARS WITH THIS CAR, BUT NEVER ANY STICKING OR BREAK FAILURE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325256  
**Date of Incident:** 20100127  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** COLUMBIA, SC

**NHTSA Summary:**

I OWNED A 2002 LEXUS ES 300 WHICH IN JANUARY 2010 BEFORE THE CRAZE OF THE ACCELERATION BECAME POPULAR, IT TOOK OFF, WITHOUT PROVOCATION, SHIFT LOCKED, ACCERATION LOCKED, AND BRAKES DIDN'T WORK. I FILED A BBB ORG COMPLAINT, I FAXED, EMAILED, FACEBOOKED, AND TWITTERED TOYOTA LEXUS CONCERNING MY CONCERNS, AND THE FACT THAT AS A DISABLED VET, WHO SPENT HIS ENTIRE EARNINGS ON A CAR FOR HIS FAMILY, AND THAT VEHICLE CRASHED WITHOUT PROVOCATION, AND ASKED FOR THEIR HELP. THEY NEVER ANSWERED THE BBB COMPLAINTS WITH THE USA LOCATION OR NORTH AMERICAN, FROM FACEBOOK, THEY SAID TO CONTACT THE CUSTOMER SATISFACTION DEPARTMENT, WHICH I DID. WHEN CONTACTING THE CUSTOMER SATISFACTION DEPARTMENT, THEIR JOBS ARE TO ATTEMPT TO TALK FAST, IN THE ATTEMPT TO SAY IT WAS DRIVERS ERROR. I TOLD THEM THAT I WASN'T INTERESTING IN SUING, WASN'T INTERESTED IN PLACING BLAME, JUST INTERESTED IN THEIR HELP IN ASSISTING ME IN REPAIRING MY GARAGE, AND THEIR ASSISTANCE IN ME GETTING A NEW USED VEHICLE. THAT'S ALL. I INFORMED THEM THAT WHILE HURT BY THE ACCIDENT, I WASN'T NOR DIDN'T SEEK A ATTORNEY, OR LEGAL REPRESENTATION, AND THAT I WOULD THINK THAT THEY WOULD WANT TO ASSIST THIS VETERAN AS A ACT OF KINDNESS. I ONLY ASKED THAT THEY ASSIST IN MY HOME REPAIRS, AND GETTING ANOTHER SAME LIKE VEHICLE, IN ALTERNATE, HELPING ME WITH MY HOME REPAIRS DEDUCTIBLE AND ASSISTING ME IN GETTING ANOTHER VEHICLE, AND AS A LAST ALTERNATIVE, I ASKED THEM IF THEY WOULD ISSUE A NON-QUALIFYING CERTIFICATE SO OTHER THAN INCOME, I COULD PURCHASE A VEHICLE FROM THEM, TO ACCOMMODATE MY FAMILIES NEEDS, THEY JUST IGNORED ME, NOW I WANT JUSTICE, BECAUSE MY REQUEST WERE NOT OUTRAGEOUS. IF THEY WOULD HELP ME GET ANOTHER VEHICLE FOR MY FAMILIES NEEDS, I WOULD BE TOTALLY SATISFIED, I DON'T BELIEVE IN ALWAYS GOING THROUGH THE COURTS WHAT PEOPLE CAN DO.

**Additional Summary:**

C-1873

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326631  
**Date of Incident:** 20100127  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** NEW DURHAM, NH

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:** 1001151976  
**NHTSA ODI Number:** 10303913  
**Date of Incident:** 20100128  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** STONE RIDGE, NY

**NHTSA Summary:**

ODI 10303913  
I WAS BEHIND A CAR MAKING A LEFT TURN WITH THE LEFT BLINKER CLEARLY ON, I HAD SLOWED TO ABOUT 10 OR 15 MPH AND WAS ABOUT 1 OR 2 CAR LENGTHS BEHIND THE CAR. I APPLIED THE BRAKES AND THE TRUCK WENT TO A FULL THROTTLE CONDITION... I GLANCED DOWN TO SEE IF MY FOOT WAS ON THE GAS??? IT WAS FULLY ON THE BRAKE I THEN STOOD ON THE BRAKE PEDAL BUT WITH THE FULL THROTTLE IT CONTINUED FORWARD UNTIL I HIT THE CAR AND PUSHED IT LIKE A BULLDOZER. MY TRUCK CONTINUED ABOUT 20 BEFORE FINALLY STOPPING. ABOUT 2 WEEKS BEFORE THIS INCIDENT I HAD A SIMILAR INCIDENT WHILE ON A DOWN RAMP WITH A CAR AT LEAST 20 CAR LENGTHS IN FRONT OF ME. I APPLIED THE BRAKE AND IT TOOK OFF??? I QUESTIONED MYSELF AS TO WHAT HAD HAPPENED? IT ACTS LIKE THE RESUME BUTTON IS PRESSED FOR CRUISE CONTROL BUT I DID NOT HAVE CRUISE ON EITHER TIME. IN READING TOYOTAS DESCRIPTION OF THE PROBLEM THEY SAY... STICKING AND OR HARD TO PRESS ON THE PEDAL I HAVE NOT HAD ANY OF THOSE PROBLEMS IN TALKING WITH TOYOTA I WAS ASKED WHAT I THOUGHT THE PROBLEM MIGHT BE AND I SAID I THINK THE CRUISE CONTROL MODULE MIGHT BE INVOLVED. IT HAS AN INPUT FROM THE GAS PEDAL, AN INPUT FROM THE BRAKE PEDAL AND AN OUTPUT TO THE THROTTLE POSITIONER. IT IS MY FEELING THAT THERE ARE MORE PROBLEMS THAN JUST A GAS PEDAL ISSUE. \*TR

**Additional Summary:**

On Jan. 28 I was behind a clearly left turning car, going about 15mph behind the car I applied my brakes when I did the truck went to FULL THROTTLE... I glanced down to see if my foot was on the gas? my right foot was planted on the brake which then stood on. The truck hit the car in front of me and continued for about 15 or 20 at least before stopping. About 2 weeks before I had a similar issue when on an exit ramp I applied my brakes and the truck took off? I hit the brakes hard and it did slow, I had no traffic directly in front of me or I could have hit a car if there was. I thought did I do something wrong, did I have my foot on the gas? what happened did NOT relate to what Toyota has been saying about the pedal sticking? Both times the feeling was like having cruise control ON at 65mph and applying the brakes to knock it off slowing to 30 mph and then pressing the RESUME button. The throttle will open and you will

C-1874

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

go back to 65 mph. I have a case number with Toyota but they still have not contacted me at this time. I did talk with someone at Toyota on Sat. and they asked me what I thought was the problem. I told them I thought the cruise control could be involved with it. Welcome to my Nightmare.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10302965  
**Date of Incident:** 20100128  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** JACKSONVILLE, FL

**NHTSA Summary:**

I OWN A 2004 TOYOTA SIENNA. I HAVE HAD ISSUES WITH A SLUGGISH ACCELERATOR THAT SUDDENLY "GIVES". I HAVE TAKEN IT TO THE DEALER AND INDEPENDENT MECHANICS AND NEITHER HAVE RESOLVED THE ISSUE. I HAVE DOCUMENTATION OF REPAIRS, CLEANING THE FUEL INJECTORS, REMOVING THE CARPETS, ETC. NOTHING HAS WORKED AND AM WORRIED WHY THE SIENNA HAS NOT BEEN INCLUDED IN THE RECALL.

\*TW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303317  
**Date of Incident:** 20100128  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** DUMAS, TX

**NHTSA Summary:**

DRIVING A 2005 TOYOTA TACOMA NO VISIBLE ADVERSE WEATHER, COLD/ TRUCK SLID SIDEWAYS, ACCELERATED EVEN THOUGH THE BRAKES WERE DEPRESSED TO THE FLOOR. VEHICLE ROLLED THREE TIMES. VEHICLE CONTINUED TO IDLE UP EVEN AFTER IT WAS ON ITS SIDE. CONTACTED TOYOTA, GIVEN AN INCIDENT REFERENCE NUMBER, NO RESPONSE FROM TOYOTA. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303913  
**Date of Incident:** 20100128  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** STONE RIDGE, NY

**NHTSA Summary:**

I WAS BEHIND A CAR MAKING A LEFT TURN WITH THE LEFT BLINKER CLEARLY ON, I HAD SLOWED TO ABOUT 10 OR 15 MPH AND WAS ABOUT 1 OR 2 CAR LENGTHS BEHIND THE CAR. I APPLIED THE BRAKES AND THE TRUCK WENT TO A FULL THROTTLE CONDITION... I GLANCED DOWN TO SEE IF MY FOOT WAS ON THE GAS??? IT WAS FULLY ON THE BRAKE I THEN STOOD ON THE BRAKE PEDAL BUT WITH THE FULL THROTTLE IT CONTINUED FORWARD UNTIL I HIT THE CAR AND PUSHED IT LIKE A BULLDOZER. MY TRUCK CONTINUED ABOUT 20 BEFORE FINALLY STOPPING. ABOUT 2 WEEKS BEFORE THIS INCIDENT I HAD A SIMILAR INCIDENT WHILE ON A DOWN RAMP WITH A CAR AT LEAST 20 CAR LENGTHS IN FRONT OF ME. I APPLIED THE BRAKE AND IT TOOK OFF??? I QUESTIONED MYSELF AS TO WHAT HAD HAPPENED? IT ACTS LIKE THE RESUME BUTTON IS PRESSED FOR CRUISE CONTROL BUT I DID NOT HAVE CRUISE ON EITHER TIME. IN READING TOYOTAS DESCRIPTION OF THE PROBLEM THEY SAY... STICKING AND OR HARD TO PRESS ON THE PEDAL I HAVE NOT HAD ANY OF THOSE PROBLEMS IN TALKING WITH TOYOTA I WAS ASKED WHAT I THOUGHT THE PROBLEM MIGHT BE AND I SAID I THINK THE CRUISE CONTROL MODULE MIGHT BE INVOLVED. IT HAS AN INPUT FROM THE GAS

C-1875

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PEDAL, AN INPUT FROM THE BRAKE PEDAL AND AN OUTPUT TO THE THROTTLE POSITIONER. IT IS MY FEELING THAT THERE ARE MORE PROBLEMS THAN JUST A GAS PEDAL ISSUE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305769  
**Date of Incident:** 20100128  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** FORT ATKINSON, WI

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT STATED WHILE PARKING IN REVERSE THE VEHICLE ACCELERATED WITHOUT APPLYING PRESSURE TO THE ACCELERATOR PEDAL AND THE VEHICLE CRASHED INTO A POLL. NO ONE WAS INJURED DURING THE CRASH AND A POLICE REPORT WAS FILED. THE CONTACT NOTIFIED THE MANUFACTURER REGARDING THIS ISSUE BUT NOTHING HAS TAKEN PLACE FROM THE MANUFACTURER'S END. THE CONTACT FEELS THIS COULD HAVE CAUSE A WORSE CRASH IF THE VEHICLE WAS ON THE HIGHWAY. FAILURE MILEAGE WAS 28,000. JO

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305362  
**Date of Incident:** 20100128  
**Vehicle:** 2007 TOYOTA SOLARA  
**Location of Incident:** TEMPE, AZ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA SOLARA. WHILE DRIVING APPROXIMATELY 35 MPH THE ACCELERATOR PEDAL BECAME STUCK. THE CONTACT WAS FORCED TO REPEATEDLY ENGAGE THE BRAKE PEDAL IN ORDER TO RELEASE FROM THE STUCK POSITION. THE FAILURE OCCURRED INTERMITTENTLY. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALER. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 80,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310398  
**Date of Incident:** 20100128  
**Vehicle:** 2010 LEXUS RX350  
**Location of Incident:** KINGWOOD, TX

**NHTSA Summary:**

MY 2010 LEXUS RX 350 HAS HAD TWO INCIDENTS OF SUDDEN ACCELERATION IN THE 6 WEEKS I HAVE OWNED THE VEHICLE. ON BOTH OCCASIONS, THE VEHICLE SUDDENLY REVED UP PAST 4 TO 5000 RPM FOR A FRACTION OF A SECOND AND THEN RETURNED TO NORMAL RPM (2000). REPORTED THE FIRST INCIDENT TO LEXUS. NO ACTION HAS BEEN TAKEN BY LEXUS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310312  
**Date of Incident:** 20100128  
**Vehicle:** 2009 TOYOTA VENZA

C-1876

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** CLERMONT, FL

**NHTSA Summary:**  
VM- THE CONTACT OWNS A 2009 TOYOTA VENZA. THE CONTACT WAS BACKING OUT OF THE DRIVEWAY IN RAINY WEATHER CONDITIONS. THERE WAS SLIGHT PRESSURE APPLIED TO THE BRAKE PEDAL. SUDDENLY, AN UNEXPECTED INCREASE OF ACCELERATION. THE IDLE SPEED WAS SLOW. THE DRIVER WAS ABLE TO STOP THE VEHICLE. THE FAILURE OCCURRED WHENEVER THE GEAR WAS IN THE REVERSE POSITION. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALFUNCTION. THE FAILURE MILEAGE AND VIN NUMBER WERE UNAVAILABLE. JS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314577  
**Date of Incident:** 20100128  
**Vehicle:** 2008 TOYOTA 4RUNNER  
**Location of Incident:** TALLAHASSEE, FL

**NHTSA Summary:**  
INCIDENT THAT TOOK PLACE ON JANUARY 28, 2010. I OWN A 2008 TOYOTA FOUR RUNNER SR5 WITH 13 K MILES, I AM THE ORIGINAL OWNER AND NO ONE HAS DRIVEN THE VEHICLE BUT ME. VEHICLE PURCHASED AT LEGACY TOYOTA. STOPPED AT A TRAFFIC LIGHT; WHEN THE LIGHT CHANGED, I PLACED PRESSURE TO THE ACCELERATOR TO DRIVE OFF. NOTHING HAPPENED! EXCEPT A SLIGHT FORWARD MOVE! AGAIN I APPLIED PRESSURE TO THE ACCELERATOR! NOTHING HAPPENED! BY THIS TIME I HAD ROLLED INTO THE MIDDLE OF THE INTERSECTION. NOW FOR THE THIRD TIME! AGAIN APPLIED PRESSURE TO THE ACCELERATOR AND AFTER A MOMENT THE ENGINE REVVED UP AND BEGAN TO MOVE THE VEHICLE RAPIDLY FORWARD. I RELEASED THE PRESSURE ON THE ACCELERATOR AND BRIEFLY TOUCHED THE BRAKE, WHEN ALL SEEMED TO RETURN TO NORMAL. FEBRUARY 1, 2010 REPORT THE INCIDENT AS IT OCCURRED TO LEGACY TOYOTA. DEALER REACTED WITH NO CONCERNS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315440  
**Date of Incident:** 20100128  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** LOUISBURG, NC

**NHTSA Summary:**  
2007 TOYOTA AVALON. \*CW WHILE DRIVING, THE CONSUMERS WIFE ENCOUNTERED A CURVE. SHE SOON REALIZED SHE COULD NOT GET THE VEHICLE TO SLOW DOWN. SHE WENT OFF THE ROAD AND HIT SOME TREES. THE VEHICLE WAS TOTALED AND THE CONSUMERS WIFE WAS INJURED. \*JB UPDATED 03/09/10  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318885  
**Date of Incident:** 20100128  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** BALDWINVILLE, NY

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 TOYOTA RAV4. WHILE APPROACHING A STOP LIGHT AND DEPRESSING THE BRAKE PEDAL, THE VEHICLE CONTINUED TO ACCELERATE. THE VEHICLE CRASHED INTO A PRECEDING VEHICLE THAT WAS STOPPED AT THE TRAFFIC

C-1877

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LIGHT. THERE WAS NO PHYSICAL DAMAGE TO EITHER VEHICLE. LATER, HE WAS NOTIFIED THAT THERE WAS A RECALL PERTAINING TO UNINTENDED ACCELERATION (NHTSA CAMPAIGN ID NUMBER: 10V017000, VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) WHILE TAKING THE VEHICLE TO HIS LOCAL DEALER FOR RECALL REPAIRS, THE VEHICLE EXHIBITED THE SAME FAILURE. WHILE APPROACHING A STOP LIGHT AT 15 MPH, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS ABLE TO CONTROL THE VEHICLE BY PLACING THE GEAR SHIFT INTO THE NEUTRAL POSITION. THE FAILURE MILEAGE WAS 3,200 MILES AND THE CURRENT WAS 3,700 MILES.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319283  
**Date of Incident:** 20100128  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** NEW BRITAIN, CT

**NHTSA Summary:**  
I WAS GOING TO WORK WHEN MY BRAKES STOPPED WORKING, STERRING WHEEL LOCKED, AND CAR ACCELERATED STRAIGHT INTO A FENCE. BOTH MY MOTHER AND I WERE INJURED. I GOT A TOYOTA SPECIALIST TO LOOK AT THE CAR, IT TOOK THEM THREE AND A HALF WEEKS AFTER THE ACCIDENT TO SEND THAT SPECIALIST TO LOOK AT THE CAR. HE THEN SAID THE CAR WAS SAFE TO DRIVE. AFTER I GOT MY CAR BACK FROM THE BODY SHOP I TOOK THE CAR TO THE TOYOTA DEALERSHIP WHERE I GOT IT TO GET THE BRAKES FIXED AND THE ACCELERATOR PEDAL FIXED. I HAVE GONE TWICE ALREADY AND MY BRAKES STILL AINT FIXED AND GIVING ME PROBLEM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324497  
**Date of Incident:** 20100128  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2010 TOYOTA COROLLA LE. WHILE DRIVING APPROXIMATELY 85 MPH, THE VEHICLE SUDDENLY ACCELERATED TO 95 MPH. THE CONTACT WAS ABLE TO DEPRESS THE BRAKE PEDAL AND SHIFT INTO NEUTRAL GEAR WHICH ALLOWED THE VEHICLE TO SLOW DOWN AND STOP. THE FAILURE OCCURRED TWICE. THE SECOND FAILURE OCCURRED WHEN THE FLOOR MAT BECAME WEDGED AGAINST THE ACCELERATOR PEDAL AND WOULD NOT STAY MOUNTED TO THE FLOOR. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE A REINFORCEMENT BAR WAS INSTALLED IN THE ACCELERATOR PEDAL. THE FLOOR MAT WAS ALSO TAKEN OUT. THE REPAIRS WERE PERFORMED ACCORDING TO RECALL 10V017000 (VEHICLE SPEED CONTROL, ACCELERATOR PEDAL). THE CURRENT MILEAGE WAS APPROXIMATELY 11,200. THE FAILURE MILEAGE WAS APPROXIMATELY 9,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100129  
**Date of Incident:** 2007 TOYOTA PRIUS  
**Vehicle:** , PA  
**Location of Incident:**  
**NHTSA Summary:**  
**Additional Summary:**

C-1878

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

on July 29, (DATE IS ACTUALLY JAN, 29, 2010) I was leaving a parking lot waiting behind a car about 4 feet in front of me. Suddenly my 2007 prius accelerated into the back of the car in front of me. fortunatley no one was seriously hurt, but the rear bumper of the car in front and the front bumper of the prius were damaged. The woman in the car which I hit had whiplash. I reported the accident to my insurer Geico, who said I would be at fault and would lose my good driver discount. The agent had not heard about the toyota recall, but said she would look into it. I made an appointment with toyota to inspect the accelerator linkage. I think toyota is responsible for this accident and should pay for the damage.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303129  
**Date of Incident:** 20100129  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** CONROE, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 TOYOTA COROLLA. WHILE DRIVING APPROXIMATELY 5 MPH OUT OF A PARKING SPACE HIS VEHICLE ACCELERATED INTO A POLE AND DAMAGED HIS VEHICLE. THE LICENSE PLATE ALSO CAME OFF. THERE WERE NO INJURIES. THE VEHICLE WAS DRIVEN TO HIS RESIDENCE. HOWEVER, THE FAILURE OCCURRED THREE TIMES. A CLAIM WAS ALSO FILED WITH TOYOTA. THE FAILURE MILEAGE WAS 181,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303992  
**Date of Incident:** 20100129  
**Vehicle:** 2010 TOYOTA HIGHLANDER  
**Location of Incident:** PARKER, CO

**NHTSA Summary:**  
GAS PEDAL OF 2010 TOYOTA HIGHLANDER GOT STUCK ON THE WEATHERTECH DRIVER'S SIDE FLOOR LINER WHILE PASSING ANOTHER VEHICLE. LUCKILY, MY HUSBAND WAS DRIVING AND WAS ABLE TO PUT CAR IN NEUTRAL AND PULL CAR OVER TO SIDE OF THE ROAD AND WE DID NOT GET INTO AN ACCIDENT. WHEN MY HUSBAND REMOVED THE FLOOR LINER THE GAS PEDAL POPPED BACK UP - SO IT GOT STUCK ON THE LINER. ALSO, EARLIER IN THE TRIP THAT DAY THE WEATHERTECH CARGO LINER PREVENTED THE REAR HATCH FROM CLOSING PROPERLY AND OUR LUGGAGE FELL OUT INTO THE ROAD. ORDER # 92137633; ORDER DATE: 1/5/2010. WE HAVE ADVISED WEATHERTECH AND ARE RETURNING THE PRODUCT FOR A REFUND. P/N:441151/00185 REV 1 (DRIVER'S SIDE LINER); PART # 40328 (CARGO LINER) - CAN NOT FIND EXACT LISTING OF MODEL # ON YOUR FORM - SO ENTERED CLOSEST TO MODEL # SINCE FORM WILL NOT LET YOU CONTINUE WITHOUT CHOOSING A MODEL #. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304043  
**Date of Incident:** 20100129  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** MARATHON, WI

**NHTSA Summary:**  
ON JAN 29, 2010 MY 11 YRS. DAUGHTER AND I WERE TRAVELING IN OUR 2008 TOYOTA SIENNA SOUTH ON HWY 131/39. THE ROADS AND WEATHER WERE BASICALLY DRY. I HAD JUST SET THE CRUISE ON 71MPH WHEN THE VEHICLE SURGED AHEAD. THE SPEEDOMETER SAID 80, AND WITHIN A MINUTE HAD REDUCED TO THE 71MPH I HAD SET. IT WAS VERY SUDDEN AND VERY SCARY TO BOTH OF US. THERE WAS NO FOOT ON THE

C-1879

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATOR AND NO FLOOR MAT WAS THE PROBLEM. I FEEL THIS IS A WARNING OF WHAT COULD HAPPEN AND THERE ARE DOCUMENTED C/O SINCE 2006 FOR SIENNAS THAT HAVE THIS SAME PROBLEM. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304586  
**Date of Incident:** 20100129  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** DECATUR, GA

**NHTSA Summary:**  
I PURCHASED MY 2008 TOYOTA CAMRY IN NOVEMBER 2008. INSTANTLY I NOTICED TWO THINGS, ONE, HOW THE CAR WAS SLOW WHEN TRYING TO MERGE TO ANOTHER LANE. IN FACT, I ALMOST CAUSED A MAJOR ACCIDENT, VERY SCARY TO SAY THE LEAST. SECONDLY, I SMELLED FUMES AND I ASKED MY UNCLE DID HE SMELL IT AND HE SAID YES. IN ADDITION MY UNCLE STATED, "THIS IS A NEW CAR YOU SHOULD NOT SMELL THESE FUMES. YOU NEED TO TAKE THIS CAR BACK TO THE DEALERSHIP!" I DID, ONLY TO BE TOLD THEY DID NOT SMELL ANYTHING AND EVERYTHING LOOKED FINE. IN REGARDS TO THE MERGING ISSUE, I WAS TOLD THAT IT THE NEWER MODELS ARE NOW RAN ELECTRONICALLY AND THIS IS ONE OF THE DRAWBACKS OF THESE MODELS, AND THAT WAS IT. I HAVE NEVER FELT COMFORTABLE DRIVING MY CAR BECAUSE IT ALWAYS FELT LIKE I HAD A FLAT TIRE. I HAVE HAD THREE ALIGNMENTS, REPLACED MY TIRES AND THE CAR STILL DOES NOT DRIVE WELL. NOW THE RECALL REGARDING THE BRAKES/FLOOR MATS HAS NOT BEEN AN ISSUE FOR ME BUT THE SLOW RETURN OF THE ACCELERATOR MOST DEFINITELY, AND I NOTICED THIS BEFORE I HEARD ABOUT THE 2ND RECALL. I TOOK MY CAR TO THE TOYOTA DEALERSHIP ON PTREE INDUSTRIAL IN ATLANTA, GA ON FRIDAY, JANUARY 29TH, TO GET MY CARBON AIR FILTER REPLACED AND THAT IS WHEN I TOLD THEM ABOUT MY ACCELERATOR AND I WAS TOLD THAT IT WAS NOT PART OF THE RECALL ISSUE. SO THE SALESPERSON TOOK SOME INFORMATION DOWN AND SAID THE PARTS HAVE NOT COME IN YET, THEREFORE, THERE IS NOTHING WE CAN DO. IF THIS WAS NOT PART OF THE RECALL WHY TELL ME THAT THE PARTS HAVE NOT COME IN IF I WAS NOT AFFECTED BY IT BASED ON MY CONCERNS? SO NEEDLESS TO SAY, I TOO, LIKE MOST CUSTOMERS HAVE MY CONCERNS. I HAVE ALWAYS TRUSTED TOYOTAS AND NOW THIS. I PRAY NOTHING OCCURS WITH ME AND MY FAMILY WHILE TOYOTA DECIDES WHAT, WHEN, AND HOW TO SOLVE THIS MAJOR ISSUE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304446  
**Date of Incident:** 20100129  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** MOBILE, AL

**NHTSA Summary:**  
GAS PEDAL STICKS WHEN STARTING OUT FROM A STOPPED POSITION. THIS HAPPENS SPORADICALLY BUT MORE OFTEN HAPPENS AFTER COMING TO A QUICK STOP AT A RED LIGHT. THE GAS PEDAL STICKS FOR ABOUT A SECOND OR TWO AND AFTER APPLYING MORE PRESSURE IT FINALLY ENGAGES AND STARTS TO ACCELERATE. NOTE THAT I HAVE NOT HAD THE ISSUE WHERE THE GAS PEDAL STICKS IN THE DEPRESSED POSITION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306067

C-1880

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100129  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** GOLDSBORO, NC

**NHTSA Summary:**  
BRAKES FAILED TO RESPOND WHILE TRAVELING APPROX. 40 MPH - BRAKE PRESSED, WENT TO FLOOR WITH NO RESPONSE, BRAKE PEDAL PRESSED A SECOND TIME, CAR STILL DID NOT DECELERATE. ABS DID NOT ACTIVATE. VEHICLE IS A 2007 TOYOTA CAMRY. FRONT-END COLLISION, STRIKING VEHICLE STOPPED AHEAD ON ROADWAY - AIRBAGS DID NOT DEPLOY IN CAMRY. TOTAL OF 4 CARS INVOLVED IN ACCIDENT. CAMRY SUSTAINED EXTENSIVE FRONT-END DAMAGE, INSURANCE ADJUSTER ESTIMATE AT APPROX. \$7800. NO SERIOUS PERSONAL INJURY INVOLVED. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306806  
**Date of Incident:** 20100129  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** JACKSON, NJ

**NHTSA Summary:**  
ON FRIDAY JAN 29, 2010 I ARRIVED AT MY WORKPLACE IN PISCATAWAY, NJ. AS I PULLED INTO THE PARKING LOT AND WAS SLOWING INTO A PARKING SPOT, MY 2007 CAMRY WHICH I WAS DRIVING ACCELERATED AND TOOK OFF ON ITS OWN. BEFORE I KNEW WHAT WAS HAPPENING, THE CAR HAD HIT A CURB, JUMPED OVER THE CURB AND ONTO A MAJOR ROAD. I DON'T KNOW HOW I AVOIDED A HEAD ON COLLISION WITH A CAR ON THE ROAD. MY IMMEDIATE SENSE WAS TO STEER ONTO A NEARBY TREE TO AVOID GOING ONTO A BUSIER STREET NEARBY. THE FRONT TIRE HAD BURST ON IMPACT WITH THE CURB AND THAT PROBABLY HELPED SLOW THE CAR DOWN. AS I MATCHED ON THE BRAKE, THE CAR MANAGED TO STOP AND MIRACULOUSLY, I DID NOT HIT ANYBODY OR ANYTHING. IF THE CAMRY JUST HAD A STICKING GAS PEDAL, WHAT IS THE LIKELIHOOD THAT THE CAR COULD HAVE GAINED ENOUGH ACCELERATION AND SPEED TO MAKE THE IMPACT IT MADE WITH THE CURB. I WAS VERY CLOSE TO THE CURB -- ABOUT 2 TO 3 FEET FROM THE CURB. MY CAR WAS ALMOST AT A FULL STOP. I BELIEVE THAT WHEN MY CAR SPED OFF, IT MUST HAVE HIT THE CURB AT ABOUT A SPEED OF 50 MILES PER HOUR OR MORE. I AM WORRIED THAT EVEN AFTER TOYOTA INSERTS THE SMALL CORRECTIVE METAL IN THE PEDAL, THE PROBLEM MAY STILL BE THERE. WOULD'NT IT BE UNFORGIVABLY TRAGIC IF ANYONE SHOULD GET HURT OR DIE FROM A RUN-AWAY TOYOTA AFTER THE CORRECTIVE METAL HAS BEEN INSERTED?  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307466  
**Date of Incident:** 20100129  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** SPRINGFIELD, IL

**NHTSA Summary:**  
I HAVE EXPERIENCE A PROBLEM WITH MY 2010 PRIUS, WHILE TURNING RIGHT ON TO ANOTHER STREET TRAVELING AROUND 20 MPH, I PRESS ON THE BRAKES TO DOWN SLIGHTLY WHEN SUDDENLY THE CAR ACCELERATED VERY FAST, I PRESSED ON BRAKE HARDER AND IT STOP THIS ACCELERATION. LATER I HAD 2 PROBLEMS AT THE SAME INTERSECTION. # 1: I TURNED RIGHT INTO THE STREET TO MY RIGHT AND I NOTICED MY BRAKES HESITATED FOR ABOUT 1 OR 2 SECONDS, I THEN CONTINUED WITHOUT A PROBLEM. # 2: I TURNED RIGHT AT THE SAME INTERSECTION WITH THE BRAKES ON TO

C-1881

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SLOW ME DOWN, WHEN THE CAR SEEMED TO ACCELERATE SLIGHTLY WITHOUT MY FOOT ON THE GAS PEDAL. THERE ARE MANY SMALL POT HOLES AT THE INTERSECTION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100129  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** LOUISVILLE, KY  
**NHTSA Summary:**  
**Additional Summary:**  
Information from news articles. Articles saved in folder TOYSUA4337.

Todd Allen claims his Camry mysteriously accelerated in a parking lot, leaving him and three others upside down in a ditch under water. Allen told police, despite having both feet on the brake, the car accelerated, went over the curb, and fell into the creek below. Four people were trapped inside. Allen suffered a spinal cord injury.

Phil Grossman is one of the attorneys now representing Allen.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310446  
**Date of Incident:** 20100129  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** MANASSAS, VA  
**NHTSA Summary:**  
2003 TOYOTA RAV4 WITH AUTOMATIC TRANSMISSION & 4WD. TRANSMISSION WILL NOT ALLOW PROPER ACCELERATION FROM STANDING STOP, ROUGH SHIFTING RESULTING IN A "SLAM" INTO GEAR, HANGS BETWEEN GEARS WHEN TRYING TO SHIFT. FLUSH OF FLUID ALLEVIATED PROBLEM FOR 1 WEEK (APPROX 200 MILES 0 BUT IT HAS RETURNED. ECU ERROR CODE: P0755. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310447  
**Date of Incident:** 20100129  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** FORT WAYNE, IN

**NHTSA Summary:**  
I APPROACHED THE INTERSECTION OF CORTZ RD. AND 34 ST. IN BRADENTON, FL IN HEAVY TRAFFIC. THE TRAFFIC LIGHT CHANGED FROM RED TO GREEN, THE LINE OF TRAFFIC STARTED TO MOVE FORWARD. I APPLIED ACCELERATOR AND BRAKE AS NEEDED WITH TRAFFIC, THEN THE CAR IN FRONT OF ME STOPPED SUDDENLY. I LET UP ON THE ACCELERATOR AND PRESSED THE BRAKE AND THEY DID NOT RESPOND AS THEY SHOULD HITTING THE CAR IN FRONT OF ME. THIS ALL RESULTED IN A 5 CAR CHAIN REACTION CRASH. IT SEEMED AS MY CAR WANTED TO KEEP ON GOING AS IF I HAD NOT DONE ANYTHING TO STOP. THIS IS THE SECOND TIME I HAVE HAD TROUBLE WITH ACCELERATION AND BRAKE CONTROL WITH THIS CAR IN JUST OVER 30 DAYS. THE CAR IS STILL IN THE REPAIR SHOP. I DO NOT HAVE ANY CONFIDENCE IN THIS CAR TO OPERATE CORRECTLY OR IN SAFE MANNER. TOYOTA HAS DONE NOTHING FOR ME TO FIX THIS PROBLEM. I HAVE TRIED TO CONTACT TOYOTA BY PHONE AND COMPUTER WITHOUT SUCCESS. I HAVE BEEN TO A TOYOTA DEALER TWICE AND THEY REFER ME TO

C-1882

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOYOTA CUSTOMER SERVICE PHONE NO. BECAUSE THE SIENNA MODEL IS NOT PART OF THE RECALL. HOWEVER WHEN I GO TO THE NHTSA.DOT GOV WEB SITE THERE ARE SEVERAL CASES LISTED OF ACCELERATION PROBLEMS WITH THE SIENNA. PLEASE HELP.  
\*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310947  
**Date of Incident:** 20100129  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** BETHPAGE, NY

**NHTSA Summary:**  
TL \* THE CONTACT OWNS A 2002 LEXUS ES300. THE CONTACT STATED AS HE BACKED OUT OF A PARKING SPACE THE VEHICLE ACCELERATED AND CRASHED INTO A PARKED VEHICLE. NO ONE WAS INJURED. A POLICE REPORT IS AVAILABLE IF NEEDED. THE BACK END OF THE VEHICLE WAS DAMAGED IN THE CRASH. THE VEHICLE WAS ABLE TO BE DRIVEN TO CONTACT'S HOME AND LATER TO A BODY SHOP FOR REPAIR. THE TOYOTA MANUFACTURER WAS CALLED AND NOW THE CONTACT WAS WAITING FOR A REPRESENTATIVE TO RETURN HIS CALL. THE CONTACT STATED PRIOR TO THE CRASH HE HAD THE ACCELERATION PROBLEM, HE TOOK THE VEHICLE TO THE LEXUS DEALER THEY CHECKED THE VEHICLE BUT FOUND NO FAILURE WITH THE VEHICLE. THE FAILURE MILEAGE WAS 27,200.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313254  
**Date of Incident:** 20100129  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** JACKSON, NJ

**NHTSA Summary:**  
TL \* THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED AS HE BACKED OUT OF A PARKING SPACE THE VEHICLE ACCELERATED AND CRASHED INTO A PARKED VEHICLE. NO ONE WAS INJURED. A POLICE REPORT IS AVAILABLE IF NEEDED. THE BACK END OF THE VEHICLE WAS DAMAGED IN THE CRASH. THE VEHICLE WAS ABLE TO BE DRIVEN TO CONTACT'S HOME AND LATER TO A BODY SHOP FOR REPAIR. THE TOYOTA MANUFACTURER WAS CALLED AND NOW THE CONTACT WAS WAITING FOR A REPRESENTATIVE TO RETURN HIS CALL. THE CONTACT STATED PRIOR TO THE CRASH HE HAD THE ACCELERATION PROBLEM, HE TOOK THE VEHICLE TO THE LEXUS DEALER THEY CHECKED THE VEHICLE BUT FOUND NO FAILURE WITH THE VEHICLE. THE FAILURE MILEAGE WAS 27,200.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318032  
**Date of Incident:** 20100129  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LAKE CHARLES, LA

**NHTSA Summary:**  
PRIOR TO THE ACCIDENT I HAD MY VEHICLE SERVICED. I GOT AND OIL CHANGED, CHANGED FRONT AND REAR BRAKE PADS AND REPLACED TWO TIRES. I ASKED THE TOYOTA DEALERSHIP ABOUT THE RECALL AND WHETHER OR NOT THEY COULD FIX THE

C-1883

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PROBLEM THEN AND EVEN STATED I RECEIVED THE NOTICE IN THE MAIL. I WAS BASICALLY TURNED AWAY I WAS TOLD THAT I HAD TO WAIT TO RECEIVE MY SECOND NOTICE IN THE MAIL AND THAT BY THEN THEY SHOULD HAVE THE PARTS TO FIX THE PROBLEM. PRIOR TO HAVING MY CAR SERVICED MY CAR ACCELERATED BEFORE HOWEVER I THOUGHT THAT IT WAS DUE TO THE TRACTION ON MY TIRES AND WORN PADS. LITTLE DID I KNOW THAT I WOULD SOON FIND THAT THAT WAS MY NO MEANS THE CASE. A LITTLE OVER TWO WEEKS AFTER HAVING MY MAINTENANCE DONE ON MY VEHICLE I WAS HEADED TO WORK ON THE HIGHWAY IT HAD JUST STOPPED RAINING WHEN MY CAR PICKED UP IN SPEED TO WELL OVER 75 MPH. FROM THERE EVERYTHING HAPPENED SO FAST. THE CAR WAS ACCELERATING I PANICKED GIVEN A CAR RIGHT IN FRONT OF ME I STEERED OVER TO THE RIGHT LANE TO AVOID THE COLLISION AND IN DOING SO I HIT WATER ON THE ROAD WHICH CAUSED ME TO BEGIN TO HYDROPLANED. MY FIRST REACTION WAS TO BRAKE HOWEVER THAT DIDNT WORK IT ONLY CAUSED ME TO HYDROPLANE MORE SPINNING ABOUT 5 TIMES OVER A DITCH AND LANDING IN BETWEEN TWO TREES. EVERYTHING ABOUT THIS ACCIDENT WAS A NIGHTMARE. I ACCRUED SEVERAL EXPENSES ONE TOTALLING MY CAR WHICH I HAVENT EVEN HAD A YEAR AS WELL AS BACK AND NECK PAIN. I NOT ONLY NOTIFIED TOYOTA AND MADE SEVERAL ATTEMPTS TO HAVE THE PROBLEM RESOLVED I ALSO CONTACTED THE NATIONAL HEADQUARTERS OF TOYOTA INC AND STILL NOTHING HAS BEEN DONE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318994  
**Date of Incident:** 20100129  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** AIKEN, SC

**NHTSA Summary:**  
I HAVE A 2006 TOYOTA AVALON LIMITED. ON 2 OCCASIONS, WHILE IN CRUISE CONTROL, I ATTEMPTED TO UPTICK THE STALK TO INCREASE SPEED ONE MPH. THE CAR ACCELERATED RAPIDLY WELL OVER ONE MPH WHEREUPON I CANCELED CRUISE CONTROL AND EVERYTHING BECAME NORMAL.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318707  
**Date of Incident:** 20100129  
**Vehicle:** 2005 TOYOTA TUNDRA  
**Location of Incident:** LITTLETON, CO

**NHTSA Summary:**  
2005 TOYOTA TUNDRA EXPERIENCE ELECTRONIC FAILURE \*CW THE CONSUMER STATED THE MECHANICAL OR ELECTRONIC FAILURE CAUSED AN ACCIDENT AS WELL AS INJURIES. THE CONSUMER STATED ALL HE REMEMBERED WAS EXITING THE HIGHWAY IN EVENING TRAFFIC WHEN ALL OF A SUDDEN, HIS VEHICLE RAMMED INTO THE VEHICLE IN FRONT OF HIM. THE AIR BAGS DEPLOYED PRIOR TO THE COLLISION AND HE HAD NO RECOLLECTION OF BEING ABLE TO BRAKE. HE ALSO STATED THE ENGINE FAILED IN JUNE 2009. THE CONSUMER WAS INFORMED THERE MUST HAVE BEEN SOMETHING WRONG WITH THE SEAMS IN THE RADIATOR. APPARENTLY, IT BLEW OUT THE BOTTOM, WHICH CAUSED THE INSTANTANEOUS LOSS OF THE RADIATOR FLUID. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330662

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1884

**Date of Incident:** 20100129  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** NEW DURHAM, NH  
**NHTSA Summary:**  
2009 TOYOTA CAMRY. CONSUMER STATES VEHICLE IS ACCELERATING ON ITS OWN \*TGW  
THE WATER PUMP WAS REPLACED DUE TO COOLANT LEAKING. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304525  
**Date of Incident:** 20100130  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** MATHEWS, VA  
**NHTSA Summary:**  
I HAVE OWNED MY 2006 TOYOTA COROLLA S WITH A 5-SPEED MANUAL TRANSMISSION SINCE JULY 2006. IN THAT TIME I HAVE HAD APPROXIMATELY 5 INCIDENCES WHEN THE ENGINE RACED UNEXPECTEDLY. THIS HAS ALWAYS OCCURRED WHEN I HAD THE CLUTCH DEPRESSED AND WAS BRAKING. I HAVE THOUGHT THAT MY RIGHT FOOT, WHICH I INTENDED TO BE ON THE CENTER OF THE BRAKE PEDAL, WAS ACTUALLY ON THE SIDE OF THE BRAKE PEDAL SUCH THAT IT SIMULTANEOUSLY CONTACTED THE ACCELERATOR PEDAL. THIS EXPLANATION IS PROBLEMATIC IN THAT EVEN WITH THE BRAKE PEDAL FULLY DEPRESSED, IT IS STILL HIGHER THAN THE ACCELERATOR PEDAL. THE ONLY WAY I COULD BE DEPRESSING BOTH THE BRAKE PEDAL AND THE ACCELERATOR PEDAL AT THE SAME TIME IS FOR MY FOOT TO BE TWISTED AND OFF CENTER AT THE SAME TIME. MAYBE THIS IS POSSIBLE. I DON'T KNOW. WHAT USUALLY HAPPENS IS THAT THE ENGINE RACES(MAYBE 4000 TO 5000 RPM) BUT SINCE THE CLUTCH IS ALREADY DEPRESSED AND MY FOOT IS ON THE BRAKE, THE CAR DOES NOT SPEED UP. USUALLY THE ENGINE ONLY RACES FOR A SECOND OR TWO AND I DON'T KNOW HOW IT GETS SETTLED DOWN--MAYBE I REPOSITION MY FOOT A LITTLE--I DON'T KNOW WHAT HAPPENS BECAUSE IT IS ALWAYS UNEXPECTED AND HAPPENS SO QUICKLY I AM LEFT CONFUSED AND SCARED. THE LAST TIME THIS HAPPENED WAS A FEW DAYS AGO SO WITH ALL THE PUBLICITY ABOUT TOYOTA ACCELERATOR PEDALS, I THOUGHT I WOULD REPORT THIS PROBLEM EVEN THOUGH MY CAR IS NOT COVERED IN THE RECALL.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305360  
**Date of Incident:** 20100130  
**Vehicle:** 2007 LEXUS GX470  
**Location of Incident:** GILBERT, AZ  
**NHTSA Summary:**  
AFTER REMOVING FOOT FROM ACCELERATOR AND APPLYING BRAKE WHILE PARKING, THE VEHICLE ACCELERATED AS IF THE GAS PEDAL WAS PUSHED TO THE FLOOR. MY WIFE HAD THE BRAKE PUSHED AS HARD AS SHE COULD BUT WAS NOT ABLE TO STOP THE CAR BEFORE IT HIT AN EMBANKMENT. SHE SLID INTO THE DASH AND STEERING WHEEL AND WAS SORE FOR A COUPLE OF DAYS. SHE HAD A PASSENGER WHO WITNESSED THE EVENT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305127  
**Date of Incident:** 20100130

C-1885

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** ALEXANDRIA, VA  
**NHTSA Summary:**  
ON FEB. 30,2010 I AND 2 PASSENGERS WERE RIDING AROUND IN MY 2008 TOYOTA TACOMA PICK-UP TRUCK IN 4 WHEEL DRIVE. THERE WAS SNOW ON THE GROUND AND WE WERE OUT CHECKING OUT THE NEIGHBORHOOD. WE DROVE ABOUT 2 MILES, VISITED TWO RESTURANTS LOOKING FOR MY BOAT MECHANIC. WHEN ARRIVING AT SECOND RESTURANT, I WAS PULLING INTO A PARKING SPACE TRAVELING APPROX. 5MPH WHEN I DISCOVERED THE TRUCK WASN'T STOPPING OR SLOWING, I STOOD ON THE BRAKE AND IT KEPT PULLING! WE WENT STRAIGHT INTO THE WALL OF THE RESTURANT. I CUT TRUCK OFF, GATHERED MYSELF, CUT TRUCK ON AND BACKED OUT OF THE WALL. MY FRONT SEAT PASSENGER SAID WOW, I SAW YOU PRESSING THE BRAKE PEDAL HARD, BUT THE TRUCK JUST KEPT GOING, WHAT'S UP WITH THAT? I TOLD HIM I DID EVERYTHING I COULD, IT JUST KEPT PULLING LIKE IT HAD A MIND OF ITS OWN! SO I SHUT OFF ENGINE AGAIN, THE MANAGER OF THE RESTURANT CAME OUT AND ASKED IF WE WERE ALL OK. I TOLD HIM WE WERE NOT INJURED AND I WAS SORRY FOR THE WALL. I WENT INSIDE AND CALLED THE POLICE AND MY INSURANCE COMPANY. I EXPLAINED IN BOTH REPORTS THAT THE ACCELERATOR KEPT GOING EVEN WITH THE BRAKE FULLY APPLIED. INSURANCE COMPANY TOLD ME TO TAKE IT TO THE BODY SHOP FOR REPAIRS, I AM WAITING TO GET IT BACK, BUT NO ONE HAS ADVISED ME ABOUT THE ACCELERATION PROBLEM. I DON'T WANT THIS TO OCCUR AGAIN, SOMEONE COULD BE KILLED OR INJURED. I FEEL WRONGED BY THIS INCIDENT. I TAKE EXCEPTIONAL CARE OF MY VEHICLES, AND THIS WAS MY RETIREMENT TRUCK. NOW IT HAS LOST MY TRUST, AS WELL AS LOST RESALE VALUE BECAUSE IT IS NOW A WRECKED VEHICLE. ALL THIS THROUGH NO FAULT OF MY OWN! TOYOTA SHOULD REPLACE MY TRUCK WITH A NEW ONE WITHOUT DEFAULTS SUCH AS THIS, I PAID CASH FOR MY TRUCK, 28K AS WELL AS BUYING MY WIFE A TOYOTA SALARA CONVERTABLE. I HAVE PLACED ALOT OF MONEY AND CONFIDANCE IN THIS COMPANY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305774  
**Date of Incident:** 20100130  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** MERCER ISLAND, WA  
**NHTSA Summary:**  
ENGINE ATTEMPTED TO ACCELERATE ON 2009 TOYOTA RAV 4 WHILE STOPPED AT STOPLIGHT BEHIND OTHER VEHICLES. DRIVER, STANDING ON BRAKES, QUICKLY PUT CAR IN NEUTRAL AND THEN PARK AND ENINE RETURNED TO NORMAL IDLE SPEED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305060  
**Date of Incident:** 20100130  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** LAKE HOPATCONG, NJ  
**NHTSA Summary:**  
I HAVE A 2010 PRIUS, 3D GEN, BASIC PKG. FIVE DAYS AGO, I REAR-ENDED A CAR STOPPED ON AN ENTRANCE RAMP TO RT. 15 IN NJ. I HIT THE BRAKES -- AND THE CAR SHUDDERED FORWARD AS IF ITS WHEELS HAD SEIZED UP. THIS PRIUS HAS HAD INTERMITTENT BRAKING PROBS SINCE I BOUGHT IT LAST AUGUST. USUALLY, THIS HAPPENS ON A ROUGH ROAD OR DURING A SUDDEN DECELERATION. THE BRAKES FEEL AS THO THEY'VE LOCKED, AND THE CAR ALMOST BOUNCES TO A STOP, RATHER THAN BRAKING QUICKLY  
**Additional Summary:**

C-1886

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND SMOOTHLY. I TOLD THE DEALER -- AND THEY TOLD ME NOTHING WAS WRONG (INFERRING IT WAS MY PROBLEM -- THAT I'M A LOUSY DRIVER.) I REPORTED THE BRAKE PROBLEM AGAIN AFTER THIS ACCIDENT, AND WAS TOLD AGAIN THERE WAS NO PROBLEM. NEWS REPORTS NOW SUGGEST - THERE IS A PROBLEM. (BTW - MY CAR HAS ALSO DONE SOME BRIEF SPURTS OF ACCELERATION, WHICH IS ODD IN ANY HYBRID. THEY USUALLY HAVE NO REAL PICK-UP.) I HAD NEVER BEFORE DRIVEN A PRIUS, SO I FIGURED THAT WAS HOW THE CAR RAN. PLEASE LET ME KNOW HOW TO DEAL WITH THIS? THE DEALER SAYS THEY'LL CHECK THE BRAKES - BUT THEY DON'T KNOW WHAT THEY'RE LOOKING FOR. ALSO - MY CAR INSURANCE RATES WILL GO UP BECAUSE OF THIS ACCIDENT, AND IT COST ME THE \$500 DEDUCTIBLE. I'M DISGUSTED, TO SAY THE LEAST. I THOUGHT I'D BOUGHT THE HOLY GRAIL OF DESIGN EXCELLENCE & FUEL ECONOMY -- NEW AND IMPROVED 3D-GENERATION. I BOUGHT AN EXPENSIVE HEADACHE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306002  
**Date of Incident:** 20100130  
**Vehicle:** 2010 SCION TC  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**  
HAPPENED LAST WEEKEND, WAS MAKING A RIGHT TURN IN MY NEW 2010 SCION TC. CAR IS JUST BARELY 2 MONTHS OLD AND LESS THAN 800 MILES ON THE ODOMETER. MIDDLE PART OF A NICE, MILD DAY, DRY ROAD, BUT SOME BROKEN PAVEMENT/ROUGHNESS AT THE CORNER THERE. SOMEONE COMING FROM MY 3 O'CLOCK POSITION WAS PLANNING TO MAKE A U-TURN IN THE INTERSECTION SO I ATTEMPTED TO STOP FOR THEM BEFORE COMPLETING MY RIGHT TURN. APPLIED BRAKES AND PEDAL RESISTANCE AND DECELERATION RATE INITIALLY SEEMED NORMAL, BUT THEN WHEN IT GOT A LITTLE BUMPY THE BRAKE PEDAL EFFORT WENT TO ZERO AND SO DID MY BRAKING, SO MY CAR PROCEEDED WITH THE MOTION, AT COASTING SPEED -- NOT ACCELERATING (MY FOOT WAS OFF THE GAS, ON THE BRAKE PEDAL), BUT ALSO NOT SLOWING AT ALL! \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305045  
**Date of Incident:** 20100130  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** QUEENSTOWN, MD  
**NHTSA Summary:**  
2007 LEXUS ES350. COMPLAINED TWICE TO DEALER ABOUT UNEXPECTED ACCLERATION. DEALER INITIALLY SAID THERE WAS NOTHING WRONG. SECOND TIME THEY INDICATED IT WAS A COMPUTER GLITCH AND "FLASHED" THE SYSTEM. THIS HAS NOT TAKEN CARE OF THE PROBLEM. WAS TOLD TO KEEP COMPLAINING, SO THAT LEXUS WOULD EVENTUALLY FIND A FIX. PROBLEM REMAINS...WHEN YOU APPROACH A RED LIGHT AND BEGIN TO STOP, THEN THE LIGHT CHANGES TO GREEN...WHEN YOU GO TO ACCELERATE, THE TRANSMISSION "JUMPS" AND ACCELERATES UNEXPECTEDLY. I HAVEN'T HAD AN ACCIDENT, BUT AM AFRAID THAT I'LL HIT ANOTHER CAR. THIS IS NOT A ONE TIME OCCURENCE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307520

C-1887

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100130  
**Vehicle:** 2010 LEXUS RX  
**Location of Incident:** ALDIE, VA  
**NHTSA Summary:**  
I LIVE IN ALDIE, VA AND HAVE A NEW LEXUS 2010 RX 450H HYBRID. I HAD AN ACCIDENT ON 01/30/2010 AROUND 11AM. WHAT HAPPENED WAS... I WAS DRIVING AROUND 5 TO 10 MILES PER HOUR AND TURNED THE VEHICLE TO 90 DEGREES SLOWLY TO GO TO THE SCHOOL. BUT THE VEHICLE WENT 45 DEGREES AND HIT A WOODEN STOP SIGN. I WAS REALLY DRIVING SLOW. I APPLIED THE BRAKE, BUT THE CAR SUDDENLY PICKED SOME SPEED AND HIT THE STOP SIGN. ITS UNUSUAL. THERE MAY BE SOME DEFECT IN THE BRAKES/GAS PEDALS OR WITH THE ABS SYSTEM OR THE ELECTRONICS AROUND IT. I CALLED LEXUS CUSTOMER SERVICE AND FILED A COMPLAINT ABOUT THE VEHICLE. THEY ARE SENDING IT TO THE LEGAL DEPARTMENT. THE ESTIMATED DAMAGE TO MY CAR WAS AROUND \$5,550 AND THE CAR IS CURRENTLY AT THE AUTOBODY SHOP FOR REPAIR.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312290  
**Date of Incident:** 20100130  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** ORLANDO, FL  
**NHTSA Summary:**  
2002 RAV4 FAULTY ECM DAMAGED MY TRANSMISSION. I BOUGHT THIS CAR FOR MY DAUGHTER FOR COLLEGE AND IT RAN FINE FOR 3 YEARS UNTIL NOW. THE CAR STARTED JERKING (PULLING) WHEN ACCELERATING THE CAR. I DID MY RESEARCH ON THE INTERNET AND FOUND OUT ABOUT THE PROBLEM WITH THE ECM. I FOUND HUNDREDS OF COMPLAINTS FROM OTHER RAV4 WITH THE SAME PROBLEM. I DECIDED TO CALL TOYOTA AND OPENED A CASE NUMBER. A WEEK LATER I CALLED THEM BACK AND THEY TOLD ME THAT THE WARRANTY NO LONGER COVER THIS. I ALSO FOUND OUT THAT TOYOTA NEVER NOTIFIED CUSTOMERS ABOUT THIS PROBLEM REPORTED ON BULLEIN TC002-06 DATED 3/3/06. I RECEIVED A RECALL FOR "CHECK ENGINE LIGHT" BUT NEVER RECEIVED A RECALL TO REPLACE THE ECM. I TOOK THE CAR TO THE DEALER AND THEY SAID I HAVE TO REPLACE BOTH THE ECM AND THE TRANSMISSION AND IT WILL COST ME ABOUT \$3000, WHICH I THINK THIS COULD HAVE BEEN PREVENTED IF TOYOTA WOULD HAVE REPLACED THE ECM EARLIER.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303632  
**Date of Incident:** 20100131  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** INDIANAPOLIS, IN  
**NHTSA Summary:**  
I L THE CONTACT OWNS A 2000 TOYOTA CAMRY. WHENEVER THE CONTACT CAME TO A COMPLETE STOP AND HE ATTEMPTED TO ACCELERATE THERE WAS HESITATION AND THE VEHICLE SLOWLY BEGAN TO GAIN SPEED. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALER. THE CURRENT AND FAILURE MILEAGES WERE 157000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303541

C-1888

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100131  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** ROUND ROCK, TX

**NHTSA Summary:**  
MY CAMRY LE 4 CYLINDER IS EXPERIENCING STICKY GAS PEDAL FROM TIME TO TIME. IT IS NOT STICKING TO THE CARPET. IT HAS HAPPENED ABOUT 10 TIMES SO FAR. THE PROBLEM HAPPENS WHEN MOVING FROM COMPLETE STOP POSITION AT LIGHT OR STOP SIGN. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10303527  
**Date of Incident:** 20100131  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** CLOVIS, CA

**NHTSA Summary:**  
WHEN PULLING INTO A PARKING SPACE, THE VEHICLE ACCELERATED ON ITS OWN. DEPRESSED BRAKE TO LIMITED AVAIL. VEHICLE PARTIALLY JUMPED PARKING CURB WHEN IT WAS SHIFTED INTO PARK. THE VEHICLE HAS NOT YET BEEN INSPECTED SO, AS YET, NOTHING HAS BEEN DONE TO REPAIR THIS PROBLEM. THIS IS THE SECOND OCCURRENCE. THIS APPEARS TO BE SIMILAR TO MANY OTHER COMPLAINTS ON THIS MODEL ALONG WITH OTHER MODELS. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304911  
**Date of Incident:** 20100131  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** NEWBURY PARK, CA

**NHTSA Summary:**  
PROBLEM WITH ACCELERATOR STICKING AT HIGH SPEED (70 MPH), CONSIDERABLE LAG BETWEEN REMOVING FOOT FROM GAS PEDAL AND DECELERATION. REQUIRED HARD BRAKING TO AVOID HITTING ANOTHER VEHICLE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305126  
**Date of Incident:** 20100131  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** PALMYRA, VA

**NHTSA Summary:**  
I WAS A PASSENGER IN MY FRIEND'S 2008 TACOMA TRUCK ON 1/31/10. WE WERE TRAVELLING FROM CULPEPPER, VA, TO CHARLOTTESVILLE WHEN WE PULLED INTO A GAS STATION AND MCDONALDS. AS WE PULLED IN THE GAS STATION WE MADE A RIGHT HAND TURN AND THEN A LEFT HAND TURN PULLING INTO THE PARKING SPOT AT NORMAL PARKING SPEED (~5MPH). AS THE DRIVER PUT ON THE BRAKE TO STOP IT FELT LIKE THE ABS ADJUSTED TO THE SLICK SURFACE AND SLID A LITTLE. THIS IS WHEN THE FRONT WHEELS LOCKED UP AND THE ENGINE REVVED AND THE BACK TIRES STARTED TO SPIN VERY FAST. AT THIS POINT THE TRUCK CLIMBED THE CONCRETE PARKING BARRIER, CROSSED THE SIDE WALK, REVVED FASTER WHILE THE DRIVER HAD HIS FOOT ON THE BRAKE AND PUT THE TRUCK IN PARK. IT PROCEEDED TO CLIMB OVER A 2FT WALL, CROSSED THE BUSHES AND CRASHED INTO THE MCDONALDS STORE FRONT.  
**C-1889**

#### Safety Research & Strategies

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HAPPENED SO FAST AND IT SEEMED THAT THE ACCELERATION WAS STUCK AND THE ENGINE WAS REVVING AND THE BACK TIRES WERE SPINNING AND PUSHING THE TRUCK FORWARD. THERE WERE 3 OF US IN THE TRUCK AND WITNESSES IN THE MCDONALDS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305074  
**Date of Incident:** 20100131  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** FREDERICKSBURG, VA

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2008 TOYOTA TACOMA. THE CONTACT STATED AS HE WAS PULLING INTO A PARKING SPACE THE MOTOR REVVED UP THE VEHICLE ACCELERATED INTO THE FRONT OF A MCDONALD. NO ONE WAS HURT THE POLICE CAME AND A REPORT WAS FILE POLICE REPORT#MADISON COUNTY SHERIFF OFFICE CASE#2010-001110. CONTACT CALL TOYOTA AND WAS TOLD THERE IS NOTHING WRONG WITH HIS VEHICLE AND HE CAN HAVE IT TOWED TO A DEALER FOR THEM TO INSPECT WHAT THE PROBLEM IS. THE FAILURE MILEAGE WAS 49,300...MW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306021  
**Date of Incident:** 20100131  
**Vehicle:** 2008 TOYOTA CAMRY HV  
**Location of Incident:** WILSONVILLE, OR

**NHTSA Summary:**  
08" CAMRY HYBRID - WHEN SET ON CRUISE CONTROL, THE CAR INADVERTENTLY ACCELERATES PASS THE "SET" SPEED POINT WHEN GOING UP OR DOWN HILL, BY MORE THAN 20 MPH BEFORE I DISENGAGED THE CRUISE CONTROL. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306433  
**Date of Incident:** 20100131  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** PHOENIX, AZ

**NHTSA Summary:**  
I HAVE TOYOTA CAMRY -2006 MODEL WHICH WAS BOUGHT NEW IN FEB 2006. IT HAS APPROX 32,000 MILES ON IT MOSTLY DRIVEN BY MYSELF, 37 YEAR MAN AS OF TODAY AND MY WIFE(31 YEARS) ALSO DRIVES SOMETIMES SINCE LAST TWO YEARS. LAST SUNDAY 01/31/2010 MY WIFE, MYSELF AND MY TWO SONS WERE INSIDE CAR AND MY WIFE WAS DRIVING THIS CAR AND WAS STOPPING CAR IN DRIVE WAY. WE WERE ALMOST STOPPED AND SUDDENLY IT ACCELERATED AND MY WIFE WAS SCREAMING THAT IT IS NOT STOPPING EVEN SHE ALMOST STANDING ON BREAKS. MEANTIME IT HIT CLOSED GARAGE DOOR AND WENT INSIDE GARAGE WITH HIGH SPEED. RIGHT MORROR WENT INSIDE THE GARAGE WALL AND FINALLY ITS CAR FRONT HIT BASE OF GAS-WATER HEATER AND CAR STOPED. WINDSHIELD WAS FULLY DAMAGED, UPPER HOOD WAS BENDED, RIGHT MIRROR WAS BROKEN AND FRONT OF CAR WAS ALSO HIT BUT AIRBAG DID NOT POP UP BECAUSE RIGHT SIDE MIRROR COULD HAVE REDUCED SPEED BEFORE FRONT HIT GAS-WATER HEATER. BIG TRAGEDY WAS AVOIDED BECAUSE WATER HEATER WAS GAS BASED AND IT WAS ON. ALSO RIGHT SIDE BOTH DOORS WERE TOUCHED TO WALL SO CANNOT BE OPENED. MY TWO SONS 2 YEARS AND 8 YEARS WERE  
**C-1890**

#### Safety Research & Strategies

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INSIDE CARE AND LEFT SIDE BACK DOOR HAD CHILD LOCK SO ONLY DOOR CAN BE OPENED WAS DRIVER SIDE WHICH MY WIFE WAS DRIVING AND SHE WAS SCARED TO DEATH WITH THIS INCIDENT. LUCKILY FIRE DID NOT START AND WE ALL WERE ABLE TO COME OUT SAFELY. I CALLED LOCAL TOYOTA DEALER TWICE AND HE REFUSED TO LISTEN ME SAYING THIS CAR 2006 CAMRY IS NOT PART OF TOYOTA RECALL AND IF YOU HAVE TO REPORT THIS INCIDENT CALL TOYOTA'S CORPORATE NUMBER. I CALL TOYOTA NUMBER TWICE AND THEY ALSO MENTIONED THAT THIS MODEL IS NOT PART OF RECALL. I CLEARLY TOLD THEM THAT I WANTED TO REPORT THIS INCIDENT SO OTHER PEOPLE WILL KNOW THAT SOMETHING COULD HAPPEN WITH THIS MODEL CAR ALSO. AT THE SAMETIME I CALLED MY AUTO INSURANCE COMPANY AND THEY ADVISED ME TO TOW CAR TO REPAIR FACILITY. AS OF NOW REPAIR IS IN PROGRESS AND I AM EXPECTING TO GET CAR BY END OF NEXT WEEK. I WOULD LIKE NHTSA TO INVESTIGATE THIS TYPE OF INCIDENT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311228  
**Date of Incident:** 20100131  
**Vehicle:** 2000 TOYOTA AVALON  
**Location of Incident:** CLINTON, MS

**NHTSA Summary:**  
FOR YOUR INFORMATION, I HAD A 2000 TOYOTA AVALON WHICH I PURCHASED NEW AND WAS IN EXCELLENT CONDITION. THE CAR HAD A POWER SURGE, WHICH CAUSED THE CAR TO GO THROUGH A BRICK WALL AT A CAR WASH IN CLINTON, MS. INSURANCE COMPANY TOTALED THE CAR. SINCE MY CAR WAS IDLING AT THE TIME AND NO FOOT WAS ON THE ACCELERATOR I BELIEVE IT WAS A COMPUTER GLTCH WHICH CAUSED THE CAR TO ACCELERATE. I HAD NO CONTROL OVER THE CAR WHAT SO EVER. I AM BEING PENALIZED FOR THIS. TOYOTA SHOULD BE HELD RESPONSIBLE. I FEEL FORTUNATE MY WIFE AND I WERE NOT KILLED OR INJURED. FORTUNATELY NO ONE AT THE CAR WASH WAS KILLED OR INJURED. PLEASE TAKE ACTION ON THE PROBLEM. IT IS NOT THE ACCELERATOR. IT IS A COMPUTER PROBLEM. YOUR PROMPT ACTION N THIS MATTER WITH TOYOTA WILL BE GREATLY APPRECIATED. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10351298  
**Date of Incident:** 20100131  
**Vehicle:** 2010 LEXUS ES350  
**Location of Incident:** AVENTURA, FL

**NHTSA Summary:**  
1. AS I APPROACHED A RED LIGHT, I WANTED TO MOVE MY FOOT FROM THE GAS PEDAL TO THE BRAKE. THE TOP OF MY SNEAKER GOT CAUGHT IN THE UNDERSIDE OF THE BRAKE PREVENTING ME FROM BEING ABLE TO STOP THE CAR. I WAS ABLE TO FREE MY FOOT BY PULLING IT SIDEWAYS AND BACK TO THE GAS PEDAL CAUSING ME TO MOMENTARILY HIT THE GAS PEDAL AND MOVING THE CAR FORWARD TOWARD THE INTERSECTION. SINCE I HAD BEGUN TO SLOW DOWN FOR THE TRAFFIC LIGHT AND THERE WAS NO CAR IN FRONT OF ME, NO ACCIDENT TOOK PLACE. 2. JAN 31-A FEW DAYS LATER THE SAME THING HAPPENED. I CALLED LEXUS OF AVENTURA. 3. FEB 2 THEY CAME & PICKED UP THE CAR. I TOLD THEM TO PUT IN WRITING WHAT THEY FOUND AND WHAT THEY DID TO CORRECT IT. THEIR REPRESENTATIVE TOLD ME THAT WHEN HE TEST DROVE THE CAR HIS FOOT GOT STUCK IN THE SAME WAY AS MINE & THAT IT HAPPENED TO 3 OTHER VEHICLES TESTED. FURTHER, HE OFFERED TO COMPENSATE ME FOR MY INCONVENIENCE BY A) FILLING OUR TANK UP WITH GAS, B) GIVING US 10,000 MILES  
**C-1891**

#### Safety Research & Strategies

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SERVICE @ NO CHARGE AS WELL AS AN INTERIOR CLEANING AND DETAILING. IN OUR PHONE CONVERSATIONS DURING THE NEXT FEW DAYS. HE INCREASED HIS OFFERS AND TOLD ME THAT THE FLOOR MAT HAD BEEN REPLACED IN MY CAR. I ASKED THAT ALL REPAIRS & OFFERS BE PUT IN WRITING. FEB 5 I CONTACTED LEXUS OF AMERICA & ON FEB 8 A REPRESENTATIVE OF LEXUS SOUTHERN CONTACTED ME. WE HAVE BEEN EXCHANGING PHONE CALLS & LETTERS SINCE THEN.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100200  
**Date of Incident:** 20100200  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** PHOENIX, AZ

**NHTSA Summary:**  
**Additional Summary:**  
PER NEWS ARTICLE IN AZCENTRAL.COM -

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Safety Research & Strategies

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

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

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

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**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100200  
**Vehicle:** 2009 PONTIAC VIBE  
**Location of Incident:** ALGONQUIN, IL  
**NHTSA Summary:**  
**Additional Summary:**

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**Toyota ID Number:** 10011690  
**NHTSA ODI Number:** 10305152  
**Date of Incident:** 20100201  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** ASHLAND, OH

**NHTSA Summary:**  
REFERENCE: MY 2007 LEXUS ES 350 ON THE RECALL FOR FLOOR MATS AND PEDAL OF THE ACCELERATOR. INCIDENT HAPPENED 11:10 PM EST. PLACE: ASHLAND, OH 44805 BILL HARRIS GM DEALERSHIP. I PULLED INTO THE PARKING LOT OF THE GM DEALERSHIP AND ALL OF A SUDDEN MY LEXUS ES350 (2007) ACCELERATED SO HIGH THAT I THOUGHT IT WOULD GO THROUGH THE PLATE GLASS WINDOW OF THE DEALERSHIP. I STOOD ON THE BRAKES AND GOT THE CAR INTO NEUTRAL. IT ROCKED BACK AND FORTH AFTER I PUT IT INTO NEUTRAL WITH PEOPLE WATCHING THIS HAPPEN. THEY THOUGHT THAT I WAS GOING THROUGH THE PLATE GLASS WINDOW INTO THE SHOWROOM. THE WITNESSES, DAVID HARRIS AT BILL HARRIS DEALERSHIP PHONE # 419-289-2000, AND OTHER PEOPLE SAW ME AND THE MESS I WAS IN WITH THE LEXUS. THE CAR WAS TOWED TO GERMAIN LEXUS OF EASTON IN COLUMBUS, OH BY LEXUS, PER KAWENA D O'CAMPO, SUPERVISOR OF SERVICE SPECIALISTS. SHE TOLD ME TO RENT A VEHICLE AND PAY FOR IT MYSELF UP TO 50.00 PER DAY. IT WILL BE 2 WEEKS UNTIL I GET MY MONEY BACK FOR THE RENTAL, IF I FURNISHED A PROOF OF RENTAL AND SEND IT TO FAX # 310-381-6225 TO HER ATTENTION. I TALKED WITH JAN IN SERVICE AT THE LEXUS DEALERSHIP IN COLUMBUS. SHE TOLD ME TO "GET IN LINE SINCE THERE ARE A LOT OF PEOPLE WITH THE SAME PROBLEM WITH THE MATS." I DID NOT HAVE THE MATS IN THE CAR. MY HUSBAND, AN AUTOMOTIVE ENGINEER, TOOK THE MATS OUT OF THE CAR WHEN WE GOT THE LETTER FROM LEXUS ABOUT THE MATS AND THE PEDAL. ON OUR LEXUS IN WHICH THEY WOULD SEND US ANOTHER LETTER WHEN THE TIME CAME FOR THE FIX IN APRIL 2010!!!! HOW COULD IT BE THE MATS OR THE PEDAL SINCE THERE WERE NOT ANY MATS IN THE CAR. I DID NOT HAVE MY FOOT ON THE PEDAL SINCE I WAS COASTING TO THE PARKING SPOT WHEN THE ENGINE WENT "CRAZY".

**Additional Summary:**  
I pulled into the parking lot of the GM dealership and all of a sudden my LEXUS ES350 (2007) accelerated so high that I thought it would go through the plate glass window of the dealership. I STOOD ON THE BRAKES AND GOT THE CAR INTO NEUTRAL. IT ROCKED BACK AND FORTH AFTER I PUT IT INTO NEUTRAL WITH PEOPLE WATCHING THIS HAPPEN. THEY THOUGHT THAT I WAS GOING THROUGH THE PLATE GLASS WINDOW INTO THE

C-1893

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

showroom. The witnesses, David Harris at Bill Harris Dealership phone # 419-289-2000, and other people saw me and the mess I was in with the Lexus.

The car was towed to Germain Lexus of Easton in Columbus, OH by Lexus, per Kawena D O'Campo, supervisor of service specialists. She told me to rent a vehicle and pay for it myself up to 50.00 per day. It will be 2 weeks until I get my money back for the rental, if I furnished a proof of rental and send it to FAX # 310-381-6225 to her attention.

I talked with Jan in service at the Lexus Dealership in Columbus. She told me to "get in line since there are a lot of people with the same problem with the mats." I did NOT have the mats in the car. My husband, an automotive engineer, took the mats OUT of the car when we got the letter from Lexus about the mats and the pedal on our Lexus in which they would send us ANOTHER letter when the time came for the fix in April 2010!!!!

How could it be the mats or the pedal since there were NOT any mats in the car. I did NOT have my foot on the pedal since I was coasting to the parking spot when the engine went "crazy".

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10303727  
**Date of Incident:** 20100201  
**Vehicle:** 1994 TOYOTA CAMRY  
**Location of Incident:** FALL CREEK, WI  
**NHTSA Summary:**  
1994 TOYOTA CAMRY WITH STUCK GAS PEDAL. \*TR  
**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10303790  
**Date of Incident:** 20100201  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
MY TOYOTA HIGHLANDER 2005 WILL ACCELERATE BY ITSELF WHEN I START OUT AT A LIGHT MAKING IT REV THE ENGINE EXCESSIVELY. THIS HAPPENED ALOT WHEN I GOT THE CAR UNTIL LAST FALL I GOT FUEL SYSTEM CLEANED AND ALL CARBON REMOVED FROM LINES. IT WENT AWAY AFTER I GOT CARBON CLEANED OUT AND NOW IT HAS RECENTLY STARTED HAPPENING AGAIN. IT SOMETIMES MAKES MY FRONT TIRES SQUEAL. I HAVE ASKED THE JOE MEYERS TOYOTA IN HOUSTON, TX. ABOUT IT AND THEY SAY THERE IS NOTHING WRONG WITH MY CAR. I NEVER BROUGHT IT UP WITH THEM AGAIN. I NEED TO FIND OUT IF THERE IS ANY FIX FOR THIS PROBLEM ASAP SINCE THERE HAS BEEN ISSUES WITH THIS BEING WORSE AND CAUSING DEATHS. NOTE: AFTER BUYING THE CAR IN JAN 06 THE FLOOR MATS CONSTANTLY PUSHED FORWARD UPTO PEDALS SO I GOT MY HUSBAND TO USE A GROMMET ON THEM TO MAKE HOLES AND ATTACH VIA CLIPS FROM JOE MEYERS TOYOTA. NOW THEY DON'T MOVE. THIS WAS NEVER THE CAUSE OF THE ACCELERATION. IT WAS COMING FROM THE ENGINE - PEDAL WAS NOT STUCK. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304373  
**Date of Incident:** 20100201  
**Vehicle:** 2010 TOYOTA TUNDRA  
**Location of Incident:** ROCHESTER, NY

C-1894

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
THE BREAK LIGHT AND THE TRACTION CONTROL LIGHTS WENT ON ONE MORN. LATER THAT EVENING THE ACCELERATOR DID NOT DISENGAGE. I APPLIED MY BRAKES, AND COULD NOT STOP MY 2010 TOYOTA TUNDRA! WHEN I EVENTUALLY LOST CONTROL TO AVOID A COLLISION WITH OTHER CARS ON THE ROAD. I CRASHED MY TRUCK INTO A TREE AND OFF ROAD INTO A DITCH A 100 YARDS FROM THE ROAD.

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10304165  
**Date of Incident:** 20100201  
**Vehicle:** 2007 TOYOTA MATRIX  
**Location of Incident:** SOUTH RIDING, VA

**NHTSA Summary:**  
I OWN A 2007 TOYOTA MATRIX THAT WAS EXPERIENCING UNEXPLAINED SURGING AND ACCELERATION WHILE AT A STOP AND AT IDLE. THE ENGINE WOULD REV UNEXPECTEDLY CAUSING THE CAR TO LURCH FORWARD. THIS HAPPENED WHILE SITTING AT A STOP WITH MY FOOT ON THE BRAKE. I TOOK THE MATRIX TO THE DEALER BUT THEY COULD NOT FIND WHAT THE PROBLEM WAS UNTIL THE CHECK ENGINE LIGHT CAME ON. THE CAR FINALLY GO TO A POINT WHERE IT WOULD REV UP BY ITSELF TO AS MUCH AS 4000 RPM. IT FINALLY GOT TO A POINT WHERE IT WAS UNDRIVABLE. I TOOK THE CAR TO THE DEALER AND AFTER 2 DAYS IT WAS DETERMINED THAT THE ELECTRONIC THROTTLE BODY WAS MALFUNCTIONING. THE DEALER IS CURRENTLY REPLACING THE ELECTRONIC THROTTLE BODY AT A COST OF \$1,350. I BELIEVE THAT THIS IS A PROBLEM THAT EFFECTS MORE TOYOTA MODELS AND YEARS THEN WHAT HAS CURRENTLY BEEN RECALLED.

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10305405  
**Date of Incident:** 20100201  
**Vehicle:** 2010 TOYOTA 4RUNNER  
**Location of Incident:** PASADENA, CA

**NHTSA Summary:**  
TOYOTA RAV4 2010 - ON STOP AND GO TRAFFIC I WAS GOING ABOUT 5 MPH AND I LOOKED DOWN FOR A SECOND AND REAR ENDED ANOTHER CAR. BEFORE I HIT THE CAR I SLAMMED ON MY BRAKES AND BASED ON MY MANY YEARS OF DRIVING EXPERIENCE (12+) I BELIEVE THE CAR SHOULD HAVE STOPPED BUT IT DID NOT. THE INCIDENT WAS VERY MINOR. MY CAR HAS A FEW SCRATCHES THAT MAY GO AWAY WITH JUST SOAP AND WATER. THE OTHER CAR DID NOT HAVE ANY DAMAGE. I DID HAVE NECK PAIN ALL WEEK AND I STILL HAVE IT ON AND OFF. AFTER THE INCIDENT I TRIED, ON SAFE CONDITIONS, TO GO UP TO 20 MPH AND BRAKE SUDDENLY AND NOTICED THAT THE CAR LOSES BRAKING POWER AS YOU DO THIS. THE BRAKES FULL POWER IS FELT MID PRESS (AS THEY ARE HALF WAY DOWN) BUT AS THEY ARE PRESSED ALL THE WAY IN THEY LOOSE POWER. I HAD NOTICED A LOUD SOUND WHEN I USED MY HAND BRAKE AFTER PUTTING THE CAR IN PARK. THE CAR ALSO MOVES ABOUT AN INCH OR TWO AFTER I PUT THE CAR IN PARK AND DEPRESS THE BRAKE PEDAL. I CALLED THE DEALER ABOUT THE HAND BRAKE ISSUE AND THEY SAID IT WAS NORMAL AS THE GEAR WAS GOING INTO PLACE. I DIDN'T THINK TO MUCH OF IT BUT AFTER MY CAR CRASH INCIDENT I THINK THAT THERE MAY BE A PROBLEM WITH THE BRAKES.

**Additional Summary:**

C-1895

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10305077  
**Date of Incident:** 20100201  
**Vehicle:** 1998 LEXUS LS400  
**Location of Incident:** SEVERNA PARK, MD

**NHTSA Summary:**  
ACCELERATION STUCK, RPMs LOCK IN AT ABOUT 2000. FAILURE OCCURS ABOUT ONCE OR TWICE DAY, BUT USUALLY ONLY IF THE AIR CONDITION IS TURNED OFF. THIS HAS BEEN GOING ON FOR YEARS NOW WITH MY VEHICLE. I TURN OFF VEHICLE AND RESTART IT TO CORRECT THE PROBLEM AND REGAIN CONTROL OF THE ACCELERATOR, IT ALWAYS RETURNS AFTER RESTART. I BELIEVE THIS MAY BE CAUSED BY FAULT IN LEXUS ELECTRONIC THROTTLE SYSTEM AND SINCE YOU ALL ARE FINALLY INVESTIGATING THIS I THOUGHT I SHOULD REPORT IT IN CASE YOU WOULD LIKE TO EXAMINE MY VEHICLE SINCE IT OCCURS SO OFTEN. I WAS TOLD BY LEXUS I SHOULD PURCHASE A NEW THROTTLE BODY. I HAVEN'T DONE SO BECAUSE I DO NOT SEE HOW THAT WILL CORRECT MY ACCELERATOR FROM STICKING IN ONE POSITION DURING DRIVING AND I BELIEVE THIS IS MORE OF A SERIOUS SAFETY ISSUE NOW WITH THE RECALLS FINALLY BEING DONE.

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10305523  
**Date of Incident:** 20100201  
**Vehicle:** 2004 TOYOTA SOLARA  
**Location of Incident:** EVANSTON, IL

**NHTSA Summary:**  
I HAVE THE SAME BRAKING PROBLEM WITH MY 2004 TOYOTA SOLARA THAT HAS BEEN RECENTLY DESCRIBED IN THE 2010 PRIUS. I FIRST REPORTED THE PROBLEM TO KERRY TOYOTA IN COVINGTON, KENTUCKY ON OCTOBER 11, 2005. I HAVE A COPY OF THE SERVICE REPORT INCLUDING TOYOTA'S CLAIM THAT THE BRAKES WERE WORKING PROPERLY. I HAVE DISCUSSED THE PROBLEM WITH EVERY TOYOTA DEALER WHO HAS WORKED ON THE CAR SINCE I HAVE OWNED IT. NONE HAVE ACKNOWLEDGED THE PROBLEM AND AS A FEMALE, I DON'T REALLY FEEL LIKE I HAVE BEEN TAKEN SERIOUSLY. I AM AN EXCELLENT DRIVER WITH NO ACCIDENTS IN 30 YEARS OF DRIVING. MOST RECENTLY, ON THIS PAST MONDAY, FEBRUARY 1, AS I DROVE TO WORK, THE CAR IN FRONT OF ME BRAKED SUDDENLY. WHEN I APPLIED MY BRAKES, I HIT A POT HOLE AT EXACTLY THE SAME TIME. THE BRAKE PEDAL SOFTENED AND THE CAR DID NOT SLOW DOWN AT ALL. I PUMPED THE BRAKES AND THIS TIME THE BRAKES ENGAGED AND THE CAR SLOWED. THIS ISSUE HAS BEEN COMPLETELY CONSISTENT. SUDDEN BRAKING, A BUMPY ROAD OR LOOSE TRACTION, ABS SEEMS TO ENGAGE, ABSOLUTELY NO BRAKES. THE ISSUE IS BAD ENOUGH THAT I REFUSED TO SELL THE NOW 6 YEAR OLD CAR TO MY BROTHER FOR HIS DAUGHTER TO DRIVE. I DO NOT THINK THAT AN INEXPERIENCED DRIVER COULD POSSIBLY RESPOND QUICKLY ENOUGH TO STOP THE CAR.

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10306019  
**Date of Incident:** 20100201  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** CAMBRIDGE, MA

**NHTSA Summary:**  
MY CAMRY 2008 EXPERIENCED A SUDDEN ACCELERATION THIS MONDAY MORNING (2/1/2010). MY WIFE WAS DRIVING TO HER OFFICE. SHE SAW A RED LIGHT THEN STOPPED

C-1896

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ON THE BREAK PEDAL AND THE CAR STARTED TO SLOW DOWN. IT WAS ALMOST 0 MPH THEN MY WIFE HEARD THE ENGINE SUDDENLY SOUNDED LOUDLY AND THE CAR STARTED TO ACCELERATE. FORTUNATELY, THE SPEED WAS ALREADY LOW AND MY WIFE STEPPED HARD ON THE BRAKE AND THE CAR STOPPED. AFTER THAT, WE PARKED THE CAR HOME AND RENTED A NISSAN. I'VE CALLED TOYOTA DEALER AND THEY SAID THERE WILL BE A FIX NEXT WEEK. I LOOKED AT THE TOYOTA WEBSITE ABOUT THE FIX, AND, HONESTLY, I AM NOT SURE THAT FIX WILL WORK. THE FIX, AT MOST, CAN REDUCE THE CHANCE THAT THE GAS PEDAL IS STUCK, BUT FOR MY CASE, THE ENGINE ALREADY SLOWED DOWN THEN ACCELERATED SUDDENLY. I ALSO CALLED TOYOTA CUSTOM SERVICES, AFTER A LONG TIME HOLDING AND A FEW TRANSFERRING, THEY GAVE ME A CASE NUMBER AND TOLD ME THEY WILL CALL ME BACK IN TWO DAYS, THREE DAYS PASSED AND THEY DIDN'T CALL. I CALLED THEM AGAIN THIS MORNING (2/4/2010) AND AFTER A LONG TIME HOLDING (45 MINUTES), THE GENTLEMAN TOLD ME THE CASE MANAGER SHOULD CALLED ME YESTERDAY AND HE WILL CALL ME TODAY. IT'S 7:48PM NOW AND THEY STILL HAVEN'T CALLED. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306022  
**Date of Incident:** 20100201  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** HENRICO, VA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE DRIVING 5 MPH WITH THE BRAKE PEDAL ENGAGED, THE VEHICLE WOULD NOT STOP. THE BRAKE PEDAL BEGAN MOVING BACK AND FORTH UNCONTROLLABLY UNTIL THE CONTACT FIRMLY ENGAGED THE BRAKE PEDAL. THE FAILURE HAS OCCURRED 6 TIMES. THE DEALER STATED THAT THEY WOULD REPAIR THE ACCELERATOR PEDAL. THE FOLLOWING DAY AND THEN DIAGNOSE THE BRAKING SYSTEM. THE VEHICLE WILL BE REPAIRED. THE FAILURE MILEAGE WAS 9700 AND CURRENT MILEAGE WAS 9740.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306358  
**Date of Incident:** 20100201  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** HENDERSONVILLE, NC

**NHTSA Summary:**

WE BOUGHT A 2006 TOYOTA SIENNA VAN BRAND NEW FROM A LOCAL DEALER. ALMOST FROM THE BEGINNING THE RPM'S WOULD INCREASE WITHOUT PROVOCATION. I INITIALLY THOUGHT IT WAS A PROBLEM WITH THE TRANSMISSION AND HAD IT CHECKED BUT IT TURNED OUT OKAY. I THEN THOUGHT IT WAS MAYBE A PROBLEM WITH THE FUEL LINE SO I HAD IT FLUSHED BUT THE PROBLEM PERSISTS. IT HAPPENS OFF AND ON AND USUALLY WHEN I AM DRIVING ALONG. BECAUSE I HAVE OWNED TOYOTA'S BEFORE AND NEVER HAD A PROBLEM AND THE DEALER AND THE LOCAL SHOP SAID EVERYTHING WAS OKAY I WASN'T WORRIED UNTIL THE RECALL WHICH DESCRIBES EXACTLY THE PROBLEM I HAVE BEEN EXPERIENCING. THE PROBLEM IS RECURRENT - PLEASE ADVISE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306501

C-1897

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100201  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** SANTA FE, NM

**NHTSA Summary:**

SUDDEN, UNINTENDED ACCELERATION--2010 PRUIS ON FREEWAY, ACCELERATED WITH GAS PEDAL TO 75. PUT ON CRUISE CONTROL. SEVERAL SECONDS LATER, CAR SURGED FORWARD, HARD AND SUDDEN ACCELERATION. FIRST TIME HAPPENED--THREE DAYS AGO, NOT DRIVEN SINCE. HAVE DONE NOTHING YET .

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308169  
**Date of Incident:** 20100201  
**Vehicle:** 2004 LEXUS RX  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**

RAPID ACCELERATION AS I RELEASED THE GAS PEDAL AS I PARKED MY CAR - TOOK OUT A 6 FOOT BUSH I WAS INTERVIEWED ON 10NEWS SAN DIEGO CONCERNING THIS INCIDENT I TOOK THE AUTO TO MY LEXUS DEALER/A DIAGNOSTIC AND A TEST DRIVE WERE DONE AND EVERYTHING CHECKED OUT NEGATIVE. THE DEALER TOLD ME THEY COULD NOT DO ANYTHING TO HELP ME SINCE THE DIAGNOSTICS WERE NEGATIVE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308105  
**Date of Incident:** 20100201  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** WAVERLY, OH

**NHTSA Summary:**

ALMOST CONSTANTLY, FOR SEVERAL YEARS, ON MY 2004 CAMRY 4 CYL XLE THE GAS PEDAL IS ROUGH. WHEN TRYING TO START OUT THE PEDAL IS DIFFICULT TO DEPRESS. THEN ALL OF A SUDDEN THE CAR WILL GO. IT CREATES QUITE A JERK. I HAVE REMOVED FLOOR MATS BUT THIS DOES NOT HELP. IT'S LIKE EVEN THOUGH I'M PRESSING THE GAS PEDAL IT IS STUCK AND THEN GOES. IT HAPPENS REGARDLESS OF WHO DRIVES. WITH ALL THE PEDAL ISSUES I'M BEGINNING TO THINK IT MAY BE MORE CARS THAN ARE NOW RECALLED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307940  
**Date of Incident:** 20100201  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** VIENNA, VA

**NHTSA Summary:**

ON 2/01/10 AT APPROXIMATELY 8:00 AM I WAS DRIVING MY TOYOTA ON THE WASHINGTON DC BELTWAY 495 NORTH FROM VIRGINIA. I WAS NEARING 270 NORTH AND DECIDED I HAD BETTER CHANGE LANES TO STAY ON MY INTENDED ROUTE ON 495. LOOKING IN THE REARVIEW MIRROR I SAW A TRACTOR-TRAILER WAS IN THE RIGHT HAND LANE NEXT TO ME AND I NEEDED SOME RAPID ACCELERATION TO GET AHEAD OF THE TRUCK SO I STAMPED ON THE ACCELERATOR. I STAMPED MUCH HARDER THAN I NORMALLY WOULD DO. IMMEDIATELY MY ACCELERATOR STUCK TO THE FLOOR AND THE CAR ACCELERATED FROM APPROXIMATELY 65 TO OVER 85 MILES AN HOUR. I HAD

C-1898

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SEEN A TV REPORT ON THE NBC STATION IN DC THAT ADVISED IF YOUR TOYOTA ACCELERATOR STICKS, APPLY BOTH FEET TO THE BRAKE PEDAL AND HOLD IT. I FORGOT THE HOLD IT PART AND I STARTED TO PUMP THE BRAKE, WHICH HAD NO EFFECT. I ALSO REMEMBERED THAT THE NEXT THING TO TRY WAS PUT THE CAR IN NEUTRAL. THIS I DID AND THE ACCELERATION STOPPED IMMEDIATELY. I WAS ABLE TO COAST THE CAR OFF INTO AN AREA, A TRIANGLE BETWEEN THE RIGHT LANE OF THE BELTWAY AND AN ONCOMING LANE. I THEN TURNED OFF THE CAR AND PHYSICALLY REACHED DOWN AND PULLED THE ACCELERATOR BACK UP. IT "POPPED" UP LIKE A SPRING. I THEN RESTARTED THE CAR AND CONTINUED TO WORK. I REMEMBERED THAT ON LONG TRIP RECENTLY TO ATLANTA THAT ONE OTHER TIME IT FELT LIKE THE ACCELERATOR STUCK, BUT THAT TIME IT WAS MOMENTARY A FEW SECONDS. ON 2/21/10 THE ACCELERATOR STAYED DOWN I AM GUESSING A GOOD 20-30 SECONDS BEFORE I REMEMBERED TO PUT THE CAR IN NEUTRAL. WHEN I GOT TO WORK I CALLED TOYOTA USA TO REPORT THE PROBLEM AND THEY TOLD ME MY CAR WAS NOT COVERED BY THE RECALL AND THAT I SHOULD CALL A DEALER. I CALLED MY DEALER AND HE TOLD ME THERE WERE NO PARTS AVAILABLE OR EVEN MADE FOR THE CAMRY HYBRID AND THAT HE WOULD JUST HAVE TO REPLACE THE ACCELERATOR ASSEMBLY WITH THE SAME PART. HE SAID THEY HAVEN'T MADE ANY NEW PARTS FOR THE HYBRID. DID NOT SOUND LIKE THEY CARED

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308595  
**Date of Incident:** 20100201  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

I HAVE AN AUTOMATIC, 6-CYLINDER 2007 TOYOTA RAV4 LIMITED AWD, THAT SUFFERS FROM THROTTLE/TRANSMISSION LAG OF 1-2 SECONDS. I EXPERIENCE IT MOST COMMONLY WHEN MERGING INTO TRAFFIC OR CHANGING LANES, WHEN I DEPRESS THE ACCELERATOR TO SPEED UP, THERE IS AN UNCOMFORTABLY LONG DELAY BEFORE THE TRANSMISSION CHANGES GEARS. THE RESULT IS I AM LEFT HANGING OUT IN A LANE, WITH NO POWER OR SPEED. WHEN THE TRANSMISSION OR THROTTLE FINALLY KICKS IN, THE CAR LURCHES VIOLENTLY, ALMOST CAUSING ME TO LOSE CONTROL. I AND MANY OWNERS HAVE COMPLAINED BUT HAVE BEEN TOLD THAT THIS IS NORMAL OPERATION. BY THE WAY, I ALSO OWN A 2008 HONDA ACCORD AUTOMATIC AND HAVE NEVER EXPERIENCED ANYTHING LIKE THIS IN THE HONDA. I WOULD LIKE THIS TO BE LOOKED AT AND FIXED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308468  
**Date of Incident:** 20100201  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** RENTON, WA

**NHTSA Summary:**

I HAVE A 2002 TOYOTA CAMRY. UPON PULLING INTO A PARKING STALL I APPLIED THE BRAKES TO SLOW DOWN AS NORMALLY DONE WHEN PARKING. AT THIS TIME THE CAR LURCHED FORWARD, THE ENGINE RACED, THE CAR HOPPED THE CURB AND HIT A BUILDING. I BELIEVE THIS COULD BE TIED TO THE CURRENT GAS PEDAL RECALL. I HAVE A WITNESSES THAT WILL ATTEST TO THE FACT THAT DURING THIS WHOLE SENERIO MY BRAKE LIGHTS WERE ONT THE WHOLE TIME.

**Additional Summary:**

C-1899

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308916  
**Date of Incident:** 20100201  
**Vehicle:** 2001 TOYOTA SOLARA  
**Location of Incident:** SEDALIA, MO

**NHTSA Summary:**

2001 TOYOTA SOLARA VIN 2T1CG22P01C512105 WITH 147000 MILES. GAS PEDAL HAS A CATCH IN IT WHEN IT IS ALL THE WAY BACK, OR RETURNED. WHEN YOU GO TO PRESS DOWN, IT WON'T GO DOWN AND FEELS LIKE IT IS CATCHING ON SOMETHING. IT WILL SUDDENLY RELEASE CAUSING SOME OVER ACCELERATION. OUR LOCAL DEALER SAYS THIS IS NOT PART OF THE TOYOTA RECALL AND IT WILL COST \$35.00 TO CLEAN IT UP TO FIX. IF SOMEONE WOULD LIKE TO LOOK AT IT BEFORE IT'S FIXED LET ME KNOW. 660-827-4750, STEVE

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310544  
**Date of Incident:** 20100201  
**Vehicle:** 2005 TOYOTA TUNDRA  
**Location of Incident:** CULPEPER, VA

**NHTSA Summary:**

MY GAS PEDAL HAS REPEATEDLY CONTINUED TO STICK IN MY 2005 TOYOTA TUNDRA. IT CONTINUES TO ACCELERATE, EVEN WHEN MY FOOT IS COMPLETELY OFF OF THE GAS PEDAL. I HAVE CONTACTED THE DEALER AND HAVE YET TO RECEIVE A RESPONSE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311361  
**Date of Incident:** 20100201  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** CLYO, GA

**NHTSA Summary:**

THIS IS AN ON-GOING OCCURRENCE. I OWN A 2006 TOYOTA HIGHLANDER HYBRID THAT IS HAVING BRAKE PROBLEMS. WHEN I PRESS ON THE BRAKE PEDAL MY VEHICLE WILL LUNGE FORWARD FOR A BRIEF MOMENT AND THEN ENGAGE THE BRAKES. IF I WOULD BE CLOSE ENOUGH TO ANOTHER VEHICLE I WOULD END UP REAR-ENDING THE VEHICLE IN FRONT OF ME. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313139  
**Date of Incident:** 20100201  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** QUINCY, MA

**NHTSA Summary:**

2009 TOYOTA CAMRY. CONSUMER STATES HIS VEHICLE HAS AN UNINTENDED ACCELERATION. CONSUMER SAYS THE VEHICLE ACCELERATED TO A HIGH RATE OF SPEED WITH AND WITHOUT THE FLOOR MAT IN THE VEHICLE. \*KB

**Additional Summary:**

C-1900

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313643  
**Date of Incident:** 20100201  
**Vehicle:** 2005 SCION TC  
**Location of Incident:** WEST BOROUGH, MA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA SCION. THE CONTACT STATED AS SHE STARTED THE VEHICLE IT ACCELERATED AND WOULD NOT STOP AS SHE DEPRESSED THE BRAKES THE VEHICLE FINALLY STOPPED. THE VEHICLE WAS TOWED TO A MECHANIC. AFTER A DIAGNOSTIC TEST THEY STATED THAT THEY COULD NOT REPAIR THE FAILURE AND THE VEHICLE SHOULD GO TO THE TOYOTA DEALER FOR REPAIR. THE VEHICLE WAS THEN TOWED TO THE DEALER AND AFTER RUNNING A DIAGNOSTIC TEST IT SHOWED THAT THE ACTUATOR NEEDED TO BE REPLACED. THE REPAIR COST WAS \$1,000 AND THE CONTACT WANTS A REIMBURSEMENT SINCE HER MODEL SHOULD BE RECALLED BUT IT DOES NOT APPEAR ON THE RECALL LIST. THE TOYOTA MANUFACTURER COULD NOT BE REACHED AND THIS HAS BEEN GOING ON FOR OVER A MONTH. THE FAILURE MILEAGE WAS 47,574.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313259  
**Date of Incident:** 20100201  
**Vehicle:** 2009 TOYOTA TUNDRA  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
LTR FWD (X) RE 2009 TOYOTA TUNDRA, CONSIDERS VEHICLE A LEMON AFTER EXPERIENCING SEVERAL DEFECTS ESPECIALLY W/ELECTRICAL & FUEL SYSTEM, FILED COMPLAINTS W/NHTSA ODI SYSTEM IN 2009. REPLY TO HOUSTON, TX OFC. \*TGW THE CONSUMER STATED THE VEHICLE HAS ACCELERATION, TRANSMISSION AND ELECTRICAL PROBLEMS. THE ODOMETER, DRIVE SHAFT AND MUFFLER FAILED. THE CONSUMER STATED THE VEHICLE SPEED WENT FROM 65 MPH TO 105 MPH. THE ODOMETER WAS NOT CORRECT, THERE WERE VIBRATION AND TICKING NOISES COMING FROM THE ENGINE.\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313645  
**Date of Incident:** 20100201  
**Vehicle:** 1997 TOYOTA CAMRY  
**Location of Incident:** HOLLY SPRINGS, NC

**NHTSA Summary:**  
I OWN A 1997 CAMRY XLE. IN THE PAST YEAR IT HAS DEVELOPED A "STICKY" ACCELERATOR WHICH CAUSES THE CAR TO LUNCH FROM A STANDING STILL TAKEOFF. THIS NOW TYPICALLY OCCURS SEVERAL TIMES IN AN AVERAGE ERRAND RELATED TRIP. IT FEELS VERY MECHANICAL AS OPPOSED TO ELECTRONIC. THE ACCELERATOR IS NOT SLOW TO RETURN AND THE FLOOR MATS ARE DEFINITELY NOT INVOLVED. I HAVE SOUGHT NO DIAGNOSIS OR REPAIR TO DATE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315368  
**Date of Incident:** 20100201  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** LAKE VILLA, IL

C-1901

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
THE ACCELERATOR IS VERY TWITCHY. ON ONE OCCASION, ABOUT A MONTH AGO, THE ACCELERATOR STUCK IN OUR PARKING AREA. I IMMEDIATELY PUT THE VEHICLE INTO NEUTRAL AND AVERTED AN ACCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315825  
**Date of Incident:** 20100201  
**Vehicle:** 2002 LEXUS RX300  
**Location of Incident:** LAKE ARBOR, MI

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2002 LEXUS RX300. THE CONTACT WAS DRIVING 70 MPH WHEN THE VEHICLE ACCELERATED. THE CONTACT DEPRESSED THE BRAKE PEDAL TO THE FLOOR AND THE VEHICLE STOPPED. AFTER THE DEALER INSPECTED THE VEHICLE THEY INFORMED THE CONTACT THAT IT THE FUEL SENSOR CAUSED THE FAILURE. THE DEALER REPAIRED THE FUEL SENSOR. THE ENGINE OIL WAS ALWAYS LOW AND THE CONTACT HAD TO ADD OIL TO THE VEHICLE EVERY WEEK. THE ENGINE ALSO EXHIBITED A LARGE AMOUNT OF DARK SMOKE. THE CHECK ENGINE LIGHT ILLUMINATED. THE CONTACT TOOK THE VEHICLE BACK TO THE DEALER AND THEY STATED THAT THEY WOULD NOT REPAIR IT. THE DEALER STATED THAT THEY WOULD REPAIR THE VEHICLE IF HE PAID \$2,000 IN ADVANCE. THE MANUFACTURER WAS CONTACTED AND THEY STATED THAT HIS VEHICLE WAS NOT A PART OF ANY RECALLS AND THERE WAS NOTHING THEY COULD THEY DO UNLESS THE CONTACT PAID THE REPAIR COST. THEY ALSO STATED IF THE VEHICLE REMAINED AT THE DEALERSHIP, HE WOULD BE BILLED FOR A STORAGE FEE. THE ENGINE WAS DAMAGED AND THE VEHICLE WAS AT THE DEALERSHIP WHEN THE COMPLAINT WAS FILED. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 48,000. THE CURRENT MILEAGE WAS 105,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10347000  
**Date of Incident:** 20100201  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** OCEAN VIEW, NJ

**NHTSA Summary:**  
TOYOTA PRIUS 2010, MY PROBLEM IS SOMETIMES THE GAS PEDAL DOES NOT RELEASE WHEN TRYING TO STOP, I HAVE FOUND THAT BY RELEASING THE BRAKE PEDAL THE THROTTLE RELEASES, THIS ALWAYS HAPPENS UNDER THE SPEED OF 40 MPH. THIS PROBLEM IS ALWAYS RANDOM, AND YOU NEVER KNOW WHEN IT WILL HAPPEN, IT HAS HAPPENED ABOUT 30 TIMES SO FAR, THIS STARTED ABOUT 6 MONTHS AGO. IS THIS PROBLEM PART OF THE RECALL.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304065  
**Date of Incident:** 20100202  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** SAUSALITO, CA

**NHTSA Summary:**  
THIS IS THE SECOND INCIDENT I'VE EXPERIENCE WITH AN ENGINE SURGE AND UNINTENDED ACCELERATION. I WAS DRIVING APPROX. 25MPH TOWARDS AN

C-1902

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INTERSECTION. THE LIGHT AHEAD WAS RED, SO I TOOK MY FOOT ENTIRELY OFF OF THE ACCELERATOR AND LET THE CAR COAST. IT GRADUALLY SLOWED DOWN AS IT ALWAYS DOES, NOTHING UNUSUAL. AS I CAME UP ON THE RED LIGHT I APPLIED THE BRAKES AND ROLLED TO A SOFT STOP. I WAITED AT A RED LIGHT WITH MY FOOT RESTING ENTIRELY ON THE BRAKE PEDAL. ALL OF A SUDDEN--THE FIRST THING I NOTICED WAS THE SOUND--THE ENGINE ROARED AND THE CAR TRIED TO RACE FORWARD DESPITE MY FOOT ON THE BRAKE. I PRESSED HARDER ON THE BRAKE TO NO AVAIL. THE CAR WAS FIGHTING AGAINST ME WANTING TO RACE FORWARD. THERE WAS A STOPPED CAR AHEAD OF ME AND I WAS TRYING NOT TO CRASH INTO IT. IN DESPERATION I STOOD UP ON THE BRAKES AS HARD AS I COULD AND THE CAR SKID. I HAD TO STEER INTO ONCOMING TRAFFIC TO AVOID REAR ENDING THE CAR IN FRONT OF ME. I PULLED THE EMERGENCY BRAKE AND THE CAR CAME TO A STOP DIAGONAL ACROSS TWO LANES OF TRAFFIC. I BROUGHT THE CAR INTO TOYOTA FOR A SECOND TIME. DEALER RAN EXTENSIVE TESTS ON ELECTRONIC AND ENGINE SYSTEMS AND SAID THERE WAS NOTHING WRONG. THEY STATED THAT THE COMPUTER "HISTORY" SHOWED NO RECORD OF THE INCIDENT. THEY OFFERED NO EXPLANATION NOR ANY REMEDY. I AM FRUSTRATED BEYOND BELIEF THAT TOYOTA IS HIDING BEHIND "WE CAN'T FIND ANYTHING WRONG" AND IS NOT TRYING HARDER TO FIND THE CAUSE. THERE ARE NO FLOOR MATS IN MY CAR, AND THERE ARE NO PROBLEMS WITH THE GAS PEDAL. I WOULD LIKE TO MAKE VERY CLEAR THAT MY FOOT WAS ENTIRELY OFF OF THE GAS PEDAL FOR AT LEAST 15 SECONDS PRIOR TO THE FAILURE. I AM CONVINCED THAT THIS INCIDENT WAS CAUSED BY A COMPUTER MIS-FIRE OR ELECTRONIC MALFUNCTION THAT CAUSED THE ENGINE TO OPEN FULL-THROTTLE WHILE THE CAR WAS STOPPED AND BRAKES ENGAGED. TOYOTA DOES NOT KNOW WHAT IS WRONG, AND THEY DON'T KNOW HOW TO FIX IT --THIS IS A HUGE PROBLEM! PEOPLES LIVES ARE AT STAKE! \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304662  
**Date of Incident:** 20100202  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** SOLANA BEACH, CA

**NHTSA Summary:**  
I HAVE A 2006 TOYOTA SIENNA, WHILE DRIVING I HAVE NOTICED ON NUMEROUS (5 OR 6) THAT THE CAR WILL SURGE FORWARD WITHOUT PRESSURE ON THE GAS. I AM NOT ON CRUISE CONTROL WHEN THIS HAPPEN, IT HAS HAPPENED ON THE FREEWAY AND WHEN I AM COMING OUT OF A TURN. I AM VERY CONCERNED. I HAVE ALSO HAD BATTERY PROBLEMS WITH THE VEHICLE. THE CAR BATTERY WOULD DIE AFTER A DOOR WAS LEFT OPEN FOR 5 MINUTES. AFTER NUMEROUS VISITS TO THE SERVICE CENTER WITHOUT BEING ABLE TO REPEAT THE SITUATION, AND NUMEROUS BILLS SINCE IT WAS NEVER A "PROBLEM" THEY FINALLY WERE ABLE TO REPEAT IT AND FIX THE BATTERY. NOW THIS ACCELERATOR ISSUE IS MUCH MORE SCARY FOR ME. I HAVE 3 CHILDREN THAT I DRIVE EVERY DAY IN THE VEHICLE AND I NEED TO FEEL SAFE. THE INCIDENT DATE I USED BELOW WAS THE MOST RECENT HOWEVER I FIRST NOTICED THIS 2 YEARS AGO.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304202  
**Date of Incident:** 20100202  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** HAMBURG, NY

**NHTSA Summary:**

C-1903

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MY WIFE WAS SITTING AT A SIGNALIZED INTERSECTION IN OUR 2009 TOYOTA RAV 4 ON TUESDAY FEBRUARY 2, 2010 WITH HER FOOT ON THE BRAKE. WHEN THE VEHICLE SUDDENLY LURCHED FORWARD. SHE WAS ABLE TO KEEP THE VEHICLE FROM TRAVELING FURTHER BY APPLYING MORE PEDAL PRESSURE ON THE BRAKE AND THEN SHIFTING INTO NEUTRAL. WHILE IN NEUTRAL, THE ENGINE REVVED LOUDLY FOR ABOUT 10 SECONDS BEFORE RETURNING TO NORMAL IDLE. SHE BROUGHT THE VEHICLE HOME BUT WAS VISIBLY SHAKEN UP FROM THIS EXPERIENCE. I IMMEDIATELY CALLED THE TOYOTA DEALERSHIP AND WAS TOLD TO TAKE THE VEHICLE IN FOR THEM TO CHECK. THEY COULD NOT REPLICATE THIS CONDITION AND THUS SAID THERE'S NOTHING THAT CAN BE DONE AT THIS TIME. THIS IS ONE OF THE VEHICLES THAT DOES NOT HAVE THE SO-CALLED FAULTY STICKING ACCELERATOR PEDAL, AND FLOOR MATS DID NOT CAUSE THIS ISSUE, SO THIS LEADS ME TO SUSPECT THAT AN ELECTRONICS PROBLEM IS THE CAUSE AND THAT TOYOTA IS REFUSING TO COME UP WITH A VIABLE FIX FOR THE SITUATION. I CALLED THE TOYOTA MAIN OFFICE THIS MORNING, BUT WAS NOT GIVEN ANY SATISFACTION REGARDING THIS ISSUE. MEANWHILE, WE ARE STUCK WITH A VEHICLE THAT WE ARE BOTH AFRAID TO CONTINUE DRIVING.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304484  
**Date of Incident:** 20100202  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** BETHLEHEM, GA

**NHTSA Summary:**  
DEFECTIVE ENGINE CONTROL MODULE IN THE ELECTRONIC THROTTLE CONTROL SYSTEM. AS A RESULT, THE ENGINE SPEED DID NOT INCREASE WHEN THE ACCELERATOR PEDAL WAS DEPRESSED WHEN THE TRAFFIC LIGHT TURN GREEN. LOW SPEED DRIVING (LESS THAN 20 MPH) WAS USED TO REMOVE VEHICLE FROM ROAD. THE CAR WAS TOWED TO THE DEALER AND THE COMPUTER CONTROL MODULE WAS REPLACED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306012  
**Date of Incident:** 20100202  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** ANDOVER, MA

**NHTSA Summary:**  
TL--THE CONTACT OWNS A 2006 TOYOTA COROLLA. THE CONTACT STATED THAT THE VEHICLE ACCELERATES WITHOUT THE ACCELERATOR PEDAL BEING APPLIED MAINLY AT LOWER SPEEDS. THE CONTACT HAS CRASH THE VEHICLE 4 TIME DUES TO THE VEHICLE SURGING WHILE TRYING TO STOP. DURING ALL 4 CRASHES NO ONE WAS INJURED. THE CONTACT HAS TAKEN THE VEHICLE TO THE DEALER TWICE BUT THE CONTACT INFORMED THE DEALER THAT THE BRAKES WAS THE ISSUE UNAWARE OF THE FLOOR MAT OR THE STICKY PEDAL RECALL. THE CONTACT FEELS THIS IS VERY UNSAFE AND MAY CAUSE SERIOUS INJURIES TO SOMEONE. THE FAILURE MILEAGE WAS 9,664. JO  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305404  
**Date of Incident:** 20100202  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** GUILDFORD, CT

C-1904

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

I WAS DRIVING MY 2010 TOYOTA PRIUS USING CRUISE CONTROL ON A HIGHWAY. I DISENGAGED CRUISE CONTROL TO SLOW DOWN AS A VEHICLE ENTERED THE HIGHWAY IN FRONT OF ME. ONCE THE SECOND VEHICLE HAD ACCELERATED AHEAD, I RE-ENGAGED CRUISE CONTROL AT MY DESIRED SPEED. THE CRUISE CONTROL ENGAGED, BUT CONTINUED ACCELERATION, AS IF I WAS ACTIVATING THE CRUISE CONTROL MECHANISM'S ACCELERATE "PADDLE", WHICH I WAS NOT ACTUALLY DOING. I IMMEDIATELY DIS-ENGAGED CRUISE CONTROL, SLOWED TO MY DESIRED SPEED, AND RE-ENGAGED CRUISE CONTROL. AT THIS POINT, THE CRUISE CONTROL RESUMED PROPER OPERATION AND I WAS ABLE TO DRIVE AT MY SELECTED SPEED.

**Additional Summary:****Toyota ID Number:****NHTSA ODI Number:** 10305221**Date of Incident:** 20100202**Vehicle:** 2010 TOYOTA RAV4**Location of Incident:** MINNEAPOLIS, MN**NHTSA Summary:**

CAR SEEMS TO LAG WHEN I STEP ON GAS PEDAL FROM A STOP POSITION (WHEN I'M STOPPED AT A RED LIGHT). IT HAS HAPPENED 3 TIMES NOW AND ONLY WHEN I'M TRYING TO TURN LEFT. VEHICLE DOESN'T JUMP, BUT THERE IS A LAG AND THE CAR DOESN'T GO, EVEN WHEN I'M PRESSING DOWN ON THE GAS PEDAL. DOES ANYONE ELSE HAVE THIS PROBLEM? THIS IS MY FIRST BRAND NEW VEHICLE AND I'M PRETTY DISSAPPOINTED.

**Additional Summary:****Toyota ID Number:****NHTSA ODI Number:** 10306263**Date of Incident:** 20100202**Vehicle:** 2007 TOYOTA TACOMA**Location of Incident:** RICHFIELD SPRINGS, NY**NHTSA Summary:**

I WAS DRIVING MY 2007 TOYOTA TACOMA, WHICH IS A 4 CYLINDER STANDARD SHIFT MODEL, AND APPROACHING A STOP SIGN WITH THE CLUTCH DEPRESSED AND MY OTHER FOOT ON THE BRAKE WHEN THE ENGINE WENT TO MAXIMUM RPM. I SHUT THE IGNITION OFF IMMEDIATELY AND LOOKED AT THE ACCELERATOR WHICH WAS ALL THE WAY UP. I THEN RESTARTED THE VEHICLE AND IT RAN NORMALLY. A SUBSEQUENT VISIT TO THE PLACE WHERE THIS HAPPENED REVEALED A UTILITY POLE WITH 3 TRANSFORMERS ON IT. THE STATIC FROM THESE TRANSFORMER WAS SO INTENSE THAT IT DROWNED OUT THE RADIO. THIS INCIDENT WOULD APPEAR TO CONTRIBUTE TO THE THEORY THAT ELECTROMAGNETIC INTERFERENCE IS A POSSIBLE FACTOR IN THE TOYOTA ACCELERATOR PROBLEM. NO PREVIOUS OR SUBSEQUENT PROBLEMS HAVE BEEN EXPERIENCED.

**Additional Summary:****Toyota ID Number:****NHTSA ODI Number:** 10306788**Date of Incident:** 20100202**Vehicle:** 2009 TOYOTA CAMRY**Location of Incident:** BROOKLYN, NY**NHTSA Summary:**

MY 2009 CAMRY ACCELERATES SUDDENLY ON CITY STREETS. THERE HAVE BEEN SEVERAL SUDDEN ACCELERATIONS ON TURNS. MY CAR SUDDENLY ACCELERATED

**C-1905****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DURING A RIGHT TURN AND I NEARLY JUMPED THE CURB (TWICE) TAKE OFF IS NOT SMOOTH SINCE IT TEMPORARILY STALLS AND THEN SUDDENLY JERKS OUT AT A HIGHER SPEED. THE BRAKE PETAL, STEERING WHEEL AND CAR FLOOR ALL VIBRATE AND THE ENGINE MAKES CLUNKING NOISES. MY CAR HAS LESS THAN 5,000 MILES ON IT. THE PETALS SHIFT AND MAKE CLUNKING NOISES LIKE WOODEN CLOGS. THIS PAST MONTH, THE PASSENGER CABIN SMELLS WITH GAS FUMES AS THE CAR OPERATES. AFTER THE RECALL, I DISCOVERED THAT I WAS LIED TO BY THE DEALER AND MY CAR WAS NOT MADE IN JAPAN AS I WAS TOLD AT THE TIME OF SALE.

**Additional Summary:****Toyota ID Number:****NHTSA ODI Number:** 10306193**Date of Incident:** 20100202**Vehicle:** 2010 TOYOTA COROLLA**Location of Incident:** SAN DIEGO, CA**NHTSA Summary:**

1) EVENTS LEADING UP TO FAILURE: I PURCHASED A NEW 2010 TOYOTA COROLLA ON JAN 1ST 2010. I DROVE THE CAR FOR 1 APPROXIMATELY 1 MONTH BEFORE EXPERIENCING PROBLEMS WITH THE BRAKE/ACCELERATION. ON JAN 30, 2010 I NOTICED THAT THE CAR WOULD SOMETIMES ACCELERATE INITIALLY BEFORE BRAKING WHEN I HIT THE BRAKE. ON FEB 2, 2010 I WAS INVOLVED IN A COLLISION ON INTERSTATE 5 JUST AFTER THE LA JOLLA VILLAGE DR ENTRANCE. TRAFFIC WAS HEAVY, MOVING AT AN AVERAGE SPEED OF 20MPH. WHEN THE CAR IN FRONT OF ME STOPPED, I HIT THE BRAKE AND MY CAR ACCELERATED INTO THE BACK OF THE CAR IN FRONT OF ME. THE CAR IS CURRENTLY UNDRIVABLE AND IN THE REPAIR SHOP.

**Additional Summary:****Toyota ID Number:****NHTSA ODI Number:** 10307100**Date of Incident:** 20100202**Vehicle:** 2003 TOYOTA CAMRY**Location of Incident:** JAMAICA, NY**NHTSA Summary:**

CAR ACCELERATED, COULD NOT STOP IN 5 DIFFERENT INCIDENTS. THE LATEST ONE WAS ON BACKING OUT OF GARAGE. PRESSED HARD ON BRAKE AND CAR STOPPED JUST SHORT OF HITTING ANOTHER CAR. \*CN

**Additional Summary:****Toyota ID Number:****NHTSA ODI Number:** 10307020**Date of Incident:** 20100202**Vehicle:** 2005 TOYOTA CAMRY**Location of Incident:** SOUTH PORTLAND, ME**NHTSA Summary:**

2005 TOYOTA CAMRY WITH 3.0L V6 ENGINE. I RECENTLY BRAKED MY TOYOTA CAMRY ON THE STREET NEXT TO MY HOUSE, PARALLEL TO THE CURBING. THEN, I PUT THE VEHICLE IN REVERSE, MADE A 180 DEGREE TURN AND BACKED BETWEEN THE TWO LARGE BUSHES ON EITHER SIDE OF MY DRIVEWAY. I MUST BACK VERY SLOWLY INTO THE OPENING. AFTER I HAD THE VEHICLE BETWEEN THE 2 BUSHES AT THE TOP OF THE DRIVEWAY, I BRAKED THE VEHICLE, STILL IN REVERSE, SO THAT I COULD STRAIGHTEN OUT AND PROCEED SLOWLY TO PARK NEXT TO MY HUSBAND'S TRUCK AT THE END OF THE DRIVEWAY. SUDDENLY, THE VEHICLE JOLTED AND I FOUND MYSELF PRACTICALLY

**C-1906****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FLYING BACKWARDS. THE VEHICLE WENT BACK ABOUT 25 FEET, THEN TOOK OUT OUR FENCE, AND HALF OF OUR 6 FOOT TRELIS. HOWEVER, IT DID NOT STOP THERE. IT PRACTICALLY FLEW INTO OUR NEXT DOOR NEIGHBOR'S YARD, DID A 180 BEHIND THE NEIGHBOR'S HOUSE, FINALLY STOPPING AT THE BOTTOM OF A HILL IN SOME SNOW TWO DOORS DOWN FROM MY HOUSE. DURING THIS TIME, I HAD NO CONTROL OVER THE VEHICLE. BECAUSE OF THE RECENT TOYOTA RECALLS, I THOUGHT I HAD PROGRAMMED MYSELF AS TO WHAT TO DO, IF MY VEHICLE WENT OUT OF CONTROL. HOWEVER, GOING IN REVERSE AT A HIGH SPEED IS SOMETHING DIFFERENT. IT COMPLETELY DISORIENTED ME, SO THAT I DID NOT DROP THE VEHICLE INTO NEUTRAL OR TURN OFF THE KEY. I HAVE BEEN BACKING INTO MY DRIVEWAY THE SAME WAY FOR 45 YEARS, AND NEVER EXPERIENCED ANY PROBLEM BECAUSE I DO SO AT SUCH A SLOW PACE. MY VEHICLE MUST HAVE GONE ABOUT 150 FEET BEFORE STOPPING, AND I FELT LIKE IT WAS POSSESSED. FORTUNATELY, NO ONE WAS INJURED, BUT THERE IS \$5,000 WORTH OF DAMAGE TO MY VEHICLE. AFTER READING ABOUT SIMILAR EXPERIENCES ON YOUR SITE, I TRULY FEEL THE 2005 CAMRY SHOULD BE INCLUDED IN THE RECALL. I DO NOT FEEL THAT I COULD TRUST IT AGAIN.

**Additional Summary:****Toyota ID Number:****NHTSA ODI Number:** 10308632**Date of Incident:** 20100202**Vehicle:** 2005 TOYOTA TUNDRA**Location of Incident:** LOS ANGELES, CA**NHTSA Summary:**

ON FEBRUARY 2, 2010 AT ABOUT 6:20AM WHILE DRIVING MY TOYOTA TUNDRA 2005, V8 ENGINE, ON HIGHWAY 101 WEST BOUND WHEN MY VEHICLE SUDDENLY ACCELERATED ON ME. I WAS ON LANE ONE BETWEEN BARHAM AVE. & VINELAND AVE WHEN IT ALL HAPPEN. MAKING ME CHANGE LANES AT AN UNSAFE SPEED TRYING IT TO CONTROL IT. I HAD MY FOOT OFF THE ACCELERATOR BUT IT KEEP GOING AT ABOUT 75-80 MPH. THERE WAS NO CRUISE CONTROL ON AND I WAS SHOCKED ABOUT THE SUDDEN ACCELERATION. THE VEHICLE FINALLY CAME TO NORMAL DRIVING CONDITIONS AT ABOUT 1/4 OF A MILE FROM VINELAND AVE.

**Additional Summary:****Toyota ID Number:****NHTSA ODI Number:** 10310152**Date of Incident:** 20100202**Vehicle:** 2004 TOYOTA COROLLA**Location of Incident:** GRANADA HILLS, CA**NHTSA Summary:**

TL-THE CONTACT OWNS A 2004 TOYOTA COROLLA. THE CONTACT STATED HER VEHICLE ACCELERATOR AT LEAST THREE TIMES. LASTLY AS SHE PULLED INTO THE DRIVEWAY THE VEHICLE ACCELERATED ALMOST INTO THE GARAGE AS SHE DEPRESS HER BRAKES THE VEHICLE STOP. THE VEHICLE HAS NOT BEEN TAKEN TO THE DEALER BECAUSE THE DEALER TOLD HER IT WOULD COST \$90 FOR A DIAGNOSTIC TEST. THERE WAS NO MAINTENANCE PERFORMED PRIOR TO THE BRAKE FAILURE. THE FAILURE MILEAGE WAS 40,000. MW

**Additional Summary:****Toyota ID Number:****NHTSA ODI Number:** 10314170**Date of Incident:** 20100202**C-1907****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C***Vehicle:** 2009 TOYOTA COROLLA**Location of Incident:** BEACHWOOD, OH**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE THE CONTACT WAS DRIVING 30 MPH THE VEHICLE SUDDENLY ACCELERATED CAUSING HIM TO CRASH INTO AN OBJECT WHICH DESTROYED THE VEHICLE. THE CONTACT INJURED HIS SHOULDER DURING THE CRASH AND A POLICE REPORT WAS FILED. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 15000.

**Additional Summary:****Toyota ID Number:****NHTSA ODI Number:** 10319696**Date of Incident:** 20100202**Vehicle:** 2010 TOYOTA CAMRY**Location of Incident:** BRISTOW, VA**NHTSA Summary:**

ON FEBRUARY 2, 2010 I WAS ENTERING MY GARAGE AND SLOWLY DROVE IN. I THEN PLACED MY FOOT ON THE BRAKE TO STOP. I THEN OPENED THE DRIVERS SIDE DOOR SLIGHTLY AS I WAS ABOUT TO PLACE THE VEHICLE IN PARK A SHORT REVING OF THE ENGINE BEGAN, RIGHT BEFORE I PLACED THE SHIFTER INTO PARK THE VEHICLE JUMPED INTO REVERSE AND BEGAN TO ACCELERATE BACKWARDS, CAUSING DAMAGE TO THE DRIVERS SIDE DOOR WHICH FLEW OPEN DUE TO THE REVERSE ACCELERATION, THE WALL IN MY GARAGE, THE GARAGE RAILING, THE SIDE PANEL OF THE GARAGE WERE ALL DAMAGED AS A RESULT. I THEN SLAMMED ON THE BRAKES AND THE PARKING BRAKES, PLACED THE SHIFTER IN NEUTRAL AND THEN TURNED OFF THE ENGINE. I THEN CALLED THE TOYOTA CORPORATION AND EXPLAINED THE EVENT TO THEM. THEIR PROCESS WAS SLOW AND NOT CONSIDERATE TO MY NEEDS AS A CONSUMER. AFTER SEVERAL DAYS AND NUMEROUS PHONE CALLS TOYOTA FINALLY RESPONDED AND I WAS TOLD THAT I WAS GOING TO HAVE TO WAIT ANOTHER 4 DAYS FOR SOMEONE ELSE FROM THEIR REGIONAL DEPARTMENT TO GET IN TOUCH WITH ME. I FINALLY DECIDED TO LET MY INSURANCE COMPANY HANDLE THE VEHICLES DAMAGE BECAUSE I ONLY HAVE ONE CAR. AFTER A WEEK IN THE SHOP I THEN TOOK THE VEHICLE A TOYOTA DEALER FOR THEM TO REPAIR THE RECALL ISSUES. TOYOTA EXPLAINED TO ME THAT THEY FIXED THE RECALL PROBLEMS AND RETURNED THE VEHICLE BACK TO ME.

**Additional Summary:****Toyota ID Number:****NHTSA ODI Number:** 10320880**Date of Incident:** 20100202**Vehicle:** 2005 TOYOTA CAMRY**Location of Incident:** NEWNAN, GA**NHTSA Summary:**

LETTER ON BEHALF OF RE HER EXPERIENCE WITH UNINTENDED ACCELERATION IN HER 2005 TOYOTA CAMRY. REPLY ATTN: ATLANTA OFFICE. \*KB THE CONSUMER STATED SHE BACKED OUT OF A PARKING SPACE ONTO A ONE WAY STREET WITH TWO LANES. NO CARS WERE COMING IN THE FIRST LANE. AS SHE BEGAN BACKING UP, THE VEHICLE SUDDENLY ACCELERATED BACKWARDS. SHE CROSSED THE FIRST LANE AND HIT A TRUCK IN THE SECOND LANE. IT STOPPED AFTER HITTING THE TRUCK. \*JB

**Additional Summary:****Toyota ID Number:****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C***C-1908**

**NHTSA ODI Number:** 10322088  
**Date of Incident:** 20100202  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** WALTHAM, MA  
**NHTSA Summary:**  
MY 2008 TOYOTA HIGHLANDER HAS HAD ONE INCIDENT WHERE THE ACCELERATOR GOT STUCK. I BROUGHT THE VEHICLE TO BERNARDI TOYOTA IN FRAMINGHAM, MA ON 3/2/2010 AND THEY ADVISED THAT MY VEHICLE IS NOT PART OF THE RECALL AND THEY ALSO CONDUCTED DIAGNOSTICS ON THE VEHICLE AND REPORTED THAT ALL SYSTEMS ARE NORMAL. I AM CONCERNED ABOUT ALL OF THE CONFUSING INFORMATION PERTAINING TO THIS PROBLEM OFFERED BY TOYOTA AND THE FACT IT HAPPENED ONCE TO MY VEHICLE. I AM WORRIED IT MIGHT HAPPEN AGAIN.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325597  
**Date of Incident:** 20100202  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** NORTH POTOMAC, MD  
**NHTSA Summary:**  
RE: LEXUS ES350, 2007, 16,800 MILES; VIN: JTHBJ46G572030044 ON FEBRUARY 2ND, 2010, I WAS DRIVING ABOVE REFERENCED CAR, WITH ONLY ABOUT 16,800 MILES DRIVEN ON IT, BARELY AT 20 MPH ON A SIDE STREET AND OUR LEXUS ACCELERATED ON ITS OWN, BRAKES FAILED AND THE CAR SKIDDED AND HIT THE PAVEMENT OF A SIDEWALK. I TOOK THE CAR TO THE LEXUS OF ROCKVILLE (301 762 9099) AND THEY SAID ALTHOUGH MOST REPAIRS ARE COVERED UNDER THE WARRANTY, A FEW ARE NOT. THEY INITIALLY QUOTED ME MY SHARE OF THE COST TO ABOUT \$250 WITH WHICH I AGREED. SUBSEQUENTLY THEY CALLED ME AND TOLD ME THAT MY BILL WILL BE ABOUT \$2300 IN ADDITION TO THE COSTS COVERED BY THE WARRANTY. PLEASE VERIFY THAT THESE COSTS ARE LEGITIMATE AND PLEASE RE-DETERMINE WHY WILL THEY NOT RELEASE MY CAR FOR A SECOND OPINION? BEING IN DOUBT, I ASKED FOR THE CAR BACK FOR TAKING IT TO ANOTHER DEALER, BUT THEY WILL NOT GIVE BACK TO ME MY OWN CAR (THEY SAID DUE TO SAFETY REASONS) AND COERCED ME INTO PAYING A BILL OF \$2199.36 (INVOICE #882736), WHICH CONTAINED ALMOST \$1800 IN LABOR COST AND THE BALANCE IN PARTS. PLEASE LOOK INTO THIS INCIDENT AND THE ATTACHED INVOICE VERY THOROUGHLY. IT WAS A MANUFACTURING DEFECT THAT THE CAR ACCELERATED ON ITS OWN, BRAKES FAILED AND THE CAR SKIDDED AND HIT THE PAVEMENT. IT WAS NONE OF MY FAULT AND THE CAR IS STILL UNDER 7 YEAR WARRANTY. LEXUS SHOULD FULLY AND COMPLETELY REIMBURSE ME FOR REPAIRS AND INJURIES (TO MY RIGHT WRIST) AS A CIVIC AND HUMANITARIAN DUTY. I ALSO URGE YOU TO PLEASE CONSIDER A RECALL, SO THAT OTHERS WILL NOT BE INJURED MORE SERIOUSLY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304946  
**Date of Incident:** 20100203  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** ALSEA, OR  
**NHTSA Summary:**  
PURCHASED NEW 2003 TOYOTA COROLLA LE IN 2003 AND NEW 2006 TOYOTA COROLLA LE IN 2006. FROM 2003 THRU 2006 SIX INCIDENTS OCCURRED WITH VEHICLE STOPPED AND MY FOOT ON THE BRAKE PEDAL NOT ON ACCELERATOR PEDAL WHERE ENGINE RACED AS IF CRUISE CONTROL KICKED INTO "RESUME" AND VEHICLE BEGAN TO ACCELERATE.  
**C-1909**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BY REFLEX, I SHIFTED INTO PARK OR SHUT TURNED OFF THE IGNITION KEY TO CONTROL THE VEHICLE. I REPORTED THE INCIDENTS TO LASSEN TOYOTA, ALBANY OREGON NO RESPONSE FROM THEM. THE 2006 TOYOTA HAD THE SAME INCIDENT OCCUR ONCE IN THE LAST FOUR YEARS. IT HAS THE SAME ENGINE AND EQUIPMENT AS THE 2003 MODEL I OWNED AND I REPORTED THE INCIDENT AGAIN TO LASSEN TOYOTA WITH NO RESPONSE. I AM ON MY GUARD NOW THAT I KNOW THIS OCCURS AND I DON'T PANIC AND KNOW HOW TO DEAL WITH IT, BUT ANYONE WHO DOESN'T KEEP A CLEAR HEAD AND KNOW WHAT TO DO INSTINCTIVELY COULD BE IN TROUBLE. I AM SURE THIS IS A COMPUTER PROBLEM THAT HAS SOME LINK TO THE ACCELERATION PROGRAM IN THE CRUISE CONTROL AREA EVEN WITH THE CRUISE CONTROL OFF AND THE CAR IN DRIVE WITH THE FOOT ON THE BRAKE PEDAL AND THE FOOT NO WHERE NEAR THE ACCELERATOR PEDAL. THIS PROBLEM EXISTED IN TWO DIFFERENT YEARS OF THE SAME MODEL TOYOTA. JUST THOUGHT YOU SHOULD BE AWARE THAT THIS DOES OCCUR RANDOMLY IN THESE CARS AND THAT COMPLAINTS ARE IGNORED. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304917  
**Date of Incident:** 20100203  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** RAYMOND, NH  
**NHTSA Summary:**  
WAS DRIVING MY 2002 AVALON TO WORK THIS MORNING AND IT STARTED HAVING THE ACCELERATION ISSUES. I DIDN'T EVEN HAVE TO STEP ON THE GAS AFTER STOPPING AT A STOP SIGN AND GOT TO 40 MPH NO PROBLEM. WHEN I FINALLY GOT TO WORK AND PUT IT IN PARK THE ENGINE REVVED THE GAS PEDAL WAS NOT STUCK UNDER THE FLOOR MAT. DEFINITELY SEEMS ELECTRONIC TO ME. NOW TOYOTA IS CHARGING \$95 JUST TO DIAGNOSE ISSUE AS IT IS OUTSIDE OF THE YEARS RECALL. I CAME ACROSS A REPORT THAT THEY ARE INVESTIGATING AS FAR BACK AS MY YEAR NOW THOUGH. HTTP://WWW.COMCAST.NET/VIDEO/UPROAR-OVER-CAR-PEDALS/1404058099 HOPING THEY EXPAND THIS THING AND GET IT FIXED! \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304498  
**Date of Incident:** 20100203  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** GLEN ALLEN, VA  
**NHTSA Summary:**  
I OWN A 2007 TOYOTA CAMRY AND WHEN DEPRESSING THE BRAKE PEDAL IF GOING OVER A BUMPY ROAD OR RAISED CRACKS IN THE STREET (ESSENTIALLY GOING FROM ANY "SMOOTH" TO A SUDDEN "NON-SMOOTH" SURFACE) THE BRAKE PEDAL BECOMES LOCKED, THEN SPRINGS BACK AND FORTH AND THE CAR LURCHES FORWARD. I TOOK IT TO THE DEALERSHIP MANY YEARS AGO AND THEY TOLD ME I NEEDED NEW PADS. THAT DIDN'T SOLVE THE PROBLEM AND THEY'VE NEVER ACKNOWLEDGED THE PROBLEM EXISTS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10304875  
**Date of Incident:** 20100203  
**Vehicle:** 2010 TOYOTA PRIUS  
**C-1910**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** PINEHURST, NC  
**NHTSA Summary:**  
WAS PARKING ON SLIGHT INCLINE FACING DOWNHILL. HIT BRAKE TO PUT CAR IN PARK, BUT CAR LURCHED FORWARD, OVER CONCRETE BUMPER IN FRONT OF PARKING SPACE. JUST HAPPENED, HAVE NOT TAKEN CORRECTIVE MEASURES YET. ALSO HAVE NOTICED CAR LURCHING FORWARD WHEN SLOWING AROUND TURNS, HAS NOT CAUSED SIGNIFICANT PROBLEMS YET, NO ACTION TAKEN YET. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305239  
**Date of Incident:** 20100203  
**Vehicle:** 2007 SCION TC  
**Location of Incident:** BLOOMFIELD, NJ  
**NHTSA Summary:**  
MY BRAKES FAIL TO WORK ON BUMPY OR SLIPPERY ROADS. WHEN I PRESS DOWN ON THE BRAKE PEDAL THEY START TO SHAKE AND THE CAR DOES NOT STOP. I HAVE NOTICED IF I PRESS THE BRAKE HARDER IN THOSE SITUATIONS I'M ABLE TO GAIN CONTROL OF THE CAR ONCE AGAIN. I HAVE TAKEN MY VEHICLE TO THE CAR DEALER AND THEY TELL ME MY BRAKES ARE FINE THAT THEY ARE JUST WORN DOWN, BUT AFTER REPLACING THE BRAKE PADS THE PROBLEM STILL HAPPENED. THIS HASN'T CAUSED AN ACCIDENT YET BUT IT HAPPENS ALL THE TIME I HAVE HAD THE LUCK TO GAIN CONTROL OF THE CAR. MY MOST RECENT INCIDENT WAS ON FEBRUARY 3, 2010, THE ROAD WAS BUMPY AND WET AND I WAS DOING 25 MPH. AS I WENT TO PRESS DOWN ON THE BRAKE IT STARTED TO SHAKE AND THE CAR DID NOT STOP UNTILL I PRESSED HARDER DOWN ON THE BRAKE WHERE I GAINED CONTROL ONCE AGAIN. THIS HAS HAPPENED AT LEAST 1 TO 2 TIMES A MONTH SINCE I HAVE HAD THE VEHICLE AND EVERY TIME I TAKE IT TO A REPAIR SHOP ALL THEY TELL ME IS THAT MY BRAKES ARE WORN OUT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305089  
**Date of Incident:** 20100203  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** CARBONDALE, IL  
**NHTSA Summary:**  
AT ABOUT NOON ON 2/3/10- OUR 2009 TOYOTA RAV 4 SUDDEN ACCELERATION (OR STUCK GAS PEDAL) CAUSED ME TO REAR END ANOTHER CAR THAT WAS STOPPED AT A RED LIGHT. I WAS MOVING VERY SLOWLY ABOUT 5-10MPH, JUST GLIDING BECAUSE THE CAR IN FRONT OF ME HAD BEEN STOPPED BY THE LIGHT AND IT WAS JUST STARTING TO SLOWLY MOVE AS THE LIGHT TURNED GREEN. I HAD MY FOOT ON THE BRAKE, AND THE RAV 4 SEEMED TO ACCELERATE, CAUSING ME TO PRESS AS HARD AS I COULD ON THE BRAKES, BUT I COULD NOT STOP BEFORE HITTING THE CAR IN FRONT OF ME. IT SEEMED AS IF THE RAV4 JUST ACCELERATED BY ITSELF. THE RAV 4 HAS BEEN TOWED TO A REPAIR FACILITY. 4 HOURS BEFORE THIS HAPPENED, WE HAD THE RAV 4 AT OUR TOYOTA DEALER FOR INSPECTION OF THE GAS PEDAL AND IT WAS CONFIRMED THAT IT HAD ONE OF THE SUSPECT ASSEMBLIES. BUT THEY SAID THEY COULD NOT DO ANYTHING, AS THEY HAD NO INSTRUCTIONS OR PARTS YET FROM TOYOTA AND SAID WE WOULD BE NOTIFIED WHEN THE TIME CAME.  
**Additional Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305614  
**Date of Incident:** 20100203  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** SIERRA MADRE, CA  
**NHTSA Summary:**  
VEHICLE TOYOTA, 2006 VIN #JTED021A260112643 HILANDER LIMITED LETTER SENT TO TOYOTA MOTOR SALES USA INC WITH THE FOLLOWING INFORMATION. "AFTER COMING TO A STOP WHEN I DEPRESS THE ACCELERATOR TO RESUME A FORWARD MOTION THERE IS SOMETIMES A ONE OR TWO SECOND DELAY BEFORE THE ENGINE RESPONDS. AND THAT RESUMPTION OF ENGINE SPEED IS NOT A NORMAL RATE BUT AT A HIGHER RATE CAUSING THE VEHICLE TO "JUMP A LITTLE FORWARD" BEFORE RESUMING A NORMAL INCREASE IN ACCELERATOR SPEED. IN A GENERAL SENSE I WOULD DESCRIBE THE PROBLEM AS A "DALAYED ACCELERATOR RESPONSE" THAT HAPPENS OCCASIONALLY  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305665  
**Date of Incident:** 20100203  
**Vehicle:** 2008 LEXUS RX400H  
**Location of Incident:** TRUMBULL, CT  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 LEXUS RX400H. THE VEHICLE CONTINUOUSLY BEGAN TO ACCELERATE ON IT'S OWN AND LUNGE FORWARD WHENEVER THE CONTACT DROVE OVER UNEVEN PAVEMENT AT APPROXIMATELY 20 MPH. THE VEHICLE WAS TAKEN TO THE DEALER WHO CONFIRMED THAT THE MALFUNCTION SHOULD OCCUR WHEN THE VEHICLE WAS SWITCHING FROM AN ELECTRICAL ENGINE TO A GASOLINE ENGINE. THE FAILURE MILEAGE WAS 28,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305693  
**Date of Incident:** 20100203  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** CLIFTON, NJ  
**NHTSA Summary:**  
ACCELERATION PROBLEM WITH LEXUS ES 330 (YEAR 2005). HAVING BEEN EXPERIENCING THIS PROBLEM FOR SOME TIME (HAVE TAKEN MY CAR TO DEALER SHIP NUMEROUS TIMES AND FILED LAW SUIT THRU THE LEMON LAW) AND LEXUS CONTINUALLY ADVISING THAT CAR IS WORKING PROPERLY. I WAS ALMOST IN A VERY SERIOUS ACCIDENT LAST NIGHT AS A RESULT OF THE ACCELERATION HESITATION PROBLEM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305138  
**Date of Incident:** 20100203  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** FOREST PARK, GA  
**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**C-1912**

THE FIRST THING I NOTICED WAS THAT THE ACCELERATOR PEDAL WOULD NOT ACCELERATE WHEN I STEPPED ON IT GOING ONTO THE ON-RAMP, ABOUT A MONTH AGO. ON TUESDAY, I WENT TO THE DEALER AND THEY SAID THEY DIDN'T HAVE THE PARTS YET, THAT THEY WOULD CALL ME, AND THAT THEY DIDN'T EVEN KNOW WHAT TO DO WITH THE PARTS WHEN THEY GOT HERE. THEY SAID THEY HAD ONE OF THOSE COURSES TWO WEEKS AGO, BUT WHAT THEY LEARNED THERE DOES NOT REALLY APPLY TO THE PROBLEMS THAT ARE COMING ON NOW. SO EVEN WHEN THEY GOT THE PARTS, THEY WOULD HAVE TO FIGURE OUT WHAT TO DO WITH THEM. I TRIED TO ASK FOR A REPLACEMENT OR SOMETHING OF THE SORT, AND THEY SAID THAT THEY DIDN'T EVEN HAVE ANY CARS TO PROVIDE ME BECAUSE ALL THE MODELS ON THE LOT WERE INCLUDED IN THE RECALL. THE NEXT DAY (YESTERDAY), I TRIED TO STOP AT A STOP SIGN AND IT DIMINISHED THE SPEED BUT IT DID NOT STOP COMPLETELY. IT DIDN'T STOP UNTIL THE MIDDLE OF THE INTERSECTION AND I GOT A TICKET.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306856  
**Date of Incident:** 20100203  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** SAINT PAUL, MN

**NHTSA Summary:**

1. AS I WAS PULLING INTO A PARKING PLACE IN A PARKING LOT, MY 2009 TOYOTA RAV4 ACCELERATED RAPIDLY AND DROVE UP ON THE SIDEWALK. I IMMEDIATELY SLAMMED MY FOOT ON THE BRAKE AND MANAGED TO STOP THE CAR JUST BEFORE IT WOULD HAVE RUN INTO THE WALL AHEAD OF ME. BEFORE TURNING INTO THE PARKING PLACE, I HAD SLOWED WAY DOWN TO MAKE THE 90 DEGREE TURN AND I APPLIED ONLY GENTLE PRESSURE ON THE ACCELERATOR TO PULL INTO THE PARKING SPOT. 2. I HAVE HAD THIS CAR SINCE SEPTEMBER 2009 AND HAVE NEVER HAD AN EXPERIENCE LIKE THIS BEFORE. 3. I HAVE AN APPOINTMENT WITH MY TOYOTA DEALER NEXT TUESDAY, FEB 9, TO INSERT A PIECE OF METAL TO STOP THE ACCELERATOR FROM STICKING. BUT I'M AFRAID THIS MAY NOT SOLVE THE PROBLEM, SINCE THIS DID NOT SEEM TO BE THE RESULT OF THE ACCELERATOR STICKING; THE ACCELERATOR WAS ONLY SLIGHTLY DEPRESSED WHEN THE CAR SPEEDED UP BY ITSELF.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307146  
**Date of Incident:** 20100203  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** JAMAICA, NY

**NHTSA Summary:**

I OWN A TOYOTA CAMRY HYBRID, 2009. I AM ALSO EXPERIENCING THE SAME BRAKE FAILURE PROBLEMS THAT THE TOYOTA 2010 PRIUS IS BEING RECALLED FOR. I NOTICED THAT WHEN BRAKING ON DOWNSLOPED ROADS, SLIPPERY ROADS, OR BUMPY ROADS, THE CAR SEEMS TO ACCELERATE WHILE BRAKING. THIS OCCURS FOR 1-2 SECONDS. IT IS A VERY SCARY FEELING. LAST WEEK I NARROWLY AVOIDED HITTING 2 CAR DURING A MINOR SNOW FALL BECAUSE WHILE MAKING A SLOW TURN OR BRAKING THE CAR AGAIN ACCELERATED AND THE BRAKING SYSTEM FAILED MOMENTARILY. I VERBALLY ASKED THE DEALER THAT I PURCHASED THE CAR FROM, AND MY NEIGHBORHOOD DEALER 2 WEEKS AGO WHILE MAKING A SCHEDULED 15K MILE SERVICE VISIT ABOUT THE PROBLEM, BUT THEY WEREN'T AWARE OF IT AND SUGGESTED THAT IT COULD BE THE HYBRID SYSTEM KICKING IN. A FEW DAYS LATER I HEARD OF THE PRIUS RECALL AND WAS SHOCKED WHEN I READ THE REASONS BEHIND IT. I AM NOW SCHEDULED FOR

C-1913

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

A SERVICE VIST TOMORROW AT TOYOTA. AT MY LAST SERVICE VISIT THEY SAID THE BRAKES WERE IN GOOD CONDITION, BUT I THINK THIS IS AN ELECTRICAL PROBLEM. PLEASE INVESTIGATE THE CAMBRY HYBRIDS AS WELL. THIS PROBLEMS IS REPRODUCIBLE AND OCCURS EVERYTIME THAT I AM ON A BUMPY ROA AND BRAKE, OR ON A SLIPPERY SURFACE AND BRAKE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307274  
**Date of Incident:** 20100203  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** NEWTON, IA

**NHTSA Summary:**

I DRIVE A 2000 TOYOTA CAMRY, AND HAVE HAD A FEW INCIDENTS PREVIOUSLY, DURING THE WINTER MONTHS OF 2008-09. THIS CONCERN NEVER HAPPENS DURING WARMER MONTHS. IT HAPPENED 3 TIMES IN THE SAME DAY ON FEB. 3, 2010: WHEN APPROACHING A T-INTERSECTION OF SMALLER HIGHWAYS, WHEN I CAME TO A STOPLIGHT CONTROLLED 4-WAY INTERSECTION IN THE TOWN OF NEWTON, IA, AND AS I WAS SLOWING DOWN TO TURN OFF THE MAIN ST. INTO A PARKING LOT. WHEN I PUSHED DOWN ON THE BRAKE PEDAL, IT WAS ALMOST LIKE THERE WERE NO BRAKES. I HAD TO PUSH IT CLEAR TO THE FLOOR AND THEN VERY SLOWLY AND GRADUALLY, MY CAR EVENTUALLY STOPPED, BUT OUT IN THE INTERSECTION OR BEYOND MY TURNOFF. I HAVENT REAR-ENDED ANYONE OR HIT ANY PEDESTRIANS, BUT THAT IS A DEFINITE POSSIBILITY. I STARTED RESEARCHING ONLINE TO SEE IF OTHERS HAVE HAD THIS PROBLEM AND DISCOVERED THAT SOME TOYOTA MODELS IN THE YEARS 2007-2010 HAVE BEEN RECALLED DUE TO A VERY SIMILAR PROBLEM, WITH THE SAME SYMPTOMS. WHEN I CALLED TOYOTA OF DES MOINES, I WAS TOLD THAT IT COULDN'T BE THE SAME PROBLEM, SINCE THE BRAKE SYSTEM USED IN 2000 IS DIFFERENT FROM THAT IN THE RECALL YEARS. I HAVE AN APPT. IN 2 WEEKS IN D.M. AND HAVE TO BE VERY CAUTIOUS BETWEEN NOW AND THEN, ESPECIALLY IF DRIVING WHEN SNOW IS FALLING AND/OR THE TEMP. IS QUITE COLD. IT MAKES NO DIFFERENCE IF THE PAVEMENT IS WET OR DRY, WHEN THIS HAPPENS, AND IT'S LIKE A LAYER OF ICE IS WITHIN MY BRAKES, KEEPING THEM FROM TAKING HOLD WHEN I APPLY THEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307553  
**Date of Incident:** 20100203  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** HILLSBORO, OR

**NHTSA Summary:**

1. MY WIFE WAS DRIVING INTO A PARKING SPACE AT THE LOCAL COSTCO STORE. 2. AS SHE WAS SLOWING INTO THE SPACE, THE ACCELERATOR SEEMED TO JAM AND THE CAR RACED FORWARD/JUMPED THE CONCRETE BARRIER, HIT THE PARKING POLE AND COLLIDED WITH A ROW OF SHOPPING WAGONS. 3. WE HAVE NOTIFIED OUR TOYOTA DEALER, THE TOYOTA HEADQUARTERS, OUR INSURANCE WHO HAVE SAID THEY MAY HAVE TO TOTAL THE CAR, THE CAR WAS TOWED TO OUR DEALER'S AUTO SHOP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307509  
**Date of Incident:** 20100203

C-1914

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** GRANGER, IN

**NHTSA Summary:**

MY TOYOTA COROLLA HAS ACCELERATED UNEXPECTEDLY SEVERAL TIMES, GENERALLY WHEN THE TEMPERATURE IS AROUND 32 DEGREES FAHRENHEIT. THE FIRST TIME I NOTICED IT, I REAR-ENDED A PICKUP TRUCK AFTER A RED LIGHT HAD TURNED GREEN. THE SECOND TIME, I WAS BACKING OUT OF A PARKING SPACE AND THE CAR SHOT BACKWARDS 30' INTO A POST (DENTING MY BUMPER AND BREAKING THE REAR DRIVERS' SIDE LIGHTS). THE THIRD TIME, NOTHING WAS BROKEN - I WAS THE ONLY PERSON ON THE ROAD - BUT IT SCARED THE BEJESUS OUT OF ME. I CALLED TOYOTA TO COMPLAIN AND THEY SAID THAT THERE IS NO RECALL ON MY CAR. MY BELIEF IS THAT THERE ARE ACCELERATOR / ELECTRONICS PROBLEMS WITH THE TOYOTA COROLLA THAT THEY ARE NOT ADMITTING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307784  
**Date of Incident:** 20100203  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** DURHAM, NC

**NHTSA Summary:**

WE HAVE A 2006 TOYOTA HIGHLANDER HYBRID THAT HAS HAD PROBLEMS WITH IT'S BREAKING SYSTEM. I HAVE HAD THE HIGHLANDER CAUSE ME GREAT WORRY ON FIVE OCCASIONS. THE OCCASIONS ARE ALL THE SAME. WHEN I AM COMING TO A STOP, AND HAVE STOPPED THE CAR, THE HIGHLANDER WILL ACCELERATE FORWARD. I HAVE BEEN ABLE TO USE MY BRAKES TO STOP THE CAR SO FAR. THE INCIDENTS HAVE BEEN NERVE WRACKING TO SAY THE LEAST. I HAVE CALLED MY TOYOTA DEALERSHIP, AND THE MANAGER SAID HE HAS NEVER HEARD OF ANY PROBLEMS WITH MY MAKE AND YEAR. I KNOW THERE IS A PROBLEM. I USE MY HIGHLANDER TO DRIVE MY TWO YOUNG SONS TO ALL OF THEIR ACTIVITIES. PLEASE HELP ME IN REPORTING THIS MAJOR PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100203  
**Date of Incident:** 20100203  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** NEWPORT, TN

**NHTSA Summary:**

**Additional Summary:**  
PER NEWS ARTICLES -

BECKY LANE SAYS A STUCK ACCELERATOR CAUSED HER 2008 TOYOTA CAMRY TO SLAME INTO THE MANES FUNERAL HOME IN NEWPORT, TN.

"Lane told The Newport Plain Talk that her accelerator got "hung" as she was headed east on East Main Street at Court Avenue, at about 2:30 p.m., on her way to the Food City East store.

Lane said she had stopped for the stop sign on East Main Street at Court Avenue when she stepped on the gas pedal and it got stuck to the floor."

C-1915

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

"Manes Funeral Director Phillip Gregg was standing just 30 feet from the front door when he saw the car racing toward him.

"It's just unbelievable," he told 6 News in Knoxville. "I didn't move and she didn't either. She was scared to death."

After the crash, Gregg went the driver's side. "She said the gas feed hung up. That's all she said," he recalled. Manes President Chris Austin was in the back of the building with a family making funeral arrangements when he heard the impact.

"Furniture was overturned, part of the wall was missing so I walked up to the front of the lobby and found a car parked inside the building," Austin said. "It was still trying to come into the building. It was trying to accelerate forward, it appeared to me."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310582  
**Date of Incident:** 20100203  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** HAMPTON, NH

**NHTSA Summary:**

II OWN A TOY.PRI.2008,ON 02/03/10 I WAS LEAVING DRIVEWAY APPLIED GAS,CAR TOOK OFF ACROSS ST. INTO TIDALFLOW OF AT.OCEAN AT HIGH TIDE,THE CAR WOULD NOT SHIFT. BRAKE OR TURN OFF. THE POLICE PIC'S NOTEDED GAS PEDAL WAS NOT VISIBLE,FLOOR MAT WAS OVER IT, THE SALT WATER WAS IN CAR AND UPON LEAVING CAR IT WAS WAIST DEEP. THE CAR WAS SERVICED 1/4/10 AT TOYOTA DEALER FOR STATE INSPECTION AND USUAL MT. NEVER MENTIONED RECALL OF MATS WHICH I NOW FIND WAS A WELL KNOWN FACT IN SEPT.09. THEY ARE INSISTING IT WILL DRY OUT AND BE FINE.SALT WATER ON ANY CAR IS DEADLY BUTI HYBRID. THE HOUR IT SAT IN WATER PRIOR TO TOW,THE CAR STILL WOULD NOT SHUT OFF. I CALLED TOYOTA THAT DAY AS TOW TOOK CAR TO IT,THEY INSISTED THAT THERE WAS NO ISSUES WITH 2008 PRIUS. THE CAR WAS MOVING MUCH FASTER THAN MY 10MPH OF ORIGIN AND WOULD NOT BRAKE,SHIFT OR SHUT OFF. WATER WAS POURING OUT STEREO SPEAKERS AND UP UNDER HOOD ON/OR UNDER ENGINE BLOCK,THE ENGINE RAN FOR THE HOUR THE CAR SAT IN SALT WATER. TOYOTA HSA BEEN ABSOLUTELY NO HELP AND STILL INSISTS DESPITE AN OFFICAL RECALL THAT THERE WERE TROUBLES WITH 2008 PRIUS. THE POLICE PHOTOS SAY IT ALL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312521  
**Date of Incident:** 20100203  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HARTSDALE, NY

**NHTSA Summary:**

I LEASE A 2007 TOYOTA CAMRY. I EXPERIENCED SUDDEN ACCELERATION WHEN DRIVING UP A HILL. BECAUSE I WAS ON A HILL I GAVE THE CAR A LOT OF GAS. HOWEVER, THE GAS PEDAL SEEMED TO GO FURTHER THAN I INTENDED AND THE CAR BEGAN TO ACCELERATE. I PLACED THE CAR IN NEUTRAL AND HIT THE BREAKS, WHICH STOPPED THE CAR WITHOUT INCIDENT. I HAD TO TAP THE GAS PEDAL A FEW TIMES TO GET IT TO DISENGAGE. TOYOTA APPLIED THE GAS PEDAL RECALL 'FIX' A FEW DAYS LATER. HOWEVER, I AM CONCERNED THAT THEY HAVE NOT CORRECTLY DIAGNOSED THE PROBLEM. IT SEEMS TO ME THAT THE GAS PEDAL WENT DOWN FURTHER THAN I PRESSED IT, MEANING THERE MAY BE SOME ELECTRONIC OR OTHER PROBLEM RATHER

C-1916

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THAN 'STICKING.' I KNOW YOU HAVE MANY SUCH COMPLAINTS, BUT I THINK IT IS IMPORTANT TO DETERMINE IF TOYOTA'S REMEDY IS ADQUATE. THANL YOU.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314612  
**Date of Incident:** 20100203  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** WEBSTER, NY

**NHTSA Summary:**  
MY 2007 TOYOTA CAMRY CAR ECCELERATED GOING 10 MILES A HOUR IN A PARKING LOT WITH OUT WARNING. I COULD HEAR THE ENGINE RACE. I PUT THE BREAK ON AS HARD AS I COULD PRESS DOWN AND THE CAR WOULD NOT STOP. PEOPLE WERE WALKING ON MY RIGHT, I SAW THE CEMENT PILLAR AND TURN THE WHEEL TO HIT THAT INSTEAD OF THE PEOPLE. I BOUGHT THE CAR NEW AND IN 3 YEARS RECEIVED LETTERS THAT THERE WAS A PROBLEM WITH THE PEDAL. ALL 3 TIMES I TOOK THE LETTER INTO THE DEALERSHIP WHERE THEY TOLD ME IT WAS NOT MY PEDAL. NOW AFTER THE ACCIDENT THE SERVICE MANAGER TRIED TO BLAME ME. I REQUESTED TO MEET WITH A TOYOTA REP. THE REP ALSO TRIED TO BLAME ME. WHEN I PUSHED THE ISSUE IT CAME OUT THAT MY CAMRY WAS ONE WITH THE PEDAL THAT COULD GET STUCK ON A FLOUR MAT. THE TOYOTA REP, ROB BROWN SAID WHEN THE CAR IS FIXED THEN WE WILL SEND IT OVER TO THE OTHER DEPARTMENT TO MODIFY YOUR PEDAL. I TOLD THE REP ROB BROWN AND THE COLLISION MANAGER I WANT DOCUMENTATION ON THE MODIFICATION WORK DONE ON THE PEDAL. THERE WAS SO MUCH DAMAGE DONE TO MY CAR THAT THOSE REPAIRS ARE STILL NOT DONE 3 WEEKS LATER. I VERY WELL COULD HAVE KILLED PEOPLE THAT DAY. THE DEALERSHIP IS HOSELTON AUTOMALL 66 MARSH RD. E ROCHESTER NY 14445. PH #1-866-882-2473

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314701  
**Date of Incident:** 20100203  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** SAN FRANCISCO, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2010 TOYOTA PRIUS. WHILE DRIVING IN REVERSE OUT OF THE GARAGE HE EXPERIENCED AN UNINTENDED ACCELERATION AT LEAST THREE TIMES WITHIN A MONTH. ALSO WHEN HE WAS DRIVING AT 5 MPH AND COMING TO A STOP, THE VEHICLE LUNGED FORWARD AND AS HE JAMMED HIS FOOT HARDER ON THE BRAKES, THE VEHICLE KEPT GOING. THE VEHICLE WAS TAKEN TO THE DEALER ON TWO OCCASIONS; HOWEVER, DURING A TEST DRIVE THEY WERE UNABLE TO DUPLICATE, DIAGNOSE OR REPAIR THE FAILURE. THE TOYOTA MANUFACTURER HAS NOT BEEN CALLED. THE FAILURE MILEAGE WAS 1,700.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316591  
**Date of Incident:** 20100203  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** MURFREESBORO, TN

**NHTSA Summary:**

C-1917

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323168  
**Date of Incident:** 20100203  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** EL DORADO HILLS, CA

**NHTSA Summary:**  
2004 TOYOTA CAMRY. CONSUMER STATES THE ENGINE SURGED AND THE CAR LUNGED FORWARD AS HE WAS PARKING. \*FTGW THE CONSUMER STATED THE VEHICLE RAN OVER THE CURB, ACROSS THE SIDEWALK AND STRUCK AND DAMAGED A COLUMN ON THE FRONT OF A BUILDING. THE VEHICLE SUSTAINED DAMAGE TO THE RIGHT FRONT RESULTING IN A REPAIR BILL IN EXCESS OF \$4,000. ON A PREVIOUS OCCASION WHEN EXITING THE FREEWAY AND MAKING A RIGHT TURN, THE ENGINE SURGED BETWEEN GEARS BUT WHEN IT ENGAGED, THE CONSUMER DID NOT NOTICE A PROBLEM. SIX MONTHS LATER THE SAME THING HAPPENED. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324090  
**Date of Incident:** 20100203  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SLIDELL, LA

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

**Additional Summary:**

C-1918

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305225  
**Date of Incident:** 20100204  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** WHITE HALL, MD

**NHTSA Summary:**  
MY WIFE'S 2004 CAMRY HESITATES ON ACCELERATION AT TIMES. THERE IS A BRIEF, FEW-SECOND HESITATION, FOLLOWED BY A SURGE WHERE THE CAR SUDDENLY LURCHES FORWARD. THIS PROBLEM HAS OCCURRED FREQUENTLY WHENEVER EITHER OF US DRIVE THE VEHICLE AND EVER SINCE SHE FIRST PURCHASED IT (USED) ABOUT A YEAR AGO. WE THOUGHT IT MAY HAVE BEEN TRANSMISSION-RELATED, BUT TOYOTA HAS INSPECTED THE VEHICLE A COUPLE TIMES TO NO AVAIL AND HAS DENIED ANY PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305468  
**Date of Incident:** 20100204  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** BARRINGTON, RI

**NHTSA Summary:**  
I HAVE EXPERIENCED THE SAME "2010 TOYOTA PRIUS BRAKING ISSUE" ON MY 2009 TOYOTA CAMRY. THE TOYOTA PRIUS BRAKING ISSUE IS DESCRIBED AS THE FOLLOWING: "MOMENTARY LOSS OF BRAKING CAPABILITY WHILE TRAVELING OVER UNEVEN ROAD SURFACES, POTHOLES OR BUMPS." THIS IS EXACTLY WHAT HAPPENED TO ME IN MY 2009 TOYOTA CAMRY JUST A FEW HOURS AGO. AFTER ROLLING OVER A SERIES OF BUMPS AT ABOUT 45 MPH I TRIED TO APPLY THE BREAK IN MY 2009 CAMRY AND THE PEDAL WAS VERY SLOW TO RESPOND AND THE PHYSICAL BREAK PEDAL ITSELF EXHIBITED GREAT RESISTANCE IN MY EFFORT TO PRESS IT DOWN INTO USE. THIS PROBLEM OCCURS ONLY AFTER HAVING TRAVELED OVER BUMPS OR POTHOLES, ETC. THE REASON I AM FILING THIS COMPLAINT IS THAT I FEEL THAT THE "PRIUS BRAKING ISSUE" IS NOT LIMITED TO ONLY THE PRIUS MODEL THAT HAS BEEN REPORTED ON IN THE NEW OVER THE PAST 24 HOURS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306030  
**Date of Incident:** 20100204  
**Vehicle:** 2007 LEXUS RX400H  
**Location of Incident:** AUSTIN, TX

**NHTSA Summary:**  
I AM THE ORIGINAL OWNER OF A 2007 LEXUS RX 400H WHICH HAS NOT BEEN INVOLVED IN ANY ACCIDENTS, AND CURRENTLY HAS APPROXIMATELY 30,000 MILES ON IT. SINCE I PURCHASED THE VEHICLE I HAVE NOTICED AN IRREGULARITY IN MY BRAKING SYSTEM UNDER CERTAIN CONDITIONS, WHICH IS EXACTLY WHAT I HEARD DESCRIBED THIS EVENING ON THE NEWS ABOUT PRIUS HYBRID VEHICLES. IT CAN SIMPLY BE DESCRIBED AS WHEN BRAKING, IF A POTHOLE OR BUMP IN THE ROAD IS HIT, OR SOME OTHER SMALL IRREGULARITY IN THE ROAD SURFACE, THE CAR SEEMINGLY JERKS FORWARD/ACCELERATES FOR A SPLIT SECOND. THE FEELING IS OF A MOMENTARY LOSS OF CONTROL OF THE VEHICLE, AND HAS HAPPENED WHILE SLOWLY APPROACHING A STOP SIGN OR BRAKING/DECELERATING IN TRAFFIC, BUT NOT TYPICALLY WHEN SLOWING AT HIGHER RATES OF SPEED. I HAVE HAD THESE EXPERIENCES... WHERE I HAVE BEEN SLOWLY APPROACHING A STOP SIGN, BRAKING, WHEN I HAVE HIT A SMALL BUMP, AND WAS NOT ABLE TO STOP THE CAR BEFORE THE STOP SIGN, AND IN SLOW

C-1919

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MOVING TRAFFIC WHERE I LOST MOMENTARY CONTROL OVER THE CAR AS THE BRAKES "HICCUPPED" OVER A ROUGH SPOT ON THE ROAD AND LURCHED AT THE CAR IN FRONT OF ME. I WAS JUST ABOUT TO MAKE AN APPOINTMENT WITH MY LOCAL LEXUS DEALER, LEXUS OF AUSTIN (TEXAS) REGARDING MY CONCERN WHEN I SAW THIS EVENING'S NEWS. IT COMPELLED ME TO NOTIFY YOU. IT LOOKS AS THOUGH THIS PROBLEM MAY BE MORE WIDESPREAD WITH ALL TOYOTA PRODUCTS. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305756  
**Date of Incident:** 20100204  
**Vehicle:** 2005 TOYOTA RAV4  
**Location of Incident:** PENDLETON, OR

**NHTSA Summary:**  
I HAVE A 2005 RAV4, THE TRANSMISSION HAS BEEN SLIPPING, IT IS AN AUTOMATIC AND SOMETIMES IT WON'T CHANGE GEARS WHEN IT SHOULD, SO IT WON'T ACCELERATE AND WHEN IT FINALLY DOES SWITCH TO THE NEXT GEAR THE WHO CAR JERKS AND TAKES OFF VERY QUICKLEY. THIS BEGAN HAPPENING FOR NO REASON I HAVE NOT HAD ANY SORT OF ACCIDENT WITH THE VEHICLE AND TAKE VERY GOOD CARE OF IT. I HAVE BEEN TOLD BY CAMPBELL MOTORS IN HERMISTON OR, THAT THE ONLY OPTION IS TO COMPLETELY REPLACE THE TRANSMISSION FOR A COST OF \$3900. I HAVE READ THAT IS IS A COMMON PROBLEM ON THE RAV4 AND FEEL THAT TOYOTA SHOULD ISSUE A RECALL ON THE TRANSMISSION IT IS VERY DANGEROUS IN TRAFFIC TO HAVE A CAR THAT JERKS AROUND AND ACCELERATES/WON'T ACCELERATE IN AN UNPREDICTABLE MANNER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10305537  
**Date of Incident:** 20100204  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CORDOVA, TN

**NHTSA Summary:**  
WHEN STARTING FROM A COMPLETE STOP AND BEGINNING ACCELERATION, AND SOMETIMES WHEN TRYING TO QUICKLY ACCELERATE WHILE MOVING FORWARD, THE CAR WILL HESITATE AND NOT ACCELERATE FOR ABOUT 1/2 TO ONE SECOND WHILE THE CAR IS SLOWLY MOVING INTO TRAFFIC. THIS IS A SIGNIFICANT SAFETY ISSUE PARTICULARLY WHEN TURNING AND CROSSING TRAFFIC AND WHEN MERGING WITH TRAFFIC ON A FREEWAY. THIS IS A FREQUENT OCCURANCE, BUT DOES NOT SEEM TO FOLLOW ANY PARTICULAR PATTERN OTHER THAN IT OCCURS HERE AND THERE WHEN ACCELERATING. I TOOK THE CAR BACK TO THE DEALER WITHIN A COUPLE OF WEEKS OF BUYING IT AND THEY SAID THAT IT WAS FUNCTIONING FINE. I LOOKED ON THE INTERNET AND FOUND THAT THEY ARE MANY OTHERS THAT HAVE COMPLAINED ABOUT ACCELERATION HESITATION ISSUES WITH THE TOYOTA CAMRY WHO ALSO TOOK THEIR CARS BACK TO THE DEALER AND RECEIVED THE SAME RESPONSE THAT I DID THAT "IT WAS FUNCTIONING NORMALLY". THOUGH I FEEL THAT THIS IS A SIGNIFICANT SAFETY RISK WITH THE CAR, I FEEL THAT MY ONLY RECOURSE, SINCE TOYOTA SAYS IT IS RUNNING FINE, IS TO ESSENTIALLY AVOID ALL SITUATIONS WHERE SUDDEN QUICK ACCELERATION IS REQUIRED. WITH THE NUMBER OF REPORTS ON THE INTERNET MATCHING MY EXACT PROBLEM I FEEL THAT THIS IS AN ISSUE THAT NEEDS TO BE LOOKED INTO WITH AT LEAST 2009 TOYOTA CAMRY

**Additional Summary:**

C-1920

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306268  
**Date of Incident:** 20100204  
**Vehicle:** 2010 LEXUS HS  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

WHEN AT A MID-SPEEDS (TYPICALLY 35 TO 50 MPH) AND ONE TRIES TO BRAKE ON A ROUGH, UNEVEN OR LOOSE GRAVEL SURFACE, THE CAR ACCELERATES AGAINST THE DRIVERS BRAKING. THIS IS PARTICULARLY PROBLEMATIC WHEN MAKING A TURN FROM A BUMPY OR UNEVEN ROAD. THE ACCELERATION FORCE OVERPOWERS THE DRIVERS BRAKING AND MAKES THE TURN DIFFICULT CAUSING THE DRIVER POTENTIALLY TO OVERSHOOT THE TURN. THIS ACCELERATION AGAINST BRAKING HAS ALSO OCCURRED ON STRAIGHT ROAD DRIVING WHEN ONE BRAKES FROM MID-SPEEDS ON UNEVEN, BUMPY OR LOOSE GRAVEL ROADS. THIS EVENT HAS OCCURRED REPEATEDLY IN SIMILAR CIRCUMSTANCES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306258; 10306385  
**Date of Incident:** 20100204  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** CHARLESTON, SC

**NHTSA Summary:**

ACCELERATION & DE-ACCELERATION PROBLEM: WHEN THE VEHICLE IS IN FORWARD MOTION, ON A HIGHWAY, AND I PRESS ON THE ACCELERATOR TO RAPIDLY SPEED UP, THERE IS AN APPROXIMATELY ONE SECOND TIME DELAY IN THE VEHICLE'S RESPONSE TO MY REQUEST TO ACCELERATE. FREQUENTLY, THIS DELAY HAS ALMOST CAUSED AN ACCIDENT. ON THE OCCASIONS THAT I WANT TO SPEED UP TO PASS A VEHICLE, OR TO CHANGE LANES OR TO AVOID A POTENTIALLY SERIOUS SITUATION, THIS DELAY IS VERY STARTLING. BECAUSE OF THE VEHICLE'S RESPONSE DELAY, I THEN SOMETIMES SUDDENLY TAKE MY FOOT OF THE ACCELERATOR TO CANCEL MY ACCELERATE REQUEST. HOWEVER, THE VEHICLE, AFTER ITS INITIAL ACCELERATION DELAY, WILL THEN ACCELERATE FOR JUST A MOMENT EVEN THOUGH I HAVE NOW JUST TAKEN MY FOOT OFF THE ACCELERATOR. IN MY ALMOST 50 YEARS OF DRIVING MANY VEHICLES, ACCELERATORS ALWAYS RESPONDED INSTANTLY. THAT'S BECAUSE THERE WAS A LINKAGE CABLE THAT MECHANICALLY CONNECTED THE GAS PEDAL TO THE CARBURETOR. NOW, IN THIS TOYOTA, IT IS COMPUTER CONTROLLED. WHEN I COMPLAINED ABOUT THIS DELAY TO MY LOCAL TOYOTA DEALER, THEY TESTED THE VEHICLE AND ADVISED ME THAT EVERYTHING IS OPERATING NORMALLY, & HOWEVER, THEY EXPLAINED TO ME THAT THE ACCELERATION IS NOW COMPUTER CONTROLLED AND THE COMPUTER IS OPERATING AS INTENDED. I INSISTED THAT THIS WAS A DESIGN FLAW AND THAT THE COMPUTER SHOULD NOT QUESTION MY DECISION TO ACCELERATE WHEN I WANT TO ACCELERATE. I WAS ADVISED THAT THERE IS NO FIX FOR THIS AND THAT THIS IS HOW IT IS. I PURCHASED THIS VEHICLE NEW FROM A TOYOTA DEALER. THIS PROBLEM HAS ALWAYS EXISTED.; THIS IS IN FOLLOW-UP TO MY COMPLAINT #10306258 FILED EARLIER THIS MORNING (FEB 5, 2010). I FOUND MY PREVIOUS SERVICE ORDER OF JULY 23, 2008, FROM MY TOYOTA DEALERSHIP, ON WHICH I COMPLAINED ABOUT THE DELAYED ACCELERATION WHEN I PRESSED ON THE GAS PEDAL. THEIR RESPONSE, AS DOCUMENTED ON MY REPAIR ORDER WAS SCANNED FOR ERROR CODES. NONE PRESENT. CHARACTERISTIC OF THIS TRANSMISSION, & ON MY PREVIOUS REPORT TO YOU REGARDING THIS, I CLASSIFIED THIS AS A FUEL SYSTEM, GASOLINE & AND AS ELECTRICAL SYSTEM, & IT LOOKS LIKE TOYOTA CLASSIFIED THIS AS A TRANSMISSION PROBLEM. REGARDLESS, THE FACTS ARE AS I STATED THEM AND I

C-1921

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

STILL VIEW THIS TO BE A DANGEROUS CONDITION. FOR THE RECORD, MY VEHICLE WAS SERVICED ON JULY 23, 2008 AT WEST ASHLEY TOYOTA, 2100 SAVANNAH HWY, CHARLESTON, SC 29414. THEIR PHONE NUMBER IS 843-556-9110. MY CUSTOMER NBR IS 82921. MY CONCERN WAS ADDRESSED ON THEIR INVOICE # TOCS178222. I HAD MY VEHICLE IN FOR A CHECKUP AT THE ABOVE DEALERSHIP THIS MORNING, AFTER MY POSTING ON YOUR WEB SITE. I AGAIN INQUIRED ABOUT MY PREVIOUSLY REPORTED ACCELERATION PROBLEM. THE MAINTENANCE REPRESENTATIVE, HEATHER, INFORMED ME THAT SHE KNOWS OF NO PROBLEM REGARDING THIS. WHEN I ASKED IF I WAS THE ONLY ONE WHO IS EXPERIENCING THIS PROBLEM AND QUESTIONED THE FACT THAT NO ONE ELSE HAS COMPLAINED ABOUT THIS TO TOYOTA, HEATHER TOLD ME THAT SHE PERSONALLY HAS NO KNOWLEDGE OF OTHERS REPORTING THIS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306195  
**Date of Incident:** 20100204  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** ST. ANTHONY, MN

**NHTSA Summary:**

ABOUT 5:30PM ON THURSDAY EVENING (2/4/10), I WAS DRIVING HOME N ON SILVER LAKE BLVD & 36 ST. IT WAS LIGHTLY SNOWING, THE STREETS WERE WET AND SLIPPERY, AND I WAS DRIVING UNDER 15MPH GOING DOWNHILL. AS I PRESSED THE BREAKS, THE CAR WENT FASTER, AND DID NOT STOP UNTIL I BADLY HIT THE CAR IN FRONT OF ME AND WENT OVER THE CURB. MY CAR IS A 2009 TOYOTA COROLLA. ABOUT 2-3 MONTHS AGO, TOYOTA SENT ME A RECALL NOTICE FOR THE BREAKS. MUCH BEFORE THE NATIONWIDE TOYOTA RECALL HIT THE MEDIA, AND NOW, EVEN AFTER I DID RECALL A FEW MONTHS AGO, THIS IS THE SECOND TIME THAT SUCH A BREAK-RELATED INCIDENT HAS HAPPENED TO ME EVER SINCE THE RECALL. I FEEL THAT THIS INCIDENT IS RELATED TO ANOTHER BREAK DEFECT OF THE NEWLY-REPLACED/ALTERED BREAKS, AND WOULD KINDLY ASK FOR IT TO BE FURTHER INVESTIGATED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306865  
**Date of Incident:** 20100204  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** LA MESA, CA

**NHTSA Summary:**

AS I WAS COMING DOWNHILL ON STEEP MT. HELIX AND STEPPED ON THE BRAKES, THE CAR ACCELERATED INSTEAD OF REDUCING THE SPEED. AT THAT MOMENT I COULD CLEARLY HEAR THE ROTATION ACTUALLY INCREASING. I HAD TO PRESS IT HARDER AND CONTROL THE WHEEL TO GET IT TO REDUCE THE SPEED. THIS HAS HAPPENED 3 OTHER TIMES WHILE DRIVING DOWNHILL. IN THE 2 MONTHS I HAVE OWNED THIS 2010 COROLLA, THE NEXT MORNING I TOOK MY CAR TO THE DEALERSHIP AND WAITED FOR ABOUT 1 HOUR FOR THE CAR TO BE INSPECTED AND THE PEDAL ACCELERATOR RECALL ISSUE FIXED, BUT THE SERVICE STAFF TOLD ME THAT THE BRAKES WERE FINE AND THEY HAD RUN OUT OF THE RECALL PARTS. THEY COULD NOT GIVE ME A TIME TABLE WHEN THE PARTS WERE GOING TO ARRIVE. I ALSO CONTACTED 2 OTHER DEALERSHIPS LATER THAT DAY, AND THE ONLY ANSWER I GOT WAS THAT " WE WERE ALL IN THE SAME BOAT", NOBODY KNEW WHEN SAID PARTS WERE EXPECTED TO ARRIVE.

**Additional Summary:**

C-1922

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307148  
**Date of Incident:** 20100204  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** NAPLES, FL

**NHTSA Summary:**

AFTER REPEATED CALLS TO TOYOTA DEALER ABOUT ACCELERATION PROBLEMS WITH ONLY "WE'LL CALL YOU WHEN PARTS COME IN" VEHICLE SUDDENLY ACCELERATED AND CRASHED THRU A METAL GATE CAUSING SIGNIFICANT DAMAGE TO GATE AND CAR. AUTO WAS TOLLED TO COLLISION CENTER FOR EVALUATION. AFTER CALLING TOYOTA I WAS TOLD TO GIVE PROBLEM TO INSURANCE CARRIER

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308151  
**Date of Incident:** 20100204  
**Vehicle:** 2010 TOYOTA FJ CRUISER  
**Location of Incident:** SOUTHAMPTON, MA

**NHTSA Summary:**

BRAKES DIDN'T SEEM TO WORK (THE AUTO KEPT GOING WHEN THE BRAKES WERE APPLIED) UNTIL I LET OFF THE PEDAL AND PUSHED THEM AGAIN. I PASSED OVER A MANHOLE COVER AS THE FAILURE OCCURED. I HAVE ONLY HAD ONE INSTANCE OF THIS HAPPENING SO FAR, BUT IT SCARED THE CRAP OUT OF ME. AS THERE WAS A CAR STOPPED IN FRONT OF ME

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100204  
**Date of Incident:** 20100204  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**

On February 4, 2010, Mr. Martinez was driving a 2009 Toyota Camry with Mr. Hernandez and Mr. Diaz as passengers. As they approached a stop light, Mr. Martinez applied the brakes but the car continued to accelerate. In order to avoid other vehicles and innocent bystanders, Mr. Martinez veered right and crashed into a telephone pole at Perrin Beittel Rd. and Perrin Central Blvd.

As a result of the accident, Mr. Martinez sustained a concussion, back and shoulder injuries. Both Mr. Hernandez and Mr. Diaz suffered neck and back injuries. The initial police report indicated that a throttle control malfunction was the lone contributing factor to the accident.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310993  
**Date of Incident:** 20100204  
**Vehicle:** 2008 TOYOTA 4RUNNER  
**Location of Incident:** NILES, MI

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA 4RUNNER. THE CONTACT STATED AS SHE WAS DRIVING 40MPH THE ACCELERATOR PEDAL WENT ALL THE WAY TO THE FLOOR AND BECAME STUCK AND THE SPEED INCREASED TO 90MPH. THE CONTACT STATED SHE JAMMED HER FEET ON THE BRAKES, PUT THE VEHICLE IN NEUTRAL AND THE VEHICLE

C-1923

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SLOWED DOWN. SHE THEN PULLED TO THE SIDE OF THE ROAD. SHE TURNED THE VEHICLE ON AND OFF AS THE ENGINE RESET ITSELF. SHE THEN DROVE SLOWLY HOME AND PARKED THE VEHICLE. SHE DROVE THE VEHICLE TWICE AFTER THE FIRST FAILURE AND THE ACCELERATOR PEDAL BECAME STUCK TO THE FLOOR. HER HUSBAND HAD TO PULL THE PEDAL UP MANUALLY. THE VEHICLE WAS TAKEN TO THE DEALER AND THEY COULD NOT DUPLICATE THE FAILURE. THE CONTACT STATED THAT A REPRESENTATIVE WILL BE COMING FROM THE MANUFACTURER TO INSPECT THE VEHICLE. THERE WAS NO PRIOR MAINTENANCE DONE TO THE VEHICLE PRIOR TO THE FAILURE. THE FAILURE MILEAGE WAS 8,236.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311822  
**Date of Incident:** 20100204  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** SOUTHBEND, IN

**NHTSA Summary:**

I HAVE A 2009 TOYOTA TACOMA. I HAVE HAD 3 INSTANCES WHERE THE TRUCK WOULD HUNCH UP AT A STOP LIGHT LIKE SOMEONE WAS PRESSING ON THE GAS PEDAL AS I WAS ON THE BRAKE PEDAL. IN THE LAST CASE THE TRUCK WAS BEING DRIVEN OUT OF A CHURCH PARKING LOT AT A LOW SPEED AND THE VEHICLE TOOK OFF AND LOST CONTROL AND HIT A CAR. I PERSONALLY INSPECTED THE FLOORMAT ENTRAPMENT THE FLOORMAT WAS NOT EVEN CLOSE TO THE PEDAL. I HAVE BEEN A TECHNICIAN FOR 25 YRS AND BELIEVE IT IS IN THE CONTROLLER. I CONTACTED TOYOTA AND THEY WANT TO SEND SOMEONE OUT TO INSPECT IT. IT HAS NOT BEEN REPAIRED FOR ALL DAMAGE YET. LUCKILY NO ONE WAS HURT. THIS VEHICLE ONLY HAS 4,825 MILES ON IT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314895  
**Date of Incident:** 20100204  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** MALDEN, MA

**NHTSA Summary:**

MY CAR EXCELERATED BY ITSELF WHILE I WAS DRIVING IN A ROTARY AND RESULTED IN A HEAD ON COLLISION WITH A GUARD RAIL. IT CONTINUED TO EXCELERATE EVEN AFTER IT HIT THE FIRST GUARD RAIL AND CAUSED ME TO HIT A SECOND GUARD RAIL. THIS CRASH RESULTED IN INJURIES AND COMPLETELY TOTALED MY 2003 TOYOTA COROLLA. I FILED A COMPLAINT WITH TOYOTA AS WELL AS AN ACCIDENT REPORT WITH THE POLICE DEPARTMENT AND THE MASSACHUSETTS RMV AND INSURANCE COMPANY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315774  
**Date of Incident:** 20100204  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** SCHODACK LANDING, NY

**NHTSA Summary:**

I WAS DRIVING ON A FAMILIAR RURAL ROAD AT APPROXIMATELY 45 MPH. ANTICIPATING SLOWING DOWN BEFORE APPROACHING THE VILLAGE WHERE THE SPEED LIMIT IS 30 MPH, I TOOK MY FOOT OFF THE ACCELERATOR. AT THE MOMENT I LIFTED MY

C-1924

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FOOT FROM THE PEDAL, THE CAR SUDDENLY ACCELERATED ON ITS OWN FOR ABOUT TWO SECONDS, AND THEN, AGAIN ON ITS OWN, WENT BACK TO NORMAL. THIS IS THE FIRST AND ONLY FAILURE I HAVE EXPERIENCED WHILE DRIVING THIS VEHICLE. I TOOK NO REMEDIAL ACTION (OTHER THAN REPORTING THE INCIDENT TO MY HUSBAND.)

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316865  
**Date of Incident:** 20100204  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** GENESEO, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 TOYOTA RAV 4. WHILE DRIVING 60 MPH WITH THE CRUISE CONTROL ENGAGED THE VEHICLE ACCELERATED UP TO 85 MPH. THE CONTACT APPLIED THE BRAKES TO DISENGAGE THE CRUISE CONTROL. THE CONTACT HAS NOT NOTIFIED THE MANUFACTURER REGARDING THE FAILURE. THE CONTACT STATED THAT THE ACCELERATION WAS VERY SUDDEN AND COULD HAVE CAUSED A CRASH. THE FAILURE MILEAGE WAS 6,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317985  
**Date of Incident:** 20100204  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** EL PASO, TX

**NHTSA Summary:**

THE VEHICLE DOES NOT WANT TO STOP. WHILE DRIVING 1 BLOCK FROM AN OFFICE TO AN INTERSECTION AT A SPEED OF LESS THAN 30 MILES PER HOUR I HAD TO PLACE BOTH FEET ON BRAKE PEDAL AND MASH THE PEDAL TO THE FLOOR TO STOP THE VEHICLE AT A STOP LIGHT. MILEAGE ON THE VEHICLE IS 23,000 AND I HAVE TOLD TOYOTA THIS WAS OCCURRING SINCE I OWNED THE VEHICLE. I HAVE CONSISTENTLY HAD TOYOTA CHECK FOR PROBLEMS AND NONE ARE FOUND. THIS HAPPENS ABOUT ONCE EVERY THREE MONTHS. THE CAR IS AN AUTOMATIC AND THIS IS THE BEST WAY TO DESCRIBE WHAT IT FEELS LIKE. IF YOU WERE DRIVING A MANUAL TRANSMISSION VEHICLE AND WERE ON A HILL TRYING TO MAINTAIN YOUR POSITION YOU WOULD BE ENGAGING THE CLUTCH AND THE GAS PEDALS, ONE WOULD BE FIGHTING THE OTHER. THAT IS WHAT THIS FEELS LIKE, THE BRAKE FIGHTS THE GAS PEDAL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320627  
**Date of Incident:** 20100204  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** DENHAM SPRINGS, LA

**NHTSA Summary:**

WHILE TRAVELING DOWN ROAD APPROXIMATELY 35-40 MPH, TRAFFIC UP AHEAD WAS BRAKING. AS I APPLIED MY BRAKES, THEY HUNG UP, FELT LIKE ANTI LOCK BRAKE TRYING TO ENGAGE, BUT DID NOT SLAM ON BRAKES. AS I APPLIED BRAKE PEDAL, CAR STARTED TO ACCELERATE. I WAS ABLE TO TAP THE BRAKE PEDAL SEVERAL TIME AND GET VEHICLE BACK UNDER CONTROL. IT HAS ONLY HAPPENED THIS ONE TIME.

**Additional Summary:**

C-1925

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323955  
**Date of Incident:** 20100204  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** BATTLEBORO, NC

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306306  
**Date of Incident:** 20100205  
**Vehicle:** 2007 TOYOTA HIGHLANDER HV  
**Location of Incident:** HARRISBURG, PA

**NHTSA Summary:**

I OWN A 2007 TOYOTA HIGHLANDER HYBRID. I PURCHASED IT USED 6 MONTHS AGO. SINCE PURCHASE I HAVE NOTED THAT WHEN I AM BRAKING OVER UNEVEN SURFACES SOMETIMES THE CAR ACTUALLY ACCELERATES RATHER THAN DECELERATE. IT IS PARTICULARLY NOTICEABLE WHEN TURNING AT THE TIME OF BRAKING SUCH AS WHEN I AM EXITING THE HIGHWAY. I HAVE ADJUSTED MY DRIVING HABITS SO THAT I DRIVE MUCH SLOWER IN ROADWAYS WHERE THIS HAS HAPPENED AND IT HELPS MINIMIZE THE ISSUE; HOWEVER, GIVEN THE NEWS OVER BRAKING ISSUES WITH SOME OTHER HYBRID VEHICLES, I THOUGHT IT WAS WORTH BRINGING THIS ISSUE TO YOUR ATTENTION. IT IS UNCLEAR IF THIS IS A FUNCTION OF THE ABS OR TRACTION CONTROL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306727  
**Date of Incident:** 20100205  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** ANN ARBOR, MI

**NHTSA Summary:**

ACCELERATION INCIDENT PARKING. DRIVING INTO A PARKING SPACE IN CHELSEA MI, DOING A LITTLE UNDER 5 MPH THE CAR SUDDENLY SURGED FORWARD. I APPLIED THE BRAKE EVEN HARDER AND THE ABS ENGAGED. FORTUNATELY I MISSED THE BMW PARKED IN FRONT. BEEN DRIVING THIS CAR FOR 19 MONTHS AND NOTHING LIKE IT OCCURRED BEFORE. TOYOTA DEALERSHIP I HAD JUST BEEN TO FOR A LUBE CHANGE SAID THAT MY MODEL WAS NOT PART OF THE RECALL BUT TO BRING IT IN IF IT RECURRED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306339  
**Date of Incident:** 20100205

C-1926

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2010 LEXUS HS  
**Location of Incident:** N. DARTMOUTH, MA

**NHTSA Summary:**

APPROACHING INTERSECTION USING BRAKE CAR ACCELERATED ON THREE SEPERATE INCIDENCES. 3,000 MILES ON CAR. ALL THREE INCIDENCES IN LAST 500 MILES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306827  
**Date of Incident:** 20100205  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** NAPERVILLE, IL

**NHTSA Summary:**

CONSTANT "JUMPING" AT STOPLIGHTS. I ALWAYS HAVE TO CHECK TO SEE IF SOMEONE HAS BUMPED INTO ME FROM BEHIND. THIS HAS BEEN AN ONGOING PROBLEM SINCE I PURCHASED THE CAR IN 2005.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310137  
**Date of Incident:** 20100205  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** DELRAY BEACH, FL

**NHTSA Summary:**

IN PARKING GARAGE AT PLACE OF EMPLOYMENT - AS I BEGAN TO PULL INTO A PARKING SPACE, THE CAR SUDDENLY ACCELERATED. I IMMEDIATELY HIT THE BRAKES WITH NO EFFECT. THE CAR CONTINUED TO ACCELERATE UNTIL IT HIT THE WALL OF THE GARAGE. TOYOTA DEALERSHIP REFUSED TO INSPECT THE VEHICLE UNTIL BODY DAMAGE IS REPAIRED. CURRENTLY WAITING FOR A TOYOTA INSPECTOR TO MAKE AN APPOINTMENT TO INSPEC THE VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310353  
**Date of Incident:** 20100205  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** DANIA BEACH, FL

**NHTSA Summary:**

FROM A COMPLETE STOP I TURNED RIGHT AND ACCELERATED. THE TRANSMISSION FAILED TO SHIFT CAUSING THE TRUCK TO NEARLY STOP. IMMEDIATELY AFTER THAT PAUSE, THE TRANSMISSION FOUND A GEAR AND THE TRUCK ACCELERATED FORWARD. MY BRAKES STOPPED THE TRUCK AND I DROVE IT TO MY DEALER. THIS HAS ONLY HAPPENED ONCE SO FAR. I HAVE AN APPOINTMENT TO HAVE IT LOOKED AT. THE TOYOTA NATIONAL HOTLINE GAVE ME A CLAIM NUMBER AND CALLED MY DEALER TO MAKE SURE THEY LOOK AT MY PROBLEM. WORD ON THE STREET IS THAT TOYOTA KNOWS ABOUT THIS COMPUTER PROBLEM AND IS WORKING ON A "FIX". I JUST HOPE IT DOES NOT TAKE AS LONG AS THE ACCELERATOR PROBLEM TO FIX.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311129

C-1927

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100205  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** SPRING VALLEY, CA

**NHTSA Summary:**

MY DAUGHTER'S 2004 CAMRY ACCELERATED AS SHE WAS PULLING INTO A PARKING SPACE, JUMPED THE CONCRETE BERM, AND SMASHED INTO THE CONCRETE WALL. SHE HAD HER FOOT ON THE BRAKE AND PUMPED ONCE AS SHE SUSPECTED BRAKE FAILURE, BUT IT ONLY SPED UP. THE CAR WAS TOTALED, BUT MY TWO DAUGHTERS WERE UNHARMED EXCEPT FOR MINOR ACHES AND BRUISING AND WERE A BIT SHAKEN UP. INSURANCE ADJUSTER AND FORD DEALER WERE UNABLE TO DUPLICATE THE PROBLEM AT THE SHOP. A POLICE REPORT WAS MADE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310837  
**Date of Incident:** 20100205  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** VIRGINIA BECH, VA

**NHTSA Summary:**

MY 2008 TOYOTA PRIUS GAS PEDAL STUCK AND PUSHED FORWARD AGAINST MY CONTROL, AND I SLAMMED MY FOOT ON THE BRAKE AND GAS PEDAL AT SAME TIME AND IT STOPPED. I AM REPORTING THIS TO THE TOYOTA DEALER AT PRIORITY TOYOTA IN CHESAPEAKE VIRGINIA RIGHT NOW AND THEY SAID BECAUSE THEY CAN NOT REPRODUCE THE INCIDENT THEY CAN'T DO ANYTHING, BUT FOR ME TO CALL TOYOTA 1-800-331-4331 AND REPORT IT, I DID, AND TALKED WITH A REPRESENTATIVE, AND HE SAID ALL HE CAN DO IS PUT IT IN THE CASE FILE, AND IF I WANTED TO I CAN REPORT IT TO NHTSA. I WILL NOT BECOME A DEATH STATISTIC TO PROVE THE PROBLEM OCCURRED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313344  
**Date of Incident:** 20100205  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** DORCHESTER, MA

**NHTSA Summary:**

WHILE AT A STOP SIGN, I ACCELERATED MY CAR AND THEN QUICKLY STOPPED (PUSHED ON THE BRAKES) BECAUSE ANOTHER CAR WAS COMING, ONLY TO FEEL MY CAMRY ACCELERATE AND CRASHED INTO THE OTHER CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315598  
**Date of Incident:** 20100205  
**Vehicle:** 2003 TOYOTA MATRIX  
**Location of Incident:** NORTH POTOMAC, MD

**NHTSA Summary:**

MY 2003 TOYOTA MATRIX XR SOMETIMES ACCELERATES UNCONTROLLABLY. USUALLY WHEN I AM CRUISING AT HIGHWAY SPEEDS, WHEN I LET OFF OF THE GAS PEDAL, THE CAR'S THROTTLE STILL FEELS LIKE ITS IN THE OPEN POSITION, CAUSING THE CAR TO SPEED UP INSTEAD OF SLOWING DOWN. IT ALMOST FEELS LIKE IF THE CRUISE CONTROL IS TURNED ON AND THE CAR IS TRYING TO MAINTAIN SPEED, MY CRUISE CONTROL WAS

C-1928

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TURNED OFF DURING EACH OF THESE INCIDENTS, AND THERE WAS NO INDICATION THAT THEY WERE TURNED ON AT THE TIME OF THE INCIDENTS. THIS PROBLEM OCCURS ONCE EVERY FEW MONTHS AND I USUALLY DON'T PAY ATTENTION TO THEM. THE CAR WILL ACCELERATE FOR A FEW SECONDS THEN EVENTUALLY THE THROTTLE WILL CLOSE AND THE CAR WILL SLOW DOWN AND THEN I WILL APPLY THE BRAKES GENTLY. I HAVE INFORMED MY TOYOTA DEALER OF THIS BUT THEY USUALLY JUST BRUSH THE COMPLAINT OFF AND SAY THEY COULDN'T FIND ANY PROBLEMS. I PERSONALLY THINK IT'S AN ELECTRONICS ISSUE WHERE THE CRUISE CONTROL SYSTEM OVERRIDES THE MANUAL SYSTEM WITHOUT THE INPUT OF THE DRIVER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316580  
**Date of Incident:** 20100205  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** WADSWORTH, OH

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317783  
**Date of Incident:** 20100205  
**Vehicle:** 2007 TOYOTA CAMRY HV  
**Location of Incident:** LAKE BLUFF, IL

**NHTSA Summary:**

CRUISE CONTROL SET @ 70 MPH SPEED LIMIT ON I-85 WHEN A TRACTOR-TRAILER TRUCK RAPIDLY CLOSED THE INTERVAL BEHIND AS I STARTED UP AN INCLINE. WITHOUT WARNING MY SPEED QUICKLY DROPPED AND THE TRUCK MOVED DANGEROUSLY CLOSE. STEPPED ON THE ACCELERATOR TO INCREASE SPEED AND WITHIN A SECOND OR TWO THE CRUISE CONTROL FURTHER INCREASED MY SPEED. DO NOT KNOW WHAT THE SPEED INCREASE WAS BECAUSE I WAS PAYING ATTENTION TO THE INTERVAL BETWEEN THE TRUCK AND MY CAR AND NOT WHAT REGISTERED ON MY SPEEDOMETER. AFTER GOING OVER THE HILL'S CREST THERE WAS STATE PATROL CAR IN THE MEDIUM WHO CLOCKED MY SPEED AT 80MPH. HAD NOT PREVIOUSLY EXPERIENCED SPEED DROPS AND SURGES WITH THE CRUISE CONTROL AND WAS MUCH MORE ATTENTIVE TO THE ACTIONS OF THE CRUISE CONTROL FOR THE REMAINING PART OF THE TRIP. THERE WERE MULTIPLE INSTANCES WHERE THE SPEED WOULD DROP FROM SIX TO SEVEN MILES PER HOUR AS THE CAR STARTED UP AN INCLINE AND THEN WOULD RAPIDLY ACCELERATE, OVERSHOOTING THE SETTING BY THREE TO FOUR MILES PER HOUR (ONCE OVER FIVE) BEFORE ULTIMATELY DROPPING BACK TO THE SET SPEED. THIS IS BOTH A SAFETY CONCERN AS WELL AS UNCOMFORTABLE WHEN THERE IS A SERIES OF ROLLING HILLS. THE TOYOTA DEALER COULD FIND NO PROBLEM WITH THE CRUISE CONTROL, FINDING NO DTC FAULT CODES AND NO ABNORMAL FINDINGS AFTER FORCE TESTING THE CRUISE

C-1929

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SYSTEM. I SUSPECT THE ISSUE MAY RELATE TO THE ELECTRONIC CONTROLS FOR THE HYBRID SYSTEM. AS THE CAR WENT DOWN HILL, THE GASOLINE ENGINE APPEARED TO BE IN "IDLE/COASTING" STATE AND THE GPS/ENERGY DISPLAY SHOWED NO ENERGY FLOW TO EITHER THE DRIVE WHEELS OR THE BATTERY FROM THE ENGINE. THE ELECTRIC MOTOR, HOWEVER, WAS IN CHARGING MODE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318218  
**Date of Incident:** 20100205  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** PLYMOUTH, MA

**NHTSA Summary:**

I WAS DRIVING MY 2004 TOYOTA COROLLA THE OTHER DAY ON A SIDE ROAD. I WAS APPROACHING A CORNER IN THE ROAD AND TOOK MY FOOT OFF MY GAS PEDAL. THE CAR CONTINUED TO ACCELERATE. I PUSHED ON THE BREAK WHICH SLOWED THE CAR SLIGHTLY, BUT WOULDNT STOP IT. I PUT THE CAR INTO NEUTRAL AND PULLED OFF TO THE SIDE OF THE ROAD. THE ENGINE WAS REVVING VERY LOUDLY SO I TURNED OFF THE CAR. I PROCEEDED TO TURN THE CAR BACK ON AND IT WAS STILL REVVING. I PULLED ON THE GAS PEDAL AND CHECK MY FLOOR MAT, AS I KNEW OF ALL THE CURRENT RECALLS IN EFFECT. THE FLOOR MAT WAS NOT IN THE WAY AND THE PEDAL APPEARED FINE. NOTHING CHANGED. I CALLED A TOW TRUCK AND IN ABOUT 2 HRS LATER WHEN THE TOW TRUCK GUY STARTED MY CAR, IT APPEARED FINE. IT WAS BROUGHT TO A TOYOTA DEALERSHIP, WHOM PLAYED IF OFF AS IF MY FLOOR MAT WAS THE CAUSE AND SENT ME ON MY WAY. I THEN BROUGHT IT TO MY FATHER WHO USED TO BE A MECHANIC AND HE CHECKED ALL THE MECHANICS OF THE CAR. HE LUBED UP SOME PARTS AND CLEANED THE ACCELERATOR PLATE, HOWEVER HE STATED EVERYTHING LOOKED GOOD TO HIM. AS OF TODAY THIS HAS NOT HAPPEN AGAIN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318374  
**Date of Incident:** 20100205  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** SUFFERN, NY

**NHTSA Summary:**

DATED: MARCH 10, 2010 MY NAME IS LUIGINA MARACICH, I RESIDE AT 24 N DE BAUN AVENUE, APT. 303, SUFFERN, NY 10901 MY TELEPHONE NUMBER IS: 845 504 0754 I OWN A 2008 RAV4 WD, VIN NO.: JTBMD31V286065918. ON THREE SEPARATE OCCASIONS WHEN DRIVING THE CAR ENGINE BEGAN TO ACCELERATE BADLY. WE TOOK THE CAR FOR SERVICE TO THE INTERSTATE TOYOTA, IN MONSEY, NY ON TWO SEPARATE OCCASIONS, FIRST ON FEBRUARY 17TH AND THEN ON FEBRUARY 23RD, 2010. INTERSTATE TOYOTA CLAIMS THAT THEY CAN NOT DUPLICATE THE PROBLEM, THEREFORE THEY DO NOT KNOW HOW TO FIX OUR RACING SITUATION. THE DEALER INFORMED US THAT THEY OBTAINED A CASE NUMBER 100540306 FOR US AND THAT WE SHOULD CONTACT THE MANUFACTURER AT 1 800 331 4331. OUR COMPLAINT IS THAT IN AS MUCH AS WE CALLED THE MANUFACTURER WE COULD NOT GET THRU TO ANY ONE. THE DEALER WILL NOT MAKE ANY REPAIRS UNLESS THEY ARE ORDERED BY THE MANUFACTURER. WHAT SHOULD WE DO? IN ANTICIPATION FOR YOUR ASSISTANCE, WE THANK YOU.

**Additional Summary:**

**Toyota ID Number:**

C-1930

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10318844  
**Date of Incident:** 20100205  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** ALGONA, IA

**NHTSA Summary:**

2008 TOYOTA TUNDRA SURGED FORWARD IN A CAR WASH STRIKING THE THE SIDE OF THE BUILDING. BUILDING IS CONCRETE BLOCK AND DID NOT SUSTAIN ANY DAMAGE. DAMAGE TO TUNDRA IS IN EXCESS OF \$2400. I FEEL THAT TOYOTA SHOULD COVER MY \$1000 DEDUCTABLE, REIMBURSE MY INSURANCE COMPANY FOR THE REMAINDER OF THE BODY REPAIR AND SEND A LETTER TO MY INSURANCE COMPANY STATING THAT SURGE WAS DO TO STICKY ACCELERATOR PEDAL AND WAS NOT MY FAULT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10306926  
**Date of Incident:** 20100206  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** ATLANTA, GA

**NHTSA Summary:**

WHEN SLOWING MY 2006 AVALON FOR TURN, SPEED BUMP, ETC. AND THEN ACCELERATING THERE IS OFTEN A LAG IN THE TRANSMISSION ENGAGING AND WHEN IT DOES THE CAR LURCHES. I HAVE COMPLAINED MANY TIMES TO 2 DIFFERENT DEALERS ABOUT THIS SINCE THE CAR WAS NEW. AFTER A YEAR OR SO 1 DEALER SAID THAT TOYOTA HAD ISSUED AN ADJUSTMENT PROCEDURE WHICH THEY PERFORMED. THE PROBLEM WENT AWAY FOR A WHILE BUT HAS RETURNED. IN LIGHT OF THE RECENT RECALLS AND STORIES ABOUT POSSIBLE ELECTRONIC PROBLEMS WITH THESE CARS I WANTED TO ADD MY STORY TO THE LIST. I CONSIDER THIS A SERIOUS SAFETY ISSUE SINCE THE LAG IN TRANSMISSION ENGAGEMENT COULD CAUSE AN ACCIDENT WHEN MAKING A LEFT TURN, ESPECIALLY IF IT WORSENS. FURTHER, THE ONLY WAY I KNOW ABOUT THIS LATEST RECALL IS THROUGH THE NEWS. TOYOTA HAS NOT NOTIFIED ME DIRECTLY. THIS MAKES THE THIRD RECALL ON THIS CAR- FLOOR MATS, VVT-I OIL HOSE AND NOW ACCELERATOR! NEEDLES TO SAY- I AM NOT HAPPY WITH MY PURCHASE AND WILL SERIOUSLY TRY TO CONVINCHE MY WIFE TO TAKE OUR BUSINESS ELSEWHERE IN THE FUTURE!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308017  
**Date of Incident:** 20100206  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** SOUTH PORTLAND, ME

**NHTSA Summary:**

TL-THE CONTACT OWNS 2007 TOYOTA TUNDRA. HE PULLED INTO TRAFFIC AND WHILE ATTEMPTING TO BREAK FORTH THE TRAFFIC LIGHT WITH HIS FOOT ON THE BREAK THE VEHICLE SURGED AND MOVED FORWARD HE WAS ABLE TO AVOID A COLLISION BY SHIFTING THE GEAR INTO NEUTRAL AND CONTINUED TO BREAK. HE TOOK THE VEHICLE TO THE DEALER. THE DEALER WAS NOT ABLE TO RECREATE THE FAILURE AND STATED NOTHING IS WRONG WITH THE VEHICLE. HE STATED HE IS AFRAID TO DRIVE TO VEHICLE. THE FAILURE AND THE CURRENT MILEAGE WAS 16,000. THE VIN WAS NOT AVAILABLE. LI

**Additional Summary:**

**Toyota ID Number:**

C-1931

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10308768  
**Date of Incident:** 20100206  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** RALEIGH, NC

**NHTSA Summary:**

I OWN A TOYOTA 2007 CAMRY. I ALMOST RAN INTO A CAR IN FRONT OF ME WHEN STOPPING FOR A LIGHT. COMING UP TO LIGHT, WHILE BRAKING I HIT A BUMP AND THE BRAKE PEDAL WENT TOWARDS THE FLOOR. I RELEASE THE BRAKE AND PRESSED IT AGAIN AND IT WORKED. ANOTHER INCIDENT OCCURRED RECENTLY WHILE DRIVING DOWN AN ICY SLOPE. I WAS BRAKING AND THERE WAS A HORRIBLY GRINDING OR SNAPPING TYPE NOISE. AS I WAS VERY SCARED I WOULD HAVE AN ACCIDENT WHILE THIS WAS HAPPENING I DID NOT NOTICE IF I LOST BRAKE PRESSURE. I CALLED THE TOYOTA DEALERSHIP WHERE I PURCHASED THE CAR AND EXPLAINED THE ABOVE AND WAS TOLD THAT THIS WAS NORMAL WITH THE BRAKES THAT ARE INSTALLED ON THE CAMRY. I AM CONCERNED FOR MY FAMILY'S SAFETY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310217  
**Date of Incident:** 20100206  
**Vehicle:** 2008 TOYOTA 4RUNNER  
**Location of Incident:** PENFIELD, NY

**NHTSA Summary:**

2008 TOYOTA 4RUNNER SPORT - WHEN SHIFTING FROM REVERSE TO DRIVE THE TRANSMISSION DOES NOT ALWAYS ENGAGE. ESTIMATE ABOUT 15-20% FAILURE. FOR ABOUT 5 SECONDS THE VEHICLE ACTS AS IF IN NEUTRAL. IF I DO NOT REALIZE WHAT IS HAPPENING AND APPLY GAS, WHEN IT FINALLY ENGAGES, THE CAR DANGEROUSLY LURCHES FORWARD, FAIRLY SURE IT IS AN ELECTRONIC ISSUE. HAS OCCURRED SINCE PURCHASE. HAVE TAKEN TO DEALER 3 TIMES. RESPONSES 1) CANT REPEAT AND CANT START CHANGING PARTS BECAUSE MAY TRIGGER LEMON LAW, 2) CANT REPEAT AND NO ONE ELSE HAS REPORTED, 3) CANT REPEAT, SO WE WILL LOOK AT IT AGAIN WHEN YOU BRING IN FOR NEXT OIL CHANGE. DESPITE MY EXPLAINING REPEATEDLY THAT THIS IS A SERIOUS SAFETY CONCERN DEALER HAS SHOWN NO REAL INTEREST TO RESOLVE. MY HOME'S DRIVEWAY IS ON A BLIND CURVE AND I WILL NOT BACK INTO ROAD BECAUSE I CAN NOT BE SURE I CAN ACCELERATE WHEN NEEDED. THIS HAS REPEATED REGULARLY SINCE PURCHASEING THE VEHICLE OVER A YEAR AGO. I HAVE HAD A COUPLE OF CLOSE CALLS IN PARKING LOTS AND IT IS INEVITABLE THAT I WILL BE REAR-ENDED IF THIS IS NOT RESOLVED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311812  
**Date of Incident:** 20100206  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** SIMPSONVILLE, SC

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2002 TOYOTA COROLLA. WHILE DRIVING 40 MPH, THE VEHICLE ACCELERATED, CRASHED INTO ANOTHER VEHICLE AND WAS IMPACTED ON THE PASSENGER SIDE. THE AIR BAGS DEPLOYED AND THE VEHICLE WAS DESTROYED. THE CONTACT WAS TAKEN TO THE HOSPITAL BUT DID NOT HAVE SUSTAIN MAJOR INJURIES. THE CONTACT STATED THAT THE VEHICLE MADE A LEFT TURN OWN IT'S OWN AND CAUSED THE CRASH TO OCCUR AND THAT THE POWER STEERING WAS FAULTY. THE FAILURE MILEAGE WAS 36,000.

**Additional Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-1932

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311845  
**Date of Incident:** 20100206  
**Vehicle:** 2002 TOYOTA CAMRY SOLARA  
**Location of Incident:** MONTEBELLO, CA

**NHTSA Summary:**  
ENTERING A FAST FOOD RESTAURANT DRIVE THROUGH LANE, THE BRAKES WERE APPLIED. INSTEAD OF STOPPING THE VEHICLE ACCELERATED AND STRUCK THE CAR IN FRONT. FRONT END DAMAGE TO MY CAR. 2002 TOYOTA CAMRY SOLARA. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312261  
**Date of Incident:** 20100206  
**Vehicle:** 2009 LEXUS IS  
**Location of Incident:** EAST ELIJAY, GA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 LEXUS IS 250. HE STATED THAT WHILE DRIVING 35 MPH UP A HILL WHEN TURNING AND SLOWING DOWN BY PUTTING HIS FOOT ON THE BRAKE PEDAL THE VEHICLE ACCELERATED ON ITS OWN. THE VEHICLE ACCELERATED AND CRASHED OVER A MOUNTAIN. THE CONTACT SUSTAINED MAJOR INJURIES, BROKE HIS RIGHT SHOULDER, CHEST PAINS, AND HIS FACE WAS ALSO INJURED WHEN THE AIR BAG DEPLOYED HITTING HIM IN THE FACE. THE POLICE AND THE INSURANCE COMPANY WERE CONTACTED AND A REPORT WAS FILED BY BOTH OF THEM. THE VEHICLE WAS TOWED TO A LOCAL TOWING FACILITY WHERE THEY STATED THAT THE VEHICLE WAS DESTROYED. THE DEALER WAS CONTACTED AND WROTE A REPORT AS WELL. HE ALSO STATED THAT HE RECEIVED A RECALL NOTICE FOR THE FLOOR MATS AND WAS WAITING FOR AN APPOINTMENT. THE FAILURE AND CURRENT MILEAGE WERE 11000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312795  
**Date of Incident:** 20100206  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** SONORA, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA COROLLA. THE CONTACT STATED AS SHE WAS DRIVING AT 20MPH WITH HER FOOT ON THE BRAKES THE VEHICLE ACCELERATED TO THE MAXIMUM RPM, HOWEVER SHE DID NOT HAVE AN ACCIDENT. THE CONTACT PUT THE VEHICLE INTO NEUTRAL WHEN THE VEHICLE STOPPED AND SHE TURNED THE ENGINE OFF AS IT WAS STILL RACING AT THE MAXIMUM RPM. THE VEHICLE WAS TOWED TO THE DEALER AND WAS TOLD THEY CANNOT DUPLICATE THE PROBLEM BECAUSE SHE PRESSED ON BOTH THE BRAKE AND ACCELERATOR PEDAL AT THE SAME TIME. THE CONTACT STATED SHE SENT A LETTER TO THE TOYOTA MANUFACTURER AND HAD NOT RECEIVED AN ANSWER BACK AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS 47,000. UPDATED 03/17/10. \*LJ

**Additional Summary:**

**Toyota ID Number:**

**C-1933**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10313807  
**Date of Incident:** 20100206  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** HILO, HI

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE DRIVING 20 MPH THE VEHICLE ACCELERATED OUT OF CONTROL AND HIT A FENCE AS SHE WAS DRIVING 20 MPH ON A WINDING ROAD. THE CONTACT SUSTAINED MINOR INJURIES. THE FRONT BUMPER WAS DAMAGED. THE POLICE WERE NOT CALLED. AFTER THE VEHICLE WAS DRIVEN HOME THE TOYOTA DEALER WAS NOTIFIED. THE DEALER INFORMED HER TO WAIT UNTIL SHE RECEIVED A RECALL NOTICE IN THE MAIL BEFORE BRINGING THE VEHICLE IN. SO THEY COULD CHECK HER ACCELERATOR PEDAL. THE MANAGER WAS VERY RUDE AND ADVISED HER NOT TO CALL THE OFFICE AGAIN. THE FAILURE MILEAGE WAS 47,000. UPDATED 3/30/10 \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317169  
**Date of Incident:** 20100206  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** MICHIGAN CITY, MI

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2002 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING 30MPH, THE VEHICLE SUDDENLY BEGAN TO ACCELERATE WITHOUT WARNING CAUSING THE VEHICLE TO CRASH INTO AN EMBANKMENT VEHICLE FLIPPED OVER ON TOP OF ITS HOOD. NO ONE WAS INJURED DURING THE CRASH. A POLICE REPORT WAS FILED FOR THE INCIDENT. THE VEHICLE HAD NOT BEEN DIAGNOSED BY THE DEALERSHIP AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 152000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317489  
**Date of Incident:** 20100206  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** OXFORD, ME

**NHTSA Summary:**  
WHILE COMING TO AN INTERSECTION, I WAS BRAKING. DURING THE BRAKING, THE VEHICLE SUDDENLY BOLTED (ACCELERATED) AHEAD FOR A PERIOD OF 5 SECONDS. (VEHICLE ACCELERATED DURING BRAKING PROCESS) I CONTINUED TO KEEP FOOT ON BRAKE, PRESSING WITH A LOT MORE FORCE. DURING THE "INCIDENT", I WAS ABLE TO TURN WHEEL, SHARPLY TO THE RIGHT, TO AVOID HITTING A VEHICLE DIRECTLY IN FRONT OF ME. NEEDLESS TO SAY, I WAS VERY SHAKEN, AS WAS MY 100% DISABLED HUSBAND, ALSO IN THE FRONT SEAT. WE TOOK VEHICLE TO TOYOTA DEALER, ON FEBRUARY 10, 2010. (2,766 TOTAL MILEAGE) AND 30 MINUTES OF THEIR TIME WAS GIVEN TO MY TOYOTA. THEY CHECKED IT OVER, TRYING TO FIND THE PROBLEM. THEY SAID "THEY COULD NOT FIND A PROBLEM", AND SENT ME ON MY WAY. THEY GAVE ME AN "800" NUMBER TO CALL, AND OUR 2 PHONE CALLS TO THEM, WAS A WASTE OF TIME. THEY SAID THEY WOULD SEND ME ARBITRATION PAPERS, WHICH I HAVE NOT RECEIVED. I DON'T SEE WHY I HAVE TO GO TO ARBITRATION FOR THEM TO FIX MY VEHICLE, WHEN IT IS STILL UNDER WARRANTY. \* THEY RESET ECM/PCM TEST DROVE OP CODE 895994 3/99. CHECKED ECU FOR DTC SCAN TOOL CHECK DTC AND OPERATION. HOURS 0.50 DEALER REFUSES TO DO MORE TESTING BECAUSE TOYOTA WILL NOT AUTHORIZE IT. I FEEL THAT MY VEHICLE IS "A DEATH TRAP" AND I WILL NOT DRIVE IT. IN THE

**C-1934**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MEANTIME, I AM STILL MAKING MONTHLY PAYMENTS ON IT, AND CONSIDER IT A "DEAD HORSE PAYMENT"

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318533  
**Date of Incident:** 20100206  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** BUFFTON, IN

**NHTSA Summary:**  
TL -THE CONTACT OWNS A 2010 TOYOTA PRIUS. THE CONTACT WAS DRIVING APPROXIMATELY BETWEEN 50-55 MPH ON A SNOW COVERED ROAD SURFACE. WHILE BRAKING THE VEHICLE SURGE FORWARD UNEXPECTEDLY. THE DRIVER WAS UNABLE TO CONTROL THE VEHICLE AND ENTERED INTO A DITCH. THE VEHICLE WAS PULLED OUT OF THE DITCH. THERE WAS NO PERSONAL INJURY. THE POLICE WAS CALLED TO THE SCENE. THE VEHICLE WAS ABLE TO RESUME NORMAL OPERATION. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC FOR THE FRONT END DAMAGES REPAIR ESTIMATION. THE MANUFACTURER WAS NOTIFIED AND REQUESTED THAT THE VEHICLE NOT BE REPAIRED UNTIL AN ENGINEER INSPECTED THE VEHICLE. THE VEHICLE HAS NOT BEEN REPAIRED AT THIS TIME. THE FAILURE MILEAGE WAS 11,000. JS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319081  
**Date of Incident:** 20100206  
**Vehicle:** 2007 LEXUS IS250  
**Location of Incident:** BEDFORD HEIGHTS, OH

**NHTSA Summary:**  
ON FEB.6,2010 @10:00AM DRIVING ON MY RESIDENTIAL STREET, AT A SPEED BETWEEN 25 TO 35 MPH. I WAS COMING TO A STOP SIGN ON MY STREET. AS I BEGAN TO BRAKE TO STOP AT THE SIGN, WHICH WAS A THREE WAY STOP. MY CAR AT FIRST SEEM TO SLIDE DUE TO THE SNOWY ROAD A SLIPPERY CONDITION. AS I FURTHER HIT THE BRAKES, THE CAR ACCELERATED THROUGH THE STOP SIGN ACROSS THE STREET OVER THE CURB ONTO THE SIDEWALK AND INTO MY NEIGHBORS YARD. I WAS WITHIN 25 TO 50 FEET OF HITTING MY NEIGHBORS HOUSE. THIS INCIDENT HAPPENED SO FAST AND WITHOUT ANY WARNING THAT SOMETHING WAS WRONG. SINCE THIS HAPPENED I TOOK MY CAR TO CLASSIC LEXUS AND THE SERVICE DEPARTMENT GAVE MY LEXUS A FULL INSPECTION AND NO INCIDENT OF THIS NATURE HAS HAPPENED SINCE 2-6-10. THE INCIDENT LEFT ME COMPLETELY SHAKEN AND NERVOUS FOR SEVERAL WEEKS. I HAVE JUST THIS DAY BEEN ABLE TO SIT DOWN AND PUT MY WORDS OF THE INCIDENT ON THIS PAPER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319626  
**Date of Incident:** 20100206  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** STEUBENVILLE, OH

**NHTSA Summary:**  
ON 02/06/10 I EXPERIENCED AN UNINTENDED ACCELERATION PROBLEM WITH MY 2008 TOYOTA TACOMA X. I WAS IN MY DRIVE WAY AN PUTTING MY TRUCK IN THE GARAGE. WHEN IT ACCELERATED UNEXPECTEDLY AND STRUCK THE FOUNDATION OF MY HOME. A CLAIM WAS INITIATED WITH MY INSURANCE COMPANY (NATIONWIDE) AND WITH

**C-1935**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334482  
**Date of Incident:** 20100206  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PARAMUS, NJ

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307237  
**Date of Incident:** 20100207  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ALEXANDRIA, VA

**NHTSA Summary:**  
I HAVE BEEN EXPERIENCING SURGES IN POWER IN MY 2007 TOYOTA CAMRY SINCE I BOUGHT IT IN DEC 2008. THEY SEEM TO HAPPEN WHEN ONLY WHEN THE VEHICLE IS COLD. COULD THIS BE PART OF THE RECALL PROBLEMS? SHOULD I CONTINUE TO DRIVE IT?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307371  
**Date of Incident:** 20100207  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** GRANT, FL

**NHTSA Summary:**  
AS I WAS TURNING OFF A MAIN ROAD TO A STORE PARKING LOT MY VEHICLE BEGAN TO ACCELERATE AFTER I REMOVED MY FOOT FROM THE BRAKE. I WAS GOING ABOUT 10MPH AT THE TIME. I WAS ABLE TO QUICKLY STOP THE CAR AND TURN IT OFF. AT THIS TIME, I WILL NOT ALLOW ANYONE IN MY FAMILY TO DRIVE THIS VEHICLE. I AM AN ENGINEER AND THERE IS NO QUESTION IN MY MIND THAT THIS VEHICLE WAS

**C-1936**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATING ON ITS OWN AFTER I REMOVED MY FOOT FROM THE BRAKE AND I WAS DRIVING ON A ROAD WITH NO GRADE (FLAT ROAD).

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307618  
**Date of Incident:** 20100207  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** BOSTON, MA

**NHTSA Summary:**  
I OWN A 2010 TOYOTA CAMRY. I WAS TOLD BY ONE DEALERSHIP THAT MY CAR IS NOT AFFECTED. I WAS TOLD BY ANOTHER DEALERSHIP THAT MY CAR IS INCLUDED IN THE ACCELERATOR RECALL. FIRST, WHEN I PUT THE KEYS IN MY CAR AND START IT, IT WILL START TO ACCELERATE TO 2000 RPMs FOR 30 SECS TO A MINUTE BEFORE GOING BELOW 1000RPMs. ALSO, WHEN I DRIVE AROUND TOWN, THE CAR WILL REMAIN ACCELERATED EVEN AFTER I TAKE MY FOOT OFF OF THE GAS PEDAL OR EVEN AFTER I TAKE MY FOOT OFF THE BRAKE. I DO NOT KNOW WHAT TO DO, AND IF MY CAR IS NOT PART OF A RECALL, THIS COULD BE MORE OF A SYSTEMATIC PROBLEM (EITHER WITH THE ELECTRIC CHIP OR THE ACCELERATOR PEDAL I HAVE) THAN WHAT EVERYONE THINKS NOW. I HAVE BROUGHT MY CAR TO THE DEALER 2-3 TIMES (PRIOR TO THE RECALL) AND THEY SAID IT WAS "NORMAL" FOR ALL CAMRYS. BUT THIS IS OBVIOUSLY NOT NORMAL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307716  
**Date of Incident:** 20100207  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** CORAL GABLES, FL

**NHTSA Summary:**  
I OWN 2 2006 LEXUS RX 400 H HYBRID SUV'S. FROM THE FIRST WEEK I COMPLAINED THAT THE BRAKES WOULD NOT ALWAYS ENGAGE WHEN YOU DEPRESSED THE BRAKE PEDAL. THE CAR WOULD LURCH FORWARD WHEN THE BRAKES DID NOT ENGAGE FOR 1 OR 2 SECONDS. THE LEXUS DEALER HAS DISMISSED MY COMPLAINT EACH TIME. NOW THERE APPEARS TO BE A VOLUNTARY RECALL OF TOYOTA HYBRIDS AND ONE LINE OF LEXUS HYBRIDS WITH THE IDENTICAL PROBLEM. BUT THE PROBLEM IS NOT JUST WITH THEIR NEW S50 LEXUS HYBRID. IT HAS EXISTED AT LEAST AS FAR BACK AS 2006 WITH MY CARs.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308627  
**Date of Incident:** 20100207  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** CITRUS HEIGHTS, CA

**NHTSA Summary:**  
I WAS TRAVELLING ALONE ON ERRANDS AND HAD STOPPED AT A T-INTERSECTION, POSITIONED AT THE TOP OF THE "T" AND PREPARING TO TURN RIGHT. I'D LET A FEW CARS GO PAST, TRAVELLING ON THE MAIN STREET WITH TRAFFIC CLOSEST TO ME GOING FROM LEFT TO RIGHT. WHEN THOSE CARS HAD PASSED AND IT WAS SAFE TO TURN RIGHT ONTO THE MAIN STREET, I STARTED TO SLOWLY DEPRESS THE GAS PEDAL TO ACCELERATE. SUDDENLY THE CAR BOLTED FORWARD AND OUT OF CONTROL, ACCELERATING DIRECTLY ACROSS THE STREET AND INTO THE PATH OF ONCOMING

C-1937

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TRAFFIC TRAVELLING RIGHT TO LEFT. A CAR GOING ABOUT 40 MPH SLAMMED INTO THE RIGHT FRONT PASSENGER SIDE OF MY CAR. THE AIRBAGS DEPLOYED AND BOTH OUR CARS CAME TO A COMPLETE STOP. I WAS DAZED FROM THE COLLISION AND EXITED MY CAR FROM THE DRIVER'S SIDE AS SOON AS POSSIBLE. I COULD SEE THAT THE WHOLE FRONT OF MY CAR, INCLUDING THE ENGINE WAS COMPLETELY DEMOLISHED. I WAS IN SHOCK AND A LADY FROM A NEARBY HOUSE WHO HAD HEARD THE CRASH CAME OUT WITH A CHAIR FOR ME TO SIT ME DOWN ON WHILE THE POLICE AND PARAMEDICS WERE ON THE WAY. I NEVER WENT TO THE PASSENGER SIDE OF THE CAR AND DON'T KNOW THE CONDITION OF THE OTHER DRIVER OR THEIR CAR. I WAS TAKEN TO THE EMERGENCY ROOM AND SUFFERED CHEST, NECK AND BACK PAIN. I AM QUITE SURE IT WAS THE GAS PEDAL STICKING THAT CAUSED THE CAR TO ACCELERATE SO UNEXPECTEDLY AND QUICKLY, PROPELLING ME THROUGH THE CROSS-TRAFFIC AND ONTO THE OTHER SIDE OF THE STREET. IT WAS AN ABSOLUTELY HORRIBLE ACCIDENT AND I AM STILL IN SHOCK OVER IT. NOT TO MENTION NOT KNOWING THE CONDITION, EXTENT OF INJURIES OR EVEN THE IDENTITY OF THE OTHER DRIVER AS YET.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308599  
**Date of Incident:** 20100207  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** GARDEN GROVE, CA

**NHTSA Summary:**  
1. I WAS TRAVELING EAST ON BOLSA AVE. GOING STRAIGHT, AND THE OTHER DRIVER WAS COMING OUT OF THE ABC MARKET DRIVEWAY. SHE MADE A RIGHT TURN. 2. MY CAR MADE A LOUD SOUND AND THEN DROVE INTO THE OTHER DRIVER'S CAR. 3. I HAD MY FOOT ON THE BRAKES, BUT THE CAR WENT FORWARD LIKE IT WAS A RACING CAR. THEN THE CAR WENT IN REVERSE AND LANDED FROM THE STREET ONTO THE SIDEWALK. 4. MY CAR IS A 2006 TOYOTA HIGHLANDER. 5. I BELIEVED THE PEDAL GOT STUCK AND THE CAR ACCELERATED TOWARDS THE OTHER CAR. 6. IT FELT LIKE THE CAR WAS GOING 100 MILES AN HOUR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310316  
**Date of Incident:** 20100207  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** PITTSBURGH, PA

**NHTSA Summary:**  
I WAS IN A PARKING LOT W/ MY 05 TACOMA AND NEEDED TO PERFORM A K TURN. I STOPPED, PUT THE TRUCK IN REVERSE, AND IT FELT LIKE IT WENT FULL THROTTLE FOR ABOUT 2-3 SECONDS. I HAD TO SLAM ON THE BRAKE IMMEDIATELY AND WAS ABLE TO STOP THE VEHICLE BEFORE HITTING ANY OF THE PARKED CARS. THE SAME EVENT OCCURRED MOMENTS LATER WHEN I HAD TO BACK OUT OF SOME HEAVY SNOW IN THE SAME PARKING LOT. I HAVE RECEIVED A LETTER ABOUT FLOOR MATS LAST YEAR AND HAVEN'T HAD THEM IN THE DRIVER'S SIDE SINCE LAST OCTOBER. IT ALSO DID NOT SEEM TO BE A PEDAL ISSUE. THE THROTTLE SEEMED TO OPEN IMMEDIATELY AFTER THE SHIFTING INTO REVERSE. I REPORTED THE INCIDENT TO MY INSURANCE COMPANY. NO REPAIRS HAVE BEEN DONE.

**Additional Summary:**

**Toyota ID Number:**

C-1938

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10313301  
**Date of Incident:** 20100207  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** MERCED, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA COROLLA. THE CONTACT STATED WHILE DRIVING 35 MPH THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO ANOTHER VEHICLE. THE VEHICLE WAS DESTROYED AND THE CONTACT SUFFERED MINOR INJURIES. THE CONTACT HAS NOT INFORMED THE MANUFACTURER OF THE CRASH AND THE VEHICLE ACCELERATED WITHOUT WARNING. THE CONTACT STATED THAT THE ACCELERATOR PEDAL STUCK AND CAUSED THE VEHICLE TO SUDDENLY ACCELERATE. THE FAILURE MILEAGE WAS 59,276.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316343  
**Date of Incident:** 20100207  
**Vehicle:** 2009 TOYOTA AVALON  
**Location of Incident:** SAN MARCOS, CA

**NHTSA Summary:**  
ACCELERATION OF VEHICLE

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318312  
**Date of Incident:** 20100207  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HONOLULU, HI

**NHTSA Summary:**  
I HAVE A 2007 JAPANESE-MADE CAMRY. I BOUGHT AT A PREMIUM (WELL ABOVE INVOICE AND ABOVE MSRP BECAUSE SERVCO HAWAII DOES NOT GIVE DISCOUNTS) THINKING I WAS PAYING FOR A RELIABLE AND WELL-MADE VEHICLE. I HAVE HAD OTHER TOYOTAS BUT NONE WITH AS MANY PROBLEMS AS THIS VEHICLE. AND, WITH ALL THE NEWS OF ACCELERATOR PROBLEMS, I WOULD LIKE MY PROBLEMS CHECKED AND NOT BE CHARGED FOR IT. I DO NOT LIKE THE IDEA OF HAVING TO PAY \$103 (1HR LABOR) X 3 DIFFERENT ACCELERATOR ISSUES + ANOTHER \$103 TO SEE WHY THERE IS THE SMELL OF GASOLINE COMING FROM THE A/C VENT. 1. WHEN STEPPING ON THE ACCELERATOR, I WILL GET NO RESPONSE... I CONTINUE TO DEPRESS THE GAS, STILL NO RESPONSE. THEN FINALLY, THE CAR WILL THRUST FORWARD VIOLENTLY. THIS HAS BEEN MENTIONED TO TOYOTA HAWAII DEALER SEVERAL TIMES SAYING IT WAS NORMAL FOR DRIVE BY WIRE VEHICLE AND THAT IT WILL TAKE SOME GETTING USED TO. 2. WHEN ACCELERATING SLOWLY, THE CAR WILL REV HIGH WITHOUT THE AUTOMATIC TRANSMISSION UPSHIFTING. I HAVE TO DEPRESS THE GAS MORE AND THE CAR WILL REV EVEN HIGHER BEFORE UPSHIFTING. 3. ON 2 DIFFERENT TIMES, THE CAR HAS REVVED AND JUMPED FORWARD WHILE NOT IN GEAR. THE FIRST TIME WAS AT AN INTERSECTION. I SHIFTED INTO NEUTRAL WITH THE P-BRAKE ON AND IT FELT AS IF SOMEONE HIT MY CAR FROM THE REAR. THE CAR JUMPED INTO THE BUSY CROSSWALK ABOUT 2 FEET UNTIL I HIT THE BRAKE PEDAL AND SHIFTED IT BACK INTO DRIVE. ANOTHER TIME WAS AT THE DRIVE-TRU WINDOW IN PARK. THE CAR DIDNT MOVE BUT JERKED VIOLENTLY. BOTH WERE ON FLAT SURFACES. 4. WHEN UNDER HEAVY ACCELERATION, THE CAR SOMETIMES GIVE OFF THE SMELL OF GASOLINE. IT IS NOT EXHAUST FUMES BUT SMELLS OF RAW GASOLINE. A/C IN RECIRCULATE MODE. I ALSO HAVE BEEN HAVING

C-1939

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NUMEROUS OTHER QUALITY PROBLEMS WITH EXCESSIVE RATTLING OF TRIM AND DOOR AJAR ALARM GOING OFF FOR NO REASON.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328075  
**Date of Incident:** 20100207  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** MIAMI, FL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA VENZA. THE CONTACT STATED THAT WHILE TRAVELING AT APPROXIMATE SPEEDS OF 35MPH AND ATTEMPTING A TURN, THE VEHICLE ABNORMALLY ACCELERATED WITHOUT WARNING. THE CONTACT CONFIRMED HIS FOOT WAS NOT DEPRESSING THE ACCELERATOR PEDAL WHEN THE FAILURE OCCURRED. THE VEHICLE PROCEEDED TO CRASH INTO A CONCRETE CURB. THE VEHICLE WAS TOWED TO THE DEALER WHERE AN INVESTIGATOR WAS BROUGHT IN TO FURTHER ASSESS THE FAILURE. THE INVESTIGATOR ATTRIBUTED THE FAILURE TO AN EXTRA ALL WEATHER FLOOR MAT. ONE WEEK AFTER THE CRASH, THE CONTACT RECEIVED A RECALL LETTER (NHTSA CAMPAIGN ID NUMBER 10V023000) RELATING TO THE FAILURE. THE VEHICLE WAS BEING REPAIRED BY THE DEALER. THE VIN WAS NOT AVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 7,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341214  
**Date of Incident:** 20100207  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** SAN MATEO, CA

**NHTSA Summary:**  
2004 TOYOTA PRIUS. CONSUMER STATES ACCELERATION PROBLEMS \*TGW WHEN THE CONSUMER ATTEMPTED TO STOP AT A RED LIGHT, THE VEHICLE CONTINUED TO ACCELERATE. THE CONSUMER SWERVED INTO THE NEXT LANE TO AVOID HITTING THE VEHICLE IN FRONT OF HER. THE MOTOR REVVED AND THE VEHICLE BEGAN TO FISHTAIL. THEN THE MOTOR RETURNED TO NORMAL AND THE VEHICLE STOPPED. THE CONSUMER CALLED THE DEALERSHIP TO MAKE AN APPOINTMENT, BUT WAS TOLD THE VEHICLE WAS NOT A PART OF THE RECALL AND THE DIAGNOSTIC TESTING WOULD NOT BE COVERED BY TOYOTA. THE DEALER WAS UNABLE TO FIND ANYTHING WRONG WITH THE VEHICLE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307498  
**Date of Incident:** 20100208  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** BREVARD, NC

**NHTSA Summary:**  
I WAS PARKING THE CAR IN A SMALL CONGESTED COMMERCIAL PARKING AREA. I TURNED A CORNER AND SAW A SPACE, BUT HAD TO BACK UP TO PULL IN STRAIGHT. AS I PROCEEDED VERY SLOWLY, I WAS ONLY A FEW FEET FROM THE PARKED CAR FACING MY CAR. SUDDENLY, AS I WAS ABOUT TO STOP MY CAR, THE ENGINE RACED AND MY CAR JUMPED FORWARD INTO THE FRONT OF THE OTHER CAR. AS I WAS ONLY A VERY

C-1940

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SHORT DISTANCE FROM THE CAR, MY CAR DID NOT HAVE TIME TO ACCELERATE TO ANY GREAT SPEED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307416  
**Date of Incident:** 20100208  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** FRAMINGHAM, MA

**NHTSA Summary:**  
I AM REPORTING AND ACCELERATION PROBLEM IN MY 2008 TOYOTA RAV4. THE PROBLEM OCCURS RANDOMLY AS I AM APPROACHING AND SLOWING DOWN FOR A STOP SIGN OR A TRAFFIC LIGHT. THERE IS A SLIGHT SURGE IN THE CAR, EVEN THOUGH MY FOOT IS ON THE BRAKE AS I AM SLOWING DOWN. I ESTIMATE THIS PROBLEM HAS OCCURRED AROUND 10 TIMES IN THE 19,000 MILES THAT I HAVE OWNED THE RAV4. I CANNOT DUPLICATE OR REPLICATE THE SURGE AT WILL, AS I SAID IT OCCURS RANDOMLY. THE EVENTS OF THE LAST MONTHS WITH TOYOTAS HAS PROMPTED ME TO REPORT THIS SITUATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307667  
**Date of Incident:** 20100208  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** MCLOUTH, KS

**NHTSA Summary:**  
JUST GOT MY RECALLED TOYOTA 09 GAS PEDAL FIXED (02/03/10) AND RAN THROUGH A RED LIGHT (02/08/10) DUE TO BRAKES NOT WORKING AND SUDDEN ACCELERATION OF VEHICLE. LUCKILY THERE WASN'T A CAR IN FRONT OF ME OR ANYONE GOING THROUGH THE INTERSECTION. I WAS NOT DRIVING VERY FAST AND TRIED TO STOP AT LIGHT, I WAS PUSHING THE BRAKE PEDAL AND IT JUST FELT LIKE IT WASN'T GRABBING AND I HAD IT PUSHED TO THE FLOOR AND THEN MY CAR MADE AN ACCELERATING SOUND LIKE I REVVED IT UP AND I WENT THROUGH THE INTERSECTION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307568  
**Date of Incident:** 20100208  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** SCOTSDALE, AZ

**NHTSA Summary:**  
I OWN A 2009 TOYOTA PRIUS. I WAS PULLING INTO A PARKING SPOT IN A SHOPPING CENTER WHEN MY CAR SUDDENLY ACCELERATED. I HIT A SMALL TREE AND THE CAR BESIDE ME. THE CAR IS BEING TOWED TO CAMELBACK TOYOTA IN PHOENIX AZ. THE CAR SEEMED TO ACCELERATE EVEN THOUGH I STEPPED ON THE BRAKE. I DID NOT STEP ON THE BRAKE HARD BUT THE CAR JUST PULLED AHEAD

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307634  
**Date of Incident:** 20100208

C-1941

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** YONKERS, NY

**NHTSA Summary:**

I PURCHASED A 2008 TOYOTA CAMRY FOR MY EMPLOYER. I USE THE CAR FOR WORK, AND FREQUENTLY USE THE CRUISE CONTROL. WHEN I FIRST BOUGHT THE CAR, I HAD PROBLEMS WITH THE CRUISE CONTROL, PRIMARILY CLIMBING OR DESCENDING HILLS (I COMMUTE ALONG THE TACONIC PARKWAY IN NY). IF YOU SET THE CAR AT 60MPH, FOR EXAMPLE, THE CAR WOULD SLOW DOWN TO ABOUT 50MPH WHEN IT WAS CLIMBING, THEN SUDDENLY DOWN SHIFT AND ACCELERATE VERY QUICKLY, LITERALLY PINNING YOU BACK IN YOUR SEAT. THIS WOULD THEN CAUSE THE CAR TO SPEED UP TO ABOUT 75MPH BEFORE COASTING, BUT IT WOULD NOT SLOW DOWN THE CAR IN ANY WAY UNTIL I EITHER BRAKED OR THE CAR STARTED ASCENDING ANOTHER HILL. WHEN I HAD A CHANCE, I TOOK THE CAR IN TO THE LOCAL TOYOTA DEALER AND MENTIONED THIS TO HIM. HE ADMITTED THAT TOYOTA HAD A "SERVICE BULLITEN" OUT TO UPDATE THE SOFTWARE AS THERE WERE SOME FLAWS IN THE PROGRAMMING. WHEN I QUESTIONED WHY IT WASN'T A FLEET WIDE RECALL, HE SAID "WE ONLY HAVE TO DO IT WHEN PEOPLE COMPLAIN ABOUT IT". CONSIDERING THE WILD EXTREMES OF THE SPEEDS THAT I WAS EXPERIENCING I FOUND THIS COMMENT TO BE EXTREMELY ODD. HOWEVER, AFTER THEY DID THEIR FIX, THE CAR DID IMPROVE AS IT DOESN'T ACCELERATE WILDLY LIKE IT USED TO. BUT EVEN TODAY AS I WAS DRIVING THE CAR BACK FROM BALTIMORE, IT STILL HAS A WIDE OPEN RANGE FOR ITS CRUISE CONTROL THAT I THINK IS NOT NORMAL. I HAD THE CRUISE SET FOR 65MPH TODAY, AND THE CAR TOPPED OUT AT 80 + OR - 15MPH IS WAY TOO FAR BEYOND AN ACCEPTABLE RANGE. MY CRUISE CONTROLS THE SPEED WITHIN A +-5MPH RANGE ON THE SAME ROUTE. THE RECENT EVENTS IN THE NEWS MAKES ME WONDER IF THERE ISN'T A LATENT DEFECT IN EITHER THE SENSORS OR THE PROGRAMMING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307901  
**Date of Incident:** 20100208  
**Vehicle:** 2005 TOYOTA MATRIX  
**Location of Incident:** SAN BERNARDINO, CA

**NHTSA Summary:**

2005 TOYOTA MATRIX XRS WITH MANUAL 6 SPD TRANSMISSION. SOMETIMES WHEN I RELEASE THROTTLE WHEN SHIFTING OR AT A STOP SIGN THE THROTTLE MECHANISM LOCKS UP SOLID AS IF I COULD ALMOST BREAK IT WHEN ATTEMPTING TO INCREASE THROTTLE FROM NO THROTTLE POSITION. I COASTED FROM 65MPH TO 40MPH WITH TRAFFIC BEARING DOWN FROM BEHIND ONE TIME. I THOUGHT THE CABLES WERE BINDING BUT BOUGHT A NEW ONE TO REPLACE WITH BUT THE CABLE LOOKS GOOD AND IN MY DRIVEWAY COULD NOT SIMULATE OR DETECT THE CAUSE OF STICKING. I CALLED TOYOTA SERVICE REP IN SAN BERNARDINO, CA AND HE SAID "WE ARE GOING TO CHARGE YOU IF WE LOOK AT IT" IT THE THROTTLE LOCKED UP AGAIN ON THE 8TH OF THIS MONTH AT THE STOP SIGN WHEN EXITING THE FREEWAY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307772  
**Date of Incident:** 20100208  
**Vehicle:** 2007 LEXUS RX400H  
**Location of Incident:** LANSDALE, PA

**NHTSA Summary:**

C-1942

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I HAVE A 2007 LEXUS RX400H THAT I PURCHASED NEW IN DECEMBER 2006. EVER SINCE FIRST TAKING OWNERSHIP, I HAVE NOTICED AT SPEEDS LESS THAN ABOUT 25 MPH THAT THE REGENERATIVE BRAKING SOMETIMES RELEASES THE BRAKES WITHOUT WARNING AND THE HYDRAULIC BRAKES DO NOT IMMEDIATELY ENGAGE TO TAKE UP THE DESIRED BRAKING FUNCTION. THE RESULTING FEELING IS ONE OF LOST BRAKE CONTROL AND A SLIGHT SURGE FORWARD BY THE VEHICLE. I FIRST REPORTED THIS TO THE DEALER AT THE 10,000 MILE SERVICE CHECK (09-18-2007) AND WAS TOLD THAT THE BRAKING SYSTEM WAS PERFORMING NORMALLY. "CANNOT VERIFY CUSTOMER CONCERN." I HAVE SEVERAL TIMES SINCE ASKED THE LEXUS DEALER ABOUT THIS PROBLEM THAT I CONTINUE TO EXPERIENCE, AND EACH TIME HAVE BEEN TOLD THAT MY BRAKE SYSTEM IS OPERATING NORMALLY. THE DEALER HAS SAID THAT IT MUST BE THAT I'M NOT USED TO THE REGENERATIVE BRAKING SYSTEM ACTION, DESPITE THE FACT THAT I'VE NOW DRIVEN THE CAR OVER 55,000 MILES. I'VE ALSO BEEN TOLD BY THE DEALER THAT THEY'VE HAD NO OTHER COMPLAINTS OF THIS TYPE WITH MY MODEL VEHICLE. I'VE KNOWN ALL ALONG THAT I WASN'T IMAGING THIS PROBLEM AND AFTER ALL THE PUBLICITY REGARDING THE PRIUS BRAKE AND ACCELERATOR PROBLEMS I REALIZE THAT TOYOTA / LEXUS HAS BEEN IGNORING THIS ISSUE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311796  
**Date of Incident:** 20100208  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** FOREST HILLS, NY

**NHTSA Summary:**

PER ARTICLE IN NY DAILY NEWS:

"Gerald Silver and his wife Roslyn were on the way home to their Forest Hills apartment when they said the accelerator jammed as Silver made a turn onto Yellowstone Blvd. from Queens Blvd.

"I attempted to brake it and it just kept getting faster and faster," The 86-year-old Purple Heart recipient told the Daily News. "I was practically right on top of two cars. I hit both of them and then ended up on the steps of the synagogue."

While Silver and his wife were grateful to be wearing their seatbelts, Roslyn was treated at a local hospital for a bruised forehead.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311796  
**Date of Incident:** 20100208  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**  
I OWN A 2007 TOYOTA CAMRY. ON MANY SEPARATE OCCASIONS, I HAVE EXPERIENCED NOT A SUDDEN ACCELERATION BUT A SUBTLE INCREASE IN SPEED, WHILE ON LEVEL ROAD. THE IMPRESSION I HAD WAS THAT THE CRUISE CONTROL WAS OPERATING WHEN IT WAS NOT EVEN TURNED ON. I WAS ABLE TO MAINTAIN CONTROL OF THE CAR. I HAVE TAKEN THE CAR TO THE DEALER AND EXPLAINED WHAT IT WAS DOING BUT WAS TOLD I MUST HAVE HAD THE CRUISE CONTROL ACTIVATED. THEY DID TRY TO RECREATE THE PROBLEM BUT COULD NOT. THE VEHICLE HAS SINCE HAD THE "ACCELERATOR PEDAL FIXED" AS A RESULT OF TOYOTA'S MOST RECENT RECALL. HOWEVER, THE CAR CONTINUES TO RANDOMLY "ACCELERATE". I DO NOT BELIEVE THE PEDAL WAS EVER

C-1943

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE PROBLEM AND IN LIGHT OF THE CURRENT NUMBER OF REPORTED INCIDENTS, I HAVE LOST ALL CONFIDENCE IN DRIVING THIS VEHICLE. I FEEL IT IS IMPORTANT TO REPORT THESE INCIDENTS BECAUSE I BELIEVE THIS IS THE SAME AS THE MORE CRITICAL REPORTS AND THAT THE CAUSE OF THE PROBLEM IS STILL UNKNOWN AND THE NATURE OF MY INCIDENT IS PROBABLY HAPPENING TO A LOT OF DRIVERS BUT THEY EITHER DON'T REALIZE IT OR THINK IT IS NOT IMPORTANT ENOUGH TO REPORT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312994  
**Date of Incident:** 20100208  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** DALLAS, TX

**NHTSA Summary:**

MY 2006 TOYOTA SIENNA IS MAKING THIS UNINTENDED ACCELERATION EVEN AFTER I MAKE A COMPLETE TURN, OR DRIVING IN A SCHOOL ZONE. THIS IS STARTING TO GET ME WORRIED SINCE I AM USING THIS TO TRANSPORT MY 5-YEAR OLD DAUGHTER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313996  
**Date of Incident:** 20100208  
**Vehicle:** 2000 TOYOTA TUNDRA  
**Location of Incident:** OZARK, AR

**NHTSA Summary:**

WHILE MERGING INTO INTERSTATE TRAFFIC IN MY 2000 TOYOTA TUNDRA V-8, I ACCELERATED TO PASSING GEAR. THE ACCELERATOR REMAINED FULLY ENGAGED. I STOMPED THE BRAKES HARD AND FORTUNATELY THE ACCELERATOR DISENGAGED. I HAD NO OPTION BECAUSE OF CONGESTED TRAFFIC AND THE MEDIAN WAS STEEP. I HAVE OWNED THIS TUNDRA FOR SEVERAL YEARS AND EXPERIENCED THIS FULLY ENGAGED ACCELERATOR ONCE BEFORE. I CALLED IPAULEY TOYOTA OF FORT SMITH AR AND WAS TOLD I COULD SCHEDULE AN APPOINTMENT AND IF THEY COULD RECREATE THIS PROBLEM THEY WOULD PAY FOR IT OTHERWISE I WOULD BE BILLED FOR SHOP TIME. I AM WILLING TO MAKE A SWORN STATEMENT AS TO THE TRUTH OF THIS STATEMENT

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317327  
**Date of Incident:** 20100208  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SEATTLE, WA

**NHTSA Summary:**

WHILE ENTERING A PARKING STALL OUR PERFECTLY MAINTAINED 2002 TOYOTA CAMRY SEEMED TO GO FULL-THROTTLE AND TOSSED US OVER A CURB, A SIDEWALK, UNDER A STEEL HANDRAIL, AND DOWN A 15 FT ROCKERY, JUST MISSING TREES AND A BUILDING. TOTALING OUR CAR. WE WALKED AWAY SORE AND SHAKEN, BUT UNINJURED. THE INVESTIGATING OFFICER'S REPORT STATES "REAR TIRES LEAVING VISIBLE DRAG MARKS ON THE SIDEWALK" INDICATING THE BRAKES WERE ENGAGED. THIS SIDEWALK IS ATTACHED TO THE CURB SO THE BRAKES WERE ENGAGED DURING THE ENTIRE INCIDENT. THE CAR WAS TOTALED, AND \$3800.00 DAMAGE WAS DONE TO THE APARTMENT COMPLEX PROPERTY.

C-1944

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319977/10323350  
**Date of Incident:** 20100208  
**Vehicle:** 2004 TOYOTA AVALON  
**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**  
1. I WAS AT NELLIS AIR FORCE BASE PERFORMING A CEREMONY AFTER THE CEREMONY I ENTERED THE VEHICLE WITH WIFE TO GO TO THE BASE SHOPPING AREA. THE VEHICLE WAS PARKED IN A PARKING SPACE WITH A CONCRETE TIRE STOP AND WALL IN FRONT. ENTERED THE VEHICLE TO BACK OUT. IT CAME OUT QUICKER THAN NORMAL OFF AXIS AND THE REAR BUMPER IMPACTED THE CONCRETE PROTECTOR TO A POLE WITH VERY LITTLE DAMAGE. I PUT THE VEHICLE IN NEUTRAL AND FELT NO OUT OF THE ORDINARY INDICATIONS. 2. I PUT IT INTO DRIVE WITH MY FOOT ON THE BRAKE TO PULL FORWARD THEN BACK OUT. THE CAR ACCELERATED AT FULL POWER SUFFICIENT ENOUGH TO KICK OUT THE CONCRETE TIRE STOP BEHIND THE VEHICLE, AND TOTAL THE FRONT END OF THE 2003 TOYOTA AVALON XLS TO THE TUNE OF 17684 DOLLARS. I PURCHASED THE VEHICLE IN DECEMBER OF 2008 AND HAD NO PRIOR PROBLEMS, AND NOT BEING A RECALLED AVALON NO WARNING. I WENT THROUGH THE NHTSA DATABASE FOR AVALON FROM 2000-2010 AND FOUND I HAD THE EXACT SAME PROBLEM OTHERS REPORTED. 3. TOYOTA DEALERSHIP WAS CONTACTED AT THE TIME OF THE ACCIDENT. WHEN I CALLED CORPORATE LATER IN THE MONTH THEY DID NOT EVEN HAVE THE VEHICLE IN MY NAME. I ASKED FOR AN INSPECTOR AND THEY SENT ONE HIS NAME EMAIL ETC IS ON FILE. WHEN I CALLED TOYOTA CORPORATE AGAIN THEY SAID I WOULD GET A LETTER FROM THEIR CLAIMS DEPARTMENT ABOUT THE FINDINGS IN 2-4 WEEKS. THEY DID NOT OFFER TO PICK UP THE RENTAL OR TO PROVIDE ANY ASSISTANCE. NOTE: I PUT IN SPEED CONTROL AND AIR BAGS FOR I HAD TO PUT IN SOMETHING TO MAKE THE MENU WORK. IT ACCELERATED OUT OF CONTROL WITH MY FOOT ON THE BRAKE THE EXACT CAUSE IS TO BE DETERMINED, I COULD NOT CONTROL THE SPEED SO THAT FIT CLOSEST. THE AIR BAGS DID NOT DEPLOY FOR IT HIT ON AN ANGLE, A FLAW IN THE DESIGN. IF YOU ACCELERATE AT FULL POWER INTO A BRICK WALL THEY SHOULD DEPLOY. PARKING SPACE SPEED UNKNOWN PUT IN 30 MPH TO MAKE THE FORM WORK. FORM NEEDS UPDATING THIS SHOULD BE OPTIONAL.

ODI 10323350 20100401

TL- THE CONTACT OWNS A 2003 TOYOTA AVALON. THE CONTACT STATED THAT HE WAS PARKED IN THE PARKING LOT. THE CONTACT STATED THAT HE REVERSED OUT OF THE PARKING LOT, AND THE VEHICLE ACCELERATED INTO A POLE. THE CONTACT THEN PUT THE GEAR SHIFT INTO NEUTRAL, THEN SHIFTED THE VEHICLE INTO DRIVE, WHEN THE CONTACT PLACED HIS FOOT ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED INTO A BRICK WALL. THE CONTACT STATED THAT HIM AND HIS PASSENGER WAS IN THE VEHICLE AT THE TIME OF THE INCIDENT. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC AND TESTING. THE DEALER COULD NOT DUPLICATE THE PROBLEM. THE CONTACT STATED THAT HE CONTACTED THE MANUFACTURER REQUESTING AN INSPECTOR TO COME OUT TO TAKE A LOOK AT THE VEHICLE. THE CONTACT STATED THAT THE VEHICLE WAS TOTALLED. THE CONTACT STATED THAT THE VEHICLE AIR BAGS DID NOT DEPLOY. THE APPROXIMATE FAILURE MILEAGE WAS 53809. THE CURRENT MILEAGE WAS 53809. RG

**Additional Summary:**

**Toyota ID Number:**

**C-1945**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10321698  
**Date of Incident:** 20100208  
**Vehicle:** 2005 TOYOTA MATRIX  
**Location of Incident:** MANCHESTER, NY

**NHTSA Summary:**  
TL- THE CONTACT OWNED A 2005 TOYOTA MATRIX. THE CONTACT WAS DRIVING 65MPH AND THE VEHICLE BEGIN TO ACCELERATE. THE CONTACT THEN TOOK HIS FOOT OFF THE ACCELERATOR PEDAL AND THE VEHICLE BEGAN TO SLOW DOWN. THE VEHICLE WAS DROVE TO THE DEALER NINE TIMES FOR THE ACCELERATION AND THE STALLING FAILURE. THE DEALER STATED THAT THERE WERE NO FAILURES FOUND EACH TIME. THE CONTACT GOT HIS SERVICE RECORDS AND THE DEALER STATED THAT HE ONLY CAME IN TWICE FOR THE FAILURE WHEN THE CONTACT KNOWS INDED THAT IT WAS NINE TIMES THE VEHICLE WAS INSPECTED. THE VEHICLE WAS GIVEN BACK TO THE DEALER. THE VIN WAS NOT AVAILABLE. THE APPROXIMATE FAILURE MILEAGE WAS 25000 AND THE CURRENT MILEAGE WAS 25000. DF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322157  
**Date of Incident:** 20100208  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** SANTA FE, NM

**NHTSA Summary:**  
TL- THE CONTACT OWNED A 2008 TOYOTA CAMRY. WHILE DRIVING THE VEHICLE IN SNOWY CONDITIONS, THE DRIVER TRIED TO STOP BY HITTING THE BRAKE WHICH CAUSED THE VEHICLE TO ACCELERATE MORE. THE DRIVER CRASHED HEAD ON INTO ANOTHER VEHICLE. THE DRIVER HAD MINOR INJURIES AND SUFFERED FROM WHIPLASH AND CONTUSIONS ON THE LEG. A POLICE REPORT WAS TAKEN. THE FAILURE SPEED WAS 25 MPH. THE VEHICLE WAS DESTROYED AND TAKEN TO A COLLISION CENTER. THE FAILURE MILEAGE WAS 78000. TS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325104  
**Date of Incident:** 20100208  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** FALSOM, CA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2010 TOYOTA RAV4. WHILE DRIVING 35 MPH, THE VEHICLE ACCELERATED. SHE STATED THAT HER FOOT BARELY TOUCHED THE ACCELERATOR PEDAL WHEN THE VEHICLE LUNGED FORWARD. THE FAILURE WAS NOT DIAGNOSED BY THE DEALER. THE CONTACT WAS NOT SURE IF THE FAILURE OCCURRED BEFORE OR AFTER THE NHTSA CAMPAIGN ID NUMBER 10V017000, VEHICLE SPEED CONTROL, ACCELERATOR PEDAL RECALL REPAIR WAS PERFORMED. THE CONTACT IS CONCERNED ABOUT THE RISK INVOLVED WHILE DRIVING THE VEHICLE. THE APPROXIMATE FAILURE MILEAGE WAS 700 AND THE CURRENT MILEAGE WAS 1000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307916  
**Date of Incident:** 20100209  
**Vehicle:** 2006 TOYOTA MATRIX

**C-1946**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** INVERNESS, CA

**NHTSA Summary:**  
I WAS DRIVING MY 2006 TOYOTA MATRIX I PURCHASED ONE MONTH AGO. I WAS DRIVING ON A VERY WET ROAD LESS THAN 20-25 MPH. APPROXIMATELY 9:00A.M. COMING HOME FROM LOCAL GYM. I SLOWED TO STOP FOR CONSTRUCTION WORK ON SLICK TWO LANE ROAD. BRAKES DID NOT GRAB AS I TRIED TO SLOW DOWN. I PUSHED BRAKES DOWN HARDER, AND AS THEY STARTED TO WORK, THE ACCELERATOR BEGAN TO ACCELERATE ON ITS OWN, CAR BEGAN TO FEEL LIKE IT WAS REVVING UP. I PUT CAR IMMEDIATELY IN PARK, AND TIRES BURNED RUBBER (ENOUGH TO SMELL) AND CAR STOPPED COMPLETELY. IT ALL HAPPENED INCREDIBLY FAST, AND SCARED ME TO DEATH. I HAVE NOT HAD THIS PROBLEM PREVIOUSLY (I HAVE OWNED VEHICLE FOR 1 MONTH) AND CAR IS NOT ON RECALL LIST (CLEARLY SHOULD BE). I HAVE CALLED TOYOTA CUSTOMER SERVICE CENTER, AND WILL CALL DEALER WHERE I PURCHASED CAR NEXT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308188  
**Date of Incident:** 20100209  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** SAN DIEGO, CA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307818  
**Date of Incident:** 20100209  
**Vehicle:** 2006 TOYOTA HIGHLANDER HEV  
**Location of Incident:** SEATTLE, WA

**NHTSA Summary:**  
PLEASE DO NOT LIMIT YOUR BRAKE INVESTIGATION TO NEW PRIUSES. WE HAVE A 2006 TOYOTA HIGHLANDER HYBRID THAT HAS EXTRA BRAKE FADING WHEN BRAKING ON BUMPY SURFACES. ONE PARTICULAR STREET IS VERY RUFF AT THE BOTTOM OF A HILL WHERE WE BRAKE TO MAKE A RIGHT TURN, AND ON THIS STREET THE BRAKES ALWAYS FEEL LIKE THEY ARE "LETTING GO" BUT IF YOU KEEP PRESSING THE PEDAL THE VEHICLE DOES SLOW DOWN. WE HAVE NEVER HAD AN ACCIDENT DUE TO THIS BEHAVIOR, WE HAVE JUST GROWN ACCUSTOMED TO THIS QUIRK.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10307842  
**Date of Incident:** 20100209  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** FAIRFAX, VA

**NHTSA Summary:**  
MY NAME IS SRIRAM PERI SPOUSE OF SARADHA KRISHNAMURTHY(OWNER OF PRIUS), I BOUGHT PRIUS 2010 MODEL IN AUG/2009 FROM KOONS ARLINGTON TOYOTA IN

**C-1947**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ARLINGTON, VA, US. SINCE THEN I DO NOT HAVE ANY ISSUES UP UNTIL TODAY. WHEN I CAM OUT TODAY TO DRIVE ON 66 HIGHWAY AND ALSO TO GET ON TO WEST OX ROAD, I HAD RECALL COMPALINTS WHAT WAS LISTED OCCURED TO ME. 1) ABOVE 60 MILES SPEED WHEN I WAS TRAVELLING AND TIME TO APPLY THE BREAKS, I COULDN'T STOP THE CAR IMMEDIATELY, IT TOOK 2-3 MIN. TO GET TO STOP AFTER TRAVELLING SOME DISTANCE THOUGH I DIDNT SEE HOW FAR I HAD TO TRAVEL TOO. 2) OTHER INCIDENT HAPPEN ON SAME TRAVEL TIME ON WEST OX ROAD, I WAS APPROACHING A TRAFIC LIGHT NEAR FOX MILL AT SPEED AROUND 12 - 15 MILES / HOUR - I COULDN'T STOP THE CAR, IT WAS ACCELERATING ONLY INSPITE ME APPLYING THE BREAKS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308306  
**Date of Incident:** 20100209  
**Vehicle:** 2007 TOYOTA FJ CRUISER  
**Location of Incident:** WEBSTER, NY

**NHTSA Summary:**  
I WAS DRIVING MY MODEL YEAR 2007 TOYOTA FJ CRUISER TO WORK ON THE MORING OF 2/9/2010 AT 0730. WHILE BRAKING FOR A RED LIGHT THE PASSENGER SIDE FRONT TIRE WENT OVER A WET STORM SEWER DRAIN GRATE. THE SLICK SURFACE OF THE DRAIN GRATE CAUSED THE TIRE TO SKID. THE ABS SYSTEM ACTIVATED AND THE BRAKES RELEASED, ALLOWING THE VEHICLE TO PROCEED UNIMPEDED TOWARD THE INTERSECTION. I PRESSED THE BRAKE PEDAL HARDER. THE VEHICLE STOPPED JUST INTO THE INTERSECTION. THERE WAS NO COLLISION. I DO NOT KNOW IF PRESSING THE BRAKE PEDAL HARDER HAD ANY EFFECT OR IF THE SYSTEM MANAGED TO APPLY THE BRAKES ITSELF AFTER THE TIRES WERE ON PAVEMENT AGAIN. THIS IS THE FIRST TIME I HAVE EXPERIENCED THIS SITUATION. THE CONSEQUENCE WAS THAT THE VEHICLE PROCEEDED ABOUT 10 FEET INTO THE INTERSECTION, E.G. BEYOND THE "STOP" LINE. IF THE BRAKES HAD NOT RELEASED THE VEHICLE WOULD HAVE STOPPED BEHIND THE WHITE "STOP" LINE. ACCORDING TO THE TOYOTA DEALER THERE IS NOTHING WRONG WITH THE VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308280  
**Date of Incident:** 20100209  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** SAINT LOUIS, MO

**NHTSA Summary:**  
MY NAME IS CORY DICKENS. I AM NOT A TOYOTA OWNER, HOWEVER I BELIEVE I AM THE VICTIM OF A TOYOTA ACCIDENT. YESTERDAY, MY CAR WAS PARKED OUTSIDE OF MY OFFICE AT 2758 RUSSELL BLVD, SAINT LOUIS, MO. AROUND 10:45 AM I HEAR A CRASH AND SEE MY VEHICLE (2008 CHEVY EQUINOX) PICK UP OFF THE GROUND. VEHICLE OWNER PHUONG VO, DRIVING A 2010 TOYOTA CAMRY HAD SLAMMED INTO THE BACK OF MY CAR, AND DAMAGED IT FROM FRONT TO BACK, INCLUDING REMOVING MY BACK AXEL COMPLETELY. WHEN I CAME OUTSIDE, THERE WAS AN ADDITIONAL TRUCK FOLLOWING THIS CAMRY. APPARENTLY THE CAMRY HAD HIT THIS PERSONS CAR, HE GOT IN IT TO FOLLOW THE DRIVER, AND THEN WITNESSED THE DRIVER HIT AN ADDITIONAL 5 CARS BEFORE CRASHING INTO MINE AND COMING TO A STOP! NOW I AM VERY UPSET BECAUSE, NOT ONLY DOES THIS TOYOTA DRIVER NOT HAVE ENOUGH INSURANCE TO COVER MY DAMAGES, BUT HIS INSURANCE COMPANY IS REFUSING TO PAY FOR MY DAMAGES AND PROVIDE ME WITH A RENTAL VEHICLE. I DID NOTHING WRONG. JUST WENT TO WORK YESTERDAY, AND NOW I AM OUT OF A \$500 DEDUCTIBLE.

**C-1948**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND MY VEHICLE IS EXPECTED TO TAKE WEEKS BEFORE BEING REPAIRED. FURTHERMORE, THE ST LOUIS POLICE DEPARTMENT HAD REPORTED THAT WHEN AN OFFICER TRIED TO MOVE THE VEHICLE IT SEEMED AS IF THE GAS PEDAL WAS STUCK TO THE FLOOR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311137  
**Date of Incident:** 20100209  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** WAYNE, NJ

**NHTSA Summary:**

I BACKED MY 2008 TOYOTA COROLLA OUT OF MY GARAGE, WITH THE STEERING WHEEL TURNED LEFT. I USED THE REMOTE CONTROL TO CLOSE THE GARAGE DOOR. I PUT MY FOOT ON THE BRAKE AND PUT THE CAR IN DRIVE, INTENDING TO PULL FORWARD AND TO THE RIGHT UP THE DRIVE. I GENTLY GAVE THE CAR SOME GAS, BUT THE CAR ACCELERATED SUDDENLY BEFORE I COULD TURN THE WHEEL. AS A RESULT, THE UNSTOPPABLE CAR SHOT OFF THE DRIVEWAY AND DOWN A SLOPE WHERE I CRASHED HEAD ON INTO A TREE. THE AIRBAGS FAILED TO DEPLOY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310825  
**Date of Incident:** 20100209  
**Vehicle:** 2003 TOYOTA CAMRY SOLARA  
**Location of Incident:** TAYLOR, MI

**NHTSA Summary:**

GAS PEDAL NON RESPONSE ,WHEN FOOT WAS TAKEN OFF GAS PEDAL,CAUSE LOSS OF CONTROL. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311427  
**Date of Incident:** 20100209  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** EGG HARBOR TOWNSHIP, NJ

**NHTSA Summary:**

MY WIFE HAD A MAJOR ACCIDENT LAST WEEK IN SEAVILLE,NJ. SHE WAS DRIVING A 2006 TOYOTA COROLLA S. THE WEATHER WAS COLD OUTSIDE BUT IT WAS NOT SNOWING. SHE HAD AMPLE OF DISTANCE AND TIME TO STOP THE VEHICLE AT THE TRAFFIC LIGHT. SHE HIT ON THE BRAKES WHEN THE LIGHT TURNED YELLOW. THE CAR STILL KEPT ON GOING AND DID NOT SLOW DOWN. SHE SLAMMED THE BRAKES REAL HARD AND THE CAR STILL KEPT ON GOING. FINALLY THE CAR STOPPED WHEN IT HIT 2 TRUCKS ON CROSS TRAFFIC. THE DRIVER SIDE AIR BAG DEPLOYED. MY WIFE WAS RUSHED TO THE ER DIRECTLY FROM THE ACCIDENT SCENE. POLICE WAS ON SITE. SHE WAS HURT PRETTY BAD IN HER NECK, LOWER BACK, SHOULDER FOOT ETC. I WOULD NEVER BUY A TOYOTA AGAIN. BOTH HER AND MY CONFIDENCE IS LOST IN TOYOTA. GOVERNMENT SHOULD BE STRICTER WITH EXAMINING CARS. HER CAR WAS NOT IDENTIFIED AS PART OF RECALL. I WOULD ASK THE GOVERNMENT TO INFORM OTHER 2006 TOYOTA OWNERS TO BE VERY CAREFUL. UPDATED 03/08/10

**Additional Summary:**

C-1949

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312313  
**Date of Incident:** 20100209  
**Vehicle:** 1992 TOYOTA CAMRY  
**Location of Incident:** MINERAL WELLS, TX

**NHTSA Summary:**

VEHICLE ACCELERATES WHEN APPLYING BRAKES WITH CRUISE CONTROL ON

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313289  
**Date of Incident:** 20100209  
**Vehicle:** 2006 LEXUS IS250  
**Location of Incident:** WEBSTER, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 LEXUS IS250. WHILE DRIVING 5 MPH THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A GARAGE. THE CONTACT APPLIED THE BRAKES BUT THE VEHICLE WOULD NOT SLOW DOWN. THE CONTACT CALLED THE MANUFACTURER AND THE STATED THAT THE FLOOR MATS CAUSED THE VEHICLE TO ACCELERATE. THE CONTACT STATED THAT THE FLOOR MATS WERE REMOVED AT THE TIME OF THE CRASH. THE CONTACT STATED THAT THE VEHICLE WAS UNSAFE TO DRIVE AND THE FLOOR MATS HAD NOTHING TO DO WITH THE VEHICLE ACCELERATING. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 19,500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316234  
**Date of Incident:** 20100209  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**

I HAD A CAR ACCIDENT I WAS DRIVING A 2009 TOYOTA COROLLA.MY GAS FEED STUCK CAUSING ME TO COLIDE WITH TO OTHER CARS.I HAD THE REPAIRS DONE AT TOYOTA

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318040  
**Date of Incident:** 20100209  
**Vehicle:** 2010 TOYOTA TUNDRA  
**Location of Incident:** NEEDHAM, MA

**NHTSA Summary:**

I OWN AN 08 TOYOTA TUNDRA. HAVE DONE ALL MAINTENANCE WORK AND HAVE RECORDS. HAD THE ACCELERATOR PEDAL PROBLEM FIXED (?) BY TOYOTA IN WELLESLEY MASSACHUSETTS ON 2/5/10. THE DATE BELOW IS APPROXIMATE, I PUT THE CAR IN REVERSE AND IT TOOK OFF SMASHING MY REAR BUMPER WHICH I PAID TO FIX. I JUST THANK GOD THAT WAS NOT A CHILD BEHIND MY CAR. SINCE THEN THERE HAVE BEEN TOO MANY INCIDENTS TO COUNTS WITH THE ACCELERATOR STICKING. CALLED TOYOTA BOTH DEALERSHIP AND COMPANY AND WAS TOLD MY TRUCK HAS BEEN FIXED. I AM HERE TO TELL YOU IT HAS NOT BEEN FIXED. THE MORE MILES I PUT ON THE CAR THE MORE FREQUENTLY THIS HAPPENS. I WAS ON CHANNEL 5 NEWS IN MASS ON FRIDAY 3/5 AND SAT 3/6 REGARDING THIS CONTINUING PROBLEM. TOYOTA IS NOT OFFERING A

C-1950

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

RENTAL WHILE THEY LOOK AT IT AND THIS IS A WORK TRUCK FOR ME. I DON'T WORK I DON'T GET PAID AND STILL OWE 16K ON THE TRUCK. I AM SENDING A CERTIFIED LETTER TO CORPORATE TOYOTA AND PUTTING THEM ON NOTICE REGARDING THE LIABILITY ON THIS MATTER, WHICH IS HUGE. I AM NOT LOSING MY HOME AND EVERYTHING I HAVE WORKED HARD FOR ALL MY LIFE BECAUSE TOYOTA HAS A PROBLEM THEY CANNOT FIGURE OUT. I MYSELF DO NOT BELIEVE THERE WAS EVER A FLOOR MAT PROBLEM, THAT WAS A DELAY TACTIC. BUT I AM REPORTING TO YOU AS I WAS INSTRUCTED TO DO BY CHANNEL 5 NOT TOYOTA OR THE DEALERSHIP BUT BY THE NEWSCASTER THAT BROADCAST MY STORY. THE ACCELERATION IS HAPPENING AT LEAST 5-9 TIMES A WEEK AT VARIOUS TIMES. IF YOU CAN HELP PLEASE DO. THANK YOU.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318174  
**Date of Incident:** 20100209  
**Vehicle:** 2009 TOYOTA COROLLA MATRIX  
**Location of Incident:** BREWSTER, MA

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321576  
**Date of Incident:** 20100209  
**Vehicle:** 2007 LEXUS LS460L  
**Location of Incident:** KIRKLAND, WA

**NHTSA Summary:**

ON FEBRUARY 9TH AT APPROXIMATELY 10AM I EXPERIENCED A SUDDEN ACCELERATION PROBLEM ON MY 2007 LEXXUS 460L CAR.THE CAR ACCELERATED OUT OF MY CONTROL, IN REVERSE, IN TO A CEMENT PILLAR IN AN UNDERGROUND PARKING LOT. I THEN PUT THE CAR IN DRIVE AND IT ACCELERATED EVEN FASTER IN TO A CEMENT WALL. THIS WAS REPORTED IMMEDIATELY TO THE DEALER LEXXUS OF BELLEVUE WASH AS WELL AS LEXXUS USA ON TWO SEPERATE OCCASIONS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322281  
**Date of Incident:** 20100209  
**Vehicle:** 2009 LEXUS ES350  
**Location of Incident:** PORT ORANGE, FL

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2008 LEXUS ES350. ON FEBRUARY 9, 2010 WHILE EXITING THE CAR WASH HE CHANGED GEAR WITH HIS FOOT ON THE BRAKE AND THE VEHICLE

C-1951

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SUDDENLY ACCELERATED. HE ATTEMPTED TO SLOW THE VEHICLE DOWN BY PUTTING BOTH FEET ON THE BRAKE. BUT THE VEHICLE DID NOT STOP AND HE COLLIDED INTO A WALL. THE PASSENGER RECEIVED INJURIES TO THE MOUTH AND UPPER BODY. HE WAS NOT HURT. FLORIDA POLICE REPORT 2010001184. THE FAILURE AND THE CURRENT MILEAGE WAS 28,000. LJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308512  
**Date of Incident:** 20100210  
**Vehicle:** 2010 TOYOTA HIGHLANDER  
**Location of Incident:** FLORAL PARK, NY

**NHTSA Summary:**

UNCONTROLLABLE ACCELERATION 2010 TOYOTA HIGHLANDER. 3 TIMES ON 2-10-10.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308633  
**Date of Incident:** 20100210  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** IRVINE, CA

**NHTSA Summary:**

I DRIVE A 1998 TOYOTA CAMRY CE. THE ACCELERATOR PEDAL STICKS WHEN TRYING TO ACCELERATE ON A DAILY BASIS. THIS OCCURS WHEN ACCELERATING FROM AN IDLE, LOW RPM, OR LOW MPH. THE STICKY ACCELERATOR CAN BE CURED BY COMING OFF THE PEDAL 100% AND GRADUALLY DEPRESSING IT AGAIN. FOR SOME REASON, THE ACCELERATOR PEDAL DOES NOT STICK THE 2ND TIME. PLEASE ADVISE HOW I SHOULD DEAL WITH THIS POTENTIALLY DANGEROUS ISSUE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308857  
**Date of Incident:** 20020210  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MIAMI, FL

**NHTSA Summary:**

I OWN A 2005 TOYOTA CAMRY AND SINCE I BOUGHT IT FROM THE DEALER IT HAD BEEN HAVING PROBLEMS WITH THE AUTOMATIC TRANSMISSION SYSTEM AND THE ACCELERATOR. FOR EXAMPLE WHEN I STOP AT A TRAFFIC LIGHT AND I BEGIN TO ACCELERATE THE CAR TAKES TO LONG TO SHIFT TO THE NEXT GEAR AND WHILE THIS TIME ELAPSES FOR ABOUT 2 TO 4 SECONDS THE CAR KEEPS ACCELERATING WITH NO GEAR AT ALL. THIS ALMOST MAKE ME CRASH THE OTHER DAY TRYING TO AVOID A COLISION WITH AN AGRESSIVE DRIVER THAT GOT IN MY WAY AND I COULD NOT ADVANCE WITH THE CAR AT THAT CRUCIAL MOMENT AND GET OUT OF THE WAY OF THE SITUATION SINCE THE GEAR WAS NOT READY FOR ME TO ACCELERATE AND ADVANCE. ANOTHER PROBLEM THAT I HAVE BEEN NOTICING IS THAT WHILE AT LOW TO MEDIUM SPEEDS THE ABS BRAKING SYSTEM FAILS TO BRAKE THE CAR AFTER IT GETS OVER A BUMP IN THE ROAD. SEVERAL TIMES IT HAD HAPPENED TO ME THAT AFTER I GET A BUMP I HAVE TO APPLY THE BRAKES 2 TO 3 TIMES IN A RAPID SUCCESSION TO COME TO A COMPLETE STOP. ALSO SOMETIMES WHILE DRIVING AT LOW SPEEDS WITH LOW RPMS THE CAR STALLS WITHOUT WARNING AND THE WHEEL GETS VERY HARD TO MANUEVER. I EVEN HAVE TO STOP THE CAR IN THE MIDDLE OF THE ROAD TO START THE

C-1952

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ENGINE AGAIN AND CONTINUE WITH MY TRIP. ALL THIS COMPLAINT WAS GIVEN TO TOYOTA IN PRIORS CALLS I MADE TO THEM BUT THE DEALERS THEY SEND ME TO SEE SAID THAT WAS NORMAL OPERATION OF THE CAR. THAT THERE WAS NOTHING WRONG.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310225  
**Date of Incident:** 20100210  
**Vehicle:** 2001 TOYOTA PRIUS  
**Location of Incident:** LEXINGTON, MA

**NHTSA Summary:**  
DRIVING MY 2001 PRIUS DOWN RT 95 IN CT. SUDDENLY LOST POWER. I WAS ABLE TO DRIVE - ELECTRIC DRIVE ONLY, NO GAS POWER. I MADE TO TO THE EXIT IN WESTPORT AND FOUND A TOYOTA DEALERSHIP OPEN. THE DIAGNOSIS, VIA CODES, WAS FAILED ACCELERATOR PEDAL. RESETTNG THE COMPUTER AND RESTARTING THE CAR A FEW TIMES ALLOWED IT TO WORK ENOUGH FOR ME TO GET HOME. I HAVE STILL NOT REPAIRED THE ACCELERATOR. LATELY THIS PROBLEM HAPPENS NEARLY EVERY TIME I START THE CAR...THE ENGINE STALLS IMMEDIATELY OR LOSES POWER DOWN THE ROAD. RESTARTING 2 OR 3 TIMES "FIXES" THE PROBLEM MOST OF THE TIME. MY RESEARCH HAS SHOWN THAT THIS PROBLEM IS COMMON, AND CALLED "BIG HAND SYNDROME" AMONG 1ST GENERATION PRIUS OWNERS, AND ACCELERATOR PEDAL REPAIR IS THE COMMON FIX. I BELIEVE THE 2001-2003 PRIUS SHOULD BE INCLUDED IN THE TOYOTAL ACCELERATOR PEDAL RECALL.

**Additional Summary:**  
1st two years ago - driving on 95 - car lost power - the engine wouldn't run but the electric motor did - was able to coast and travel about 1 - 1.5 miles at 10 mph - Toyota dealer in Westport nearby off the exit - DTC - accelerator pedal needed to be replaced - started the car at the dealership - after the error codes were cleared and the car drove fine - filed it as "interesting" - according to chat rooms the prius has a big hand syndrome - guy repairs accelerator pedals on prius' because parts go bad - will send us a link - web link - pictures of him taking out sensors

About 5 month ago - problem started happening again - pull over and restart the car - it goes away -

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310866  
**Date of Incident:** 20100210  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** LOUISVILLE, KY

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2006 TOYOTA TACOMA. THE CONTACT STATED THAT WHILE DRIVING AT APPROXIMATELY 20 MPH WHEN HE STARTED TO BRAKE THE BRAKES DID NOT ENGAGE. THE VEHICLE ACCELERATED ON ITS OWN AND HIT A VEHICLE IN FRONT OF HIM. THERE WERE NO DAMAGES TO THE VEHICLE, THE POLICE WAS NOT CONTACTED. THE CONTACT TOOK THE VEHICLE TO A DEALER WHERE THEY TESTED THE BRAKE SYSTEM AND COULD NOT DUPLICATE THE FAILURE. THIS FAILURE HAS OCCURRED ABOUT TO 4 TO 5 TIMES IN ONE YEAR. THERE HAD BEEN NO REPAIRS DONE TO THE VEHICLE TO DATE. THE FAILURE MILEAGE WAS 50800 AND CURRENT MILEAGE WAS 50902.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312553  
**Date of Incident:** 20100210

C-1953

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** KINGMAN, AZ

**NHTSA Summary:**  
THE ACCELERATOR WAS STUCK IN OUR 2006 TOYOTA TACOMA ON SEVERAL OCCASIONS. ALMOST CAUSING AN ACCIDENT EACH TIME. WE DO NOT FEEL SAFE DRIVING IT. WE HAVE REMOVED THE MATS. TOYOTA ISN'T OFFERING REPLACEMENT MATS TO FIX THE PROBLEMS FOR THEIR MISTAKE. TOYOTA ALSO HASN'T INCLUDED MY TRUCK IN THIS SUPPOSED VOLUNTARY RECALL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312546  
**Date of Incident:** 20100210  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** CICERO, IL  
**NHTSA Summary:**  
2009 TOYOTA COROLLA ACCELERATES BY ITSELF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313705  
**Date of Incident:** 20100210  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** MESA, AZ

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE THE CONTACT WAS DRIVING 60 MPH USING THE CRUISE CONTROL THE VEHICLE SUDDENLY ACCELERATED FROM 60MPH TO 70MPH WITHOUT WARNING, IN ORDER TO STOP THE ACCELERATION THE CONTACT HAD TO DEACTIVATE THE CRUISE CONTROL. THE CONTACT ALSO NOTICED THAT WHENEVER SHE APPLIED THE BRAKES THEY HESITATE TO ENGAGE INCREASING THE STOPPING DISTANCE. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP AND THERE WERE NO PRIOR WARNINGS, THE CURRENT AND FAILURE MILEAGES WERE 2000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314755  
**Date of Incident:** 20100210  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** BUENA VISTA, CO

**NHTSA Summary:**  
PARKING CAR IN SHOPPING MALL LOT. SPOT IS PERPENDICULAR TO TRAFFIC LANE. DIVIDER BETWEEN MY SPOT AND OPPOSITE SPOT. DIVIDER CONSISTS OF ELEVATED PLANTING WITH MATURE BUSHES, AND STEEL POST WITH HANDICAP PARKING SIGN. I HAD MY FOOT DEPRESSING THE BRAKE PEDDLE. CAR HAD ALMOST STOPPED WHEN SUDDENLY IT ACCELERATED AND "BUCKED FORWARD" ONTO THE PARKING DIVIDER. I CONTINUED TO PRESS DOWN HARD ON THE BRAKE. FORWARD MOMENTUM STOPPED AFTER I HIT AND KNOCKED DOWN THE SIGN POST AND HIT FRONT OF A TOYOTA TACOMA THAT WAS PARKED FACING ME ON OTHERSIDE OF DIVIDER. THE DIVIDER WITH JUNIPER BUSHES ELEVATED MY CAR AND WHEN I STOPPED THE REAR WHEELS WERE SUSPENDED OFF THE PAVEMENT. I HAD MY FOOT ON BRAKE DURING THIS TIME, PUT THE GEAR INTO PARK AND TURNED OFF THE IGNITION. THE AIR BAGS DID NOT DEPLOY.

C-1954

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WAS TRAPPED IN THE CAR BY DENSE JUNIPER BUSHES ON BOTH SIDES DOORS, AND REQUIRED ASSISTANCE TO GET OUT OF THE CAR. I WAS NOT INJURED - JUST SCARED. I CALLED MY DAUGHTER AND SON-IN-LAW TO THE SCENE. SINCE HE DRIVES A TOYOTA TUNDRA, HE LOOKED AT THE FLOOR MAT ON DRIVERS SIDE. IT WAS IN PLACE, HAD NOT MOVED FORWARD. BECAUSE OF THE WINTER WEATHER WITH SNOW, WE HAD AN AFTER MARKET FLOOR MAT. MY HUSBAND HAD CUT OFF THE RIGHT FRONT CORNER TO INSURE THAT IF IT DID COME LOOSE, IT COULD NOT INTERFERE WITH THE GAS PEDAL. THE MAT WAS RESTRAINED BY REAR EDGE THAT PROTRUDED DOWN AND RESTRAINED BY THE TWO RAISED CLIPS ON THE FLOOR. BECAUSE OF THE ELEVATED REAR WHEELS, WE NEEDED A TOW TRUCK TO PULL MY CAR OFF THE DIVIDER. WE HAD THE CAR TOWED TO MY DEALER STEVINSON TOYOTA. THEIR INSPECTION SHOWED NO DAMAGE TO THE UNDERSIDE OF THE CAR. FRONT RIGHT CORNER DAMAGE ESTIMATE OF \$2,200. THE MECHANIC DID A COMPUTER DIAGNOSIS REPORTED "NOTHING ABNORMAL". SAID HE COULD NOT EXPLAIN WHY THE CAR SUDDENLY ACCELERATED. HE ROAD TESTED THE CAR AND TOLD ME IT WAS SAFE TO DRIVE. I COULD NOT GET IMMEDIATE REPAIRS, SO DROVE IT 120 MILES TO TO MY HOME. IT HANDLED NORMAL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318311  
**Date of Incident:** 20100210  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ROY, WA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318472  
**Date of Incident:** 20100210  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CORAL SPRINGS, FL

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY. SHE STATED SHE WAS ADVISED BY A NEWS SOURCE THAT THERE WERE RECALLS ON HER YEAR, MAKE AND MODEL VEHICLE AND CONTACTED THE MANUFACTURER TO VERIFY. THE MANUFACTURER STATED HER VEHICLE WAS AFFECTED BY THE RECALL AND REFERRED TO HER LOCAL DEALER FOR RECALL REPAIRS. THE DEALER REPLACED THE TIBIA PAD ASSEMBLY AND INSTALLED AN ACCELERATOR STOPPER UNDER NHTSA CAMPAIGN ID NUMBER: 09V388000-VEHICLE SPEED CONTROL-ACCELERATOR PEDAL. AFTER THE REPAIRS, THE VEHICLE WOULD FEEL AS IT WAS LUNGING AND PULLING ITSELF FORWARD. THE DEALER WAS CONTACTED AND ADVISED THERE WAS NOTHING THEY COULD DO WITH THAT PARTICULAR VEHICLE BUT DID OFFER TO SELL HER A DIFFERENT VEHICLE. NO ADDITIONAL REPAIRS WERE MADE. THE FAILURE MILEAGE WAS 6,486 AND THE CURRENT WAS 7,301. \*KMJ

**Additional Summary:**

C-1955

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318489  
**Date of Incident:** 20100210  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** ILWACO, WA

**NHTSA Summary:**  
I HAVE A 2009 TOYOTA RAV4 THAT HAS UNEXPECTEDLY EXCELERATED 3 TIMES. WHEN I TRIED TO BREAK THE PEDAL WAS HARD AND THE CAR EXCELERATED. I THREW IT IN NEUTRAL AND TOOK MY FOOT OFF THE BREAK. THE CAR DIDN'T REV LIKE THE PEDAL WAS STUCK, INSTEAD IT CALMED DOWN AND CAME UNDER CONTROL. DEALER SAYS THEY CAN'T FIND ANYTHING WRONG.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319011  
**Date of Incident:** 20100210  
**Vehicle:** 1997 TOYOTA 4RUNNER  
**Location of Incident:** NAVARRE, FL

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 1997 TOYOTA 4RUNNER. THE CONTACT FRIEND WAS STOPPED AT A STOP SIGN AND WHILE LETTING HER FOOT OFF THE BRAKE THE VEHICLE SURGED FORWARD. THE VEHICLE WAS HIT ON THE DRIVER SIDE. THE VEHICLE ROLLED OVER IN THE MEDIAN. THE CONTACT FRIEND WAS AIR LIFTED TO THE HOSPITAL. THE POLICE WERE CALLED TO THE SCENE AND A REPORT WAS TAKEN. THE VEHICLE WAS TOWED TO A LOCAL DEALERSHIP. THE INSURANCE COMPANY COVERED ALL EXPENSES. THE VEHICLE WAS DESTROYED. THE APPROXIMATE FAILURE MILEAGE WAS 210000.DF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321079  
**Date of Incident:** 20100210  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ALEXANDER CITY, AL

**NHTSA Summary:**  
IN 2007 WE LEASED A NEW CAMRY ALONG WITH ANOTHER NEW TOYOTA PRODUCT ON THE SAME DAY. MY WIFE HAS HAD THE ACCELERATOR STICK ON HER AND SHE HAD TO USE THE EMERGENCY BRAKE TO STOP THE CAR AND RAN OFF THE ROAD. SHE NARROWLY AVOIDED HAVING A TERRIBLE ACCIDENT IN THE CAR WHILE MY FOUR YEAR OLD DAUGHTER WAS IN THE CAR WITH HER. THE DEALERSHIP PICKED UP THE CAR AND ATTEMPTED TO FIX IT. THE FIRST TIME MY WIFE DROVE THE CAR THE ACCELERATOR STUCK AGAIN. THEY HAVE SINCE CAME AND PICKED IT UP AGAIN AND HAVE HAD IT FOR ALMOST TWO WEEKS WITH NO PROGRESS OR SOLUTIONS OFFERED. THE CAR IS UNSAFE AND THEY HAVE NO SOLUTIONS TO FIX IT. THEY TELL US THEY'RE WAITING ON TOYOTA ENGINEERS TO COME BUT HAVE NO DATE OR TIME THAT WILL HAPPEN. MY WIFE IS TERRIFIED OF THE CAR AND RIGHTFULLY SO. THERE ARE ONLY 15 MONTHS LEFT ON THE LEASE AND WE JUST WANT THEM TO PURCHASE THE CAR BACK. IT IS LEASED THROUGH TOYOTA FINANCIAL. THIS HAS BEEN GOING ON FOR TOO LONG FOR THEM TO HAVE NO SOLUTIONS FOR A REPAIR.

**Additional Summary:**

C-1956

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322107  
**Date of Incident:** 20100210  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** LEXINGTON, KY

**NHTSA Summary:**  
ON 2/10/2010 I WAS DRIVING MY 2006 TOYOTA AVALON HEADED TO WORK. I MADE A COMPLETE STOP AT A STOP SIGN AND PROCEEDED TO TURN RIGHT DOING ABOUT 5 MPH ONCE I TURNED THE CORNER MY CAR ACCELERATED AND WENT UP ON THE CURB AND HIT A FIRE HYDRANT. I WAS THE ONLY PERSON OCCUPYING THE VEHICLE AND I WAS NOT HURT I HAVE SINCE THEN HAD THE RECALLS FIXED ON MY CAR BY THE DEALER. BUT THEY FAILED TO TELL ME IF MY ACCELERATOR PEDAL WAS DEFECTED!  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308785  
**Date of Incident:** 20100211  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** WAYLAND, MA

**NHTSA Summary:**  
I OWN A 2006 LEXUS RX400H WHICH I BELIEVE HAS EXACTLY THE SAME FLAW AS RECENTLY REPORTED IN THE PRIUS. SEVERAL YEARS AGO I HAD A MINOR ACCIDENT CAUSED BY MY CAR LURCHING FORWARD DURING BREAKING WHICH CAUSED ME TO HIT THE CAR IN FRONT OF ME. WHEN I BROUGHT MY CAR INTO THE LEXUS OF WATERTOWN DEALERSHIP WHERE I PURCHASED THE VEHICLE I REPORTED THAT I THOUGHT THE ISSUE MIGHT BE RELATED TO THE TRANSITION BETWEEN THE REGENERATIVE BRAKING SYSTEM AND THE REGULAR BRAKE. IT SEEMED LIKE THE REGENERATIVE BRAKING SYSTEM WAS TURNED OFF SLIGHTLY BEFORE THE REGULAR BRAKING SYSTEM KICKED IN CAUSING A GAP IN THE BRAKING THAT WAS PERCEIVED BY ME TO BE A "LURCHING FORWARD". OF COURSE, WHAT IT WAS WAS A DECREASE IN DECELERATION THAT APPEARED BE BE ACCELERATION. IN ANY EVENT, THE DEALER SAID HE CHECKED THE BRAKES AND COULD NOT FIND ANYTHING WRONG. I WOULD SAY FROM THAT TIME UNTIL NOW I HAD ABOUT ONE OR TWO INSTANCES OF THIS LURCHING PER MONTH. I AM VERY USED TO HYBRIDS AND CURRENTLY OWN A PRIUS AS WELL, SO I KNOW THE IDIOSYNCRATIC NATURE OF THE BRAKING SYSTEM. HOWEVER, AFTER THE RECENT CASCADE OF REPORTS ON PROBLEMS WITH THE PRIUS I CALLED MY DEALER AGAIN AND TOLD THEM, YOU SHOULD KNOW THAT THE LEXUS HAS THE SAME PROBLEM, I HAVE HAD EXACTLY THE SAME PROBLEM WITH MY LEXUS HAVE THERE BEEN ANY OTHER REPORTS OF PROBLEMS. I BELIEVE I WAS TOLD NO. HOWEVER, THE WORDING OF THE ANSWER WAS GUARDED. TODAY, I HAD ANOTHER LURCHING EVENT. APPROACHING A STOP SIGN, ON A SMOOTH, DRY ROAD I LURCHED FORWARD AT APPROXIMATELY 15 MPH. IF A PEDESTRIAN WERE CROSSING THE STREET AT THE TIME I WOULD HAVE HIT THEM, CAUSING SERIOUS INJURY, HOPEFULLY NOT DEATH. THIS IS A DANGEROUS SITUATION. I CONTACTED MY LEXUS DEALER TO RELAY THIS ISSUE TODAY AND SAY WE MUST DO THE RIGHT THING. THEY DID NOT RESPOND, SO I AM MOVING FORWARD WITH THIS FORMAL COMPLAINT BEFORE MORE SERIOUS HARM IS DONE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308807  
**Date of Incident:** 20100211  
**Vehicle:** 1995 TOYOTA CAMRY  
**Location of Incident:** SEYMOUR, TN

C-1957

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
THROTTLE SURGING PERIODIC 95 TOYOTA CAMRY  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310087  
**Date of Incident:** 20100211  
**Vehicle:** 2007 TOYOTA YARIS  
**Location of Incident:** POMONA, CA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2007 TOYOTA YARIS. THE CONTACT WAS DRIVING APPROXIMATELY 70 MPH ON NORMAL ROAD CONDITIONS. WHEN PRESSURE WAS APPLIED TO THE BRAKE PEDAL THERE WAS AN UNINTENDED SURGE. THE ENGINE BEGAN TO REV EXCESSIVELY HIGH. SUDDENLY, THE VEHICLE SLOWED DOWN. THE IDENTICAL FAILURE OCCURRED DURING THE TRAVEL. THE DRIVER PULLED OVER TO THE SIDE OF THE ROAD. THE ENGINE WAS TURNED OFF. THE VEHICLE WAS ABLE TO RESUME NORMAL OPERATION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER. THE TECHNICIAN WAS UNABLE TO DUPLICATE THE FAILURE AND RECOMMENDED THE TIRES BE REPLACED. THE VEHICLE HAS NOT BEEN REPAIRED FOR THE MALFUNCTION. THE FAILURE MILEAGE AND VIN WERE UNAVAILABLE. JS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308862  
**Date of Incident:** 20100211  
**Vehicle:** 2008 TOYOTA FJ CRUISER  
**Location of Incident:** PALM DESERT, CA

**NHTSA Summary:**  
2008 FJ CRUISER. FOOTREST ON LEFT SIDE OF DRIVER FLOORBOARD BROKE LOOSE AND CAN INTERFERE WITH SAFE OPERATION OF OTHER DRIVER'S PEDALS. FAILURE OCCURRED AT 30,600 MILES. DANGER AVOIDED BY IMMEDIATELY PULLING OVER TO SAFE AREA AND REMOVING BROKEN FOOTREST FROM DRIVER'S AREA. DEALER CALLED IMMEDIATELY AND REPLACEMENT TO FOLLOW. PHOTOS OF THIS ARE AVAILABLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310307  
**Date of Incident:** 20100211  
**Vehicle:** 2010 TOYOTA HIGHLANDER  
**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**  
MY AUTOMOBILE IS A 2010 TOYOTA HIGHLANDER LE. I WAS DRIVING SOUTH ON I15 JUST SOUTH OF BARSTOW, CA. AT APPROXIMATELY 65MPH. MY CRUISE CONTROL WAS ON. I EITHER PRESSED RESUME OR DID NOTHING. IT HAPPENED SO FAST I AM NOT SURE WHICH MY CAR BEGAN SPEEDING OUT OF CONTROL. TO THE DEGREE THAT MY HEAD SNAPPED BACK TO THE HEADREST. I HAVE NEVER EXPERIENCED THAT KIND OF ACCELERATION BEFORE. I BRAKED SOUNDLY, AND FORTUNATELY THAT KICKED IT OUT OF THE ACCELERATION. I HAVE BEEN DRIVING TOYOTAS AND USING CRUISE CONTROL FOR YEARS. THIS WAS NOT NORMAL CRUISE CONTROL ACCELERATION. NEITHER WAS IT A STICKY PEDAL, AS TOYOTA IS CLAIMING. THE CAR JUST TOOK OVER. I AM NOT SURE I COULD EVEN DUPLICATE THAT RATE OF ACCELERATION IF I TRIED. IT WAS SOMETHING INTERNAL WITH THE ENGINE OR THE COMPUTER.  
**Additional Summary:**

C-1958

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310637  
**Date of Incident:** 20100211  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** WEST PALM BEACH, FL

**NHTSA Summary:**  
ACCELERATION PROBLEM 2008 LEXUS E350. WHILE ENTERING THE FLORIDA TURNPIKE, I ACCELERATED QUICKLY TO MERGE AHEAD OF TRAFFIC. I PUSHED THE ACCELERATOR PEDAL TO THE FLOOR. THE PEDAL STUCK. IT FELT LIKE THE VEHICLE SPEED CONTROL TOOK OVER. I ACCELERATED QUICKLY FROM 45MPH TO 85 MPH. MY FIRST REACTION WAS TO HIT THE BRAKE PEDAL. AS I LOOKED DOWN AT THE ACCELERATOR BEFORE I HIT THE BRAKE, IT WAS DEPRESSED. WHEN I HIT THE BRAKE SEVERAL TIMES IT RELEASED. WHILE SHAKEN, I CONTINUED ON TO MY DESTINATION IN MIAMI. I WAS CAREFUL NOT TO ACCELERATE QUICKLY. WHEN I RETURNED TO WEST PALM BEACH I TOOK THE VEHICLE TO THE LEXUS DEALER AND INFORMED THEM OF THE PROBLEM. THE LEXUS DEALER INDICATED MY VEHICLE WAS PART OF THE RECALL FOR FLOOR MATS. THE FLOOR MATS WERE NOT SECURED TO THE HOOKS. THE FLOORMAT HOOK HOLES WERE BEHIND THE HOOKS AND MATS WERE BACK AGAINST THE FRONT SEAT SUPPORTS. THE MATS WERE NO WHERE NEAR THE BRAKE PEDAL OR THE ACCELERATOR AT THE TIME OF THE INCIDENT OR WHEN I ARRIVED AT THE LEXUS DEALERSHIP. THE SERVICE MANAGER INSISTED THE PROBLEM OCCURRED DUE TO THE FLOOR MATS. I DISAGREED KNOWING THE POSITION OF THE MATS WHEN THE INCIDENT OCCURRED AND THE REACTION OF THE VEHICLE. THE DEALERSHIP REPLACED THE RECALLED FLOORMATS. MY COMPLAINT IS THEY DENIED THERE IS A PROBLEM WITH THE VEHICLE SPEED CONTROL AND INSISTED IT WAS A PROBLEM WITH THE FLOOR MATS. I HAVE A DIFFICULT TIME UNDERSTANDING WHY THEY ARE NOT ALSO CHECKING THE VEHICLE SPEED CONTROL SOFTWARE. WHILE THIS IS THE ONLY OCCURRENCE OF THIS TYPE OF INCIDENT SINCE I HAVE OWNED THE VEHICLE, I NOW HAVE A VERY UNCOMFORTABLE FEELING ABOUT ACCELERATING QUICKLY. SINCE I HAVE OWNED THE CAR, THERE HAVE BEEN VERY FEW TIMES I ACCELERATED QUICKLY. I DON'T FEEL MY CONCERN OR COMPLAINT HAS BEEN PROPERLY ADDRESSED. THERE WAS NEVER ANY INDICATION FROM THE LEXUS DEALER THAT THEY LOOKED ANY FURTHER THAN THE FLOORMATS TO SOLVE THE PROBLEM. THE DEALERSHIP IS LEXUS OF WEST PALM BEACH. PLEASE ADVISE. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310612  
**Date of Incident:** 20100211  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** BUCHANAN, VA

**NHTSA Summary:**  
MOST RECENT FAILURE WAS A FEW DAYS AGO BUT THIS HAS BEEN A PROBLEM SINCE I PURCHASED THE 2008 PRIUS IN MARCH OF 08-- I THOUGHT IT WAS A QUIRK IN THE CAR -- SOMETHING THAT JUST NATURALLY HAPPENED WHEN I WOULD GO OVER A POT HOLE OR BUMPS IN THE ROAD -- THE CAR WOULD LURCH FORWARD -- I HAD NO CONTROL OVER THE CAR --- NO BRAKES --- I DIDN'T REALIZE THAT THIS WAS NOT A "NATURAL" RESPONSE UNTIL I HEARD THE DESCRIPTION ON A NEWS BROADCAST A COUPLE WEEKS AGO. MODEL YEARS PRIOR TO 2010 SHOULD BE INCLUDED IN THE INVESTIGATION. I AM GOING TO MAKE AN APPOINTMENT WITH MY DEALER. THANK YOU \*TR  
**Additional Summary:**

C-1959

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310744  
**Date of Incident:** 20100211  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** WISE, VA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT STATED WHILE DRIVING AT 50 MPH THE ACCELERATOR PEDAL BECAME STUCK AND THE VEHICLE ACCELERATED UP 75 MPH WHILE ENTERING THE HIGHWAY. THE CONTACT PUT THE VEHICLE INTO NEUTRAL AND APPLIED THE BRAKES BUT THE VEHICLE WOULD NOT SLOW DOWN. THE CONTACT HAD TO APPLY MORE PRESSURE TO THE BRAKE PEDAL IN ORDER TO SLOW DOWN THE VEHICLE. THE CONTACT WAS ABLE TO SLOW THE VEHICLE DOWN AND BRING IT TO A COMPLETE STOP AND SHUT THE VEHICLE OFF. THE CONTACT CHECK THE PEDALS TO SEE IF THE FLOOR MAT MAY HAVE CAUGHT THE PEDAL BUT THE FLOOR MAT WAS IN PLACE. THE CONTACT THEN HAD THE VEHICLE TOWED HOME AND SOON AFTER CALLED THE MANUFACTURER. THE MANUFACTURER TOWED THE VEHICLE TO A DEALER TO HAVE A DIAGNOSTIC TEST DONE. THE VEHICLE IS CURRENTLY AT THE DEALER. THE CONTACT FEELS THE ACCELERATOR PEDAL STUCK AND CAUSED THE VEHICLE TO RAPIDLY ACCELERATE. FAILURE MILEAGE WAS 24,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312808  
**Date of Incident:** 20100211  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** CHARLESTON, SC

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2001 TOYOTA RAV4. THE CONTACT STATED THAT WHEN PULLING FROM A LIGHT AND TRYING TO DEPRESS THE ACCELERATOR PEDAL, IT DID NOT RESPOND. ALL OF A SUDDEN, THE VEHICLE JERKED FORWARD AS IF SOMEONE HAD STOMPED ON THE GAS PEDAL. SHE NOTICED THE PROBLEM SEVERAL TIMES PRIOR TO THE FAILURE TO A SMALLER DEGREE. SHE TOOK THE VEHICLE TO A REPAIR SHOP AND THE MECHANIC STATED THAT THE TRANSMISSION WAS THE CAUSE FOR FAILURE AND MOST LIKELY NEEDED TO BE REBUILT. THE CONTACT CALLED THE MANUFACTURER AND FILED A COMPLAINT WITH A REPRESENTATIVE. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 92,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312869  
**Date of Incident:** 20100211  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** PULASKI, VA

**NHTSA Summary:**  
I WAS DRIVING AT 35-40 MPH, PULLING UP TO AN INTERSECTION. I GRADUALLY BRAKED TO REDUCE SPEED, AND THE CAR SURGED FORWARD TWICE. BOTH FEET SLAMMING ON THE BRAKE PEDAL WERE REQUIRED TO STOP THE VEHICLE. IT HAS HAPPENED ONLY ONCE, BUT CAUSED GREAT ALARM AND POSES A POTENTIAL SERIOUS SAFETY PROBLEM. THIS WAS UNDER LIGHT BRAKING INITIALLY, WITH NO PRESSURE ON THE ACCELERATOR WHEN THE CAR SURGED FORWARD. IT IS UNKNOWN WHETHER THE ACCELERATOR OR COMPUTER WAS AT ISSUE. FLOOR MATS WERE NOT INVOLVED.  
**Additional Summary:**

C-1960

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314253  
**Date of Incident:** 20100211  
**Vehicle:** 2000 TOYOTA COROLLA  
**Location of Incident:** NORTH KINGSTOWN, RI

**NHTSA Summary:**  
I WAS DRIVING DOWN THE HIGHWAY AT APPROXIMATELY 55 MPH WHEN MY CAR STARTED TO ACCELERATE BY ITSELF. I STEPPED ON THE BRAKES UNTIL THEY SMOKED, BUT THE CAR CONTINUED TO ACCELERATE. I WAS SO SCARED I WAS AFRAID TO TRY AND TURN AROUND TO GET TO THE NEAREST MECHANIC SO I CONTINUED HOME WHICH IS A STRAIGHT LINE AND RIDING THE BRAKES THE ENTIRE WAY APPROXIMATELY 3 MILES, GOT INTO THE DRIVEWAY AND PUT THE CAR INTO PARK AT WHICH TIME THE CAR CONTINUED TO SURGE. I SHUT THE KEY OFF AND SAT THERE TRYING TO COMPOSE MYSELF. I HAVE HAD IT AT MY LOCAL MECHANICS AND THEY CANNOT DUPLICATE THE PROBLEM. IT HAD NEVER HAPPENED BEFORE AND HASN'T SINCE 2/11/10. MY CAR IS A 2000 TOYOTA CAROLLA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317015  
**Date of Incident:** 20100211  
**Vehicle:** 2010 TOYOTA TACOMA  
**Location of Incident:** AKRON, OH

**NHTSA Summary:**  
TL\* THE CONTACT HAS A 2010 TOYOTA TACOMA. THE CONTACT STATED THAT WHILE IN FOUR WHEEL DRIVE THE VEHICLE HAD A SUDDEN ACCELERATION. THE CONTACT WAS GOING 10 MPH AND STOPPING AT A STOP SIGN AND THE VEHICLE ACCELERATED AND SHOT THROUGH THE ENTER SECTION. THIS IS THE ONLY TIME THE FAILURE HAPPENED. THE FAILURE MILEAGE WAS 400 AND THE CURRENT MILEAGE WAS 1100.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317134  
**Date of Incident:** 20100211  
**Vehicle:** 2010 LEXUS ES350  
**Location of Incident:** BERVERLY HILLS, MI

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 LEXUS ES350. WHILE EXITING THE HIGHWAY THE ACCELERATOR STUCK AND SHE COLLIDED INTO A SNOW BANK. THE CONTACT RECEIVED INJURIES TO THE FACE, MOUTH AND BODY. THE INSURANCE COMPANY TOTALLED THE VEHICLE. THE FAILURE AND THE CURRENT MILEAGE WAS 17,053.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317418  
**Date of Incident:** 20100211  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** GOODLETTSVILLE, TN

**NHTSA Summary:**

C-1961

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SUDDEN UNEXPLAINED ACCELERATION AND BRAKE FAILURE ON MY 2004 TOYOTA SIENNA. I WAS ALMOST AT A STOP AT A TRAFFIC LIGHT WHEN THE LIGHT TURNED GREEN. I PRESSED THE ACCELERATOR. MY VAN SHOT OFF! IT ACCELERATED VERY RAPIDLY. I PRESSED THE BRAKE. THEY DID NOT ENGAGE. I PRESSED THE BRAKE AGAIN. THEY WENT TO FLOOR. WITH ONCOMING TRAFFIC ON MY LEFT AND A CAR IN THE RIGHT LANE, I HAD NOWHERE TO GO. I HIT THE TRUCK IN FRONT OF ME WHO WAS STOPPING AT THE NEXT TRAFFIC LIGHT. HAD I BEEN ON A CURVY ROAD OR THE INTERSTATE, I COULD HAVE BEEN SERIOUSLY INJURED. I DID NOT LOOK AT THE SPEEDOMETER TO SEE HOW FAST THE VAN GOT. I WAS TOO BUSY TRYING TO FIND A WAY NOT TO HIT SOMEONE. THIS WAS VERY SCARY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310092  
**Date of Incident:** 20100212  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** BAKERSFIELD, OR

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2010 TOYOTA COROLLA. SHE STATED OFTEN WHILE DRIVING AT VARIOUS SPEEDS OF 3 MPH AND UP, THERE WOULD BE A SUDDEN INCREASE IN RPM'S WITHOUT WARNING. WHILE DEPRESSING THE ACCELERATOR PEDAL, THE PEDAL WOULD OFTEN RETURN TO THE IDLE POSITION VERY SLOWLY. THERE WOULD ALSO BE INSTANCES WHEN THE VEHICLE WOULD FEEL AS IF IT WAS LOSING POWER WHILE TRAVELING DOWNHILL, AT ANY SPEED, ALSO CAUSING A SUDDEN INCREASE IN RPM'S. THE DEALER INSTALLED A CUT METAL BAR TO THE ACCELERATOR PEDAL UNDER NHTSA CAMPAIGN ID NUMBER: 10V023000; COMPONENT: VEHICLE SPEED CONTROL-ACCELERATOR PEDAL IN AN ATTEMPT TO CORRECT THE FAILURE. THE FAILURE PERSISTED. THERE WERE NO FURTHER REPAIRS PERFORMED ON THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 2,376. \*KMJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10308908  
**Date of Incident:** 20100212  
**Vehicle:** 2007 LEXUS IS250  
**Location of Incident:** PORTSMOUTH, NH

**NHTSA Summary:**

SUDDEN ACCELERATION WITH 2007 LEXUS IS 250.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310253  
**Date of Incident:** 20100212  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** HINGHAM, MA

**NHTSA Summary:**

FOUR MONTHS AGO I PURCHASED A 2004 TOYOTA 4RUNNER LIMITED WITH APPROX. 82,000 MILES. A MONTH OR SO LATER, I APPROACHED A STOP SIGN AND AS I BRAKED, THE VEHICLE SUDDENLY ACCELERATED. I STEPPED AS HARD AS I COULD ON THE BRAKE AND FORTUNATELY, THE VEHICLE STOPPED. AT THE TIME, I WAS SCARED BUT THOUGHT THAT MAYBE BY MISTAKE, MY FOOT WAS SPANNING BOTH PEDALS (I DIDN'T THINK SO BUT COULDN'T BE 100% POSITIVE). YESTERDAY, I APPROACHED ANOTHER

C-1962

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INTERSECTION WITH MY FOOT CLEARLY ON THE BRAKE PEDAL AS I WAS COMING TO A CONTROLLED STOP WHEN, SUDDENLY, THE VEHICLE ACCELERATED AGGRESSIVELY AGAIN, I WAS ABLE TO SLOW THE VEHICLE DOWN BY ALMOST STANDING ON THE BRAKE PEDAL, THOUGH NOT ENOUGH TO STOP ME FROM GOING THROUGH THE INTERSECTION WITHOUT STOPPING. THIS TIME THERE WAS NO DOUBT - THE VEHICLE ACCELERATED ON ITS OWN. THE PEDAL DID NOT STICK AS MY FOOT WAS ON THE BRAKE AS I WAS COASTING TO A STOP. THIS VEHICLE DEFINITELY HAS A DEFECT AND IT WAS VERY SCARY. MY WIFE WILL NOT DRIVE THIS CAR AND I ONLY WILL NOW IF I ABSOLUTELY HAVE TO.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310320  
**Date of Incident:** 20100212  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** COCOA, FL

**NHTSA Summary:**

I OWN A 2005 CAMRY. I WAS DRIVING ON I 95 AT 60 MPH WHEN THE CAR LUNGED TWICE, THEN STOPPED ACCELERATING AND WENT FROM 60 TO 0 IN TEN SECONDS MAKING IT DIFFICULT TO COAST TO A STOP ON THE SIDE OF THE VERY BUSY HIGHWAY. AFTER TOWING CAR TO THE DEALER NEAREST ME, IT WAS DIAGNOSED AS THE THROTTLE BODY FAILURE. I WA TOLD IT WOULD COST 1,000 TO REPLACE IT. MY CAR ONLY HAS 39,000 MILES ON IT. THE WARRANTY DID NOT COVER THIS PART. THEN THE DEALER REPAIRMAN SAID HE WOULD CLEAN IT OUT FOR 145.00 WHICH HE DID. HE SAID THIS HAS TO BE DONE EVERY 30,000 MILES BECAUSE OF A DESIGN PROBLEM. I DID SOME RESEARCH AND HAVE FOUND TOYOTA CAMRY 02-06 HAVE THIS FLAWED PART AND THERE ARE MANY COMPLAINTS OVER THE INTERNET DOCUMENTED. I FELT VERY UNSAFE WHEN THE INCIDENT HAPPENED AND NOW AM ANXIOUS THAT IT WILL HAPPEN AGAIN. MY QUESTION IS: WHY DID THE DEALER WANT TO SEE IF IT WAS COVERED UNDER OUR WARRANTY WE PAID FOR EXTRA BY ANOTHER INSURANCE COMPANY (IE., NOT TOYOTAL MFR. WARRANTY) AND WHEN THEY FOUND OUT IT WAS NOT COVERED, THEY JUST CLEANED IT AND SAID IT WAS FINE NOW? AS A CONSUMER, I AM NOT WANTING TO GO THROUGH THE EXPERIENCE OF MY CAR JUST ABRUPTLY STOPPING LIKE THAT AND BEING LEFT ON THE SIDE OF THE ROAD AGAIN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310421  
**Date of Incident:** 20100212  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** ROOSEVELT, NY

**NHTSA Summary:**

CONTINUOUS BRAKE AND ACCELERATION PROBLEMS ON MY 2008 RAV4 THAT IS NOT BEING ADDRESSED. I'VE HAD SEVERAL NEAR MISSES AND I'M AFRAID TO DRIVE PASSENGERS IN MY VEHICLE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310761  
**Date of Incident:** 20100212  
**Vehicle:** 2007 TOYOTA CAMRY

C-1963

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** WOONSOCKET, RI

TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED AS HE WAS DRIVING 15MPH THE VEHICLE STARTED TO ACCELERATE AT A UNCONTROLLABLE SPEED. HE PUT HIS FEET ON THE BRAKES AND THE GEAR IN NEUTRAL. THE VEHICLE SLOWED DOWN BUT AS HE WAITED FOR ABOUT FIVE MINUTES BEFORE MOVING, THE VEHICLE MOTOR KEPT REVVING. HE DROVE THE VEHICLE HOME AND CALLED THE DEALER. THE VEHICLE WAS TOWED TO THE DEALER AND A REPRESENTATIVE TOOK IT OUT FOR A TEST DRIVE AND INFORM HIM THE TRANSMISSION WAS BURNT OUT AND THAT THEY ARE GOING TO REPLACE THE TRANSMISSION. THE CONTACT STATED HE IS NOT SAFE DRIVING THE VEHICLE AND DOES NOT WANT THE VEHICLE BACK. THE FAILURE MILEAGE WAS 12,500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311525  
**Date of Incident:** 20100212  
**Vehicle:** 2005 SCION XB  
**Location of Incident:** LADSON, SC

**NHTSA Summary:**

MY SCION XB IS INFREQUENTLY ACCELERATING AND LUNGING FORWARD FOR NO APPARENT REASON FROM BOTH A STATIONERY POSITION AS WELL AS WHILE MOVING ON THE HIGHWAY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311629  
**Date of Incident:** 20100212  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MERIDIAN, NY

**NHTSA Summary:**

I OWN A TOYOTA CAMRY 2005 PURCHASED THIS FALL. I HAVE COME CLOSE TO HAVING AN ACCIDENT AT LEAST A HALF A DOZEN TIMES. THE GAS PEDAL AND BRAKE PEDAL SEEM TO BE DESIGNED SO THAT ARE LOCATED TOO CLOSE TO EACH OTHER, SO WHEN I GO TO HIT THE BRAKE I SOMETIMES HIT THE ACCELERATOR PEDAL INSTEAD. THIS IS GOING TO LEAD TO PROPERTY OR BODILY HARM. I EMAILED TOYOTA ABOUT A MONTH AGO BUT THEY JUST SAID TO TAKE IT TO THE DEALER WHO THEN SAID THE BRAKES WERE ADJUSTED. NO WAY HAS THIS HELPED! STEVE STACKOWICZ 315 678 2349

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312331  
**Date of Incident:** 20100212  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** PROCTOR, MN

**NHTSA Summary:**

PULLING INTO PARKING SPOT I STEPPED ON THE ACCELERATOR, THE ENGINE HESITATED, THEN THE CAR ACCELERATED ON ITS OWN, CRASHED INTO GUARD RAIL - NO OTHER VEHICLES OR PERSONS INVOLVED. I TRIED TO STEP ON BRAKE, DIDN'T DO ANY GOOD. ACCELERATION STOPPED AFTER I HIT THE GUARD RAIL. TOYOTA DEALERSHIP TOLD ME IT WAS A DIRTY THROTTLE BODY - CLEANED THROTTLE BODY

**Additional Summary:**

C-1964

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312381  
**Date of Incident:** 20100212  
**Vehicle:** 2005 TOYOTA SOLARA  
**Location of Incident:** LAKEWOOD, CO

**NHTSA Summary:**  
1. I PUT THE CAR IN REVERSE AND IT ACCELERATED SUDDENLY, HITTING ANOTHER CAR AND A POST. 2. THIS HAPPENED THE ONE TIME BUT I HAVEN'T GOTTEN THE CAR BACK FROM THE BODY SHOP, YET. 3. TOYOTA HAS DENIED RESPONSIBILITY SINCE THEY "EXAMINED THE CAR CAREFULLY" IN ITS IMMOBILE WRECKED CONDITION AT THE BODY SHOP AND FOUND THE ACCELERATOR TO BE FINE. I ALS, HAD AFTER MARKET FLOOR MATS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312501  
**Date of Incident:** 20100212  
**Vehicle:** 2010 TOYOTA SIENNA  
**Location of Incident:** MISSION HILLS, CA

**NHTSA Summary:**  
I RECENTLY DROVE A RENTED 2010 TOYOTA SIENNA VAN, TEXAS LICENSE NUMBER NWT003 FROM ALAMO RENTALS IN SAN ANTONIO TEXAS. I FOUND THE CRUISE CONTROL SYSTEM A BIT QUIRKY AND A BIT STARTLING AT FIRST. ONCE THE CRUISE CONTROL WAS SET TO 70 MILE PER HOUR, THE SYSTEM OPERATED FINE AND MAINTAINED THE SET SPEED. HOWEVER, ONCE EVERY 3 OR 4 TIMES THE CRUISE CONTROL WAS DISCONNECTED USING THE BRAKE PEDAL, THEN USING THE RESUME FUNCTION OF THE CRUISE CONTROL, THE VEHICLE WOULD ACCELERATE RAPIDLY PAST 75 MILES PER HOUR. ONCE I DISCONNECTED THE CRUISE CONTROL AND RESET THE DESIRED SPEED, THE CRUISE CONTROL OPERATED NORMALLY. THIS SEEMED TO BE A PERSISTANT BUT INTERMITTENT ISSUE. ONCE I WAS AWARE OF THE POTENTIAL FOR RAPID ACCELERATION AND SPEED OVERSHOOT, I WAS ABLE TO ANTICIPATE AND CONTROL THE THE VEHICLE FROM RUNNING AWAY. IN LIGHT OF ALL THE ISSUES CONCERNING TOYOTA PRODUCTS, I THOUGH I WOULD BRING THIS TO YOUR ATTENTION. DRIVING CONDITIONS AT THE TIME OF THESE INCIDENTS WERE DRY CONCRETE ROAD, 7 PASSENGERS IN THE VEHICLE, HIGHWAY SPEED OF 70 MILES PER HOUR, OUTIDE TEMPERATURES WERE BETWEEN 34 DEGREES F TO 70 DEGREES F. HIGHWAY WAS STRIGHT AND LEVEL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314181  
**Date of Incident:** 20100212  
**Vehicle:** 2010 LEXUS RX  
**Location of Incident:** SANDS POINT, NY

**NHTSA Summary:**  
I WAS DRIVING A 2010 LEXUS RX450H ON A HIGHWAY AT @60 MPH WHEN IT ACCELERATED ON ITS OWN TO @80 MPH WITHIN A FEW SECONDS. IT RESPONDED TO THE BRAKE AND I EXITED THE HIGHWAY. I HAD THE VEHICLE PREVIOUSLY CHECKED BY THE DEALER, RALLYE LEXUS IN GLEN COVE NY, AND THEY SAID THEY WERE NO PROBLEMS. THE DEALER AND FACTORY REP. CHECKED THE VEHICLE AFTER THE INCIDENT AND THEY AGAIN SAID THERE WERE NO PROBLEMS WITH THE CAR. HOWEVER, THE EVENT

C-1965

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DID OCCUR AND NOW I WILL NOT DRIVE THE VEHICLE. FORTUNATELY THERE WAS NO ACCIDENT AS A RESULT OF THE MALFUNCTION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314851  
**Date of Incident:** 20100212  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** ENOSBURG FALLS, VT

**NHTSA Summary:**  
THIS IS THE SECOND TIME I AM CONTACTING YOU REGARDING A COMPLAINT WITH MY 2010 COROLLA. I FIRST CALLED THE NHTSA 800 NUMBER WITH THIS WRITTEN COMPLAINT AND WAS TOLD I WOULD RECEIVE A HARD COPY IN TWO WEEKS (I HAVE YET TO RECEIVE IT). SO ONCE AGAIN I AM PUTTING THIS COMPLAINT IN WRITING, SO I HAVE PROOF THAT IT WAS FILED AND SENT. I HOPE THAT SOMETHING GETS DONE WITH IT ONCE AND FOR ALL. THE COMPLAINT IS REGARDING TOYOTA'S NEW PEDAL RECALL PART. IT DOES NOT CORRECT THE ACCELERATION PROBLEM. MY CAR ACCELERATED OVER 80 MPH ON FEB.12.2010. TOYOTA PUT IN THE RECALL PEDAL THAT MORNING AFTER I BROUGHT THE CAR THERE. ON THE WAY HOME FROM WORK ON FEB 12, THE CAR EXHIBITED MORE ACCELERATION ISSUES. THAT WAS WHEN I CALLED TO REPORT IT WITH THE NHTSA. THE CAR THEN ACCELERATED AGAIN ON FEB15 WITH THE NEW "PEDAL RECALL IN". I WAS DRIVING UP A LONG ONRAMP ONTO THE INTERSTATE AT APPROX. 35-40 MPH, AND THE CAR TOOK OFF TO OVER 80 MPH. I WAS INJURED. I CALLED AGAIN TO YOUR AGENCY TO REPORT THIS ON FEB15TH. I GOT THE CAR BACK FROM TOYOTA ON FEB 19TH. THEY SAID "THE CAR WAS FINE. IT IS NORMAL FOR COROLLAS TO ACCELERATE TO 80 MPH" THAT IS TOTAL BULL! THE CAR'S PEDAL STARTED STICKING ON SUNDAY, FEBRUARY 21. THIS CALLED MORE RPM & ACCELERATION PROBLEMS WITH THE CAR. ALSO THE BRAKES ARE GOING DOWN TO THE FLOOR. THE CAR HAS GONE THRU A 5 WAY INTERSECTIONS STOP LIGHT AND A STOP SIGN. I HAVE HAD TO USE THE EMERGENCY BRAKE TO STOP THE CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318068  
**Date of Incident:** 20100212  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** SHERMAN OAKS, CA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317978  
**Date of Incident:** 20100212  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** HILLSBORO, MO

**NHTSA Summary:**

C-1966

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL- THE CONTACT PREVIOUSLY OWNED A 2009 TOYOTA COROLLA. THE CONTACT STATED THAT SHE REAR ENDED ANOTHER VEHICLE WHEN PULLING UP TO A STOP LIGHT. HER FOOT WAS ON THE BRAKE PEDAL BUT THE VEHICLE LUNGED FORWARD SUDDENLY. THERE WERE NO INJURIES BUT A POLICE REPORT WAS TAKEN. SHE TOOK THE VEHICLE TO THE DEALERSHIP FOR INSPECTION AND THE DEALER TOLD HER THAT THEY FOUND NOTHING WRONG. SHE WAS LATER TICKETED DRIVING DOWN THE HIGHWAY AT 64 MPH WHICH SHE ATTRIBUTED TO THE UNINTENDED ACCELERATION AS SHE DEPRESSED THE BRAKE PEDAL BUT THE VEHICLE DID NOT SLOW. AFTER A WEEK, SHE WAS PULLING UP TO A STOP LIGHT AND WHEN SHE TRIED TO BRAKE, THE VEHICLE KEPT MOVING FORWARD AND SHE REAR ENDED ANOTHER VEHICLE. THERE WERE NO INJURIES AND NO POLICE REPORT WAS TAKEN. SHE TOOK THE VEHICLE BACK TO THE DEALERSHIP AND SHE REFUSED TO DRIVE THE VEHICLE. SHE WAS GIVEN ANOTHER VEHICLE AND TRADED THE ORIGINAL. THE CURRENT MILEAGE WAS APPROXIMATELY 34,000. THE FAILURE MILEAGE WAS APPROXIMATELY 30,000-BK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319589  
**Date of Incident:** 20100212  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** FREDERICK, MD

**NHTSA Summary:**  
APPROXIMATELY JAN 26, 2010 2007 TOYOTA COROLLA ENGINE ACCELERATED UP TO APPROXIMATELY 7000 RPMs WHILE MY WIFE'S FOOT WAS ON BRAKE ONLY, CAR WAITING FOR ABOUT TWO MINUTES AT TRAFFIC LIGHT. CAR WAS TURNED OFF. CAR TOWED TO TOYOTA DEALER, DEALER FOUND NOTHING WRONG, NOTHING DONE. FEB 12, 2010 AGAIN THE CAR WAS IDLING, WAITING FOR TRAFFIC TO CLEAR, TO MAKE RIGHT TURN. THIS TIME ENGINE STARTED WILDLY ACCELERATING AS SOON AS MY WIFE GAVE CAR A LITTLE GAS, THE CAR LURCHED FORWARD RAPIDLY, SHE HIT ANOTHER CAR, CAUSED DAMAGE TO BOTH CARS, NO INJURIES. CAR ENGINE RACED VERY FAST AGAIN JUST AFTER ACCIDENT. CAR TOWED TO REPAIR SHOP FOR BODY WORK ONLY. FEB 24 JUST AFTER CAR PICKED UP AT BODY SHOP, CAR WAS WAITING IN TRAFFIC TO MAKE LEFT TURN, FOOT ON BRAKE, ENGINE ACCELERATED UP TO 7000 RPM AGAIN, CAR TURNED OFF, TOWED BACK TO TOYOTA DEALER. IT STILL SITS THERE TODAY, MARCH 15, DEALER WILL NOT LOOK AT CAR, NATIONAL TOYOTA TECH TEAM SAYS THEY WILL CALL TO SET UP APPOINTMENT TO LOOK AT CAR, MAYBE CALL THIS COMING WEEK, MAY NOT EVEN START LOOKING AT CAR FOR SEVERAL MORE WEEKS. WE HAVE NOT HAD USE OF CAR FOR ONE MONTH, TOYOTA IS CONVINCED NOTHING IS WRONG, CAR IS NOT RECALLED, TOYOTA SEEMS DETERMINED TO PROVE CAR PROBLEM DID NOT CAUSE ACCIDENT, SHOW NO CONCERN FOR WHAT IS CAUSING PROBLEM. WE HAVE EXTENDED WARRENTY, BUT CAR IS NOT GETTING FIXED, WE CAN NOT GET RENTAL CAR WHILE CAR IS IN SHOP BECAUSE TOYOTA IS NOT BEING FIXED. CAR SEEMS TO BE EXCELLENT CANDIDATE FOR STUDIES, SINCE IT HAS HAD 3 SUDDEN ACCELERATIONS IN A SHORT TIME, TWO OF THEM INVOLVING FOOT ON BRAKE, NOT ACCELERATOR, POINTS TO SOFTWARE PROBLEM. TOYOTA ACTS LIKE THEY DO NOT WANT SOFTWARE PROBLEM TO BE FOUND.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319850  
**Date of Incident:** 20100212  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** SANTA ROSA, CA

**NHTSA Summary:**

C-1967

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320250  
**Date of Incident:** 20100212  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
CAR: 2010 CAMRY LE. TWICE SINCE PURCHASING THE CAR IN NOVEMBER THE CAR HAS ACCELERATED ON ITS OWN. WHEN ACCELERATING TO PASS, THE GAS PEDAL TRAVELS TO THE FLOOR, WHEN IT WAS NOT PUSHED THAT FAR. BOTH TIMES I REACTED BY QUICKLY PUTTING THE CAR IN NEUTRAL AND THE PEDAL IMMEDIATELY RETURNED TO ITS NEUTRAL POSITION. NO DAMAGE, NO INJURIES IN EITHER EVENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322858  
**Date of Incident:** 20100212  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PALO ALTO, CA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2007 TOYOTA CAMRY. HE TOOK THE VEHICLE TO THE DEALER FOR THE ACCELERATOR REPAIR ON FEBRUARY 12, 2010, AND FEBRUARY 21, 2010, WHILE HIS DAUGHTER WAS DRIVING THE VEHICLE AND STARTED TO SLOW DOWN TO ATTEMPT TO TURN WITH HER FOOT ON THE BRAKE THE VEHICLE SUDDENLY ACCELERATED WITH HER FOOT ON THE BRAKE AT ALL TIME. THE VEHICLE PROCEEDED TO GO OVER THE CURB THE VEHICLE STOPPED WHEN IT COLLIDED INTO A FENCE. SHE DIDN'T RECEIVE ANY INJURIES. A POLICE REPORT WAS NOT TAKEN. THE VEHICLE WAS TOWED TO BODY SHOP, BUT AN INSPECTOR FROM TOYOTA HAD THE VEHICLE MOVED TO A DEALER FOR IT TO BE INSPECTED. THE FAILURE MILEAGE WAS 20,000 AND THE CURRENT MILEAGE 20,100. LI

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326006  
**Date of Incident:** 20100212  
**Vehicle:** 2007 LEXUS IS350  
**Location of Incident:** LONG BEACH, CA

**NHTSA Summary:**

C-1968

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310187  
**Date of Incident:** 20100213  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** FLORAL PARK, NY

**NHTSA Summary:**  
TOYOTA CAMRY 2009. A FEW TIMES, THE BRAKES WERE NOT RESPONSIVE. ACCELERATOR IS SOMETIMES SLOW TO COME TO IDLE POSITION, WHICH CAUSED UNINTENDED ACCELERATION AND TROUBLE BRAKING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310286  
**Date of Incident:** 20100213  
**Vehicle:** 2008 TOYOTA HIGHLANDER HYBRID  
**Location of Incident:** EATONTOWN, NJ

**NHTSA Summary:**  
2008 TOYOTA HIGHLANDER HYBRID LIMITED ACCELERATED WHILE PULLING INTO MY DRIVEWAY AND BEFORE I COULD STOP VEHICLE I HIT A FROZEN SNOW DRIFT WITH THE RIGHT FRONT SIDE. DAMAGE OCCURED TO VEHICLE AND I HURT MY BACK. THIS HAPPENED ONCE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312627  
**Date of Incident:** 20100213  
**Vehicle:** 2003 TOYOTA ECHO  
**Location of Incident:** ROYAL OAK, MI

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2003 TOYOTA ECHO. THE CONTACT STATED THAT WHILE HIS SPOUSE WAS DRIVING AT APPROX 65 MPH, THE VEHICLE BEGAN TO ACCELERATE. THE DRIVER HAD TO STEER TO THE SIDE OF THE ROAD AND HIT A SNOWBANK TO AVOID A SERIOUS ACCIDENT. THE CONTACT NOTICED NO PRIOR EXPERIENCES WITH THE SUDDEN ACCELERATION BEFORE THAT DAY. THE VEHICLE WAS TOWED TO A DEALERSHIP AND THE DEALER TEST DROVE THE VEHICLE AND RAN DIAGNOSTICS TESTS. THE DEALER STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS APPROXIMATELY 63,800. THE FAILURE MILEAGE WAS 63,536. UPDATED 03/30/10 \*BF

**Additional Summary:**

**Toyota ID Number:**

**C-1969**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10314685  
**Date of Incident:** 20100213  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** WOBURN, MA

**NHTSA Summary:**  
2005 TOYOTA CAMRY ACCELERATED WHEN I TOOK MY FOOT OFF OF THE GAS PEDAL AND SLAMMED INTO, AND WENT UP ON, A SNOW BANK. I ATTEMPTED TO STEP ON THE BRAKE BUT IT WAS TOO LATE, AND I SUFFERED A SPRAINED ANKLE UPON IMPACT. I WENT TO THE LOCAL TOYOTA DEALER AND WAS TOLD THAT MY VEHICLE WAS NOT ONE THAT HAD BEEN RECALLED AND IF I WANTED, I COULD BRING THE CAR IN FOUR DAYS LATER TO BE LOOKED AT BUT I WOULD BE CHARGED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315684  
**Date of Incident:** 20100213  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** OLATHE, KS

**NHTSA Summary:**  
ON FEB. 13TH 2010 I EXPERIENCED A NEAR ACCIDENT DUE TO AN UNINTENDED SUDDEN ACCELERATION ON A 2008 TOYOTA RAV4. I INITIALLY RELEASED BRAKE AND HIT IT AGAIN AND VEHICLE STOPPED JUST SHORT OF A TOLL BOOTH BARRICADE. I LATER INVESTIGATED AND UPON RELATED SEARCH ON INTERNET CAME ACROSS THE SUDDEN UNINTENDED ACCELERATION PROBLEM. IN MY CASE I WAS PAYING A TOLL WHEN CAR ACCELERATED. I BELIEVE I HIT THE ACCELERATOR PEDAL AND BRAKE AT SAME TIME. I AM VERY CONCERNED THAT THE NHTSA HAS NOT MANDATED A BRAKE OVERRIDE FOR ALL SMALL VEHICLES WHERE PEDAL ERROR CAN EASILY OCCUR. I BELIEVE THE MAJORITY OF SUA INCIDENTS I HAVE LOOKED AT THAT SERIOUS (SUDDEN), THAT PEDAL ERROR IS BEING UNDER REPORTED AS MOST DRIVERS DENY IT. I AM NOT. BUT IS IS SERIOUS HUMAN FACTORS ISSUE IN ALL SMALL CARS DRIVEN BY LARGE AMERICANS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318594  
**Date of Incident:** 20100213  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** YATESVILLE, PA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318413  
**Date of Incident:** 20100213  
**Vehicle:** 2004 TOYOTA AVALON

**C-1970**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** SOUTH YARMOUTH, MA

**NHTSA Summary:**  
TL- THE CONTACT HAS A 2004 TOYOTA AVALON. THE CONTACT STATED THAT THEY HAD A SUDDEN ACCELERATION. THE CONTACT STATED THAT WHEN THEY STEPPED ON THE GAS THE VEHICLE ACCELERATED VERY FAST AND HAD NO RESPONSE WHEN THEY PRESSED ON THE BRAKE. THE SECOND TIME THE CONTACT WAS TRAVELING 40MPH AND COMING UP TO AN INTERSECTION AND TRIED TO STOP BUT THE BRAKES DID NOT STOP THE VEHICLE. THE CONTACT STATED THAT ONCE THE VEHICLE WAS PLACED INTO NEUTRAL AND THE EMERGENCY BRAKE WAS APPLIED, THE VEHICLE SKIDDED AND CAME TO A STOP. THE VEHICLE ENGINE HOWEVER, WAS STILL RACING. THE FAILURE MILEAGE ON THE VEHICLE WAS 75000 MILES AND THE CURRENT MILEAGE ON THE VEHICLE WAS 77000 MILES. RL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331886  
**Date of Incident:** 20100213  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** BATTLE CREEK, MI

**NHTSA Summary:**  
I HAVE A 2002 LEXUS ES300. MY CAR AT SLOWER SPEEDS HAS BEEN JERKING/SURGING AT LOWER SPEEDS AND LURCHES FORWARD WITHOUT NOTICE. IT IS A NIGHTMARE TO DRIVE THIS CAR IN TRAFFIC. I KEEP BEING TOLD ITS NORMAL, IT SEEMS HUNDREDS OF OTHERS HAVE COMPLAINED, BUT I'M NOT GETTING ANYWHERE. THE LEXUS DEALERSHIP DID A SOFTWARE UPGRADE RECENTLY, IT ONLY MADE THE MATTER WORSE. I HATE DRIVING THIS CAR, EVERYONE IN MY FAMILY AVOIDS DRIVING IT, AS WE JUST DONT FEEL COMFORTABLE IN THE WAY IT ACCELERATES AND SHIFTS GEARS. ITS A 2002 MODEL, WITH 49K MILES. I AVG 25K MILES A YEAR DRIVING, DO THE MATH, THIS CAR SUCKS, AND I AVOID USING IT OUT OF FEAR/ANNOYANCE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310596  
**Date of Incident:** 20100214  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** TALLMADGE, OH

**NHTSA Summary:**  
TRUCK SURGES FORWARD AFTER BACKING UP AND THEN DRIVING FORWARD OR TURNING WHEEL FROM STOPPED POSITION AND THEN DRIVING FORWARD (I.E. AFTER FILLING UP WITH GAS). \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310426  
**Date of Incident:** 20100214  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** LAUREL, MD

**NHTSA Summary:**  
TOYOTA 2001 CAMRY - SUDDEN ACCELERATION, WHILE PARKING THE CAR, THE CAR ACCELERATED ON ITS OWN. THE CAR EMBEDDED ITSELF IN A DEEP SNOWBANK APPROXIMATELY 6 TO 8 FEET AWAY. NO INJURIES, MINOR DAMAGE TO GRILL. THE CAR WAS SO DEEPLY EMBEDDED THAT IT TOOK SEVERAL HOURS TO DIG IT OUT. THE FRONT

**C-1971**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TWO WHEELS WERE ELEVATED - THE ENTIRE VEHICLE WAS ON A SLANT OF ABOUT 10 TO 15 DEGREES. A 48 YEAR OLD WOMAN AND AN 8 YEAR OLD CHILD WERE IN THE CAR. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310466  
**Date of Incident:** 20100214  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** ADAMS CENTER, NY

**NHTSA Summary:**  
2006 TOYOTA TUNDRA CRUISE CONTROL, WHEN IN USE AND HAS TO COMPENSATE FOR SPEED REDUCTION GOES INTO FULL THROTTLE, NO GRADUAL SPEED INCREASE, I HAVE TO IMMEDIATELY HIT BRAKES AND OR TURN OFF CRUISE CONTROL. HAPPENS ALL THE TIME WHEN IN USE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310645  
**Date of Incident:** 20100214  
**Vehicle:** 2010 LEXUS IS  
**Location of Incident:** STATEN ISLAND, NY

**NHTSA Summary:**  
CURRENTLY HAVE A 2010 LEXUS IS250 AWD (BOUGHT ON 2/9/2010) AND NOTED ON SEVERAL OCCASIONS THAT THE RPMS INCREASE RANDOMLY AFTER THE CAR HAS STOPPED AND IS STATIONARY. THE CAR INCHES FORWARD AND THE DRIVER HAS TO APPLY MORE PRESSURE ON THE BRAKE PEDAL TO MAKE SURE THE CAR DOESN'T LURCH FORWARD AND HIT THE CAR IN FRONT. THE RPMS GO UP ALMOST 1000 RPMS FROM IDLING. HAPPENS IN D AND R. WHEN TURNING ON CAR PUTTING THE GEAR R THE CAR JUST LURCHES BACKWARDS UNLESS THE BRAKE PEDAL IS HEAVILY DEPRESSED. THIS SEEMS TO BE A SOFTWARE / ECM ISSUE AS THE ACCELERATOR PEDAL IS NOT BEING INADVERTENTLY BEING PRESSED. AS THIS CAR IS NOT EVEN ONE WEEK OLD, I WANT TO RETURN THE CAR. CAN YOU PLEASE HELP ME WITH THIS? \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310797  
**Date of Incident:** 20100214  
**Vehicle:** 2007 TOYOTA MATRIX  
**Location of Incident:** RESTON, VA

**NHTSA Summary:**  
I WAS IN A GIANT FOOD STORE PARKING LOT GOING 5 TO 10 MPH. I WAS PULLING UP IN THE PICKUP LANE TO GET MY GROCERIES. UPON COMPLETING A SHARP LEFT TURN AND GETTING READY TO STOP MY ENGINE REVVED UP AT A VERY HIGH RATE WITHOUT PUSHING THE ACCELERATOR DOWN HARD. I PUT MY FOOT ON THE BRAKE AND PUT THE CAR IN NEUTRAL. THE ENGINE CONTINUED A HIGH ACCELERATION RATE. I TURN THE ENGINE OFF. THE FLOOR MAT WAS NOT NEAR THE ACCELERATOR. I HAD ONLY BEEN GOING 5 TO 10 MPH. THIS HAPPENED FEB 14, 2010. THE ONLY THING UNUSUAL LATELY WAS THAT MY VEHICLE COMPUTER CHIP PART # 89661-02K21 WAS REPLACED ON OCTOBER 15, 2009. 2007 TOYOTA MATRIX. \*TR

**Additional Summary:**

**C-1972**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310994  
**Date of Incident:** 20100214  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** MOUNTAIN VIEW, CA  
**NHTSA Summary:**  
2009 TOYOTA VENZA -- I WAS COASTING INTO A PARKING SPOT WHEN THE CAR UNEXPECTEDLY ACCELERATED AND HIT A FENCE DAMAGING THE FENCE AND THE CAR. THE CAR WAS TAKEN TO A TOYOTA DEALERSHIP WHERE IT WAS INSPECTED. THEY COULD NOT FIND ANYTHING WRONG WITH THE CAR. THEY HAVE OPENED A CASE FILE, BUT NOTHING ELSE HAS BEEN DONE AT THIS POINT. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311437  
**Date of Incident:** 20100214  
**Vehicle:** 2009 LEXUS GS350  
**Location of Incident:** BAKERSFIELD, CA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 LEXUS GS 350. THE CONTACT STATED THAT WHILE THE VEHICLE WAS PARKED IT ACCELERATED AND CRASHED INTO A GARAGE. THE CONTACT CALLED THE POLICE AND A REPORT WAS FILED. NO ONE WAS INJURED. THE FRONT PASSENGER SIDE OF THE VEHICLE WAS DAMAGED. THE AIR BAGS DID NOT DEPLOY. THE CONTACT STATED THAT THE ACCELERATOR PEDAL WAS THE CAUSE OF THE CRASH. THE FAILURE MILEAGE WAS 2,000. UPDATED 3/17/10 \*CN  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312925  
**Date of Incident:** 20100214  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** WESTMINSTER, CO  
**NHTSA Summary:**  
I AM THE OWNER OF A 2006 TOYOTA TACOMA THAT WAS INVOLVED IN A ROLL OVER ACCIDENT ON 2/14/2010. MY SON MICHAEL WAS DRIVING THE VEHICLE WITH 2 PASSENGERS ON A CHURCH OUTING. THEY WERE STOPPED AT A TRAFFIC LIGHT WAITING TO TURN. WHEN THE LIGHT CHANGED HE SAID HE TRIED TO ACCELERATE BUT THE PEDAL DID NOT RESPOND. THE SECOND TIME HE TRIED THE VEHICLE TOOK OFF. AS HE TRIED TO ROUND THE CORNER, THE VEHICLE KEPT ACCELERATING, HE TRIED TO BRAKE BUT THEY DID NOT RESPOND. HE LOST CONTROL OF THE VEHICLE AND HIT THE CURB ON THE ADJACENT SIDE OF THE ROAD AND BECAME AIRBORN. THEY WENT DOWN AN EMBANKMENT AND ROLLED. THERE WAS ANOTHER VEHICLE OF YOUNG ADULTS TRAVELING WITH THEM, AND IN THE LANE NEXT TO THEM ON THEIR LEFT. THEY SAW THE WHOLE THING AND SAID THEY COULD HEAR THE ENGINE RACING. WHEN THE GOT TO THE VEHICLE, THEY WERE ABLE TO GET EVERYONE OUT AND MY SON JUST KEPT SAYING "WHAT THE HELL HAPPENED". THEY WERE ALL TREATED AND RELEASED WITH MINOR INJURIES. THIS VEHICLE WAS IN THE TOYOTA RECALL FOR FLOOR MATS. I DID NOT HAVE TOYOTA MATS IN THE TRUCK, I HAD VERY HEAVY RUBBER MATS. I BELIEVE THIS VEHICLE EXPERIENCED THE ACCELERATOR PEDAL ISSUE THAT HAS CAUSED HUNDREDS OF OTHER CRASHES. WE ARE JUST FORTUNATE NO ONE WAS SERIOUSLY HURT.  
**Additional Summary:**

C-1973

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313387  
**Date of Incident:** 20100214  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** HILLSBORO, OR  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY. SHE TOOK THE VEHICLE TO THE DEALER ON FEBRUARY 6, 2010 TO HAVE THE ACCELERATOR PEDAL RESHAPED AND A THE CARPET PAD MODIFIED. ON FEBRUARY 14, 2010 WHILE THE VEHICLE WAS PARKED AND UNOCCUPIED SHE HEARD THE ENGINE INCREASING IN ACCELERATION ON ITS OWN AND NOTICED THAT THE ACCELERATOR PEDAL WAS STUCK TO THE FLOOR. SHE WILL TAKE THE VEHICLE TO THE DEALER. THE FAILURE MILEAGE WAS 6,445 AND THE CURRENT MILEAGE WAS 65,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315334  
**Date of Incident:** 20100214  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** VENTURA, CA  
**NHTSA Summary:**  
THE 2007 TOYOTA TACOMA ACCELERATES ON ITS OWN. THE CRUISE CONTROL ALSO ACCELERATES ON ITS OWN. BOTH OF THESE EVENTS OCCURRED TWICE ON FEBRUARY 14, 2010. ON MARCH 1, 2010, THE TRUCK WAS TAKEN TO THE TOYOTA SERVICE CENTER IN OXNARD, CA.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316635  
**Date of Incident:** 20100214  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LAUDERHILL, FL  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED SHE HAD NOT EXPERIENCED THE UNINTENDED ACCELERATION UNTIL SHE TOOK THE VEHICLE TO THE DEALER FOR THEM TO INSTALL A CHIP IN THE ACCELERATOR PEDAL. THE VEHICLE STARTED TO ACCELERATE AFTER SHE RETRIEVED IT FROM THE DEALER. THE VEHICLE WAS TOWED BACK TO THE DEALER. THE DEALER INFORMED THE CONTACT THAT THEY WILL BE RESETTING THE COMPUTER. THE TOYOTA MANUFACTURER HAD NOT BEEN CALLED AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS 41,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317161  
**Date of Incident:** 20100214  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** SWANEE, GA  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA PRIUS. THE CONTACT STATED AS SHE WAS DRIVING THERE WAS UNINTENDED ACCELERATION WHICH HAPPEN TWICE. TO STOP THE VEHICLE SHE HAD TO PULL TO THE SIDE OF THE ROAD OR RUN THE VEHICLE INTO THE

C-1974

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CURB. THE DEALER WAS CALLED AND STATED SHE CAN BRING THE VEHICLE IN FOR THEM TO TAKE A LOOK BUT THERE IS NO FIX FOR THE FAILURE. THE TOYOTA MANUFACTURER WAS CALLED AND THEY STATED THERE IS NO FIX AND GAVE HER A CLAIM NUMBER. THE FAILURE MILEAGE WAS 25,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318385  
**Date of Incident:** 20100214  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** JENSEN BEACH, FL  
**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2009 TOYOTA PRIUS. THE CONTACT WAS DRIVING 75MPH AND THE VEHICLE ACCELERATED UP TO 88MPH. THE CONTACT STATED SHE HAD TO DEPRESS THE BRAKES AND PUT THE VEHICLE IN NEUTRAL. THE DEALER WAS INFORMED AND THEY STATED THERE WAS NOTHING WRONG WITH THE VEHICLE. THE CONTACT ASKED DID THEY TAKE THE VEHICLE ON THE HIGHWAY AND THEY STATED KNOW AND KEPT THE VEHICLE FOR THREE MORE DAYS. THE VEHICLE HAS NOT BEEN REPAIRED AS OF NOW BECAUSE THE DEALER STATED THEY DID NOT FIND A FAILURE. THE DEALER ALSO STATED THAT HER VEHICLE WAS NOT UNDER RECALL. THE MANUFACTURER HAS NOT BEEN INFORMED OF THE FAILURE AS OF YET. THE VIN WAS NOT AVAILABLE. THE APPROXIMATE FAILURE MILEAGE WAS 15000 AND THE CURRENT MILEAGE WAS 18000. DF  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319199  
**Date of Incident:** 20100214  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** PHILADELPHIA, PA  
**NHTSA Summary:**  
TL -THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 25 MPH ON NORMAL ROAD CONDITIONS; APPROACHING A TRAFFIC STOP SIGNAL. THE VEHICLE ACCELERATED DURING BRAKING WITH A FORCEFUL JERK. THE VEHICLE WAS ABLE TO SLOW DOWN. THE VEHICLE FAILURE OCCURRED WHENEVER THE VEHICLE WAS IN OPERATION. THE VEHICLE WAS PREVIOUSLY REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER 10V017000 (VEHICLE SPEED CONTROL-ACCELERATOR PEDAL). HOWEVER, THE REMEDY FAILED TO CORRECT THE SAFETY DEFECT. THE AUTHORIZED DEALER HAS BEEN NOTIFIED TO SCHEDULE AN APPOINTMENT FOR SERVICE REPAIR. THE FAILURE MILEAGE WAS 23,516. JS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319646  
**Date of Incident:** 20100214  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** JOLIET, IL  
**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2007 TOYOTA 4RUNNER. THE CONTACT STATED THAT WHEN SHE TURNED THE IGNITION IN HER VEHICLE ON AND THE ENGINE SUDDENLY REVVED WHILE THE VEHICLE WAS IN PARK. SHE TRIED TO DEPRESS THE ACCELERATOR PEDAL TO STOP THE REVVING BUT IT DID NOT STOP. SHE TURNED OFF THE IGNITION AND INSPECTED THE FLOOR MATS AND ACCELERATOR PEDAL. SHE THEN RE-STARTED THE

C-1975

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE AND THE ENGINE REVVED AGAIN. SHE TURNED OFF THE VEHICLE AGAIN AND HAD THE VEHICLE TOWED TO THE DEALERSHIP. SHE STATED THAT ON TWO OCCASIONS WHILE DRIVING, SHE NOTICED THE ENGINE "RACING" BUT SHE WAS ABLE TO CONTROL IT. THE DEALER TOLD HER THAT VEHICLE WAS NOT A PART OF A RECALL BUT DID INSPECT IT. THERE WERE NO CODES PRODUCED AT THE TIME OF THE FIRST INSPECTION. SHE WAS NOT ABLE TO GET IN TOUCH WITH THE MANUFACTURER DUE TO HIGH CALL VOLUMES. THE VEHICLE WAS STILL AT THE DEALERSHIP AT THE TIME OF THE COMPLAINT AND HAD NOT BEEN REPAIRED. THE CURRENT MILEAGE WAS APPROXIMATELY 33,300. THE FAILURE MILEAGE WAS APPROXIMATELY 33,100-BK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320070  
**Date of Incident:** 20100214  
**Vehicle:** 2010 TOYOTA TUNDRA  
**Location of Incident:** IRVING, TX  
**NHTSA Summary:**  
6-8 WEEKS AFTER I BOUGHT MY TRUCK I STARTED HAVING ACCELERATION PROBLEMS WITH MY TRUCK A 2010 TUNDRA. IT HAS NEVER ACCELERATED WHILE MOVING IT HAS DONE IT IN PARK EVERY TIME WHEN I GET IN AND START THE TRUCK. IT ACCELERATES TO 4-5000 RPM'S AND BOGS DOWN IT DOES 3-4 TIMES THEN IT BOGS DOWN AND DIES. I HAVE TAKEN MY TRUCK IN 3 TIMES AND THEY ( TOYOTA OF LEWISVILLE) HAVE KEPT IT TWICE AND COULD NEVER DUPLICATE THE PROBLEM SO THEY CLAIM THAT THEY COULD NOT FIND THE PROBLEM, AND THAT THERE WAS NO TROUBLE CODES TO FOLLOW UP ON. THIS INCIDENT HAS OCCURRED ABOUT 8 OR 9 TIMES AND I AM REALLY WORRIED THAT IT WILL SOMEDAY HAPPEN WHILE I AM DRIVING. I DONT EVER KNOW WHEN IT IS GOING TO HAPPEN IT JUST HAPPENS WHEN I GET IN AND START THE TRUCK WHETHER IT IS HOT OR COLD. THE DEALERSHIP HAS KEPT MY TRUCK TWICE FOR A WEEK EACH TIME AND HAS DONE NOTHING TO CORRECT THE FAILURE BECAUSE THEY SAY THAT THEY CAN NOT FIND THE PROBLEM. WHAT CAN I DO ABOUT THIS MATTER, I HAVE A TRUCK THAT MY WIFE WILL NOT RIDE IN AND THAT IT IS WORTH NOTHING IN A TRADE IN. I DRIVE IT WITH FEAR OF IT TAKING OFF ON ME SOMEDAY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320770  
**Date of Incident:** 20100214  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** WOODLAND, WA  
**NHTSA Summary:**  
TL - THE CONTACT OWNS A 2005 TOYOTA COROLLA. WHILE PARKING HER VEHICLE AT NIGHT THE VEHICLE ACCELERATED SHE ENGAGED THE BRAKES TO NO AVAIL. THE VEHICLE CONTINUED TO ACCELERATE AND CRASH INTO A LIGHT POLE. ONE PASSENGER INJURED THEIR BACK. THE VEHICLE WAS REPAIRED BY A LOCAL DEALER. A POLICE REPORT WAS FILED. THE CONTACT IS UNABLE TO PROVIDE THE VIN. THE FAILURE AND THE CURRENT MILEAGE WERE 47,000. VVB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310792  
**Date of Incident:** 20100215  
**Vehicle:** 2007 TOYOTA TACOMA

C-1976

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** BRICK, NJ

**NHTSA Summary:**

I OWN A 2007 TOYOTA TACOMA DOUBLE CAB 4X4 PICK-UP TRUCK. I HAVE BEEN EXPERIENCING THE FOLLOWING SITUATION : WHEN STOPPED IN TRAFFIC MY FOOT ON THE BRAKE WITH EITHER THE HEATER , FAN , OR AC ON ( ONE OF THESE COMPONENTS ON ) THE ENGINE WILL PERIODICALLY SURGE AND YOU CAN FEEL THE TRUCK WANT TO MOVE FORWARD - IT SOMETIMES FEELS LIKE SOMEONE TAPPED ME FROM BEHIND, MY FOOT ON THE BRAKE PEDAL STOPS THE TRUCK FROM MOVING FORWARD. THIS ONLY OCCURS WHEN ONE OF THE ABOVE MENTIONED COMPONENTS IS BEING USED. IT SEEMS TO BE ASSOCIATED WITH ENGAGING THE ABOVE MENTIONED ITEMS. I HAD LAKEWOOD TOYOTA OF NJ CHECK IT OUT HOWEVER THEY WERE UNABLE TO REPRODUCE THE COMPLAINT AT SO THEY SAY. IM VERY CONCERNED ABOUT THIS SITUATION BECAUSE OF THE RECENT SAFETY RECALLS. MAYBE THERE IS A PROBLEM MECHANICALLY OR WITH THE SOFTWARE. THIS PROBLEM OCCURRED IMMEDIATELY WHEN THE VEHICLE WAS NEW AND CONTINUES TODAY AT 40,000 MILES. PLEASE LOOK INTO THIS AND ADVISE ME ON WHAT TO DO. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10310778  
**Date of Incident:** 20100215  
**Vehicle:** 2010 TOYOTA TACOMA  
**Location of Incident:** MOUNT JULIET, TN

**NHTSA Summary:**

THE VEHICLE SURGES UNEXPECTEDLY. ONE OR MORE TIMES A DAY, DEPENDING ON TRAVEL NEEDS, I EXPERIENCE SURGES BOTH AT COMPLETE STOPS AND WHEN ACCELERATING. DEPRESSING THE ACCELERATOR PEDAL FROM A STOP OR ROLL INCLUDES A "DELAY" IN RESPONSE FROM THE VEHICLE, THEN THE UNEXPECTED SURGE IS NOTICED. GENERALLY, A SMALL AMOUNT OF PRESSURE ON THE PEDAL DOES NOT YIELD A DESIRED ACCELERATION EFFECT, INSTEAD A "WAIT AND GO" EFFECT IS EXPERIENCED. SEVERAL TIMES, THIS DELAY HAS CAUSED NEAR MISSES IN TERMS OF ACCIDENTS. EXPECTING THE VEHICLE TO RESPOND TO ACCELERATOR PRESSURE BUT NOT GETTING ACCELERATION IS CONSIDERED HAZARDOUS. SURGING FORWARD VIOLENTLY WHEN AT A COMPLETE STOP IS ANOTHER CONCERN. WITH THE BRAKES COMPLETELY DEPRESSED, THE VEHICLE WILL SURGE FORWARD AT MOST TRAFFIC LIGHTS OR DURING STOP AND GO TRAFFIC. THIS VEHICLE WAS BROUGHT TO THE DEALER A WEEK AFTER PURCHASE WITH MY CONCERNING OF SHIFTING AND SOMETIME ERRATIC BEHAVIOR. THE DEALERSHIP DID LITTLE MORE THAN TAKE A SHORT TEST DRIVE WITH ME (NO DIAGNOSTICS, NO FORMAL OR MECHANICAL EVALUATION), AND TELL ME NOTHING WAS WRONG WITH THE TRUCK. THE TRUCK HAD LESS THAN 1000 MILES ON IT, NOW WITH 2600 MILES, THE PROBLEMS PERSIST. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10311176  
**Date of Incident:** 20100215  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** PARAMUS, NJ

**NHTSA Summary:**

ON FEBRUARY 15, 2010, I DROVE MY 2010 TOYOTA COROLLA FOR A SHORT ERRAND NEAR MY HOME. I STOPPED AT A RED LIGHT. WHEN THE LIGHT TURNED GREEN, I PROCEEDED TO MAKE A RIGHT TURN. TO KEEP THE CAR UNDER CONTROL, I GENTLY PRESSED ON THE ACCELERATOR A LITTLE THEN PRESSED GENTLY ON THE BRAKE. WHEN I REMOVED

C-1977

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MY FOOT FROM THE BRAKE TO RETURN TO NORMAL SPEED, THE CAR IMMEDIATELY ACCELERATED WITHOUT MY TOUCHING THE ACCELERATOR. I PUSHED HARD ON THE BRAKE AND STOPPED THE CAR. THEN THE CAR RETURNED TO NORMAL OPERATION. ALL THIS OCCURRED WITHIN 10 MINUTES OF LEAVING MY HOME. AT NO TIME DID I GO MORE THAN 25MPH. THE PAVEMENT WAS DRY. THE CAR HAS LESS THAN 250 MILES ON THE ODOMETER. NO, I HAVE NOT RECEIVED ANY LETTER FROM TOYOTA ABOUT THE RECALL AFTER THE INCIDENT. I CALLED THEIR CUSTOMER SERVICE IN CA. THEIR RESPONSE, OOPS I SHOULD HAVE GOTTEN A LETTER BUT ADMITTED NONE WAS SENT. THEY WILL CONTACT MY DEALER. 2 OBSERVATIONS ABOUT THE EXPERIENCE, IF MY HARD BRAKING DID NOT WORK THE CAR WOULD HAVE KEPT ACCELERATING. THE SURGE WAS POWERFUL. ALSO, THE ENGINE DID NOT REV, THE CAR JUST SEEMED TO GET A SIGNAL TO ACCELERATE TO A CERTAIN SPEED. YES, THE EXPERIENCE WAS SCARY AND DANGEROUS. BEFORE, I WAS WILLING TO GIVE TOYOTA THE BENEFIT OF THE DOUBT, BUT IT'S HARD TO SEE HOW MY GAS PEDAL WOULD GET STUCK AFTER 240 DRIVEN MILES. PLEASE, DO YOUR JOB. TOYOTA SHOULD PERMANENTLY TAKE BACK ANY CARE EXPERIENCING THIS ACCELERATION. THESE CARS SHOULD BE PERMANENTLY OFF THE ROAD. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10311569  
**Date of Incident:** 20100215  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** MCKEES ROCKS, PA

**NHTSA Summary:**

MULTIPLE INCIDENTS... THE THREE MOST RECENT OCCURRED ON 2/8, 2/10, AND 2/15 OF 2010. THIS PROBLEM HAS BEEN HAPPENING SINCE WE PURCHASED THE CAR. I FIGURED IT WAS JUST BECAUSE IT WAS A NEW VEHICLE AND NEEDED DRIVEN (BROKEN IN) SO THE BRAKES WOULD FIND THEIR BEST WORKING LEVELS. THE PROBLEM OCCURS WHEN DRIVING, AT ANY SPEED, AND IN ALL ROAD CONDITIONS. THE INCIDENT ON 2/8 MY WIFE WAS DRIVING AND ONLY GOING ABOUT 5-8 MPH. AS SHE MADE A TURN THE CAR PROCEEDED TO SHUTTER AND THE LOW TRACTION LIGHT AGAIN CAME ON, NO BRAKING WAS AVAILABLE DURING THIS INCIDENT, BUT LUCKILY SHE WAS ABLE TO COME TO A STOP BEFORE HITTING ANOTHER VEHICLE. ON 2/10 I WAS GOING TO TAKE THIS CAR TO FINALLY HAVE THEM FIX THE PROBLEM AND IN (VERY SAFE) GOOD DRIVING CONDITIONS I EXPERIENCED WHAT MY WIFE HAD EXPLAINED THAT THE CAR HAS BEEN DOING FOR THE BETTER OF 6 MONTHS. AS YOU PROCEED TO COME TO A STOP THE CAR ACCELERATES UPON DEPRESSING THE BRAKE PEDAL. WHEN THIS HAPPENS (I HAVE TESTED THIS) IF YOU KEEP THE PEDAL AT THE SAME POINT THE CAR WILL CONTINUE TO SPEED UP SLOWLY, BUT IF YOU TAKE YOUR FOOT OFF THE BRAKE THE CAR SEEMS TO MAINTAIN THE SPEED. NOW THIS IS WHERE MY WIFE WILL NOT DRIVE THE CAR ANY LONGER, WHEN YOU PRESS THE BRAKE FURTHER DOWN TO STOP IT LOCKS THE TIRES FOR ABOUT A SECOND BEFORE THE ABS EVEN KICKS IN. BEING THAT THIS IS A COLD AREA AND WE LIKELY HAVE SNOW DURING THE WINTER MONTHS I AM AMAZED THAT IF ANY OTHER COROLLA ARE HAVING THIS PROBLEM THEY ALL HAVE NOT SLID OFF THE ROAD. WHEN I EXPERIENCED THIS PROBLEM ON 2/10 I WAS GOING TO TAKE IT TO TOYOTA FOR SERVICE. NEVER MADE IT, DID NOT TRUST THE VEHICLE TO SAFELY GET ME TO MY DESTINATION WITHOUT INJURY TO MYSELF, OTHERS, OR PROPERTY. THE LAST INCIDENT ON 2/15 WAS THE SAME PROBLEM, AND AT THIS POINT MY WIFE WILL NO LONGER DRIVE THE CAR. THIS IS THE VEHICLE WE PURCHASED TO KEEP OUR NEWBORN SAFE... LOOKS TO HAVE BEEN A POOR CHOICE. I FINALLY RISKED MY LIFE AND TOOK IT TO TOYOTA TONIGHT, WE WILL SEE WHAT COMES OF THIS. THANKS \*TR

**Additional Summary:**

C-1978

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**

**NHTSA ODI Number:** 10311312  
**Date of Incident:** 20100215  
**Vehicle:** 2009 SCION TC  
**Location of Incident:** TEMECULA, CA

**NHTSA Summary:**

I HAVE BEEN EXPERIENCING THE ACCELERATING GAS PEDAL PROBLEMS SINCE THE DAY I DROVE IT OFF THE LOT, BUT IT WOULD OCCUR ON THE LOW SPEED 20-30MPH AND AS SOON AS I PUSH BRAKES THE ACCELERATING WOULD STOP. ON FEB 15TH IT HAS HAPPENED ON THE HIGHWAY. IT ACCELERATED FROM 65 TO 73-75MPH WHILE I WAS PUSHING BRAKE REPEATEDLY! I TOOK THE CAR TO LOCAL TEMECULA TOYOTA DEALER AND I WAS TURNED BACK AS THEY WERE NOT ABLE TO DUPLICATE THIS ISSUE AND THIS CAR IS NOT ON THE RECALL LIST, EVEN THOU IT IS BUILT WITH IDENTICAL ACCELERATING AND BRAKING PARTS WITH COROLLA THAT IS ON THE RECALL! PLEASE CONTACT ME WHO IS EXPERIENCING THIS ISSUE I WILL FILE A CLAIM AGAINST SCION TOYOTA THAT WILL HELP TO RESOLVE THIS ISSUE FOR ALL OF US. FOR NOW HERE IS A NUMBER TO CALL TO START A CASE REGARDING THIS ISSUE (866)707-2466. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10311707  
**Date of Incident:** 20100215  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** COTTON VALLEY, LA

**NHTSA Summary:**

THE GAS PEDAL STUCK I PUT THE VEHICLE IN NEUTRAL AND MY FOOT ON THE BRAKE. NOW THE TRUCK IS NOT DRIVING RIGHT. IT SOUNDS LIKE THE TRANSMISSION IS MESSED UP NOW. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10312678  
**Date of Incident:** 20100215  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** CHARLESTON, SC

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2010 TOYOTA CAMRY. HE STATED THAT WHILE DRIVING AT 35 MPH WHEN STOPPING AND PREPARING TO BRAKE THE VEHICLE ACCELERATED ON ITS OWN. HE HIT A VEHICLE IN FRONT OF HIM WHICH RESULTED IN FRONT END DAMAGES TO THE VEHICLE. THERE WERE MAJOR INJURIES AND HE BROKE HIS LEFT HAND. THE POLICE WAS CONTACTED AND A REPORT WAS FILED. THE VEHICLE WAS TOWED TO A AUTO BODY WHERE THE VEHICLE WILL BE DIAGNOSED BY REPRESENTATIVE OF TOYOTA AND OR THE INSURANCE COMPANY. THERE HAD BEEN NO REPAIRS DONE TO THE VEHICLE AT THE TIME OF THE COMPLAINT. THE FAILURE AND CURRENT MILEAGE WAS 4400.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10313097  
**Date of Incident:** 20100215  
**Vehicle:** 2008 TOYOTA RAV4

C-1979

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** CENTERVILLE, MA

**NHTSA Summary:**

I HAVE A 2008 RAV4. IT HAS BEEN ACCELERATING ON A SMALL SCALE FOR THE LAST THREE MONTHS. I TOOK IT IN TO MY DEALER AND WAS TOLD THAT MY PARTS WERE MADE IN JAPAN AND NOT NORTH AMERICA. AND THEY FOUND NOTHING ABOUT A WEEK LATER MY HUSBAND, DAUGHTER-IN-LAW AND GRANDAUGHTER WERE HEADED TO A HOCKEY GAME. I WAS DRIVING, WE WERE COMING UP ON A RED LIGHT WHEN I STARTED TO APPLY THE BRAKES, AT THE SAME TIME THE VEHICLE STARTED TO ACCELERATE. THIS WAS MUCH MORE THAN HAD HAPPENED BEFORE. I STOOD ON THE BRAKE AND FLEW THROUGH THE REDLIGHT, I SCREAMED FOR MY HUSBAND TO PUT IT IN NEUTRAL, HE HAD TROUBLE DOING SO. I THOUGHT WE WERE ALL DEAD. THE PERSON THAT HAD THE GREEN LIGHT MUST HAVE SEEN WE WERE HAVING A PROBLEM, AS HE STOPPED TO LET US RACE THROUGH. IT SLOWED AFTER A BIT, AND WENT BACK TO NORMAL. WHEN WE WERE ACCELERATING I NOTICED THE RPM'S TO BE OVER 3. I COULDN'T WATCH IT THAT CLOSELY FOR FEAR I WOULD COMPLETELY LOSE CONTROL OF THE VEHICLE. WE RETURNED THE VEHICLE TO THE DEALER AND WAS TOLD THAT WE WOULD HAVE TO CALL CALIFORNIA AND PUT IN A COMPLAINT. WE DID THAT AND WERE GIVEN A CASE NUMBER. AFTER FOUR DAYS OF NO RETURN CALL WE CALLED THE DEALER AND ASKED FOR AN UPDATE AS TO WHAT WOULD GO ON NOW. THEY SAID THAT SOMEONE WOULD HAVE TO COME AND INSPECT THE VEHICLE, I ASKED IF WE COULD HAVE A LOANER AND I WAS TOLD NOT UNTIL TOYOTA DECIDES THERE IS A PROBLEM. MY CAR HAS BEEN IN THE DEALERS HANDS FOR A WEEK TODAY AND WE HAVE NO CAR. ALTHOUGH TOYOTA REPS HAVE BEEN PLEASANT, WE DON'T FEEL THAT THEY REALLY KNOW WHAT IS GOING ON. WE HAVE BEEN TOLD THAT IT WILL BE INSPECTED TOMORROW. WE WILL WAIT FOR THE CALL, BUT WILL NOT RECEIVE THE CAR UNTIL IT IS FIXED AND THERE IS A GUARANTEE THAT IT WON'T DO IT AGAIN. I WILL NOT KILL MYSELF OR ANYONE ELSE BECAUSE OF THIS ISSUE.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10313969  
**Date of Incident:** 20100215  
**Vehicle:** 2005 TOYOTA SEQUOIA  
**Location of Incident:** BECKLEY, WV

**NHTSA Summary:**

2005 TOYOTA SEQUOIA WITH A SIGNIFICANTLY HIGH COLD IDLE THAT PERSISTS 5-10 MINS AFTER STARTING UNCHANGED BY PUTTING THE CAR INTO GEAR AND REQUIRING THE DRIVER TO STAND ON THE BRAKES TO STOP IT. ONCE WARMED UP, ENGINE WILL REV WHILE DRIVING WITHOUT THE DRIVER PUSHING THE ACCELERATOR BUT SO FAR HAS ONLY DONE THIS INTERMITTANTLY AND FOR A SHORT DURATION.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10314609  
**Date of Incident:** 20100215  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** WARRENTON, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE DRIVER STATED THAT SHE WAS TRAVELING ON A RURAL ROAD AT 35 MPH. THE CONTACT APPLIED THE BRAKES WHEN THE VEHICLE IN FRONT OF HER WAS MAKING A TURN WHEN THE VEHICLE ACCELERATED ON ITS OWN AND CRASHED. THERE WERE NO INJURIES. A POLICE REPORT IS AVAILABLE. THE FAILURE CAUSED THE OTHER DRIVER TO CRASH INTO ANOTHER

C-1980

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE. THE DEALER WAS CONTACTED ABOUT THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 16,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314557  
**Date of Incident:** 20100215  
**Vehicle:** 2010 TOYOTA SEQUOIA  
**Location of Incident:** MENLO PARK, CA

**NHTSA Summary:**  
WHILE DRIVING OUR VEHICLE, THE ENGINE SUDDENLY REVVED UP ON ITS OWN WITHOUT THE ACCELERATOR BEING DEPRESSED. NO CARPET WAS OVER THE ACCELERATOR AND THE PEDAL AND CARPET HAD BEEN REPLACED BY TOYOTA ALREADY. WE CONTACTED TOYOTA AND THEY DID NOT RESPOND.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315788  
**Date of Incident:** 20100215  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** NEW HAMPTON, NH

**NHTSA Summary:**  
I AM THE OWNER OF A 2008 RAV4. I WAS TRAVELING WITH CRUISE CONTROL AT 50 MPH AS I APPROACHED A DOWN GRADE TOWARD A TRAFFIC LIGHT I MANUALLY TOOK THE CAR OUT OF CRUISE CONTROL EXPECTING TO SLOW SOME. I REALIZED THAT I NEEDED TO SLOW MORE AND APPLIED THE BRAKE PEDAL. HOWEVER, I COULD FEEL THE CAR FIGHTING THE BRAKES. I PUT THE CAR INTO NEUTRAL AND WAS ABLE TO STOP FOR THE LIGHTS. WHEN I DID THIS THE ENGINE WAS RACING WHILE STOPPED. WHEN THE LIGHT CHANGED I PUT THE RACING ENGINE INTO DRIVE. I JERKED FORWARD AND HAS BEEN OK SINCE. I REPORTED THIS TO THE DEALER. I WAS TOLD THAT ANOTHER OWNER OF THE SAME YEAR AND MODEL REPORTED A SIMILAR EVENT THAT DAY. THIS IS DIFFERENT THAN THE RUNAWAY CARS REPORTED IN THE NEWS, AS THE CAR DID NOT ACCELERATE TO MAX SPEED. TOYOTA SEEMS NOT TO BE RESPONDING TO CARS MADE BEFORE 2009. I THINK THIS IS A COMPUTER PROBLEM WHERE THE CRUISE CONTROL DID NOT TURN OFF AND THE STEPPING ON THE BRAKES DID NOT TAKE IT OUT OF CRUISE CONTROL EITHER. ON FEB 19 I REPORTED THIS TO THE TOYOTA DEALER AND WAS TOLD THAT ANOTHER PERSON HAD REPORTED THIS SAME TYPE OF THING THAT SAME DAY. THEY LOOK FOR ERROR CODES BUT FOUND NONE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315876  
**Date of Incident:** 20100215  
**Vehicle:** 2009 TOYOTA SIENNA  
**Location of Incident:** NEWTON, NC

**NHTSA Summary:**  
WE RECENTLY BOUGHT TOYOTA SIENNA LIMITED 2WD. THE VAN STARTED TO ACCELERATE ON ITS OWN AT A LOWER SPEED (FROM 10 TO 35 MPH). IN ADDITION, THE VAN MAINTAINS ITS SPEED WITHOUT USING A CRUISE CONTROL. FURTHERMORE, WHEN THE VAN IS STARTED, THE IDEAL IS VERY HIGH LIKE SOMEONE IS PUSHING ON THE GAS. WE TRIED TO CONTACT THE DEALER IN HICKORY, NC; HOWEVER, NOBODY HAS CONTACTED US BACK TO MAKE AN APPOINTMENT.

C-1981

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316592  
**Date of Incident:** 20100215  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** LANARK, IL

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317083  
**Date of Incident:** 20100215  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** VIRGINIA BEACH, VA

**NHTSA Summary:**  
TL\* CONTACT OWNED A 2004 TOYOTA CAMRY. THE CONTACT STATED HE WAS DRIVING AT ABOUT 5MPH WHEN HE WAS TURNING IN A PARKING LOT TRYING TO PARK. THE VEHICLE TOOK OFF AND HE HIT A STORE FRONT WHICH WAS 7 FEET FROM THE PARKING LOT. THE CONTACT STATED HE DOES NOT REMEMBER MUCH, BUT HE HAD GLASS SHATTER ALL OVER HIM. HE WAS RUSHED TO THE HOSPITAL BUT WAS NOT INJURED AT ALL. THE VEHICLE WAS DESTROYED. THE FAILURE MILEAGE WAS 50,000. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318253  
**Date of Incident:** 20100215  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** BURBANK, CA

**NHTSA Summary:**  
MY 2007 TOYOTA PRIUS ACCELERATED UNINTENTIONALLY DURING A LANE CHANGE. I HIT THE BRAKES AND THIS REMEDIED. THE FLOOR MAT WAS NOT INVOLVED. I MIGHT HAVE HAD THE CRUISE CONTROL ON, BUT I DON'T REMEMBER FOR SURE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318297  
**Date of Incident:** 20100215  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** FRISCO, TX

**NHTSA Summary:**  
MY 2007 TOYOTA CAMRY IS DANGEROUS AND DEFECTIVE. I HAVE BEING SAYING SINCE MY FIRST MAINTENANCE CHECK AT THE DEALER THAT THE CAR DOESN'T SEEM TO BE WORKING THE WAY IT SHOULD. NOW IT HAS BEEN RECALLED FOR A "STICKY PEDAL". THE PROBLEMS I HAVE ARE NOT A STICKY PEDAL PROBLEM. THE CAR LURCHES AT TIMES WHEN ACCELERATING. IT LURCHES FORWARD FROM STOPS. I HAVE ALREADY HIT A CURB BECAUSE OF IT JUST A COUPLE OF WEEKS AGO. I HAVE VIDEO FOOTAGE OF THE ROAD AND THE DAMAGE TO THE CAR FROM HITTING THE CURB. I CAN EMAIL YOU THE

C-1982

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VIDEO FOOTAGE. THE CAR ALSO SEEMS TO DRIFT MOMENTARILY AS IF THERE IS A STEERING SYNCHRONIZATION LAPSE DEFECT. WHEN I MENTIONED THESE BOTH TO THE DEALER A YEAR AGO, THE DEALER'S SERVICE TECH SAID IT WAS JUST THE SAFETY FEATURE OF THE CAR WORKING PROPERLY. THERE ARE SPLIT SECONDS WHEN THE STEERING WHEEL DOES NOT CONTROL THE CAR WHILE IT IS DRIVING. THIS ALL SEEMS TO HAPPEN RANDOMLY. I WONDER IF TOYOTA PROGRAMMED THE CAR TO DO THIS ON PURPOSE TO INCREASE THE NUMBER OF TIMES I WOULD NEED TO HAVE THE CAR SERVICED. THE DEALERSHIP HAS SO FAR REFUSED TO TAKE THE CAR BACK AND CANCEL MY LEASE. SO I AM STILL DRIVING THIS UNPREDICTABLE CAR EVERY DAY. THERE IS SOMETHING WRONG WITH THIS CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318431  
**Date of Incident:** 20100215  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** PROVIDENCE, RI

**NHTSA Summary:**  
THE CRUISE CONTROL ON MY 2010 TOYOTA CAMRY SOMETIMES CONTINUES TO ACCELERATE THE VEHICLE AFTER I TAKE MY HAND OFF THE CRUISE CONTROL ACCELERATE LEVER. THE SPEED OF THE CAR CONTINUES TO ACCELERATE UNTIL I HIT THE BRAKE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319280  
**Date of Incident:** 20100215  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** FISHKILL, NY

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324751  
**Date of Incident:** 20100215  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** HARBOR CITY, CA

**NHTSA Summary:**  
PURCHASED NEW TOYOTA RAV4 2010 4-CYLINDER MODEL IN FEBRUARY. WHEN AT A STOP ON MILD INCLINE (DRIVEWAY MADE OF WOODCHIPS. GOOD TRACTION), THE VEHICLE ROLLS BACKWARDS WHEN FOOT IS OFF THE BRAKE PEDAL. DEALERSHIP INSISTED THIS IS NORMAL FOR THESE VEHICLES AND DEMONSTRATED THIS ANOMALY WITH ANOTHER RAV4 TO PROVE IT. THE ENGINE DOESN'T PRODUCE ENOUGH TORQUE FOR THE TRANSMISSION DURING IDLE TO ENGAGE THE CONVERTER APPARENTLY. ESPECIALLY WHEN THE TRANSMISSION IS HOT. NO ONE TOLD ME OF THIS PROBLEM DURING SALES. A "HILL-ASSIST" OPTION IS AVAILABLE THAT I DID NOT KNOW ABOUT.

C-1983

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327463  
**Date of Incident:** 20100215  
**Vehicle:** 2001 LEXUS ES300  
**Location of Incident:** GLENDALE, CA

**NHTSA Summary:**  
2001 LEXUS ES 300. ACCELERATION ISSUES \*GR. THE CONSUMER STATED WHEN HIS WIFE STARTED THE VEHICLE, IT IMMEDIATELY WENT TO FULL RPM, PROBABLY AROUND 6,000 PLUS. HER FEET WERE FLAT ON THE FLOOR. SHE HAD NOT PUT THE GEAR IN REVERSE TO BACK OUT OF THE GARAGE, NOR HAD SHE TOUCHED THE BRAKE OR THE ACCELERATOR, WHEN THE RPMS BEGAN ACTING ERRATICALLY. THE CONSUMER STATED ONLY A COMPUTER FAILURE COULD HAVE CAUSED THE RPM TO INSTANTLY INCREASE IN THAT MANNER. THE CONSUMER STATED HE WENT TO THE GARAGE TO SEE WHAT WAS GOING ON AND WAS ABLE TO TURN THE VEHICLE OFF. THE CONSUMER RE-STARTED THE VEHICLE AND IT BEHAVED IN A NORMAL MANNER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332811  
**Date of Incident:** 20100215  
**Vehicle:** 2008 TOYOTA YARIS  
**Location of Incident:** BRONXVILLE, NY

**NHTSA Summary:**  
2008 TOYOTA YARIS. CONSUMER STATES SUDDEN UNINTENDED ACCELERATION \*TGW. THE CONSUMER STATED WHILE DRIVING, THE VEHICLE SUDDENLY ACCELERATED AND SWERVED TO THE RIGHT IN THE DIRECTION OF A WALL AT A VERY RAPID SPEED. THE CONSUMER TRIED TO STEER THE VEHICLE BACK INTO HER LANE, BUT THEN IT MADE A RAPID 360-DEGREE TURN AND STOPPED IN THE OPPOSITE DIRECTION, WITH THREE LANES OF TRAFFIC IN FRONT OF HER. THE VEHICLE WAS TAKEN TO THE DEALER FOR AN INSPECTION, HOWEVER THEY WERE UNABLE TO FIND ANY MECHANICAL ISSUES. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10335293  
**Date of Incident:** 20100215  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** WINSTON SALEM, NC

**NHTSA Summary:**

C-1984

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\* THE CONTACT OWNS A 2010 TOYOTA CAMRY. SHE STATED THAT WHILE APPLYING THE BRAKES THE WHEELS CONTINUED SPINNING. THE VEHICLE WAS TAKEN INTO THE DEALER AND SHE WAS ADVISED THAT THE FAILURE COULD NOT BE DUPLICATED, HOWEVER, THE ROTORS, GAS PEDAL AND FLOOR MATS WOULD NEED TO BE REPLACED. THE REPAIRS WERE PERFORMED ON THE VEHICLE YET THE FAILURE PERSISTED. THE MANUFACTURER WAS NOT CONTACTED. THE FAILURE MILEAGE WAS 9,406 AND THE CURRENT MILEAGE WAS 10,000. UPDATED 7/20/10 \*CN UPADTED 07/23/10\*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10310828  
**Date of Incident:** 20100216  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** HUMMELSTOWN, PA  
**NHTSA Summary:**

THE CRUISE CONTROL ON MY WIFE'S 2003 TOYOTA COROLLA HAS ACTED UP ON OCCASION WHILE DRIVING ON INTERSTATE HIGHWAYS. WHEN USING "RESUME" THE CAR WOULD ACCELERATE WELL PAST THE PREVIOUS SET POINT. MOSTLY THIS WAS A MINOR ANNOYANCE AS THE CAR DOESN'T HAVE A BIG ENOUGH ENGINE TO TAKE OFF LIKE A ROCKET, AND SWITCHING OFF THE CRUISE CONTROL AND RESTARTING IT SEEMS TO CURE THE PROBLEM. I NEVER WAS ABLE TO FIGURE OUT THE SEQUENCE THAT WOULD RELIABLY REPEAT THE PROBLEM AND PRETTY MUCH FIGURED WE'D LIVE WITH IT. (SHE DOESN'T USE CRUISE CONTROL AND I USE IT WHEN WE ARE TAKING TRIPS.) WITH THE RECENTLY IDENTIFIED CRUISE CONTROL PROBLEMS ON THE NEWER COROLLAS, I'M SUSPICIOUS THAT THE PROBLEM MAY GO BACK FURTHER THAN REPORTED. THIS PROBLEM HAS OCCURRED AT VARIOUS TIMES OVER THE PAST THREE OR FOUR YEARS (WHILE WE HAVE OWNED THE CAR), SO THE DATE INDICATED BELOW IS A DUMMY DATE TO GET TO THE NEXT SCREEN. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311342  
**Date of Incident:** 20100216  
**Vehicle:** 2010 TOYOTA AVALON  
**Location of Incident:** MOORESVILLE, NC  
**NHTSA Summary:**

2008 TOYOTA AVALON FEBRUARY 16TH AND 17TH MY CAR JOLTED FORWARD AT STOP LIGHT. I WAS ABLE TO STOP THE CAR BUT, IT DID GO ABOUT 50FT BEFORE I COULD CONTROL THE STEERING WHEEL AND STOP THE CAR. I HAD THIS SERVICED AT LAKE NORMAN TOYOTA(704) 875-9199 EARLIER THIS MONTH. UPON CALLING IN TODAY ABOUT MY CAR, WAS INFORMED THE REPAIR HAD NOT BEEN COMPLETED. WHY IN THE HECK DID THE DEALERSHIP TELL ME THEY COULD NOT FIND AN ISSUE AND THE CAR WAS DRIVABLE? MY LIFE AND THAT OF NOT ONLY MY FAMILY BUT OTHERS IS AT STAKE. I WANT ACTION, TRUTHFULNESS AND ACCOUNTABILITY FROM TOYOTA AND THE USA. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311472  
**Date of Incident:** 20100216

C-1985

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 1998 TOYOTA CAMRY I.E. WHILE DRIVING APPROXIMATELY 5 TO 10 MPH AND MAKING A RIGHT TURN, THE VEHICLE SUDDENLY ACCELERATED. WHEN HE APPLIED THE BRAKES, THEY DID NOT RESPOND UNTIL THE VEHICLE CRASHED INTO A TREE. THE VEHICLE WAS TAKEN TO THE DEALER TO BE DIAGNOSED. THE MANUFACTURER WAS NOT NOTIFIED WHEN THE COMPLAINT WAS FILED. CONTACT THE MANUFACTURER. THE FAILURE AND THE CURRENT MILEAGE WERE 102,378.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311393  
**Date of Incident:** 20100216  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** HENRIETTA, NY  
**NHTSA Summary:**

I HAVE A 2007 TOYOTA COROLLA WHICH UPON CRUISE CONTROL ACTIVATION AND/OR REACTIVATION SPEEDS UP TO DESIRED SPEED (NORMAL) BUT THEN FEELS AS IF IT IS STUCK IN THE ACCELERATE MODE AND WILL CONTINUE TO ACCELERATE UNTIL IT FINALLY THUMPS OR THUDS INTO CRUISE. I'VE NOTICED THIS ABOUT 90% OF THE TIME WHEN I IMPOSE CC. I HAVE DONE NOTHING TO ATTEMPT TO CORRECT THE PROBLEM. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312490  
**Date of Incident:** 20100216  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** DELRAY BEACH, FL  
**NHTSA Summary:**

MY WIFE SLOWLY PULLED INTO A PARKING SPOT IN A SUPERMARKET PARKING LOT. AS SHE HIT THE BRAKES TO COME TO A STOP, THE VEHICLE BEGAN RAPIDLY ACCELERATING AND BEFORE SHE COULD REACT THE CAR JUMPED A CURB AND ACROSS A GRASSY STRIP AND HIT A PARKED CAR. SHE HAS A CRACKED SPINE AND OTHER INJURIES. THE FRONT END CAR DAMAGE WAS CONSIDERABLE (ESTIMATE \$5800) AND THERE WAS CONSIDERABLE FRONT END DAMAGE TO THE OTHER VEHICLE. OUR VEHICLE HAD BEEN IN FOR 20,000 MILE SERVICE JUST THE WEEK BEFORE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313911  
**Date of Incident:** 20100216  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** ROANOKE, VA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2003 TOYOTA HIGHLANDER. HE STATED THAT WHILE DRIVING 2 MPH WITH HIS FOOT ON THE BRAKE PEDAL, IT ACCELERATED ON ITS OWN WITHOUT A WARNING AND CRASHED INTO A BUILDING. THERE WERE FRONT END DAMAGES TO THE VEHICLE. THERE WERE NO INJURIES. THE VEHICLE WAS TOWED. A POLICE REPORT WAS AVAILABLE. THE DEALER WAS CONTACTED AND THEY STATED THAT HIS VEHICLE WAS NOT ON THE RECALL LIST. THERE WERE REPAIRS MADE TO THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 62,300.

C-1986

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315560  
**Date of Incident:** 20100216  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** THE VILLAGES, FL  
**NHTSA Summary:**

PROBLEM: 2010 TOYOTA 4 DR CAMRY: -VIN# 4T1BF3EK4AU536166 I AM 81 YEARS OLD. AFTER CHECKING WITH THE NEW JERSEY DEALER WHERE I BOUGHT THE THIS CAR 51/2 MONTHS AGO, I WAS TOLD MY VIN # WAS OK FOR NO PROBLEM WITH THE GAS PEDAL STICKING, BUT I SHOULD GO IN FOR THE MAT/GAS PEDAL PROBLEM. I DID & WAS TOLD IT WAS DONE. ON 2/16, I WAS PULLING INTO A SPOT AT CVS. I TOOK MY FOOT OFF OF THE GAS PEDAL AND STARTED TO PUT THE FOOT ON THE BRAKE WHEN THE CAR SUDDENLY FLEW UP FORWARD OVER THE CEMENT CURB AND INTO THE DIRT AND BUSHES WHICH, THANK GOD STOPPED THE CAR. I WILL NEVER GET BACK INTO MY 2010 TOYOTA CAMRY AGAIN. THEY HAULED THE CAR TO THEIR DEALERSHIP AND GOT ME A HONDA RENTAL. I MADE AN APPOINTMENT WITH RANDY OLLILA, GENERAL MGR. HE TOLD ME SO FAR THEY HAD NOT BEEN ABLE TO FIND ANYTHING IN THE CAR. I TOLD HIM I WOULD NEVER DRIVE THAT CAR AGAIN AND MY SONS HAD TOLD ME NO MATTER WHAT THESE PEOPLE SAID I WAS NOT TO DRIVE IT. I EXPLAINED ALONG WITH NEVER BEING ABLE TO DRIVE THAT CAR AGAIN I WOULD NOT NOW PURCHASE ANOTHER TOYOTA. HE TOLD ME THEY COULD GIVE ME \$17,000. REFUND LEAVING ME TO EAT \$10,916. ON A CAR I HAVE HAD FOR 5 1/2 MONTHS AND HAD ONLY 2,091 MILES ON IT. I WAS TOLD TO TALK TO SOMEONE AT THEIR CORPORATE OFFICE IN CA AND THEY OFFERED ME NOTHING BUT A SLICK 6YOUR WORD AGAINST MINE 6 NOTHING HELP. I COULD SEE THE WRITING ON THE WALL. I WENT OUT THE NEXT DAY, BOUGHT A FORD FUSION AND DROVE AWAY IN MY NEW CAR. I AM CONTACTING YOU NOT ONLY BECAUSE TOYOTA DID NOT TRY TO ASSIST ME WITH MY PROBLEM, BUT ALSO I HAVE BEEN HAVING NIGHTMARES ABOUT THE THOUSANDS OF PEOPLE WHO WOULD TOLD THEIR VIN # HAD NO GAS PEDdle PROBLEM AS I HAD BEEN TOLD AND MAY FIND OUT THAT IS NOT TRUE - AS I DID.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316790  
**Date of Incident:** 20100216  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** SIMPSONVILLE, SC  
**NHTSA Summary:**

JUST LEAVING A MALL AND HEADING TOWARDS A BUSY INTERSECTION WHEN ENGINE ON TRUCK ACCELERATED AS FAST AS IT COULD GO. BRAKED THE VEHICLE TO A STOP USING BOTH LEGS ON BRAKE PEDAL, PUT CAR IN PARK, TAPPED GAS PEDAL, AND ENGINE RETURNED TO NORMAL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319090  
**Date of Incident:** 20100216  
**Vehicle:** 2009 SCION XB  
**Location of Incident:** ROCHESTER, NY  
**NHTSA Summary:**

C-1987

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I DRIVE A 2009 SCION XB. AT LEAST SIX TIMES SINCE I BOUGHT IT IN LATE 2008, I HAVE HAD TROUBLE WITH SUDDEN UNINTENDED ACCELERATION. AT ALL TIMES THE CAR WAS MOVING LESS THAN 30 MILES AN HOUR. IT OCCURED ONCE WHILE SLOWING DOWN FOR A LIGHT ABOUT TO GO GREEN. I STILL MADE A SOFT HIT ON THE CAR IN FRONT. A SECOND TIME IT HAPPENED WHILE EASING UP TO THE IMMIGRATION BOOTH ON THE QUEENSTON-LEWISTON BRIDGE TO CANADA. I AGAIN MADE OF SOFT HIT ON THE CAR IN FRONT. TWICE AFTER THAT WHILE I WAS GOING UNDER TWENTY MPH IT SUDDENLY ACCELERATED BUT I WAS ABLE TO STOMP THE BRAKE HARD ENOUGH TO STOP IT. I DID NOT SLIP OFF THE BRAKES, ALTHOUGH I WAS INITIALLY WILLING TO ACCEPT THAT RESPONSIBILITY. LAST MONTH I TOOK MY CAR TO WHERE I BOUGHT IT, HOSELTON AUTO MALL IN EAST ROCHESTER, NY. I WAS TOLD THAT THE MECHANICS HAD DRIVEN IT TWICE AND FOUND NOTHING WRONG. I WAS GIVEN THE IMPRESSION THAT I WAS AN HYSTERICAL FEMALE THOUGH NO ONE CAME OUT AND SAID IT. AND THIS MODEL HAS NOT BEEN REPORTED TO BE IN NEED OF RECALL BY TOYOTA. I HAVE TO DRIVE IT. I CAN'T AFFORD TO TAKE THE LOSS OF SELLING IT AND THE DEALERSHIP MADE ME FEEL THAT IT WAS SOMETHING WITHIN THEIR VENUE, SO IT MUST BE MY FAULT. I'VE BEEN VERY LUCK BUT I HAVE ALSO BECOME MORE THAN A LITTLE SCARED. I WANT TO BE ON RECORD WITH YOUR DEPARTMENT IF, GOD FORBID, ANYTHING ELSE OF THIS NATURE OCCURS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318878  
**Date of Incident:** 20100216  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SUN CITY WEST, AZ  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE DRIVING AT SPEEDS OF 5 MPH, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING, CAUSING THE CONTACT TO CRASH INTO THE VEHICLE AHEAD OF HIM. NO ONE WAS INJURED DURING THE CRASH AND A POLICE REPORT WAS FILED. THE VEHICLE WAS NOT DIAGNOSED BY THE DEALERSHIP AND THE CONTACT NOTICED PRIOR TO THE CRASH THAT THE STEERING WHEEL AND STEERING COLUMN WOULD OCCASIONALLY VIBRATE. THE CURRENT AND FAILURE MILEAGES WERE 18,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319871  
**Date of Incident:** 20100216  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** WALTHAM, MA  
**NHTSA Summary:**

TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT HAD THE VEHICLE ON 65MPH CRUISE CONTROL WHEN TAKING THE CRUISE CONTROL OFF HER ACCELERATOR PEDAL GOT STUCK. SHE ALSO NOTICED WHEN GOING UP HILL THE VEHICLE GOES SLOW BUT ON A FLAT SURFACE ON CRUISE CONTROL THE VEHICLE PICKS UP SPEED BY ITSELF. THE VEHICLE SPEED O METER IS NOT WORKING IT DOES NOT GO OVER 65MPH ONCE IT GETS UP THERE YOU DONT KNOW THE SPEED YOU ARE ACTUALLY GOING IT DOESN'T MOVE FROM 65MPH. THE DEALER WAS NOTIFIED OF THESE FAILURES AND THEY LOOKED AT THE ACCELERATOR AND THEY STATED THAT THE VEHICLE IDENTIFICATION NUMBER WAS NOT ON THE RECALL LISTING. THE APPROXIMATE FAILURE MILEAGE WAS 14000 AND THE CURRENT MILEAGE WAS 14000. DF

**Additional Summary:**

C-1988

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:** 1004080864  
**NHTSA ODI Number:** 10324183  
**Date of Incident:** 20100216  
**Vehicle:** 2007 TOYOTA SOLARA  
**Location of Incident:** WAYLAND, MA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA SOLARA CONVERTIBLE. THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH APPROACHING A STOP SIGNAL. WHEN PRESSURE WAS APPLIED TO THE BRAKE PEDAL, THE VEHICLE SUDDENLY SURGED FORWARD AND CRASHED INTO A CEMENT WALL. A POLICE REPORT WAS FILED FOR THE INCIDENT. THE VEHICLE SUSTAINED DAMAGES. THE CONTACT DID NOT REPORT ANY INJURIES. THE VEHICLE WAS TAKEN TO AN AUTO BODY SHOP FOR REPAIRS AND TO AN AUTHORIZED DEALER FOR INSPECTION. THE TECHNICIAN WAS UNABLE TO DETERMINE WHAT CAUSED THE FAILURE. THE FAILURE MILEAGE WAS 16,500. THE CURRENT MILEAGE WAS 17,000. UPDATED 05/20/10. \*LJ  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311582  
**Date of Incident:** 20100217  
**Vehicle:** 2007 LEXUS IS250  
**Location of Incident:** RANCHO CUCAMONGA, CA

**NHTSA Summary:**  
COMPLAINTS REGARDING 2007 LEXUS IS 250: 1. STEERING WHEEL STICKS WHEN TURNING TO THE RIGHT. THIS OCCURS 3-5 TIMES PER WEEK AND HAS ALMOST CAUSED SEVERAL ACCIDENTS AND COLLISIONS. 2. WHEN APPLYING PRESSURE ON THE BRAKE, THE CAR JUMPS FORWARD AND ACCELERATES. THIS OCCURS 2-5 TIMES PER MONTH. THIS HAS NEARLY CAUSED ME TO REAR END OTHER CARS ON SEVERAL OCCASIONS. 3. CAR FLUTTERS AND STALLS WHEN REVERSING. (CAR IS AN AUTOMATIC) CAR ALSO FLUTTERS WHEN STOPPED AT A RED LIGHT OR STOP SIGN. CAR DOES THIS WHEN ITS HOT OR COLD. THIS OCCURS 5-10 TIMES PER MONTH. I HAVE TAKEN MY CAR TO THE LEXUS DEALERSHIP SEVERAL TIMES FOR THE ABOVE ISSUES, AND THEY HAVE DONE NOTHING. THESE ISSUE OCCUR VERY FREQUENTLY AND THE DEALER SEEMS TO NOT BE ABLE TO "FIND" ANY PROBLEMS. I HAVE RECEIVED A RECALL NOTICE FOR AN ACCELERATION ISSUE, AND WAS INSTRUCTED TO REMOVE MY FLOOR MAT. NOTHING ELSE HAS BEEN DONE AND THE DEALER HAS BEEN NO HELP. I AM CONCERNED THAT THESE ISSUES WILL HARM OR EVEN KILL MYSELF OR MY FAMILY AND OR ANOTHER DRIVER OR FAMILY ON THE ROAD. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311879  
**Date of Incident:** 20100217  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** INGLEWOOD, CA

**NHTSA Summary:**  
WHEN ATTEMPTING TO BRAKE I HAVE OCCASIONALLY HAD MY VEHICLE ACCELERATE INSTEAD OF STOPPING. THIS IS EXTREMELY FRIGHTENING AND I NO LONGER FEEL SAFE IN MY VEHICLE, ESPECIALLY IN LIGHT OF RECENT NEWS REPORTS DOCUMENTING WIDE SPREAD DEFECTS FOR MY PARTICULAR MODEL. EVEN WHEN THE CAR DOES NOT ACCELERATE WHILE I ATTEMPT TO BRAKE, THERE IS A DELAY IN THE RESPONSE OF

C-1989

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BRAKING SYSTEM WHICH IS A DANGER IN ITSELF. MY NATURAL REFLEX WHEN THIS HAPPENS IS TO STEP ON THE BRAKE PEDDLE WITH MORE FORCE AND MORE FREQUENCY WHICH, I BELIEVE, CAUSES EXCESSIVE WEAR AND TEAR ON THE BRAKING SYSTEM. BRAKING/ENGINE PROBLEM WITH 2009 TOYOTA CAMRY. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311938  
**Date of Incident:** 20100217  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CLIFTON, NJ

**NHTSA Summary:**  
I HAVE 2007 CAMRY. WHILE DRIVING BETWEEN 40 AND 60 MPH, WHEN I PADDLE THE ACCELERATOR THE CAR DOES NOT PICK UP/ACCELERATE. THE RPM GOES FROM 2000 TO 4000 RPM, AND AFTER A COUPLE OF SECONDS OF DELAY CAR PICKS UP. IT'S VERY DANGEROUS, ESPECIALLY, WHILE MERGING ONTO A FREEWAY WHERE THERE IS NO SHOULDER LANE AND YOU HAVE TO MERGE IN REALLY FAST. THE DEALER SAID IT'S A PROBLEM WITH THE SOFTWARE AND THEY UPDATED THE SOFTWARE IN MY CAR. I STILL HAVE THE SAME PROBLEM AND IT OCCURS FREQUENTLY IN WINTER. I WENT TO THE DEALER RECENTLY AND THEY SAID THERE IS NOTHING WRONG WITH THE TRANSMISSION, IT'S JUST THE WAY 2007 MODELS ARE. IN OTHER WORDS, THEY MADE A PIECE OF JUNK IN 2007 AND NOW THEY CAN NOT DO ANYTHING ABOUT IT. I AM HOPING TO SEE THE RECALL FOR THIS ISSUE SOON. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313468  
**Date of Incident:** 20100217  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BEDFORD, MA

**NHTSA Summary:**  
UNINTENDED ACCELERATION IN COLD WEATHER: THIS HAS BEEN A PROBLEM SINCE I FIRRSST BOUGHT THE CAR NEW IN 2007 ( 2007 TOYOTA CAMRY LE 4 CYL ENGINE, AUTOMATIC TRANSMISSION). THIS OCCURS DURING COLD WEATHER ( LESS THAN 30 F) AND DURING THE FIRST 20 MINUTES OF DRIVING. PROBLEM DESCRIPTION: WHEN I AM DRIVING WITH LIGHT PRESSURE ON THE ACCELERATOR AND REMOVE MY FOOT TO SLOW DOWN, THE CAR ABRUPTLY SLOWS DOWN AFTER 1 TO 2 SECONDS (TACHOMETER DROPS FROM 1800 RPM TO 1000 RPM) AND MAKES A CLUNKING SOUND. AFTER 1 TO 4 SECONDS, WITHOUT TOUCHING THE ACCELERATOR PEDAL, THE CAR WILL THEN SPEED UP ( ANOTHER CLUNKING SOUND FROM THE DRIVE TRAIN). THE TACHOMETER JUMPS FROM 1000 TO 2000 RPM APPROXIMATELY. THIS OCCURS IN ALL GEARS AND IS SEVERE IN 3RD GEAR WHEN I TAKE MY FOOT OFF THE ACCELERATOR AND BEGIN TO BRAKE. THE RESULT OF THIS MALFUNCTION IS IMMEDIATE SKIDDING ON ICE OR SNOW COVER SURFACES. IF I AM IN A TURN, THE CAR WILL START SKIDDING IN AN UNCONTROLLED MANNER. I LIVE IN NEW ENGLAND SO THE ROADS ARE OFTEN SLICK IN WINTER. I HAD REPROTED THIS TO SERVICE SHORTLY AFTER BUYING THE CAR AND WAS TOLD IT'S NORMAL, THEY CAN'T REPRODUCE THE PROBLEM, THEY HAVE NO DAIGNOSTIC FAULTS, THEY CAN'T FIND MY SERVICE RECORDS, ETC. I AM REPORTING THIS BECAUSE THIS COULD CAUSE SLIDING ACCIDENTS IN WINTER WEATHER AND MAY HAVE CAUSED ACCIDENTS IN THE PAST, PARTICULARLY WITH PEOPLE WHO ARE NOT PREPARED FOR THIS EVENT.  
**Additional Summary:**

C-1990

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313972  
**Date of Incident:** 20100217  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** MASSAPEQUA, NY

**NHTSA Summary:**  
I PULLED OUT OF A GAS STATION. THE CAR BEGAN TO ACCELERATE ON ITS OWN. I STEPPED ON THE BRAKE BUT THE CAR WOULD NOT STOP. I STEERED BACK INTO THE GAS STATION AND STOPPED BY GOING INTO A SNOW BANK. I LOST COMPLETE CONTROL OF THE CAR. THE CAR WAS TOWED TO TOYOTA AND I CALLED THE 800 NUMBER. THEY TOLD ME NOT TO HAVE THE CAR REPAIRED BY THE LOCAL TOYOTA. THE CAR WAS TOWED TO MY HOUSE. AFTER REPEATED PHONE CALLS. NOONE HAS LOOKED AT IT SINCE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314162  
**Date of Incident:** 20100217  
**Vehicle:** 2005 TOYOTA TUNDRA  
**Location of Incident:** UNION, WA

**NHTSA Summary:**  
I HAVE EXPERIENCED FLOOR MAT ENTANGLEMENT ISSUES AND UNCOMMANDED ACCELERATIONS WITH MY 2005 TUNDRA DOUBLE CAB. I ALSO HAVE EXPERIENCED A CLUNKING SOUND IN MY BRAKES/FRONT END WHEN I SHIFT INTO REVERSE AND THEN APPLY THE BRAKES. THE DEALER HAS TOLD ME ALL OF THESE ISSUES ARE NORMAL WHICH ACCORDING TO THE RECALLS FOR OTHER MODEL YEARS THEY ARE CLEARLY NOT NORMAL. CAN THE 05 TUNDRAS BE ADDED TO THE CURRENT RECALLS AND CAN THE BRAKE ISSUE BE ADDRESSED?  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314514  
**Date of Incident:** 20100217  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MEDWAY, MA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY BETWEEN 30-35 MPH ON NORMAL CONDITIONS. THE "CRUISE CONTROL WARNING LIGHT ILLUMINATED ON THE INSTRUMENT PANEL. THERE WERE SEVERAL ATTEMPTS OF BRAKING AND THE WARNING INDICATOR REMAINED ILLUMINATED UNTIL THE ENGINE WAS TURNED OFF. THE FAILURE OCCURRED INTERMITTENT. IN ADDITION, THERE WAS AN INCREASE OF ACCELERATION UNEXPECTEDLY. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER. THERE WAS A RECALL UNDER NHTSA CAMPAIGN ID NUMBER 10V017000 (VEHICLE SPEED CONTROL/ACCELERATOR PEDAL). THE VEHICLE WAS REPAIRED FOR THE RECALL DEFECT. THE TECHNICIAN WAS UNABLE TO LOCATE THE ELECTRICAL MALFUNCTION WITH THE WARNING INDICATOR. THE VIN WAS UNAVAILABLE. THE FAILURE MILEAGE WAS 69,000.  
**Additional Summary:**

**Toyota ID Number:**

C-1991

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10314741  
**Date of Incident:** 20100217  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** GAINESVILLE, FL

**NHTSA Summary:**  
I HAD A 2006 TOYOTA HIGHLANDER HYBRID. IN FEBRUARY OF 2007, I TOOK IT TO THE LOCAL DEALERSHIP BECAUSE I HAD EXPERIENCED THE CAR SURGING/ACCELERATING UPON BRAKING AND WAS UNPREDICTABLE AS TO WHEN IT MAY OCCUR. THE TECH DIDN'T EXPERIENCE THIS ISSUE/ALSO RAN DIAGNOSTICS WHICH CAME BACK AS "NO CODES FOUND". SINCE I CONTINUED TO EXPERIENCE THIS ISSUE, AND AFTER LEARNING OF SIMILAR ISSUES OCCURRING IN OTHER TOYOTA MODELS AND NOW THE RECALLS, I TOOK IT BACK, AND AGAIN THEY WERE UNABLE TO DIAGNOSE THE ISSUE AND GOT THE SAME "NO CODES FOUND" WHEN DIAGNOSTICS WERE APPLIED. AFTER THESE EXPERIENCES, AND READING ABOUT OTHER 2006 HIGHLANDER HYBRID ISSUES, I DECIDED I NO LONGER FELT SAFE DRIVING MY VEHICLE AND SINCE THE DEALERSHIP WAS UNABLE TO REPAIR THIS ISSUE, EVEN WHILE UNDER WARRANTY, I DECIDED TO TRADE MY VEHICLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315144  
**Date of Incident:** 20100217  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** KALAMAZOO, MI

**NHTSA Summary:**  
TL\*THE CONTACT HAS A 2010 TOYOTA CAMRY. THE VEHICLE HAD A SUDDEN ACCELERATION AND THE CONTACT WAS UNABLE TO BE STOP UNTIL THE FAIL SAFE LIGHT CAME ON. THE CONTACT STATED THAT THE VEHICLE HAD BEEN REPAIRED, HOWEVER THE FAILURE HAS CONTINUED TO OCCUR. THE CONTACT STATED THAT TOYOTA TOLD THEM THAT THEY COULD SELL THE VEHICLE OR GO THROUGH ARBITRATION. THE VEHICLE HAD 7000 MILES AT THE TIME OF THE FAILURE. THE CURRENT MILEAGE WAS 7000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316349  
**Date of Incident:** 20100217  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** LEBANON, NH

**NHTSA Summary:**  
I AM WRITING BECAUSE I JUST EXPERIENCED SUDDEN ACCELERATION IN REVERSE IN MY NEW 2010 TOYOTA RAV4, 6 CYLINDER. THIS IS A VEHICLE I WAS TOLD BY THE DEALER WAS NOT AFFECTED BY THE RECALL. HERE ARE THE DETAILS: 1 PURCHASED THE VEHICLE ABOUT A MONTH AGO FROM IRVIN TOYOTA IN NEW HAMPSHIRE WITH VIN# JTM0K40Y6A013130. I HAD CONTACTED THE DEALER BEFORE THE CAR WAS DELIVERED TO SEE WHAT THE RECALL MEANT FOR ME. THEY SAID THAT THE VEHICLE WAS MADE IN JAPAN AND WAS NOT AFFECTED BY THE RECALL. ON FEBRUARY 17TH I PUT THE RAV4 INTO REVERSE TO BACK DOWN MY DRIVEWAY. I WAS CUTTING THE WHEEL TO THE LEFT TO MAKE A REVERSE K-TURN WHEN IT BEGAN ACCELERATING VIGOROUSLY IN REVERSE. I DID NOT HAVE MY FOOT ON THE GAS BECAUSE IT WAS IDLING IN REVERSE DOWN A 7% GRADE. THE ENGINE RACED WAY UP AND IT TOOK ALL MY LEG POWER TO BRING IT TO A STOP. I DID STOP THE CAR JUST BEFORE HITTING A TREE ON THE SIDE OF MY DRIVEWAY. I HAD MY WIFE AND MY INFANT SON IN THE CAR

C-1992

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND THEY WERE BOTH TERRIFIED. WHEN I CALLED THE DEALER THE SERVICE MANAGER SAID HE WOULD BE HAPPY TO LOOK AT IT, BUT THAT IT WAS PROBABLY HIGH IDLE. I HAVE DEGREE IN PHYSICS AND ELECTRICAL ENGINEERING AND I OWN A COMPANY THAT BUILDS ACCELERATION SENSORS FOR VEHICLES. THIS CAR HAS A SERIOUS, POTENTIALLY DEADLY PROBLEM WITH ONE OF ITS SENSORS OR WITH ELECTRICAL INTERFERENCE CAUSING THE COMPUTER TO MISINTERPRET THE SENSOR DATA. THERE IS NO WAY A DEALER IS GOING TO FIND THIS, LET ALONE FIX IT. WHAT CAN I DO AT THIS POINT?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316660  
**Date of Incident:** 20100217  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** RICHMOND, VA

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316881  
**Date of Incident:** 20100217  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** OVERLAND PARK, KS

**NHTSA Summary:**

ON FEB. 11, 2010 I TOOK MY TOYOTA AVALON IN FOR THE ACCELERATOR RECALL. ON FEB. 17, 2010 I WAS PULLING INTO A PARKING SPACE ON THE GROUNDS OF THE ELEMENTARY SCHOOL I WORKED AT THAT DAY WHEN MY CAR ACCELERATED. IT JUMPED THE CURB SIDESWIPING MY CAR WITH A CAR THAT WAS PARKED ON MY RIGHT. AFTER IT HIT THE GROUND FROM JUMPING THE CURB IT ACCELERATED AGAIN HEADING STRAIGHT TOWARD THE SCHOOL BUILDING. I PUT TWO FEET ON THE BRAKE AND PRESSED AS HARD AS I COULD. THE CAR DID STOP. THE CAR WAS TOWED BY AAA TO A TOYOTA DEALER IN FORT SMITH, AR (WHERE THE ACCIDENT OCCURRED). I BOUGHT THE CAR AT MOLLE TOYOTA IN KC, MO WHERE I LIVE (OVERLAND PARK, KS). THE INSURANCE ADJUSTOR CAME THAT DAY TO CHECK THE DAMAGE. HE SAID AN INVESTIGATOR WOULD BE OUT TO CHECK IT THE "CAUSE OF IMPACT". AS OF NOW, THAT HAS NOT HAPPENED. MY INSURANCE COMPANY KEEPS TELLING ME TO TAKE THE CAR BACK TO KC FOR REPAIRS AND I TOLD THEM I WILL NOT DRIVE AN UNSAFE CAR. I WILL NOT TOUCH THE CAR UNTIL SOMEONE INVESTIGATES THE REASON FOR THE ACCELERATION. I HAVE CALLED MY DEALER, WHO HAS BEEN WONDERFUL, TOYOTA CORPORATE WHO HAS BEEN HORRIBLE (THE FIRST THING "BARBARA" SAID TO ME WAS "WELL, WHAT DO YOU WANT ME TO DO ABOUT IT?") SHE RELUCTANTLY SAID SHE WOULD CHECK IT OUT. SHE CALLED THE TOYOTA DEALER IN FORT SMITH AND TOLD HIM THAT TOYOTA INSPECTORS WOULD BE OUT WITHIN 10 DAYS BUT DIDN'T KNOW WHEN. I CALLED THE HIGHWAY TRANSPORTATION SAFETY DEPT. WHO SAID THEY DIDN'T DEAL WITH THAT AND TO CALL MY KS ATTORNEY GENERAL. I CALLED THE ATTORNEY GENERAL WHO TOLD ME TO EMAIL THIS ADDRESS. SO... STATUS: MY CAR IS STILL IN FORT SMITH, AR

**C-1993**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHILE DRIVING AT 35-40MPH AROUND A CURVE, I HAD PRESSED ON THE BRAKE PEDAL TO REDUCE SPEED AND THE VEHICLE FAILED TO RESPOND, BUT ACCELERATED IN SPEED WHILE STEERING BECAME IMPOSSIBLE TO CONTROL. IT WAS AS IF THE VEHICLE WAS CONTROLLING ITSELF. I HAD BEEN DROVE INTO AN THROUGH A DITCH AN OUT, HITTING A MAILBOX, CONCRETE LINED DRIVEWAY EXITING THE FIRST DITCH AN ENTERING ANOTHER ALSO HITTING A STREET SIGN AS WELL AS A MILE MARKER SIGN, MY SEAT BELT FAILED TO LOCK WHICH LEAD MY HEAD TO REPEATEDLY HIT THE TOP OF VEHICLES WINDSHIELD AS WELL AS THE STEERING WHEEL. FURTHERMORE THE AIRBAG FAILED TO DEPLOY. I SUFFER FROM SEVER HEADACHES, MY VISION IN LT EYE ALTHOUGH IMPROVED HAS GREATLY DECREASED, AS WELL AS MEMORY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329558  
**Date of Incident:** 20100218  
**Vehicle:** 2008 TOYOTA YARIS  
**Location of Incident:** GARDENA, CA

**NHTSA Summary:**

2008 TOYOTA YARIS. CONSUMER STATES UNINTENDED ACCELERATION WHICH RESULTED IN AN ACCIDENT. \*TGW THE CONSUMER STATED THE PEDAL BECAME STUCK AND WOULD NOT RELEASE. \*JB

**Additional Summary:**

2008 Toyota Yaris. Car is owned by his brother. August 28, 2009 was pulling out of parking lot in City of Commerce. Car surged into middle of street. Was hit by pick-up truck. \$2,000 damage to vehicle. No injuries. February 18, 2010 was driving in Torrance. Came up on a yellow light. Hit the brake, but the car didn't stop. Rear-ended another vehicle. Yaris was totaled. No injuries. Dealer told him the car wasn't part of the recall

**Toyota ID Number:**  
**NHTSA ODI Number:** 10311680  
**Date of Incident:** 20100218  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** FALLS CHURCH, VA

**NHTSA Summary:**

HELLO, I WOULD LIKE TO FILE A SAFETY COMPLAINT ON MY 2006 TOYOTA HIGHLANDER HYBRID, I HAD THIS CAR FOR THE PAST FOUR MONTHS AND I EXPERIENCED SUDDEN ACCELERATION, IT HAPPENS 3-4 TIMES A WEEK, OR MAY BE EVEN MORE SINCE I SHARE THE CAR WITH MY HUSBAND I AM NOT SURE HOW OFTEN HE GETS IT. THE LAST TIME THE SUDDEN ACCELERATION HAPPENED IS TODAY, LUCKILY WE WERE NOT DRIVING CLOSE TO ANOTHER CAR. IT FEELS LIKE AS IF SOME ONE PUSHED THE CAR FROM BEHIND. THANKS FOR CONSIDERING THIS ISSUE SERIOUSLY AND THIS IS NOT A PANIC REQUEST AFTER THE RECALL, IT IS A REAL AND SERIOUS ISSUE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312284  
**Date of Incident:** 20100218  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** COLUMBUS, OH

**NHTSA Summary:**

TRANSMISSION ON 2003 RAV 4 (TOYOTA) DOES NOT WORK PROPERLY IT HESITATES AND DOES NOT MOVE THE AUTO WHEN THE ACCELERATOR IS PRESSED IT ALSO JUMPS AND

**C-1995**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ON A TOYOTA LOT AND NOBODY WILL TAKE RESPONSIBILITY FOR WHAT HAPPENED OR HELP ME WITH MY NEXT STEPS. I DON'T THINK ANYONE BELIEVED THAT THE CAR ACCELERATED AFTER THE RECALL FIX. FINALLY, IT APPEARS THAT OTHERS AROUND THE COUNTRY ARE HAVING THE SAME ISSUE. I HAVE AN UNSAFE VEHICLE THAT I WILL NOT DRIVE AND DON'T KNOW WHAT TO DO NEXT. THANK YOU.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317178  
**Date of Incident:** 20100217  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ANAHEIM, CA

**NHTSA Summary:**

TOYOTA CAMRY RECALL WAS "CORRECTED" LAST MONTH, AS TO THE ACCELERATOR PEDAL ISSUE. THE ACCELERATION NOW SEEMS MORE ERRATIC THAN BEFORE. I DO NOT BELIEVE IT WAS A PEDAL PROBLEM, RATHER AN ELECTRONIC ONE. I HAVE NOT TAKEN THE CAR ON THE OPEN ROAD BUT AM SCHEDULED TO DO SO SOON. I AM 72, IF I SHOULD HAVE A PROBLEM, I'M SURE THAT TOYOTA CORP. WOULD ATTRIBUTE IT TO MY AGE OR SOME OTHER EXCUSE. THE PEDAL IS NOT CONSISTENTLY RESPONSIVE ON ACCELERATION, SEEMS TO HAVE A DELAY AT TIMES, THEN SUDDENLY KICKS IN. IT IS INCONSISTENT ENOUGH THAT THE DEALER CAN TEST IT AND FIND NOTHING WRONG. I WOULD LIKE AN OUTSIDE EVALUATION BEFORE SOMETHING SERIOUS HAPPENS TO ME OR TO OTHER OWNERS IN THE SAME SITUATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321547  
**Date of Incident:** 20100217  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 75 MPH ON THE HIGHWAY, ON AUTOMATIC DRIVE. THE CONTACT STATED THAT WHEN HE WENT TO PRESS ON THE BRAKES THE VEHICLE ACCELERATED. THE CONTACT HAD TO PRESS ON THE BRAKE AND SWITCH THE GEAR SHIFT TO STOP THE VEHICLE. THE VEHICLE WAS NOT TAKEN TO THE DEALER FOR DIAGNOSTIC AND REPAIR DUE TO THE VEHICLE ACCELERATION. THE CONTACT STATED THAT HE REPORTED THE INCIDENT TO THE DEALERS AT AN OIL CHANGE FOR THE VEHICLE. THE DEALER TOLD HIM THAT IT WAS CAUSED BY THE EPI. THE CONTACT STATED THAT THE WEATHER DID NOT PLAY A FACTOR. THE CONTACT STATED THAT THE VEHICLE ACCELERATED AGAIN WHILE HE WAS STOP AT A STOPPING AT A STOP SIGN AND THAT HE GAINED CONTROL OF THE VEHICLE BY PRESSING ON THE BRAKE PEDAL, AND SWITCHING THE VEHICLE GEAR SHIFT. THE CONTACT PROVIDED NO VIN AT THIS TIME. THE APPROXIMATE FAILURE MILEAGE WAS 16,000. THE APPROXIMATE CURRENT MILEAGE IS 22, 000. RG

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323378  
**Date of Incident:** 20100217  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** EVANSVILLE, IN

**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SHIFTS GEARS ROUGHLY WHEN ACCELERATING THIS COULD WELL LEAD TO PROBLEMS AND POSSIBLE CRASHES ON FREEWAY RAMP AND AT STOP LIGHTS AND SIGNS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312424  
**Date of Incident:** 20100218  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** LONDON, 00

**NHTSA Summary:**

2003 TOYOTA COROLLA LE AUTOMATIC TRANSMISSION 4 DOOR. FIRST TIME INCIDENT. WESTBOUND HIGHWAY 401 NEAR WOODSTOCK ONTARIO WITH CRUISE CONTROL @ 100 KMH IN RIGHT LANE AND SLIGHTLY ACCELERATED TO MIDDLE LANE TO AVOID MERGING INCOMING TRAFFIC FROM ROADSIDE GAS STATION. ACCELERATOR PEDAL WENT TO FLOOR WITHOUT DRIVER ASSISTANCE. STRONG BRAKING DID NOT STOP CAR. STOPPING ON ACCELERATOR DID NOT STOP CAR. TURNING OFF CRUISE CONTROL DID NOT STOP CAR. FASTEST SPEED WAS 150KMH @ 7500 RPM. SHIFTED INTO NEUTRAL AND WHEN SPEED AT 120KMH @ 4000 RPM, THE BRAKES STARTED WORKING. SLOWED AND PULLED OFF ONTO SHOULDER AND PARKED THE CAR. TWO MINUTES LATER, STILL IN PARK, IDLED AT 1900 RPM. ABLE TO DRIVE TO WORK. OVER THE PHONE, DAN FROM COMPETITION TOYOTA TOLD ME THAT PROBABLY THE THROTTLE BOX OR THROTTLE CABLE HAD BECOME GUMMED UP AND SHOULD HAVE BEEN CLEANED AS PART OF THE TOYOTA 60,000KM MAINTENANCE. I HAVE NOT USED TOYOTA DEALER TO SERVICE THE CAR DUE TO AFFORDABILITY. I DO HAVE A REGULAR MECHANIC WHO SERVICES THE VEHICLE. TOOK IT INTO COMPETITION TOYOTA AND PROBLEM WAS A DIRTY THROTTLE PLATE WHICH WAS CLEANED AT A COST OF \$70. DEALER ALSO DID A RECALL REPAIR ON A WINDOW AND SAID THERE WERE TOO MANY MATS ON THE DRIVERS SIDE WHICH SHOULD BE REMOVED. I TOLD DAN THAT DRIVER MATS WERE NOT THE CAUSE AND IN THE PRESENCE OF WANDA AND LORI, TWO TOYOTA EMPLOYEES, I SHOWED HIM PHOTOS THAT I TOOK OF THE DASHBOARD JUST AFTER I PULLED OFF THE HIGHWAY. I ASKED IF THE CAR WAS SAFE TO DRIVE, HE SAID YES, AND I HAVE BEEN DRIVING THE CAR SINCE. REPORTED THIS INCIDENT TO TRANSPORT CANADA - MATT WATSON IS THE CONTACT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313613  
**Date of Incident:** 20100218  
**Vehicle:** 2002 TOYOTA TUNDRA  
**Location of Incident:** BELLA VISTA, AR

**NHTSA Summary:**

I WAS DRIVING IN A LARGE PARKING LOT AT A SPEED NOT MORE THAN A WALK. I TOOK MY FOOT OFF THE BRAKE PEDAL AND TOUCHED THE ACCELERATOR PEDAL AND THE TRUCK SURGED FORWARD HARD ENOUGH THAT THE THREE PEOPLE IN THE TRUCK WERE THROWN BACK AGAINST THEIR SEATS. I IMMEDIATELY BRAKED AND THE TRUCK CAME TO A STOP WITHOUT FURTHER INCIDENT. THE ACCELERATION WAS SUDDEN AND VIOLENT, AND THE ONLY REASON AN ACCIDENT DID NOT OCCUR WAS THAT THERE WERE NO OTHER VEHICLES OR PEDESTRIANS IN FRONT OF THE TRUCK WHEN THE INCIDENT OCCURRED. THE TRUCK IS A TOYOTA 2002 TUNDRA WITH THE V-8 ENGINE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313629

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**C-1996**

**Date of Incident:** 20100218  
**Vehicle:** 2007 SCION TC  
**Location of Incident:** ELMWOOD PARK, IL  
**NHTSA Summary:**  
2007 SCION TC HAS HAD ACCELERATOR ISSUES SINCE THE CAR WAS PURCHASED (NEW IN OCT 2006). OUT OF NO WHERE THE CAR WILL ACCELERATE A FEW FEET AND I HAVE TO SLAM ON THE BREAKS. NO ACCIDENTS HAVE OCCURRED FROM THIS BUT THERE HAVE BEEN SEVERAL NEAR MISSES WHEN I AM CLOSE TO THE CAR IN FRONT OF ME. NOW WHEN I STOP AT A LIGHT I KEEP A FULL CAR DISTANCE BETWEEN MY CAR AND THE CAR IN FRONT OF ME IN CASE MY CAR DECIDES TO ACCELERATE ON ITS OWN.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314248  
**Date of Incident:** 20100218  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** SANDUSKY, OH  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA RAV4. WHILE DRIVING 3 MPH, INTO HIS DRIVEWAY VERY SLOWLY AND AS HE APPLIED THE BRAKES HIS VEHICLE THEN ACCELERATED ON ITS OWN WITH HIS FOOT ON THE BRAKE PEDAL. THE DRIVER STATED THAT HE TURNED THE VEHICLE OFF TO STOP THE VEHICLE. THE DRIVER HAD 1 OTHER PASSENGER IN THE VEHICLE. THE DRIVER NOTIFIED THE DEALER. THE FAILURE MILEAGE WAS 10,400 AND THE CURRENT MILEAGE WAS 10,500.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314496  
**Date of Incident:** 20100218  
**Vehicle:** 2010 TOYOTA TACOMA  
**Location of Incident:** NISKAYUNA, NY  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2010 TOYOTA TACOMA. THE DRIVER STATED THAT HE WAS DRIVING IN A LARGE PARKING LOT AT APPROXIMATELY 2 MPH INTO A PARKING SPACE. THE DRIVER WAS COMING TO A COMPLETE STOP, AND ENGAGED THE BRAKE PEDAL. WHEN THE VEHICLE ACCELERATED ON ITS OWN AND CRASHED INTO A CONCRETE COLUMN. HE WAS NOT INJURED. THE FAILURE MILEAGE WAS 3,200.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314551  
**Date of Incident:** 20100218  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** JACKSON, CA  
**NHTSA Summary:**  
CAMRY ACCELERATION. MY 2005 CAMRY HAS ACCELERATED AT FULL THROTTLE AT LEAST 5 TIMES. THE LATEST OCCURANCE WAS ON 2-18-2010. SO FAR NO ONE HAS GOTTEN HURT, BUT THIS VEHICLE IS UNSAFE.  
**Additional Summary:**

**Toyota ID Number:** C-1997

Safety Research & Strategies  
Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**NHTSA ODI Number:** 10315163  
**Date of Incident:** 20100218  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** ST GEORGE, UT  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA TACOMA. HE PURCHASED THE VEHICLE ON APRIL 20, 2010. WHILE DRIVING THE VEHICLE HOME ON THE DATE IT WAS PURCHASED WHILE HE APPROACHED A STOP SIGN WITH HIS FOOT ON THE BRAKE. THE VEHICLE ACCELERATED AS HE KEPT HIS FOOT ON THE BRAKE UNTIL THE VEHICLE SLOWED DOWN. HE TOOK THE VEHICLE TO THE DEALER AND HE ASKED IF THE BRAKE PEDAL WAS TOO CLOSE TO THE GAS PEDAL. THE DEALER STATED THAT NOTHING WAS WRONG WITH THE VEHICLE. ON FEBRUARY 18, 2010 HE TOOK THE VEHICLE BACK TO THE DEALER FOR INSPECTION AND THE DEALER STATED FOR THE SECOND TIME THAT NOTHING WAS WRONG WITH THE VEHICLE. IMMEDIATELY AFTER HE LEFT THE DEALER, HE DROVE INTO A SHOPPING CENTER PARKING LOT AND THE VEHICLE SUDDENLY ACCELERATED OVER A CURB AND COLLIDED INTO AN EMPTY STORE WINDOW. THE SAINT GEORGE POLICE DEPARTMENT INCIDENT NUMBER IS 10P004639 AND THE ACCIDENT NUMBER WAS 239-10. THE VEHICLE WAS REPLACED AFTER THE CRASH OCCURRED. THE FAILURE MILEAGE WAS 328 AND THE CURRENT MILEAGE WAS 4,960.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315274  
**Date of Incident:** 20100218  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** POMONA, CA  
**NHTSA Summary:**  
I HAVE A 2008 TOYOTA PRIUS WHICH HAS A SURGE PROBLEM UPON START-UP. MY WIFE AND I ARE CONCERNED BECAUSE THIS HAS ACCURED SEVERAL TIMES IN THE PAST. WE HONESTLY BELIEVE THAT THE PROBLEM LYE'S IN THE COMPUTER AND NOT IN THE GAS PEDAL GETTING STUCK, DUE TO THE FACT THAT WE DO NOT HAVE TO COMPRESS THE PEDAL ON START-UP. IN FACT, WE USUALLY KEEP OUR FOOT ON THE BRAKE IN CASE IT LUNGES AGAIN.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315802  
**Date of Incident:** 20100218  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** TOPFIELD, MA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING 5 MPH INTO A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING CAUSING THE CONTACT TO CRASH INTO 2 VEHICLES. NO ONE WAS INJURED DURING THE CRASH. A POLICE REPORT WAS FILED. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 76,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316340  
**Date of Incident:** 20100218

Safety Research & Strategies  
Update Report: Toyota Sudden Unintended Acceleration: Appendix C

C-1998

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316706  
**Date of Incident:** 20100218  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** LAS VEGAS, NV  
**NHTSA Summary:**  
MERGING ONTO FREEWAY AND GETTING UP TO SPEED, THE ACCELERATOR PUSHED TO THE FLOOR AND CONTINUED TO TAKE OVER THE CAR AND REV UP TO 7500RPM'S. I WAS UNABLE TO DISENGE THE THROTTLE AS IT TOOK ME AT FULL SPEED INTO TRAFFIC. I SHIFTED THE CAR TO NEUTRAL AND THE ENGINE CONTINUED TO REV AT 7500 RPM'S. I LUCKILY WAS ABLE TO GUIDE THE CAR TO THE SHOULDER IN THE PEAK TRAFFIC COMMUTE BY TURNING THE EMERGENCY FLASHERS ON AND MOVE OVER 2 LANES. I THEN TURNED OFF THE IGNITION AND WAITED TO CALM DOWN FOR 3 MINUTES BEFORE ATTEMPTING TO RESTART THE CAR. THE CAR IMMEDIATELY REV'D TO 7500 RPM'S SO I TURNED OFF THE IGNITION AGAIN. I TUGGED AND PULLED ON THE THROTTLE UNTIL IT RETURNED TO THE UP POSITION. BEING AFRAID TO DRIVE IT I CALLED TOYOTA TO COME GET ME AND THEY TOLD ME TO JUST DRIVE SAFELY HOME AND BRING THE CAR IN THE NEXT DAY. I TOOK THE CAR TO THE TOYOTA DEALER THE NEXT MORNING AND THEY KEPT IT ALL DAY. THE TOLD ME THAT THEY COULD FIND NOTHING WRONG WITH THE CAR AND THAT I WOULD HAVE TO CONTINUE TO DRIVE IT UNTIL IT HAPPENED AGAIN AND TRY TO GET IT INTO THEM AT THAT TIME. THE CAR IS A 2009 TOYOTA VENZA. THE INCIDENT OCCURED ON FEBRUARY 18 2009. I AM AFRAID TO DRIVE THE CAR WAITING FOR IT TO HAPPEN AGAIN. INVOICE 36193 FOR REPAIRS. CENNTEENNIAL TOYOTA LAS VEGAS NEVADA. DO WE HAVE TO CRASH FIRST TO GET A FIX??  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317728  
**Date of Incident:** 20100218  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** COLUMBIA, TN  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE ATTEMPTING TO SLOW DOWN TO EXIT THE HIGHWAY THE GAS PEDAL STUCK. WHEN SHE DEPRESSED THE BRAKES, THE BRAKES FAILED AND SHE COLLIDED INTO THE VEHICLE IN FRONT OF HER. THE DRIVER FRONTAL AIR BAG DID NOT DEPLOY. A POLICE REPORT WAS FILED WITH THE TENNESSEE POLICE. REPORT 10-189917. THE INSURANCE COMPANY WAS INVESTIGATING. THE

C-1999  
Safety Research & Strategies  
Update Report: Toyota Sudden Unintended Acceleration: Appendix C

VEHICLE WAS TOTALLED. SHE RECEIVED INJURIES TO HER NECK. THE FAILURE AND THE CURRENT MILEAGE WAS 103,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318364  
**Date of Incident:** 20100218  
**Vehicle:** 2008 TOYOTA HIGHLANDER HYBRID  
**Location of Incident:** FAIRFAX, VA  
**NHTSA Summary:**  
ACCELERATOR PEDAL STICKING - TOYOTA HIGHLANDER HYBRID 2008 (NOT RECALLED) ON 2/18/10, MY ACCELERATOR GOT STUCK WHILE DRIVING. I HAVE BEEN DRIVING FOR 30 YEARS, AND I KNOW HOW TO DRIVE, SO PLEASE SPARE ME TOYOTA! ALSO, MY CAR IS NOT EVEN ON THE RECALL LIST YET!!!! I ACCELERATED QUICKLY FROM A STOPPED POSITION. ONCE THE ACCELERATOR WAS RELEASED, THE VEHICLE CONTINUED TO RACE. I HIT THE BREAK, PUT CAR IN NEUTRAL, AND THE VEHICLE STOPPED MOVING. ABOUT 3 SECONDS LATER, AND WITHOUT TOUCHING THE ACCELERATOR, (THE ACCELERATOR WAS NOT STUCK TO THE MAT, AND IN ITS RELEASED POSITION) I PUT THE CAR BACK INTO DRIVE. THE CAR ONCE AGAIN BEGAN TO RACE FORWARD. I PUT THE CAR IN NEUTRAL AGAIN (IT STOPPED ONCE AGAIN), WAITED 20 SECONDS, AND BACK IN DRIVE, IT WAS THEN OK. THE PEDAL DID NOT GET STUCK TO THE FLOOR MAT AS TOYOTA CLAIMS COULD HAPPEN. THE FLOOR MAT IN MY CAR WAS NO WHERE NEAR THE PATH OF THE PEDAL. I WAS ABLE TO DRIVE THE CAR HOME, ALBEIT VERY CAREFULLY! THE SCARY PART, IS THAT TOYOTA DID NOT RECALL THIS VEHICLE FOR THIS PROBLEM! I BOUGHT THE CAR TO THE DEALER THE SAME DAY, AND THEY WERE A BIT NONCHALANT ABOUT THIS, AND ALSO TOLD ME THEY DID NOT FIND A PROBLEM, AND THERE WAS NOTHING THEY COULD DO ABOUT IT, WHICH REALLY CONCERNS ME! ALSO, MY CALL TO TOYOTA CORPORATION WAS TAKEN VERY LOOSELY, AND THEY DID NOT SEEM TO HAVE MUCH CONCERN, EXCEPT TO TELL ME TO REMOVE MY FLOOR MATS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312280  
**Date of Incident:** 20100219  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SUGAR LAND, TX  
**NHTSA Summary:**  
I OWN A 2007 TOYOTA CAMRY AND WAS INVOLVED IN AN AUTO ACCIDENT TODAY. A PICKUP TRUCK BROADSIDED ME. AS SOON AS THE TRUCK HIT ME I HIT THE BRAKES. THE CAMRY DID NOT STOP AND INSTEAD QUICKLY ACCELERATED AND FISH TAILED OUT OF CONTROL. I FINALLY GAINED CONTROL OF THE STEERING BUT ENDED UP THREE LANES ACROSS FROM WHERE I WAS HIT AND INTO A GAS STATION HAVING TO DRIVE BETWEEN THE GAS PUMPS HOPING TO AVOID AN EXPLOSION. I HIT A PARKED CAR AT THE PUMP AND KEPT GOING ABOUT 5 TO 10 MORE FEET AND THE CAR FINALLY JUST STOPPED LIKE NOTHING HAPPEN. I COULD HAVE DIED TODAY! IT FELT LIKE I WAS DRIVING ON ICE OR LIKE SOMEONE FLOORED THE GAS PEDAL. I HAD NO CONTROL OF THE CAR. I DO KNOW FOR CERTAINTY I HAD MY FOOT ON THE BRAKE THE ENTIRE TIME ALL THIS WAS HAPPENING.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312177

Safety Research & Strategies  
Update Report: Toyota Sudden Unintended Acceleration: Appendix C

C-2000

Date of Incident: 20100219  
Vehicle: 2010 TOYOTA CAMRY  
Location of Incident: NAPLES, FL

**NHTSA Summary:**  
2010 TOYOTA CAMRY. GAS PEDAL IS TOO SENSITIVE; THE CAR LURCHES FORWARD WHEN YOU PLACE THE SLIGHTEST/LIGHTEST TOUCH ON THE PEDAL. I BROUGHT THE CAR TO THE TOYOTA DEALER AND WAS TOLD THAT OTHERS ARE REPORTING THE SAME PROBLEM, BUT THIS IS "NORMAL" FOR THE 2010 AND THERE IS NO KNOWN FIX. THE DEALER SAID THEY WOULD REPORT IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312850  
**Date of Incident:** 20100219  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** FAIRPORT, NY

**NHTSA Summary:**  
IDLE SPEED KICKED UP UNEXPECTEDLY AT A STOP LIGHT. THE ENGINE WAS CLOSE TO FULL OPERATING TEMPERATURE, ABOUT 1.5 MILES FROM HOME. THE AIR CONDITIONING WAS NOT ON. THE DEFROSTER WAS ALSO NOT ON, SO THERE WAS NO REASON FOR THE IDLE TO KICK UP. VEHICLE WAS STOPPED AT A LIGHT BEHIND ANOTHER VEHICLE AT AN INTERSECTION. IT LURCHED FORWARD, BUT WAS EASY TO HOLD BACK WITH THE BRAKE. I THEN PUT MY LEFT FOOT ON THE BRAKE AND RELEASED MY RIGHT FOOT TO BE SURE THAT BOTH BRAKE AND ACCELERATOR WERE NOT BEING PRESSED SIMULTANEOUSLY. THE HIGH IDLE CONTINUED, ABOUT 1100 RPM IN DRIVE. I THEN PUT THE VEHICLE IN NEUTRAL AND THE TACHOMETER READ 1300-1400 INITIALLY, THEN SLOWLY DROPPED TO ABOUT 1000. ONCE BACK IN DRIVE IT DROPPED TO ABOUT 800 RPM, WHICH IS NORMAL OPERATION. IT HAS NEVER DONE THIS BEFORE OR SINCE. THAT PARTICULAR INTERSECTION HAS POWER LINES AND/OR TRANSFORMERS THAT HAVE INTERFERRED WITH MY AM RADIO IN OTHER VEHICLES, BUT NOT THIS ONE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313298  
**Date of Incident:** 20100219  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** PHILADELPHIA, PA

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

**Additional Summary:**

**Toyota ID Number:**

**C-2001**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10313435  
**Date of Incident:** 20100219  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** PHOENIX, AZ

**NHTSA Summary:**  
3 TIMES IN THE PAST 5 DAYS (ONCE LAST FRIDAY 2/19 AND TWICE TODAY 2/23) MY 2005 TOYOTA SIENNA HAS LUNGED FORWARD WHILE DRIVING IN TRAFFIC AT 35 MPH. I DID NOT FEEL THE PEDAL MOVE UNDER MY FOOT. THE SURGE WAS MOMENTARILY, BUT HAD THERE BEEN ANYTHING CLOSE, I WOULD HAVE HIT IT. I DROVE IMMEDIATELY TO BELL TOYOTA, PHOENIX, AZ AND WAS TURNED AWAY AT THE SERVICE DEPT (IT IS NOT ON THE RECALL LIST AND THERE WAS NOTHING THEY COULD DO) THEY SUGGESTED I CALL TOYOTA. I CALLED TOYOTA, THEY SUGGESTED I GO TO A DEALERSHIP. I EMAILED TOYOTA CORP. THEY SUGGESTED I GO TO A DEALERSHIP. BELL RD TOYOTA OFFERED TO DO A DIAGNOSTIC CHECK FOR A \$108.00 FEE. I CALLED WRIGHT TOYOTA, SCOTTS DALE AND THEY AGREED TO DO A HEALTH INSP. FOR FREE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313692  
**Date of Incident:** 20100219  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA MATRIX. HE STATED THAT WHILE DRIVING 25 MPH THE VEHICLE ACCELERATED WITHOUT A WARNING WHEN HE APPLIED THE BRAKES AND HIT A TELEPHONE POLE. THE VEHICLE HAS FRONT END DAMAGE AND THERE WERE NO INJURIES. THERE IS NO POLICE REPORT AVAILABLE. THE VEHICLE WAS THEN TOWED TO AN AUTO BODY SHOP WHERE THEY ARE INVESTIGATING THE CAUSE OF THE ACCELERATION. THERE HAVE BEEN NO REPAIRS. THE FAILURE AND CURRENT MILEAGES WERE 42000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315819  
**Date of Incident:** 20100219  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** RESTON, VA

**NHTSA Summary:**  
PARKING CAR IN PARKING SPACE IN FRONT OF GARAGE, CAR SUDDENLY ACCELERATED RAMMING INTO AND THROUGH THE GARAGE DOOR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316116  
**Date of Incident:** 20100219  
**Vehicle:** 2010 LEXUS IS  
**Location of Incident:** PALOS VERDES ESTATES, CA

**NHTSA Summary:**  
THIS 2010 IS250 WAS PURCHASED NEW IN OCTOBER 2009 AND HAS APPROXIMATELY 3,300 MILES. ON FEB 19TH, 2010 DRIVER MADE A U-TURN AT LOW SPEED. AFTER THE COMPLETION OF THE TURN THE CAR STARTED AN UNCOMMANDED ACCELERATION, CAUSING IT TO SPIN TO THE RIGHT. THE CAR THEN JUMPED A CURB WITH THE WHEEL

**C-2002**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

STILL SPINNING AND THE BOTTOM RESTING ON THE CURB. PUSHING AND HOLDING THE START/STOP BUTTON IN THE CAR FINALLY CUT THE ENGINE. SIGNIFICANT DAMAGE TO THE UNDERSIDE AND LEFT REAR WHEEL OF THE CAR. THIS VEHICLE IS UNSAFE TO DRIVE AS UNCOMMANDED ACCELERATION COULD HAVE LED TO SERIOUS INJURIES OR DEATH. VEHICLE IS CURRENTLY LOCATED AT SOUTH BAY LEXUS IN TORRANCE, CA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316589  
**Date of Incident:** 20100219  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** SIMPSONVILLE, SC

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA AVALON. THE CONTACT WAS DRIVING UP AN INCLINE, APPROXIMATELY 25 MPH. THE VEHICLE BEGAN TO ACCELERATE BEYOND THE CRUISE CONTROL SET SPEED. THE DRIVER APPLIED PRESSURE TO THE BRAKES TO DISENGAGE THE CRUISE CONTROL. THE AUTHORIZED DEALER WAS NOTIFIED OF THE MALFUNCTION. THE VEHICLE HAS NOT BEEN REPAIRED AT THIS TIME. THE FAILURE MILEAGE WAS 59,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316705  
**Date of Incident:** 20100219  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE THE CONTACT WAS ATTEMPTING TO STOP THE VEHICLE TRAVELING AT A LOW SPEED, THE VEHICLE FELT AS IF IT WAS STILL ACCELERATING ONCE THE BRAKES WERE APPLIED. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE VEHICLE WAS PERFORMING NORMALLY. ONE DAY PRIOR TO THE RECENT FAILURE, THE CONTACT HAD TAKEN HER VEHICLE TO THE DEALERSHIP WHERE BOTH NHTSA RECALLS, 10V017000, AND 09V388000, VEHICLE SPEED CONTROL, ACCELERATOR PEDAL WERE PERFORMED ON HER VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 26600.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317874  
**Date of Incident:** 20100219  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** QUINCY, IL

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

**C-2003**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317892  
**Date of Incident:** 20100219  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** CAMP HILL, PA

**NHTSA Summary:**  
IN MARCH OF 2008 I HAD TWO OCCURRENCES OF UNINTENDED ACCELERATION WITH MY 2007 SIX CYLINDER TOYOTA RAV4. THE FIRST WAS VERY FRIGHTENING AS I WAS STOPPED AT A RED LIGHT. THE CAR SUDDENLY ACCELERATED AND PULLED ME THROUGH THE INTERSECTION WHILE MY FOOT WAS ON THE BRAKE. IF THERE HAD BEEN A CAR IN FRONT OF ME OR ONE COMING THROUGH THE INTERSECTION I WOULD HAVE CRASHED. SHORTLY AFTER THAT INCIDENT A MILDER LESS POWERFUL ACCELERATION EVENT HAPPENED. I BROUGHT THE CAR TO THE DEALER ON MARCH 26 08 AND AND THEY COULD NOT DUPLICATE THE PROBLEM OR GIVE A REASON FOR IT. THE TOLD ME TO BRING IT BACK IF THE PROBLEM REOCCURED. IT DID NOT HAPPEN AGAIN UNTIL 2/19/2010. AS IN THE FIRST TWO INCIDENTS, THE EVENT HAPPENED WHILE STOPPED AT A RED LIGHT WITH MY FOOT OFF THE GAS PEDAL. IN THIS CASE I QUICKLY SHUT OFF THE MOTOR, OR I WOULD HAVE HIT THE CAR IN FRONT OF ME. AS IN THE OTHER CASES AFTER I RESTARTED THE CAR THE PROBLEM WAS OVER. OUR OTHER CAR IS A CAMRY AND I HAVE NEVER HAVE NEVER HAD THIS PROBLEM WITH THAT CAR OR ANY OTHER CAR. I BROUGHT THE CAR BACK TO THE DEALER AND AGAIN NO REASON FOR THE EVENT WAS FOUND AND THERE WAS NO REMEDY OFFERED EXCEPT POSSIBLY A GAS PEDAL OVER RIDE IF ONE BECOMES AVAILABLE. AFTER THE LONG GAP IN TIME BETWEEN THE FIRST TWO EVENTS I THOUGHT MAYBE THEY WERE A FLUKE. NOW I WORRY THAT I MAY BE IN AN ACCIDENT OR HIT A PEDESTRIAN. I AM NO MECHANIC BUT I REALLY THINK THAT IT IS SOME SORT OF ELECTRONIC PROBLEM. THE CAR WAS STOPPED AND MY FOOT WAS OFF THE GAS PEDAL EACH TIME THE SUDDEN ACCELERATION HAPPENED

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318411  
**Date of Incident:** 20100219  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** PALENTINE, IL

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2004 TOYOTA SIENNA. WHILE THE CONTACT WAS ATTEMPTING TO PARK INTO A PARKING SPOT THE VEHICLE HAD SUDDENLY BEGAN TO ACCELERATE WITHOUT WARNING CAUSING THE CONTACT TO CRASH INTO A NEARBY GATE. NO ONE WAS INJURED AND A POLICE REPORT WAS NOT FILED. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE VEHICLE WAS OPERATING NORMALLY. THERE WERE NO PRIOR WARNINGS AND THE CURRENT AND FAILURE MILEAGES WERE 12500. BML

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318924  
**Date of Incident:** 20100219  
**Vehicle:** 2007 LEXUS IS250  
**Location of Incident:** WILMINGTON, NC

**C-2004**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

I OWN A LEXUS IS250, I PUSHED DOWN ON THE GAS PEDAL AND IT GOT STUCK. I RAMMED INTO A CAR AND HIT IT TWICE BEFORE THE CAR WOULD STOP. I HIT THE CAR ON THE SENSORY GOING 35 MILES PER HOUR AND MY AIR BAGS DIDNT DEPLOY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319133  
**Date of Incident:** 20100219  
**Vehicle:** 2010 TOYOTA TUNDRA  
**Location of Incident:** WHEATLAND, MO

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320103  
**Date of Incident:** 20100219  
**Vehicle:** 1998 LEXUS GS300  
**Location of Incident:** BASKING RIDGE, NJ

**NHTSA Summary:**

WHEN AT A STOP SIGN OR RED LIGHT, WITH MY FOOT ON THE BRAKE PEDAL, THE CAR ACCELERATES. I PRESS ON THE BRAKE PEDAL AND, USUALLY, THE ACCELERATION SLOWS DOWN. THIS HAPPENED 3 TIMES IN 2 DAYS AND THE THIRD TIME THE ACCELERATION DID NOT STOP, THE CAR REALLY ACCELERATED, I PRESSED ON THE BRAKE PEDAL AS HARD AS I COULD AND THE REAR TIRES WERE SMOKING SO I TURNED OFF THE KEY. THE DEALER HAD THE CAR FOR A WEEK AND COULD FIND NO PROBLEM. BEFORE I GOT THE CAR BACK INTO MY GARAGE, IT HAPPENED AGAIN BUT NOT TOO BADLY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326095  
**Date of Incident:** 20100219  
**Vehicle:** 2003 TOYOTA MATRIX  
**Location of Incident:** SANTA ROSA, CA

**NHTSA Summary:**

I HAVE A TOYOTA MATRIX 2003. ON FEBRUARY 19, 2010 I WAS DRIVING NORTH ON HIGHWAY 101 IN CALIFORNIA. I WAS DRIVING AT ABOUT 35 MPH MY DISTANCE FROM THE CAR IN FRONT OF ME WAS ABOUT 1/2 A BLOCK. SUDDENLY THE TRAFFIC SLOWED

C-2005

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DOWN AND I IMMEDIATELY STARTED SLOWING DOWN, BUT THE CAR WOULD NOT STOP AND IT FELT LIKE IT WAS ACCELERATING INSTEAD. I CRASH INTO THE CAR IN FRONT OF ME WITH SEVERAL DAMAGES TO MY CAR, TOTAL LOSS OF THE CAR IN FRONT OF ME AND WITH BODY INJURIES TO MYSELF. THIS IS NOT THE FIRST TIME IT HAPPENED ON A TOYOTA MATRIX IN 2006 I HAD ANOTHER ACCIDENT THAT PUT ME OUT OF WORK AND WITH PERMANENT DISABILITY PROBLEMS. BOTH INCIDENTS DUE TO SIMILAR CIRCUMSTANCES. I WILL LIKE TO DO FARTHER INVESTIGATION ON THIS ISSUE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313715/10314179  
**Date of Incident:** 20100220  
**Vehicle:** 2007 LEXUS IS250  
**Location of Incident:** ATLANTA, ROSWELL, GA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 LEXUS IS 250. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 5 MPH, THE ACCELERATOR PEDAL DEPRESSED ON ITS OWN, STUCK TO THE FLOOR BOARD, AND THE VEHICLE CRASHED INTO HER HOUSE THROUGH THE GARAGE WALL. THE ENGINE WAS REVVING EXCESSIVELY WHEN THE INCIDENT OCCURRED. THE VEHICLE LUNGED FORWARD AND THE BOTTOM OF THE VEHICLE WENT INTO THE HOUSE FIRST. THERE WERE NO INJURIES REPORTED AND NO POLICE REPORT WAS TAKEN. THE VEHICLE HAD NOT BEEN INSPECTED TO FIND OUT WHY THE FAILURE OCCURRED. SHE CALLED THE DEALER AND THE MANUFACTURER BUT RECEIVED NO ASSISTANCE. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE 18,778.

**Additional Summary:**

I was coming into the garage applying light pressure to gas pedal creeping in. Before I could get to middle of the garage, the pedal went down to the floor and I could hear the engine revving, very high. I tried to apply the brake, but it didn't feel like it stopped the car. It leapt off the ground. There were tire marks on the floor of the garage where the car just jumped and it crashed into the wall of my house and completely ruined my bathroom. Everything was ruined. Tiles were crushed. The car bounced back 2-1/2 feet, with the engine revving and I turned the car off. Two days later, when I went to retrieve the mileage for the insurance, I accidentally pushed the ignition button and it was still revving. It had nothing to do with the floor mats. My carpet mats were secured.

Vehicle was purchased in California. Incident occurred in Atlanta, GA.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312414  
**Date of Incident:** 20100220  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** ORION, IL

**NHTSA Summary:**

I WAS DRIVING UPHILL ON A SNOWY DRIVEWAY. THE VEHICLE BEGAN TO SPEED UP. I APPLIED THE BRAKES (WHICH CAUSED THE ABS TO PULSE VERY RAPIDLY), BUT THE CAR DID NOT SLOW DOWN. I SHIFTED INTO NEUTRAL AND THE ENGINE IMMEDIATELY REVVED TO A FAIRLY HIGH RPM. I TURNED OFF THE KEY AND RESTARTED THE VEHICLE WHICH NOW RAN NORMALLY. THIS RAV4 DOES NOT HAVE ANY OPTIONAL FLOOR MATS AND HAS ONLY 6000 MILES ON IT. THIS IS A 2008 RAV4 AND, AS SUCH, IS NOT INCLUDED IN THE CURRENT RECALL.

**Additional Summary:**

C-2006

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312394  
**Date of Incident:** 20100220  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** APPLETON, WI

**NHTSA Summary:**

I WAS TOLD MY 2009 RAV4 WAS NOT SUBJECT TO THE TOYOTA RECALL. YET I HAVE EXPERIENCED INVOLUNTARY ACCELERATION ON TWO OCCASIONS. BOTH TIMES I WAS SLOWING DOWN TO MAKE A LEFT HAND TURN, HAVING ALMOST SLOWED TO A STOP WHEN THE RPM'S ACCELERATED TO 5,000 - 6,000. THE FIRST TIME I WAS SLOWING DOWN FROM 30 MPH TO ABOUT 10 MPH WHEN THE CAR SPED FORWARD AS I WAS TURNING. I ALMOST HIT A SIGN ON A MEDIAN BUT WAS ABLE TO STOP THE CAR BY SLAMMING ON THE BRAKES. THIS WAS IN NOVEMBER 2009 OVER THREE MONTHS AFTER THE RAV4 WAS PURCHASED BUT BEFORE I KNEW ABOUT THE RECALL. I BROUGHT THE VEHICLE INTO THE KOLASSO TOYOTA DEALERSHIP FOR THE FIX A FEW WEEKS AGO. I WAS NOT TOLD MY CAR WAS NOT PART OF THE RECALL BUT WAS TOLD I WAS "ALL SET" FOR THE TIME BEING BUT THAT THERE MAY BE ADDITIONAL FIXES REQUIRED IN THE FUTURE THAT WERE STILL BEING EVALUATED. TODAY, THIS INVOLUNTARY ACCELERATION OCCURRED AGAIN. I HAD BEEN TRAVELING ON A TWO LANE HIGHWAY. SPEED LIMIT WAS 50 MPH. I HAD SLOWED DOWN, ALMOST TO A STOP IN PREPARATION TO TURN LEFT. THE CAR WAS GOING LESS THAN 10 MPH, MY FOOT WAS ON THE BRAKE PEDAL WHEN THE RPM'S SUDDENLY SHOT UP TO 5,000 - 6,000. I PRESSED DOWN ON THE BRAKE HARDER AND PUT THE CAR IN NEUTRAL TO STOP IT FROM PROPELLING FORWARD. IT TOOK MANY SOME TIME FOR THE ENGINE TO STOP REVING. THIS NEARLY CAUSED AN ACCIDENT INTO ONCOMING TRAFFIC. WHEN I CALLED TOYOTA ABOUT THIS, AS I WAS AFRAID TO CONTINUE DRIVING THE CAR, I LEARNED THAT MY CAR WAS NOT PART OF THE RECALL BECAUSE I HAD A DENSO GAS PEDAL. TOYOTA TRIED TO MINIMIZE THE INCIDENT AND INDICATED I COULD CONTINUE DRIVING IT TO A DEALERSHIP ABOUT 25 MILES AWAY. I REFUSED TO DO SO AND HAD THE VEHICLE TOWED AT MY DEALERS EXPENSE BACK TO MY CITY OF RESIDENCE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313470  
**Date of Incident:** 20100220  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** NASHVILLE, TN

**NHTSA Summary:**

MY CAR EXPERIENCED SUDDEN & STRONG ENGINE SURGING - THE PEDAL DID NOT SEEM TO BE INVOLVED. YET, REQUIRED DRIVING AT SLOW SPEEDS AND THE BRAKE HAD TO BE APPLIED VERY STRONGLY TO CONTROL THE SPEED. IT IS A 2009 CAMRY, BUT NOT ON THE TOYOTA RECALL LIST (THIS WAS CONFIRMED W/THE TOYOTA DEALERSHIP). THE TOYOTA DEALERSHIP COULD NOT REPLICATE THE PROBLEM, FOUND NO INDICATION OF IT IN THE COMPUTER/ELECTRONIC LOGS IN THE CAR. THEY HAD THEIR SERVICE MANAGER & QUALITY CONTROL MANAGERS CHECK IT. NO ONE CAN IDENTIFY THE PROBLEM. YET, IT WAS REAL AND QUITE FRIGHTENING. I AM CONCERNED AND BELIEVE THAT THERE ARE PROBLEMS OTHER THAN THE GAS PEDAL ISSUE CURRENTLY BEING INVESTIGATED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313462  
**Date of Incident:** 20100220

C-2007

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** BURR RIDGE, IL

**NHTSA Summary:**

I HAVE THE INFAMOUS ES330 HESITATION PROBLEM WHICH IS PART OF THE SUB-STANDARD OPERATING PARAMETERS OF THE CAR. WHEN PURCHASED FROM THE DEALER NEW IN 2005, I WAS ADVISED AFTER TAKING THE CAR BACK SEVERAL TIMES, THAT UPDATING ECC MODULE PROBABLY WOULD NOT FIX THE PROBLEM AND IT DIDN'ET. THE DEALERSHIP WAS VERY AWARE AND BLAMED THE LAG ON TOYOTA'S "DRIVE BY WIRE" DESIGN USED ON THIS CAR. FURTHER, THEY SAID LEXUS NEW ABOUT AND PROBABLY WOULD'NET CORRECT THE PROBLEM UNTIL THE NEXT MODEL YEAR. THE HESITATION IS ESPECIALLY APPARENT WHEN PULLING AWAY FROM A FULL STOP OR WHEN POWER IS REQUIRED TO MERGE INTO TRAFFIC. TO COMPENSATE, THE DRIVER HAS TO KEEP PUSHING DOWN ON THE GAS UNTIL THE CAR DECIDES TO ACCELERATE -- THEN THE DRIVER HAS TO QUICKLY EASE UP ON THE GAS TO KEEP THE CAR FROM OVER ACCELERATING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316361  
**Date of Incident:** 20100220  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** VIRGINIA BEACH, VA

**NHTSA Summary:**

2007 TOYOTA TACOMA - SUDDENLY ACCELERATED WHEN APPROACHING A TRAFFIC LIGHT. WOULD NOT STOP WHEN BRAKES WERE APPLIED. AFTER PUTTING TRUCK INTO NEUTRAL, BRAKES BEGAN TO SLOW THE TRUCK ENOUGH TO WHERE THE DRIVER WAS ABLE TO PUT THE TRUCK INTO PARK AND TURN THE TRUCK OFF. TRUCK STOPPED BEFORE INTERSECTION; THANKFULLY NO ACCIDENT OR INJURIES OCCURED. IMMEDIATELY CALLED TOYOTA DEALERSHIP WHERE TRUCK WAS PURCHASED NEW IN 2007. SINCE IT WAS A SATURDAY AFTERNOON (FEB 20, 2010, ABOUT 5PM), WE WERE ADVISED TO BRING TRUCK TO THE SERVICE DEPT ON MONDAY MORNING. TRUCK WAS INSPECTED BY SERVICE MECHANICS ON MON, FEB 22, 2010. NO PROBLEMS WERE FOUND. THE MECHANIC "ROAD TESTED THE TRUCK, COULD NOT DUPLICATE ANY THROTTLE PROBLEMS. ALL SCAN TOOL DATA IS NORMAL. ALL THROTTLE VALUES ARE NORMAL. FOUND NOTHING STICKING OR BINDING. NO FAULT CODES CURRENT OR PENDING. NO TSB FOUND. CARPET MATS ARE SECURE ON THEIR CLIPS. FOUND NO PROBLEMS WITH THE PEDAL." WE ARE STILL DRIVING THE VEHICLE BECAUSE WE HAVE NO OTHER ALTERNATIVE. TOYOTA WILL NOT INVESTIGATE FURTHER INTO THE PROBLEM SINCE THERE IS NO ACTIVE RECALL NOTICE ON THE TACOMAS FOR SUDDEN ACCELERATION. THIS IS THE FIRST TIME THE PROBLEM OCCURED. IT HAS NOT OCCURED AGAIN SINCE FEB 20. NOTHING WAS DONE TO CORRECT THE PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316142  
**Date of Incident:** 20100220  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** ASH GROVE, MO

**NHTSA Summary:**

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

C-2008

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316804  
**Date of Incident:** 20100220  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** CHESTER, VA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317088  
**Date of Incident:** 20100220  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** NATCHITOCHE, LA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA MATRIX. THE CONTACT STATED THAT THEY NEVER HAD AN ACCELERATION PROBLEM UNTIL AFTER HAVING THE VEHICLE REPAIRED. WHILE PULLING OUT OF A PARKING SPACE, AND DRIVING 10 MPH, THE VEHICLE JERKED FORWARD AND THEN SETTLED DOWN. THE RPM JUMPED UP AND THEN WENT BACK DOWN. THE FAILURE MILEAGE WAS 28213 AND THE CURRENT MILEAGE WAS 28500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317804  
**Date of Incident:** 20100220  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** NEWARK, NJ

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE STOPPED AT A STOP SIGN THE VEHICLE RPM WENT UP TO 3,000 SHE HAD TO PARK THE VEHICLE FOR A WHILE FOR IT TO SLOW DOWN. SHE HAD EXPERIENCED THESE FAILURE SEVERAL TIMES. THE CONTACT STATED THAT A FEW WEEKS AFTER SHE PURCHASED THE VEHICLE SHE NOTICED THE BRAKES WERE SLOW TO RESPOND WHEN SHE DROVE 35 MPH OVER SPEED BUMPS OR ANY HOLES. SHE TOOK THE VEHICLE TO THE DEALER TWICE. THE DEALER STATED THE VEHICLE HAD BEEN TEST DRIVEN AND THEY COULD NOT DUPLICATE THE FAILURES. THE FAILURE MILEAGE WAS 10,000 AND THE CURRENT MILEAGE WAS 12,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319131  
**Date of Incident:** 20100220  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** ASTON, PA

**NHTSA Summary:**

C-2009

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

APPROACHING A TRAFFIC LIGHT, APPROXIMATELY 10-15 MPH, WITH THE BRAKE APPLIED, THE ENGINE OF MY 2008 RAV4 (VIN JTM BK31V786041720) ACCELERATED FOR 3-4 SECONDS. BECAUSE MY FOOT WAS ALREADY ON THE BRAKE PEDAL, I WAS ABLE TO KEEP THE VEHICLE UNDER CONTROL DURING THE UNINTENDED ACCELERATION. THIS HAS OCCURRED ONLY ONCE, 3 WEEKS AGO. AFTER TAKING THE RAV4 TO THE LOCAL TOYOTA DEALER, THE DEALER FOUND NO COMPUTER CODES STORED, TEST DROVE THE VEHICLE, BUT WAS UNABLE TO DUPLICATE THE ACCELERATION CONDITION. THE VEHICLE WAS NOT COVERED BY ANY OF THE EXISTING ACCELERATION RECALLS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320418  
**Date of Incident:** 20100220  
**Vehicle:** 2009 TOYOTA TUNDRA  
**Location of Incident:** AIKEN, SC

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322149  
**Date of Incident:** 20100220  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ARLINGTON, MA

**NHTSA Summary:**  
MY 2007 TOYOTA CAMRY ACCELERATED ON ITS OWN. BRAKES WERE APPLIED AND IT WOULD NOT STOP MY CAR. I THEN STRUCK THE CAR AHEAD OF ME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322225  
**Date of Incident:** 20100220  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** IRVING, TX

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324100

C-2010

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100220  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** SMYRNA, GA

**NHTSA Summary:**  
ON DECEMBER 31, 2008, I PURCHASED A NEW 2009 TOYOTA CAMRY SE FROM MARIETTA TOYOTA. THE CAR HAS A PERSISTENT HESITATION PROBLEM WHICH MAKES THE CAR UNSAFE IN MANY SITUATIONS. I HAD AN INCIDENT AROUND FEBRUARY 20, 2010 WHERE THE HESITATION PROBLEM ALMOST CAUSED AN ACCIDENT. I WAS PULLING INTO TRAFFIC ON SOUTH COBB DRIVE FROM A GROCERY STORE PARKING LOT. TRAFFIC FLOW DEMANDED THAT I MERGE INTO TRAFFIC BRISKLY WITHOUT DELAY - SOMETHING I EXPECT TO BE ABLE TO DO WITH A \$30,000 V6 TOYOTA CAMRY. I GAVE THE CAR GAS AND IT HESITATED HORRIBLY. THE ENGINE DIED DOWN THEN FINALLY WENT WITH SUCH FORCE THAT THE CAR VIBRATED VIOLENTLY AS THE FRONT WHEELS SPUN OUT. THE CAR WOULD NOT GO. AS TRAFFIC APPROACHED I WAS SCARED AND REALLY APPRECIATIVE OF THE DRIVERS WHO SLOWED DOWN. I HAVE BROUGHT THE CAR TO THE DEALERSHIP AND REPORTED THE PROBLEM THREE TIMES. THE FIRST TIME I WAS TOLD THAT THIS IS THE WAY THE CAR WORKS AND THAT I WOULD GET USED TO IT. AFTER DRIVING THE CAR FOR OVER A YEAR AND JUST OVER 20,000 MILES, I AM ABSOLUTELY NOT USED TO IT. THE SECOND TIME I BROUGHT THE CAR TO THE SERVICE DEPARTMENT AT MARIETTA TOYOTA THEY DID SOMETHING TO THE COMPUTER SOFTWARE. THIS DID NOTHING TO IMPROVE THE CAR'S PERFORMANCE. ON MY THIRD VISIT I SPOKE WITH A REPRESENTATIVE IN THE SERVICE DEPARTMENT. HE WAS VERY POLITE AND HONEST. REPRESENTATIVE TOLD ME THAT IN HIS OPINION (HE STATED MANY TIMES MAKING SURE THAT I UNDERSTOOD THAT THIS WAS HIS OPINION) TOYOTA MADE A MISTAKE IN HOW THEY DESIGNED THE TRANSMISSION AND COMPUTER SOFTWARE. REPRESENTATIVE EXPLAINED TO ME THAT TOYOTA TRIED TO MAKE THE TRANSMISSION STAY IN THE HIGHEST GEAR POSSIBLE AT ALL TIMES TO SAVE GAS AND THAT WHEN THE ACCELERATOR WAS PRESSED THE COMPUTER TOOK A FEW MOMENTS TO DETERMINE WHICH GEAR IT SHOULD DOWNSHIFT TO. HE SAID THAT HE HAD MANY PEOPLE (40 TO 50 PER WEEK) COMPLAIN ABOUT THE SAME THING I WAS COMPLAINING ABOUT. HE SAID HE THOUGHT IT WAS A DEFINITE PROBLEM WITH THE CAR AND THAT THERE WAS NOTHING THAT COULD BE DONE. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336754  
**Date of Incident:** 20100220  
**Vehicle:** 2009 LEXUS IS250  
**Location of Incident:** CONCORD, MA

**NHTSA Summary:**  
I WAS PULLING INTO A PARKING SPACE. THERE WAS A CAR PARKED TO MY LEFT. I WAS DRIVING SLOWLY TO BE SURE I DIDN'T OVERLAP INTO A HANDICAP SPACE ON MY RIGHT. DESPITE MY CARE THE CAR SUDDENLY AND INDEPENDENTLY ACCELERATED FORWARD AND STRUCK A BUILDING. MY CAR IS A 2009 LEXUS IS250 AND WAS ABOUT 6 MONTHS OLD AT THE TIME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312692  
**Date of Incident:** 20100221  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** LAKE WORTH, FL

C-2011

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
I WAS DRIVING ALONG I 95 IN FLA. WHEN MY CAR ACCELERATED WITH OUT WARNING TO A SPEED GREATER THAN THE LAW ALLOWED I IMMEDIATELY APPLIED MY BRAKES AND THE CAR WOULD NOT STOP I WORKED MY WAY OVER TO THE LEFT LANE AND DROVE ONTO THE SHOULDER AGAINST THE CONCRETE RETAINING WALL, APPLYING MY BRAKES IN THIS PROCESS I PUT THE CAR IN NEUTRAL AND IT STILL CONTINUED AT A FAST PACE, APPLYING MY BRAKES, AND BRUSHING ALONG THE RETAINING WALL, THUS SLOWING THE CAR TO A STOP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312819  
**Date of Incident:** 20100221  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** RIVA, MD

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2002 TOYOTA RAV4. THE CONTACT WAS DRIVING APPROXIMATELY BETWEEN 35-45 MPH ON NORMAL ROAD CONDITIONS, PROCEEDING TO A TRAFFIC STOP SIGNAL. THE ENGINE REVVED EXCESSIVELY HIGH. THE TRANSMISSION EXHIBITED A HARSH SHIFT AS A RESULT OF AN UNEXPECTED ACCELERATION. THE DRIVER WAS ABLE TO CONTINUE IN OPERATION WITH CAUTION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR DIAGNOSTIC TESTING. THE FAILURE WAS CONTRIBUTED TO THE ENGINE CONTROL MODULE (ECM). THE VEHICLE VEHICLE HAS NOT BEEN REPAIRED AT THIS TIME. THE FAILURE MILEAGE WAS 104,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313655  
**Date of Incident:** 20100221  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** GRANGER, IN

**NHTSA Summary:**  
LETTER TO TOYOTA 02/24/10 IVE HAD INTERMITTENT ISSUES WITH MY 2006 TOYOTA COROLLA ACCELERATING UNEXPECTEDLY. MY DEALER SAID THERE'S NO PROBLEM, BUT AFTER EXPERIENCING A LIFE-THREATENING SPINOUT ON THE HIGHWAY LAST WEEKEND (THE 4TH SUCH INCIDENCE), I'M FRIGHTENED TO DRIVE THIS CAR. IT KEEPS GETTING BANGED UP FROM THESE PROBLEMS AND MY INSURANCE RATES ARE GOING SKY-HIGH. BUT MORE SERIOUSLY, I DRIVE 36,000+ MILES PER YEAR, WHICH MEANS THAT MY EXPOSURE TO RISK IS GREATER THAN MOST DRIVERS. WHAT THE HELL AM I SUPPOSED TO DO? WILL YOU COMPENSATE MY DAUGHTER IF I DIE AS A RESULT OF YOUR PARTS FAILING WHEN THEY ARE USED AS INTENDED? I'VE CONTACTED THE NATIONAL HIGHWAY SAFETY BOARD AND THE INDIANA STATE POLICE HAVE RECORDED SUNDAY NIGHT'S INCIDENT. IRONICALLY, I WAS COMING BACK FROM CHICAGO WHERE I HAD HELPED MY EX-WIFE TO PURCHASE A 2008 TOYOTA COROLLA. I'M ALSO WORRIED ABOUT RISKS TO HER LIFE, AND MY DAUGHTER'S, BUT SHE TRUSTS YOUR REPUTATION MORE THAN MY ADVICE. THANKFULLY FOR ME, I HAD JUST HAD MY BRAKES REPLACED AND TIRES ROTATED BY MY LOCAL TOYOTA DEALER LAST WEEK. HAD THAT NOT HAPPENED, I WOULD BE DEAD TODAY FROM THE SPINOUT OFF THE HIGHWAY ON SUNDAY, BECAUSE WITHOUT GOOD BRAKES, I WOULD HAVE VEERED INTO ONCOMING TRAFFIC AND NOT BEEN ABLE TO PULL THE CAR AWAY TO THE OTHER SIDE. I DO NOT RECALL HITTING ANYTHING. BUT STRANGELY, NOW THERE ARE 2 DENTS ON THE DRIVER'S SIDE REAR OF THE CAR AND THE TRUNK FAILS TO LATCH PROPERLY. IT'S AS IF THE METAL BODY OF THE CAR WAS PULLED SO FAST THAT IT BENT. THERE ARE NO POSTS OR TREES IN THE

C-2012

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AREA THAT I COULD HAVE HIT, AND I CAME BACK THE NEXT DAY IN DAYLIGHT TO PHOTOGRAPH THE SCENE. I HAVE NO IDEA HOW THE DENTS GOT ON THE CAR, STRAIN?  
\*\* INXBR32E46Z688297

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316058  
**Date of Incident:** 20100221  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** NEWTON, MA

**NHTSA Summary:**  
BACKING INTO PARKING SPACE IN FRONT OF BACK PORCH ABOUT 8 FEET FROM PORCH CAR SUDDENLY ACCELERATED IN REVERSE CAUSING DAMAGE TO CAR AND PORCH  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316163  
**Date of Incident:** 20100221  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** WESLEY CHAPEL, FL

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318972  
**Date of Incident:** 20100221  
**Vehicle:** 2003 TOYOTA TUNDRA  
**Location of Incident:** PAYSON, AZ

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2003 TOYOTA TUNDRA. WHILE DRIVING AT 60 MPH WHEN ON A RAINY DAY AND GOING UP A HILL WHEN THE VEHICLE STARTED TO ACCELERATE IN ITS OWN, LOST CONTROL AND LAUNCHED HIM OFF THE ROAD. IT THEN ROLLED ABOUT 2 TIMES AND THERE WERE MINOR INJURIES TO THE PASSENGERS ANKLE. THE VEHICLE WAS DESTROYED AND WAS TOWED.THERE IS A POLICE REPORT AVAILABLE. THERE WERE NO REPAIRS DONE TO THE VEHICLE. THE FAILURE AND CURRENT MILEAGE WAS 119000.CV  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320496  
**Date of Incident:** 20100221  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** WORCESTER, MA

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE COASTING AT APPROXIMATELY 5 MPH IN A PARKING LOT, FOOT WAS NOT APPLIED TO EITHER PEDAL. SUDDENLY THE  
**C-2013**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ENGINE REVVED UP ON IT'S OWN. THE DRIVER INSTINCTIVELY PLACED THE VEHICLE IN NEUTRAL AND SLAMMED ON THE BRAKE AND HELD IT DOWN, WHICH ENABLED THE VEHICLE TO STOP. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER, BUT IT WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 19200. THE CURRENT MILEAGE WAS 19225 -TS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319822  
**Date of Incident:** 20100221  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** GARDEN CITY, NY

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323097  
**Date of Incident:** 20100221  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LEVITTOWN, PA

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313058  
**Date of Incident:** 20100222  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** IRELAND, WV

**NHTSA Summary:**  
DRIVING IN TOWN BETWEEN STOP LIGHTS WHEN CAR ACCELERATED ON ITS OWN. STEERED RIGHT HITTING BANK BUILDING TO AVOID HITTING CAR AND GOING INTO INTERSECTION.  
**Additional Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**C-2014**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313036  
**Date of Incident:** 20100222  
**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**  
I WAS PARKED IN THE PARKING LOT OF MY CHILDREN'S SCHOOL. THE CAR NEXT TO ME NEEDED TO BACK OUT SO I WAS MOVING MY CAR FORWARD A LITTLE TO GET OUT OF THEIR WAY. WHEN I PUT THE CAR IN DRIVE IT STARTED ACCELERATING BUT MY FOOT WAS ON THE BRAKE. I TURNED THE WHEEL TO MISS THE BLOCK WALL IN FRONT OF ME. THE CAR HAD JUMPED THE CURB AND WAS UP IN THE LANDSCAPE AREA. IT WAS CONTINUING TO ACCELERATE AND I WAS PUMPING THE BRAKE AND TRYING TO NOT HIT ANYTHING. I WAS TRYING TO PUT IT IN NEUTRAL SO THAT IT WOULD STOP BUT BY THEN THE CAR WAS DOWN IN THE OTHER SIDE OF THE PARKING LOT AND HEADED TOWARD A THREE FOOT CLIFF. MY YOUNGEST SON WAS IN THE CAR AND NOT BUCKLED INTO HIS SEAT SO I WAS PARKING TRYING TO GET IT TO STOP. I PUT IT INTO PARK AND IT MAKE A WEIRD RATTLE NOISE AND THEN STOPPED VERY SUDDENLY. I LOOKED DOWN AT MY FEET IMMEDIATELY TO MAKE SURE THAT I WAS NOT ACCIDENTALLY PRESSING THE GAS BUT MY FOOT WAS STILL ON THE BRAKE. I WAS LATE TO PICK MY CHILDREN UP FROM SCHOOL. THANKFULLY, BECAUSE 10 MINUTES EARLIER THE PARKING LOT WOULD HAVE BEEN FULL OF CHILDREN. I TOWED MY CAR INTO TOYOTA AND THEY ARE LOOKING AT IT BUT SAID THAT MY VEHICLE IS NOT PART OF THE RECALL.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312976  
**Date of Incident:** 20100222  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** NEW LENOX, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE DRIVING 60 MPH WITH THE VEHICLE SPEED CONTROL ON, THE VEHICLE ACCELERATED WITHOUT WARNING. THE CONTACT HAD TO SHIFT INTO NEUTRAL GEAR IN ORDER TO SLOW THE VEHICLE DOWN. THE VEHICLE WILL BE TAKEN TO THE DEALER TODAY. THE FAILURE MILEAGE WAS 23,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313774  
**Date of Incident:** 20100222  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** GRASS VALLEY, CA

**NHTSA Summary:**  
CAR WAS BEING PARKED WHEN IT SUDDENLY WENT TO MAX ACCELERATION JUMPING THE CURB. THE CARS FORWARD ACCELERATION WAS STOPPED BY LARGE DECORATIVE ROCK IN THE PARKING MEDIAN STRIP. CAR ENDED UP RESTING ON THE ROCK. CAR WAS TURNED OFF BY KEY. THIS IS THE ONLY OCCURANCE OF THIS SURGE ACCELERATION THE CAR HAS EXHIBITED TO DATE. CAR IS CUURENTLY AT AUTOMOTIVE SHOP FOR INSPECTION AND REPAIRS. CAR HAS SIGNIFICANT DRIVE SHAFT AND UNDERCARRIAGE DAMAGE, BUT WAS DRIVABLE TO NEARBY AUTOSHOP AFTER BEING JACKED OFF ROCK BY TOW TRUCK.  
**C-2015**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314722  
**Date of Incident:** 20100222  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** PRINEVILLE, OR

**NHTSA Summary:**  
MY WIFE AND I HAVE BOTH EXPERIENCED UNINTENDED ACCELERATION WHILE OUR 2006 TOYOTA RAV4 WAS OPERATING WITH CRUISE CONTROL ENGAGED OR WHILE RE-ENGAGING CRUISE CONTROL AFTER SLOWING FOR TRAFFIC. IN EACH CASE, THE VEHICLE ACCELERATED WELL BEYOND THE CRUISE CONTROL SET POINT (TYPICALLY 55 MPH). THIS ACCELERATION OCCURRED ON FLAT ROADS, NO ICE OR WATER ON THE ROAD. THE ENGINE WAS FULLY WARMED UP, AND THE VEHICLE HAD BEEN SERVICED ON A REGULAR BASIS AT PRESCRIBED INTERVALS BY OUR LOCAL TOYOTA DEALER. THIS UNINTENDED ACCELERATION HAS OCCURRED 5 OR 6 TIMES OVER THE LIFE OF THE VEHICLE. THE MOST RECENT OCCURRENCE WAS FEBRUARY 22, 2010 WHEN I RE-ENGAGED THE CRUISE CONTROL FROM A SPEED OF 50 MPH TO THE PREVIOUS SET POINT OF 55 MPH. THE VEHICLE ACCELERATED TO 65 MPH AND WAS STILL GAINING SPEED WHEN I DISENGAGED THE CRUISE CONTROL. FORTUNATELY, THE VEHICLE RESPONDED TO TURNING OFF THE CRUISE CONTROL. THE BRAKES FUNCTIONED NORMALLY, AND I WAS ABLE TO AVOID HITTING THE VEHICLE AHEAD OF ME ON THE HIGHWAY. THIS VEHICLE IS NOT INVOLVED IN ANY OF THE CURRENT TOYOTA RECALLS, AND OUR LOCAL TOYOTA DEALER DOES NOT TAKE OUR REPORTS OF UNINTENDED ACCELERATION SERIOUSLY. THEREFORE, NO ACTION HAS BEEN TAKEN TO CORRECT THE FAILURE(S) AND NO PARTS HAVE BEEN REPLACED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315161  
**Date of Incident:** 20100222  
**Vehicle:** 2010 TOYOTA 4RUNNER  
**Location of Incident:** LANCASTER, CA

**NHTSA Summary:**  
FEBRUARY 22, 2010, MY 2010 TOYOTA 4RUNNER ACCELERATED FIERCELY, MY HEAD WAS SLAMMED INTO THE HEADREST. I WAS AT AN INTERSECTION AT THE CROSSWALK, IF A PERSON HAD BEEN IN THE CROSSWALK I WOULD HAVE KILLED THEM. THE CAR WENT BACK TO NORMAL AS SUDDENLY AS IT ACCELERATED. TERRIFYING! MY HEAD STILL ACHES. TOOK CAR TO DEALER AND REPORTED INCIDENT. THE MANAGER TOOK A FLASH LIGHT AND LOOKED AT THE GAS PEDAL AND FLOOR MAT AND SAID "IT SEEMS TO BE OKAY YOU HAVE THE ??? NEW PEDAL, BUT OUR MECHANIC CAN CHECK IT OUT IF YOU LIKE." LEFT CAR AT DEALERSHIP AND RECEIVED A CALL LATER THAT DAY THAT MY CAR WAS READY AND THE MASTER MECHANIC WAS NOT ABLE TO DUPLICATE MY ISSUE AND I CAN PICK UP MY CAR. SENT EMAILS TO TOYOTA CORPORATE, RECEIVED A CALL FROM PETER, SENIOR REP AND HE SAID I COULD GET A SECOND OPINION AT ANOTHER DEALER. I EXPLAINED I COULD HAVE KILLED SOMEONE WHEN MY CAR ACCELERATED THROUGH THE CROSSWALK. HE ENDED THE CONVERSATION BY SAYING SOMEONE FROM MY LOCAL DEALERSHIP WOULD PICK UP THE CAR AND CHECK IT OUT AGAIN. FEBRUARY 25TH A MANAGER FROM TOYOTA CAME TO MY HOME AND PICKED UP MY CAR TO RUN MORE TESTS. MARCH 1, 2010, MY CAR REMAINS AT THE DEALERSHIP. THE 2010 TOYOTA 4RUNNER SHOULD BE ON THE RECALL LIST.  
**Additional Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**C-2016**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316852  
**Date of Incident:** 20100222  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** REIDSVILLE, NC

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316989  
**Date of Incident:** 20100222  
**Vehicle:** 2008 TOYOTA CAMRY HV  
**Location of Incident:** NASHUA, NH

**NHTSA Summary:**  
MY CAR ACCELERATED FOR ABOUT 2 SECONDS. I HAVE A CAMRY HYBRID WHICH WAS NOT RECALLED BUT FIXED ANYWAY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316969  
**Date of Incident:** 20100222  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** BRADLEY BEACH, NJ

**NHTSA Summary:**  
TOYOTA/RAV4 YEAR 2010 ON FEB22 2010 ACCELERATION . ON FEB 24TH IN TO TOYOTA FOR THE RECALL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318322  
**Date of Incident:** 20100222  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** SANTA MARIA, CA

**NHTSA Summary:**  
I WAS DRIVING FROM SANTA MARIA TO MY JOB IN LOMPOC CALIFORNIA WHEN MY ACCELERATOR JUMPED AND SPEEDED UP TO 85MPH I APPLIED MY BRAKES BUT NOTHING SEEMS TO WORK I LOST CONTROL OF MY VEHICLE AND I STARTED SPINNING AND RIGHT BEFORE THE CAR WAS ABOUT TO GO OFF THE FREEWAY I MANAGED TO GET CONTROL OF THE CAR BACK AND COME TO A STOP. I WAS TERRIFIED I THOUGHT I WAS GOING TO DIE. IT WAS UPSETTING TO SEE HOW MY ACCELERATOR JUST WAS OUT OF CONTROL. I

C-2017

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WAS SO AFRAID AFTER THE ACCIDENT THAT I TOOK MY CAR TO THE TOYOTA DEALERSHIP WHERE THEY CHECKED IT AND THE MECHANICS COUDN'T FIND ANY PROBLEMS. I DON'T TRUST MY CAR'S ACCELERATOR ANYMORE AFTER THAT HORRIFYING INCIDENT I THINK TOYOTA SHOULD DO SOMETHING TO SOLVE THIS HUGE LIFE THREATENING PROBLEM I COULD HAVE LOST MY LIFE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320009  
**Date of Incident:** 20100222  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** YORKTOWN HEIGHTS, NY

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321029  
**Date of Incident:** 20100222  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** BRIGHTON, MA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319773  
**Date of Incident:** 20100222  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** LEHIGH ACRES, FL

**NHTSA Summary:**  
2008 TOYOTA PRIUS, YEAR NOT SPECIFIED. CONSUMER STATES SUDDEN ACCELERATION. \*TGW THE CONSUMER PUT THE GEAR INTO REVERSE, WITH HER FOOT ON THE BRAKE, WHEN SUDDENLY THE VEHICLE ACCELERATED. SHE KEPT HER FOOT ON THE BRAKE AND PUT THE GEAR INTO PARK AND TURNED THE ENGINE OFF.

C-2018

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322197  
**Date of Incident:** 20100222  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** SPRING HILL, FL

**NHTSA Summary:**  
WHILE DRIVING MY 2007 TOYOTA TACOMA X-RUNNER PICKUP IT ACCELERATED WITHOUT DRIVER INPUT. I SHIFTED INTO NEUTRAL GEAR AND VEHICLE'S ENGINE REVVED TO AN EXCESSIVE NUMBER OF REVOLUTIONS PER MINUTE, FOR APPROXIMATELY 5 TO 6 SECONDS. I CONFIRMED NOTHING WAS HOLDING THE ACCELERATOR PEDAL DOWN. THE ENGINE'S REVOLUTIONS PER MINUTE WAS EXCESSIVE TO THE EXTENT, I FEARED THE ENGINE WOULD FAIL. THE UNCONTROLLED ENGINE REVOLUTION ENDED ON IT'S OWN. MY LOCAL TOYOTA DEALER STATED THERE IS AN ELECTRONIC CHIP INSTALLED TO LIMIT EXCESSIVE ENGINE REVOLUTION, PRIOR TO CAUSING ANY DAMAGE. FURTHER, THAT NONE OF THE PRESENT "GOVERNMENT RECALLS," APPLY TO THE ABOVE VEHICLE. THIS OCCURRENCE OCCURRED ONCE AND HAS NOT BEEN REPEATED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10312963  
**Date of Incident:** 20100223  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** BRISTOL, CT

**NHTSA Summary:**  
I WOULD LIKE TO ADD MY NAME TO THE LIST OF PEOPLE WHO HAVE TOYOTA'S WITH ACCELERATION ISSUES. I OWN A 2008 TOYOTA TACOMA. I MADE A COMPLAINT WITH TOYOTA SHORTLY AFTER PURCHASING THE VEHICLE THAT I HAVE FELT, ON MANY OCCASIONS, WHILE STOPPED, A SUDDEN SURGE FORWARD. AT TIMES, IT FEELS AS THOUGH I WAS BUMPED FROM BEHIND. TOYOTA TOLD ME THAT IT WAS A RESULT OF THE AIR CONDITIONER COMPRESSOR KICKING ON. THE PROBLEM IS THAT ABOUT 90% OF THE TIME, MY A/C WAS NOT ON. I WAS LUCKY ENOUGH THAT THE ONLY TIMES I HAVE FELT THIS WAS WHILE STOPPED WITH MY FOOT ON THE BRAKE. THERE HAS NEVER BEEN AN ACCIDENT DUE TO THIS WITH MY VEHICLE. MY COMPLAINT IS LISTED ON THEIR SERVICE RECORD OD MY VEHICLE. I WILL SIMPLY PUT THAT DATE OF INCIDENT AS TODAY'S DATE, AS THIS PARTICULAR SURGE HAS HAPPENED SO MANY TIMES. I HAVE FLOOR MATS THAT DO NOT SLIDE FORWARD, MY PEDAL IS NOT ON THE RECALL LIST, AND I DO NOT DRIVE WITH BOTH FEET. I FEEL THAT THE ISSUE HAS SOMETHING TO DO WITH THEIR FUEL DELIVERY SYSTEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313008  
**Date of Incident:** 20100223  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** CALEDONIA, MS

**NHTSA Summary:**  
I'VE OWNED A 2005 TOYOTA HIGHLANDER SINCE NEW. ONCE IN A WHILE THIS CONDITION WOULD OCCUR, NOW IT IS ALL THE TIME. IT JUST TURNED OVER 80K MILES. I HAVE NOT BEEN NOTIFIED OF ANY RECALLS, NOT EVEN TOYOTA NO. 60F. WHEN YOU ARE

C-2019

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

COMING TO A STOP, AT NORMAL SPEEDS, NORMAL BRAKING PEDAL PRESSURE, JUST BEFORE THE VEHICLE STOPS, IT LAUNCHES FORWARD WITH YOUR FOOT PRESSURE ON THE BRAKE PEDAL. WHEN YOU APPLY MORE PRESSURE AS IF THERE WAS AN EMERGENCY, IT IS WORSE. MY WIFE AND I HAVE LEARNED TO COMPENSATE BY COASTING THEN STOPPING. I EMAILED TOYOTA.COM ABOUT THIS TWICE, NO ANSWERS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313856  
**Date of Incident:** 20100223  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** FREMONT, CA

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2002 TOYOTA CAMRY. WHILE DRIVING 38 MPH THE VEHICLE SURGED AND ACCELERATED GOING INTO TRAFFIC AS SHE DEPRESSED THE BRAKES PEDAL, THE VEHICLE WOULD NOT SLOW DOWN. SHE SHUT THE ENGINE OFF IMMEDIATELY AFTER SHE MADE A RIGHT TURN. THE VEHICLE WAS DRIVEN SLOWLY BACK TO HER HOME. SHE CALLED THE DEALER INFORMING THEM OF WHAT HAPPENED AND REQUESTED THAT THEY HAVE THE VEHICLE TOWED TO A REPAIR FACILITY. THE DEALER TOLD HER SHE WOULD HAVE TO PAY FOR A DIAGNOSTIC TEST. THE TOYOTA MANUFACTURER WAS DIFFICULT TO REACH WHEN SHE CALLED THEM. THE FAILURE MILEAGE WAS 32,3000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314524  
**Date of Incident:** 20100223  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** FORT WORTH, TX

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2010 TOYOTA RAV4. THE DRIVER STATED THAT HE WAS APPROACHING A STOP SIGN WHEN THE VEHICLE THE VEHICLE ACCELERATED ON ITS OWN AS IF HE WAS APPLYING PRESSURE TO THE PEDAL. HE PUT THE VEHICLE IN NEUTRAL AND THAT DID NOT STOP THE VEHICLE FROM ACCELERATING. THE DRIVER TURNED THE VEHICLE OFF AND THEN BACK ON AND IT BEGAN TO ACCELERATE ON IT'S OWN AGAIN. THE DRIVER THEN TURNED THE VEHICLE OFF AND ON AGAIN AND IT BEGAN TO DRIVE NORMAL. THE CURRENT AND FAILURE MILEAGES WERE 1,786.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316000  
**Date of Incident:** 20100223  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** CHARLOTTE, NC

**NHTSA Summary:**  
MY CAR HAS HAD THE UNINTENDED ACCELERATION SINCE I PURCHASED IT. I HAVE TAKEN MY CAR IN FOR THE REPAIR BUT MY CAR IS STILL ACCELERATING. WHILE DRIVING CAR SPED UP BUT SLOWED ITSELF BACK DOWN TO NORMAL SPEED. THIS IS HOW IT'S BEEN SINCE PURCHASE. I NOTICE THIS LAST TIME THAT THE SPEEDOMETER DOES NOT REFLECT THE CHANGE IN SPEED SO I DON'T KNOW HOW MANY MPH THE CAR SPED OVER MY NORMAL SPEED OF 45MPH. I HAVE CONTACTED MAKER BUT HAVE NOT

C-2020

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

RECEIVED A RESPONSE AS OF TODAY. I AM THINKING THIS COULD BE THE PRELUDE TO MY CAR SPEEDING UP AND NOT STOPPING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316858  
**Date of Incident:** 20100223  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** TEXAS CITY, TX

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA COROLLA. WHILE THE CONTACT STARTED THE IGNITION THE ENGINE BEGAN TO IDLE AND THE RPM'S INCREASED. WHEN THE SHIFTER WAS IN THE "DRIVE" POSITION THE ACCELERATOR PEDAL STUCK WITHOUT WARNING. THE ACCELERATOR PEDAL RELEASED IMMEDIATELY ONCE PRESSURE WAS APPLIED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR INSPECTION. THE TECHNICIAN WAS UNABLE TO LOCATE THE FAILURE. THE VEHICLE HAS BEEN TAKEN TO AN AUTHORIZED DEALER ON FORTY SEPARATE OCCASIONS FOR DIFFERENT COMPONENT DEFECTS. THE FAILURE MILEAGE WAS 37,000. THE CURRENT MILEAGE WAS 47,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316616  
**Date of Incident:** 20100223  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316718  
**Date of Incident:** 20100223  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** SCARSDALE, NY

**NHTSA Summary:**

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

**Additional Summary:**

C-2021

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SNOW BANK ON RIGHT HAND SIDE SO I HAD TO PULL UP. AT THAT TIME I PUT THE CAR BACK INTO DRIVE TO PULL UP SOME & THE VEHICLE TOOK OFF & I COULD NOT STOP IT. MY HUSBAND WAS YELLING FOR ME TO HIT THE BREAK BUT I COULDN'T GET THE VEHICLE TO STOP & WE RAN INTO OUR GARAGE DOOR & THE VEHICLE ENDED UP IN THE HOUSE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322011  
**Date of Incident:** 20100223  
**Vehicle:** 2009 LEXUS ES350  
**Location of Incident:** SWEETWATER, TN  
**NHTSA Summary:**  
2009 LEXUS ES350, VEHICLE ACCELERATED. \*BF  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344828  
**Date of Incident:** 20100223  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**

2009 RAV4 TOYOTA WAS TRAVELING ABOUT 30-35 MPH WHEN THE VEHICLE RAPIDLY ACCELERATED. THE ENGINE RPM'S INCREASED SIGNIFICANTLY AND A LOUD SOUND WAS HEARD FROM THE ENGINE REV'ING. THE BRAKE PEDAL WAS IMMEDIATELY DEPRESSED FIRMLY AND THE VEHICLE WAS ABLE TO SLOW DOWN. THE VEHICLE WAS STOPPED AND THE ENGINE SHUT DOWN. AFTER TURNING THE CAR BACK ON THERE WERE NO FURTHER INCIDENTS. THE VEHICLE WAS TAKEN TO THE DEALERSHIP OF PURCHASE. AN INSPECTION WAS DONE BY TOYOTA REPRESENTATIVES AND THE INSPECTION CAME BACK WITH NO UNUSUAL REPORT. THE VEHICLE THAT I PURCHASED IN NEW CONDITION IS UNSAFE AND I AM STUCK WITH A CAR THAT I DO NOT FEEL COMFORTABLE DRIVING. IT HAS BEEN PARKED SINCE FEBRUARY AND IS NO LONGER BEING USED.

**Additional Summary:**

**Toyota ID Number:** 102144206  
**NHTSA ODI Number:** 10322140  
**Date of Incident:** 20100224  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** TULSA, BROKEN ARROW, OK

**NHTSA Summary:**

UNINTENDED ACCELERATION OF MY 2006 TOYOTA AVALON WITH ONLY 25,000 MILES ON IT. FEB 24, 2010. I WAS DRIVING 35 MPH, HAVING SLOWED FOR TRAFFIC, THEN CHANGED LANES, BARELY TOUCHED THE ACCELERATOR AND THE VEHICLE TOOK OFF LIKE A DRAGSTER. I WAS ABLE TO PLACE IN NEUTRAL AND BRAKE THE VEHICLE TO A STOP WHILE THE MOTOR WAS AT HIGH END REV. I CHECKED TO SEE IF THE FLOOR MATS WERE OBSTRUCTING THE GAS PEDAL. THEY WERE NOT. I TURNED OFF THE VEHICLE AND STARTED IT TWICE MORE. BOTH TIMES THE ENGINE WAS IN EXTREME HIGH REV MODE. AS I SAT ON THE HIGHWAY, THE ACCELERATOR "SPRANG" BACK ON ITS OWN. I THEN STARTED THE ENGINE AGAIN AND IT WAS OPERATING NORMALLY. I CALLED TOYOTA IMMEDIATELY AND WAS DIRECTED TO A CUSTOMER SERVICE REP IN CALIFORNIA. I EVENTUALLY MADE IT TO A TOYOTA DEALER IN TULSA, OK, WHERE THE ON BOARD COMPUTER WAS "FLASHED" AND PEDAL RECALL WAS PERFORMED. SERVICE TECH

C-2023

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317696  
**Date of Incident:** 20100223  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** MIDLOTHIAN, VA

**NHTSA Summary:**

ON FEBRUARY 23, 2010 AT ABOUT 3 PM I WAS PARKING MY 2007 LEXUS ES350 IN A PARKING SPACE AT STARBUCKS AT BELGRADE SHOPPING CENTER. WHEN I REACHED THE CURB WITH MY FOOT ON THE BRAKES I STARTED TO PUT THE CAR IN PARK AND SUDDENLY THE CAR JUST TOOK OFF UP OVER THE CURB. I KEPT PRESSING HARDER AND HARDER ON THE BRAKES WITH MY RIGHT FOOT AND APPLIED THE PARKING BRAKE WITH MY LEFT FOOT. THE CAR TRAVELED UP OVER THE CURB AND INTO THE GRASSY - WOODED AREA BEYOND THE PARKING LOT. THE CAR FINALLY STOPPED. LEXUS WAS NOTIFIED AND TOWED THE VEHICLE TO LEXUS OF RICHMOND, VA WHERE THE RECALL REPAIRS WERE MADE. WE HAVE BEEN AFRAID TO DRIVE THE VEHICLE FOR FEAR OF INJURY OR DEATH DUE TO A FUTURE UNEXPECTED SUDDEN ACCELERATION HAPPENING AGAIN. THIS IS THE STATEMENT OF TESSA KING WHO WAS DRIVING THE VEHICLE WHEN THIS EVENT OCCURRED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318395  
**Date of Incident:** 20100223  
**Vehicle:** 2007 TOYOTA HIGHLANDER  
**Location of Incident:** ARCADIA, FL

**NHTSA Summary:**

TL- THE CONTACT HAS A 2007 TOYOTA SIENNA. THE CONTACT STATED THAT WHILE PULLING INTO A DRIVE THROUGH WINDOW THE VEHICLE ACCELERATED. THE VEHICLE HIT THE VEHICLE IN FRONT OF THEM, BOUNCED BACK AND THEN MOVED FORWARD AGAIN HITTING THE VEHICLE IN FRONT A SECOND TIME. THE VEHICLE DID NOT STOP ACCELERATING UNTIL THE CONTACT WAS ABLE TO FINALLY TURN THE VEHICLE OFF. THE CONTACT STATED THAT THIS WAS THE ONLY TIME THE FAILURE HAPPENED. THE FAILURE MILEAGE ON THE VEHICLE WAS 42612 MILES AND THE CURRENT MILEAGE WAS 42612 MILES. RL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321019  
**Date of Incident:** 20100223  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** CANTON, OH

**NHTSA Summary:**

THERE ARE TWO INCIDENTS WHEN I WAS DRIVING MY 2003 TOYOTA AVALON & THE VEHICLE ACCELERATED & I WAS UNABLE TO GET IT TO STOP. I HAVE DETAILED THE INCIDENTS BELOW: 12/3/2009-1. BARBARA DROTNOVICK, WAS DRIVING MY AVALON ON PORTAGE RD WHEN I HIT ANOTHER CAR IN THE RE & WAS PUSHED INTO ANOTHER LANE OF TRAFFIC & OVER AN EMBANKMENT & HIT ANOTHER CAR WHICH WAS PUSHED INTO 2 OTHER CARS. I WAS CITED FOR THE INCIDENT. I HAD TRIED TO PUT ON THE BREAK BUT THERE WAS NOTHING THEREFORE & THE VEHICLE ACCELERATED FORWARD WHICH CAUSED THE ACCIDENT. 2/23/10- ON THIS DATE I WAS LEAVING TO TAKE MY HUSBAND TO THE DOCTORS. I WAS AGAIN DRIVING MY 2004 TOYOTA AVALON, WE HAD BACKED OUT OF THE GARAGE & WERE AT END OF THE DRIVEWAY, I WAS TOO CLOSE TO THE

C-2022

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WROTE UP A FLOORMAT ISSUE AND STATED THE "SERVICE ENGINE" LIGHT WAS REPORTED BY ME TO BE ON, WHICH IT WAS NOT. THIS SHOULD BE VERIFIED BY THE INCIDENT REPORT #1002144206 OF 2-24-2010 AS TAKEN OVER THE TELEPHONE BY TOYOTA CSR DON LOMBARDO; PHONE # 800-225-2769. I WOULD BET MY LIFE THIS WAS NOT A MECHANICAL RELATED CAUSE, BUT A PROGRAMMING ISSUE WHICH CAUSED THE THROTTLE BODY TO GO WIDE OPEN. I DO NOT KNOW IF THE COMPUTER "BLACK BOX" INFORMATION WAS DOWNLOADED BY THE DEALER OR IF IT IS TOO LATE. WHEN THE DEALERSHIP GENERAL MANAGER WAS TOLD BY THE SERVICE TECHNICIAN THERE WAS "ZERO" WEAR ON THE GAS PEDAL JOINT, HE WAS SPEECHLESS, BUT EVENTUALLY SAID TOYOTA NEEDS THE VEHICLE TO GO THROUGH IT FROM BUMPER-TO-BUMPER SINCE IT HAS SUCH LOW MILEAGE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100224  
**Date of Incident:** 2009 TOYOTA CAMRY  
**Location of Incident:** MOBILE, AL

**NHTSA Summary:**

PER ACCIDENT REPORT - DRIVER STATES THAT HIS VEHICLE CONTINUED TO ACCELERATE AS HE APPLIED THE BRAKE. HE OVERCORRECTED STEERING AS HE BEGAN TO "FISH-TAIL" THROUGH SAND, WASHED INTO THE ROADWAY FROM A NEARBY BUSINESS CONSTRUCTION ZONE. WHEN THE VEHICLE STRUCK THE MEDIAN, THE VEHICLE FLIPPED SEVERAL TIMES, AND CAME TO REST IN THE MEDIAN DITCH. THE DRIVER STATED THAT THE VEHICLE ENGINE WAS STILL AT HIGH RPM THOUGH NOT WITCHED OFF, VEHICLE AIRBAGS DID NOT DEPLOY.

**Toyota ID Number:** 10313943  
**NHTSA ODI Number:** 20100224  
**Date of Incident:** 2002 TOYOTA CAMRY  
**Location of Incident:** CROFTON, MD

**NHTSA Summary:**

TODAY, I WAS EXITING A PARKING GARAGE. AFTER THE ARM WENT UP, I MOVED MY FOOT FROM THE BRAKE AND MOVED IT TO THE ACCELERATOR PEDAL, GENTLY, REALIZING THAT THERE WERE PEOPLE AND OTHER CARS IN THE SAME EXIT AREA. THE CAR "PEELED OUT" LEAVING RUBBER MARKS ACCELERATING AT A HIGH SPEED EVEN THOUGH I HAD TAKEN MY FOOT OFF THE ACCELERATOR. I HIT THE BRAKES HARD AND THE CAR SKIDDED TO A STOP ABOUT THREE CAR LENGTHS FROM THE GARAGE EXIT AT WHICH PLACE THERE IS A LARGE TRAFFIC AND PEDESTRIAN CIRCLE BEFORE YOU ENTER THE STREET AGAIN. THERE WAS A POLICEMAN AT THE EXIT WHO JUMPED OUT OF THE WAY WHEN HE SAW MY CAR ACCELERATE. I IMMEDIATELY TURNED THE CAR OFF. THE POLICEMAN CAME TO THE CAR TO SEE IF I WAS OKAY. I WAS SHAKEN BUT NOT INJURED. THE POLICEMAN ASKED PERMISSION TO ENTER MY CAR. I EXITED AND HE TURNED ON THE IGNITION AND PUT THE CAR IN DRIVE, MOVED FORWARD, AND THEN IN REVERSE AND MOVED BACKWARD. IT SEEMED TO BE OKAY. AS THE CAR EXITED THE GARAGE WHEN THE ACCELERATION HAPPENED, THE CAR SIDESWIPE ONE OF THE YELLOW 4 FOOT POLES CAUSING MINOR DAMAGE TO THE REAR RIGHT DOOR AND BACK FENDER PANEL. FORTUNATELY NO PERSON OR CAR WAS HIT. I DROVE THE CAR TO THE TOYOTA DEALERSHIP WHERE I BOUGHT THE CAR AND THEY ARE KEEPING IT OVERNIGHT TO CHECK IT OUT.

**Additional Summary:**

C-2024

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313748  
**Date of Incident:** 20100224  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** NAPERVILLE, IL

**NHTSA Summary:**  
I PURCHASED A 2009 CAMRY HYBRID THIS PAST SUMMER AND WITHIN A MONTH, NOTICED PROBLEMS WITH OCCASIONAL BRAKING AND ACCELERATION ISSUES. I ORIGINALLY THOUGHT THAT PERHAPS THIS WAS THE HYBRID TECHNOLOGY, BUT AT TIMES I HAVE EXPERIENCED SOME NEAR MISSES AND HAVE BEEN VERY CONCERNED WITH THE RECENT REPORTS OF LOST LIFE. I FILED A COMPLAINT ON THE TOYOTA.COM WEBSITE ON FEBRUARY 9TH, 2010 AND HAVE RECEIVED NO RESPONSE SINCE THEN. I AM DISAPPOINTED THAT THE CAMRY HYBRID WAS NOT INCLUDED WITH THE LATEST PRIUS RECALL AND FEEL THAT TOYOTA NEEDS TO INVESTIGATE WHAT I BELIEVE TO BE A SOFTWARE/ELECTRONICS ISSUE. I HAVE BEEN IN SOFTWARE DEVELOPMENT AND SALES FOR THE PAST 15 YEARS AND HAVE NEVER BEEN IN A CAR ACCIDENT SINCE RECEIVING MY LICENSE. BUT SINCE PURCHASING THIS CAR, MY FIRST TOYOTA, I DO NOT FEEL AS SAFE AS I HAVE IN MY GM'S AND FORD'S OVER THE YEARS. WHAT I AM EXPERIENCING IS A FORWARD LURCH WHEN BRAKING FROM 50 MPH TO A QUICK STOP/TRAFFIC LIGHT AND THE GAS ENGINE IS ENGAGED. WHEN BRAKE IS APPLIED, THE CAR SLOWS, THEN THERE IS A QUICK REVVING OF THE ENGINE, THEN AN UPSHIFT PRIOR TO A DOWNSHIFT WHEN THE ELECTRONICS/BATTERY TAKES OVER. THIS HAS CAUSED SOME NEAR MISSES FROM A REAR END COLLISION, AS THE CAR APPEARS TO STOP, BUT THEN LURCHES FORWARD. I HAVE ALSO EXPERIENCED THIS FORWARD LURCH, WHEN ACCELERATING AT HIGHER SPEEDS (30-50 MPH) FROM A STOP LIGHT, AS IF THERE IS A DELAY BETWEEN THE ELECTRONICS TO THE GAS ENGINE. THIS HAS CAUSED THE CAR TO ACCELERATE RAPIDLY ON OCCASION, CAUSING ME TO BRAKE TO SLOW IT DOWN. PLEASE HAVE THIS SOFTWARE DEFECT LOOKED INTO, AS I BELIEVE THIS RECENT RECALL SHOULD INCLUDE THE CAMRY HYBRIDS AS WELL AND AS SOON AS POSSIBLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10313758  
**Date of Incident:** 20100224  
**Vehicle:** 2004 TOYOTA RAV4  
**Location of Incident:** FLAT ROCK, NC

**NHTSA Summary:**  
HAVE A 2004 TOYOTA RAV4. ON OCCASION, WHEN THE CRUISE CONTROL IS TURNED OFF BY APPLYING THE BRAKES OR TO SLOW DOWN, WHEN RESUME IS ENGAGED ON THE CRUISE CONTROL, THE CAR WILL ACCELERATE BEYOND THE SET SPEED. HAVE TO TURN CRUISE CONTROL OFF WHEN THIS HAPPENS OR THE CAR WOULD CONTINUE TO SPEED UP. HAPPENS ONLY OCCASIONALLY, NOT ALL THE TIME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314133  
**Date of Incident:** 20100224  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** CLARKESVILLE, GA

**NHTSA Summary:**

C-2025

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. YESTERDAY THE CONTACT EXPERIENCED AN UNINTENDED ACCELERATION. THE CONTACT STATED THAT THE VEHICLE WAS PARKED AND UPON DRIVING IN REVERSE AT 5 MPH THE VEHICLE ACCELERATED ACROSS THE PARKING LOT AND CRASHED INTO AN IRON FENCE. THE CONTACT TOWED THE VEHICLE TO AN AUTHORIZED DEALERSHIP AND THE DEALER HAS INFORMED THE CONTACT THAT THE VEHICLE WAS DESTROYED. THE POLICE WERE CALLED AND THE CONTACT WILL BE OBTAINING A POLICE REPORT. THE PASSENGER HIT HER HEAD BUT DID NOT SEE A DOCTOR. THE MANUFACTURER WAS NOT CONTACTED AS OF YET. THE FAILURE MILEAGE WAS 99,200 AND THE CURRENT MILEAGE WAS 99,220.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314190  
**Date of Incident:** 20100224  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** FORT WORTH, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA TUNDRA. THE CONTACT STATED WHILE DRIVING 55 MPH THE VEHICLE SUDDENLY ACCELERATED UP TO 76 MPH. THE VEHICLE ALMOST CAUSED A CRASH AND RESULTED IN A SPEEDING TICKET. THE CONTACT STATED THAT THE FAILURE COULD HAVE CAUSED A FATAL CRASH ON THE HIGHWAY. THE FAILURE MILEAGE WAS 25,958.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314732  
**Date of Incident:** 20100224  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** PRESCOTT, AZ

**NHTSA Summary:**  
ODI NUMBERS, 10183308, 10288886, 10293097, 10293888. THESE ARE ODI'S THAT ARE IN REGARDS TO MY VEHICLE. I HAVE SAID ALL ALONG THAT THE PROBLEM IS ELECTRICAL. I STILL MAINTAIN THAT. I HAVE HAD THE VEHICLE SEEN BY THE FACTORY REP AND RECEIVED A LETTER FROM TMS SAYING THAT EVERYTHING IS WORKING AS DESIGNED. THEY EVEN LOOKED AT MY THROTTLE LINKAGE. I DON'T HAVE LINKAGE. SO WHAT ELSE HAVE THEY LOOKED AT. IF IT WORKED AS DESIGNED, WHY DOES IT WORK DIFFERENTLY THAN IT DID WHEN NEW? I HAVE SUGGESTED MANY TIMES OVER THAT TMS TAKE MY TRUCK BACK AND USE IT AS A TEST VEHICLE. I HAVE NOT HAD IT REPAIRED FOR THAT REASON. MY TRUCK HAS DONE ALL SORTS OF WEIRD THINGS. THAT IS WHY I FEEL THAT IT WOULD MAKE A FANTASTIC VEHICLE TO USE TO FIND THE PROBLEM WITH THE ELECTRICAL SYSTEM. NOW I HEAR THAT DURING THE HEARINGS THAT THE CONGRESSMAN FROM TEXAS TOLD THE CEO OF TMS TO GO GET THAT VEHICLE AND USE IT AS A TEST VEHICLE REGARDLESS IF THEY HAD TO PAY ONE HUNDRED THOUSAND DOLLARS. THEY CERTAINLY WOULDN'T HAVE TO PAY ME THAT MUCH, JUST MAKE ME WHOLE. MY TRUCK IS A MOTHER LOAD OF INFORMATION. TMS IS REALLY DROPPING THE BALL ON THIS ONE. I WANT MY DEALER TO WORK WITH ME TO GET TMS TO DO AS THEY SAY THEY WILL DO. MY DEALER SAYS THAT THEIR HANDS ARE TIED. WELL TMS CALL JAPAN AND SEE IF MR. T WILL AGREE WITH ME. THE TRUCK HAS NOT BEEN REPAIRED AND I FEEL THAT ONCE THEY START TAKING IT APART THAT THE PROBLEM WILL BE EXPOSED. THIS IS THE THIRD TOYOTA TRUCK THAT I HAVE HAD AND WOULD BE PLEASED TO HAVE ANOTHER AS LONG AS IT WAS FREE OF DEFECTS. THE PEDAL THEY ARE GOING TO USE IS GOING TO GIVE THEM MORE PROBLEMS THAN THE ONE THAT IS IN THE TRUCK NOW. IF IT IS STICKING, CREATE A SCHEDULED MAINTENANCE TO LUBE IT

C-2026

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OR WHATEVER IT TAKES. SHORTER PEDAL MEANS FOOT WILL SLIDE OFF, PROBABLY MORE FATIGUE ON THE ANKLE. JUST WANT THE PEOPLE THAT MADE PROMISES TO KEEP THEM. YOU CAN GET WITH MY DEALERSHIP AND POSSIBLY HELP COME TO A RESOLUTION. THERE IS A PERSON IN ENGLAND THAT IS SHARP ON CRUISE OUT OF CONTROL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314724  
**Date of Incident:** 20100224  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** STAFFORD, VA

**NHTSA Summary:**  
WAS ENTERING A PARKING SPOT AT WALMART IN STAFFORD, VA. WHEN GAS PEDAL REV UP HIGH IN MY 03 TOYOTA CAMREY AND RAN OVER STEEL POLE BARRIERS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316311  
**Date of Incident:** 20100224  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** LAWRENCE, KS

**NHTSA Summary:**  
I WAS DRIVING HOME AFTER A BRIEF COMMUTE (~10 MILES) AND WAS IN MY DRIVEWAY WAITING FOR GARAGE TO OPEN AND WHEN I STEPPED ON THE ACCELERATOR GENTLY TO ENTER THE GARAGE, THE CAR SEEMED TO SURGE FORWARD. I STEPPED ON THE BRAKE WITH ALL MY STRENGTH AND THE CAR STOPPED IN TIME AND I TURNED THE IGNITION OFF.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316060  
**Date of Incident:** 20100224  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** TYLERTOWN, MS

**NHTSA Summary:**  
WHILE TRAVELING ON A RURAL COUNTY ROAD; APPROACHING A CURVE; WHILE ATTEMPTING TO SLOWLY DECREASE SPEED TO GO IN CURVE THE CAR ACCELERATED AND WENT FASTER, CAUSING ME TO RUN ACROSS AND OFF THE ROAD HITTING A TREE

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316076  
**Date of Incident:** 20100224  
**Vehicle:** 2009 LEXUS ES350  
**Location of Incident:** AKRON, OH

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 LEXUS ES350. THE CONTACT WAS DRIVING APPROXIMATELY 30 MPH ENTERING THE HIGHWAY. A SUDDEN INCREASE OF ACCELERATION CAUSED THE SPEED TO INCREASE TO OVER 60 MPH. THE BRAKES WERE DEPRESSED AND THE VEHICLE SLOWED DOWN. THE VEHICLE CONTINUED IN OPERATION.

C-2027

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC TESTING. THE CONTACT IS WAITING ON A RESPONSE FROM THE DEALER FOR THE CAUSE OF FAILURE. THE MANUFACTURER WAS NOTIFIED. THE FAILURE MILEAGE WAS 11,500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316550  
**Date of Incident:** 20100224  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** SUNNYSVALE, CA

**NHTSA Summary:**  
UNINTENDED ACCELEARAATION OF 2006 TOYTOA AVALON AND HEADLIGHT WENT OFF DURING THE EMERGENCY STOP (NOTE: THE TOYOTA AVALON HAS NOT GONE THROUGH THE RECALL REPAIR BUT RECALL REPAIR HAS BEEN SCHEDULED) I WAS DRIVING ON 101S NEAR MOUNTAIN VIEW DURING EVENING COMMUTE HOUR. I WAS TAPPING THE GAS PEDAL AS 101S WAS IN STOP-AND-GO TRAFFIC CONDITION. I FELT THE AVALON WENT FASTER THAN I WAS EXPECTING AND I DID NOT DEPRESS THE GAS PEDAL MORE THAN LIGHT TAPPING. THE AVALON WAS AT 40MPH. I APPLIED THE BRAKE TO SLOW DOWN THE CAR IMMEDIATELY. I MANAGED TO STOP MY CAR IN TIME TO AVOID A COLLISION WITH A FULLY STOPPED VEHICLE IN FRONT OF ME. I NOTICED MY AUTO HEADLIGHT WAS OFF WHEN I WAS IN COMPLETE STOP. I QUICKLY TURNED THE HEADLIGHT SWITCH FROM AUTO POSITION TO ON AND THE HEADLIGHT DID NOT GO ON. I TURNED THE SWITCH TO OFF POSITION AND ON POSITION. THEN, THE LIGHT CAME BACK ON.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316627  
**Date of Incident:** 20100224  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** TROY, OH

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316610  
**Date of Incident:** 20100224  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** BOYTON BEACH, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT WAS DRIVING INTO A PARKING SPACE, APPROXIMATELY 2 MPH. THE VEHICLE SURGED FORWARD OVER A CURB AND CRASHED INTO A STORE. THE DRIVER SUSTAINED MINOR INJURIES. THE POLICE WAS CALLED TO THE SCENE. A POLICE REPORT WAS FILED. THE FAILURE

C-2028

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OCCURRED TWO WEEKS AFTER THE RECALL REMEDY REPAIR WAS PERFORMED ON THE VEHICLE. THE NHTSA CAMPAIGN ID NUMBER WAS 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE MANUFACTURER WAS NOTIFIED OF THE FAILURE WHICH THERE WAS NO RESOLUTION. THE VEHICLE IS BEING REPAIRED AT THE OWNER'S EXPENSE. THE FAILURE MILEAGE AND VIN WERE UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317518  
**Date of Incident:** 20100224  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** KELLER, TX

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317964  
**Date of Incident:** 20100224  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** EDGEWOOD, MD

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2009 TOYOTA VENZA. WHILE DRIVING 35MPH AND COMING TO SLOW MOVING TRAFFIC AS SHE DEPRESS THE BRAKES THE VEHICLE ACCELERATED AND CRASH INTO THE VEHICLE AHEAD OF HER. NO ONE WAS HURT AND THE POLICE WAS NOT AVAILABLE. THE VEHICLE WAS DRIVEN HOME WITH FRONT END DAMAGES AND THE INCIDENT IS BEING INVESTIGATED BY THE INSURANCE COMPANY. THE TOYOTA MANUFACTURE WAS CALL AND STATED THEY WILL CONTACT HER WITHIN THE NEXT FEW DAYS. THE FAILURE MILEAGE WAS 4,850...MW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320291  
**Date of Incident:** 20100224  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** ST. CLOUD, FL

**NHTSA Summary:**

I WAS APPROXIMATELY 2 1/2 CARS LENGTH APART FROM THE CAR IN FRONT OF ME. WHEN I SAW THE TRAFFIC LIGHT BEGIN TO CHANGE FROM YELLOW TO RED, I QUICKLY PUT ON MY BRAKES. BUT THE CAR DID NOT SLOW DOWN OR STOP; IT ACCELERATED INSTEAD. I KEPT MY FOOT ALL THE WAY ON THE BRAKE PEDAL, BUT THE CAR STILL DID NOT SLOW DOWN OR STOP. I BRACE MYSELF FOR THE IMPACT BECAUSE I KNEW THAT IT WAS UNAVOIDABLE TO HIT THE CAR IN FRONT OF ME. IT FINALLY STOPPED WHEN IT STRUCK THE CAR IN FRONT OF ME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321430

C-2029

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100224  
**Vehicle:** 2006 LEXUS RX330  
**Location of Incident:** ROCHESTER, MN

**NHTSA Summary:**

I HAVE A 2006 LEXUS RX330 THAT I'M AFRAID TO USE THE CRUISE CONTROL ON ANY SURFACE THAT IS NOT FLAT AND DRY. WHEN I COME UP TO A SMALL INCLINE AND THE SPEED GOES BELOW MY CRUISE SPEED IT ALL OF THE SUDDEN PICKS UP SPEED REAL QUICK. ITS LIKE IF I HAD JUST STOMPED ON THE GAS PEDDLE ALL THE WAY TO THE FLOOR. ONCE SPEED CRUISE SPEED IS ATTAINED IT GOES BACK TO NORMAL. I HAVE NEVER HAD A CAR DO THIS. AT TIMES ITS SCARY. THAT IS WHY I STOPPED USING THIS FEATURE. THIS HAS HAPPENED MANY, MANY TIMES. THE DATE I PUT IN IS THE LAST TIME I USED THE CRUISE CONTROL ON THAT VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322650  
**Date of Incident:** 20100224  
**Vehicle:** 2006 TOYOTA MATRIX  
**Location of Incident:** WHEAT RIDGE, CO

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2006 TOYOTA MATRIX. WHILE COMING TO A STOP SIGN AND SLOWING DOWN AT 10MPH THE VEHICLE ACCELERATED AND WENT THROUGH THE STOP SIGN CRASHES INTO ANOTHER VEHICLE. WHILE THE VEHICLE WAS ACCELERATING THE BRAKES WAS BEING DEPRESS BUT WOULD NOT STOP. HE STATED THERE WAS NO TIME TO PUT THE GEAR INTO NEUTRAL ONCE THE VEHICLE CRASHED IT SPUN A 180 DEGREE AND THE ENGINE STOPPED. THERE WERE TWO INJURIES AND BOTH WENT TO THE HOSPITAL. THERE IS A POLICE REPORT IF NEEDED AND THE VEHICLE WAS TOTAL. THE VEHICLE WAS TOWED BY THE INSURANCE COMPANY. THE DEALER OR THE MANUFACTURE HAVE NOT BEEN CALL. THE FAILURE MILEAGE WAS 10,000...MW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325535  
**Date of Incident:** 20100224  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** WADDELL, AZ

**NHTSA Summary:**

MY 2008 TOYOTA TUNDRA HAD THE PEDEL ACCELERATE AS I WAS BACKING UP AT MY LOCAL GROCERY STORE. I HAD BEEN COMPLAINING TO MY LOCAL DEALERSHIP AND THEY KEPT INFORMING ME NOTHING WAS WRONG. IT WASNT UNTIL THIS HAPPENED THAT THEY SENT A TECH OUT TO INSPECT MY VEHICLE. I AM STILL WAITING TO HEAR FROM THE TECH. I FEEL LIKE I KEEP GETTING THE RUN AROUND FROM TOYOTA. I COULD HAVE BEEN SERIOUSLY HURT OR I COULD HAVE HURT SOMEONE. I CONTINUE HAVING PROBLEMS WITH THE ACCELERATOR AND NOBODY WANTS TO TAKE RESPONSIBILITY. WHAT ARE MY OPTIONS? DO I STOP DRIVING MY ONLY VEHICLE BECAUSE IT IS NOT SAFE?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325665  
**Date of Incident:** 20100224  
**Vehicle:** 2003 TOYOTA COROLLA

C-2030

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** GANSEVOORT, NY

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2003 TOYOTA COROLLA. WHILE DRIVING AT SPEEDS OF 45 MPH, THE CRUISE CONTROL LIGHT ILLUMINATED. SHE WAS UNABLE TO DEACTIVATE THE CRUISE CONTROL SINCE THE RPMS BEGAN INCREASING EXCESSIVELY. THE VEHICLE ABNORMALLY ACCELERATED AND WOULD NOT STOP DESPITE HER ATTEMPTS TO APPLY THE BRAKES. THE CONTACT WAS ABLE TO SHIFT INTO NEUTRAL GEAR AND CONTINUE TO APPLY THE BRAKES. THERE WAS SMOKE PRESENT IN THE VEHICLE AS IT BEGAN TO DECREASE IN SPEED TO 15 MPH. SINCE THE CONTACT WAS UNABLE TO STOP THE VEHICLE, SHE THEN JUMPED FROM THE DRIVERS SIDE AS THE VEHICLE PROCEEDED AND PLOWED INTO A SNOW BANK BEFORE STOPPING. THE VEHICLE SUSTAINED SUBSTANTIAL BODY DAMAGE. THE DEALER STATED THAT THE TRANSMISSION WAS DESTROYED DUE TO HER SHIFTING INTO NEUTRAL GEAR FROM THE PARK POSITION. THE TRANSMISSION WAS REPLACED AND A REPRESENTATIVE FROM TOYOTA WAS SCHEDULED TO FURTHER INVESTIGATE THE FAILURE. THE INVESTIGATOR COULD FIND NO FAILURES WITHIN THE VEHICLE SPEED CONTROL. THERE WERE NO REPAIRS MADE TO THE BODY OF THE VEHICLE. THE FAILURE MILEAGE WAS APPROXIMATELY 110,000 AND THE CURRENT MILEAGE WAS APPROXIMATELY 118,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10100225  
**Date of Incident:** 20100225  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** , GA  
**NHTSA Summary:**  
**Additional Summary:**  
PER NEWS ARTICLE 11 ALIVE ATLANTA -

DENISE MOORE WAS PULLING FORWARD OUT OF HER DRIVEWAY - HAD HER FOOT ON THE BRAKE BUT THE CAR KEPT ACCELERATING OUT OF CONTROL, ACROSS THE STREET AND INTO THE FRONT YARD OF A NEIGHBOR'S HOUSE, THEN UP THE STEPS OF THE HOUSE RIGHT THROUGH THE THICK, WOODEN FRONT DOOR.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314232  
**Date of Incident:** 20100225  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** EPPING, NH

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 TOYOTA PRIUS. THE DRIVER STATED THAT SHE WAS TRAVELING 35 MPH WHEN SHE SWITCHED LANES. WHEN SHE APPLIED THE BRAKES AND THE VEHICLE STARTED TO STOP BUT THEN IT LUNGED FORWARD AND ACCELERATED ON ITS OWN WHILE HER FOOT WAS ON THE BRAKE PEDAL. THE DRIVER STATED THAT THE VEHICLE THEN CAME TO A STOP AFTER HER FOOT REMAINED ON THE BRAKE PEDAL. THE DRIVER DID NOTIFY THE DEALER OF THE FAILURE. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE AND CURRENT MILEAGES WERE 10,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314101  
**Date of Incident:** 20100225

C-2031

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ST. GEORGE, UT

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. SHE STATED UPON STARTING THE VEHICLE, THE ENGINE RPMS INCREASED SUDDENLY AND ROARED VERY LOUDLY SIMILAR TO AN EXPLOSION. SHE COULD NOT SHUT THE ENGINE OFF AND THE VEHICLE BEGAN SHAKING VIOLENTLY AS IF IT WAS PREPARED TO TAKE OFF AT FULL SPEED. SHE ATTEMPTED TO CONTACT THE DEALER, HOWEVER SHE COULD NOT GET THROUGH. THE MANUFACTURER HAD NOT YET BEEN CONTACTED. SHE WAS NOT AWARE IF THE VEHICLE WAS UNDER RECALL OR NOT. THE FAILURE AND CURRENT MILEAGES WERE 60,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314897  
**Date of Incident:** 20100225  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ST. MARY, MO

**NHTSA Summary:**

SUDDEN INCREASE IN RPMS AS I WAS BACKING UP MY CAR. UP TO MY WOOD PILE. IT RAMMED INTO MY WOOD PILE AND THE WHEELS WERE STILL SPINNING WHEN I FINELLY TURNED OFF THE CAR. SAME THING HAPPEN WHEN I WAS COASTING UP TO A STOP SIGN FEB 2010. BOTH TIMES I PUT ALL THE STRENGTH I COULD ON THE BRAKE PEDAL. TO STOP THE CAR. IT NEVER STOPPED IN 2009 BUT I DID GET IT STOPPED ON THE 2010 INCIDENT BECAUSE I PUT THE CAR IN NEUTRAL. SOME MINOR DAMAGE TO THE BACK END OF THE CAR ON THE 2009 INCIDENT FROM THE CAR HITTING THE STACK OF WOOD. WENT TO THE DEALER AND THEY SAID IT WAS NOTHING THEY COULD DO ABOUT IT..

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315001  
**Date of Incident:** 20100225  
**Vehicle:** 2005 TOYOTA TUNDRA  
**Location of Incident:** CLINTON, MA

**NHTSA Summary:**

2005 TOYOTA TUNDRA, UNINTENDED ACCELERATION, MY HUSBAND WAS PUTTING IT IN THE DRIVEWAY AND IT ACCELERATED INTO THE NEIGHBORS FENCE AND DROVE OVER A FOUR WHEELER IF HE HADN'T PUT IT INTO PARK HE WOULD HAVE CONTINUED INTO THE NEIGHBORS HOUSE. THE ACCELERATION PROBLEMS HAVE HAPPENED QUITE A FEW MORE TIMES THOUGH NOT TO THIS EXTENT, TOYOTA IS REFUSING TO FIX OR EVEN TAKE A LOOK AT THE TRUCK, SAYING IT ISN'T ON THE RECALL LIST SO IT ISN'T THEIR FAULT. THE TOYOTA PROBLEM IS BIGGER THAN THEY ARE ADMITTING TO AND SOME INVESTIGATING IS NECESSARY, THIS TRUCK IS A DANGER AND THEY ARE RESPONSIBLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315232  
**Date of Incident:** 20100225  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** ATLANTA, GA

**NHTSA Summary:**

C-2032

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315943  
**Date of Incident:** 20100225  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** BUFFALO GROVE, IL

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316352  
**Date of Incident:** 20100225  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** KEENESBURG, CO

**NHTSA Summary:**  
SECOND ACCIDENT CAUSED BY BRAKE FAILURE WITH ACCELERATION. 2008 PRIUS IN STOP AND GO TRAFFIC DRIVING IN BATTERY (BRAKE)MODE ABOUT 10-15 MPH. CAR IN FRONT SLOWED DOWN, I HIT THE BRAKE AND THE CAR ACCELERATED SLIGHTLY. I LOOK TO BE SURE MY FOOT WAS ON THE BRAKE PEDAL AND IT WAS AND THEN REAR ENDED THE CAR IN FRONT. CAR IN FRONT MOVE FORWARD BUT PRIUS WOULDNET STOP AND STARTED TO ACCELERATE AGAIN SO I PUSHED ON THE PARKING BRAKE WITH MY LEFT FOOT AND SLOWED IT DOWN FOR THE SECOND IMPACT. CAR IN FRONT THEN DROVE SLOWLY TO A PARKING LOT AND THE PRIUS KEPT MOVING SO I DROVE IT INTO THE PARKING LOT AND WHEN IT SLOWED GOING UP THE RAMP I PUSHED THE PARKING BUTTON STOPPING THE CAR. I THEN RESTARTED IT AND RELEASED THE PARKING BRAKE TO MOVE FURTHER INTO THE PARKING LOT. 4 PEOPLE INJURED, 3 SERIOUSLY. A SIMILAR INCIDENT ACCURED 29 SEPTEMBER 2008 WHEN DRIVING ON CRUISE CONTROL AT 26 MPH THE PRIUS SUDDENLY TURNED LEFT HITTING A PARKED CAR. THE VIDEO SHOWS I WAS TRYING TO COUNTER STEER HARD RIGHT. SKID MARKS SHOWED THE LEFT FRONT WHEEL STOPPED AND THE CAR PIVOTED ON IT WITH ACCELERATION MARKS FROM THE RIGHT FRONT TIRE.

**Additional Summary:**

C-2033

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316734  
**Date of Incident:** 20100225  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** WEST CHESTER, OH

**NHTSA Summary:**  
ON 2/25/10, I EXPERIENCED THE TOYOTA SUDDEN ACCELERATION PROBLEM WITH MY 2009 TOYOTA COROLLA LE. I WAS ON THE WAY HOME FROM WORK IN THE LATE AFTERNOON AND DEPRESSED THE ACCELERATOR TO GAIN SPEED AND CHANGE LANES. I WAS TRAVELING 171 NORTH IN CINCINNATI, OHIO. THE CAR DOWNSHIFTED AND IMMEDIATELY RAN FULL THROTTLE. THE BRAKE SYSTEM IS ALSO AFFECTED BY THIS PROBLEM AS I WAS UNABLE TO TOTALLY STOP THE CAR. THE ENGINE RAN UP OVER 7500 RPM, SO I PLACED THE CAR IN NEUTRAL AS I WAS INSTRUCTED THROUGH THE MEDIA. I WAS LOSING SPED AND I STILL NEEDED TO GET OVER 3 LANES OF TRAFFIC TO A SAFE SPOT ON THE BERM. I PLACED THE CAR BACK IN GEAR AND WAS RAPIDLY GOING OVER 80 MPH. I WAS ABLE TO GET OVER AND WHEN I TRIED TO SLOW THE CAR WHILE IN GEAR, I COULDN'T GET IT BELOW 45 MPH WITH BOTH FEET PUSHING HARD ON THE BRAKE PEDAL. I AGAIN PUT THE CAR IN NEUTRAL AND WAS ABLE TO GET OFF THE ROAD. THE ENGINE WAS AGAIN RUNNING AT FULL THROTTLE WHILE I WAS IN PARK. I TURNED ON THE 4 WAY FLASHERS AND TURNED OFF THE ENGINE. I WAITED AND TRIED TO START THE CAR AGAIN SO MY WIFE COULD HEAR IT ON THE PHONE AND AGAIN IT RAN FULL THROTTLE. ABOUT 15 MINUTES LATER THE TOW TRUCK DRIVER STARTED THE CAR AND IT RAN NORMALLY. THE KINGS TOYOTA DEALER INFORMED ME THAT MY CAR WAS NOT ON THE GAS PEDAL RECALL LIST. AFTER HAVING A TOYOTA FIELD ENGR. LOOK AT MY CAR IT WAS DETERMINED THAT NO PROBLEM COULD BE FOUND, THAT THE COMPUTER HEALTH REPORT SHOWED NO PROBLEM IN THE HISTORY FILE AND THE WAS RELEASED BACK TO ME ON 3/2/10 WITH A NO PROBLEM FOUND DIAGNOSIS. THEY ASSURED ME THAT MY CAR WAS SAFE TO DRIVE AND PUT MY FAMILY IN. BUNK!!!! I NO LONGER WANT THIS CAR, I WOULD LIKE TO BE RELEASED FROM THE REMAINING 13 MONTHS OF MY LEASE AND I WILL LOOK FOR ANOTHER CAR AND NOT A TOYOTA. I WAS FORTUNATE THAT I NEVER WAS INJURED OR THAT I INJURED SOME ELSE. I HAVE BEEN EXPERIENCING HARSH PAIN IN MY NECK, SHOULDERS AND ARMS SINCE THE INCIDENT DUE TO FIGHTING TO CONTROL THE VEHICLE. I AM GOING TO SEE MY DOCTOR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316719  
**Date of Incident:** 20100225  
**Vehicle:** 2010 TOYOTA TUNDRA  
**Location of Incident:** WHITESBORO, NY

**NHTSA Summary:**  
2010 TOYOTA TUNDRA ACCELERATION WHEN TRYING TO BREAK. THE TUNDRA COULD NOT STOP AND HIT A 2000 BUICK WHICH HAD STRUCK A PARKED CAR AND CATAPULTED ACROOS THE LANE IN FRONT OF TUNDRA (BUICK AND TUNDRA GOING IN OPPOSITE DIRECTIONS)

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316883  
**Date of Incident:** 20100225  
**Vehicle:** 2007 TOYOTA CAMRY

C-2034

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** BROCKTON, MA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317039  
**Date of Incident:** 20100225  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** MARSHALLTOWN, IA

**NHTSA Summary:**  
I EXPERIENCED A CASE OF UNCONTROLLABLE ACCELERATION IN MY 2009 TOYOTA TACOMA. IT OCCURED ON FEB 25, 2010. I STARTED MY VEHICLE IN MY GARAGE NORMALLY. MY FOOT IS ON THE BRAKE. I LET IT IDLE FOR A SHORT WHILE UNTIL THE IDLE RATE WENT UNDER 1500 RPM'S. I SHIFTED IT INTO REVERSE AND THE IDLE SPEED WENT UNDER 1000 RPM'S. FOOT IS STILL ON THE BRAKE. I LET IT BACK OUT OF THE GARAGE ONTO THE DRIVEWAY AND THEN ONTO THE STREET TURNING THE WHEEL PARTIALLY TO ALIGN MYSELF INTO THE STREET TO BEGIN TO DRIVE AWAY. FOOT IS STILL ON THE BRAKE WHEN I SHIFTED INTO DRIVE. AS SOON AS I SHIFTED INTO DRIVE IT ACCELERATED UNCONTROLLABLY. MY FOOT IS STILL ON THE BRAKE, BUT I REALIZE THAT THE BRAKE WILL NOT STOP IT. I HAD TO MAKE A QUICK TURN TO AVOID RUNNING ONTO THE CURB/MAILBOX AND THEN I QUICKLY SHIFTED IT INTO NEUTRAL TO BRING IT TO A STOP. IT CAME TO A STOP AND I LOOK DOWN AT THE TRANSMISSION AND I ACTUALLY SHIFTED IT THROUGH NEUTRAL INTO REVERSE. BUT, IT AT LEAST WAS STOPPED. I CONTACTED MY LOCAL TOYOTA DEALER IN AMES, IA AND THEY SAID TO BRING IT IN AND THEY WOULD TAKE A LOOK AT IT. I TOOK IT IN ON MAR 4, 2010. THEY SAID THEY RAN ALL SORTS OF DIAGNOSTICS ON IT AND IT CHECKED OUT FINE. THEY SAID THEY CONTACTED TOYOTA AND OPENED UP A CASE NUMBER AND WOULD LET ME KNOW WHEN THEY KNEW SOMETHING MORE. MY VEHICLE WAS ON THE FLOOR MAT RECALL, BUT THE SAME DEALER LOOKED AT IT LAST YEAR AND SAID THE FLOOR MAT WAS FINE. IT WAS NOT ON THE FOOT PEDAL RECALL. I BELIEVE THIS IS AN ELECTRONIC PROBLEM THAT TOYOTA IS TRYING TO HIDE WITH THESE OTHER RECALLS. I HAVE NO CONFIDENCE THAT THIS PROBLEM WILL NOT OCCUR AGAIN AND BELIEVE TOYOTA NEEDS TO ADDRESS THIS ASAP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317367  
**Date of Incident:** 20100225  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** MERIDIAN, MS

**NHTSA Summary:**

C-2035

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319194  
**Date of Incident:** 20100225  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** EXTON, PA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324380  
**Date of Incident:** 20100225  
**Vehicle:** 2009 LEXUS ES350  
**Location of Incident:** HOUSTON, TX

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

C-2036

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LEXUS REPEAT THIS TEST WITH ME INSIDE THE CAR TO WITNESS THEIR TEST. THEY HAVE REFUSED TO DO THIS. CAR WAS PURCHASED BRAND NEW FROM STERLING MCCALL LEXUS, HOUSTON IN DECEMBER 08. IT IS LEXUS 2009, ES 350. CAR IS BARELY USED SINCE WE BOUGHT IT 16 MONTHS AGO. IT HAS 3,300 MILES ON IT. ALL ROUTINE REQUIRED MAINTENANCE WAS PERFORMED BY DEALER. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100226  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** FL  
**NHTSA Summary:**

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

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314578  
**Date of Incident:** 20100226  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** SNELLVILLE, GA  
**NHTSA Summary:**

ONE MONTH AFTER PURCHASING MY CERTIFIED/PREVIOUSLY OWNED 2004 LEXUS ES330 ON 9/30/05, I HAD THE DEALER CHECK VEHICLE'S SLOW TO SHIFT, SLIPPING THROUGH GEARS WHILE ACCELERATING, AND 'SURGING' WHILE ATTEMPTING TO STOP, AS IF GEARS/TRANSMISSION WERE SLOW TO GET THE MESSAGE. I HAVE HAD THIS ISSUE CHECKED 5 TIMES (2005-2009), AND EACH TIME, THEY EITHER SAY THEY DID NOT FIND A PROBLEM OR, TWICE, RESET THE COMPUTER. I FEEL AS THOUGH I'M AN ACCIDENT WAITING TO HAPPEN, HOWEVER, HAVE SEEN NO REPORTS/ INVESTIGATIONS/RECALLS ADDRESSING THESE LEXUS/TOYOTA PRODUCT ISSUES. PLEASE ADVISE HOW NHSTA/I CAN ADDRESS THIS PROBLEM BEFORE I OR SOMEONE ELSE GETS HURT OR KILLED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314754  
**Date of Incident:** 20100226  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** FAIR OAKS, CA  
**NHTSA Summary:**

MY LEXUS 2004 MODEL ES330 HAS BEEN ACCELERATING BY ITSELF. THIS ACCELERATION HAS BEEN HAPPENING TWO TO THREE TIMES A WEEK FOR ABOUT A YEAR. I DID NOT REALIZE THAT THE CAR WAS ACCELERATING BY ITSELF, BUT HAVE NOTICED MORE DURING LAST 3 TO 4 MONTHS.

C-2037

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314782  
**Date of Incident:** 20100226  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** GREENFIELD, MA  
**NHTSA Summary:**

PURCHASED MY 2010 TOYOTA COROLLA S IN JULY AND IT HAS BEEN RECALLED 3 TIMES. HAD ACCELERATOR PEDAL FIXED WEEKS AGO. YESTERDAY WHILE BRUSHING SNOW OFF CAR IT BEGAN TO REV AND ACCELERATOR PEDAL HAD DEPRESSED ITSELF AND STUCK. I HAD TO MANUALLY PULL UP THE PEDAL. I USE THIS CAR FOR WORK AND DRIVE APPROX 2500 MILES PER MONTH. I TRANSPORT CLIENTS AND CHILDREN. I BOUGHT A TOYOTA FOR SAFETY AND RESALE VALUE! I DO NOT FEEL SAFE IN THIS CAR. I HAVE TRIED TO TRADE IT IN AND DEALERS WILL NOT TAKE IT. IT IS UNSELLABLE AND UNSAFE. I WANT TOYOTA TO TAKE THIS CAR AND GIVE ME MY MONEY BACK. IT IS A BAD PRODUCT!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314939  
**Date of Incident:** 20100226  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** YUKON, OK  
**NHTSA Summary:**

CAR WAS SURGING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315028  
**Date of Incident:** 20100226  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** ASHTABULA, OH  
**NHTSA Summary:**

I HAVE A 2009 TOYOTA MATRIX. I PURCHASED IT IN NOVEMBER OF 2008. IN OCTOBER OF 2009 THE CAR HAD ROUGHLY 7000 MILES ON IT. I EXPERIENCED MY FIRST INCIDENT OF UNINTENDED ACCELERATION. I DROVE UP A HILL TO A STOP SIGN AND AS I BRAKED THE CAR LURCHED FORWARD. I PUT BOTH FEET ON THE BRAKE AND PUT THE CAR IN NEUTRAL. I THOUGHT THAT I MIGHT HAVE SOME HOW HAD MY FOOT ON THE GAS, SO I DID NOT THINK IT WAS A SERIOUS CONCERN. HOWEVER, I HAD TWO MORE SIMILAR INCIDENTS IN THE FOLLOWING MONTHS. BOTH PULLING UP TO STOP SIGNS. BOTH TIMES I HEARD THE ENGINE START TO ACCELERATE AND WAS ABLE TO CONTROL IT. WHEN I HEARD ABOUT THE TOYOTA RECALL I IMMEDIATELY CALLED AND HAD MY CAR SERVICED. THE TOYOTA DEALER DID RECALL WORK ON MY BRAKES AND GAS PEDAL ON FEBRUARY 10TH, 2010. ON FEBRUARY 26TH, I WAS DRIVING ABOUT 5 MPH IN A PARKING AREA WITH MY SON. I PUT MY FOOT ON THE BRAKE AND I FELT THE CAR PUSH FORWARD. I PUT MY OTHER FOOT ON THE BRAKE AS WELL. MY SON SAID "ITS DOING IT AGAIN MOM!" I PUT IT IN NEUTRAL AND WE BOTH HEARD THE ENGINE WIND OUT LIKE I HAD PUSHD THE GAS PEDAL TO THE FLOOR. THIS OBVIOUSLY MEANS THE RECALL "FIX" ISN'T WORKING! I CONTACTED MY DEALER AND AM GETTING A LOANER CAR. I AM VERY CONCERNED WHAT THIS MEANS IN TERMS OF FUTURE SAFETY AND MY MONETARY INVESTMENT IN THIS CAR.

**Additional Summary:**

C-2038

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315836  
**Date of Incident:** 20100226  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** BEVERLY, MA  
**NHTSA Summary:**

UNEXPECTED, SUDDEN, FULL ACCELERATION WHILE BRAKING/SLOWING AND LITTLE OR NO RESPONSE FROM BRAKES

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316377  
**Date of Incident:** 20100226  
**Vehicle:** 2003 LEXUS LS430  
**Location of Incident:** LOS ALTOS, CA  
**NHTSA Summary:**

I WAS DRIVING EAST ON HIGHWAY 156 ON 2/26 APPROACHING A TRAFFIC SIGNAL THAT WAS RED WHERE I INTENDED TO MAKE A RIGHT TURN. I APPLIED THE BRAKES AND WAS TRAVELING 10 TO 15 MPH WHEN THE CAR SPONTANEOUSLY ACCELERATED AT VERY HIGH SPEED. I SHIFTED INTO PARK AND TURNED OFF THE IGNITION WHILE BRAKING AS HARD AS I COULD. THE CAR CONTINUED APPROXIMATELY 1/2 MILE WHEN EVERYTHING SHUT DOWN. I COULDN'T EVEN ACTIVATE THE EMERGENCY FLASHERS. MARION BUSICK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316844  
**Date of Incident:** 20100226  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BRUESTER, MA  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 20 MPH THE VEHICLE BEGAN TO ACCELERATE GOING DOWN A HILL. THE CONTACT STATED THAT THE VEHICLE WOULD ACCELERATE AND THEN SLOW DOWN. THE CURRENT AND FAILURE MILEAGES WERE 28,500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316643  
**Date of Incident:** 20100226  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** CHARLOTTE, NC  
**NHTSA Summary:**

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

**Additional Summary:**

C-2039

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316700  
**Date of Incident:** 20100226  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** NEWARK, DE  
**NHTSA Summary:**

ON MONDAY (MARCH 1ST) TOYOTA SERVICE CALLED ME AND TOLD ME THAT ACCORDING TO TOYOTA ENGINEERS REPORT, THERE IS NOTHING WRONG WITH THE GAS PEDAL AND THEY SAID THERE IS NOTHING TO WORRY ABOUT THE CAR. TOYOTA'S OFFICIAL EXPLANATION IS GOOPERATING AS DESIGNED, THE ECM WILL COMMAND HIGH IDLE AT TIMES FOR PROPER EMISSIONS SYSTEM OPERATION. THIS EXPLANATION DOES NOT MAKE SENSE SINCE THERE IS A SERIOUS SAFETY ISSUE HERE. I AM DRIVING THE CAR IN THE 5TH GEAR AND AROUND 3000 RPM. WHEN I NEED A SUDDEN STOP, I LET GO THE GAS PEDAL AND HIT THE BREAK. THE ECM COMMANDS HIGH IDLE EVEN I HIT THE BREAKS. THE PISTONS ARE STILL WORKING (THE ENGINE IS STILL RUNNING IN GEAR) WITH 3000 RPM SO I AM NOT ABLE TO SLOW DOWN OR STOP. THIS IS A SERIOUS SAFETY PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316770  
**Date of Incident:** 20100226  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** GAMBRIILS, MD  
**NHTSA Summary:**

THIS COMPLIANT COMPLIMENTS THE CURRENT TOYOTA RECALL THAT IS RELATED TO THE STICKING ACCELERATOR PEDAL. THE PEDAL IN MY 2008 TOYOTA TUNDRA DOES NOT GET STUCK AT ACCELERATION POINT BUT IS STICKY DURING THE ACCELERATION PROCESS. THIS IS A PHYSICAL ISSUE THAT IS RELATED TO THE PEDAL MOVEMENT AS DEPRESSED FROM A STOPPED POSITION. THIS HAS OCCURRED AT LEAST 70% OF THE TIME SINCE I OWNED THE VEHICLE (PURCHASED NEW). SINCE MY VEHICLE IS ON THE RECALL LIST I FEEL THAT THIS IS A SITUATION THAT SHOULD ALSO BE INVESTIGATED. MY SPOUSE HAS NOTICE THE DIFFERENCE IN ACCELERATION VARYING FROM A VERY SMOOTH TAKE OFF TO A HARSH JERK AND THAT LAUNCHES THE VEHICLE FORWARD.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317725  
**Date of Incident:** 20100226  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** BROOKLYN, NY  
**NHTSA Summary:**

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

C-2040

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317613  
**Date of Incident:** 20100226  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MISSOURI CITY, TX  
**NHTSA Summary:**  
HAD A 3RD UNINTENDED ACCELERATION IN MY 2005 CAMRY. I WAS ABLE TO STOP CAR BY SHIFTING INTO NEUTRAL ALONG WITH BRAKE APPLICATION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317949  
**Date of Incident:** 20100226  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** SAFETY HARBOR, FL  
**NHTSA Summary:**  
I HAVE A TOYOTA ON RECALL FOR FLOOR MATS. I DID NOT HAVE THE TOYOTA FLOOR MATS, NOT PROVIDED WHEN PURCHASED. ON 2/12/10 40K MAINTENANCE WAS DONE ON MY VEHICLE I EXPRESSED CONCERN ABOUT THE ACCELERATE / BRAKE ISSUE THAT TOYOTA WAS HAVING SAID MY VEHICLE WAS NOT ON THE RECALL LIST. I ASKED THE ADVISER IF THE MECHANIC WOULD PLEASE CHECK THE ACCELERATOR & BRAKES WHILE PREFORMING THE MAINTENANCE CHECK, HE STATED HE THAT IT WOULD BE DONE WITH THE INSPECTION. UPON RECEIVING MY TOYOTA FROM THE SERVICE ADVISER, I AGAIN ASKED IF IT HAD BEEN DONE. HE STATED THAT MY TOYOTA WAS IN PERFECT CONDITION. PRIOR TO THE ACCIDENT I DID NOT NOTICE ANY PROBLEM WITH EITHER THE ACCELERATOR OR BRAKING SYSTEM. ON THE MORNING OF 2/26/10 APPROXIMATELY 10:15 - 10:30 I WAS TAKING MY CHILD TO SCHOOL. I PARKED MY TOYOTA IN A CAR SPACE AND TOOK HER TO CLASS. I RETURNED TO MY VEHICLE TO DRIVE HOME. I WAS WEARING MY SEAT BELT. I STEPPED ON THE BRAKE, STARTED THE TRUCK, SHIFTED TO REVERSE AND GENTLE TAPPED THE ACCELERATOR. THE TRUCK ACCELERATED OUT OF CONTROL AT LEAST 53 FT BACKWARDS INTO A TREE. I TRIED TO STOP THE VEHICLE WITH THE BRAKES BUT THE DIDN'T WORK. I REMEMBER GLANCING FORWARD FOR A SPLIT SECOND TO MAKE SURE MY FOOT WAS COMPLETELY ON THE BRAKE PEDAL AND APPLYING ADDITIONAL PRESSURE TURNING BACK AROUND AND THEN THE BACK OF MY TRUCK HIT THE TREE. PER POLICE THERE WAS A 53 FT SKID MARK FROM ONE OF MY TIRES. TIRES WERE STILL SPINNING PER WITNESSES AFTER CAR HIT THE TREE. I TURNED OFF THE TRUCK. AT THAT POINT THE FIRE & AMBULANCE ARRIVED AND SHORTLY AFTER THAT THE POLICE. POLICE REPORT # SO10-055898. I DO NOT KNOW THE EXACT SPEED I WAS TRAVELING. I DO NOT KNOW THE EXACT MILEAGE ON THE TRUCK.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318258  
**Date of Incident:** 20100226  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** JACKSONVILLE, FL  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA TUNDRA. WHILE THE CONTACT WAS DRIVING 45 MPH, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING AND THE BRAKES WOULD NOT ENGAGE. IN ORDER TO STOP THE ACCELERATION THE VEHICLE WAS

C-2041

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PLACED IN NEUTRAL GEAR. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE VEHICLE WAS WORKING PROPERLY. THERE WERE NO PRIOR WARNINGS AND THE CURRENT AND FAILURE AND FAILURE MILEAGES WERE 8000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319909  
**Date of Incident:** 20100226  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** COLUMBIA, SC  
**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2008 TOYOTA AVALON. WHILE DRIVING AT 15MPH THE VEHICLE ACCELERATED UP TO 40MPH THROUGH THE INTERSECTION AND SPUN AROUND. THE VEHICLE WAS THEN PARKED ON THE SIDE OF THE ROAD AND MOVED THE NEXT MORNING TO THE DEALER. THEY KEPT THE VEHICLE FOR THREE DAYS REPAIR THE RECALLS TEST DROVE THE VEHICLE BUT COULD NOT FIND THE FAILURE. THE TOYOTA MANUFACTURE WAS NOT CALL. THE FAILURE MILEAGE WAS 40,000...MW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320594  
**Date of Incident:** 20100226  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** REDDING, CA  
**NHTSA Summary:**  
I OWN A 2007 TOYOTA CAMRY LE. I REPORTED THIS PROBLEM TO THE DEALER IN REDDING, CA ABOUT THE CRUISE CONTROL SYSTEM WITHIN A MONTH OF OWNERSHIP; HOWEVER, THEY SAID IT IS NORMAL OPERATION. I DOUBT IT VERY MUCH, HOW THE CRUISE CONTROL RESUMES BACK TO THE SET SPEED ALMOST INSTANTLY BY RAISING THE RPM OVER 5000, WHICH WILL MAKE YOU FEEL THE CAR IS GOING OUT OF CONTROL. I HAVE BEEN DRIVING CARS FOR OVER 30 YEARS AND OWN MANY MAKES AND MODELS BUT NONE OF THEM BEHAVED IN THIS WAY. THIS WAS MY FIRST TOYOTA CAR, I STRONGLY BELIEVE THE CAR MAKER SHOULD LOOK IN TO THE CRUISE CONTROL SYSTEMS THAT MIGHT GIVE TEM CLUES ABOUT ACCIDENTAL ACCELERATION PROBLEMS THAT I AM HEARING REGULARLY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325755  
**Date of Incident:** 20100226  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** MAYWOOD, CA  
**NHTSA Summary:**  
MY SISTER WAS DRIVING WHEN SHE WAS ABOUT TO PARK THE CAR IN A PARKING LOT WHEN THE ACCELERATOR GOT STUCK AND SHE WAS NOT ABLE TO STEP ON THE BRAKE PEDAL WHEN IT CRASH A TUBE. WHICH SHE PROCEDE TO REPORT TO THE INSURANCE AGANCY AND DID THE REPORT AND CALL THE POLICE, BUT POLICE SAID HAD TO CALL THE ISURANCE. THIS WAS THE FIRST TIME THAT THIS HAD HAPPEN WHEN USING THE CAR. THEN I TOOK THE CAR TO A TOYOTA AGENCY TO HAVE THE CAR BE FIX BY THIS FACTORY DEFAULT. WHICH THEY TOLD ME WERE ONLY GOING TO FIX THE FACTORY ISSUE WITH THE PEDAL BUT WOULDNT FIX THE FRONT BUMBER DAMAGE THAT THE CAR

C-2042

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PRESENTS BECAUSE OF THE CRASH. I DIDN'T AGREE IN THAT SINCE THIS WAS THE CAR FACTORY DEFECT WHICH LED TO THE CRASH AND THE AGENCY HAD TO BE RESPONSIBLE FOR THE DAMAGE OF THE CAR AND ALL THAT INVOLVES, WHICH I CONTACT DIRECTLY TOYOTA AND THEY ONLY TOLD ME TO ACCESS THIS WEBSITE TO DO THE COMPLAINT ONLINE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327454  
**Date of Incident:** 20100226  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** IRVINGTON, NJ  
**NHTSA Summary:**  
TOYOTA SAFETY CONCERN \*GR THE CONSUMER STATED THE ACCELERATOR PEDAL REINFORCEMENT BAR WAS INSTALLED IN THE VEHICLE. HOWEVER, THREE WEEKS LATER, WHEN ATTEMPTING TO STOP AT AN INTERSECTION, THE VEHICLE CONTINUED TO ACCELERATE THROUGH THE INTERSECTION. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327399  
**Date of Incident:** 20100226  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** GLENVIEW, IL  
**NHTSA Summary:**  
2009 TOYOTA CAMRY. CONSUMER STATES PROBLEM WITH FLOOR MAT AND GAS ACCELERATOR \*TGW THE CONSUMER STATED THREE DAYS AFTER THE RECALL WAS PERFORMED, THE VEHICLE SUDDENLY ACCELERATED AND THE CONSUMER CRASHED INTO HER GARAGE DOOR. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316739  
**Date of Incident:** 20100227  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** FONTANA, CA  
**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2008 LEXUS ES350. THE DRIVER STATED THAT THE VEHICLE SUDDENLY ACCELERATED OUT OF CONTROL AT NIGHT AND HE WAS UNABLE TO BRAKE. THE VEHICLE RAN OVER THE CURB AND ENDED UP COLLIDED WITH A TREE AND A RETAINING WALL. THERE WERE NO INJURIES AND A POLICE REPORT WAS TAKEN. THE CONTACT CALLED THE MANUFACTURER AND WAS TOLD THAT A REPRESENTATIVE WOULD BE SENT OUT TO INSPECT THE VEHICLE. THE CONTACT NOTICED SMALL INSTANCES OF SURGING BUT NOT TO THE POINT WHERE SHE COULD NOT STOP. THE VEHICLE WAS CURRENTLY AT THE BODY SHOP AWAITING INSPECTION. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 45,000-BK. TL\*THE CONTACT OWNS A 2008 LEXUS ES350. THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED OUT OF CONTROL AT NIGHT AND SHE WAS UNABLE TO STOP THE VEHICLE WHEN SHE APPLIED THE BRAKES. THE CONTACT WAS DRIVING APPROXIMATELY 40 MPH PRIOR TO THE FAILURE. THE VEHICLE DROVE OVER THE CURB AND COLLIDED INTO A TREE AND A RETAINING WALL. THERE WERE NO INJURIES AND A POLICE REPORT WAS FILED. THE CONTACT CALLED THE MANUFACTURER AND WAS

C-2043

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TOLD THAT A REPRESENTATIVE WOULD COME OUT TO INSPECT THE VEHICLE. THE CONTACT NOTICED SMALL INSTANCES OF SURGING BUT NOT TO THE POINT WHERE SHE COULD NOT STOP OR CONTROL THE VEHICLE. THE VEHICLE WAS CURRENTLY AT THE BODY SHOP AWAITING INSPECTION. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 45,000.  
**Additional Summary:**

Son, age 27, borrowed vehicle to drive around the corner to buy a pack of cigarettes in a residential area coming to stop sign, vehicle speeding up, kept braking, wouldn't brake or slow down, witnesses say brake lights, turned right to miss a house and hit a tree and retaining wall in neighbors yard.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314929  
**Date of Incident:** 20100227  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** DACULA, GA  
**NHTSA Summary:**  
WHILE MOVING AT A SPEED OF ABOUT 25 MPH OR LESS ON A CROWDED SURFACE STREET, A TRAFFIC LIGHT TURNED RED, AND WHEN I TOOK MY FOOT OFF THE ACCELERATOR TO BRAKE, THE ENGINE OF MY TOYOTA TACOMA SUDDENLY REVVED UP TO A VERY HIGH RPM. I JAMMED THE BRAKE DOWN TO THE FLOOR AND BECAUSE OF THE DISTANCE BETWEEN MY TRUCK AND THE CAR AHEAD, I WAS ABLE TO STOP MY TRUCK BEFORE HITTING THE CAR, BUT MY REAR DRIVE TIRES WERE SQUEALING AND THE TRUCK WAS SHUDDERING. I SHIFTED INTO NEUTRAL AND TURNED OFF THE IGNITION, SUCCESSFULLY ENDING THE INCIDENT. AFTER A FEW MOMENTS, I RESTARTED THE TRUCK AND, WITHOUT FURTHER INCIDENT, WAS ABLE TO DRIVE THE TRUCK TO A DEALER LOCATED A SHORT DISTANCE AWAY. MY TACOMA IS NOT ON ANY RECALL LIST. HAVE OTHER INCIDENTS BEEN REPORTED FOR THIS TRUCK?  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315125  
**Date of Incident:** 20100227  
**Vehicle:** 2010 TOYOTA TACOMA  
**Location of Incident:** BERKELEY, CA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2010 TOYOTA TACOMA. THE DRIVER STATED THAT SHE WAS AT A STOP SIGN WITH HER FOOT ON THE BRAKE PEDAL WHEN THE VEHICLE ACCELERATED INTO AN INTERSECTION. THE DRIVER ALSO STATED THAT SHE HAD BOTH FEET ON THE BRAKE PEDAL BUT THE VEHICLE WOULD NOT STOP. THE DRIVER HAD TO SHIFT INTO NEUTRAL GEAR AND TURN THE ENGINE OFF IN ORDER TO STOP THE VEHICLE. THE VEHICLE WAS TOWED TO A TOYOTA DEALER. THE VEHICLE WAS BEING DIAGNOSED BY THE DEALER WHEN THE COMPLAINT WAS FILED. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 1,100.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315071  
**Date of Incident:** 20100227  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** GRETN, NE  
**NHTSA Summary:**

C-2044

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315680  
**Date of Incident:** 20100227  
**Vehicle:** 2005 LEXUS RX330  
**Location of Incident:** GURNEE IL, IL

**NHTSA Summary:**  
2005 LEXUS RX330 WAS DRIVEN AT 40MPH UNDER NORMAL HIGHWAY CONDITIONS WHEN THE VEHICLE SUDDENLY ACCELERATED ON ITS OWN. THE VEHICLE WAS IMMEDIATELY PUT IN NEUTRAL WHERE THE ENGINE KEPT REVVING. THE DRIVER COASTED TO THE SIDE OF THE ROAD AND TURNED THE ENGINE OFF. THE VEHICLE WAS RESTARTED AND BROUGHT TO A DEALERSHIP THE FOLLOWING BUSINESS DAY FOR DIAGNOSIS. THE DEALERSHIP SAID THEY DID NOT FIND ANY ERROR CODES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316803  
**Date of Incident:** 20100227  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** MATTITUCK, NY

**NHTSA Summary:**  
OUR RAV4 WAS APPARENTLY NOT INCLUDED IN THE LAST RECALLS BUT I NOW BELIEVE THIS IS INCORRECT. ON 2/27 I REAR-ENDED A TRUCK GOING ABOUT 30-35 MPH. I ORIGINALLY THOUGHT I HAD MISSED THE BRAKE PEDAL AND BY THE TIME I REALIZED THE CAR WAS NOT STOPPING I HAD TO SLAM MY BRAKES AND TRIED TO TURN TO MISS THE CAR IN FRONT OF ME. AFTER CHECKING FURTHER I'M NOT SURE HOW I WOULD HAVE EVEN BEEN ABLE TO ENTIRELY MISS THE PEDAL. I WAS VERY SHAKEN UP AND THOUGHT I HAD IMAGINED THAT THE CAR WAS ACCELERATING AFTER I HAD ORIGINALLY BRAKED UNTIL I OVERHEARD MY 8 YR OLD DAUGHTER TALKING TO SOMEONE ELSE AND SAYING SHE 'FEL' I LIKE WE WERE GOING FASTER INSTEAD OF STOPPING". IF NOT FOR THE URGING OF FRIENDS AND FAMILY AND AFTER RESEARCHING, I'M NOT SURE I WOULD HAVE EVEN THOUGHT IT WAS A TOYOTA PROBLEM. LUCKILY I WAS THE ONLY PERSON TO BE INJURED WITH A SPRAINED FOOT, BUT IF THIS CAN HELP TO SAVE SOMEONE ELSE FROM A POTENTIALLY FATAL CRASH I WOULD FEEL THAT I HAVE DONE MY PART. PLEASE PUSH TOYOTA TO FIND OUT THE REAL PROBLEM AND GET IT FIXED. I'M NOT SURE HOW I AM EVEN GOING TO BE ABLE TO DRIVE THAT TRUCK AGAIN WITHOUT FEELING CONFIDENT THAT MY FAMILY AND I ARE SAFE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316939

C-2045

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100227  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** CUPERTINO, CA

**NHTSA Summary:**  
WHILE I WAS PULLING MY 2002 TOYOTA CAMRY INTO MY DRIVEWAY WITH FOOT ON BRAKE PEDAL (AND BRAKE LIGHTS ON- MY NEIGHBOR WITNESSED), THE CAR SURGED FORWARD DESPITE ME TRYING TO JAM BRAKE EVEN HARDER. THIS RESULTED IN ME CRASHING INTO MY HOUSE AND PARTLY DAMAGING THE WALL AND GARAGE. THE IMPACT WAS HIGH ENOUGH TO SHIFT THE STUCCO OFF THE FOUNDATION. SURPRISINGLY, THE AIRBAG DID NOT GO OFF. THE IMPACT DENTED THE FRONT FENDERS OF MY CAR QUITE BADLY THOUGH. IN 8 YEARS OF DRIVING THIS CAR, I HAVE NEVER EXPERIENCED SUCH SURGE IN ACCELERATION IN SUCH SHORT DISTANCE (MY DRIVEWAY IS ABOUT 20FT MAX). I TURNED OFF THE IGNITION AT THE SAME TIME THE IMPACT OCCURED, WHICH STOPPED THE CAR. I HAVE FILED A COMPLAINT W/ TOYOTA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316563  
**Date of Incident:** 20100227  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SENOLA, GA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317256  
**Date of Incident:** 20100227  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** SUFFERN, NY

**NHTSA Summary:**  
I WAS IN THE ACT OF PARKING MY VEHICLE IN A PARKING LOT AND PLACED MY RIGHT FOOT ON THE BRAKE AND PROCEEDED TO SHIFT THE GEAR INTO THE PARK POSITION. BUT BEFORE I COULD COMPLETE THIS ACTION, MY VEHICLE SPONTANEOUSLY ACCELERATED AND HURTLED FORWARD. I WAS LUCKY THAT MY VEHICLE WAS STOPPED BY CRASHING INTO A METAL SIGN POST. HAD THE POST NOT BEEN THERE, MY VEHICLE WOULD HAVE GONE INTO A VERY BUSY MAIN ROAD.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317202  
**Date of Incident:** 20100227  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** WHITTIER, CA

**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-2046

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317928  
**Date of Incident:** 20100227  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** KENTFIELD, CA

**NHTSA Summary:**  
THERE ARE SEVERAL PROBLEMS I'VE EXPERIENCED WITH THE 2010 TOYOTA PRIUS PURCHASED NEW 10 DECEMBER 2009. 1. WHEN USING CRUISE CONTROL -> THERE'S REGULARLY WHAT FEELS LIKE AN ENGINE SURGE WHEN THE FOOT BRAKE IS APPLIED TO TURN OFF CRUISE CONTROL. THIS HAPPENS REGULARLY, INCLUDING ON SMOOTH, LEVEL, DRY ROADWAYS AND FREEWAYS AND AT SPEED SETTINGS FROM 45 TO 60 MPH. BECAUSE OF CONCERN ABOUT THIS I NOW MANUALLY TURN OFF CRUISE CONTROL. THREE DAYS AGO THE CAR WAS TEST DRIVEN BY A TOYOTA DEALERSHIP SERVICE DEPARTMENT EMPLOYEE, WHO REPORTED USING CRUISE CONTROL 6 TIMES AND TURNING CRUISE CONTROL OFF BY APPLYING THE FOOT BRAKE; THE REPORT WAS CRUISE CONTROL SHUT OFF IMMEDIATELY WHEN ENOUGH PRESSURE APPLIED [EMPHASIS ADDED] TO PEDAL. 2. ON SATURDAY, FEBRUARY 27, 2010 AFTER THE CAR HAD BEEN SET AT 60 IN CRUISE CONTROL FOR SOME TIME THERE WAS A STRONG ODOR (LIKE A CAR BEING DRIVEN WITH THE "HAND" BRAKE ON, BUT MY CARES WASN'T ENGAGED) WHILE ON A DRY FREEWAY DOWNGRADE (GRADUAL, NOT STEEP). I TURNED OFF THE CRUISE CONTROL, CONTINUED AT THE SAME SPEED AND THE ODOR STOPPED. THIS WAS THE FIRST SUCH OCCURRENCE. I'VE USED CRUISE CONTROL REGULARLY BECAUSE OF USUALLY DRIVING ON FREEWAYS 6 DAYS A WEEK. THE TOYOTA SERVICE DEPARTMENT'S TEST DRIVE THREE DAYS AGO REPORTED NOT EVIDENT 3. SHIFTING FROM PARK TO DRIVE SEVERAL TIMES THIS SHIFTING WAS SUCCESSFUL ONLY AFTER MULTIPLE TRIES. ON ONE RECENT OCCASION AFTER SEVERAL TRIES AND ALSO TURNING THE CAR OFF, ON AGAIN, AND THEN UNSUCCESSFULLY RETRYING, I RESORTED TO USING THE SAFETY CONNECT SOS BUTTON. THERE WERE NO DOORS AJAR AND NO INDICATION OF THE CAUSE. WHILE TALKING WITH THE PERSON WHO RESPONDED I PERIODICALLY CONTINUED TO TRY SHIFTING FROM PARK TO DRIVE; AFTER SEVERAL ATTEMPTS THE CAR RESPONDED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319340  
**Date of Incident:** 20100227  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** CAMPBELL, CA

**NHTSA Summary:**  
THROTTLE MALFUNCTION - 2008 TOYOTA PRIUS. DRIVING 50-55 M/H ON NORTH 280 NEAR MILLBRAE, CA IN HEAVY RAIN. VEHICLE ACCELERATED WITHOUT PRESSING THE GAS PEDAL. ENGINE REVVED 3 TIMES IN SUCCESSION (SOUNDED LIKE: VROOM, VROOM, VROOM) WHILE ACCELERATING TO 65 M/H. ALL THIS TIME I WAS STEPPING ON THE BREAKS. ACCELERATION EVENTUALLY STOPPED WENT BACK TO NORMAL AFTER A FEW

C-2047

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MINUTES. I DROVE THE CAR DIRECTLY TO THE NEAREST TOYOTA DEALERSHIP IN DALY CITY BUT WAS TOLD THAT THERE WAS NO PROBLEM WITH THE CAR. THIS MALFUNCTION ONLY OCCURRED ONCE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319784, 10314984, 10316527  
**Date of Incident:** 20100227  
**Vehicle:** 2010 TOYOTA VENZA  
**Location of Incident:** ALEXANDRIA, VA

**NHTSA Summary:**  
S10 APPROPRIATE HANDLING RE INCIDENT OF SUDDEN UNINTENDED ACCELERATION FM OWNER OF A 2010 TOYOTA VENZA. \*KB AS THE CONSUMER WAS PULLING INTO HIS DRIVEWAY, HE PUSHED THE GARAGE DOOR OPENER BUTTON AND SUDDENLY THE VEHICLE ACCELERATED AT A GREAT SPEED, NEARLY CRASHING INTO THE OPENING OF THE GARAGE DOOR. THE VEHICLE WAS REVVING AT 5,000 RPM'S AND HE IMMEDIATELY PUT BOTH FEET ON THE BRAKES, JAMMED IT INTO NEUTRAL, THEN REVERSE, THEN PARK. IN PARK, THE ENGINE WAS STILL REVVING AT A VERY HIGH SPEED AND SO THE CONSUMER SHUT THE ENGINE OFF. HE IMMEDIATELY LOOKED DOWN TO SEE IF THE ACCELERATOR WAS STUCK UNDER THE MAT, AND IT WAS NOT. THE GAS PEDAL WAS NOW WHERE NEAR ANY FLOOR MAT AND THE VEHICLE WAS BARELY MOVING AT THE TIME. HIS FOOT WAS ON THE BRAKE, NOT THE ACCELERATOR AND THE VEHICLE WAS COASTING INTO THE GARAGE. \*JB. AT 2 PM TODAY, I HAD JUST RETURNED FROM RUNNING ERRANDS AND WAS PULLING INTO MY DRIVEWAY AND PUSHED THE GARAGE DOOR OPENER. AT THAT POINT, MY FOOT WAS ON THE BRAKE AND NOT ON THE GAS PEDAL; I WAS COASTING AT A VERY LOW SPEED WITH THE NATURAL FORWARD MOVEMENT OF THE CAR CARRYING ME INTO THE GARAGE (MY DRIVEWAY IS ONLY ABOUT TWO-CAR-LENGTHS LONG). AS I NEARED THE GARAGE DOOR, NOW HALF-WAY OPEN, MY CAR SUDDENLY REVVED TO A HIGH SPEED AND WAS HEADED STRAIGHT TOWARD SMASHING INTO THE GARAGE DOOR. AS I SAID, MY FOOT WAS ON THE BRAKE AND SO I THEN PUT THE OTHER FOOT ON THE BRAKE AS WELL. THEN, I SLAMMED THE CAR INTO NEUTRAL AND HEARD THE ENGINE JUST REV AT A VERY HIGH SPEED. I THEN SLAMMED THE CAR INTO REVERSE THEN PARK, AGAIN HEARING THE ENGINE REV AT A HIGH SPEED. I THEN PUSHED THE BUTTON TO SHUT THE CAR OFF. I IMMEDIATELY LOOKED DOWN AND SAW THAT THE GAS PEDAL WAS NOT STUCK ON ANY FLOOR MAT. AND, AS I SAID, MY FOOT WAS ON THE BRAKE AND NOT ON THE GAS PEDAL. I THEN SAT THERE FOR A FEW MINUTES WITH MY HEART RACING, THINKING THAT IF THIS HAD HAPPENED TWO MINUTES AGO WHILE ON THE ROAD, I COULD HAVE BEEN KILLED. OR, IF I HADN'T BEEN QUICK TO ACT PROPERLY, MY CAR WOULD HAVE ENDED UP IN MY FAMILY ROOM. WHAT IF I DIDN'T HAVE MY FOOT ALREADY ON THE BRAKE? SURELY I WOULDN'T HAVE BEEN ABLE TO STOP THE VEHICLE AS QUICKLY. I FELT JUST LIKE THE WOMAN AT THE CONGRESSIONAL HEARINGS, IN TEARS, DESCRIBING HER EXPERIENCE WITH HER LEXUS. THE CAR SUDDENLY REVVED TO A HIGH SPEED, AND I WOULDN'T SLOW DOWN IN NEUTRAL OR REVERSE OR PARK. SHIFTING OFF THE ENGINE WAS THE ONLY OPTION TO MAKE THE HIGH-SPEED THROTTLING TO STOP. THESE FACTS ARE CLEAR: 1) THE GAS PEDAL WAS NOT STUCK ON ANY FLOOR MAT 2) THE GAS PEDAL WAS NOT DEPRESSED IMMEDIATELY PRIOR TO THE SUDDEN ACCELERATION 3) THE BRAKE PEDAL WAS DEPRESSED IMMEDIATELY PRIOR TO THE SUDDEN ACCELERATION 4) THE SUDDEN ACCELERATION WAS AT VERY HIGH RPM'S 5) THE HIGH RPM'S WOULDN'T STOP UNTIL THE ENGINE WAS SHUT OFF. 6) MY FOOT WAS ON THE BRAKE AND NOT ON THE GAS PEDAL. 7) I WAS COASTING AT A VERY LOW SPEED WITH THE NATURAL FORWARD MOVEMENT OF THE CAR CARRYING ME INTO THE GARAGE (MY DRIVEWAY IS ONLY ABOUT TWO-CAR-LENGTHS LONG). 8) AS I NEARED THE GARAGE DOOR, NOW HALF-WAY OPEN, MY CAR SUDDENLY REVVED TO A HIGH SPEED AND WAS

C-2048

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HEADED STRAIGHT TOWARD SMASHING INTO THE GARAGE DOOR. AS I SAID, MY FOOT WAS ON THE BRAKE AND SO I THEN PUT THE OTHER FOOT ON THE BRAKE AS WELL. THEN, I SLAMMED THE CAR INTO NEUTRAL AND HEARD THE ENGINE JUST REV AT A VERY HIGH SPEED. THE SUA SEEMED TO HAPPEN AS I PUSHED THE BUTTON ON THE DOOR OPENER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321017  
**Date of Incident:** 20100227  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** STAEN ISLAND, NY  
**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE AT A COMPLETE STOP AT A RED LIGHT THE VEHICLE ACCELERATED. HE STATED HE ENGAGED THE BRAKE, HE THEN TURN OF THE IGNITION AND RESTARTED THE VEHICLE IT STARTED AS NORMAL. HE THEN DROVE HOME AND THE VEHICLE WAS TOWED. THE VEHICLE IS AT THE DEALER FOR REPAIRS FOR 2 WEEKS. THE FAILURE AND THE CURRENT MILEAGE WERE 56,254. VWB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321854  
**Date of Incident:** 20100227  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** BALLSTON LAKE, NY  
**NHTSA Summary:**  
SUBJECT: UNINTENTIONAL ACCELERATION EVENT WITH 2008 TOYOTA TUNDRA, VIN # 5TBV54148S505082, FOLLOWING RECALL TO INSERT ACCELERATOR PEDAL SHIM THE PURPOSE OF THIS LETTER IS TO DOCUMENT AND INFORM YOU OF AN UNINTENTIONAL ACCELERATION EVENT THAT I EXPERIENCED WITH MY 2008 TOYOTA TUNDRA ON THE AFTERNOON OF FEBRUARY 27, 2010. THE EVENT WAS EXPERIENCED WITHIN 10 MINUTES/3.5 MILES AFTER LEAVING THE DEALERSHIP FOLLOWING DEALER-SERVICE WORK THAT INCLUDED, AMONG OTHER ITEMS, IMPLEMENTATION OF THE TOYOTA RECALL TO INSERT THE ACCELERATOR PEDAL SHIM (SSC). THIS IS THE ONLY SUCH EVENT EXPERIENCED TO DATE WITH THIS TRUCK. THE EVENT WITH THE VEHICLE PARKED AND THE ENGINE IDLING NORMALLY (APPROXIMATELY 800 RPM), I PLACED MY FOOT ON THE BRAKE IN PREPARATION OF SHIFTING THE TRANSMISSION FROM PARK TO DRIVE. MY FOOT WAS WELL CENTERED ON THE BRAKE PEDAL AND NOT IN CONTACT AT ALL WITH THE THROTTLE PEDAL. THERE WAS NO CHANGE IN ENGINE SPEED AT THIS POINT. I THEN SHIFTED THE TRANSMISSION FROM PARK TO DRIVE. AS SOON AS THE DRIVE POSITION WAS ENGAGED, WITH MY FOOT UNCHANGED FROM ITS FIRM POSITION ON THE BRAKE PEDAL, THE ENGINE SPEED IMMEDIATELY WENT TO FULL THROTTLE. AS I HEARD THE ENGINE SPEED UP, I APPLIED FULL PRESSURE TO THE BRAKE TO HOLD THE VEHICLE IN ITS STATIONARY POSITION. THE REAR WHEELS BROKE LOOSE FROM THE PAVEMENT AND BEGAN SPINNING; HOWEVER, THE VEHICLE REMAINED STATIONARY, HELD BY THE BRAKING OF THE FRONT WHEELS. FORTUNATELY, THE PAVEMENT WAS WET, WHICH FACILITATED THE REAR WHEELS LOSING TRACTION WITH THE PAVEMENT. I IMMEDIATELY TURNED THE IGNITION OFF WHILE THE DRIVE POSITION WAS STILL ENGAGED. ONCE THE ENGINE WAS SHUT DOWN, I PLACED THE TRANSMISSION IN THE PARK POSITION. AS I NEVER HAD A CHANCE TO PLACE MY FOOT ON THE THROTTLE PEDAL BEFORE THE EVENT OCCURRED, IT WAS NOT MECHANICAL IN NATURE AND CAN ONLY BE ATTRIBUTED TO AN ELECTRICAL/CONTROL ISSUE.

C-2049

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327404  
**Date of Incident:** 20100227  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** LOS ALTOS, CA  
**NHTSA Summary:**  
2009 TOYOTA PRIUS. CONSUMER STATES UNINTENDED ACCELERATION. \*TGW THE CONSUMER STATED AS SHE MADE A U-TURN TO PARK, SHE MOVED THE GEAR SHIFTER FROM REVERSE TO DRIVE WHEN THE ACCELERATOR BECAME STUCK AND THE VEHICLE WENT FORWARD DESPITE THE FACT SHE WAS PRESSING ON THE BRAKE AND THE VEHICLE DID NOT STOP UNTIL SHE ENDED UP IN A DITCH. \*JB UPDATED 05/05/10.\*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100228  
**Date of Incident:** 20100228  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** YONKERS, NY  
**NHTSA Summary:**  
**Additional Summary:**  
PER ARTICLE IN THE JOURNAL NEWS -

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

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

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

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

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

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

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

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

C-2050

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314950  
**Date of Incident:** 20100228  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** IOWA CITY, IA  
**NHTSA Summary:**  
DEAR NHTSA, I OWN A 2006 TOYOTA AVALON XLS, PURCHASED USED IN SUMMER 2009. A FEW DAYS AFTER OWNERSHIP, I FELT THE CAR WANTED TO 'SPEED UP ON ITS OWN', MOMENTARILY. I TOOK IT TO OUR LOCAL TOYOTA DEALER (TOYOTA OF IOWA CITY) WHO FELT THE PROBLEM MIGHT BE DUE TO 'GEAR SHIFT SET POINTS' IN THE AUTOMATIC TRANSMISSION'S COMPUTER PROGRAMMING. THEY REPROGRAMMED THE REVOLUTIONS AT WHICH TRANSMISSION WOULD SHIFT GEARS WHILE DRIVING. HOWEVER, THE SURGE PROBLEM PERSISTS AS TIME GOES BY AND I READ MORE ABOUT TOYOTA'S ACCELERATOR PROBLEMS. I THINK THIS MIGHT BE PART OF THE SAME ISSUE AND SO I WOULD LIKE TO GIVE YOU SOME DETAILED INFORMATION ON MY OBSERVATIONS. I HAVE BEEN STUDYING IT AND MADE SOME CAREFUL OBSERVATIONS ABOUT WHICH CONDITIONS THE SURGE OCCURS DURING, AND WOULD LIKE TO DETAIL THIS FOR YOU. PERHAPS UNDER THESE CONDITIONS YOU MIGHT EVEN BE ABLE TO REPRODUCE MY SURGE SITUATION IN OTHER TOYOTAS. THE PROBLEM OCCURS WHEN THE ENGINE IS WARM. IN ORDER TO ENSURE THAT THE TRANSMISSION SHIFTING IS NOT THE ISSUE, PUT THE TRANSMISSION MANUALLY INTO '3'. DRIVE ON LEVEL ROAD AT ABOUT 30MPH, THE ENGINE RPM'S WILL TYPICALLY BE ABOUT 2000. THEN, RELEASE FOOT FROM GAS PEDAL. THE ENGINE RPM'S WILL DROP TO ABOUT 1000, THEN SPONTANEOUSLY SURGE UPWARD TO ABOUT 1500 RPM. AT THAT POINT, SOMETHING SEEMS TO LIMIT THE RPM'S FROM INCREASING FURTHER. THIS CANNOT BE THE CORRECT OPERATION; WHEN ONE IS NOT STEPPING ON THE GAS PEDAL, THE ENGINE SHOULD SLOWLY REVERT BACK TO IDLE SPEED (OR BE GOVERNED BY ENGINE BRAKING EFFECTS) IF GOING DOWNHILL...CORRECT? I THINK THAT IN A SITUATION WHERE THIS SPONTANEOUS LIMITATION OF RPM SURGING MIGHT NOT OCCUR, I COULD EXPERIENCE A "WIDE-OPEN-THROTTLE" SITUATION THAT EVERYONE IS TALKING ABOUT. PLEASE CONTACT ME FOR MORE DETAILS. I THINK MY CAR MIGHT HOLD SOME SECRETS TO THE MYSTERIES OF THE TOYOTA THROTTLE ISSUE. THIS COULD POTENTIALLY SAVE LIVES. \*RM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314980  
**Date of Incident:** 20100228  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** CLARENCE CENTER, NY  
**NHTSA Summary:**  
WAS STOPPED IN DRIVEWAY OF MY HOME WAITING FOR GARAGE DOOR TO OPEN (REMOTE CONTROLLED) THEN I SLOWLY PROCEEDED TOWARDS OPEN GARAGE. THE CAR ENGINE SUDDENLY ROARED AND SURGED FORWARD ON ITS OWN. I PUT ALL MY WEIGHT UNTO THE BRAKE WHICH SEEMED TO HAVE LITTLE EFFECT THEN SHIFTED INTO NEUTRAL. ONLY THEN DID THE CAR SEEM TO NORMALIZE. I SHUT IT OFF AND HAVENT TRIED TO DRIVE IT SINCE.

**Additional Summary:**

C-2051

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315239  
**Date of Incident:** 20100228  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** DAVIE, FL  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA PRIUS. THE CONTACT EXPERIENCED A SUDDEN ACCELERATION WHILE DRIVING 18 MPH. THE FAILURE OCCURRED WHEN THE CONTACT A STOP LIGHT. AS THE CONTACTS FOOT RELEASED THE ACCELERATOR PEDAL, THE VEHICLE CONTINUED TO ACCELERATING. AFTER THREE ATTEMPTS THE CONTACT WAS ABLE TO APPLY ENOUGH PRESSURE TO THE BRAKE PEDAL TO STOP THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 43,279.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315549  
**Date of Incident:** 20100228  
**Vehicle:** 1992 TOYOTA 4RUNNER  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**  
ON FEBRUARY 28, 2010, MY 1992 TOYOTA 4RUNNER HAD A REPEATED ACCELERATOR ISSUE. MY TRUCK ACCELERATED SEVERAL TIMES WHILE MY FOOT WAS OFF THE ACCELERATOR. I WAS STOPPED AT A TRAFFIC LIGHT WHEN THE TRUCK SURGED FORWARD. I PRESSED ON THE BRAKE WITH BOTH FEET AND THE ACCELERATOR CONTINUED TO RACE. I WATCHED THE TACHOMETER GO FROM 1.1K RPM TO 4K RPM WITHOUT TOUCHING THE ACCELERATOR. THIS HAPPENED OVER AND OVER AGAIN OVER A 1/2 MILE STRETCH OF CITY BLOCKS (EL CAJON BLVD IN SAN DIEGO, CA). I HAD TO PULL OVER SEVERAL TIMES BECAUSE I COULD NOT CONTROL THE SPEED. IT WAS A VERY DANGEROUS SITUATION. I REMOVED THE PLACEMAT AND THE ISSUE CONTINUED. IN FACT, WHEN I APPLIED PRESSURE ON THE ACCELERATOR, THE TACHOMETER WENT FROM 4K RPM TO 8K RPM IN THE RED ZONE EVEN THOUGH I WAS BARELY TOUCHING THE ACCELERATOR. THIS IS THE FIRST TIME THIS HAS OCCURRED BUT IT WAS EXTREMELY DANGEROUS AS I HAD TO PLACE THE TRUCK IN NEUTRAL WHEN ACTUALLY RIDING ON THE STREET JUST TO CONTROL MY SPEED. MY TRUCK HAS 143K MILES AND I HAVE NEVER HAD THIS ISSUE BEFORE. I AM WORRIED ABOUT MY NEXT TRIP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315931  
**Date of Incident:** 20100228  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** TURLOCK, CA  
**NHTSA Summary:**  
WE PURCHASED OUR TOYOTA 2006 RAV 4 NEW AND HAVE HAD TROUBLE WITH UNINTENDED ACCELERATION, AS WELL AS SLUGGISH THROTTLE RESPONSE INTERMITTENTLY SINCE OUR PURCHASE. WE ARE CONCERNED OF THE POTENTIAL OF AN ACCIDENT. THE MOST RECENT OCCURRENCE WAS ON FEB. 28, 2010 WHEN I WAS IN A PARKING GARAGE ON A FLAT SURFACE. WHEN I DERESSED THE GAS PEDAL OUR VEHICLE DID NOT MOVE FOR THREE SECONDS THEN SURGED FORWARD FASTER THAN IT SHOULD HAVE. THESE CARS ARE UNSAFE AND SHOULD BE RECALLED ALONG WITH THE OTHERS THAT TOYOTA CONTINUES TO DENY THERE ARE SAFETY ISSUES PENDING WITH THESE VEHICLES.

**Additional Summary:**

C-2052

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315365  
**Date of Incident:** 20100228  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** PONCE, PR

**NHTSA Summary:**  
WHILE EN ROUTE FROM SAN JUAN TO PONCE, PR, I DECIDED TO USE THE CRUISE CONTROL ON MY TOYOTA AVALON 2005. IT WORKED VERY WELL, UNTIL I DECIDED TO USE THE RESUME SPEED OPTION OF THE CRUISE CONTROL. AS SOON AS THE RESUME MOVEMENT WAS ACTIVATED, THE CAR ACCELERATED SUDDENLY AND LUNGED FORWARD AT AN UNBELIEVABLE RATE OF SPEED THAT SCARED US, AND I HAD TO DEPRESS THE BRAKE PEDAL TO DISENGAGE THE RESUME OPTION. THIS OCCURED TWICE AND THEN I OPTED FOR NOT USING THE CRUISE CONTROL AT ALL. RECENTLY MY CAR WAS SERVICED AT FURIEL TOYOTA DEALER HERE IN PONCE, WHERE THE RECALL REQUIREMENTS FOR THE ACCELERATOR AND OIL HOSE WERE COMPLETED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316299  
**Date of Incident:** 20100228  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** WHITESVILLE, KY

**NHTSA Summary:**  
AFTER HAVING MY 2006 TOYOTA AVALON RECALL SUPPOSEDLY REPAIRED A WEEK LATER I WAS PULLING UP TO MY MAILBOX AND APPLIED MY BRAKES, HOWEVER I REALIZED THE CAR WAS STILL ACCELERATING. IN ORDER TO STOP I PUT MY CAR IN NUTRIAL AND TURNED THE ENGINE OFF. WHEN I CALLED THE DEALERSHIP TO TELL THEM THEY TOLD ME I HADN'T HAD THE COMPLETE RECALL DONE AND I NEEDED TO BRING IT BACK IN. THEY SAID I NEEDED TO HAVE THE FLOOR MAT AS WELL AS THE BRAKE OVERRIDE RECALL DONE. I TRIED TO TELL THEM THE FIRST TIME I TOOK IT IN I WAS SUPPOSE TO HAVE THE FLOOR MAT PORTION OF THE RECALL DONE BUT THEY TOLD ME MY VIN NUMBER WAS NOT ON THE LIST AS NEEDING IT DONE. IT WAS NOT THE FLOOR MAT THAT CAUSED THE PROBLEM THOUGH BECAUSE MY FLOOR MAT WAS STILL ATTACHED TO THE HOOK AND IN PLACE. MY COMPLAINT IS MAINLY BECAUSE THEY DIDN'T DO THE COMPLETE RECALL WHEN I HAD IT IN THE FIRST TIME. I HAD MY 9 YEAR OLD GRANDDAUGHTER WITH ME, IF WE HAD BEEN AT A BUSY INTERSECTION I COULD HAVE BEEN HIT BECAUSE MY CAR WENT AT LEAST A HALF OF CAR LENGTH BEYOND MY MAIL BOX BY THE TIME I GOT IT STOPPED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316186  
**Date of Incident:** 20100228  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** DUTTE, MT

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA AVALON. HE DROVE APPROXIMATELY 2 MPH INTO HIS GARAGE AND THE VEHICLE LUNGED FORWARD. THE VEHICLE STOPPED ACCELERATING IMMEDIATELY AFTER HE APPLIED PRESSURE TO THE BRAKES. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY TEST DROVE IT AND THEY COULD

C-2053

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NOT DUPLICATE THE FAILURE. NO REPAIRS WERE MADE TO THE VEHICLE. THE FAILURE MILEAGE WAS 49450 AND THE CURRENT MILEAGE WAS 49476.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316165  
**Date of Incident:** 20100228  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** SCOTTSDALE, AZ

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315989  
**Date of Incident:** 20100228  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** TARZANA, CA

**NHTSA Summary:**  
ON NUMEROUS OCCASIONS, MY 1999 TOYOTA CAMRY (4 CYLINDER) HAS EXPERIENCED SUDDEN UNINTENDED ENGINE ACCELERATION. I DETECTED THAT THIS SEEMS TO OCCUR WHEN I AM COASTING TOWARDS A LIGHT BEFORE A HILL, THAT THE ENGINE WILL SPEED UP ON ITS OWN AND BEGIN ACCELERATING THE CAR. APPLYING PRESSURE ON THE BRAKE STOPPED THE CAR IN MOST CASES, BUT ONCE I ENDED UP ACCELERATING AND COULD NOT STOP THE CAR UNTIL I HIT SOME BUSHES ON THE SIDE OF THE ROAD. IT ALSO HAPPENS WHEN I WAS MAKING A TURN ON SEVERAL OCCASIONS THAT THE ACCELERATION INCREASED ON ITS OWN. I AM REPORTING THIS NOW AS WITH THE NEWS ABOUT TOYOTA CAMRY'S, I BELIEVE THE 1999 MODELS HAVE THE SAME PROBLEM. THE LAST DATE THAT THIS OCCURRED TO ME WAS FEB 28, 2010, BUT IT HAS BEEN HAPPENING A FEW TIMES PER YEAR FOR FIVE YEARS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315988  
**Date of Incident:** 20100228  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** WATERLOO, IA

**NHTSA Summary:**  
I DRIVE A 2008 FOUR DOOR TOYOTA CAMRY LE. I HAVE BEEN WORRIED BY A HESITATION IN EXCELING AND SLOWING WHEN I PRESS AND RELEASE THE GAS. I MOSTLY NOTICE THIS WHEN GOING BETWEEN 20 & 45 MPH BUT IT HAS HAPPENED AT HIGHER SPEEDS (JUST LESS OFTEN). PRIMARILY AT ABT 35 MPH WHILE HOLDING A STEADY PRESSURE ON THE GAS YOU FEEL THE CAR RANDOMLY DECEL, OR FEEL SLUGGISH, BUT THEN WHEN YOU RELEASE THE GAS YOU FEEL THE ENGINE PULL FASTER EVEN THOUGH YOUR FOOT IS OFF THE GAS. THE RPM EVEN JUMPS. I CALLED TOYOTA IN CEDAR RAPIDS, IA (I DONT LIKE THE ONE IN CEDAR FALLS, THEY FORGOT TO PUT OIL IN MY CAR ONCE WHEN DOING AN OIL CHANGE & DENIED RESPONSIBILITY), THE CEDAR RAPIDS CAR LOT REJECTED MY REQUEST FOR SERVICE- STATING THERE IS A RECAL AND

C-2054

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I WILL BE NOTIFIED BY TOYOTA WHEN A SOLUTION HAS BEEN FOUND. I THEN TOOK MY CAR TO THE PLACE I PURCHASED IT (OWNED BY THE SAME PEOPLE WHO OWN THE TOYOTA IN CEDAR FALLS), THEY LOOKED IT OVER AND ABT 30 MINUTES LATER TOLD ME NOTHING WAS WRONG WITH IT, & THAT THEY DIDNT NOTICE ANYTHING (THIS PROBLEM IS HARD TO MISS) THAT THEY CLEANED THE FUEL FILTER & THAT SHOULD SOLVE IT. I DROVE HOME & THE PROBLEM RIGHT FROM MY EXIT PERSISTED. NOW HEARING ABT THE CONCERNS WITH TOYOTA WORRY I AM BEING IGNORED ON A POTENTIALLY DANGEROUS ISSUE WITH MY VEHICLE?...

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316647  
**Date of Incident:** 20100228  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA COROLLA. THE CONTACT WAS DRIVING 5 MPH INTO A PARKING LOT WHEN THE VEHICLE ACCELERATED WHILE THE CONTACT WAS DEPRESSING THE BRAKE PEDAL. THE VEHICLE CONTINUED TO IDLE AND CRASHED INTO A BUILDING PILLAR ALTHOUGH EXTREME PRESSURE WAS APPLIED TO THE BRAKE PEDAL. THE AIR BAGS DID NOT DEPLOY. THE CONTACT SUSTAINED MINOR INJURIES. THE VEHICLE STARTED TO SMOKE AFTER THE CRASH. THE CONTACT WAS ABLE TO DRIVE THE VEHICLE TO THE DEALER AFTER IT COOLED DOWN. THE DEALER STATED THAT HE COULD NOT REPAIR THE VEHICLE UNTIL THEY SPOKE WITH THE MANUFACTURER. THE MANUFACTURER WAS CONTACTED AND THEY STATED THAT THEY WOULD SEND THE COMPLAINT TO A CLAIM ADJUSTER WHICH COULD TAKE UP TO 10 DAYS FOR A RESPONSE. THE VEHICLE WAS STILL AT THE AUTHORIZED DEALER WHEN THE COMPLAINT WAS FILED. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 25,050 AND THE CURRENT MILEAGE WAS 25,100.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316639  
**Date of Incident:** 20100228  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** WILMINGTON, DE

**NHTSA Summary:**  
I HAVE A 2008 TOYOTA CAMRY WHICH HAS A RECALL ISSUE. MY VIN# IS 4T1BE46K18U790824. I'VE TAKEN IT IN TO HAVE THE RECALL ERROR FIXED ON FEB 15, 2010 BUT I SEEM TO STILL HAVE THE SAME PROBLEM WITH THE VEHICLE JUMPING TO ACCELERATE  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316820  
**Date of Incident:** 20100228  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** PORTLAND, OR

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2006 TOYOTA AVALON. THE CONTACT HAD THE REPAIR DONE ON FEB 17TH FOR THE RECALL ON THE ACCELERATOR PEDAL. THE CONTACT DID NOT HAVE A PROBLEM UNTIL THE REPAIR WAS DONE, WHICH WAS THE PLACEMENT OF A

C-2055

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317041  
**Date of Incident:** 20100228  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** FARMINGTON, MI

**NHTSA Summary:**  
I WAS IN THE PROCESS OF MERGING ONTO THE OHIO TURNPIKE AND DEPRESSED THE GAS PEDAL TO ACCELERATE AND PASS A SLOW-MOVING SEMI IN FRONT OF ME. THE CAR ACCELERATED AND ONCE PAST THE SEMI I RELEASED PRESSURE ON THE GAS PEDAL ONLY TO HAVE THE CAR CONTINUE TO ACCELERATE. DESPITE PRESSING THE BRAKE THE VEHICLE DID NOT SLOW. AS I PREPARED TO SHIFT INTO NEUTRAL GEAR I REACHED DOWN AND PULLED THE FLOOR MAT TO THE DIAGONAL CORNER OPPOSITE THE GAS PEDAL. WITH THAT ACTION THE PEDAL APPEARED TO BECOME RESPONSIVE TO PRESSURE AND THE CAR DECELERATED. A REAR SEAT PASSENGER OBSERVED A WARNING LIGHT APPEAR ON THE INSTRUMENT PANEL INDICATING A MASTER SYSTEM WARNING. THE LIGHT DISAPPEARED AS SOON AS THE VEHICLE BEGAN TO SLOW. NO OTHER ACTIONS OCCURRED FOLLOWING THE INCIDENT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317386  
**Date of Incident:** 20100228  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** MURRYSVILLE, PA

**NHTSA Summary:**  
THIS IS ADDITIONAL INFORMATION. I FILED A PRIOR INCIDENT REPORT AND HAD ANOTHER OCCURENCE ON FEB 28 2010. AGAIN MY VEHICLE HAD A SUDDEN ACCELERATION AND LEAPED FORWARD. AGAIN I WAS ABLE TO PLACE IT IN NEUTRAL. THIS IS A DANGEROUS PROBLEM. I HAVE TAKEN IT BACK TO MY LOCAL DEALERSHIP ONLY TO BE TOLD, IT WAS THE FLOOR MAT. WHEN IT HAPPENED AGAIN (AFTER I TOOK OUT THE MAT I WAS TOLD IT MAY HAVE BEEN I HIT THE CRUISE CONTROL (EVEN THOUGH I EXPLAINED I HIT THE BRAKE AND THE VEHICLE MAINTAINED ITS ACCELERATION.) THIS DEALERSHIP EVEN HAS TOLD OTHER CUSTOMERS THAT HAVE CALLED IN THEY HAVE NOT HAD ONE COMPLAINT ABOUT THIS PROBLEM. I WAS STANDING BY THE SERVICE DESK WHEN THIS TOOK PLACE. TOYOTA WILL NOT ADMIT THERE IS A PROBLEM AND IN FACT HAS SPENT MORE EFFORT TO MAKE ME FEEL ITS MY FAULT OR I AM MISTAKEN. WHAT IS THE GOVERNMENT GOING TO DO TO ADDRESS THIS PROBLEM ? IT APPEARS TOYOTA IS IN DENIAL BECAUSE THE FIX WILL COST TOO MUCH. HOW MANY MORE PEOPLE WILL DIE OR GET INJURED? I AM REQUESTING AND HOPE OTHERS ARE REQUESTING THAT THE HIGHWAY SAFETY ADMINISTRATION TAKE A STRONGER ACTION. THIS HAS GONE ON TO LONG WITHOUT SOMETHING BEING DONE. PLEASE HELP. DAVID DREW

C-2056

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318194  
**Date of Incident:** 20100228  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** FLUSHING, NY  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE THE CONTACT WAS DRIVING 30 MPH THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. IN ORDER TO STOP THE ACCELERATION THE CONTACT HAD TO PHYSICALLY PULL THE ACCELERATOR PEDAL UP FROM THE FLOOR. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP. THE CURRENT AND FAILURE MILEAGES WERE 40000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319230  
**Date of Incident:** 20100228  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** WALL, PA  
**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE THE CONTACT WAS PULLING INTO A PARKING SPOT THE VEHICLE HAD SUDDENLY ACCELERATED WITHOUT WARNING CAUSING THE CONTACT TO CRASH INTO A NEARBY AN EBANKMENT. NO ONE WAS INJURED DURING THE CRASH AND A POLICE REPORT WAS NOT FILED FOR THE INCIDENT. THERE WERE NO PRIOR WARNINGS AND THE CURRENT AND FAILURE MILEAGES WERE 49000. BML  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319452  
**Date of Incident:** 20100228  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** CLEVELAND, OH  
**NHTSA Summary:**  
THIS IS EXTREMELY URGENT! I OWN A 2009 TOYOTA PRIUS WITH NO FLOOR MATS IN IT AT ALL AND THE GAS PEDAL STUCK ONCE A FEW DAYS BEFORE THE DRIVER IN CALIFORNIA(2008 PRIUS)WAS STUCK SPEEDING ON HIGHWAY AND STOPPED BY POLICE.AFTER SEEING THAT STORY,I WAS COMPELLED TO SHARE MY STORY. TOYOTA REFUSED TO HELP ME SAYING MY YEAR WASNT IN RECALL LIST. IT HAPPEN THE SAME WAY IT HAPPEN TO HIM IN CALIF. I WAS ACCELERATING ON HIGHWAY TO PASS DRIVER AND IT STUCK FOR 20 SECONDS THEN UNSTUCK. I SLAMMED ON BREAKS WHICH DIDNT HELP MUCH.I STARTED GOING UPWARDS TO TO 70 MPH WITH BRAKED TO THE FLOOR. THERE WERE NO FLOOR MATS IN CAR AT THE TIME. IM AFRAID I WILL BE THE NEXT PRIUS THAT MAY CAUSE ACCIDENT OR EVEN KILL SOMEONE. PLEASE HELP! TOYOTA REFUSES TO SEE MY CAR! I DONT KNOW WHAT TO DO...MAYBE I SHOULD GO TO THE NEWS.IM SCARED!  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331923

C-2057

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100228  
**Vehicle:** 2008 TOYOTA MATRIX  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**  
ON FEBRUARY 28TH I WAS STOPPED AT THE CORNER OF VINE AND GALBRAITH AT A LIGHT. THE CAR SUDDENLY ACCELERATED FORWARD AND WHEN I PRESSED ON THE BRAKE IT KIND OF LOCKED AND DID NOT STOP THE CAR- I PULLED THE EMERGENCY BRAKE UP AND THE CAR STOPPED. THERE WAS A PEDESTRAIN THAT WAS CROSSING THE STREET THAT I NEARLY HIT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100300  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** HENRICO, VA  
**NHTSA Summary:**  
**Additional Summary:**  
PER NEWS ARTICLES:

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

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

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315288  
**Date of Incident:** 20100301  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** HERNDON, VA

**NHTSA Summary:**  
3/1/2010 HID BULB OUT ON THE TOYOTA PRIUS 2005, TOLD THAT IT WOULD COST \$450 TO REPLACE THE BULB. I CANT BELIEVE THAT I SPEND SO MUCH MONEY ON THIS CAR. TO BE TOLD THAT SOMETHING SO SIMPLE WAS COSTING SO MUCH. WHEN I USED TO DO THIS MY SELF. I ALSO COMPLAIN ABOUT MY CAR ACCELERATING AND WAS TOLD THAT MY CAR WAS NOT ON THE LIST. THAT I WOULD HAVE TO WAIT FOR THE NOTIFICATION TO BRING IT IN FOR THE RUG REPLACEMENT. I CALLED TO COMPLAIN ABOUT ACCELERATION ON MY CAR AND WAS TOLD THAT I WAS WRONG. I HAVE BEEN DRIVER SINCE MY TEENS (OVER 30 YRS NOW) AND SHOULD KNOW WHEN THERE IS SOMETHING WRONG WITH MY CAR, I AM THE ONE DRIVING IT. THIS INCIDENT ABOUT THE CAR ACCELERATING HAPPEN A FEW TIMES DURING LAST SUMMER AND THE FALL SEASON I NEVER NOTED THE DATES DOWN.  
**Additional Summary:**

**Toyota ID Number:**

C-2058

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10315400  
**Date of Incident:** 20100301  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** MIAMI, FL

**NHTSA Summary:**  
SIO APPROPRIATE HANDLING RE TOYOTA RECENT RECALL NOTICES, OWNER OF SEVERAL TOYOTA VEHICLES EXPERIENCED SUDDEN ACCELERATION AN REPORTED TO TOYOTA LAST OCTOBER RE HER 2009 TOYOTA COROLLA. \*KB THE CONSUMER STATED SHE HAS ALMOST BEEN IN 3 ACCIDENTS. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315113  
**Date of Incident:** 20100301  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** GLENN MILLS, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE DRIVING 5 MPH IN REVERSE OUT OF HER DRIVWAY, THERE WAS A SUDDEN INCREASE IN ENGINE RPMs AND THE VEHICLE PROCEEDED TO ABNORMALLY ACCELERATE IN THE FORWARD POSITION. THE VEHICLE CRASHED THROUGH HER GARAGE DOOR AND CONTINUED TO IDLE. SHE WAS ABLE TO PUT THE VEHICLE INTO NEUTRAL AND TURN THE VEHICLE OFF. THE CONTACT WAS UNINJURED. THE MANUFACTURER WAS CONTACTED AND WOULD NOT OFFER ANY ASSISTANCE. NO REPAIRS WERE MADE TO THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE UNDER 39,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315941  
**Date of Incident:** 20100301  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** COLORADO SPRINGS, CO

**NHTSA Summary:**  
SUDDEN ACCELERATION THAT SO FAR HAS BEEN CONTROLLED BY APPLYING THE BRAKES. THE SURGE IS SMALL BUT STILL NOTICABLE. THIS HAS HAPPENED A FEW TIMES BUT I HAVE NOT COMPLAINED BEFORE AS I THOUGHT THE PROBLEMS WERE ONLY WITH THE 2007 AND UP MODELS AND FIGURED I WAS IMAGINING IT DO TO THE ALL OF THE RECENT RECALLS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315389  
**Date of Incident:** 20100301  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**  
SIO APPROPRIATE HANDLING RE TOYOTA VEHICLE SUDDEN ACCELERATION PROBLEM, OWNER OF A 2006 TOYOTA AVALON EXPERIENCED ACCELERATION PROBLEM. \*TGW IMMEDIATELY AFTER PURCHASING THE VEHICLE, THE CONSUMER NOTICED A PROBLEM IN ACCELERATING, DECELERATING AND SHIFTING GEARS IN THE TRANSMISSION. SINCE THE VEHICLE WAS STILL UNDER WARRANTY, HE TOOK THE VEHICLE BACK TO THE DEALER A FEW WEEKS LATER. THE DEALER INFORMED THE CONSUMER THERE WAS NO  
**Additional Summary:**

C-2059

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MAJOR PROBLEM AND THAT A MINOR ADJUSTMENT WAS MADE TO THE SHIFTING POINTS IN THE TRANSMISSION. THE VEHICLE FUNCTIONED FINE FOR A WHILE, BUT THEN THE SAME PROBLEMS QUICKLY RESURFACED. A TOYOTA REPRESENTATIVE STATED THE PROBLEM WAS NOT A DEFECT; RATHER IT WAS THE WAY THE VEHICLE WAS INTENDED TO HANDLE DUE TO ITS DRIVE-BY-WIRE SYSTEM. THE REPRESENTATIVE WENT ON TO SAY THE DRIVE-BY-WIRE SYSTEM DID NOT HAVE A TRADITIONAL ROD THAT CONNECTED THE PEDAL TO THE ENGINE; RATHER, THE PEDAL WENT TO AN ELECTRONIC SYSTEM THAT SENSED THE INTENDED ACCELERATION AND CAUSES THE ENGINE TO ACCELERATE AS DIRECTED BY THE DRIVER. THE CONSUMER WAS TOLD THE HESITATION HE COMPLAINED OF WAS NORMAL AS THE SYSTEM WAS DETERMINING HOW MUCH TO ACCELERATE. THE CONSUMER DID NOT BELIEVE THE SUDDEN ACCELERATION WAS DUE TO A STICKING PEDAL; RATHER A PROBLEM WITHIN THE ELECTRONIC TRANSMISSION CONTROL MODULE, THROTTLE OR ONBOARD COMPUTER. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315520  
**Date of Incident:** 20100301  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** WINCHESTER, VA

**NHTSA Summary:**  
WE OWN A 2005 TOYOTA SIENNA THAT HAS HAD AN ONGOING SUDDEN ACCELERATION PROBLEM SINCE WE BOUGHT THE CAR NEW IN 2005. THE ENGINE WILL SUDDENLY ACCELERATE WHEN TURNING THE CAR AT LOWER SPEEDS. THIS PROBLEM HAS BEEN DOCUMENTED HUNDREDS AND HUNDREDS OF TIMES, BY SIENNA OWNERS ON SIENNA CLUB.COM (NO LONGER IN USE) AND ON SIENNACHAT.COM. THE MEMBERS ON THESE SITES HAVE COMPLAINED TO TOYOTA FOR YEARS ABOUT THIS PROBLEM. WE HAVE TAKEN THE CAR IN FOR "REPROGRAMMING" BUT THAT DID NOT FIX THE SITUATION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315838  
**Date of Incident:** 20100301  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** BEVERLY, MA

**NHTSA Summary:**  
UNEXPECTED, SUDDEN, FULL ACCELERATION WHILE AT A COMPLETE STOP [WITH THE TRANSAXLE IN "DRIVE"]  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315579  
**Date of Incident:** 20100301  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** LAKE CITY, FL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA COROLLA. WHILE THE CONTACT WAS DRIVING 30 MPH THE VEHICLE SUDDENLY ACCELERATED UP TO 60 MPH. IN ORDER TO STOP THE VEHICLE FROM ACCELERATING, THE CONTACT HAD PRESSED THE ACCELERATOR AND BRAKE PEDAL SIMULTANEOUSLY. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE  
**Additional Summary:**

C-2060

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DEALER AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 40000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315854  
**Date of Incident:** 20100301  
**Vehicle:** 2004 LEXUS GS300  
**Location of Incident:** POWELL, TN

**NHTSA Summary:**  
2004 LEXUS GS 300 HAS REPEATED PROBLEMS WITH ACCELERATOR WHEN PULLING OUT FROM A STOP OR ATTEMPTING TO INCREASE SPEED. AFTER PUSHING ON PEDAL THE CAR BEGINS TO MOVE THEN STOPS ACCELERATING. THEN SURGES AS PEDAL CONTINUES TO BE PRESSED DOWN. I HAVE REPORTED THE PROBLEM SEVERAL TIMES TO DEALERSHIP ONLY TO BE TOLD THAT TOYOTA IS AWARE OF THE PROBLEM BUT THERE IS NO RESOLUTION AFTER 5 YEARS. SEVERAL TIMES I HAVE ATTEMPTED TO PULL OUT FROM A STOP SIGN AS ONE NORMALLY WOULD THEN FORCED TO PUSH THE ACCELERATOR TO THE FLOOR IN AN ATTEMPT TO GET THE VEHICLE MOVING TO AVOID AN ACCIDENT. THIS IS A REPEATING EVENT AND I AM FORCED TO PULL THE EFI FUSE EVERY 5000 MILES WHICH SEEMS TO REDUCE THE EFFECT TEMPORARILY. LEXUS IS/HAS BEEN AWARE OF THIS PROBLEM SINCE THERE WAS 6K MILES ON THE VEHICLE WHICH NOW HAS 60K MILES AND IS OUT OF WARRANTY. I AM OVERLY CAUTIOUS AND FEARFUL WHEN DRIVING THE VEHICLE. IF I NEED TO ACCELERATE TO MERGE INTO TRAFFIC OR JUST NORMAL DRIVING, THE VEHICLE WILL NOT RESPOND BY ACCELERATING. AND I'M ALSO CONCERNED IF THIS IS AN EARLY SYMPTOM THAT TOYOTA IS HAVING WITH RUNAWAY VEHICLE ACCELERATION. THE LEXUS DEALERSHIP ATTRIBUTED THE PROBLEM TO THE ECM AND DRIVE BY WIRE MECHANISM TOYOTA HAS EMPLOYED IN THIS VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10315884  
**Date of Incident:** 20100301  
**Vehicle:** 2007 TOYOTA SEQUOIA  
**Location of Incident:** FORT LEAVENWORTH, KS

**NHTSA Summary:**  
VEHICLE "LUNGES" FORWARD AFTER BEING STOPPED (AT A RED LIGHT MOSTLY). FOOT IS COMPLETELY OFF THE GAS PEDAL AND ON THE BRAKE WHEN THIS OCCURS. SOMETIMES HAPPENS IMMEDIATELY, SOMETIMES AFTER A MINUTE OF BEING STOPPED. THIS OCCURS REGULARLY WHEN DRIVING THIS VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10314352  
**Date of Incident:** 20100301  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** PLYMOUTH, PA

**NHTSA Summary:**  
2008 TOYOTA TUNDRA. CONSUMER STATES FLOOR MAT ISSUES INTERFERING WITH THE OPERATION OF THE ACCELERATOR AND SLOW SHIFTING PROBLEMS\*  
TGW THE CONSUMER STATED HE PURCHASED A FULL SET OF ALL WEATHER MATS FROM THE DEALER DESIGNED FOR HIS TRUCK AND THE MAT STILL DID NOT PREVENT THE PEDAL

C-2061

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FROM BECOMING TRAPPED UNDER THE MAT. THE RADIO WAS REPLACED DUE TO AN INTERNAL SHORT. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316193  
**Date of Incident:** 20100301  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** GREENSBORO, NC

**NHTSA Summary:**  
AFTER RICE TOYOTA IN GREENSBORO "FIXED" MY 2007 TOYOTA CAMRY ON 2/27/2010 FOR BOTH RECALLS I HAVE EXPERIENCED A SUDDEN SURGE IN ACCELERATION TWICE ONCE FROM A STANDING START WHEN I SLIGHTLY DEPRESSED THE ACCELERATOR AND THE CAR SUDDENLY TOOK OFF AT A MUCH HIGHER RATE THAN I INTENDED. THE SECOND TIME WAS IN TRAFFIC WHILE ACCELERATING TO A HIGHER SPEED LIMIT THE CAR SURGED PAST THE LIMIT. PLEASE LOOK AT THE ECU'S, THIS CAR HASN'T BEEN RIGHT SINCE THE FIRST TANK OF GAS WAS USED, IT'S AS IS THE ECU ISN'T ALLOWING THE TIMING TO ADVANCE AND RETARD PROPERLY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316131  
**Date of Incident:** 20100301  
**Vehicle:** 2006 TOYOTA TUNDRA  
**Location of Incident:** SHERMAN OAKS, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA TUNDRA. WHILE DRIVING 5 MPH, SHE ATTEMPTED TO MAKE A RIGHT TURN AND THE VEHICLE ACCELERATED WITH AN EXTREME FORCE. THE CONTACT TOOK THE VEHICLE TO A LOCAL REPAIR SHOP TO HAVE THE VEHICLE INSPECTED. THE CONTACT WAS ADVISED THAT THERE WAS AN ELECTRONIC SYSTEM FAILURE BETWEEN THE ACCELERATOR AND THE COMPUTER AND TO CONTACT THE MANUFACTURER. THE MANUFACTURER WAS CONTACTED BUT NO RESOLUTION WAS MADE. THE FAILURE AND CURRENT MILEAGES WERE 66,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316346  
**Date of Incident:** 20100301  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** WALDORF, MD

**NHTSA Summary:**  
ON MARCH 1 AT 5:15PM I WAS ON I-295 HEADED HOME AND MY 2009 TOYOTA CAMRY LE ACCELERATED AFTER I HAD ALL THREE RECALLS DONE AT THE TOYOTA OF WALDORF. AS I WAS COMING UP TO A S500 MERCEDEZ I ATTEMPTED TO SLOW MY CAR DOWN ONCE I PRESSED THE BRAKE, I FELT THE CAR SWITCHED TO A HIGHER GEAR, I CONTINUES TO PRESS THE BRAKE AS HARD AS I COULD, FINALLY I PULLED OFF THE ROAD TO THE LEFT INTO THE GRASS WHERE I THEN THREW IT IN NEUTRAL TIL IT SLOWED DOWN. I THEN CUT IT OFF AND CALLED TOYOTA TO COMPLAIN. THE SERVICE MANAGER ASKED WOULD I LIKE IT TOWED AND I REPLIED "WHAT DO YOU THINK?" I EXPLAINED TO HER THAT I HAD ALL THE RECALLED DONE ON MY CAR AND I DON'T UNDERSTAND HOW THIS HAPPENED. AFTER THEY TOWED MY CAR THE NEXT MORNING I CALLED TO COMPLAIN TO THE GM THEY THEN TRANSFER ME OVER TO ANOTHER

C-2062

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SERVICE MANAGER AFTER I WAITED FOR THE GM FOR SEVERAL MINUTES. THIS SERVICE MANAGER TOLD ME THEY ARE TRYING TO FIGURE OUT WHATS WRONG AND OFFERED ME A RENTAL CAR. I WENT TO PICK UP THE RENTAL AND I REALIZED AFTER I GOT HOME THAT THERE WERE SEVERAL DIFFERENT MODELS NOT JUST MINE THAT WERE INVOLVED IN THIS RECALL SO I DECIDED TO LOOK UP THIS 2010 TACOMA THAT THEY GAVE ME AND SURE ENOUGH IT WAS ON THE LIST. I DECIDED TO PARK THIS CAR AND RIDE TO THE METRO WHICH DROPS ME OFF HALF OF A MILE FROM MY JOB. I WOULD RATHER TAKE THIS HASSLE THAN TO DRIVE ANY OF THESE RECALL VEHICLES FROM TOYOTA. I HAVE A FAMILY THAT I HAVE TO PROTECT AND IF THIS IS HOW THE "TOYOTA FAMILY" CARE FOR ITS CUSTOMERS THEN I CHOOSE TO NOT DEAL WITH THIS "FAMILY" IN THE FUTURE. I AM REQUESTING FROM TOYOTA THAT THEY PUT ME IN A CAR OF EQUAL VALUE EVEN IF ITS USED AND ONE THAT IS NOT ON THE RECALL LIST. TO ALL THAT HAVE A RECALL MODEL FROM TOYOTA I RECOMMEND THAT YOU BE VERY CAUTIOUS OF THE REPAIRS DONE AND DRIVE EVEN SAFER THAN BEFORE. I HAVE BEEN ON THE PHONE TWICE TODAY WITH THE CORPORATE OFFICE ATTEMPTING TO SPEAK WITH SOMEONE AND BOTH TIMES I WAS PLACED ON HOLD FOR 30 MINUTES AND STILL COULDN'T REACH ANYONE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316605  
**Date of Incident:** 20100301  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** TRENTON, NC

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316602  
**Date of Incident:** 20100301  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** PORT ST. LUCIE, FL

**NHTSA Summary:**  
2009 TOYOTA COROLLA-VIN# 1NXBU40E49Z055939. ON 02/13/10 I BROUGHT MY CAR IN FOR THE RECALL WITH THE GAS PEDDL. THEY INSTALLED THE ACCELERATOR REINFORCEMENT BAR INSTALLATION. I DID NOT HAVE A GAS PEDDL PROMBLE BUT BROUGHT THE CAR IN BECAUSE OF THE RECALL. SINCE THEN I NOW HAVE A PROBLEM WHEN I COME TO A FULL STOP AND PUSH DOWN ON GAS PEDDL TO GO MY PEDDL GETS STUCK I NEED TO PRESS HARD TO GET IT MOVING WHICH I NEVER HAD THIS

C-2063

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BEFORE. I CALLED TOYOTA TODAY ABOUT THIS PROBLEM AND I HAVE A APP. MARCH 11/10 TO CHECK IT OUT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316918  
**Date of Incident:** 20100301  
**Vehicle:** 2010 TOYOTA SIENNA  
**Location of Incident:** TROY, MI

**NHTSA Summary:**  
TOYOTA CIENNA MY2009 ACCELERATED UNEXPECTEDLY AFTER THE CRUISE CONTROL WAS SET. THIS HAPPENED 2 DIFFERENT TIMES WHILE MY WIFE WAS DRIVING IT. I WAS NOT IN THE CAR. MY WIFE HAD TO IMMEDIATELY PRESS THE BRAKE PEDAL TO RELEASE THE AUTO CRUISE. AFTER THE BREAK WAS PRESSED THE AUTOCRUISE RELEASED THE ACCELERATION. OUR CAR IS NOT IN THE RECALL LIST I THINK. WE NEVER TOOK OUR CAR FOR THE RECALL REPAIR AT ANY TIME SINCE WE HAVE HAD IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316441  
**Date of Incident:** 20100301  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** DE PERE, WI

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317145  
**Date of Incident:** 20100301  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** BLACK HAWK, CO

**NHTSA Summary:**  
I HAVE 2008 TUNDRA THAT WAS RECALLED FOR 'ACCELERATION PROBLEMS' AND OSTENSIBLY FIXED, ALTHOUGH I HAD NEVER EXPERIENCED "ANY" PROBLEMS. NOW THAT IS HAS "BEEN FIXED" I DO HAVE A PROBLEM. FROM A STAND-STILL POSITION, I WILL DEPRESS THE ACCELERATOR AND NOTHING HAPPENS. ALL OF A SUDDEN THE ACCELERATOR WILL ENGAGE CAUSING MY TRUCK TO, ALL OF A SUDDEN, JUMP (ACCELERATE). IT DOESNT HAPPEN ALL THE TIME, BUT IM AFRAID THAT IT COULD HAPPEN AT A STOP LIGHT WHERE I WISH TO BEGIN FORWARD - NO RESULTS AND THEN A POSSIBLE SURGE WHERE I COULD POSSIBLE HIT A VEHICLE IN FRONT OF ME.

**Additional Summary:**

C-2064

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317103  
**Date of Incident:** 20100301  
**Vehicle:** 2005 TOYOTA RAV4  
**Location of Incident:** MARTINSVILLE, VA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 TOYOTA RAV4. THE CONTACT STATED THAT WHILE PULLING INTO THE PARKING SPOT AT APPROX 1-2 MPH, THE VEHICLE SUDDENLY ACCELERATED, JUMPED THE CURB AND CRASHED INTO A BUILDING. THERE WERE NO INJURIES. A POLICE REPORT WAS TAKEN. SHE HAD NOT NOTICED ANY PROBLEMS WITH SUDDEN ACCELERATION BEFORE THAT FAILURE. SHE CALLED THE MANUFACTURER AND WAS TOLD THAT THEY A REPRESENTATIVE WOULD INSPECT THE VEHICLE. THE VEHICLE HAD NOT BEEN INSPECTED TO DATE. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 99,200.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317405  
**Date of Incident:** 20100301  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** WILLARD, MO

**NHTSA Summary:**  
ON MAR. 1 2010 MY WIFE WAS DRIVING IN CITY TRAFFIC AT 30 MPH WHEN SHE REAR-ENDED THE CAR AHEAD. HER HEAD HIT THE STEERING WHEEL AND WAS RENDERED UNCONCIOUS. THE AIR BAGS NEVER DEPLOYED DESPITE MAJOR FRONT END DAMAGE. HER MEMORY OF WHAT HAPPEND WAS LOST BUT SHE FELT THE CAR HAD JUMPED OR SURGED JUST BEFORE SHE WAS DRIVING A 2005 TOYOTA CAMRY WHICH HAS NOT YET BEEN RECALLED THE CAR WAS TOTALED AND TOYOTA DOESNT FEEL THE CAR MIGHT HAVE A PROBLEM. WHEN WITNESSES WENT TO HELP, MY WIFE HAD BOTH FEET ON THE BRAKE PEDAL. THE TOYOTA WAS STILL RUNNING AT A FAST IDLE AND SHE WAS JUST BEGINING TO REGAIN HER WITS BUT COULD REMEMBER ONLY THAT THE CAR HAD JUMPED AHEAD. AS TOYOTA HAS NOT INCLUDED THE 2005 CAMRY IN ITS RECALL I FEEL THAT MABY IT SHOULD. MY WIFE WAS NOT ON THE CELL PHONE NOR WAS SHE DRINKING OR ON MEDICATION. SHE IS A SAFE DRIVER AND I BELIEVE THE CAR RACED AHEAD ON ITS OWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317813  
**Date of Incident:** 20100301  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** FANWOOD, NJ

**NHTSA Summary:**  
TO BEGIN, MY CAR HAS ALREADY HAD THE TOYOTA RECALL. "FIX" AND SHOULD HAVE BEEN FINE. I WAS DRIVING MY TOYOTA RAV4 (2009) AND APPROACHING A FOUR WAY STOP. WHEN I WENT TO HIT THE BRAKES, THERE WAS A SLIGHT GRINDING NOISE. THE CAR SLOWED A BIT BUT DID NOT STOP AND KEPT ON MOVING THROUGH THE STOP SIGN. I ENDED UP GOING THROUGH THE INTERSECTION (LUCKILY NO ONE WAS COMING) AND COMING TO A STOP ALMOST 50 FEET PAST. MY HUSBAND DROVE THE CAR HOME AND WE LATER TOOK IT TO THE DEALER (NO OTHER INCIDENTS THEN). THE DEALER INSPECTED THE BRAKES AND ACCELERATION BUT COULD NOT FIND A CAUSE. THEY KEPT THE CAR FOR SEVERAL DAYS BUT ENDED UP RETURNING IT TO US AND SAYING IT IS FINE, AS THEY COULD NOT FIND A SPECIFIC CAUSE TO THIS INCIDENT. I AM 8 MONTHS

C-2065

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PREGNANT, AND CURRENTLY WILL NOT DRIVE THE CAR UNTIL I CAN BE REASSURED THIS WILL NOT HAPPEN AGAIN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318266  
**Date of Incident:** 20100301  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** NEW BERN, NC

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318595  
**Date of Incident:** 20100301  
**Vehicle:** 1995 TOYOTA CAMRY  
**Location of Incident:** NAPERVILLE, IL

**NHTSA Summary:**  
I HAVE A 1995 TOYOTA CAMRY THAT WILL GO ON ITS OWN. NO NEED TO PUSH THE GAS PEDAL. I CAN STOP IT USING THE BRAKE BUT IT WILL THEN GO ON ITS OWN WHEN I RELEASE THE BRAKE. I HAVE TO REALLY PUSH THE BRAKE AT STOP LIGHTS. I HAVE TO SHIFT INTO NEUTRAL TO STOP THE CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318975  
**Date of Incident:** 20100301  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** ABILENE, TX

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2010 TOYOTA PRIUS 2. THE CONTACT HAS EXPERIENCE SEVERAL TIMES WHEN SHE IS SLOWING DOWN WHILE DEPRESSING THE BRAKE THE VEHICLE SURGES FORWARD. THE CONTACT WAS DRIVING AT 35MPH AND STARTED TO SLOW DOWN WHILE TURNING THE VEHICLE SURGED FORWARD AND MADE A LOUD NOISE. THE CONTACT ASSUMED THAT THE VEHICLE BEHIND HER RAMMED HER. WHEN SHE PULLED OVER TO LOOK THE OTHER VEHICLE DID NOT HIT HER. THE CONTACT STATED THAT THE VEHICLE SOUNDED AS IF IT WAS RAM FROM THE BACK FROM THE LOUD NOISE AND THE FORWARD SURGE. THE CONTACT DOES NOT FEEL SAFE IN THE VEHICLE AND WILL NOT DRIVE IT THE CONTACT SPOUSE DID TAKE THE VEHICLE TO BE INSPECTED. THEY INFORMED THEM THAT THEY COULD LEAVE IT AND SEE IF ITS A RECALL BUT DID NOT TELL THEM WHEN THEY WOULD GET IT BACK. SO THE CONTACT TOOK THE VEHICLE BACK AND NO REPAIRS HAVE BEEN MADE ON THE VEHICLE. THE APPROXIMATE FAILURE MILEAGE WAS 6000 AND THE CURRENT MILEAGE WAS 10000. DF

**Additional Summary:**

**Toyota ID Number:**

C-2066

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10318945  
**Date of Incident:** 20100301  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** RICHMOND, TX

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2009 TOYOTA PRIUS. THE CONTACT WAS DRIVING INTO A PARKING SPACE WITH PRESSURE APPLIED TO THE BRAKE PEDAL. THE VEHICLE SLOWED DOWN, FOLLOWED BY AN UNEXPECTED ACCELERATION. THE VEHICLE CRASHED INTO A HANDICAP PARKING POLE. THE DRIVER SUSTAINED NO PERSONAL INJURY; AND MINOR DAMAGE TO THE VEHICLE. THERE WAS A SEPARATE OCCASION THE GEAR SELECTOR FAILED TO SHIFT INTO THE REVERSE OR PARK POSITION. THE FAILURES OCCURRED INTERMITTENT. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER. THE TECHNICIAN STATED THE VEHICLE WAS FUNCTIONING PROPERLY. THE VEHICLE HAS NOT BEEN REPAIRED AT THIS TIME. THE FAILURE MILEAGE WAS 36,000. JS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319202  
**Date of Incident:** 20100301  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** NATICK, MA

**NHTSA Summary:**  
I WAS REAR-ENDED ON THE HIGHWAY WHILE DRIVING MY 2002 TOYOTA CAMRY. WHEN I TRIED TO SLOW DOWN AND MOVE INTO THE BREAKDOWN LANE, THE CAR ACCELERATED. I ENDED UP GOING DOWN AN EMBANKMENT HITTING SEVERAL TREES. THE CAR WAS EVENTUALLY SPUN AROUND AND CRASHED REAR END INTO A TREE. THE CAR WAS TOTALED. MY PASSENGER AND I EXPERIENCED CONCUSSION SYNDROME ALONG WITH MUSCLE SPASMS IN THE NECK, BACK, AND ANKLE. WE WERE TAKEN BY AMBULANCE TO THE NEW BRITAIN GENREAL HOSPITAL WHERE WE WERE TREATED AND RELEASED. WE ARE BOTH RECEIVING FOLLOW-UP MEDICAL CARE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320207  
**Date of Incident:** 20100301  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** MIDDLE ISLAND, NY

**NHTSA Summary:**  
I WAS DRIVING MY 2003 RAV4 ABOUT 2 WEEKS AGO WHEN IT REFUSED TO ACCELERATE FROM A STOP AT A RED LIGHT, I WAS IN THE MIDDLE OF THE INTERSECTION(COASTING BASICALLY) WITH A LINE OF UNHAPPY TRAFFIC BEHIND ME BEFORE IT SLAMMED VIOLENTLY INTO HIGH GEAR AND ALMOST CAUSED ME TO CRASH INTO THE OVERPASS WALLS. IT HAS SINCE THEN BEEN INTERMITTENT, BEING FINE FOR A DAY OR SO THEN DOING THE SAME THING, IN VARYING DEGREES OF SEVERITY. THE CHECK ENGINE LIGHT WENT ON, AND I MADE AN APPOINTMENT TO BRING IT IN TO TOYOTA FOR DIAGNOSTICS. THEY QUOTED ME \$6800 TO REPLACE THE ECM COMPUTER AND THE TRANSMISSION. THIS VEHICLE HAS BEEN REGULARLY MAINTAINED AND ONLY HAS 119,000 MILES. I HAVE SINCE FOUND OUT THAT THIS IS A VERY DANGEROUS AND COMMON PROBLEM WITH THIS YEAR OF TOYOTA THAT THEY HAVE KNOWN ABOUT FOR A WHILE NOW. I CAN'T DRIVE THE CAR AT ALL UNTIL THE COMPUTER IS REPLACED. AND THEN IT WILL NEED A TRANSMISSION SHORTLY AFTERWARD ACCORDING TO BOTH TOYOTA AND THE OTHER RAV4 OWNERS IN THIS SITUATION. IF THE COMPUTER HAD BEEN REPLACED PRIOR TO THE PROBLEM DEMONSTRATING ITSELF IN THE SHIFTING DIFFICULTIES, THERE

C-2067

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WOULD HAVE BEEN NO DAMAGE TO THE TRANSMISSION AT ALL. I THINK THAT TOYOTA IS TO BLAME FOR NOT ADVISING RAV4 DRIVERS OF THIS DANGEROUS DEFECT AND THE RELATIVELY CHEAP REPAIR THAT COULD HAVE SAVED ME MUCH TIME AND MONEY. I NEED A CAR TO WORK, SO I EITHER PAY TOYOTA \$6800 OR BUY A NEW CAR. AND IN THIS ECONOMY I DON'T KNOW IF I'LL BE ABLE TO GET THE FINANCING TO DO EITHER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320587  
**Date of Incident:** 20100301  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** LAVACA, AR

**NHTSA Summary:**  
REAR END COLLISION INVOLVING 2004 TOYOTA COROLLA AND NISSAN EXTERA. UPON COLLISION THE CAR'S ENGINE WAS REVING AND THE IGNITION HAD TO BE TURNED OFF TO GET THE CAR TO STOP MOVING. THE ENTIRE FRONT END OF THE COROLLA WAS DAMAGED AND THE AIR BAGS DID NOT DEPLOY. NOT SURE IF THE ACCELERATOR STUCK. DEFINITELY THINK THE AIR BAGS SHOULD HAVE DEPLOYED. THE COROLLA WAS TOTALED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318659  
**Date of Incident:** 20100301  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SARASOTA, FL

**NHTSA Summary:**  
2007 TOYOTA CAMRY. CONSUMER STATES UNINTENDED ACCELERATION. \*TGW THE CONSUMER STATED IN 2007 HE REPORTED TO TOYOTA AN ACCELERATOR PROBLEM. THERE WAS A HESITATION WHEN PRESSING THE PEDAL. AFTER STATING NOTHING WAS WRONG, TOYOTA PROVIDED AN INTERNAL BULLETIN; NOT A PUBLIC BULLETIN TO GERMAIN TOYOTA OF SARASOTA AS A RESULT THE DEALER USED A COMPUTER TO RECALIBRATE THE ECM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320730  
**Date of Incident:** 20100301  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** BALDWIN, NY

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321405  
**Date of Incident:** 20100301

C-2068

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** LEVITTOWN, NY

**NHTSA Summary:**  
MY PROBLEM IS WITH MY 2003 TOYOTA RAV 4. RECENTLY I WAS DRIVING AND THE VEHICLE STARTED TO HAVE SOME PROBLEMS. FIRST, THE VEHICLE WOULD NOT ACCELERATE AS I WOULD BE ENTERING TRAFFIC, FOR EXAMPLE, ON HIGHWAYS. A NUMBER OF TIMES IT WOULD START ACCELERATING AND THEN SLOW DOWN OR LOSE ACCELERATION, THIS CAUSED MANY ANXIOUS MOMENTS AS OFTEN A CAR/TRUCK WOULD BE COMING UP BEHIND ME. I WOULD TRY TO ACCELERATE AND STEP ON THE GAS AND THE CAR WOULD NOT REALLY MOVE UNTIL ALL OF A SUDDEN THE GEARS WOULD SHIFT AND THE CAR WOULD JUMP FORWARD AND SUDDENLY START MOVING. THIS WAS SCARY ON A NUMBER OF OCCASIONS, ESPECIALLY WHEN I HAD MY SON IN THE CAR. ALSO, THE CAR WOULD AUTOMATICALLY SHIFT GEARS, OR DROP GEARS WHILE DRIVING. I WOULD BE IN TRAFFIC AND WE WOULD BE MOVING ALONG WHEN SUDDENLY THE CAR WOULD JUMP INTO GEAR AND LITERALLY JUMP FORWARD SOMETIMES PROPELLING THE CAR FORWARD A LITTLE. ALSO WHILE DRIVING, BOTH LOCAL ROADS AND ON HIGHWAYS THE CAR WOULD DROP GEARS AND SUDDENLY SLOW DOWN AND THEN SHIFT BACK INTO GEAR. THE CAR HAS 95000 MILES ON IT. WE WERE TOLD BY A MECHANIC (WHO IS NOT FIXING THE CAR) THAT TOYOTA HAD ADVISED THAT THERE IS A PROBLEM WITH A COMPUTER-THE ECM- IN THE RAV 4, THAT WILL CAUSE THE CAR TO JUMP AND SHIFT GEARS AND POSSIBLY RUIN THE TRANSMISSION. WE HAVE RECENTLY BEEN INFORMED BY TOYOTA THAT THE ECM NEEDS TO BE REPLACED AND THAT THE TRANSMISSION IS DAMAGED AND ALSO NEEDS TO BE REPLACED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321514  
**Date of Incident:** 20100301  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** FAR ROCKAWAY, NY

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2003 TOYOTA CAMRY. ON MARCH 1ST 2010 WHILE REVERSING THE VEHICLE SUDDENLY ACCELERATED AND COLLIDED INTO THE GARAGE DOOR, AND WITH HIS FOOT ON THE BRAKE THE VEHICLE CONTINUED TO ACCELERATE INTO TRAFFIC. THE VEHICLE CAME TO A STOP WHEN IT COLLIDED INTO A VEHICLE FRONT END. HE WAS ABLE TO TURN THE VEHICLE ON MOVED IT BACK INTO THE DRIVE WAY. THE VEHICLE WAS TOWED TO A BODY SHOP. HE CONTACTED THE MANUFACTURE. THE MANUFACTURER STATED SOMEONE WILL BE SENT TO INSPECT THE VEHICLE. NO INQUIRIES TO REPORT. THE FAILURE AND THE CURRENT MILEAGE WAS 44,000. LI  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323566  
**Date of Incident:** 20100301  
**Vehicle:** 2007 TOYOTA SOLARA  
**Location of Incident:** WESTMINSTER, CO

**NHTSA Summary:**  
I OWN A 2007 CAMRY SOLARA, MY CARS GAS PEDAL GETS STUCK WHEN I AM AT A STOP LIGHT AND PROCEED INTO TRAFFIC THE CARS MOMENTARILY STAYS IN AN IDLED POSITION FOR SEVERAL SECONDS, UNTIL IT KICKS FORWARD AND ACCELERATES. I AM AFRAID TO DRIVE THE CAR AND FINANCIALLY I AM STILL PAYING FOR A CAR THAT IS PARKED, BECAUSE I DO NOT FEEL IT SAFE TO DRIVE. TOYOTA NEEDS TO PUT THE CAMRY SOLARA ON THE LIST. I TOOK IT TO THE DEALERSHIP, AND WITHOUT THE RECALL THEY

C-2069

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

REFUSE TO EVEN DIAGNOSE OR REPAIR MY CAR, AT MY EXPENSE NO LESS, I DO NOT FEEL THAT SOLARA OWNERS SHOULD BE IGNORED AND FINANCIALLY RESPONSIBLE. I DO NOT WANT TO HURT MYSELF OR ANYONE ELSE BY TAKING A CHANCE ON DRIVING A CAR THAT IS OUT OF CONTROL. PUT THE SOLARA'S ON THE RECALL LIST, AND MAKE MYSELF AND OTHER DRIVERS AT EASE WITH A REPAIR AND GAS PEDAL REPLACEMENT IMMEDIATELY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328253  
**Date of Incident:** 20100301  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** DALLAS, GA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED THAT AFTER THE VEHICLE HAD STOPPED AND THE ACCELERATOR PEDAL WAS ENGAGED, THE VEHICLE HESITATED TO MOVE FORWARD. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THE COMPUTER WAS RESET. THE FAILURE CONTINUED TO OCCUR; THEREFORE, THE VEHICLE WAS TAKEN BACK TO THE DEALER AND THE COMPUTER WAS RESET AGAIN. THE FAILURE CONTINUED TO OCCUR. THE FAILURE MILEAGE WAS APPROXIMATELY 30,000. THE CURRENT MILEAGE WAS APPROXIMATELY 36,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328647  
**Date of Incident:** 20100301  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** BOCA RATON, FL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE DRIVING 45 MPH, THERE WAS AN UNUSUAL INCREASE IN ENGINE RPM'S AND THE VEHICLE ABNORMALLY ACCELERATED WITHOUT DRIVER INTENT. SHE ATTEMPTED TO APPLY THE BRAKES AND SHIFT INTO NEUTRAL GEAR; HOWEVER, THE STICK SHIFT WOULD NOT MOVE. THE CONTACT WAS ABLE TO DRIVE THE VEHICLE UP ON A CURB IN AN ATTEMPT TO STOP IT FROM ACCELERATING; THEN AIR BAGS DEPLOYED. THE VEHICLE WAS TOWED TO THE DEALER TO BE INSPECTED. THE VEHICLE WAS IN THE DEALERS POSSESSION FOR APPROXIMATELY 5 WEEKS; YET, THEY WERE UNABLE TO DETERMINE THE CAUSE OF THE FAILURE. IN ADDITION, THE CONTACT STATED THAT THE VEHICLE WAS PULLING TO ONE SIDE WHILE DRIVING, THE BRAKES MALFUNCTIONED, AND THE VEHICLE STALLED INTERMITTENTLY WITHOUT WARNING. THE CONTACT RECEIVED NHTSA RECALL CAMPAIGN ID NUMBER: 10V017000 (VEHICLE SPEED CONTROL- ACCELERATOR PEDAL). THE DEALER ADVISED THE CONTACT THAT THE REPAIRS COULD BE PERFORMED IF THE VEHICLE WAS DRIVEN TO THE DEALERSHIP. THE CONTACT REFUSED TO DRIVE THE VEHICLE DUE TO THE SAFETY DEFECTS. THE DEALER CONFIRMED THAT THE VEHICLE COULD BE TOWED AT THE OWNERS EXPENSE. THE CONTACT DECLINED AND THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 13,086 AND THE CURRENT MILEAGE WAS APPROXIMATELY 14,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316212  
**Date of Incident:** 20100302

C-2070

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2005 TOYOTA TUNDRA  
**Location of Incident:** CARSON, CA

**NHTSA Summary:**  
TUNDRA 2005 SR5 DOUBLE CAB. PURCHASED ON MARCH 2005 AND I NOTICED VERY EARLY ON SOMETIMES A HESITATION TO ACCELERATE FROM A STOP OR FROM LOW SPEEDS SPECIALLY WHEN WAITING TO MAKE A TURN. WHEN THIS HAPPENS I PRESS THE GAS PEDAL BUT THE TRUCK DOES NOT MOVE OR MOVES VERY SLOWLY AND THEN A JUMP TO START MOVING NORMALLY AGAIN.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316033  
**Date of Incident:** 20100302  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** BUFORD, GA

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316180  
**Date of Incident:** 20100302  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE DRIVER WAS AT A COMPLETE STOP WHEN THE VEHICLE SUDDENLY ACCELERATED. HE TRIED TO APPLY THE BRAKES BUT THE VEHICLE DID NOT SLOW DOWN OR STOP UNTIL IT CRASHED INTO A POLE. THE POLICE REPORT STATED THAT THE BRAKES WERE APPLIED NUMEROUS TIMES AND THAT THE FAILURE WAS CAUSED BY A STUCK ACCELERATOR PEDAL. THERE WERE NO INJURIES. THE DEALER STATED THAT THERE WERE NO RELATED RECALLS. THE VEHICLE HAD NOT BEEN REPAIRED WHEN THE COMPLAINT WAS FILED. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 32,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316042  
**Date of Incident:** 20100302  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

C-2071

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I DRIVE A LEXUS 350 2007 THAT WAS JUST PUT THROUGH THE RECALL REPAIR LAST WEEK. IT STILL ACCELERATES WITHOUT ME PUSING THE PEDAL. JUST SUDDENLY REVS UP. IT'S NOT THE PEDAL LIKE TOYOTA SAYS. THE PEDAL DOES NOT MOVE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316162  
**Date of Incident:** 20100302  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** MILPITAS, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHEN THE BRAKES WERE APPLIED TO STOP THE VEHICLE, THE VEHICLE SUDDENLY BEGAN TO ACCELERATE WITHOUT WARNING, IN ORDER TO STOP THE ACCELERATION THE CONTACT HAD TO PUMP THE BRAKES TWICE. RECALL ID NUMBER: 10V017000-VEHICLE SPEED CONTROL-ACCELERATOR PEDAL. REPAIR WAS PERFORMED ON HIS VEHICLE PRIOR TO THE RECENT FAILURE. THERE WERE NO PRIOR WARNINGS. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALER. THE CURRENT AND FAILURE MILEAGES WERE 19000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316217  
**Date of Incident:** 20100302  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** BAYONNE, NJ

**NHTSA Summary:**  
CURRENTLY, I OWN A 2009 RAV4 THAT WAS NOT APART OF THE RECALL DUE TO THE FACT THE CAR WAS MANUFACTURED IN JAPAN. HOWEVER, I AM EXPERIENCING SUDDEN ACCELERATION IN MY VEHICLE AND TOYOTA IS DOING NOTHING TO RESOLVE THIS ISSUE. ON A DAILY BASIS WHEN I DRIVE THE CAR AND I AM PRESSING ON THE ACCELERATOR PEDAL. THE CAR SUDDENLY JERKS AND THE RPM'S JUMP AND JERKS ME FORWARD. I FEEL THAT IT HAPPENS MORE FREQUENTLY ON A RAINY OR WET DAYS BUT DOES OCCUR EVERYDAY. THIS CAR IS A SAFETY HAZARD AND I HAVE BEEN TOLD BY TOYOTA THAT IT IS THE WAY I AM DRIVING HOWEVER, MY HUSBAND DRIVES MY CAR AND EXPERIENCES THE SAME THING WHEN STEPPING ON THE ACCELERATOR PEDAL. TOYOTA NEEDS TO FIX MY PROBLEM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316110  
**Date of Incident:** 20100302  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** LEESBURG, FL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS 2007 TOYOTA COROLLA. THE CONTACT STATED THAT WHEN HE STEPPED ON THE BRAKES THE VEHICLE SURGED THEN STOPPED. THE VEHICLE BEGAN TO FUNCTION NORMALLY AFTER HE REMOVED HIS FOOT OFF OF THE BRAKE PEDAL. THE DEALER NOR THE MANUFACTURER WAS NOTIFIED. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 40,000. UPDATED 03/26/10. \*LJ  
**Additional Summary:**

C-2072

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316811  
**Date of Incident:** 20100302  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** COLUMBIA, MO  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT STATED AFTER THE VEHICLE HAD BEEN REPAIRED FOR THE STICKY PEDAL RECALL. THE CONTACT CONTINUED TO EXPERIENCE THE UNINTENDED ACCELERATION FAILURE WITH THE VEHICLE. THE CURRENT AND FAILURE MILES WERE 4,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316713  
**Date of Incident:** 20100302  
**Vehicle:** 2005 TOYOTA HIGHLANDER  
**Location of Incident:** BALTIMORE, MD  
**NHTSA Summary:**  
2005 HIGHLANDER V6 AWD. HAS A SURGING EFFECT SINCE DAY ONE. ALSO SURGES SLIGHTLY WHEN APPLYING BRAKES. IN TRAFFIC STOP AND GO SITUATION, VEHICLE DOES NOT RESPOND FOR A FEW SECONDS AND THEN LUNGES FORWARD. VERY DANGEROUS WHEN TRYING TO CHANGE LANES. DEALER SAID NOTHING WRONG WITH VEHICLE. TOYOTA SAID AT TIME TO CONTACT DEALER.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316757  
**Date of Incident:** 20100302  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** FITZGERALD, GA  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING 30 MPH THE VEHICLE SUDDENLY BEGAN TO ACCELERATE CAUSING THE VEHICLE TO CRASH INTO A DITCH, THE VEHICLE WAS STILL ACCELERATING WHILE IT WAS STUCK IN THE DITCH WHICH CAUSED THE FRONT END OF THE VEHICLE TO CATCH ON FIRE. NO ONE WAS INJURED DURING THE INCIDENT. A POLICE REPORT WAS FILED. FOUR DAYS PRIOR TO THE RECENT INCIDENT THE CONTACT HAD TAKEN THE VEHICLE TO THE DEALERSHIP AND THE NHTSA CAMPAIGN ID NUMBER, 09V388000 AND 10V017000 WERE PERFORMED ON THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 26000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317163  
**Date of Incident:** 20100302  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** NEW ROCHELLE, NY  
**NHTSA Summary:**  
THIS A FOLLOWUP TO A PRIOR COMPLAINT ODI NUMBER 10306728. MY TOYOTA AVALON WAS REPAIRED BY TOYOTA DCH IN MAMARONECK AND THE PEDAL PART ADDED, BUT THIS WEEK I AGAIN NOTED AN UNEXPECTED ACCELERATION, THIS TIME A LOW SPEED WHILE PULLING INTO A PARKING SPOT.  
**Additional Summary:**

C-2073

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316966  
**Date of Incident:** 20100302  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** HORSHAM, PA  
**NHTSA Summary:**  
MY VEHICLE HAS BEEN RECALLED AND "REPAIRED" - GAS PEDAL, FLOOR MAT, BRAKE OVERRIDE SYSTEM. PRIOR TO THE RECALL, THE GAS PEDAL WAS SLUGGISH AND I WOULD EXPERIENCE MINI, SUDDEN ACCELERATIONS. THERE HAS BEEN NO IMPROVEMENT SINCE THE REPAIRS (3/2/2010). IN FACT, IT APPEARS TO HAVE BECOME MORE FREQUENT. THE SUDDEN ACCELERATIONS ARE NOT DRAMATIC AND BRAKING DOES TAKE CARE OF THE PROBLEM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317608  
**Date of Incident:** 20100302  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** SAINT PAULS, NC  
**NHTSA Summary:**  
MY WIFE OWNS A 2010 TOYOTA CAMRY, WHICH HAS BEEN TO A LOCAL DEALERSHIP FOR THE GAS PEDAL RECALL FIX. ON TUESDAY, MARCH 2ND, I WAS DRIVING HER CAMRY. I PLACED THE SHIFT LEVER IN DRIVE, TOOK MY FOOT OFF THE BRAKE, AND THE CAR SUDDENLY ACCELERATED AT WHAT SEEMED TO BE FULL THROTTLE. MY FOOT WAS NOT EVEN ON THE GAS PEDAL. I IMMEDIATELY HIT THE BRAKE, AND THE ACCELERATION ENDED, SO THE BRAKE OVERRIDE DID WORK. I RETURNED THE CAMRY TO THE DEALERSHIP, AND I WAS TOLD THAT THIS WAS NORMAL FOR A COLD ENGINE. THE ENGINE WAS NOT COLD WHEN THIS HAPPENED. I HAD JUST DRIVEN IT ABOUT 20 MILES JUST A FEW MINUTES BEFORE THE INCIDENT. I AM BEING TOLD THERE IS NOTHING WRONG WITH THE CAR, YET WE ARE DRIVING A LOANER CAR BECAUSE THE DEALERSHIP MANAGEMENT WANTS TO LOOK AT THE "ALLEGED PROBLEM" CLOSER  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317713  
**Date of Incident:** 20100302  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** DOWNEY, CA  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA COROLLA XLE. THE CONTACT STATED THAT THE RE-ENFORCEMENT BAR WAS REPLACED ON THE GAS PEDAL AND THE VEHICLE IS STILL HAVING THE SAME ACCELERATION PROBLEMS. THE CONTACT STATED THAT WHEN THE GAS PEDAL IS RELEASED THE VEHICLE KEEPS ACCELERATING. THE CONTACT STATED THAT THE VEHICLE ACCELERATED FROM TIME TO TIME BEFORE THE REPAIR, NOW THE VEHICLE DOES IT ALL THE TIME. THE FAILURE AND CURRENT MILEAGES WAS 5000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317624  
**Date of Incident:** 20100302

C-2074

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** FRANKLIN, NJ  
**NHTSA Summary:**  
CAR WAS FIX FOR RECALL. MY TOYOTA AVALON 2007 BUT NOW HAVING ACCELERATION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318271  
**Date of Incident:** 20100302  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** COCONUT CREEK, FL  
**NHTSA Summary:**  
SINCE I BOUGHT MY CAR FROM JM LEXUS IN MARGATE, FL IN 2005, IT HAS HAD THE CONSTANT PROBLEM OF SUDDEN SHORT BURSTS OF ACCELERATION. ANOTHER PROBLEM WITH THE CAR IS THAT OFTEN TIMES, WHEN I TRY TO SPEED UP, THE CAR CONTINUES TO DRIVE AT THE SAME SPEED, AND DOESN'T ACCELERATE. I AM AFRAID EITHER ONE OF THESE PROBLEMS CAN CAUSE ME TO HIT SOMEONE OR BE HIT BY ANOTHER CAR. I HAVE REPORTED THIS PROBLEM TO THE DEALERSHIP AND THEY INSPECTED IT AND WAS TOLD NOTHING COULD BE DONE ABOUT IT. I WORKED AT SOUTHEAST TOYOTA WHEN I TOLD ONE OF THE EMPLOYEES ABOUT THE PROBLEM AND HE SAID IT WAS IN THE ELECTRONIC SYSTEM AND THAT NOTHING COULD BE DONE. I DID NOT BELIEVE THERE WAS NO FIX FOR THIS THEN AND I ESPECIALLY DON'T BELIEVE IT NOW, IN LIGHT OF ALL THE REPORTS OF MALFUNCTIONING TOYOTAS AND LEXUSES.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318179  
**Date of Incident:** 20100302  
**Vehicle:** 2008 LEXUS RX350  
**Location of Incident:** NEW YORK, NY  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS 2008 LEXUS RX350. WHILE DRIVING APPROXIMATELY 3 MPH INTO HIS DRIVEWAY THE VEHICLE SURGED FORWARD. THE CONTACT WAS UNABLE TO STOP THE VEHICLE. THE CONTACT DEPRESSED THE BRAKES TO THE FLOOR AND THE VEHICLE FAILED TO STOP. THE VEHICLE CRASHED INTO A WALL. THE ENTIRE FRONT END OF THE VEHICLE WAS DAMAGED. THE AIR BAG DID NOT DEPLOY. THE POLICE WAS NOT CALLED TO THE SCENE. THE CONTACT TOWED THE VEHICLE TO AN AUTHORIZED DEALER. THE DEALER STATED THAT ESTIMATED REPAIR COST WAS \$12,000. THE INSPECTOR INFORMED HIM THAT THEY WERE UNABLE TO OFFER HIM ANY ASSISTANCE. THE INSURANCE COMPANY WILL PAY FOR THE REPAIRS AFTER THE CONTACT PAYS THE DEDUCTIBLE. THE VEHICLE WAS AT AN AUTHORIZED DEALER TO BE REPAIRED WHEN THE COMPLAINT WAS FILED. THE APPROXIMATE FAILURE MILEAGE WAS 24980 AND THE CURRENT MILEAGE WAS 25000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318516  
**Date of Incident:** 20100302  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** OAKLAND, CA  
**NHTSA Summary:**

C-2075

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL- THE CONTACT OWNS A 2008 LEXUS ES350. UPON STARTING, THE VEHICLE WOULD SHAKE VIOLENTLY AND THE ENGINE WOULD ROAR LOUDLY. THE CHECK ENGINE LIGHT WAS ALSO ILLUMINATED. THE VEHICLE WAS TOWED TO THE DEALER WHERE THEY COULD NOT DUPLICATE THE FAILURE, HOWEVER THEY DID PERFORM AN OPEN RECALL CAMPAIGN ON THE VEHICLE (NHTSA CAMPAIGN ID NUMBER: 09V388000- VEHICLE SPEED CONTROL-ACCELERATOR PEDAL). THE ACCELERATOR PEDAL WAS SHAVED DOWN AND A BRAKE OVERRIDE SYSTEM WAS INSTALLED UNDER THE RECALL CAMPAIGN. SHE NOTICED THAT EVEN WHEN SLIGHTLY DEPRESSING THE ACCELERATOR PEDAL, THE VEHICLE WOULD RAPIDLY PICK UP SPEEDS BEYOND WHAT IT SHOULD. SHE WAS VERY UNCOMFORTABLE WITH THE VEHICLE AND THE RATE IN WHICH IT WOULD PICK UP RAPID SPEEDS WITHOUT DRIVER INTENT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 12,000. \*KJM  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318926  
**Date of Incident:** 20100302  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** LOWELL, MA  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2002 TOYOTA RAV4. WHILE SITTING IDLE, HE DEPRESSED THE ACCELERATOR PEDAL WHEN THERE WAS AN ATYPICAL SUDDEN INCREASE IN ENGINE RPM'S OF UP TO 4,000. THE VEHICLE THEN ATTEMPTED TO STALL WITHOUT WARNING, HOWEVER SUDDENLY THE VEHICLE SHIFTED GEARS AND ABNORMALLY ACCELERATED. THE CONTACT CONTINUED TO DEPRESS THE BRAKE PEDAL IN AN ATTEMPT TO DECREASE VEHICLE SPEED. HE WAS ABLE TO STOP THE VEHICLE AND THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY VERIFIED THE ELECTRONIC CONTROL MODULE (ECM) WAS THE CAUSE OF THE UNINTENDED ACCELERATION. THE CONTACT ADVISED THIS WAS NOT THE FIRST TIME HE ENCOUNTERED UNINTENDED ACCELERATION IN THIS VEHICLE. THERE WERE NO REPAIRS MADE TO THE VEHICLE. THE FAILURE MILEAGE WAS \$6,900 AND THE CURRENT WAS \$7,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319164  
**Date of Incident:** 20100302  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** VALDOSTA, GA  
**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2008 TOYOTA TUNDRA. WHILE THE CONTACT WAS DRIVING 65MPH WHILE USING THE CRUISE CONTROL THE CONTACT NOTICED THAT THE VEHICLE WAS TRAVELING FASTER THAN WHAT THE SPEEDOMETER WAS READING. PRIOR TO THE RECENT FAILURE THE CONTACT HAD TAKEN THE VEHICLE TO THE DEALERSHIP WERE RECALL NHTSA CAMPAIGN ID NUMBER: 09V388000 AND 10V017000 WERE PERFORMED ON THE VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED, THE CURRENT AND FAILURE MILEAGES WERE 11000. BML  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319471  
**Date of Incident:** 20100302

C-2076

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** MECHANICSVILLE, VA

**NHTSA Summary:**

I MAY BE ABLE TO HELP WITH YOUR TOYOTA GAS PEDAL PROBLEM. I RENTED A PRIUS OUT IN UTAH A COUPLE OF WEEKS AGO. WHILE TRAVELING THROUGH THE MOUNTAINS, THE CAR SEEMINGLY ACCELERATED UNCONTROLLABLY. I AM A MECHANICAL ENGINEER BY TRADE AND A HABITUAL GEARHEAD. I ALSO DID NOT BUY THE ACCELERATOR STICKING PROBLEM, SO I BEGAN INVESTIGATING THE INCIDENT ON MY OWN. THE SECOND TIME IT HAPPENED, I WAS TRAVELING UP THE SIDE OF A MOUNTAIN IN A NEIGHBORHOOD. THE CAR SUDDENLY LURCHED FORWARD. THE PROBLEM IS ACTUALLY QUITE SIMPLE. THE CRUISE CONTROL IS ATTACHED TO THE STEERING WHEEL AND MOVES WITH THE WHEEL. IF THE CRUISE IS ACTIVATED, SOMETIMES IN A TURN IT IS POSSIBLE TO BUMP THE CRUISE LEVER AND "RESUME" OR "ACCELERATE". DON'T BELIEVE ME - SIT IN ONE AND LOOK FOR YOURSELF. NEED MORE PROOF, HAVE A 62" PERSON DRIVE THE CAR AND POSITION THE WHEEL BETWEEN HIS/HER LEGS. I BET YOU AGREE! SINCERELY, SCOTT STAYLOR PRESIDENT SONIC TOOLS, LP ASHLAND, VA

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319665  
**Date of Incident:** 20100302  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** MORTON, PA

**NHTSA Summary:**

WHILE IN REVERSE AND BACKING MY 2004 TOYOTA COROLLA INTO MY GARAGE THE CAR SUDDENLY ACCELERATED AND I HIT THE REAR OF THE GARAGE. I AM POSITIVE I DID NOT HAVE MY FOOT ON THE GAS PEDAL. THE ENGINE WAS STILL RACING WHEN I PUT IT IN DRIVE AND DROVE OUT OF THE GARAGE. I HAD TO RUN INTO A SNOWPILE ON THE FRONT LAWN TO STOP THE VEHICLE. AFTER THE ENGINE WAS TURNED OFF I LOOKED AT THE FLOOR MAT AND SAW NOTHING WRONG WITH IT. THIS SAME PROBLEM WHILE REVERSING INTO THE GARAGE HAPPENED IN SEPT 2005. AT THE TIME I JUST THOUGHT THE MISTAKE WAS MINE, NOW AFTER THE SECOND INCIDENT I AM CONVINCED THERE IS A MECHANICAL PROBLEM WITH THE CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321455  
**Date of Incident:** 20100302  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** ALSTON, TX

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2002 TOYOTA AVALON. THE CONTACT STATED THAT WHILE THE VEHICLE WAS PARKED IN THE PARKING LOT, THE CONTACT STATED THAT WHEN SHE PRESSED ON THE ACCELERATOR PEDAL, TO BACK UP THE VEHICLE, THE VEHICLE ACCELERATED BACKWARDS INTO A LIGHT POLE. THE CONTACT STATED THAT SHE PUT THE VEHICLE IN DRIVE FROM HITTING THE POLE, THE VEHICLE ACCELERATED THRU A FENCE DOWN A CURB. THE DRIVER WAS ABLE TO PRESS ON THE VEHICLE BRAKES AFTER THE VEHICLE WENT THRU THE FENCE, TO STOP THE VEHICLE. THE VEHICLE WAS NOT TAKEN TO THE DEALER FOR DIAGNOSTIC AND TESTING. THE CONTACT STATED THAT THE INSURANCE COMPANY TOWED THE VEHICLE TO A AUTO BODY SHOP. THE CONTACT STATED THAT THE BODY OF THE VEHICLE WAS REPAIRED BY THE AUTO BODY SHOP. THE CONTACT STATED THAT THE WEATHER WAS NOT A FACTOR. THE

C-2077

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

APPROXIMATE FAILURE MILEAGE WAS 100,000. THE APPROXIMATE CURRENT MILEAGE WAS 100,000. RG

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322821  
**Date of Incident:** 20100302  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** SIOUX FALLS, SD

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331735  
**Date of Incident:** 20100302  
**Vehicle:** 2010 TOYOTA HIGHLANDER  
**Location of Incident:** ELLENBURG DEPOT, NY

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316385  
**Date of Incident:** 20100303  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** LEWISBURG, PA

**NHTSA Summary:**

I OWN A 2008 TOYOTA CAMRY THAT WAS ONE OF THE VEHICLES RECALLED. MY DEALER DID PROVIDE ME WITH A RENTAL CAR FOR THREE DAYS AND REPAIRED THE GAS PEDAL ON 2/05/10. TODAY - WHILE OUT ON THE HIGHWAY AND STARTING UP A SMALL HILL, WHEN I TOUCHED THE GAS PEDAL - IT STARTED REVING UP REALLY LOUD, I IMMEDIATELY DID WHAT I HAVE BEEN TOLD TO DO - PUT THE BRAKE ON HARD AND

C-2078

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316227  
**Date of Incident:** 20100303  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** HIGH POINT, NC

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316765  
**Date of Incident:** 20100303  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** LANSFORD, ND

**NHTSA Summary:**

I WAS DRIVING AT APPROXIMATELY 70 MILES PER HOUR AND AS I CAME UP ON A SLOWER MOVING VEHICLE, I TOOK MY FOOT OFF OF THE ACCELERATOR AND WHEN I DID THE VEHICLE ACCELERATED INSTEAD OF SLOWING DOWN. I IMMEDIATELY APPLIED THE BRAKES AND THE VEHICLE SLOWED DOWN. MY WIFE HAS TOLD ME THAT THIS HAS HAPPENED TO HER TWICE IN THE LAST WEEK AND I JUST DISMISSED IT. WE HAD THE RECALL REPAIR DONE ON OUR CAR ALMOST TWO WEEKS AGO.

**Additional Summary:**

**Toyota ID Number:**

C-2079

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10316903  
**Date of Incident:** 20100303  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** WALLA WALLA, WA

**NHTSA Summary:**

I HAVE A 2010 TOYOTA COROLLA THAT IS PART OF THE ACCELERATOR PEDAL REINFORCEMENT BAR RECALL/INSTALLATION. I HAVE NOTICED ANOTHER PROBLEM THAT APPEARS TO ALSO INVOLVE THE ACCELERATOR. THIS VEHICLE HAS A 5 SPEED MANUAL TRANSMISSION. THE PROBLEM OCCURS IN BOTH 3RD AND 4TH GEAR. THIS PROBLEM IS NOT CONSISTENT MEANING IT IS NOT ALWAYS NOTICED EVERY TIME I DRIVE, I WOULD MAINTAIN THAT IT OCCURS AT LEAST 50% OF THE TIME HOWEVER. PROBLEM: I ATTEMPT TO MAINTAIN A CONSTANT SPEED FOR INSTANCE IN 3RD GEAR AT 30 MPH, THE VEHICLE FEELS AS IF IT WANTS TO SPEED UP, I THEN REMOVE SOME PRESSURE FROM THE ACCELERATOR, THE VEHICLE THEN SLOW BY JERKING, I THEN ATTEMPT TO ACCELERATE AND THE VEHICLE JERKS AGAIN. BOTTOM LINE IS I CAN NOT MAINTAIN A CONSTANT SPEED. THE ROAD CONDITIONS DO NOT MATTER. FLAT, HILL, BUMPY, SMOOTH, WET DRY. 30 MPH, 31 MPH, 32, MPH ETC. I CANNOT MAINTAIN A CONSTANT SPEED IN 3RD AND 4TH GEAR. I AM NOT SURE OF AN APPROXIMATE DATE, IT HAS HAPPENED NUMEROUS TIMES SINCE I PURCHASED THE VEHICLE IN AUGUST OF 2009. I WILL JUST ENTER A RANDOM DATE BELOW.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316597  
**Date of Incident:** 20100303  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** ANN ARBOR, MI

**NHTSA Summary:**

TOYOTA CAMRY (RENTED FROM HERTZ ANN ARBOR SHERATON) DELAYED RESPONSE WHEN REMOVING FOOT FROM ACCELERATOR PEDAL. VEHICLE MAINTAINS SPEED FOR A VERY NOTICEABLE 1 OR 2 SECONDS. 100% REPEATABLE WHILE DRIVING AT HIGHWAY SPEED. THE VEHICLE ACTUALLY REMAINS UNDER POWER EVEN THOUGH THE DRIVER HAS REMOVED THE INPUT COMMAND. I OBSERVED THE SAME DELAY EACH TIME I REMOVED MY FOOT FROM THE ACCELERATOR PEDAL. EVEN BEING AWARE OF THIS SITUATION I WAS CAUGHT OFF GUARD WHEN A TRUCK CHANGED LANES IN FRONT OF ME. I REMOVED MY FOOT EXPECTING TO SLOW DOWN ONLY TO REALIZE THAT THE VEHICLE CONTINUED AT SPEED CLOSING THE GAP BETWEEN ME AND THE TRUCK WHILE THE TRUCK DECELERATED. WHEN I REMOVED MY FOOT FROM PEDAL AND SHIFT INTO NEUTRAL TO REMOVE THE LOAD, I WITNESSED THE RPM WILL INCREASE 400-1000 RPM DEPENDING ON TERRAIN AND AMOUNT THE THROTTLE WAS DEPRESSED TO MAINTAIN VEHICLE SPEED. THIS RPM SPIKE IS BRIEF IN DURATION (1 SECOND OR LESS). I REPEATED THIS AN ESTIMATED 30 TIMES UNDER VARIOUS GRADE CONDITIONS. (OHIO TURNPIKE, I-475, US 23 NORTHBOUND MICHIGAN). THE WORST CASE BEING DRIVING UP A SLIGHT GRADE MAINTAINING 2100 RPM. I FULLY REMOVED MY FOOT FROM THE ACCELERATOR PEDAL, SHIFTED INTO NEUTRAL, AND OBSERVED A BLIP TO 3100 RPM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316837  
**Date of Incident:** 20100303  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** CASA GRANDE, AZ

**NHTSA Summary:**

C-2080

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE DRIVING 50 MPH THE CONTACT APPLIED THE BRAKES AND THE VEHICLE CONTINUED TO ACCELERATE. THE CONTACT ENGAGED THE EMERGENCY BRAKE TO STOP THE VEHICLE. THE MANUFACTURER INFORMED THE CONTACT THAT THE BRAKING SYSTEM PERFORMED ACCORDINGLY. THE CONTACT CALLED THE DEALER TO SCHEDULE AN APPOINTMENT FOR THE RECALL REPAIR. THE FAILURE IS A DANGEROUS SAFETY RISK AND COULD CAUSE A CRASH TO OCCUR. THE FAILURE MILEAGE WAS 2,200.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316673  
**Date of Incident:** 20100303  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** GUELPH, ON

**NHTSA Summary:**  
MY 2007 CAMRY HESITATES WHEN TRYING TO ACCELERATE FROM A STANDSTILL, AND RPM KEEPS DROPPING FROM 2000 RPM TO 1000 RPM FOR A SECOND AND BACK TO 2000 RPM AS I'M TRYING TO MAINTAIN SPEED. IT COULD MAKE MY CAR TO SLIDE ON ICY ROAD BECAUSE OF THIS ENGINE BRAKING, AND IT HAPPENS EVERY TIME I JUST TOUCH GAS PEDAL AND LET GO RPM DROPS AND GOES BACK TO CRUISING RPM ALL IN 1 SECOND. THIS HAPPENS AS SOON AS I REMOVE MY FOOT OF THE GAS PEDAL, CAUSING LIKE BRAKING FEELING. I TOLD TOYOTA DEALERSHIP IN GUELPH, ONTARIO ABOUT THIS PROBLEM BUT THEIR MASTER SERVICE ADVISOR CRAIG ALLEN SAYS THAT IS NORMAL. I BELIEVE THAT THERE IS ELECTRONIC THROTTLE ISSUE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316805  
**Date of Incident:** 20100303  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** WATSONVILLE, CA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316923  
**Date of Incident:** 20100303  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** SHADY SIDE, MD

**NHTSA Summary:**  
LAST EVENING 3/3 MY 2005 TOYOTA PRIUS EXPERIENCED A STUCK GAS PEDAL CAUSING ME TO GO IN AND OUT A DITCH THEN ACROSS THE ROAD AND HIT A SIGN PRIOR TO MY FINALLY BEING ABLE TO GET IT INTO NEUTRAL. SINCE NEITHER TOYOTA TOTAL

C-2081

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CARE/ROADSIDE ASSISTANCE OR THE TOYOTA OF BOWIE DEALERSHIP WOULD TOW IT TO THE DEALERSHIP I PLACED A CLAIM WITH MY INSURANCE COMPANY USA. WHEN I GOT TO THE DEALERSHIP THEY WERE EXTREMELY UNHELPFUL SAYING I HAD TO MAKE A COMPLAINT WITH TOYOTA AS THEY WERE NOT TOYOTA BUT AN INDEPENDENT DEALERSHIP. THEY DID NOT WANT TO LOOK AT IT SINCE IT LOOKED FINE ON ONE SIDE BUT THEY DIDN'T EVEN WANT TO HEAR ABOUT THE UNDER CARRIAGE. THE CAR IS THERE WAITING FOR MY INSURANCE ADJUSTER TO LOOK AT IT. THEY ALSO ADVISED THAT I NEEDED TO COMPLAIN TO NHTSA.GOV SINCE THERE'S NOTHING WRONG -- WITHOUT EVEN LOOKING AT IT THEY SAID THIS. I JUST HAD THE CAR IN THE 90K AND THEN FOR ELECTRONICS PROBLEM SINCE OVER 7 TIMES IF YOU DROVE THE CAR THEN SHUT IT OFF THEN TRY TO RESTART IT 5 MINUTES LATER ALL THE LIGHTS WOULD COME ON BUT YOU COULDN'T START THE ENGINE OR DO ANYTHING UNTIL THE ELECTRONICS UNFROZE. THEY SAID IT WAS THE BATTERY AND THE REMOTE BUT I DISAGREE SINCE THEY SAID TO MAKE SURE EVERYTHING IS OFF BEFORE YOU TURN IT OFF. I ASK WHY AND THEY JUST SAID THAT'S HOW TOYOTA SAYS TO DO IT. TODAY ONE OF THE FIRST THINGS THEY ASKED WAS IF THE DEFROSTER WAS ON OR OTHER ELECTRONICS. AS YOU CAN IMAGINE I AM EXTREMELY UPSET!!! TO ASK ME TO DRIVE IT TO SEE IT DOES IT AGAIN WAS AN EXTREMELY INAPPROPRIATE RESPONSE TO MY SITUATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316958  
**Date of Incident:** 20100303  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ROSEVILLE, CA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316972  
**Date of Incident:** 20100303  
**Vehicle:** 2005 TOYOTA RAV4  
**Location of Incident:** BRADLEY BEACH, NJ

**NHTSA Summary:**  
TOYOTA 2005 RAV4 CAR ACCELERATED WHEN GETTING READY TO STOP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317323  
**Date of Incident:** 20100303  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** SHIRLEY, NY

**NHTSA Summary:**  
2007 TOYOTA AVALON - I HAD NO PROBLEM WITH MY AVALON UNTIL THE LOCAL TOYOTA DEALERSHIP INSTALLED THE RECALLS. UPON DEPARTING THE DEALERSHIP, AFTER COMPLETION OF THE RECALLS, I FOUND MY AVALON WOULD NOT DRIVE BELOW 55 MPH (ENGIN RPM WOULD NOT GO BELOW 1800 RPM) AS IF THE CRUISE CONTROL WAS ON BUT IT WAS NOT! I RETURNED TO THE DEALERSHIP AND THE SERVICE MANAGER WAS

C-2082

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ABLE TO DUPLICATE THE PROBLEM. THE DEALERSHIP KEPT THE AVALON OVER NIGHT AND THE NEXT DAY WAS UNABLE TO DUPLICATE THE PROBLEM! TOYOTA ENGINEERING INDICATED, TO ME, THAT THEY THOUGHT THIS WAS A COMPUTER ISSUE WITH THE COMPUTER LEARNING MY DRIVING HABITS, SOUNDS STRANGE TO ME! THE NEWLY INSTALLED BRAKE OVERRIDE DID WORK PROPERLY. TOYOTA RETURNED THE AVALON TO ME BUT I AM ONLY USING IT WHEN I HAVE TO AS MY FAMILY DOES NOT WANT TO RIDE IN IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318731  
**Date of Incident:** 20100303  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** MOUNT EPHRAIM, NJ

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2005 TOYOTA COROLLA. THE CONTACT WAS DRIVING APPROXIMATELY 10 MPH INTO A PARKING SPOT. THE CONTACT STATED THAT HE TOOK HIS FOOT OFF THE ACCELERATOR AND PLACED HIS FOOT ON THE BRAKES WHEN THE CAR ACCELERATED. THE CONTACT SHIFTED THE VEHICLE IN PARK AND THE VEHICLE STOPPED ACCELERATION. THE CONTACT STATED THAT THE WEATHER WAS DAYLIGHT, AND WAS NOT A FACTOR. THE VEHICLE WAS NOT TAKEN TO THE DEALER. THE CONTACT CALLED THE DEALER AND THE DEALER STATED THAT THE VEHICLE IS NOT UNDER THE RECALL. THE DEALER STATED THAT THE OWNER WOULD HAVE TO PAY OUT OF POCKET FOR REPAIRS. THE CONTACT PROVIDED NO VIN AT THIS TIME. THE APPROXIMATE FAILURE MILEAGE WAS 42,000. THE APPROXIMATE CURRENT MILEAGE WAS 42,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319014  
**Date of Incident:** 20100303  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** OMAHA, NE

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320171  
**Date of Incident:** 20100303  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** PLEASANT, CA

**NHTSA Summary:**

C-2083

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL- THE CONTACT OWNS A 2005 TOYOTA AVALON. THE CONTACT WAS DRIVING 5MPH AND WHILE MAKING A TURN THE VEHICLE ACCELERATED. THE VEHICLE CRASHED INTO A LARGE HEDGE. THE VEHICLE WAS THEN TOWED TO THE AUTHORIZED DEALER. THE DEALER STATED THAT THEY CAN'T REPAIR THE VEHICLE UNTIL THE MANUFACTURER CAME OUT TO INSPECT THE VEHICLE. THE CONTACT IS WITHOUT A VEHICLE AND THE DEALER STATED THAT IT CAN BE MONTHS BEFORE THE MANUFACTURER COMES OUT TO INSPECT THE VEHICLE. THE MANUFACTURER WAS NOTIFIED VIA LETTER AND THE CONTACT HAS NOT HEARD BACK FROM THEM AS OF YET. THE APPROXIMATE FAILURE MILEAGE WAS 55000 AND THE CURRENT MILEAGE WAS 55000. DF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320140  
**Date of Incident:** 20100303  
**Vehicle:** 2010 TOYOTA TUNDRA  
**Location of Incident:** CANYON LAKE, TX

**NHTSA Summary:**  
TL- CONTACT OWNS A 2010 TOYOTA TUNDRA. THE DRIVER STATES HE PULLED INTO A PARKING SPACE IN A PARKING LOT AND AS HE WAS SHIFTING FROM DRIVE TO PARK THE VEHICLE THEN ACCELERATED OVER 50MPH. THE DRIVER STATES SINCE HIS FOOT WAS ALREADY ON THE BRAKE HE APPLIED IT EVEN HARDER. THE DRIVER STATES HIS VEHICLE THEN JUMPED ABOUT 3 INCHES AND HIT THE CURB. THE DRIVER STATES HE THEN QUICKLY PLACED THE VEHICLE IN PARK AND TURNED OFF THE ENGINE. THE DRIVER STATES HE TOOK THE VEHICLE IN THE SAME DAY FOR DIAGNOSIS AND THEY ARE SUPPOSE TO BE SETTING UP AN APPOINTMENT WITH HIS DEALER TO HAVE FURTHER DIAGNOSIS DONE AND TO HAVE THE ACCELERATOR PEDAL REPLACED. THE DRIVER STATES THERE WAS ONE OTHER PASSENGER IN THE VEHICLE BUT WAS NOT HURT. THE DRIVER SUFFERED MINOR KNEE INJURIES. THE FAILURE MILEAGE WAS 6,162 AND THE CURRENT MILEAGE IS 6,240. AR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320693  
**Date of Incident:** 20100303  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** FOUNTAIN VALLEY, CA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2007 TOYOTA COROLLA CE. THE CONTACT WAS DRIVING APPROXIMATELY 0 MPH WHEN PRESSING ON THE BRAKE TO PARK AND THE CONTACT STATED THE VEHICLE ACCELERATED FORWARD. THE CONTACT STATED THAT HE HAD TO PRESS ON THE BRAKE PEDAL HARD AND HE COULD HEAR A LOUD SQUEAKY NOISE. THE VEHICLE WAS NOT TAKEN TO THE DEALER FOR DIAGNOSTICS AND TESTING. THE CONTACT STATED THAT THE DEALER NEVER CALLED HIM BACK. THE CONTACT STATED THAT THE WEATHER WAS NOT A FACTOR. THE CONTACT STATES THERE ARE THREE PEOPLE IN THE FAMILY THAT DRIVE THE VEHICLE AND THREE PEOPLE HAVE EXPERIENCED UNINTENDED ACCELERATION. THE CONTACT PROVIDED NO VIN NUMBER AT THIS TIME. THE APPROXIMATE FAILURE MILEAGE WAS 40,000. THE APPROXIMATE CURRENT MILEAGE WAS 40,000. RG

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321329

C-2084

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100303  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** WOBURN, MA

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322735  
**Date of Incident:** 20100303  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** RADCLIFF, KY

**NHTSA Summary:**  
I HAVE A RECALLED 2010 TOYOTA COROLLA THAT HAD THE SUDDEN ACCELERATION PROBLEM. I HAD A MINOR ACCIDENT ON MARCH 3RD 2010 THAT INVOLVED MY OTHER VEHICLE. AS I WAS PUTTING MY COROLLA INTO REVERSE & IT JUMPED HARD BACKWARDS LIKE IT WAS PROPELLED I HAD BARELY TAPPED THE GAS, THE DRIVERS SIDE REAR BUMPER HIT MY OTHER CAR THERE WAS NO DAMAGE TO THAT ONE BUT MY COROLLA SUBSTANTIATED A MINOR, BUT BIG ENOUGH DENT TO THE LOWER BACK BUMPER, I CALLED THE POLICE MADE A REPORT AND NOW I AM WAITING ON SOMEONE FROM TOYOTA TO GET BACK TO MY HUSBAND AND I TO GET THIS COROLLA INSPECTED, IT CAN'T BE REPAIRED IN THE BACK UNTIL THAT IS DONE! MY HUSBAND HAS ON MANY OCCASIONS HIMSELF FELT THE CAR SURGE WHEN STEPPING ON THE PEDAL ITS HAPPENED TO HIM BACKING UP, GOING FORWARD AND DRIVING DOWN MAIN ROADS! MY CAR IS BRAND NEW THE VALUE OF IT AND WHAT WE PAY MAKES ME SICK TO EVEN KNOW THESE THINGS ARE HAPPENING! I LOVE MY TOYOTA AND HAD A BRAND NEW 2009 YARIS FOR YEAR BEFORE WE TRADED IT IN ON THIS! ANYHOW MY DEALER 6FIXED6 THE PEDAL BUT THE PROBLEM HAS HAPPENED SINCE THE FIX. I CONTACTED THE DEALER AND WAS TOLD THERE WAS NOTHING MORE THEY CAN DO. I HAVE CONTACTED TOYOTA AND THEY ARE SENDING SOMEONE TO INSPECT THE CAR. IF YOU CAN SEND SOMEONE TO INSPECT THE CAR, PLEASE CALL ME AT 270-304-7836 OR 270-352-3465. THANK YOU.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323054  
**Date of Incident:** 20100303  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ATLANTA, GA

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2007 TOYOTA CAMRY. THREE WEEKS AFTER THE RECALL REPAIR WAS COMPLETED ON THE ACCELERATOR AND BRAKE PEDAL.(THE CONTACT DOES NOT KNOW EXACTLY WHAT WAS REPAIRED.) SHE PULLED OUT OF HER DRIVEWAY AT 10MPH THE VEHICLE HAD UNINTENDED ACCELERATION. AS SHE PRESS THE BRAKE FOR THE VEHICLE TO STOP SHE TURN THE STEERING WHEEL AND RAN INTO THE NEIGHBOR MAIL BOX. NO ONE WAS INJURED AND THE VEHICLE WAS TOTAL. THE POLICE CAME BUT NO REPORT WAS FILE. THE VEHICLE WAS TOWED TO A AUTO REPAIR CENTER. SHE WENT TO THE DEALER TO INFORM THEM OF THE ACCIDENT AND WAS GIVEN A CARD  
**Additional Summary:**

C-2085

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WITH THE TOYOTA MANUFACTURE NUMBER TO CALL. SHE GAVE THE CARD TO HER ATTORNEY AND THEY ARE NO COOPERATING WITH HIM. THE FAILURE MILEAGE WAS 80,000...MW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316763  
**Date of Incident:** 20100304  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LAKE OSWEGO, OR

**NHTSA Summary:**  
2007 TOYOTA CAMRY - PRIOR TO RECALL FIX THE CAR ACCELERATED AT FULL SPEED 5 TIMES. CAR WAS "FIXED" UNDER RECALL 2 WEEKS AGO. TODAY, MARCH 4, THE CAR ONCE AGAIN ACCELERATED TO FULL SPEED. ACCLERATOR PEDAL SEEMED TO COLLAPSE TO THE FLOOR AND REMAINED IN THE POSITION UNTIL I USED MY TOW TO PULL IT UP. JOHN MOSCICKI 4 INDEPENDENCE AVE LAKE OSWEGO OR 97035 503 484 3574  
**Additional Summary:**  
From Associated Press news article "More than 100 complaints lodged over fixed Toyotas":

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

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

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

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316842  
**Date of Incident:** 20100304  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** SPENCER, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 1998 TOYOTA CAMRY. WHILE THE CONTACT WAS COMING TO A COMPLETE STOP AT 10 MPH, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING CAUSING THE CONTACT TO CRASH INTO THE REAR OF THE VEHICLE IN FRONT OF HIM. NO ONE WAS INJURED DURING THE CRASH AND A POLICE REPORT WAS FILED FOR THE INCIDENT. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 127000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316914  
**Date of Incident:** 20100304  
**Vehicle:** 2008 TOYOTA AVALON

C-2086

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** HUDSON, OH

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316882  
**Date of Incident:** 20100304  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** LUBBOCK, TX

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316622  
**Date of Incident:** 20100304  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** MARIETTA, GA

**NHTSA Summary:**  
HELLO, I AM AN OWNER OF A 2008 TOYOTA CAMRY WHO JUST GOT MY CAR SERVICED VIA A RECALL THIS WEEK. BEFORE THE RECALL, I DID NOT EXPERIENCE ANY SUDDEN ACCELERATION INCIDENTS. THIS MORNING, AS I WAS LEAVING A PARKING DECK AT MY GYM, THE CAR SUDDENLY JUMPED FORWARD WHEN I ATTEMPTED TO STOP. I WASN'T SURE IF ANY POST-RECALL ISSUES WERE STILL BEING REPORTED... THANK YOU  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316733  
**Date of Incident:** 20100304  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
I HAVE A 2005 TOYOTA AVALON, BACK ON 4/18/09 I TOOK MY CAR IN TO SOUTH BAY TOYOTA TO HAVE THEM CHECK OUT THIS PROBLEM-MY CAR WS HESTATING B4 TAKE OFF AND IT WOULD EXCEL FASTER. I WAS ABLE TO SLOW IT DOWN. BUT THE RESULT FROM TOYOTA WAS- PERFORMED INSPECTION COUL NOT CONFIRM ANY ABNORMALITIES AT THIS TIME. NO PENDING MALFUNCTION CODES STORED IN COMPUTER. NO CHECK ENGINE LIGHT. WELL I TOOK MY CAR BACK BECAUSE IT WAS ONE OF THE RECALL MODEL FOR THE PEDAL AND THEY MADE THE CHANGE. BUT NOW IT IS WORST NOW, IT EXCELERATES FASTER THAN B4. WHILE WAITING FOR AT A SIGNAL. SOME TIMES I CAN HEAR IT SLIGHTLY RARING UP.(I THEN PUT IT IN PARK) AND HOLD THE BRAKE PEDAL  
**Additional Summary:**

C-2087

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DOWN ALL THE WAY. I AM TOTALLY AFRAID OF THIS CAR. I TRIED TO TRADE IT IN TO THE TOYOTA DEALER BUT FOR THE SUV I WANT IT WAS TOO MUCH, AND THEY WERENT WORKING WITH ME AT ALL.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316568  
**Date of Incident:** 20100304  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** BUSHWOOD, MD

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA TACOMA. THE CONTACT STATED THAT HIS RPMS INCREASED EXCESSIVELY AND THE VEHICLE EXPERIENCED UNINTENDED ACCELERATION. WHEN THE VEHICLE ACCELERATED HE SHIFTED INTO NEUTRAL GEAR AND DROVE TO THE SIDE OF THE ROAD TO TURN THE VEHICLE ON AND OFF SO THAT IT WOULD RESETS ITSELF. THE VEHICLE WAS DRIVEN TO HIS RESIDENCE AND THE DEALER WAS CALLED TO RETRIEVE IT. THE TOYOTA MANUFACTURE WAS NOT CALLED. THE FAILURE MILEAGE WAS 17,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316902  
**Date of Incident:** 20100304  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** WAKEFIELD, MA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2010 TOYOTA CAMRY. WHILE DRIVING 25 MPH THE VEHICLE RAPIDLY ACCELERATED TO 45 MPH. THE CONTACT APPLIED THE BRAKES IN ORDER TO STOP THE VEHICLE. THE CONTACT HAS NOT TAKEN THE VEHICLE TO THE DEALER. THE CONTACT STATED WHEN THE VEHICLE ACCELERATED IT COULD HAVE CAUSED A CRASH. THE FAILURE MILEAGE WAS 7,800.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316900  
**Date of Incident:** 20100304  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** LEESBURG, VA

**NHTSA Summary:**  
WHILE TURNING INTO A PARKING SPOT, I EXPERIENCED A TOTAL LOSS OF BRAKING WHILE THE VEHICLE BEGAN ACCELERATING WITHOUT GAS PEDAL PRESSURE. AFTER JUMPING A CURB, THE BRAKE PEDAL BECAME ACTIVE AND THE CAR WAS STOPPED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316861  
**Date of Incident:** 20100304  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CORIDON, IN

**NHTSA Summary:**

C-2088

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING 5 MPH, THE VEHICLE HAD SUDDENLY SURGED FORWARD WITHOUT WARNING. THE CONTACT WAS ABLE TO STOP THE ACCELERATION BY APPLYING PRESSURE TO THE BRAKES. PRIOR TO THE RECENT FAILURE, THE CONTACT HAS HAD THE NHTSA CAMPAIGN ID NUMBER: 09V388000 AND 10V017000 REPAIRS PERFORMED ON HIS VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 28000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317043  
**Date of Incident:** 20100304  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** SALISBURY, MD

**NHTSA Summary:**

WE RECENTLY PURCHASED A USED 2008 TOYOTA SIENNA. JUST BEFORE 10 A.M. TODAY, I PULLED INTO THE DRIVEWAY, JUST LIKE I HAVE EVERY DAY FOR 13 1/2 YEARS, TURNED TOWARD THE GARAGE, FOLLOWING THE CURVE OF THE DRIVEWAY. I TOUCHED THE BUTTON TO OPEN THE LEFT GARAGE DOOR, JUST LIKE I ALWAYS DO. I WAS DRIVING VERY SLOWLY, BECAUSE I WAS ABOUT READY TO STOP THE CAR AND PARK IN MY DRIVEWAY. ALL OF A SUDDEN, THE CAR LURCHED FORWARD AND I THINK IT SPED UP. I DON'T KNOW WHY THE CAR WAS MOVING FORWARD! IT HAPPENED SO FAST AND I RECALL THINKING, GOSH, I DON'T WANT THE CAR TO GO IN THE GARAGE!! I WAS PRESSING THE BRAKE AS HARD AS I COULD, AND I TURNED THE WHEEL TO THE RIGHT, TRYING TO AVOID THE CAR ACCELERATING INTO THE GARAGE! THE CAR HIT THE CORNER OF THE HOUSE THAT DIVIDES THE TWO GARAGE DOORS. IT DID STOP AND I PUT IT IN REVERSE RIGHT AWAY TO BACK UP. THE FRONT CORNER OF THAT HOUSE SECTION NOW NEEDS TO BE REPAIRED, AND A FLOWER POT (LIGHTWEIGHT STYROFOAM) BROKE WHEN I TURNED THE WHEEL THAT DIRECTION. THIS WAS A VERY FRIGHTENING EXPERIENCE AND IT HAPPENED SO FAST! I AM AFRAID TO DRIVE MY CAR! I HAVE MADE AN APPOINTMENT TO HAVE IT LOOKED AT BY THE TOYOTA DEALER WHERE WE BOUGHT IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317047  
**Date of Incident:** 20100304  
**Vehicle:** 2009 LEXUS IS  
**Location of Incident:** BOCA RATON, FL

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 LEXUS IS250. THE CONTACT STATED THE VEHICLE WAS TAKEN IN FOR ROUTINE MAINTENANCE, VIBRATION IN THE STEERING WHEEL, AND ALSO FOR UNINTENDED ACCELERATION AT ANY SPEED. THE DEALER ROAD TESTED THE VEHICLE AND FOUND A FAULTY LEFT WHEEL BEARING AND HUB ASSEMBLY THAT CAUSES EXCESSIVE NOISE AND VIBRATION WHICH THEY REPAIRED. THE CONTACT STATED HE INFORM THE DEALER THAT THE ACCELERATOR PEDAL WAS STICKING AND TO CHECK ON IT BUT WAS TOLD THEY ARE NOT GOING TO REPAIR IS250 ACCELERATOR PEDALS UNTIL THE NEXT THREE MONTHS. THE CAR WAS GIVEN BACK ON MARCH 4 WITHOUT CHECKING THE FAILURE. WHILE DRIVING THE VEHICLE IT ACCELERATED AT HIGH SPEEDS OF MORE THAN 106MPH, WHEN THIS HAPPENED THE CONTACT WAS TRYING TO STOP THE VEHICLE BY PULLING THE EMERGENCY BRAKE, PULLING ON THE GAS PEDAL, HITTING THE PUSH BUTTON THAT STARTS THE VEHICLE AND THEN TRYING TO GET OFF ON THE SIDE OF THE ROAD. MEANWHILE THE MOTOR IS REVVING AT A HIGH SPEED. THERE WAS A POLICE TROOPER WHO SAW THIS BUT GAVE HIM A TICKET

C-2089

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BECAUSE HE THOUGHT HE WAS SPEEDING. THE CONTACT STATED AFTER HE GOT HOME SHE NOTICE THE ACCELERATOR PEDAL WAS STUCK TO THE FLOOR WHILE THE VEHICLE MOTOR WAS RACING AT A HIGH SPEED. THE LEXUS DEALER WAS CALLED AND THEY WOULD HAVE THE VEHICLE TOWED TO THE DEALERSHIP. THE FAILURE MILEAGE WAS 30,658.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317026  
**Date of Incident:** 20100304  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** WHEELING, WV

**NHTSA Summary:**

DRIVING MY 2010 TOYOTA CAMRY ON BUSY SECONDARY HIGHWAY. DRIVING 20-25 MPH WHEN VEHICLE ENGINE SUDDENLY "ROARED"- LIKE THE GAS PEDAL HAD BEEN PUSHED TO THE MAXIMUM. I PUT THE BRAKES ON HARD. THE CAR STOPPED, AND THE VEHICLE BEHIND ME REAR-ENDED ME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10316992  
**Date of Incident:** 20100304  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** COLUMBIA, MD

**NHTSA Summary:**

I DRIVE A 2004 TOYOTA SIENNA XLE. ON 3/4/10 AT 1030 AM, I WAS COMING TO A STOP LIGHT ON BROKEN LAND PKWY. AS I COMPLETED A FULL STOP, MY SIENNA TRIED TO ACCELERATE WHILE MY FOOT WAS DEPRESSING THE BRAKE PEDAL. THE VEHICLE LURCHED BUT DID NOT STALL OUT AND I WAS ABLE TO CONTINUE ON MY WAY. DURING THE REST OF THE MORNING, I DID NOT EXPERIENCE ANY MORE ACCELERATION TROUBLE THE REST OF THE DAY. I DID INFORM MY HUSBAND AND HE SUGGESTED I RESEARCH 2004 TOYOTA SIENNA ACCELERATION. I DID THAT AND FOUND A VARIETY OF COMPLAINTS FROM 2004 TOYOTA SIENNA OWNERS ON SEVERAL INTERNET AUTO WEB SITES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317403  
**Date of Incident:** 20100304  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** PACOIMA, CA

**NHTSA Summary:**

MY COMPLAINT IS RELATED TO THE TOYOTA RECALL. THE ACCELERATOR PEDAL ON MY TOYOTA TACOMA 09 GOT STUCK WHILE DRIVING ON THE GOLDEN STATE 5 FWY WHERE I MIRACULOUSLY AVOIDED AN ACCIDENT BY PULLING BACK THE PEDAL WITH THE TIP OF MY SHOE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317782  
**Date of Incident:** 20100304

C-2090

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** BRUNSVILLE, TX

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA RAV4. THE DRIVER STATES SHE WAS DRIVING 25MPH WAS DRIVING IN TRAFFIC AND THE VEHICLE ACCELERATED ON ITS OWN AND CRASHED INTO THE VEHICLE IN FRONT OF HER. THE CONTACT STATES THEY TOOK THE VEHICLE TO THE DEALER AND THEY SAID THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE FAILURE MILEAGE WAS 9,800. THE CURRENT MILEAGE IS 9,820.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317642  
**Date of Incident:** 20100304  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** LONG BEACH, NY

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA RAV4. THE CONTACT STATED AS SHE WAS PARKING, THE VEHICLE ACCELERATED AND SHE HIT ANOTHER VEHICLE'S BUMPER AND ALMOST RAN INTO A WALL. SHE WAS PRESSING ON THE BRAKES AS HARD AS SHE COULD UNTIL THE VEHICLE STOPPED. THE POLICE WAS CALLED AND THERE WAS A POLICE REPORT FILED. THE TOYOTA MANUFACTURER WAS CALLED AND THEY STATED THEY WILL RETURN HER CALL WITHIN TWO DAYS. HE FAILURE MILEAGE WAS 12,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318065  
**Date of Incident:** 20100304  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** PATERSON, NJ

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318086  
**Date of Incident:** 20100304  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** COOKEVILLE, TN

**NHTSA Summary:**

RENTAL VEHICLE ACCELERATED WHILE STOPPING, RENTAL AGENCY HERTZ, COOKEVILLE TN. PROBLEM OCCURED ON INTERSTATE EXIT RAMP. THE CAR DECELERATED FROM 70 TO 55 THEN DOWN SHIFTED AND STARTED TO ACCELERATE UP THE EXIT RAMP. I WAS ABLE TO STOP THE CAR AND THE RENTAL AGENCY INFORMED ME

C-2091

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THAT THE CAR HAD BEEN SERVICED FOR THE RECALL. AS A TEST/RELIABILITY ENGINEER, I CLASSIFY THIS VEHICLE HAS UNSAFE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319348  
**Date of Incident:** 20100304  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** BOLIVAR, MO

**NHTSA Summary:**

I WAS AT THE WALMART IN BOLIVAR, MO 6:30 PM ON MARCH 4TH. GOT IN MY TUNDRA PUT IT IN REVERSE, BACKED UP AND PUT IT IN DRIVE. AS I PUSHED ON THE ACCELERATOR TO GO FORWARD SLOWLY THE TRUCK ACCELERATED ON ITS OWN. I APPLIED THE BRAKE AND TURNED LEFT TO AVOID HITTING A CAR AND HIT A YELLOW CONCRETE POST WHILE THE TRUCK CONTINUED TO GO FORWARD ABOUT 20 FEET. I THEN PUT IT IN NEUTRAL AND FINALLY GOT IT TO STOP. I THEN TRIED TO OPEN MY DOOR AND IT WOULD NOT OPEN. I WENT AHEAD AND DROVE HOME ABOUT 3 MILES AND PARKED THE TRUCK. I CALLED MY INSURANCE COMPANY THAT NIGHT TO REPORT THE ACCIDENT AND LEFT A MESSAGE. I CALLED THEM AGAIN THE MORNING OF MARCH 5TH, 2010 AND GAVE THEM THE DETAILS. A CLAIMS ADJUSTER HAS ASSESSED THE DAMAGE ON THE BODY OF THE TRUCK BUT THOSE REPAIRS HAVE NOT YET BEEN COMPLETED. ON MARCH 11TH, 2010 I RECEIVED A RECALL NOTICE IN THE MAIL FROM TOYOTA ON THE TRUCK FOR A ACCELERATOR PEDAL REINFORCEMENT BAR INSTALLATION. I CALLED THE DEALERSHIP THAT SAME DAY TO SCHEDULE THE RECALL AND THEY SAID THEY COULD NOT GET ME IN UNTIL APRIL. WHEN I TOLD THEM ABOUT THE ACCIDENT THEY CHANGE MY SCHEDULED TIME TO THAT SAME DAY, MARCH 11TH AT 6:00 PM. I DROVE THE TRUCK TO THE DEALERSHIP AND THEY INSTALLED AN ACCELERATOR PEDAL REINFORCEMENT BAR. I HAVE OWNED THIS TRUCK FOR APPROXIMATELY 2 YEARS AND THIS IS THE FIRST TIME THE ACCELERATOR STUCK. I HAVE A FLAWLESS DRIVING RECORD AND CONSIDER MYSELF TO BE A VERY CAREFUL DRIVER. I AM CONFIDENT THIS WAS NOT A DRIVER ERROR. I WAS IN A BUSY WALMART PARKING LOT DIRECTLY IN FRONT OF THE ENTRANCE OF THE STORE SO I WAS NATURALLY BEING CAUTIOUS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319981  
**Date of Incident:** 20100304  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** GROVE CITY, OH

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2008 TOYOTA. THE CONTACT WAS DRIVING APPROXIMATELY 45 MPH. THE CONTACT STATED THAT THE VEHICLE STARTED TO ACCELERATED WHEN HE PUT HIS FOOT ON THE BRAKES. THE CONTACT STATED THAT HE HAD TO SLAM HIS FOOT ON THE BRAKE PEDAL AND THE TIRES SKIDDED BEFORE THE VEHICLE DECELERATED. THE VEHICLE ENDED UP CRASHING INTO ANOTHER VEHICLE. THE CONTACT STATED THAT THE WEATHER WAS CLEAR AND DRY, AND WAS NOT A FACTOR. THE VEHICLE WAS TAKEN TO THE REPAIR SHOP FOR REPAIRS. THE VEHICLE IS STILL AT THE REPAIR SHOP. NO VIN PROVIDED AT THIS TIME. THE APPROXIMATE FAILURE MILEAGE WAS 22,000. THE CURRENT APPROXIMATE MILEAGE WAS 22,000 RG

**Additional Summary:**

**Toyota ID Number:**

C-2092

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10320147  
**Date of Incident:** 20100304  
**Vehicle:** 2007 TOYOTA CAMRY HV  
**Location of Incident:** INDIAN TRAIL, NC  
**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2007 TOYOTA CAMRY (HYBRID). WHILE DRIVING AT 45 MPH SHE ATTEMPTED TO ENGAGE THE BRAKE PEDAL AND THE VEHICLE ACCELERATED ON ITS OWN. THERE WERE NO REPAIRS DONE TO THE VEHICLE. DEALER OR MANUFACTURER HAVE NOT BEEN CONTACTED. THE FAILURE MILEAGE WAS 34,000 AND THE CURRENT MILEAGE WAS 35,000. GG  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320225  
**Date of Incident:** 20100304  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** HADDONFIELD, NJ  
**NHTSA Summary:**  
TRAVELING ABOUT 15MPH WHEN THE CAR SUDDENLY EXCELLERATED AND HIT A VEHICLE IN FRONT OF ME. FIRST TIME THIS INCIDENT OCCURRED TO ME.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320532  
**Date of Incident:** 20100304  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** KINGSTON, MA  
**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2006 TOYOTA COROLLA. WHILE DRIVING AT 10MPH HE ATTEMPTED TO YIELD FOR THE VEHICLE IN-FRONT WITH HIS FOOT ON THE BRAKE AND THE VEHICLE SUDDENLY ACCELERATED COLLIDED IN THE VEHICLE REAR-END. THE VEHICLE CONTINUED TO ACCELERATE INTO THE VEHICLE REAR END UNTIL IT CAME TO A STOP. THE MANUFACTURER TOOK A REPORT 1003111668 AND STATED THAT AN INVESTIGATOR WILL BE SENT TO INSPECT THE VEHICLE. THE INSURANCE COMPANY STATED THE VEHICLE WILL NOT BE REPAIRED UNTIL THE MANUFACTURER INSPECTS THE VEHICLE. (HIS WIFE ALSO DRIVES THE VEHICLE). THE FAILURE AND THE CURRENT MILEAGE WAS 80,640. LI  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324839  
**Date of Incident:** 20100304  
**Vehicle:** 2009 LEXUS IS  
**Location of Incident:** SIMI VALLEY, CA  
**NHTSA Summary:**  
MAR. 3/4/10 - AS I WAS PULLING INTO A PARKING SPACE, MY 2009 IS250 ACCELERATED AND LUNGED WITH A HIGH PITCHED SCREAMING NOISE. I STEPPED HARD ON THE BRAKES BUT IT WOULDN'T STOP IT. A LARGE PICKUP TRUCK WAS PARKED WITH HIS REAR BUMPER IN FRONT OF ME AND IT STOPPED THE CAR. SHAKEN UP, I DROVE HOME SLOWLY, CALLED LEXUS TO TOW MY CAR IN TO CHECK IT OUT. NEXT DAY LEXUS SAID THEY COULDN'T FIND ANYTHING WRONG. I WAS OFFERED PHONE # OF LEXUS CORP. OFFICE TO FILE MY COMPLAINT. I CALLED AND THEY TOOK MY STATEMENT AND SAID

C-2093

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WE'D HEAR FROM THEM. ON 3/25/10, CORP. OFFICE CALLED, SAID TO BRING CAR BACK INTO LEXUS. MY HUSBAND SAID THEIR MECHANICS SAID THEY COULDN'T FIND ANYTHING WRONG. THEY TOLD HIM THAT THEIR CORPORATE MECHANICS WOULD CHECK IT OUT AND TO LEAVE IT THERE OVERNIGHT. WHEN MY HUSBAND TOOK IT IN THE NEXT DAY, LEXUS DIDN'T KNOW ANYTHING ABOUT OUR CONVERSATION WITH THEIR CORP. OFFICE BUT CHECKED OUR CAR IN. NEXT DAY LEXUS CALLED AND SAID TO PICK UP OUR CAR AND THAT THE CORP. OFFICE WOULD LET US KNOW WHAT THEY FOUND - HAVE NOT HEARD FROM THEM SINCE. UPDATED 4/26/10 \*CN\* UPDATED 05/17/10 \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325790  
**Date of Incident:** 20100304  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** HUNTINGTON BEACH, CA  
**NHTSA Summary:**  
EVER SINCE WE PURCHASED OUR 2006 TOYOTA HIGHLANDER WE HAVE RANDOMLY EXPERIENCED ACCELERATION PROBLEMS. AFTER SLOWING DOWN, WE SLOWLY ACCELERATED AND WOULD EXPERIENCE A SUDDEN THRUST BUT COULD SLOW IT DOWN BY LESSENING THE PRESSURE ON THE GAS PEDAL OR BY BRAKING. THIS WOULD HAPPEN AT RANDOM 2 OR 3 TIMES PER YEAR. WE BOTH THOUGHT IT WAS OUR FAULT UNTIL WE READ ABOUT THE TOYOTA ACCELERATION PROBLEMS. NOW, WE DON'T BELIEVE IT IS OUR FAULT AND IS A BUILT-IN PROBLEM. WE RECENTLY HAVE TALKED TO THE TOYOTA SERVICE DEPARTMENT AND THEY REFERRED US TO THE TOYOTA HEADQUARTERS FOR FILING A COMPLAINT WITH THEM. WE WERE TOLD THIS CAR IS NOT ON THE RECALL LIST. SINCE OUR PROBLEM DOES NOT SEEM AS BAD AS OTHER YEAR'S CAR, IT MAY BE THAT THIS IS THE YEAR THE PROBLEM DEVELOPED IN TOYOTA AND GOT PROGRESSIVELY WORST AS ADJUSTMENTS WERE MADE TO THE CAR'S PROGRAMMING OR ENGINE. THE LAST INCIDENT INVOLVING THIS ACCELERATION WAS IN LATE FEBRUARY OR EARLY MARCH, 2010. WE HOPE THIS INFORMATION MAY BE OF SOME HELP TO YOU AND US IN SOLVING OUR PROBLEM. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327275  
**Date of Incident:** 20100304  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CHEYENNE, WY  
**NHTSA Summary:**  
I HAD TWO RECALLS DONE ON MY AUTO ON MARCH 4, 2010. THESE RECALLS DEALT WITH THE ACCELERATION PEDAL AND AN OIL LINE. SINCE THE RECALL OF THE ACCELERATION PEDAL WAS DONE MY CAR ON OCCASION HAS STALLED WHEN THE PEDAL IS DEPRESSED. IT WILL HESITATE WHILE I DEPRESS THE PEDAL UP TO AN INCH OR SO. FINALLY IT WILL START TO CREEP AND THEN FINALLY START MOVING. THIS HAS HAPPENED TWICE WHEN I WAS ENTERING AN INTERSTATE HIGHWAY AND AGAIN AS I PULLED AWAY FROM THE CURB OF MY HOUSE. ADDITIONALLY, THE TRANSMISSION SHIFTING IS VERY ERRATIC AT TIMES. ONCE AGAIN ALL OF THIS STARTED AFTER I HAD THE RECALL DONE. BEFORE THIS MY AUTO RAN PERFECTLY WITH NO ISSUES OTHER THAN AN OCCASIONAL HARD DOWN SHIFT WHEN COMING TO A STOP. I HAVE BEEN TO THE LEXUS DEALERSHIP IN FREDERICK, CO TWICE. THEY ARE UNABLE TO ADDRESS THESE PROBLEMS IN A SATISFACTORY MANNER. THE ACCELERATION DELAY IS A SAFETY ISSUE AND NEEDS TO BE ADDRESSED BY TOYOTA.

C-2094

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327460  
**Date of Incident:** 20100304  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ARLINGTON, MA  
**NHTSA Summary:**  
2007 TOYOTA CAMRY. GAS PEDAL ISSUES \*GR THE CONSUMER STATED AS HE WAS EXITING HIS DRIVEWAY, HE SAW HIS NEIGHBOR COMING DOWN THE HILL, BUT HIS VEHICLE KEPT GOING FORWARD AND HE JUST BARELY MISSED HITTING HIS NEIGHBOR. LATER THAT DAY, WHEN THE CONSUMER APPROACHED AT AN INTERSECTION, ANOTHER VEHICLE WAS IN FRONT HIM, BUT SUDDENLY THAT MOTORIST SLAMMED ON HER BRAKES, AS ANOTHER VEHICLE WAS APPROACHING AT FULL SPEED. THE CONSUMER WAS A CAR LENGTH BEHIND THE VEHICLE SO, HE REMOVED HIS FOOT FROM THE GAS PEDAL AND STEPPED ON THE BRAKE, BUT THE VEHICLE KEPT GOING EVEN THOUGH THE CONSUMER WAS PRESSING THE BRAKE AS HARD AS HE COULD. THE CONSUMER HIT THE OTHER VEHICLE AT ABOUT 5 MPH. THE CONSUMER STATED HE EXPERIENCED ANOTHER INCIDENT O SUDDEN ACCELERATION PRIOR TO THE ACCIDENT WHICH HE THOUGHT AT FIRST THAT HIS FOOT LEFT THE BRAKE PEDAL. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319951  
**Date of Incident:** 20100305  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** SCRANTON, PA  
**NHTSA Summary:**  
TL- CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATES ON MARCH 5TH HE WAS TRAVELING AT 18MPH. THE DRIVER STATES PRIOR TO THE DOWN SHIFT HE SMELT AN ACCURATE ODOR THE SAME ODOR AS IF A WIRE WAS BURNING. THE DRIVER STATES HE THEN TOOK THE VEHICLE FROM 3RD GEAR TO 2ND GEAR. THE DRIVER STATES THE VEHICLE THEN JERKED FORWARD AND THEN TOOK OFF. THE DRIVER STATES THE RPMS WERE READING 6,000. THE DRIVER STATES HE TRAVELED FOR ABOUT 5 SECONDS AND THEN WAS ABLE TO BRING THE VEHICLE OVER TO THE SIDE OF THE ROAD IN NEUTRAL. THE RPMS CONTINUED TO READ 6,000. THE DRIVER STATES HE THEN SHUT THE VEHICLE DOWN AT THAT TIME. THE DRIVER STATES HE DID HAVE ANOTHER PASSENGER WITH HIM. THE ACCELERATED WAS FREE THERE WAS NOTHING UNDER IT AND IT WAS NOT STUCK AND THE MAT WAS SECURE. THE DRIVER STATES HE WAITED AND THEN TURNED THE VEHICLE BACK ON AND THE VEHICLE THEN DID THE SAME THING THE RPMS WERE AT 6,000. THE DRIVER STATES HE THEN TURNED THE VEHICLE BACK OFF AT THIS TIME AND WAITING 4 MINUTES AND THEN PLACED HIS FOOT BACK ON THE BRAKE AND TURNED THE VEHICLE BACK ON AND THE VEHICLE WAS FINE. THE DRIVER STATES HE THEN CALLED THE DEALERSHIP AND THEY THEN PICKED THE VEHICLE UP AND RAN DIAGNOSTIC TEST. THE DRIVER STATES THEY THEN DID THE RE-CALL FOR THE FLOOR MAT. THE DRIVER STATES THEY THEN TOLD HIM HE WAS STEPPING ON THE BRAKE AND THE ACCELERATOR AT THE SAME TIME. THE FAILURE MILEAGE WAS 521 AND THE DEALERSHIP PROBABLY PUT ON ANOTHER 30-40 MILES. AR  
**Additional Summary:**  
MR. BIERYLA CONTACTED SRS AND FAXED COPY OF LETTER HE WROTE TO HIS TOYOTA DEALER REGARDING HIS SUA EXPERIENCE WITH HIS 2010 TOYOTA CAMRY. (DOCUMENT TOYSUA4230)

C-2095

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MR. BIERYLA HAD MET WITH THE TOYOTA DEALER REPRESENTATIVES AND MR. RAUL GUZMAN OF THE CENTRAL ATLANTIC REGION.

"As we discussed, based on your examination of the vehicle and the computer analysis performed by Mr. Guzman, you are confident that no problems exists with the above vehicle and that is safe to drive.

It is my understanding that from your evaluation of the vehicle that it is safe to drive and that we will not have another experience, unintended vehicle acceleration, as we had on the evening of March 5th, 2010."

MR. BIERYLA REQUESTS THAT THE RECIPIENTS OF THIS LETTER, MR. STEPHEN BROWN AND MR. JEFFERY CRAWFORD, SIGN AS AN ACKNOWLEDGEMENT OF THE FACTS AND RETURN THE CORRESPONDENCE TO HIM VIA FAX OR EMAIL.

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100305  
**Date of Incident:** 2008 TOYOTA AVALON  
**Vehicle:** EDGEWATER, FL  
**NHTSA Summary:**  
**Additional Summary:**  
PER NEWS ARTICLES - SHIRLEY BRZOZOWSKI, 80, WAS TRYING TO PARK HER 2008 TOYOTA AVALON IN THE PARKING LOT AT SACRED HEART CATHOLIC CHURCH IN NEW SMYRNA BEACH WHEN THE VEHICLE SUDDENLY ACCELERATED CAUSING DAMAGE TO TWO PARKED CARS. HER HUSBAND SAID " SHE COULDN'T STOP IT. IT TOOK OFF AND THAT SEEMS TO BE WHAT THE TOYOTAS HAVE BEEN DOING."

JOHN BRZOZOWSKI SAID THAT THEY THEY TAKEN THEIR CAR IN FOR THE RECALL REPAIRS.

UNTIL THE VEHICLE IS CHECKED AND SERVICED, NO ONE CAN BE SURE THE CAUSE OF THE CRASH. THE CAR WAS TOWED TO DAYTONA TOYOTA, AND THOUGH THE LOCAL EMPLOYEES REFERRED QUESTIONS TO CORPORATE, THEY TOLD WESH 2 OFF CAMERA THAT MORE THAN LIKELY A RECALL TEAM WILL BE SENT TO EXAMINE THE VEHICLE.

SHIRLEY BRZOZOWSKI WAS CITED FOR CARELESS DRIVING.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317233  
**Date of Incident:** 20100305  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** NEW RICHMOND, OH  
**NHTSA Summary:**  
**Additional Summary:**  
BEFORE THE TOYOTA RECALL, I NOTICED ON SEVERAL OCCASIONS SUDDEN ACCELERATION. ON 2-17-10 I HAD THE RECALL FIXED ON M 2009 CAMERY AT BEECHMONT TOYOTA. TODAY, 3-5-10, I HAD A SUDDEN ACCELERATION AGAIN IT FEELS LIKE WHEN YOU PUT YOUR CAR IN CRUISE CONTROL AND THE CAR JUMPS INTO CRUISE.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317139  
**Date of Incident:** 20100305  
**Vehicle:** 2007 LEXUS ES350

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-2096

**Location of Incident:** FAIRFAX STATION, VA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 LEXUS ES 350. THE CONTACT STATED WHILE STOPPED AT A STOP LIGHT HER FOOT CAME OFF THE BRAKE PEDAL AND THE VEHICLE ACCELERATED AND CRASHED INTO ANOTHER VEHICLE. THE VEHICLE RECEIVED DAMAGE TO THE FRONT END. NO ONE WAS INJURED DURING THE CRASH AND A POLICE REPORT WAS NOT FILED. THE CONTACT CALLED THE MANUFACTURER AND THE MANUFACTURER STATED THE CRASH WAS DUE TO DRIVER ERROR. THE CONTACT STATED THE VEHICLE HAS LUNGED FORWARD MORE THAN ONCE WHILE DRIVING. THE FAILURE MILEAGE WAS 29,750.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317193  
**Date of Incident:** 20100305  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** SHARON, MA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 TOYOTA RAV4. THE CONTACT WAS DRIVING APPROXIMATELY 35 MPH, PROCEEDING TO A STOP SIGN. WHILE BRAKING THERE WAS A SURGE OF UNINTENDED ACCELERATION. THE ENGINE BEGAN TO REVV. THE VEHICLE RESUMED TO NORMAL OPERATION. THE AUTHORIZED DEALER WAS NOTIFIED AND RECOMMENDED THE VEHICLE BE TOWED FOR DIAGNOSTIC TESTING. A RECALL REPAIR WAS PERFORMED PRIOR TO THE PURCHASE OF THE VEHICLE. THE RECALL WAS UNDER NHTSA CAMPAIGN ID 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS 345.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317328  
**Date of Incident:** 20100305  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** SANTA ROSA, CA

**NHTSA Summary:**  
2007 TOYOTA PRIUS (VIN: JTDKB20U87661990) - CRUISE CONTROL MALFUNCTION. SET CRUISE CONTROL FOR SPEED LIMITS BETWEEN 55 MPH AND 75 MPH, WITHIN A FEW SECONDS OF THE CRUISE CONTROL BEING SWITCHED ON, CAR AUTOMATICALLY ACCELERATES TO AN UNCONTROLLED HIGHER SPEED UNTIL THE BRAKES ARE APPLIED (USUALLY IN PANIC OF PLOWING INTO ANOTHER VEHICLE'S REAR END).  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317342  
**Date of Incident:** 20100305  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** PHOENIX, AZ

**NHTSA Summary:**  
WHILE PARKING MY 2010 CAMRY AT THE GROCERY STORE, I SLOWLY TURNED INTO THE PARKING SPACE AND MY CAR SUDDENLY ACCELERATED JUMPING THE CURB AND HITTING A CEMENT SURROUNDED LIGHT POLE. THE AIR BAGS DID NOT DEPLOY AND I WAS NOT NOTICEABLY INJURED. THE CAR HAD JUST HAD THE REPLACEMENT PEDAL

C-2097

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INSTALLED ON MARCH 2, 2010 AS ORDERED BY THE RECALL. THE VEHICLE WAS TOWED TO AVONDALE TOYOTA IN AVONDALE, ARIZONA AND IS CURRENTLY AWAITING A REPRESENTATIVE FROM TOYOTA TO INSPECT IT ON MON. MARCH 8TH BEFORE ANY WORK WILL BE DONE. PROPERTY DAMAGE ONLY TO THE VEHICLE. WE WERE TOLD AT THE DEALERSHIP THAT THE AIRBAGS ONLY DEPLOY AFTER 20 MILES PER HOUR. WE HAVE NEVER BEFORE HAD A PROBLEM WITH THE ACCELERATOR STICKING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317297  
**Date of Incident:** 20100305  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** PLACENTIA, CA

**NHTSA Summary:**  
I CALLED TOYOTA TODAY TO FILE THIS COMPLAINT TO NO AVAIL AFTER WAITING 2.5 HRS. AS THE DEALER HAS NO FIX ON THIS PROBLEM MY 2008 TOYOTA TACOMA TRUCK. WHEN YOU STOP YOU HAVE TO REALLY BOTTOM THE BREAKS DOWN. ONCE THE AIR CONDITION COMPRESSOR ENGAGES THE TRUCK MOVES AND HOPS. TO AVOID IT. I PRESS BREAK HARD. ALSO WHEN YOU RELEASE THE BREAKS TO GO. YOU DONT HAVE TO STEP ON THE GAS. IT ACCELERATE ON ITS OWN. MOST CARS IT ACCELERATES VERY SLOWLY. YOU NEED TO PRESS ON THE GAS PEDAL TO MOVE THAT FAST

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317435  
**Date of Incident:** 20100305  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** SANTA ANA, CA

**NHTSA Summary:**  
I WAS SKEPTICAL ABOUT THIS BRAKE OVERRIDE UNTIL THE SUDDEN ACCELERATION ACTUALLY HAPPENED TO ME ON 3/5/2010. I WAS ON THE FREEWAY TRAVELING 50 MPH IN MODERATE TRAFFIC WHEN A CONSTRUCTION TRUCK DECIDED TO TURN INTO MY LANE. I GAVE IT A QUICK PUNCH TO AVOID A COLLISION WHEN I FELT MY RPM'S KEPT CLIMBING AS I WAS NO LONGER ON THE PEDAL. I PANICKED AND TRIED TO APPLY THE BRAKES TO NO RESPONSE, SO I TAPPED THE SHIFTER INTO NEUTRAL. AT THIS POINT MY CAR IS STILL ACCELERATING IN REDLINE. FINALLY, THE CAR SNAPS OUT OF IT AND I HAVE CONTROL AGAIN. I SLOW DOWN, SHIFT BACK INTO D AND CONTINUE MY COMMUTE TO SCHOOL. IN THE PAST, I HAVE NOTICED A FEW TIMES THERE HAVE BEEN A SLIGHT LUNGE IN ACCELERATION JUST AFTER THE TRANSMISSION SWITCHES GEARS. I LOVE MY TACOMA. I HAVE BEEN IN DENIAL AND HAVE BEEN HOPEING WISHING THAT THERE ISNT A PROBLEM. BUT FOR THE SAFETY OF MYSELF AND MY PASSENGERS, I AM GOING TO MAKE SURE THIS PROBLEM IS NOTED BEFORE ANYONE ONE GETS HURT. I WOULD HATE FOR ANYTHING SERIOUS TO HAPPEN AND LEAVE PEOPLE WONDERING. I FEEL THE NEED TO REPORT THIS COMPLAINT. COULD THIS BE SOMETHING AS SIMPLE AS A STUCK THROTTLE BODY? I HOPE THE RESOLUTION TO THIS WILL BE SIMPLE AND REWARDING, I WOULD HATE TO GIVE UP THIS TRUCK. TOYOTA TACOMA 2005 ACCESS CAB 4.0 V6 ~90,000 MILES AT TIME OF INCIDENT OWNED CURRENT VEHICLE FROM AUGUST 2009 UP TO PRESENT DATE MARCH 6, 2010  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318279

C-2098

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100305  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** RIO RANCHO, NM

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA MATRIX. WHILE DRIVING 30 MPH THE GAS PEDAL STUCK AND THE VEHICLE ACCELERATED. THE CONTACT APPLIED THE BRAKES AND THE EMERGENCY BRAKE AND THE VEHICLE DID NOT SLOW DOWN. THE VEHICLE CRASHED INTO THE CURB CAUSING DAMAGE TO THE UNDER CARRIAGE. THE AIR BAGS DEPLOYED AND THE CONTACT INJURED HER ARM. THE CONTACT HAS NOT CALLED THE MANUFACTURER AT THIS TIME. THE FAILURE MILEAGE WAS UNKNOWN.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318242  
**Date of Incident:** 20100305  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** ENCINO, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE STOPPED AT A TRAFFIC LIGHT, THE VEHICLE ACCELERATED. THE CONTACT WAS ABLE TO PUT THE VEHICLE IN NEUTRAL, WITH HIS FOOT ON THE BRAKE, WHICH MADE THE VEHICLE STOP ACCELERATING. THE VEHICLE WAS TAKEN TO THE DEALER THE DAY BEFORE THE ACCELERATOR FAILURE FOR DIAGNOSTIC AND TESTING DUE TO THE RECALL. THE DEALER REPAIRED THE VEHICLE THE DAY BEFORE THE ACCELERATOR PEDAL DEFECT. THE VEHICLE WAS TAKEN A SECOND TIME TO THE DEALER THE DAY AFTER THE ACCELERATOR FAILURE FOR DIANOSTIC AND TESTING. THE DEALER COULD NOT DUPLICATE THE PROBLEM THE SECOND TIME. THE APPROXIMATE FAILURE MILEAGE WAS 11000. THE APPROXIMATE CURRENT MILEAGE WAS 11000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318033  
**Date of Incident:** 20100305  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** NEW ROCHELLA, NY

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318145  
**Date of Incident:** 20100305  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** SPRING VALLEY, NY

C-2099

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318436  
**Date of Incident:** 20100305  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** SIMPSONVILLE, SC

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2010 TOYOTA CAMRY I.E. THE CONTACT WAS DRIVING OUT HIS DRIVEWAY AT 5MPH AND THE VEHICLE SURGED FORWARD AND CRASHED INTO A TREE. THE CONTACT THEN REPORTED THE ACCIDENT TO HIS INSURANCE COMPANY. THE VEHICLE WAS DROVE TO THE BODY SHOP FOR REPAIRS. THE VEHICLE WAS ALSO TAKEN TO A LOCAL DEALER FOR REPAIRS. THE VEHICLE WAS RELEASED FROM THE DEALER AFTER REPAIRS WERE COMPLETED AND LATER THAT SAME DAY THE VEHICLE EXPERIENCED THE SAME FAILURE. WHILE THE CONTACT WAS MAKING A TURN THE VEHICLE SURGED FORWARD. THE CONTACT RAN INTO A DITCH AND THE VEHICLE WAS DESTROYED. THE POLICE WERE CALLED TO THE SEEN AND A POLICE REPORT WAS TAKEN. THE CONTACT DID SUSTAIN HEAD INJURIES. THE VEHICLE WAS TOWED BY THE INSURANCE COMPANY. THE MANUFACTURER WAS NOT INFORMED AS OF YET OF THIS FAILURE. THE CONTACT IS UPSET BECAUSE HE JUST RECEIVED HIS RECALL LETTER AND HE PURCHASED THE VEHICLE IN AUGUST OF LAST YEAR. THE VIN WAS NOT AVAILABLE. THE APPROXIMATE FAILURE MILEAGE WAS UNKNOWN AND THE CURRENT MILEAGE WAS 5000. DF  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318812  
**Date of Incident:** 20100305  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MONTICELLO, IL

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

C-2100

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319508  
**Date of Incident:** 20100305  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SEABROOK, TX

**NHTSA Summary:**  
I HAVE A 2007 TOYOTA CAMRY 4-CYLINDER NON HYBRID VEHICLE. I BROUGHT MY VEHICLE IN FOR THE REQUIRED RECALLS AND WHILE I WAS IN LINE WITH OTHER CARS TO DROP IT OFF, I NEEDED TO MOVE UP ABOUT 30 FEET. I HAD MY FOOT ON THE BREAK AND GEAR IN PARK. I STARTED THE CAR AND PUT THE SHIFT LEVER INTO DRIVE WITH MY FOOT STILL ON THE BREAK. THE ENGINE STARTED TO REV UP, BUT WITH MY FOOT ON THE BREAK, IT DID NOT MOVE. I QUICKLY PUT THE SHIFT LEVER INTO NEUTRAL AND SHUT THE ENGINE OFF. A TOYOTA EMPLOYEE CAME OVER AND TRIED TO REPRODUCE THE SITUATION, BUT COULD NOT. I HAVE A PROBLEM WITH THE RECALL FIX. IF THE CAR ACCELERATES FOR NO APPARENT REASON AND I PUT MY FOOT ON THE BREAK, THE ACCELERATION IS SUPPOSED TO STOP, BUT IN THE TIME BETWEEN SUDDEN ACCELERATION AND MY FOOT HITTING THE BREAK PEDAL, I COULD HAVE AN ACCIDENT. MY WIFE AND I AM VERY WARY ABOUT DRIVING THIS CAR.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319896  
**Date of Incident:** 20100305  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** HUNTINGTON, WV

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2005 TOYOTA COROLLA. WHILE DRIVING AT 10MPH THE VEHICLE SUDDENLY ACCELERATED HITTING A TELEPHONE POLE TEARING DOWN TWO FENCES AND A GARAGE. THE VEHICLE WAS TOTAL BUT THERE WAS NO INJURIES THE POLICE ALSO HAS A REPORT IF NEEDED. THE VEHICLE WAS TOWED BY THE INSURANCE COMPANY. THE TOYOTA MANUFACTURE WAS CALL AND A CLAIM WAS FILE STATING A REPRESENTATIVE WILL COME OUT TO LOOK AT THE VEHICLE. THE FAILURE MILEAGE WAS 5,000...MW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319948  
**Date of Incident:** 20100305  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** COLUMBUS, OH

**NHTSA Summary:**  
WHEN I TRIED TO STOP AND TURNED RIGHT ON A SIDE STREE THE CAR'S BRAKE DIDN'T WORK AND THE CAR EVEN ACCELARATED ITSELF. IT DIDN'T STOP EVEN I PRESSED THE BRAKE UNTIL IT HIT A STREET SIGN AND KNOCKED THE TREE DOWN ON THE SIDEWALK. THE AIR BAG DIDN'T COME OUT AFTER THE CRASH NEITHER. THE CAR WAS A TOTAL. LOST AFTER THIS ACCIDENT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321391

C-2101

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100305  
**Vehicle:** 2009 TOYOTA TUNDRA  
**Location of Incident:** BROOKFIELD, NY

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324869  
**Date of Incident:** 20100305  
**Vehicle:** 2006 TOYOTA 4RUNNER  
**Location of Incident:** PHOENIX, AR

**NHTSA Summary:**  
RE: 2006 TOYOTA 4-RUNNER. ON MAY 5, 2010, I WAS PULLING INTO A PARKING STALL. WHEN I ATTEMPTED TO BRING THE VEHICLE TO A COMPLETE STOP, THE ENGINE SUDDENLY WENT FULL THROTTLE CAUSING THE VEHICLE TO DRIVE OVER A CURB, A MEDIAN AND ANOTHER CURB. IT THEN CRASHED THROUGH A WROUGHT IRON FENCE, A CHAIN LINK FENCE AND THE CEMENT BASE OF A BASEBALL FIELD LIGHT POLE. WHEN THE VEHICLE HIT THE CEMENT BASE, THE FRONT AXLE WAS BENT, SPILLING THE AXLE FLUID AND STOPPING THE ENGINE. THE CAR THEN REARED TO THE RIGHT AND CRASHED INTO THE SIDE OF A BUILDING. POLICE REPORT CITES BRAKE AND OTHER DEFECTS. COMPLETE REPORT IS AVAILABLE AT [HTTPS://WWW.CI.PHOENIX.AZ.US/PHXSSLBTARS/HOME.JSF](https://www.ci.phoenix.az.us/phxsslbtars/home.jsf) (REPORT NUMBER 100337979, NAME: ROCHE)  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327000  
**Date of Incident:** 20100305  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** BLOOMFIELD, CT

**NHTSA Summary:**  
THE CAR EXPERIENCED SUDEUNT UNINTENDED ACCELERATION THAT RESULTED IN CAR DAMAGE AND PERSONAL INJURIES.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327521  
**Date of Incident:** 20100305  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** DAYTON, OH

**NHTSA Summary:**  
MY CAR ENGINE REVS UP TO ABOUT 3000 RPM WHILE IN PARK, HAS HAPPENED TWICE SINCE THE PEDAL WAS FIXED DUE TO A RECALL. RECALL PEDAL WORK COMPLETED 02/11/10 FIRST INCIDENT OF UNINTENDED ACCELERATION ON 3/5/10 TOOK CAR TO

C-2102

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DEALERSHIP NO PROBLEMS FOUND, SECOND INCIDENT OF UNINTENDED ACCELERATION ON 4/3/10 TOOK TO DEALERSHIP NO PROBLEMS FOUND.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328962  
**Date of Incident:** 20100305  
**Vehicle:** 2008 TOYOTA 4RUNNER  
**Location of Incident:** ELIZABETHTOWN, IN

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA 4RUNNER. WHILE DRIVING AT 2 MPH, THE CONTACT APPLIED THE BRAKES AND THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT HAD TO DEPRESS THE BRAKE PEDAL SEVERAL TIMES BEFORE THE VEHICLE WOULD STOP. THE CONTACT CALLED THE MANUFACTURER WHO STATED THAT THEY WOULD SEND A REPRESENTATIVE TO INSPECT THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 21,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328945  
**Date of Incident:** 20100305  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** BIRMINGHAM, AL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 TOYOTA RAV4. THE CONTACT WAS PULLING OUT OF THE DRIVEWAY WHEN THE VEHICLE SUDDENLY BEGAN TO ACCELERATE UP TO 20 MPH. THE CONTACT DEPRESSED THE BRAKE PEDAL BUT THE VEHICLE INCREASED ITS SPEED BEFORE IT FINALLY STOPPED. THE VEHICLE TRAVELED ABOUT TWENTY FEET BEFORE IT WAS STOPPED. THE VEHICLE HAD NOT BEEN INSPECTED AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 1,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317412  
**Date of Incident:** 20100306  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** JAMAICA, NY

**NHTSA Summary:**  
MY 2004 TOYOTA CAMRY LE HAD RAPIDLY ACCELERATED ON ITS OWN SHORTLY AFTER PLACING GEAR SELECTOR IN PARK. I WAS SLOWLY BACKING UP MY CAMRY LE ON AN INCLINE. I HAD MY LEFT FOOT ON THE BRAKE AND LIGHTLY TOUCHED THE GAS PEDAL WITH MY RIGHT FOOT. (N.B. I USED BOTH FEET, BECAUSE ON TWO OCCASIONS WHILE BACKING UP WITH MY BODY TURNED, MY RIGHT FOOT TWISTED AND GOT CAUGHT BETWEEN THE ACCELERATOR AND BRAKE PEDALS--WHICH ARE THE SAME HEIGHT.) I BARELY GOT A FEW FEET BEFORE I HEARD AN ODD NOISE--A SOUND THAT I CAN NEITHER REMEMBER OR DESCRIBE--SINCE I HAVE NO FRAME OF REFERENCE FOR THIS SOUND, I BELIEVE THE CAR WAS VIBRATING WHEN THIS SOUND OCCURRED. I PUT MY RIGHT FOOT ON THE BRAKE AND MOVED THE GEAR SELECTOR TO THE PARK POSITION. WITHIN ABOUT 3 SECONDS THE ENGINE RACED SO HIGH--AS IF THE CAR WAS TRAVELING 120 MILES +. I HAVE NEVER HEARD AN ENGINE ACCELERATE AS RAPIDLY AND AS HIGH AS THIS. IT WAS AS IF ROCKET FUEL WAS SUDDENLY ADDED TO THE FUEL LINE. IF THIS VEHICLE WAS IN DRIVE, I WOULD HAVE BEEN UNABLE TO STOP. MY RELATIVE IS

C-2103

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317459  
**Date of Incident:** 20100306  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** KINSTON, NC

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317653  
**Date of Incident:** 20100306  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** COLUMBUS, NJ

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

C-2104

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317750  
**Date of Incident:** 20100306  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** ALLISON PARK, PA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. SHE TOOK THE VEHICLE TO THE DEALER FOR THE ACCELERATOR REPLACEMENT ON FEBRUARY 23, 2010. ON SATURDAY MARCH 6, 2010 WHILE SHE WAS STOPPED AT A STOP SIGN WHEN SHE ATTEMPTED TO ACCELERATE TO MOVE INTO TRAFFIC THE VEHICLE DID NOT ACCELERATE. SHE CONTINUED TO APPLY PRESSURE TO THE ACCELERATOR AND AFTER A WHILE THE VEHICLE ACCELERATED. SHE WILL TAKE THE VEHICLE BACK TO THE DEALER. SHE ALSO STATED THAT IN DECEMBER OF 2009 SHE HAD AN ACCIDENT DUE TO SUDDEN ACCELERATION WHILE DRIVING ON DRY PAVEMENT. THE FAILURE AND THE CURRENT MILEAGE WAS 15,500.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318075  
**Date of Incident:** 20100306  
**Vehicle:** 2009 TOYOTA SIENNA  
**Location of Incident:** MIDDLETON, WI

**NHTSA Summary:**  
I WISH TO REPORT TWO SEPARATE GAS PEDAL INCIDENTS INVOLVING MY 2009 TOYOTA SIENNA XLE VAN THAT OCCURRED ON THE SAME DAY. ON THIS DAY, I MADE A TRIP FROM MY RESIDENCE TO A LOCAL GOLF COURSE AND ABOUT 3 HOURS LATER I RETURNED TO MY RESIDENCE. ON MY WAY TO THE GOLF COURSE, I WAS TRAVELING IN A HOUSING AREA AT ABOUT 20 MPH WHEN I TOOK MY FOOT OFF OF THE GAS PEDAL TO SLOW DOWN BUT THE CAR CONTINUED AT THE SAME OR SLIGHTLY FASTER SPEED OF ABOUT 25 MPH. THE CAR SHOULD HAVE EASILY SLOWED DOWN BECAUSE AT THIS TIME I WAS GOING UP A SLIGHT INCLINE IN THE ROAD. I HAD TO FIRMLY APPLY MY BRAKES TO SLOW DOWN THE CAR AND I IMMEDIATELY PARKED THE CAR WITHIN ABOUT 200-300 YARDS OF THE INCIDENT. ABOUT 3 HOURS LATER, I DROVE THE CAR BACK TO MY RESIDENCE. I STOPPED AT A STOP SIGN AND THEN STARTED TO DRIVE TO OUR RESIDENCE (WE HAVE A RENTED UNIT IN A GATED RESIDENTIAL AREA) AT THE POSTED SPEED OF 15 MPH. AS I REACHED 15 MPH, I TOOK MY FOOT OFF THE ACCELERATOR BUT THE CAR CONTINUED TO SPEED UP TO ABOUT 25 MPH. I HAD TO IMMEDIATELY APPLY THE BRAKES AND I ALSO DOWNSHIFTED THE TRANSMISSION TO 1ST GEAR. I PARKED THE CAR BUT DID NOTICE, BEFORE I TURNED THE KEY OFF, THAT THE ENGINE RPM'S IN THE STOPPED POSITION WERE ABOUT 1000 TO 1100. IT WAS NOT AT THE IDLE SPEED OF ABOUT 700 RPM'S WHERE IT SHOULD HAVE BEEN WHEN STOPPED. SOMETHING PREVENTED THE ACCELERATOR FROM RETURNING TO NORMAL. THESE TWO EVENTS BOTH OCCURRED ON SATURDAY MARCH 6, 2010. I TOOK THE CAR TO THE TOYOTA OF THE DESERT DEALERSHIP IN CATHEDRAL CITY, CALIFORNIA, ON MONDAY MARCH 8, 2010. THEY CHECKED THE CAR OVER AND TOLD ME THAT THEY COULD NOT FIND ANYTHING WRONG. WE ALSO TOOK A TEST DRIVE WHICH WAS EQUALLY UNEVENTFUL. MY WIFE AND I ARE EXTREMELY CONCERNED ABOUT OUR SAFETY WHEN DRIVING THIS CAR. WHY IS THERE NO RECALL OF OUR TOYOTA SIENNA? WE DARN SURE HAVE A PROBLEM!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318108  
**Date of Incident:** 20100306

C-2105

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** STUART, FL

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2007 TOYOTA AVALON. SHE STATE THAT SHE RECEIVED A RECALL NOTICE FOR THE REPAIR FOR THE ACCELERATOR PEDAL. SHE STATED THAT AFTER THE REPAIR WAS PERFORMED SHE WAS AT A STOP WHEN THE VEHICLE ACCELERATED ON ITS OWN WHEN THIS OCCURRED SHE THEN PUT IT IN NEUTRAL AND STOPPED THE VEHICLE. THE VEHICLE WAS THEN TOWED TO THE DEALER WHERE THEY STATED THAT THEY ARE STILL TRYING TO FIGURE WHAT WENT WRONG. THE VEHICLE IS STILL AT THE DEALER FOR DIAGNOSIS. THE FAILURE AND CURRENT MILEAGE WAS 23800 CV

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318769  
**Date of Incident:** 20100306  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** NORTH BRUNSWICK, NJ

**NHTSA Summary:**  
1A. PULLING INTO PARKING SPACE AND WHILE BRAKING, CAR ACCELERATED FORWARD, HITTING CEMENT BLOCK THAT STOPPED VEHICLE. DAMAGE TO AREA UNDER LICENSE PLATE. 1B. BRAKING TO STOP FOR A RED LIGHT IN TRAFFIC CAR SUDDENLY ACCELERATED AND RAN INTO VEHICLE IN FRONT. MY CAR SUSTAINED DAMAGE TO FRONT AREA NEAR LICENSE PLATE. OTHER CAR--NO DAMAGE. 2. FAILURE TO STOP WHEN BRAKING AT 5 TO 10 MPH ON TWO OCCASSIONS. DAMAGE TO FRONT LOWER CAR BODY. 3. BROUGHT CAR INTO FRED ANDERSON TOYOTA IN RALEIGH, NC AND THEY THEY COMPLETED AVALON RECALL PROCEDURE ON STICKING ACCELERATOR. AFTER ACCIDENT DROVE TO SAME DEALERSHIP AND THEY PERFORMED TWO ADDITIONAL RECALL PROCEDURES. THEY WERE UNABLE TO IDENTIFY CAUSE OF SUDDEN ACCELERATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318715  
**Date of Incident:** 20100306  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** ORLANDO, FL

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING 25MPH THE VEHICLE HAD SUDDENLY ACCELERATED WITHOUT WARNING. THE CONTACT WAS ABLE TO USE THE BRAKES IN ORDER TO STOP THE VEHICLE. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 11000. BML

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318389  
**Date of Incident:** 20100306  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-2106

TL- THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE THE CONTACT WAS DRIVING 25MPH THE VEHICLE HAD SUDDENLY ACCELERATED WITHOUT WARNING DUE TO THE ACCELERATOR PEDAL STICKING TO THE FLOOR OF THE VEHICLE. THE ACCELERATION CAUSED THE CONTACT TO CRASH INTO THE REAR OF THE VEHICLE IN FRONT OF HER. NO ONE WAS INJURED DURING THE CRASH AND A POLICE REPORT WAS FILED FOR THE INCIDENT. PRIOR TO THE RECENT FAILURE THE CONTACT HAD TAKEN THE VEHICLE TO THE DEALERSHIP WHERE RECALL NHTSA CAMPAIGN ID NUMBER: 10V017000 AND 10V023000 WERE PERFORMED ON THE VEHICLE. THE CONTACT ALSO NOTICED AFTER HAVING THE RECALL PERFORMED THE VEHICLE HAD BEGUN TO ACCELERATE VERY HARD. THE CURRENT AND FAILURE MILEAGES WERE 150. BML

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318964  
**Date of Incident:** 20100306  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** SALT LAKE CITY, UT

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319362  
**Date of Incident:** 20100306  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** THOUSAND OAKS, CA

**NHTSA Summary:**  
2009 TOYOTA TACOMA GAS PEDAL STUCK ON FREEWAY ON OUR 16 YEAR OLD SON. WE HAD TAUGHT HIM FROM SEEING TOYOTA ON THE NEWS TO PUT IT IN NEUTRAL AND GET TO THE SIDE OF THE ROAD, WHICH HE DID SUCCESSFULLY. THE TRUCK WAS TOWED TO THOUSAND OAKS TOYOTA, THEY STATED NOTHING WAS WRONG AND ASKED FOR MY SON TO "DRIVE IT WITH A TECHNICIAN AND TRY TO REPLICATE THE PROBLEM". WE SOLD IT BACK TO THEM, LOST \$8500 DOLLARS, THE DEALER WAS UNHELPFUL AND OTHER IMHO RUDE AND TOYOTA CORPORATE 800 NUMBER DIDN'T ANSWER AFTER 5 ATTEMPTS AND 3 HOURS ON THE PHONE. WE ARE EXTREMELY UPSET ABOUT THIS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319160  
**Date of Incident:** 20100306  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** WEST ORANGE, NJ

**NHTSA Summary:**  
2007 TOYOTA PRIUS ACCELERATED ON ITS OWN

**Additional Summary:**

C-2107

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320788  
**Date of Incident:** 20100306  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** FLOWER MOUND, TX

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324442  
**Date of Incident:** 20100306  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** NARVON, PA

**NHTSA Summary:**  
I'M A SCHOOL COUNSELOR. I WAS GOING HOME FROM WORK AT ABOUT 3:50 PM YESTERDAY, 4-6-2010, GOING SOUTH ON RT. 222, ABOUT 4 MILES NORTH OF THE DENVER EXIT. I WENT TO PASS ANOTHER CAR AND PUSHED HARD ON MY 2008 TOYOTA CAMRY'S ACCELERATOR. IT LOCKED AND KEPT ACCELERATING AS I PULLED INTO THE PASSING LANE. I TOOK MY FOOT OFF THE PEDAL ALL THE WAY, MAYBE A HALF A FOOT, BUT ALL I HEARD WAS THE ENGINE RACING AS I SAW MYSELF GETTING CLOSER TO THE CAR IN THE LANE IN FRONT OF ME. I PANICKED AND BEGAN TO STOMP DOWN ON THE PEDAL SEVERAL TIMES, I FIGURE I WAS ABOVE EIGHTY MPH BY THEN. AS I WAS TRYING TO DECIDE HOW TO STEER AROUND EVERYONE I HAMMERED DOWN ON THE PEDAL AGAIN AND IT STOPPED. THE CAR ACCELERATED OK AND I CAREFULLY USED THE GAS UNTIL I GOT THE CAR HOME. I THEN CALLED THE NEW HOLLAND TOYOTA DEALERSHIP WHO DID THE RECALL FIX ON 3-27-2010, TOLD DOUG WHAT JUST HAPPENED. I NEVER HAD THE CAR DO THIS BEFORE! I ALWAYS THOUGHT IT HAD A GOOD SMOOTH RIDE. DOUG GAVE ME THE 800 NUMBER TO CALL TOYOTA TO FILE FOR A CASE MANAGER. I'M VERY UPSET AND AFRAID TO USE THIS CAR FOR ME OR MY FAMILY. I FEEL LIKE IT'S UNBELIEVABLE THAT IT HAPPENED TO ME BUT IT DID. WHAT IS BEING DONE ABOUT THIS TERRIBLE SITUATION? PLEASE HELP ME WITH WHAT I SHOULD DO NEXT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323177  
**Date of Incident:** 20100306  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** SIMPSONVILLE, SC

**NHTSA Summary:**  
2009 TOYOTA COROLLA WITH UNINTENDED ACCELERATION. \*KB THE CONSUMER STATED HE HAD NOT EXPERIENCED ANY SUDDEN ACCELERATION PROBLEMS WITH THE

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-2108

VEHICLE. HOWEVER, HE DID RECEIVE A RECALL NOTICE IN THE MAIL AND COMPLIED BY TAKING THE VEHICLE TO THE DEALER TO HAVE THE REPAIRS DONE ON FEBRUARY 17, 2010. HOWEVER, ON MARCH 6, 2010, THE CONSUMER MADE A RIGHT TURN ON A STREET THAT WAS CURVY AND WAS RELATIVELY STEEP DESCENDING TOWARD AN INTERSECTION. HE GENTLY APPLIED THE BRAKES 2-3 TIMES DURING THE DESCENT TO MAINTAIN A SPEED OF 15-20 MPH. AT NO TIME DID HE DEPRESS THE ACCELERATOR DURING THE DESCENT AND THE ENGINE WAS IDLING AS THE VEHICLE COASTED TO THE BOTTOM OF THE HILL. WHEN HE APPROACHED A FOUR-WAY STOP SIGN AT THE BOTTOM OF THE HILL, HE DEPRESSED THE BRAKE PEDAL NORMALLY TO COME TO A FULL STOP. INSTANTLY, THE ENGINE RACED AND ROARED. THE CONSUMER IMMEDIATELY SHIFTED THE AUTOMATIC TRANSMISSION INTO NEUTRAL AND TURNED THE ENGINE OFF. HE RESTARTED THE ENGINE WITH HIS FOOT ON THE BRAKE PEDAL AND THE GEAR SELECTOR IN NEUTRAL AND IT STARTED WITH THE SAME ROAR. HE TURNED IT OFF AGAIN AND WAITED A COUPLE OF MINUTES. HE DECIDED TO TRY ONE MORE TIME AND THE VEHICLE OPERATED IN NORMAL MODE. THE CONSUMER ALSO STATED SINCE THE VEHICLE WAS GARAGED, THE DOORS WERE BARELY KEPT LOCKED. OVER THE LAST 6-9 MONTHS ABOUT ONCE A MONTH WHEN THE CONSUMER ENTERED THE GARAGE, HE DISCOVERED THE DOORS WERE LOCKED. THE CONSUMER BELIEVED THE ELECTRONIC DOOR LOCKING SYSTEM WAS BEING RANDOMLY ACTIVATED. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317526  
**Date of Incident:** 20100307  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** HAMILTON, OH

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317482  
**Date of Incident:** 20100307  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** HENDERSON, NV

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

**Additional Summary:**

C-2109

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317521  
**Date of Incident:** 20100307  
**Vehicle:** 2006 TOYOTA SEQUOIA  
**Location of Incident:** BEAUMONT, CA

**NHTSA Summary:**  
 I OWN A 2006 TOYOTA SEQUOIA WITH 49,000. THIS IS MY SECOND SEQUOIA (PRIOR WAS A 2002 YEAR MODEL) SO I AM VERY FAMILIAR WITH THE CHARACTERISTICS AND NUANCES OF THE VEHICLE. AFTER PURCHASING THIS SEQUOIA, I IMMEDIATELY NOTICED THAT WHILE STOPPED IN TRAFFIC, AT TRAFFIC SIGNALS, AND BEHIND OTHER VEHICLES, THE CAR WOULD SUDDENLY ACCELERATE AND LUNGE FORWARD MOVING THE CAR SEVERAL FEET FORWARD. THE FIRST COUPLE OF TIMES THIS OCCURRED, I THOUGHT I HAD BEEN REAR-ENDED. I CAME TO REALIZE THAT IT HAD SOMETHING TO DO WITH A MOMENTARY SURGE IN THE ACCELERATOR. EVEN WITH YOUR FOOT ON THE BRAKE, IT STILL CAUSES THE VEHICLE TO LUNGE FORWARD. MY WIFE AND I HAVE NEARLY STRUCK VEHICLES IN FRONT OF US. I TOOK THE VEHICLE BACK TO THE DEALERSHIP ON SEVERAL OCCASIONS DURING WARRANTY AND REPORTED THE INCIDENTS. OF COURSE WE RECEIVED THEIR STANDARD REPLY "WE COULD NOT GET YOUR VEHICLE TO DUPLICATE THE PROBLEM." WHEN QUESTIONED FURTHER, WE WERE TOLD THAT IT WAS PROBABLY WHEN THE A/C PUMP WAS COMING ON, AND IT ONLY FELT LIKE WE WERE MOVING BUT ACTUALLY WERENT, AND THAT THIS WAS NORMAL. WOULD MAKE SENSE, BUT THE VEHICLE DOES THIS WITH BOTH THE A/C ON AND THE A/C OFF THOUGH I MUST ADMIT IT SEEMS TO DO IT MORE FREQUENTLY DURING THE SUMMER MONTHS. PLUS, THIS NEVER HAPPENED WITH MY PREVIOUS SEQUOIA. ALSO, IT IS NOT OUR IMAGINATION THAT THE VEHICLE IS MOVING FORWARD. WE HAVE NEARLY STRUCK THE REAR END OF OTHER CARS AND MUST NOW STOP 8 - 10 FEET BEHIND OTHER VEHICLES. I LOOKED ON LINE AND FOUND NUMEROUS OTHER SEQUOIA OWNERS REPORTING THE SAME PROBLEM, AND GETTING THE SAME RESPONSE FROM TOYOTA. BEING SOMEWHAT MECHANICALLY INCLINED, I TOO BELIEVE THIS IS AN ELECTRONIC/COMPUTER CONTROL PROBLEM. EVEN THOUGH I AM NOT AWARE OF THIS PARTICULAR PROBLEM CAUSING DEATHS, PLEASE DON'T FORGET US AS IT IS STILL AN ACCELERATION PROBLEM, AND FOR WHAT WE PAID FOR THIS VEHICLE, WE ARE OWED BETTER THAN THEIR LAME EXCUSE. THANKS FOR LISTENING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317498  
**Date of Incident:** 20100307  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** VALENCIA, CA

**NHTSA Summary:**  
 BOUGHT 2009 TOYOTA MATRIX S NEW. I COMMUTE APPROXIMATELY 45 MILES ONE WAY TO WORK ON FREEWAY, NORMALLY WITH CRUISE CONTROL ON. I HAVE EXPERIENCED SEVERAL OCCASIONS OF ACCELERATION "SURGE"(RELATIVELY MINOR INCREASES IN ACCELERATION WITHOUT TOUCHING ACCELERATOR). MY WIFE ALSO EXPERIENCED UNINTENDED ACCELERATION WHILE TAKING OUR SON TO SCHOOL UNDER NORMAL STREET SPEED. I WOULD ALSO EXPERIENCE SEVERAL SITUATIONS OF DIFFICULT VEHICLE CONTROL ON FREEWAY DUE TO STEERING ISSUES. I THOUGHT AT THE TIME IT WAS JUST WIND PUSHING AGAINST THE CAR UNTIL I READ OTHER DRIVERS EXPERIENCING THE SAME THING.

**Additional Summary:**

C-2110

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317542  
**Date of Incident:** 20100307  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** WILMINGTON, NC

**NHTSA Summary:**  
 TOYOTA 2007 AVALON XLS, 24K MI VIN 4T1BK36B97U176587 ACCELERATOR REPAIRED UNDER RECALL ON 2/16/2010 INCIDENT OF UNINTENDED FULL THROTTLE ACCELERATION CONDITIONS: TEMP 61 DEGREES F, CLEAR WEATHER, RELATIVE HUMIDITY APPROX 50%, A/C NOT ON, RADIO NOT ON, CRUISE CONTROL ON BUT NOT ENGAGED, DAYTIME RUNNING LIGHTS ON. SITUATION: AT 55 MPH, THROTTLE WAS DEPRESSED TO APPROX 1/2 TO ACCELERATE TO PASS ON A TWO-LANE HIGHWAY. CAR ACCELERATED NORMALLY TO ABOUT 65 MPH AT WHICH POINT THE ACCELERATOR WENT TO THE FLOOR. UNCOMMANDED. ONCE CLEAR OF THE PASSED VEHICLE, I SHIFTED INTO NEUTRAL AND TURNED OFF THE ENGINE AND COASTED TO A SOMEWHAT SAFE LOCATION TO STOP. THE ACCELERATOR WAS STILL LOCKED DOWN. WITH THE IGNITION OFF, I WAS ABLE TO REPOSITION THE ACCELERATOR TO THE NORMAL POSITION AFTER SHIFTING THE CAR FROM 'PARK' TO 'NEUTRAL' SEVERAL TIMES. THEN I CONTINUED THE TRIP. WIFE IN THE RIGHT SEAT WAS PETRIFIED. LATER, AT A BETTER LOCATION ON A DIVIDED HIGHWAY WITH A 70 MPH SPEED LIMIT, I SET UP THE SAME CONDITIONS AS PREVIOUSLY DESCRIBED. AFTER ACCELERATING FROM 60 MPH TO ABOUT 68 MPH WITH A HALF-THROTTLE COMMAND, THE UNINTENDED ACCELERATION TO FULL THROTTLE HAPPEND AGAIN. THIS TIME I TURNED OFF THE CRUISE CONTROL. AND THEN ATTEMPTED, UNSECESSFULLY, TO PULL THE ACCELERATOR OFF THE FLOOR WITH THE EDGE OF MY SHOE WHICH DID NOT TERMINATE THE ACCELERATION. AT ABOUT 80 MPH I WENT THROUGH THE SHUT-DOWN PROCEDURE AGAIN WITHOUT FURTHER INCIDENT. MY WIFE IS THE PRINCIPLE DRIVER OF THE CAR, BUT I WILL ALWAYS DO ALL THE DRIVING ON LONG TRIPS AND HAVE PUT THE CAR IN A SIMILAR PASSING SITUATIONS SEVERAL TIMES WITHOUT PREVIOUS ACCELERATION PROBLEMS. I AM AN COMBAT TESTED EX-FIGHTER PILOT AND TEST PILOT WITH SEVERAL THOUSAND HOURS IN HIGH PERFORMANCE FIGHTERS AND THOROUGHLY UNDERSTAND PHYSICS. THESE INCIDENTS PRESENTED NO DANGER TO ME OR MY WHITE-KNUCKLED WIFE BUT IN LESS THAN IDEAL CIRCUMSTANCES WITH LESS EXPERIENCED DRIVERS IN CONTROL, THE OUTCOME COULD HAVE BEEN DIFFERENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317622  
**Date of Incident:** 20100307  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** DOVER PLAINS, NY

**NHTSA Summary:**  
 DEALER FAILS TO ADMIT THAT THERE IS A PROBLEM. THEY COULD NOT REPRODUCE THE COMPLAINS IN A ROAD TEST AND INSIST THERE ARE NO RECALLS. THE VEHICLE RACES AND IS VERY DIFFICULT TO STOP AT TIMES. THEY ADJUSTED THE TRANSMISSION BUT THE PROBLEM IS WORSE NOW. I HAVE ALMOST GONE THROUGH A BUILDING BECAUSE I COULD NOT STOP THE VEHICLE. 4 OTHERS HAVE DRIVEN THE TRUCK AND COMPLAIN OF THE SAME DIFFICULTY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317718

C-2111

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100307  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** ELBURN, IL

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318274  
**Date of Incident:** 20100307  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2010 TOYOTA PRIUS. THE CONTACT WAS DRIVING APPROXIMATELY 20 MPH WITH THE BRAKE ENGAGED WHEN THE VEHICLE ACCELERATED. THE CONTACT CRASHED INTO THE REAR END OF A NISSAN. THE WEATHER WAS NOT A FACTOR. THE CONTACT OBSERVED SMOKE COMING FROM THE VEHICLE. THE REAR SUSPENSION WAS DAMAGED AFTER THE CRASH OCCURRED. THE INSURANCE COMPANY AUTHORIZED THE VEHICLE TO BE TOWED TO AN IMPOUND LOT. THE VIN WAS NOT AVAILABLE. THE APPROXIMATE FAILURE AND CURRENT MILEAGES WERE 36,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318238  
**Date of Incident:** 20100307  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** RIDGFIELD PARK, NJ

**NHTSA Summary:**  
 VEHICLE:2010 TOYOTA CAMRY VIN 4T1BF3EK0A009841. 1) AT RED LIGHT, TURNED GREEN, PRESSED DOWN ON ACCELERATOR, CAR SPED BACKWARDS INSTEAD OF AHEAD. BRAKED, STOPPED, CONFIRMED CAR IN DRIVE GEAR 2) GAS PEDAL CUT AS PART OF RECALL, FOOT HAS GOTTEN CAUGHT UNDER PEDAL 3 TIMES

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317921  
**Date of Incident:** 20100307  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** ALEXANDRIA, VA

**NHTSA Summary:**  
 PERIODICALLY THE VEHICLE WILL ATTEMPT TO ACCELERATE I.E. THE ENGINE WILL REV UP AS IF THE ACCELERATOR PEDAL WAS BEING DEPRESSED WHEN THE BRAKE WAS APPLIED. THIS HAS OCCURRED THREE OR FOUR TIMES SINCE I PURCHASED THE VEHICLE ON 1/9/10. THE MAJORITY OF THE TIME THIS HAS HAPPENED AT LOW SPEEDS LIKE WHEN I

C-2112

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WAS IN A PARKING LOT BUT THE MOST RECENT INCIDENT HAPPENED WHEN I TRIED TO MAKE A SUDDEN STOP TO AVOID A PUPPY IN THE MIDDLE OF THE ROAD. I WAS UNABLE TO STOP IN A SAFE PERIOD OF TIME. IF THERE HAD BEEN ANOTHER VEHICLE OR PERSON IN FRONT OF ME I WOULD HAVE BEEN UNABLE TO AVOID HITTING THEM. IF I CONTINUE TO PRESS FIRMLY ON THE BRAKE THE ACCELERATION WILL STOP BUT THE TIME IT TAKES TO STOP IS GREATLY INCREASED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318184  
**Date of Incident:** 20100307  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** MACON, GA

**NHTSA Summary:**  
PLACE OF ACCIDENT - ST. JOSEPH CHURCH PAKING LOT. 830 POPLAR ST. MACON, GA 31201. I WAS TURNING TO GET INTO THE AVAILABLE PARKING SPACE AND THE CAR SUDDENLY ACCELERATED WITHOUT NO REASON AT ALL. THE CAR FLEW AND HIT THE ELECTRIC POST IN FRONT OF ME. THIS ALL HAPPENED IN A SPLIT OF A SECOND. LUCKILY, THE CAR SIDE SWEEPED THE ELECTRIC POST OTHERWISE, I WOULD HAVE CRASHED INTO CAR(S) AND THE BUILDING IN FRONT OF ME. THERE WAS MAJOR DAMAGE TO THE ENTIRE PASSENGER SIDE OF THE CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318837  
**Date of Incident:** 20100307  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** PATERSON, NJ

**NHTSA Summary:**  
WHILE ATTEMPTING TO PARK IN THE PARKING SPACE IN FRONT OF A BUILDING, THE VEHICLE (2005 TOYOTA CAMRY SL) ACCELERATED ON ITS OWN, JUMPING THE CURB, CRASHING INTO THE RAILING AND THE BUILDING WALL. POLICE IMPOUNDED VEHICLE AS IT WAS UNSAFE. IN THE SECONDS PRIOR TO THE CRASH, MY FOOT WAS OFF THE ACCELERATOR AND I WAS IN THE PROCESS OF BRAKING BECAUSE I WAS ENTERING THE PARKING SPACE IN THE LOT. VEHICLE IS NOW AT A BODY SHOP AWAITING TO BE FIXED BUT NOT BEFORE THIS IS REPORTED TO TOYOTA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321744  
**Date of Incident:** 20100307  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** SNOQUALMIE, WA

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

C-2113

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE SAFETY OF MY PASSENGERS AND MYSELF. I AM IN THE PROCESS OF REPORTING THESE PROBLEMS TO THE DEALERSHIP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100308  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** JACUMBA, CA

**NHTSA Summary:**  
Per new article in The Wall Street Journal -

"On Monday, James Sikes, 61 years old, called 911 for help after his 2008 Prius raced to more than 90 miles per hour near San Diego and he couldn't slow down.

"I pushed the gas pedal to pass a car and it did something kind of funny...it jumped and it just stuck there," Mr. Sikes said at a news conference, according to the Associated Press. "I was trying the brakes...it wasn't stopping, it wasn't doing anything and it just kept speeding up," Mr. Sikes said, adding he could smell the brakes burning.

A California Highway Patrol officer caught up to the Prius and advised the driver to apply both the brakes and emergency brake. Eventually, Mr. Sikes was able to shut the engine off and stop the vehicle. The patrolman pulled his car in front of the Prius as a precaution. Mr. Sikes was unhurt.

Toyota is sending engineers look to look at Mr. Sikes's car, the company said Tuesday. The Transportation Department is also sending an investigator to inspect the vehicle and gather information on the incident."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317193  
**Date of Incident:** 20100308  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** SHARON, MA

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

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

THE BOCH TOYOTA INVOICES ARE SAVED IN TOYSUA4323 FOLDER.

HE HAS FILED A COMPLAINT WITH NHTSA.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317717  
**Date of Incident:** 20100308  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** BRIGHTON, MI

C-2114

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
THIS IS MY SECOND EVENT AND COMPLAINT CONCERNING A SUDDEN ACCELERATION INCIDENT WITH MY 2002 TOYOTA CAMRY. PLEASE REFERENCE MY FIRST COMPLAINT ODI #10312684. TODAY (3/8/2010) WHILE PULLING UP TO MY MAILBOX MY CAMRY LURCHED FORWARD AT A HIGH RATE OF SPEED. MY FOOT WAS NOT ON THE ACCELERATOR PEDAL WHEN THIS HAPPENED. IT WAS ON THE BRAKE PEDAL BECAUSE I WAS STOPPING AT MY MAILBOX WHEN THIS OCCURRED. I IMMEDIATELY APPLIED ALL OF MY BODY WEIGHT ON THE BRAKE PEDAL AND WAS ABLE TO STOP THE CAR AFTER ABOUT 10 - 12 FEET. UPON STOPPING I IMMEDIATELY PLACED THE GEARSHIFT IN PARK AND TURNED THE KEY OFF.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317846  
**Date of Incident:** 20100308  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** CARMEL, IN

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317693  
**Date of Incident:** 20100308  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** GILBERT, SC

**NHTSA Summary:**  
I HAVE A 2007 TOYOTA TUNDRA SR5 DOUBLE CAB AND HAVE HAD ALL OF MY REGULAR MAINTENANCE COMPLETED ON TIME AND AT A LOCAL TOYOTA DEALERSHIP. I HAVE MADE THE COMPLAINT OF MY GAS PEDAL STICKING AND MY FLOOR MATS WERE NOT AN ISSUE. THEY CLAIM THEY "FIXED" THE RECALL PROBLEM WITH ADDING A PART TO THE GAS PEDAL. SINCE I HAVE HAD MY TRUCK BACK, IT HAS NOT WORKED PROPERLY. THE GAS PEDAL STILL ACCELERATES ON ITS OWN OR DECELERATES ON ITS OWN. THE GAS PEDAL "FLOATS" WITH YOUR FOOT SO THE ENGINE IS CONSTANTLY MAKING THE RPM'S RISE AND FALL CONSTANTLY UPON RIDING OVER BUMPS OR HILLS. I DON'T WANT A "PART" TO BE INSTALLED, I WANT THE ENTIRE PEDAL TO BE REPLACED! I LIKE MY TRUCK, HOWEVER, THE ENGINE DOES NOT RUN CORRECTLY AND IS CONSTANTLY MAKING A TICKING SOUND LIKE A DIESEL ENGINE WOULD SOUND. I HAVE MADE SEVERAL COMPLAINTS TO THE DEALERSHIP AND THEY ARE CONSTANTLY TELLING ME IT IS OK AND NOTHING IS WRONG. TRANSMISSIONS ARE NOT MADE TO JUST DOWN SHIFT 3 GEARS RIGHT OFF THE BAT ON THE INTERSTATE ON FLAT GROUND. NOTHING HAS BEEN DONE TO TRY TO CORRECT THIS PROBLEM AS THEY PROCLAIM THERE IS NO PROBLEM. THEY ARE CRAZY! PULLING A HORSE TRAILER MADE IT DIFFICULT FOR THE TRANSMISSION TO SHIFT PROPERLY AND IT WAS IN TOW MODE. IT TOOK 1 MILE OR LONGER FOR IT TO SHIFT FROM 1/2 GEAR TO 4 GEAR AND THE RPM'S WERE OVER 2,500.

C-2115

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THIS IS NOT NORMAL. I FELT IT WOULD NEVER SHIFT DOWNWARD FROM 1/2 GEAR. I AM AFRAID TO PULL MY HORSES WITH THE TRANSMISSION ACTING THIS WAY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317657  
**Date of Incident:** 20100308  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BUCKEYE, AZ

**NHTSA Summary:**  
I DRIVE A 2007 TOYOTA CAMRY THIS IS ONE OF THE SAFETY RECALL CARS. I HAD BEEN HAVING ISSUES WITH ACCELERATION BEFORE THE RECALL, THEN GOT THE RECALL FIXED ON FEBRUARY 21ST. I HAD A FEW SMALL ISSUES THESE PAST FEW WEEKS WITH IT SUDDENLY ACCELERATED BUT THIS MORNING THE WAY TO WORK I WAS DRIVING ON THE 101 IN PHOENIX HEADING TO WORK WHEN MY CAMRY SUDDENLY STARTED ACCELERATING THIS TIME IT WAS NOT A SMALL ISSUE BUT IT ACCELERATED TO ALMOST 80 MPH I WAS DRIVING AROUND 65 MPH WHEN IT SUDDENLY STARTED. I GOT THE CAR SLOWED DOWN AND PULLED OVER TO THE SIDE OF THE ROAD TO CATCH MY BREATH BECAUSE I WAS VERY SCARED. I THEN MADE IT. THE REST OF MY WAY TO WORK WHICH WAS ABOUT 8 MILES. I DRIVE 50 MILES EACH WAY TO WORK EVERYDAY, I DROP MY HUSBAND OFF AT WORK, I DROP MY 17 MONTH OLD DAUGHTER OFF AT DAYCARE AND THIS TO ME IS UNACCEPTABLE. I AS OF TODAY DO NOT TRUST THIS CAR TO DRIVE ANY WHERE. SOMETHING NEEDS TO BE DONE ABOUT THIS IMMEDIATELY, CAN YOU PLEASE HELP IN MAKING THAT HAPPEN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317950  
**Date of Incident:** 20100308  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** CHATHAM, IL

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10317980  
**Date of Incident:** 20100308  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SARASOTA, FL

**NHTSA Summary:**  
TL - THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHENEVER THE CONTACT ATTEMPTS TO ACCELERATE FROM A STOP THE VEHICLE WILL SUDDENLY SURGE FORWARD WITHOUT WARNING. PRIOR TO THE RECENT FAILURE THE CONTACT HAD RECALL NHTSA

C-2116

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CAMPAIGN ID NUMBER: 09V388000 , 0V017000 PERFORMED ON HER VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 45000. BML  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318286  
**Date of Incident:** 20100308  
**Vehicle:** 2009 LEXUS IS  
**Location of Incident:** CARSON, CA

**NHTSA Summary:**  
3/8/2010 INVOLVING 2009 LEXUS IS 250. AS THE DRIVER OF THE LEXUS IS 250 WAS ENTERING THE GARAGE, SHE WAS APPLYING PRESSURE TO THE BRAKE WHILE THE GARAGE DOOR WAS OPENING. AS THE DRIVER RELEASED THE BRAKE TO MOVE FORWARD INTO THE GARAGE, THE LEXUS IS 250 UNEXPECTEDLY ACCELERATED AND THE VEHICLE SPED FORWARD. THE DRIVER WAS STOPPED FROM GOING THROUGH THE GARAGE BY FORCEFULLY PRESSING ON THE BRAKES AND STOPPED BY THE GARAGE CABINETS. ACCELERATION MARKS WERE PRESENT ON THE ASPHALT APPROXIMATELY 10 FEET BEFORE THE OPENING OF THE GARAGE AND BRAKE MARKS WERE PRESENT INSIDE THE GARAGE. THIS WAS THE FIRST TIME THE UNEXPECTED ACCELERATED OCCURRED AND WE IMMEDIATELY CONTACTED THE DEALER FOR DIRECTION, THE DEALER SUGGESTED THAT WE BRING THE CAR TO THE DEALERSHIP FOR INSPECTION. THE OWNERS WERE NOT COMFORTABLE DRIVING THE VEHICLE TO THE DEALERSHIP DUE TO THE CURRENT INCIDENT OF DEFECTIVE FUNCTIONING. THE DEALER CAME TO PICK UP THE CAR AND THE OWNER FOLLOWED IN A COURTESY VEHICLE BACK TO THE DEALERSHIP. ONCE AT THE DEALERSHIP, THE CUSTOMER SERVICE REPRESENTATIVE NOTIFIED THE OWNER THAT THEY WERE UNABLE TO ACCEPT THE CAR DO TO THE DAMAGE LOCATED IN THE DRIVER SIDE BUMPER WHICH WAS A RESULT OF THE INCIDENT. THE DEALERSHIP HAD POSSESSION OF THE KEYS AND THE VEHICLE. THE OWNER NOTIFIED THE DEALERSHIP THAT HE WAS UNCOMFORTABLE TO DRIVE (OR HAVE) A DRIVER TAKE THE VEHICLE HOME DO THE VEHICLE MALFUNCTION. THE OWNER WAS ADVISED TO CONTACT 1-800-255-3987. THE OWNER REQUESTED TO LEAVE THE VEHICLE AT THE DEALERSHIP TO AVOID ANY OTHER INCIDENTS UNTIL THE MALFUNCTION IS INVESTIGATED. THE LEXUS IS 250 WAS TAKEN TO THE DEALERSHIP APPROX 2 WEEKS AGO FOR MAINTENANCE. THE DRIVER SIDE MAT WAS REMOVED OVER 3 MONTHS BEFORE THE INCIDENT AND NO OTHER REPAIRS HAVE BEEN MADE TO THE CAR.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318292  
**Date of Incident:** 20100308  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** ASHLAND, OR

**NHTSA Summary:**  
UNPROMPTED ACCELERATION - CAR ACCELERATED ON ITS OWN ACCORD. THIS HAS HAPPENED MULTIPLE TIMES AND LASTS FOR ONLY A SECOND OR SO. THIS COMPLAINT IS PROMPTED BY MORE SEVERE REPORTS WHICH ARE VERY CONCERNING TO US IN REGARD TO POTENTIAL HAZARD.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319281  
**Date of Incident:** 20100308

C-2117

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** BAKERSFIELD, CA  
**NHTSA Summary:**

TL-THE CONTACT OWNS 2005 TOYOTA TACOMA. WHILE PUTTING THE VEHICLE IN PARK HIS ENGINE REVVED UP AND THERE WAS UNINTENDED ACCELERATION AND HE RAN INTO A WALL. THE VEHICLE FRONT END BUMPER WAS DAMAGED AND NO ONE WAS HURT BUT THE VEHICLE IS DRIVABLE. THERE WAS NO WARNING LIGHT BEFORE THE VEHICLE ACCELERATED. THE VEHICLE WAS TOWED TO THE DEALER THEY TEST DRIVE IT BUT COULD NOT FIND ANY FAILURE. THE TOYOTA MANUFACTURE WAS CALL AND COULD NOT GET THROUGH FOR THREE HOURS. THE INSURANCE COMPANY WAS CALL AND STATED THERE IS NO CLAIM AND THEY WILL NOT COVER THE ACCIDENT OR FAILURE BECAUSE IT IS THE CONTACTS FAULT. THE FAILURE MILEAGE WAS 30,000....MW  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319357  
**Date of Incident:** 20100308  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** LENOIR CITY, TN

**NHTSA Summary:**  
I WAS GOING DOWN AN OFF RAMP IN MY SIENNA, BRAKING GRADUALLY AS I CAME TO THE BOTTOM OF THE RAMP. THERE WAS ANOTHER CAR STOPPED ABOUT 6 FT AHEAD OF ME. I STILL HAD MY FOOT ON THE BRAKE WHEN THE ENGINE SURGED AND THE VAN LURCHED FORWARD. I STOMPED DOWN ON THE BRAKE AND THE VAN DID STOP BEFORE IT HIT THE CAR IN FRONT OF ME. I HAVE TAKEN THE VAN INTO THE LOCAL DEALER (TOYOTA OF KNOXVILLE) BUT THEY COULD FIND NO PROBLEMS. I HAVE ALSO REPORTED THE INCIDENT TO THE TOYOTA CONSUMER HOTLINE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319248  
**Date of Incident:** 20100308  
**Vehicle:** 2006 TOYOTA 4RUNNER  
**Location of Incident:** LAKEWOOD, CO

**NHTSA Summary:**  
2006 TOYOTA 4RUNNER ACCELERATED ON OWN. RAN OFF ROAD, ACROSS MEDIAN AND CURBS, CRASHED - TOW DRIVER STARTED ENGINE AND ENGINE RACED, BUT ACCELERATOR PEDAL IN NORMAL POSITION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319689  
**Date of Incident:** 20100308  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** WHITING, NJ

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHENEVER THE CONTACT RELEASES HIS FOOT FROM THE ACCELERATOR PEDAL HE NOTICED THAT THE VEHICLE WILL REMAIN AT THE SPEED THE VEHICLE WAS TRAVELING UNTIL THE CONTACT APPLYS THE BRAKES. PRIOR TO THE RECENT FAILURE THE CONTACT HAD TAKEN THE VEHICLE TO THE DEALERSHIP WHERE RECALL NHTSA CAMPAIGN ID NUMBER: 10V017000 AND  
**Additional Summary:**

C-2118

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

10V023000 WERE PERFORMED. THERE WERE NO PRIOR WARNINGS AND THE CURRENT AND FAILURE MILEAGES WERE 1600. BML  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319919  
**Date of Incident:** 20100308  
**Vehicle:** 2005 LEXUS RX  
**Location of Incident:** NEW HYDE PARK, NY

**NHTSA Summary:**  
UPON SLOWING FROM 40MPH TO A STOP OR ALMOST A STOP, TO MAKE A TURN, THE CAR HESITATES BEFORE ACCELERATING. THIS HESITATION HAS CAUSED BOTH ME AND MY WIFE TO ABRUPTLY ABORT LEFT TURNS. THIS BEHAVIOR IS PARTICULARLY DANGEROUS FOR DRIVERS IN THE CONGESTED NY METROPOLITAN AREA. WE HAVE EXPERIENCED SOME FRIGHTENING CLOSE CALLS WHEN THE VEHICLE FAILED TO ACCELERATE, CAUSING AN EMERGENCY ABORT OF A TURN. THIS HESITATION ALSO MANIFESTS ITSELF WHEN YOU LIFT FROM THE ACCELERATOR TO SLOW DOWN AND THEN GET BACK ON THE GAS. I HAVE COMPLAINED TO THE DEALER NUMEROUS TIMES SINCE THE CAR WAS NEW. THE DEALER HAD A FIELD SERVICE ENGINEER CHECK THE CAR. HE SAID ITHE CAR PERFORMED AS DESIGNED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320804  
**Date of Incident:** 20100308  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SCHAUMBURG, IL

**NHTSA Summary:**  
WAS DRIVING EAST. BEGAN BRAKING TO TURN NORTH ON CROSSROAD. INITIATED TURN AND THE CAR EXPERIENCED UNCOMMANDED ACCELERATION. THE CAR ACCELERATED SUDDENLY AND STRONGLY. DRIVER PUSHED GEAR SHIFT LEVER INTO NEUTRAL AND BRAKED HARDER BUT THE CAR HIT A LIGHT POLE. THE DAMAGE TOTALLED THE CAR AND THE DRIVER SUFFERED A BROKEN LEG, THUMB AND RIBS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324552  
**Date of Incident:** 20100308  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** EUGENE, OR

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

C-2119

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328788  
**Date of Incident:** 20100308  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** GLENVIEW, IL

**NHTSA Summary:**  
ON MARCH 8, 2010 I WAS DRIVING MY 2009 TOYOTA COROLLA, OF WHICH I AM THE FIRST OWNER. I WAS GOING ABOUT 35 MPH AND I PRESSED THE GAS PEDAL TO ACCELERATE TO ABOUT 45 MPH. THEN I RELEASED THE GAS AND PRESSED ON THE BRAKE PEDAL BUT THE CAR DID NOT SLOW DOWN, BUT KEPT GOING 45. AFTER A FEW SECONDS OF PRESSING HARD ON THE BRAKES, I PULLED THE HANDBRAKE AND SHIFTED THE CAR INTO PARK. THE CAR SLOWED DOWN AND EVENTUALLY STOPPED. I THEN CALLED A TOWING COMPANY AND HAD THE CAR TOWED TO A DEALERSHIP. THEY INSPECTED THE CAR AND FOUND NOTHING WRONG. THIS PROBLEM HAS NOT OCCURRED SINCE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100309  
**Date of Incident:** 20100309  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** HARWICH, MA

**NHTSA Summary:**  
Pulling into her doctor's office - 10 mph - parking spot, line up, reach up to shift the vehicle into drive - foot on the brake - very clear about that - jumps forward and crashed through the wall at the doctor's office - doesn't continue to accelerate - no witnesses - only after the crash - pretty minimal - no airbag deployment - vehicle is driveable - haven't touched it - evidence.  
**Additional Summary:**

On Tuesday, March 9, 2010 at approximately 1:24 PM the Yarmouth Police and Fire Departments responded to a report of a motor vehicle which had crashed in to the Cape Cod Plastic and Hand Surgery office located at 150 Ansel Hallett Road in West Yarmouth.

Yarmouth Police Patrol Officer Richard Fichter Jr. and Patrol Investigators David Dickey and Gordon Gibbons arrived at the scene and found a red 2010 Toyota RAV4 crashed into the south side wall of the office complex. The on-scene investigation determined that the vehicle had struck the wall adjacent to the patient waiting area and penetrated into the office approximately 10 feet before coming to a stop.

Yarmouth Police Patrol Investigators Gibbons—a specially trained member of the Cape Cod Crash Reconstruction Team—made additional observations which include that the sun position in the southern sky did not appear to be a contributing factor and that the parking lot area pavement was found to be free of any scratches or gouges which could have been related to the crash.

The operator of the vehicle—Ann J. Wilkins, age 70, of 1454 Halls Path One in Harwich, Massachusetts suffered minor injuries and was treated at the scene by Yarmouth Fire Department personnel and subsequently transported to Cape Cod Hospital in Hyannis.

The vehicle has been impounded at Yarmouth Police Headquarters and the investigation is continuing. The Yarmouth Police Department is fully aware of the nationwide recall of certain models of Toyota vehicles and has notified the National Highway Traffic Safety Administration. Specialists from NHSTA are expected to examine the vehicle at Yarmouth Police Headquarters sometime within the next few days.

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100309  
**Date of Incident:** 20100309

C-2120

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** CORBIN, KY  
**NHTSA Summary:**  
**Additional Summary:**  
FROM NEWS ARTICLE IN SENTIMENTAL ECHO, LONDON, KY -

"A trip down London's Main Street Tuesday became terrifying for a Corbin family, when the Toyota Camry accelerated uncontrollably for more than four blocks before stopping near London elementary School.

The lights on the 911 Dispatch phone lines lit up around 11:30 a.m. as people called to report a 2008 Toyota Camry speeding through Main Street.

London Police Lt. Stewart Walker said 68-year-old Ada Perry and three passengers were traveling on Main Street when the car's accelerator stuck. Perry struck one unoccupied vehicle near the intersection of Sixth and Main streets, then struck two other vehicles. Walker said one of those vehicles was stopped at the sixth Street intersection to let another turn onto Main Street. The red toyota struck both vehicles before proceeding to Tenth Street."

Perry said she finally got it to go into neutral and turned it off so she could stop.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318852  
**Date of Incident:** 20100309  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** HATFIELD, PA  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA RAV 4. WHILE DRIVING 5 MPH SLOWLY INTO A PARKING SPACE HER VEHICLE ABNORMALLY ACCELERATED AND PROCEEDED ONTO A NEARBY CURB, THE VEHICLE CONTINUED TO ACCELERATE UNTIL IT CRASHED INTO A BRICK BUILDING. THE ENGINE CONTINUED IDLING AS THE PASSENGER PLACED THE VEHICLE INTO THE PARK POSITION AND EXIT THE VEHICLE. THE DRIVER ALSO GOT OUT OF THE VEHICLE ON THE PASSENGER SIDE. THE WHEELS ON THE VEHICLE CONTINUED TO MOVE AS IF IT WANTED TO CONTINUE ACCELERATING. THE DRIVER AND PASSENGER BOTH SUFFERED MINOR INJURIES FROM THE CRASH. THE VEHICLE WAS DESTROYED. THE FAILURE MILEAGE WAS 38,000.

**Additional Summary:**  
FROM NBC PHILADELPHIA NEWS REPORT:

"Elizabeth Bagnell and her brother Steve were pulling into a parking spot at a King of Prussia medical office complex Tuesday afternoon when she says her Toyota RAV4 accelerated on its own and into a brick wall.

"I start to give it some gas pulling into the parking spot and I can hear the engine rev," Elizabeth said. The Hatfield, Pa. woman says the next thing she knew, the car was careening towards the wall.

Elizabeth said she slammed down on the brake pedal, but the car just wouldn't stop and even after hitting the wall, the wheels just kept spinning.

"She had turned off the car, but I'm shoving my door open and the wheels are still spinning," Steve said. He says it took him putting the car into park to get the wheels to stop.

The SUV's airbags did deploy during the accident, but the two weren't seriously injured. Upper Merion Township Police are calling Bagnell's accident minor and haven't confirmed an accelerator pedal issue, but the siblings say Elizabeth wasn't at fault."

C-2121

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320132  
**Date of Incident:** 20100309  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** NEWINGTON, CT  
**NHTSA Summary:**

TL- THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE VEHICLE SUDDENLY ACCELERATED WHILE SHE ATTEMPTED TO PULL INTO A PARKING SPACE. SHE ATTEMPTED TO PUT THE VEHICLE IN NEUTRAL, BUT THE VEHICLE PROCEEDED TO HIT SOME SIGNS, WENT AIR BORN, AND CAME TO A STOP WHEN IT WENT INTO AN EMBANKMENT. THE INSURANCE COMPANY TOTAL THE VEHICLE. SHE RECEIVED INJURIES TO THE LEFT ELBOW; THE PASSENGER DID NOT RECEIVE ANY INJURIES. NEW BRITAIN POLICE DEPARTMENT REPORT 10-779. THE FAILURE AND THE CURRENT MILEAGE WAS 10,000. LI

**Additional Summary:**  
Per News articles -

A 76-year-old Newington, CT woman trying to park her 2007 Toyota Camry at St. George's Church in New Britain traveled over the lawn, striking the church steps, traveling down another set of steps, crossing a street and finally stopped by a hill. Margaret Curtis, and her 15-year-old grandson were not seriously injured in the crash. Curtis said the gas pedal on her 2007 Toyota stuck while she was trying to park at the church to deliver items to the parish's tag sale. She received a recall notice from Toyota the day before, she said after the crash.

Attorney General Blumenthal wrote to Toyota regarding this crash and two others that happened in the state of Connecticut involving Camrys.

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100309  
**Date of Incident:** 20100309  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** PURCHASE, NY  
**NHTSA Summary:**  
**Additional Summary:**  
FROM VARIOUS NEWS ARTICLES:

A 56-year-old live-in housekeeper, Gloria D. Rosel, claimed that a stuck accelerator caused her 2005 Toyota Prius to crash into a stone wall on Purchase Street.

The car's owner, Joseph Leff, told Westchester County Journal News that the driver, his family's housekeeper, suffered a knee injury in Tuesday's crash in Harrison, N.Y.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318178  
**Date of Incident:** 20100309  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** MASSAPEQUA, NY  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 RAV4. THE CONTACT STATED THAT WHEN HE STARTED THE VEHICLE AND SHIFTED THE VEHICLE INTO DRIVE WITH HIS FOOT ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED ON IT'S OWN. THE CONTACT APPLIED PRESSURE TO

C-2122

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE BRAKES, SHIFTED THE VEHICLE INTO NEUTRAL AND SHUT OFF THE IGNITION. THE CONTACT FEARS FOR HIS SAFETY WHILE DRIVING THE VEHICLE. WHEN THE CONTACT PURCHASED THE VEHICLE HE NOTICED THAT WHENEVER HE ENGAGED THE ACCELERATOR PEDAL IT TEMPORARILY BECAME STUCK. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 36,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318117  
**Date of Incident:** 20100309  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** LAS VEGAS, NV  
**NHTSA Summary:**

TL- THE CONTACT HAS A 2009 TOYOTA COROLLA. THE VEHICLE WAS IN AN ACCIDENT TO DO A SUDDEN ACCELERATION. THE CONTACT WAS TRAVELING ON A TWO LANE ROAD WHEN THE VEHICLE STARTED TO ACCELERATE. WHILE THE VEHICLE WAS TRAVELING AT 50 MPH, THE VEHICLE STARTED TO ACCELERATE. THE CONTACT TRIED TO PUT THE VEHICLE IN NEUTRAL THE VEHICLE DID NOT RESPOND. THE VEHICLE DID NOT COME TO A STOP UNTIL THE VEHICLE WENT OFF THE ROAD INTO THE SAND. THE POLICE OFFICE THAT CALLED THE COMPLAINT IN DID NOT KNOW THE MILEAGE OF THE VEHICLE. RL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318255  
**Date of Incident:** 20100309  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** PALESTINE, AR  
**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318013  
**Date of Incident:** 20100309  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** TAMPA, FL  
**NHTSA Summary:**

TL- THE CONTACT OWNS A 2010 TOYOTA PRIUS. WHILE MAKING A RIGHT TURN ON A STREET WITH RAILROAD TRACK WITH FOOT ON THE BREAK THE VEHICLE LOUNGED FORWARD SHE CONTINUED TO PRESS ON THE BREAK UNTIL THE VEHICLE CAME TO A STOP. SHE EXPERIENCED BRAKE FAILURE SEVERAL TIMES. AND IN FEBRUARY WHILE DRIVING ON A HILL SHE NOTICED THAT THE VEHICLE DOES NOT ACCELERATE. SHE WILL TAKE THE VEHICLE TO THE DEALER TO BE DIAGNOSED. THE FAILURE MILEAGE 65,000 WAS AND THE CURRENT MILEAGE WAS 96,077. LI

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318268

C-2123

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100309  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CRAWFORDVILLE, FL  
**NHTSA Summary:**

ON MARCH 9, 2010 I TOOK MY 09 TOYOTA CAMRY IN FOR THE FLOORMAT RECALL, AND TO HAVE THE CRUISE CONTROL LOOKED AT FOR AN ACCELERATION ISSUE. WHEN THE CRUISE CONTROL SLOWS DOWN IT WILL KICK INTO ABOUT 5,000 RPM'S FOR ABOUT 10 SECONDS AND PUT ME AT LEAST 10 MPH OVER THE SPEED I SET IT TO. (WHICH IS USUALLY WHEN I TURN IT OFF!!!!) WHEN I PICKED MY CAR UP AT THE END OF THE DAY I NOTICED THAT MY GAS PEDAL HAS BEEN SHAVED OFF AT THE BOTTOM MAKING IT VERY SHORT AND DIFFICULT TO DRIVE WITH PLUS MY FLOOR MATS HAD NOT BEEN MOTIFIED AS I WAS TOLD THEY SHOULD HAVE BEEN. I WAS ALSO TOLD THAT THE PROBLEM WITH MY CRUISE CONTROL, COULD NOT BE DUPLICATED BUT TO BRING MY CAR BACK IF I HAVE PROBLEMS IN THE FUTURE. I WAS THEN TOLD THAT IT IS 'NORMAL' FOR TOYOTA CARS TO RAPIDLY ACCELERATE WITH THE CRUISE CONTROL ON (AT 5,000 RPM'S??? REALLY???) AND THAT A 5-8 MPH DIFFERENCE IN THE SPEED YOU SET THE CRUISE CONTROL AT IS ALSO 'NORMAL'. I JUST LOOKED UP THE KBB ON MY CAR AND THINK I MIGHT BE ABLE TO GET OUT OF IT WITHOUT A LOSS. I AM SERIOUSLY CONSIDERING IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318099  
**Date of Incident:** 20100309  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** LANSDALE, PA  
**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318226  
**Date of Incident:** 20100309  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** ANCHORAGE, AK  
**NHTSA Summary:**

THE ACCIDENT HAPPENED 3/9/2010. THE ACCIDENT INVOLVES OUR 2006 TOYOTA SIENNA... THERE WERE TWO ADULTS AND THREE SMALL CHILDREN IN THE VAN. MY HUSBAND, WHO WAS DRIVING, SLOWED DOWN TO MAKE A RIGHT HAND TURN INTO A GAS STATION. WHILE HE WAS TURNING... THE VAN ACCELERATED AT A HIGH SPEED... MY HUSBAND TRIED TO APPLY BRAKES TO NO AVAIL. WE SMASHED INTO A PARKED CAR (WITH OWNER STANDING NEXT TO IT PUMPING GAS) AT THE GAS STATION PUMP AND THEN THE VAN CONTINUED TO GO A BIT BEFORE SLOWING DOWN AT A SNOW BERM. LUCKILY NO ONE WAS BADLY INJURED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318259  
**Date of Incident:** 20100309

C-2124

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** IRVINE, CA

**NHTSA Summary:**  
I DROVE A 2005 PRIUS AND WAS BEHIND A SEMI-TRAILER. WHEN I ACCELERATED TO GO, THE CAR LUNGED FORWARD CRUSHING INTO THE SEMI'S TRAILER. I DIDN'T HAVE ENOUGH TIME TO REACT BECAUSE OF THE CLOSE DISTANCE, HOWEVER THE BRAKES WERE NOT STRONG ENOUGH TO OVERCOME THE ACCELERATION POWER. THE PRIUS RAN INTO THE SEMI FOR A GOOD 25 SECONDS WHILE I TRIED TO BRAKE AND I THEN PUT THE CAR IN NEUTRAL AND TURNED OFF THE CAR. THERE WERE 3 OTHER PASSENGERS INSIDE THE CAR DURING THE INCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318556  
**Date of Incident:** 20100309  
**Vehicle:** 2006 TOYOTA 4RUNNER  
**Location of Incident:** PORT BARRE, LA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA 4RUNNER. WHILE TRAVELING APPROXIMATELY 10 MPH THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. THE CONTACT PLACED THE VEHICLE INTO NEUTRAL AND APPLIED THE BRAKES IN ORDER TO SLOW DOWN THE VEHICLE BEFORE CRASHING INTO THE CONTACTS RESIDENCE. THERE WERE NO PRIOR WARNINGS. NO ONE WAS INJURED IN THE CRASH. A POLICE REPORT WAS FILED FOR THE INCIDENT. THE VEHICLE HAD NOT BEEN DIAGNOSED BY THE DEALERSHIP AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE 75708.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318377  
**Date of Incident:** 20100309  
**Vehicle:** 2010 TOYOTA SIENNA  
**Location of Incident:** FAR ROCKAWAY, NY

**NHTSA Summary:**  
WHEN CAR IS STARTED EVEN IN WARM WEATHER, ENGINE RACES AND CAN GET UP TO 30 MILES PER HOUR WITHOUT DEPRESSING ACCELERATOR. SOMETIMES TAKES 15 TO 20 MINUTES TO GET TO A NORMLE IDLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318517  
**Date of Incident:** 20100309  
**Vehicle:** 2005 TOYOTA TUNDRA  
**Location of Incident:** PHILO, CA

**NHTSA Summary:**  
I HAVE A TOYOTA TUNDRA 2005 THAT HAS HAD THE THROTTLE DRIVERS UPDATED. I HAVE HAD AT LEAST 6 INCIDENCES OF UNCONTROLLED ACCELERATION. THESE INCIDENCES OCCUR AT SLOW SPEED IN MUDDY SITUATIONS. DEPRESSING THE BRAKES TO THE FLOOR DOES NOT STOP THE VEHICLE AND I HAVE HAD SEVERAL NEAR MISSES. THIS OCCURS IN 2 WHEEL DRIVE AND I BELIEVE IT HAS TO DO WITH THE VSC AND SOFTWARE. THE ONLY WAY TO STOP THE THROTTLE OR UNWANTED MOMENTUM IS TO THROW THE VEHICLE INTO NEUTRAL. EVEN THIS DOES NOT IMMEDIATELY HELP. I RECOMMEND THE IGNITION KEY AS THE QUICKEST WAY TO STOP THIS.

C-2125

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ADDITIONALLY, OUR COMPANY HAS A NEWER TUNDRA THAT IS GETTING FIXED UNDER THE RECALL. THIS TRUCK HAS EXPERIENCED SIMILAR SITUATIONS WITH OTHER EMPLOYEES DRIVING. SLOW SPEEDS IN 2 WHEEL DRIVE, IN MUDDY SITUATIONS THE TRUCK PUSHES YOU UNCONTROLLABLY. I WILL INVESTIGATE MORE ONCE THE TRUCK IS RETURNED WITH THE RECALL REPAIRS. THIS ALL IS RELATED TO THE VSC SYSTEM AND THE SOFTWARE. PLEASE HAVE AN INVESTIGATOR CALL ME. I BELIEVE THAT I CAN EASILY REPRODUCE THIS SITUATION IN THE VEHICLE. THESE VEHICLES ARE UNSAFE AND TOYOTA NEEDS TO ADDRESS THESE ISSUES. I DON'T BELIEVE THE CURRENT RECALL IS ADDRESSING THE ISSUE!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318746  
**Date of Incident:** 20100309  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** HICKSVILLE, NY

**NHTSA Summary:**  
2010 TOYOTA COROLLA ACCELERATOR WAS STUCK AT 40 MILES PER HOUR. JUST MISSED HITTING ANOTHER CAR ON THE ENTRANCE RAMP IN FRONT OF ME. THIS CAR WAS SUPPOSEDLY FIXED BY WESTBURY TOYOTA IN WESTBURY, NY ON FEBRUARY 9TH. THE CAR WAS BROUGHT BACK TO THE DEALER TODAY, MARCH, 10,2010. WHERE THE DEALER TOLD ME THAT OWNERS ARE MAKING THIS WHOLE PROBLEM UP, AND TRIED TO CHARGE ME \$100.00 FOR AN ELECTRONIC DIAGNOSTICS TEST ON THE CAR. HE ALSO REFUSED TO GIVE ME A LOANER CAR OR RENTAL CAR AT TOYOTA'S COST WHILE THEY CHECKED THE CAR OUT FOR A STICKING ACCELERATOR PEDAL PROBLEM BECAUSE THE RECALL "FIX" WAS ALREADY DONE ON THIS VEHICLE. OBVIOUSLY THE "FIX" DID NOT WORK AT ALL. I AM AFRAID TO DRIVE THIS VEHICLE BECAUSE IT COULD HAPPEN AGAIN WITH FATAL RESULTS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318409  
**Date of Incident:** 20100309  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** FARMINGTON HILLS, MI

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318802  
**Date of Incident:** 20100309  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** LINDSTROM, MN

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CRUISE CONTROL WAS SET AT 55MPH AND WHEN HE CANCELED THE CRUISE CONTROL IT DID NOT RESPOND THE VEHICLE CONTINUED TO ACCELERATE HE PUT THE VEHICLE IN NEUTRAL AND WENT INTO A DITCH TO AVOID A COLLISION. THE VEHICLE WAS TOWED TO THE DEALER. THE

C-2126

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DEALER TEST DROVE THE VEHICLE REPLACED THE ACCELERATOR PEDAL AND STATED THERE WAS NOTHING WRONG WITH THE VEHICLE. THE FAILURE WAS 26,400 AND THE CURRENT MILEAGE WAS 26,856. LI

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318782  
**Date of Incident:** 20100309  
**Vehicle:** 2000 TOYOTA TACOMA  
**Location of Incident:** OAKHURST, CA

**NHTSA Summary:**  
WHILE DRIVING MY 2000 TACOMA AT APROXIMATELY 60 MPH, I NOTICED IT PICKING UP SPEED ON AN UPHILL ROAD. I REMOVED MY FOOT FROM ACCELERATOR, BUT TRUCK CONTINUED TO PICK UP SPEED TO OVER 60 MPH. I THEN BRAKED, BUT IT DID NOT HELP. I THEN SHIFTED INTO NEUTRAL AND DROVE TRUCK INTO AN EMPTY DIRT LOT, APPLYING ALSO THE PARKING BRAKE AND BROUGHT TRUCK TO A STOP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319297  
**Date of Incident:** 20100309  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** ALTOONA, PA

**NHTSA Summary:**  
TL-CONTACT OWNS A 2010 TOYOTA COROLLA. THE DRIVER STATES SHE FILED A COMPLAINT A COUPLE WEEKS AGO DUE TO THE STEERING. THE DRIVER STATES WHEN APPLIES BRAKES QUICKLY THE VEHICLE ACCELERATES FORWARD. THE DRIVER STATES IT IS VERY SCARY. THE DRIVER STATES IT FEELS LIKE THE VEHICLE DOES NOT WANT TO STOP SHE FEELS AS IF IT WANTS TO TAKE OFF. THE FAILURE MILEAGE WAS 1,478 AND THE CURRENT MILEAGE IS 1,741. AR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319282  
**Date of Incident:** 20100309  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** INGLSIDE, TX

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320890  
**Date of Incident:** 20100309  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** WASHINGTON, DC

C-2127

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
LTR TO ADMINISTRATOR RE 3/9/2010 ACCIDENT INVOLVING A 2005 TOYOTA PRIUS IN HARRISON, NY, REQUESTING THAT NHTSA IMMEDIATELY ASSUME CONTROL OF THIS INVESTIGATION AND WORK WITH LOCAL AUTHORITY'S. \*TGW THE VEHICLE ACCELERATED SUDDENLY DOWN A WINDING DRIVEWAY, CROSSED A TWO-LANE ROAD AND SHOULDER, THEN CRASHED INTO A STONE WALL, RESULTING IN SIGNIFICANT PROPERTY DAMAGE AND A KNEE INJURY TO THE CONSUMER. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320573  
**Date of Incident:** 20100309  
**Vehicle:** 2010 TOYOTA TUNDRA  
**Location of Incident:** ABERDEEN, SD

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321073  
**Date of Incident:** 20100309  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** YUMA, AZ

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323085  
**Date of Incident:** 20100309  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** TOWNSEND, MA

**NHTSA Summary:**  
2005 TOYOTA PRIUS SUDDENLY ACCELERATED TO MAXIMUM SPEED WITHOUT WARNING. CONSUMER STATES HE WAS IN HEAVY TRAFFIC AND HAD TO SLAM ON THE BRAKES. \*KB THE CONSUMER BELIEVED HE ACCELERATED FROM 25 MPH TO ABOUT 45-50 MPH IN A MATTER OF SECONDS. THE BRAKING ACTION DID, IN THIS CASE CAUSE THE ACCELERATION TO STOP AT THAT POINT. THERE WAS NO EXPLANATION AND THE

C-2128

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INCIDENT HAD NEVER OCCURRED BEFORE. THE FLOOR MATS HAD BEEN REMOVED WEEKS BEFORE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324247  
**Date of Incident:** 20100309  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** SAN JOSE, CA

**NHTSA Summary:**  
2008 TOYOTA PRIUS. CONSUMER STATES UNINTENDED ACCELERATION. \*TGW WHILE DRIVING ON THE FREEWAY, THE CONSUMER LET UP OFF THE ACCELERATOR, BUT THE VEHICLE CONTINUED TO SPEED UP. THE CONSUMER RELEASED HER FOOT COMPLETELY FROM THE ACCELERATOR ALL TOGETHER, BUT THE VEHICLE INCREASED IN SPEED. THE BRAKE WAS APPLIED, BUT IT DID NOT SLOW IT DOWN AT FIRST. FINALLY, THE BRAKE BEGAN TO WORK. THE CONSUMER WAS ABLE TO DRIVE SAFELY TO THE DEALER. THE DEALER WAS UNABLE TO FIND ANYTHING WRONG WITH THE VEHICLE. THE CONSUMER ALSO STATED THE FLOOR MAT WAS REMOVED MONTHS AGO. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326843  
**Date of Incident:** 20100309  
**Vehicle:** 2000 TOYOTA AVALON  
**Location of Incident:** MARTINSBURG, WV

**NHTSA Summary:**  
TL-THE DRIVER OWNS A 2000 TOYOTA AVALON. WHILE DRIVING AT 65 MPH THE VEHICLE INVOLUNTARILY ACCELERATED RESULTING IN A CRASH THAT DESTROYED THE VEHICLE. THE POLICE APPEARED ON THE SCENE AND THE DRIVER WAS REPORTED INJURED. THE VEHICLE WAS TOWED TO AN UNKNOWN LOCATION BY AN INSURANCE COMPANY. THE FAILURE AND CURRENT MILEAGE WAS 93,000. SM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329694  
**Date of Incident:** 20100309  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** CHICOPEE, MA

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318530

C-2129

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100310  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** ST. AUGUSTINE, FL

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2009 TOYOTA PRIUS. THE CONTACT STATED WHILE DRIVING 70 MPH WITH THE CRUISE CONTROL ENGAGED THE CONTACT APPLIED THE BRAKES TO DISENGAGED THE CRUISE CONTROL BUT THE BRAKES DID NOT TURN OFF THE CRUISE CONTROL. THE CONTACT HAD TO APPLY THE BRAKES THREE TIMES FOR THE CRUISE CONTROL TO DISENGAGE. THE MANUFACTURER INFORMED THE CONTACT TO HAVE THE VEHICLE DIAGNOSE AT A DEALER BUT IF THE CAN NOT DUPLICATE THE PROBLEM THE DEALER CAN NOT REMEDY THE VEHICLE. THE CONTACT STATED THIS ISSUE WITH THE CRUISE CONTROL IS RELATED TO THE SUDDEN ACCELERATING ISSUE WITH TOYOTA. THE FAILURE MILEAGE WAS 6,200. JO  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318473  
**Date of Incident:** 20100310  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** GLENSHAW, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA TACOMA. WHILE THE CONTACT WAS TURNING INTO HIS GARAGE, DRIVING 10 MPH, THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT WAS ABLE TO APPLY THE VEHICLES BRAKES TO STOP THE ACCELERATION. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP AND THE MANUFACTURER HAD NOT BEEN INFORMED OF THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 6000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318588  
**Date of Incident:** 20100310  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** ROUND MOUNTAIN, NV

**NHTSA Summary:**

I OWN A 2007 TOYOTA RAV4 SPORT. SINCE IT WAS NEW WE HAVE HAD THIS PROBLEM. TOYOTA SAYS IT'S NORMAL AND IS THE NATURE OF THE BEAST. UPON ACCELERATING FROM A STOP OR ACCELERATING TO PASS ANOTHER AUTO, THE THROTTLE DOES NOT RESPOND UNTIL IT SUDDENLY WILL ACCELERATE HARD, LEAVING A STOP IT CAN BE VERY FRIGHTENING AS WE JUST DONT KNOW HOW HARD IT WILL ACCELERATE WHEN IT DOES. PASSING IS EQUALLY FRIGHTENING, IF NOT MORE SO. WHEN WE PULL OUT TO PASS AND STEP ON THE ACCELERATOR THE CAR DOES NOT RESPOND ACCORDING TO PRESSURE ON THE GAS PEDAL. WE'VE COME VERY CLOSE TO HEAD-ONS A COUPLE OF TIMES. I KINDA GAVE UP ON THE ISSUE AFTER BEING TURNED AWAY BY THE TOYOTA DEALERSHIP WHERE WE BOUGHT THE CAR UNTIL HEARING ABOUT OTHER TOYOTAS HAVING ACCELERATOR PROBLEMS. OUR 2007 IS A THROTTLE BY WIRE SETUP ALSO. I HAVE SPOKEN TO OTHER RAV4 OWNERS WHO HAVE EXPERIENCED THIS PROBLEM. THIS CAN BE PRETTY SCARY, ESPECIALLY FOR MY WIFE. THE INCIDENTS HAVE BEEN ONGOING SINCE THE RIG WAS NEW SO I DONT HAVE A DEFINITIVE DATE. I'LL PUT IN TODAYS DATE FOR RECORD. I WOULD REALLY APPRECIATE A RESPONSE TO THIS PROBLEM. I KNOW YOU'RE PROBABLY PRETTY TIED UP WITH TOYOTA PROBLEMS. THANK YOU, PETE OSTERGARD  
**Additional Summary:**

C-2130

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318937  
**Date of Incident:** 20100310  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** RICHMOND, TX

**NHTSA Summary:**  
I JUST BOUGHT A 2009 PRIUS & THERE ARE SO MANY ISSUES WITH UNEXPECTED ACCELERATION & VEHICLE NOT GOING INTO PARK OR REVERSE JUST STOPS IN NEUTRAL, I WAS AT A HEB SORE TRYING TO PARK, ALL OF A SUDDEN MY CAR SPED UP AN HIT A POLE IN FRONT OF ME, I WAS TRYING TO PARK, WITH MY FOOT ON BREAK, SO AS TO SLOW DOWN, YESTERDAY I HAD MY WIFE DRIVE THE PRIUS & THE CAR SUDDENLY STOPPED WOULD NOT GO INTO REVERSE OR DRIVE, THAT WAS VRY DANGEROUS THEN THEY PULL INTO A TARGET PARKING LOT I HAD TO DRIVE OUT THERE TO MEET THEM, IT TOOK ALMOST 1HR & 3MINS TO GET THE CAR IN REVERSE, OFF COURSE I CALLED MY TOYOTA SALES GUY THIS BEING THE THIRD TIME I HAVE REPORTED THIS INCIDENT & THE KEEP DOWN PLAYING IT SAYING THERE IS NOTHING WRONG, NOT REALLY LOOKING INTO IT  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318792  
**Date of Incident:** 20100310  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** MT. KISCO, NY

**NHTSA Summary:**  
MY 2007 TOYOTA PRIUS WAS IN PARK, ENGINE RUNNING. I THEN PUSHED ON THE GAS AND THE PEDAL STUCK. I TURNED THE CAR OFF, AND THE ENGINE STOPPED REVVING. I THEN TURNED THE CAR BACK ON AND THE CAR RAN FINE. I AM PRESENTLY IN S. CAROLINA AND WILL DRIVE TO CANADA NEXT WEEK WITH MY TWO CHILDREN, SO AM VERY CONCERNED ABOUT GETTING IN THE CAR. WHAT SHOULD I DO?  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318794  
**Date of Incident:** 20100310  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** COCONUT CREEK, FL

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318807  
**Date of Incident:** 20100310  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** JACKSONVILLE, FL

C-2131

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

TL-CONTACT OWNS A 2003 TOYOTA CAMRY. THE CONTACT STATES THE DRIVER WAS BACKING OUT OF HER DRIVEWAY AT 5MPH. THE CONTACT STATES THE DRIVER DIDNT HAVE THE VEHICLE IN DRIVE YET BUT THE VEHICLE THEN TOOK OFF AND ACCELERATED ON ITS OWN. THE CONTACT STATES THE VEHICLE WAS SPINNING IN A HUGE CIRCLE BETWEEN HER YARD AND THE NEIGHBORS YARD. THE CONTACT STATES THE DRIVER HIT ANOTHER VEHICLE AND THEN HIT A 8 FEET TALL TREE. THE CONTACT STATES ONE OF THE TIRES BLEW OUT. THE CONTACT STATES SHE COULD HEAR THE ENGINE REVVING UP FASTER AND FASTER. THE DRIVER DID SUFFER MINOR INJURIES. THE FAILURE MILEAGE WAS 47,000 AND THE CURRENT IS THE SAME. AR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318842  
**Date of Incident:** 20100310  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** ENON, OH

**NHTSA Summary:**

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319201  
**Date of Incident:** 20100310  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** FAIRFAX, VA

**NHTSA Summary:**

MY CAR IS A 2007 CAMRY XLE V6, AND WAS NOT LISTED AS PART OF THE TOYOTA RECALL (IT HAS LOCKING MATS). PULLED INTO DRIVEWAY AT MY HOME. WITH FOOT ON BRAKES AS I TOUCHED AUTO GARAGE DOOR OPENER ON VISOR. CAR GEAR WAS IN D. AS I REMOVED FOOT FROM BRAKE TO GAS PEDAL TO PULL INTO GARAGE, AND LIGHTLY PLACED FOOT ON ACCELERATOR. INSTANTANEOUSLY ENGINE REVVED, PEDAL WENT TO FLOOR, TACH ZOOMED AND AUTO JETTED INTO GARAGE. I IMMEDIATELY HIT BRAKES WITH BOTH FEET, ATTEMPTING TO DISENGAGE TRANSMISSION FROM D AND PUT INTO N. GEAR SHIFT ERRATICALLY PLUNGED INTO R AND CAR BEGAN TO GO BACKWARDS WITH ENGINE THROTTLE WIDE OPEN. AGAIN, WITH TIRES SQUEALING, SMOKING & LAYING RUBBER, I TRIED TO JAM GEARSHIFT TO N OR P, AND CAR JETTISONED FORWARD HITTING GARAGE WALL AT FULL FORCE. WITH MILLISECOND RECOVERY, I HELD ONTO GEARSHIFT & ALL THE TIME MY FEET WERE ON BRAKES & AGAIN TRIED TO FORCE IT INTO P, AND IT AGAIN WENT TO R, (MUST PASS N AND R TO GET GEAR INTO P) THEN AGAIN FORWARD IN ANOTHER DIRECT HIT AGAINST GARAGE WALL, BREAKING THE WALL OPEN AND SPLITTING SHEETROCK AS AUTO NEARLY POPPED THROUGH TO LAUNDRY ROOM AND GAS FURNACE. I HELD THE PUSH-BUTTON IN WHILE SIMULTANEOUSLY FORCING GEAR SHIFT AGAIN TO REACH P. ENGINE WENT FROM FULL-BORE OPEN TO A STOP. THIS EVENT WAS SO FRIGHTENING. HAD IT OCCURRED MINUTES EARLIER I WAS IN COMMUTE TRAFFIC AND IN RESIDENTIAL AREA RETURNING HOME FROM METRO. PEDESTRIANS AND SCHOOLKIDS WERE IN THE AREA. I EXITED CAR TO RUN INTO HOUSE, CALL FOR HELP. DAMAGE TO GARAGE WALL (AND LAUNDRY AREA) IS SUBSTANTIAL, BUT WAS MINIMIZED TO THE AUTO DUE TO A SET OF FOUR TIRES AGAINST THE GARAGE WALL WHICH PROVIDED SOME CUSHION. BLUE TOOTH PHONE (HANDS-FREE CAR) WOULD NOT

C-2132

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DISCONNECT. I BORROWED NEIGHBOR'S PHONE TO CALL HUSBAND AND POLICE/FIRE. EMERGENCY FIRETRUCK TEAM ARRIVED TO ENSURE NO GAS LINE BREAK, FAIRFAX POLICE OFFICER ALSO ON SITE. AFTER REPEATED ATTEMPTS & LONG WAIT TIMES TO TALK WITH TOYOTA, I WAS TOLD NOT TO MOVE CAR, WAIT 10-30 DAYS TO INVESTIGATE. HERE SITS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319165  
**Date of Incident:** 20100310  
**Vehicle:** 2007 TOYOTA CAMRY HV  
**Location of Incident:** CHARLOTTE, NC

**NHTSA Summary:**  
TL- CONTACT OWNS 2007 TOYOTA CAMRY HYBRID. THE DRIVER STATES SHE WAS PULLED INTO A PARKING SPOT GETTING READY TO PLACE THE VEHICLE IN PARK WHEN THE VEHICLE WENT NUTS AND THE ENGINE STARTED REVVING. THE DRIVER STATES THE VEHICLE THEN RAN ON THE CURB AND RAN INTO A BRICK BUILDING. THE DRIVER WAS NOT INJURED. THE FAILURE MILEAGE IS 46,840. AR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319134  
**Date of Incident:** 20100310  
**Vehicle:** 2009 SCION XB  
**Location of Incident:** HUBER HEIGHTS, OH

**NHTSA Summary:**  
I WAS DRIVING IN A 35 MPH ZONE, I SET MY CRUISE CONTROL. WHEN I TAPPED THE CRUISE CONTROL UP 1 MPH MY CAR ACCELERATED TO ALMOST 57 MPH. I HAD TO HIT THE BRAKE TO GET THE CRUISE CONTROL SHUT OFF. THIS HAPPENED AGAIN ABOUT 5 MONTHS LATER, I WAS ON THE HIGHWAY, MY CAR ACCELERATED FROM 65 MPH TO 80 MPH, I AGAIN HIT THE BRAKES TO SHUT OFF THE CRUISE CONTROL. THIS RESULTED IN A SPEEDING TICKET, SINCE THE OFFICER HAD NO INTEREST IN MY VEHICLE TROUBLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319101  
**Date of Incident:** 20100310  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
11 DAYS AGO THE MARINA TOYOTA DEALERSHIP PERFORMED BOTH TOYOTA RECALL REPAIRS ON MY 2008 CAMRY. ON MARCH 10, AROUND 05:19 AM, I WAS STARTING TO PARK MY CAR AT THE GYM. I APPLIED THE BRAKES TO SLOW INTO THE PARKING STALL. THE MOMENT THAT I APPLIED THE BRAKES, THE ENGINE STARTED TO RACE; THE CAR LURCHED FORWARD; THE BRAKES WERE USELESS IN STOPPING THE VEHICLE; AND I COULD NOT STEER THE VEHICLE. MY VEHICLE SLAMMED INTO A PARKED JEEP CHEROKEE; THE JEEP INTURN COLLIDED WITH A PARKED SUBARU OUTBACK. MY VEHICLE WAS TOWED TO THE DEALERSHIP AND WE ARE WAITING FOR TOYOTA'S TECHNICIANS TO EXAMINE THE CAR. I AM VERY THANKFUL TO GOD THAT NO ONE WAS INJURED OR KILLED IN THIS INCIDENT. HOWEVER, I FIRMLY BELIEVE THAT MY CAMRY IS UNSAFE AND I WILL NEVER DRIVE IT AGAIN. I HAVE WRITTEN THE VEHICLE OFF AS A TOTAL LOSS. SINCE I AM A JEHOVA WITNESS, I CANNOT SELL THE VEHICLE BECAUSE THEN I WOULD

C-2133

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BE BLOOD-GUILTY IF ANYONE WAS INJURED OR KILLED BY THE VEHICLE. I AM A ELECTRICAL ENGINEER WITH A MASTERS DEGREE IN ELECTRONICS AND CONTROL SYSTEMS. I HAVE 32 YEARS EXPERIENCE IN SYSTEMATICALLY SOLVING ELECTRICAL PROBLEMS (PARTICULARLY INTERMITTENT ELECTRICAL ISSUES). IN MY CASE, GIVEN THE SIMULTANEOUS FAILURE OF MULTIPLE SYSTEMS (ENGINE RPM CONTROL, BRAKING AND STEERING), THE CAUSE IS DEFINITELY ELECTRICAL, NOT MECHANICAL. MY EXPERIENCE WITH COMPUTER CONTROLS STRONGLY SUGGESTS THAT THE KEY HARDWARE INVOLVED IS THE ON-BOARD CPU. THEREFORE, IN MY PROFESSIONAL ENGINEERING OPINION, TOYOTA HAS NOT DETERMINED THE ROOT CAUSE OF THE SUDDEN ACCELERATION PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319421  
**Date of Incident:** 20100310  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** ROCKFORD, IL

**NHTSA Summary:**

I HAVE BEEN DRIVING A 2007 TOYOTA PRIUS SINCE JULY 2007. THE HID HEADLIGHTS SWITCH OFF AUTOMATICALLY WHILE DRIVING. SOMETIMES THE LEFT HID SWITCHES OFF BUT THE RIGHT HEADLIGHTS STAYS ON. THE HEADLIGHTS TURN OFF BUT THE DISPLAY FROM THE INSIDE SAYS THAT HEADLIGHTS ARE TURNED ON. THE HEADLIGHTS COME ON IF I TURN THE HEADLIGHTS OFF AND TURN THEM BACK ON THEN BOTH OF THEM ARE WORKING TILL THEY SWITCH OFF AGAIN DURING DRIVING. ALMOST GOT IN A T-BONE ACCIDENT WHEN THE OTHER DRIVER DID NOT SEE ME. IF I AM DRIVING USING CRUISE-CONTROL, THE CAR SEEM TO SPEED UP A BIT JUST FOR A SEC A OR TWO WHEN YOU INITIALLY APPLY BRAKES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320101  
**Date of Incident:** 20100310  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** KNOXEN, PA

**NHTSA Summary:**

TL- THE CONTACT HAS A 2009 TOYOTA COROLLA. THE CONTACT STATED THAT WHILE BACKING OUT OF A DRIVEWAY THE VEHICLES BRAKES DID NOT ENGAGE AND THE VEHICLE STARTED TO ACCELERATE. THIS IS THE ONLY TIME THIS HAPPENED. THE VEHICLE RAN INTO A MAILBOX AND THEN THE CONTACT WAS ABLE TO STOP THE VEHICLE. THE CONTACT IS NOT SURE HOW FAST THE VEHICLE WAS GOING IN REVERSE. THE FAILURE MILEAGE ON THE VEHICLE WAS 40000 AND THE CURRENT MILEAGE WAS 40000 MI.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320477  
**Date of Incident:** 20100310  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** KING OF PRUSSIA, PA

**NHTSA Summary:**

THE THIRD OF THREE INCIDENCES OCCURRED ON 3-10-10 WHILE TRAVERSING A PARKING LOT WHICH, AT THE TIME OF THE ACCIDENT, I THOUGHT SLOPED DOWN INTO A LOWER

C-2134

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PARKING LOT. AT THE EDGE OF THE UPPER PARKING LOT IT BECAME APPARENT THAT THERE WAS A TWO TO THREE FOOT VERTICAL DROP INTO THE LOWER LOT. I APPLIED THE BRAKES AND CONTINUED OVER THE EDGE. UPON IMPACT WITH THE LOWER LOT, THE VEHICLE ACCELERATED AND, AFTER SWIRLING TO AVOID A PARKED VEHICLE, BECAME UNCONTROLLABLE. THIS RESULTED IN THE VEHICLE MAKING IMPACT WITH A BUILDING ON THE EDGE OF THE PARKING LOT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320481  
**Date of Incident:** 20100310  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** TWINSBURG, OH

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2006 TOYOTA RAV4. WHILE AT A STOP AND HAVING HIS FOOT ON THE BRAKE WHEN THE VEHICLE SURGED FORWARD TO 6 TO 7 FEET BEFORE HE WAS ABLE TO STOP IT BY PUTTING IT IN NEUTRAL. THE DEALER WAS CONTACTED AND THEY DIAGNOSED IT THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THERE WERE NO REPAIRS DONE TO THE VEHICLE. THE FAILURE MILEAGE WAS 84650 AND THE CURRENT MILEAGE WAS 84750 CV

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320720  
**Date of Incident:** 20100310  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** NEW CARROLLTON, MD

**NHTSA Summary:**

THE CAR ACCELERATED INSTEAD OF STOPPING WHEN I APPLIED THE BRAKES TO STOP. THE CAR SPED OFF ON ITS OWN AND CRASHED AGAINST THE FENCE ON MARCH 10, 2010. THE ACCELERATION OF THE CAR ON ITS OWN IS NOT NEW, BUT HAS NOT RESULTED IN AN ACCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320934  
**Date of Incident:** 20100310  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** RICHMOND, VA

**NHTSA Summary:**

ATTN: DEFECTS INVESTIGATIONS OFFICE. 2007 TOYOTA CAMRY WITH 38721 MILES THAT IS OWNED BY AND USED AS AN UNDERCOVER POLICE VEHICLE ACCELERATED WITHOUT EXPLANATION ON MARCH 10, 2010. THE OPERATOR, WHO IS A SWORN OFFICER, ADVISES THAT HIS FOOT WAS NOT ON THE ACCELERATOR AND THE VEHICLE INCREASED IN SPEED AND ENGINE REVOLUTIONS WITHOUT EXPLANATION. THE EVENT OCCURRED OVER THE COURSE OF APPROXIMATELY 1/10TH OF A MILE REACHING SPEEDS JUST OVER 60 MPH. THE ACCELERATION EVENT CORRECTED ITSELF. THERE WAS NO INJURY OR CRASH ASSOCIATED WITH THE EVENT. THE VEHICLE IN QUESTION HAD COMPLETED A TOYOTA RECALL SERVICE PROGRAM # SSC90L TO ADDRESS ACCELERATION ISSUES WITH THIS MODEL VEHICLE ON MARCH 2, 2010. THE VEHICLE WAS RETURNED TO THE HENRICO POLICE ON MARCH 3, 2010. THE EXTREMELY SHORT PERIOD OF TIME BETWEEN THE RECALL SERVICE AND THIS SUDDEN UNANTICIPATED ACCELERATION EVENT GIVES

C-2135

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

REASON TO BELIEVE THAT THE RECALL SERVICE WAS NOT EFFECTIVE IN CORRECTING THE ACCELERATION ISSUES ASSOCIATED WITH TOYOTA BRAND VEHICLES. THE VEHICLE WAS PARKED SHORTLY AFTER THE EVENT AND IS CURRENTLY SECURED BY THE HENRICO POLICE. THE VEHICLE HAS NOT BEEN DRIVEN OR EXAMINED BY ANY PARTIES SINCE THE OCCURRENCE OF THIS ACCELERATION EVENT. IN LIGHT OF THE FACT THAT THIS VEHICLE HAD RECENTLY COMPLETED THE REQUIRED ACCELERATION RECALL SERVICE AND HAS BEEN SECURED SINCE THE DATE OF THE OCCURRENCE, THIS AGENCY BELIEVES THAT THIS VEHICLE IS AN IDEAL CANDIDATE FOR EXAMINATION BY THE OFFICE OF DEFECTS INVESTIGATIONS TO DETERMINE THE ORIGIN OF THIS UNANTICIPATED ACCELERATION EVENT. THE VEHICLE IN QUESTION IS OUTFITTED WITH TOYOTA BRAND FLOOR MATS WHICH ARE TETHERED TO ANCHORS IN THE FLOORBOARD OF THE VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326223  
**Date of Incident:** 20100310  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** AMHERST, NY

**NHTSA Summary:**

I HAVE A 2008 TOYOTA CAMRY. AFTER THE RECALL WAS PERFORMED, MY VEHICLE, WHILE SITTING STILL, LEAPED FORWARD AND STRUCK ANOTHER VEHICLE. THIS WAS CAUGHT ON VIDEO BY A CAMERA. IT WAS REPORTED TO THE POLICE, BUT DUE TO THE AMOUNT OF DAMAGE, NO REPORT WAS MADE. I JUST FELT YOU NEEDED TO SEE THE VIDEO. UPDATED 05/11/10. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327820  
**Date of Incident:** 20100310  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** NEWARK, DE

**NHTSA Summary:**

WHILE DRIVING MY COROLLA, EVEN I DO NOT HIT THE GAS PEDAL, THE RPM STAYS AROUND 2000 AND SOMETIMES IT STARTED TO STUCK AROUND 3000 RPM FOR 15 TO 30 SECONDS THAN GOES TO NORMAL. I HAD DIFFICULTY TO SLOW DOWN IN BUSY TRAFFIC, BECAUSE EVEN I HIT THE BREAKS IT DOES NOT CUT THE GAS SO THE ENGINE STILL TRIES TO RUN AND THE CAR STILL TENDS TO GO, SO I AM NOT ABLE TO SLOW DOWN OR IT TAKES TIME TO SLOW DOWN. I AM DRIVING MY TOYOTA IN THE 5TH GEAR AND AROUND 3000 RPM. WHEN I NEED A SUDDEN STOP, I LET GO THE GAS PEDAL AND HIT THE BREAK. THE ETC'S COMMANDS HIGH IDLE EVEN I HIT THE BREAKS; THE PISTONS ARE STILL WORKING (THE ENGINE IS STILL RUNNING IN GEAR) WITH 3000 RPM SO I AM NOT ABLE TO SLOW DOWN OR STOP. THIS IS A SERIOUS SAFETY PROBLEM. HOW COME ECM WOULD COMMAND FOR HIGH IDLE FROM TIME TO TIME? HOW CAN I STOP THE CAR OR SLOW DOWN IN NEED WHILE ECM IS COMMANDING HIGH IDLE? IT IS IMPOSSIBLE TO HAVE A PROPER CONTROL ON THE CAR WHEN ECM COMMANDS HIGH IDLE. WHO CAN GIVE ME GUARANTEE THAT IT WOULD NOT GET STUCK IN HIGHER IDLES? (BECAUSE IT USED TO STUCK AROUND 2000 RPM AND RIGHT NOW IT ALSO STARTED STICKING AROUND 3000 RPM) WHEN I GET CLOSE TO A CURB OR TO AN EXIT I STOP HITTING THE GAS PEDAL ASSUMING THE CAR WILL GET SLOW BUT SINCE IT STUCKS AT HIGH RPM'S, THE CAR DOES NOT GET SLOWER WHEN IT IS IN THE GEAR.

**Additional Summary:**

C-2136

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100311  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** CARROLL, IA  
**NHTSA Summary:**  
**Additional Summary:**  
PER NEWS REPORT -

"Laura Wernimont spent her 75th birthday at Nebraska Medical Center Sunday, recovering from a punctured lung, as well as a broken jaw, cheekbone and vertebrae.

She said early last month she received a recall notice on her 2007 Toyota Avalon's accelerator pedal. Wernimont scheduled a repair but had to cancel it when her husband, Clarence, died. She rescheduled for this coming Monday, an appointment that she said came too late.

"It's terribly painful," she said from her hospital bed. Though her jaw was wired shut, she wanted to talk to warn other drivers about what she sees as a real danger. Her brother-in-law Bob Schroeder, helped tell her story.

Wernimont said she was driving to church about 8:15 a.m. Thursday, going around 20 miles an hour. She said she was approaching an intersection from a good distance and had not yet hit the brake pedal.

"I sped up so fast, I bet I was going a hundred miles an hour the way it sped. It just kept going faster and faster and I couldn't do anything about it."

Schroeder said, "She cut the corner, went through a big snow bank to try to stop, try to slow it down and there was a school bus in the way. And the school bus ran over her hood." He said three children were on board, but they and the driver are all okay. After colliding with the bus, Wernimont's car finally came to a rest in a second snow drift, she said. Pictures of the damage show her front end caved in, the top cut off so that rescuers could get Wernimont out. She said she asked a rescuer she knew, "Did I kill somebody?" And he assured me, I didn't."

Carroll police had no comment over the weekend, except to say the cause of the crash has not been determined. It is under investigation. But Wernimont believes it's tied to her Avalon's recall."

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100311  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** PAULDING, OH  
**NHTSA Summary:**  
**Additional Summary:**  
FROM NEWS ARTICLES -

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

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

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

C-2137

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Cook, who said she has followed news coverage of Toyota's troubles, said she put the car in neutral, tried to turn off the ignition and slammed on the brake. She said none of those measures nor a brake override system a dealer installed about two weeks ago seemed to have any effect. The impact of the Lexus' air bag deploying fractured a bone in Cook's leg. She said she was relieved that she was able to avoid hitting any people.

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322816  
**Date of Incident:** 20100311  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** CANTON, OH  
**NHTSA Summary:**  
OUR INSURED WAS PULLING INTO PARKING SPACE WHEN VEHICLE SUDDENLY ACCELERATED STRIKING A WALGREENS DRUG STORE. OUR INSURED DRIVER WAS TREATED AND RELEASED AT A LOCAL HOSPITAL. THE VEHICLE WAS DEEMED A TOTAL LOSS AND IS CURRENTLY BEING HELD FOR FURTHER INSPECTION AND DOWNLOAD OF THE DATA RECORDER.  
**Additional Summary:**  
INFO FROM NEWS ARTICLES -

NORMA SEICH, 72, WAS ATTEMPTING TO PULL INTO A PARKING SPACE ON THE EASTERN SIDE OF WALGREENS WHEN HER 2006 TOYOTA SIENNA JUMPED A CURB AND STRUCK A WALL AND POLE. MRS. SEICH SAID APPLYING THE BRAKES DID NOT STOP THE VEHICLE.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318841  
**Date of Incident:** 20100311  
**Vehicle:** 2006 SCION XB  
**Location of Incident:** GARNER, NC  
**NHTSA Summary:**  
IN THE PROCESS OF SLOWING DOWN IN ORDER TO PULL OVER AND PARK THE VEHICLE, THE CAR BEGAN TO SPEED UP. TRIED APPLYING THE FOOT BRAKE, BUT NOTHING HAPPENED. IT WAS AS THOUGH THE GAS PEDAL WAS STUCK. IMMEDIATELY PUT THE CAR IN PARK, BUT COULD HEAR THE CAR REVIVING UP. APPLIED THE EMERGENCY BRAKE FOR SAFETY. HAD THE CAR TOWED TO RESIDENCE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318828  
**Date of Incident:** 20100311  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** PRESTON, CT  
**NHTSA Summary:**

1) TWO TIMES MY CAR HAS ACCELERATED ON ITS OWN, AND I HAD TO FEATHER THE GAS PEDAL TO GET IT TO STOP ACCELERATING, WHICH TOOK UNDER A MINUTE TO CORRECT. 2) WHEN BRAKING THE CAR, IF YOU HIT SAND OR A BUMP WHICH CAUSES THE SLIPPERY LIGHT TO COME ON, THE CAR TRANSITIONS FROM GENERATING POWER, TO ALL BRAKES, AT WHICH POINT THE CAR ACCELERATES AS THERE IS AN INTERRUPTION AND A SHORT PERIOD OF TIME WHERE THERE IS NO BREAKS. 3) WHEN YOU ARE COMING TO A

C-2138

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

STOP SUCH AS AT A BANK DRIVE-THRU, WHEN PLACING THE CAR IN PARK WHILE ONLY THE ELECTRIC SYSTEM WAS RUNNING, IF THE MOTOR TURNS ON WHILE STILL IN PARK, THE ENTIRE CAR LAUNCHES FORWARD 1-2 FEET, EXTREMELY DANGEROUS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319001  
**Date of Incident:** 20100311  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**

DESPITE BEING REGULARLY MAINTAINED, VERY WELL TAKEN CARE OF, NOT ABUSED, AND LESS THAN AVERAGE USE (AVERAGE 6700 MI/YR), THIS TOYOTA CAMRY (PURCHASED NEW FROM A TOYOTA DEALERSHIP IN TORRANCE, CALIFORNIA) HAS NEVER WORKED PROPERLY FOR LONG. THE FACTORY-INSTALLED CD/CASSETTE/RADIO SYSTEM HAS BEEN REPLACED THREE TIMES, AND NOW THE CD PLAYER PART YET AGAIN DOES NOT WORK AT ALL. AT ONLY ABOUT 10000 MILES, THE AIR FLOW RATIO SENSOR AND MANIFOLD HAD TO BE REPLACED. THEN THERE IS THE FACT THAT ABOUT 95% OF THE TIME, THE CAR WILL NOT START WITHOUT THE ACCELERATOR BEING DEPRESSED AND HELD FOR 1 MIN, AND EVEN THEN THE ENGINE ALWAYS SOUNDS WEAK AND ONLY REACHES ABOUT 500 RPM UNTIL PRESSING ON THE ACCELERATOR AGAIN. THIS HAS BEEN GOING ON SINCE THE ODOMETER READ 16603 MILES. THAT WAS WHEN THE IDLE AIR CONTROL VALVE WAS FIRST REPLACED. THE SITUATION SEEMED TO IMPROVE, UNTIL 34800 MILES, WHEN THE SAME PROBLEMS WITH IT NOT STARTING AND BEING VERY WEAK RESUMED. AT 35394 MILES THE IDLE AIR CONTROL VALVE WAS REPLACED FOR A 2ND TIME. AT 47000 MILES THE SAME PROBLEMS RESUMED. AT 49180 MILES, THE CAR WOULD (AS USUAL) NOT START UNLESS THE ACCELERATOR WAS PRESSED FOR 1 MIN. THEN IT RAN AT ONLY 500 RPM. AS IT WAS THEN BEING DRIVEN OUT OF AN ALLEY, THE ENGINE SUDDENLY SPONTANEOUSLY BOOSTED TO 1200 RPM, NEARLY CAUSING A COLLISION. THIS TYPE OF IMPETUOUS ACCELERATION STARTED FREQUENTLY OCCURRING. TOYOTA REFUSED TO HELP WITH THIS PROBLEM, ONLY SAYING TO USE PREMIUM GASOLINE, WHICH PROVED TO NOT SOLVE THE PROBLEM. NOW THE ENTIRE ELECTRICAL SYSTEM OF THE CAR HAS COLLAPSED THREE TIMES AT 72173 MI, 75009 MI, AND TODAY (2010-03-11) AT 75024 MI. THE DISHONESTY OF TOYOTA PERSONNEL IS SEEN IN ITS REFUSING TO ADDRESS THE PROBLEM AND EARLIER IN FRAUDULENTLY CANCELING THE MAINTENANCE PROGRAM THAT WAS PART OF THE PURCHASE OF THE VEHICLE AFTER THE CAR WAS PAID FOR AND ITS REFUSAL TO RESPOND TO WRITTEN COMMUNICATION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319181  
**Date of Incident:** 20100311  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** WASHINGTON, DC  
**NHTSA Summary:**

THE METROPOLITAN POLICE DEPARTMENT INVESTIGATED AN AUTOMOBILE ACCIDENT THAT INVOLVED A 2002 TOYOTA CAMRY W/ A V6 AND CRUISE CONTROL. THE OPERATOR CLAIMS THE VEHICLE ACCELERATED WITHOUT PEDAL APPLICATION CAUSING THE CRASH. HE STRUCK SEVERAL TREES AND ROLLED OVER. IF YOU HAVE ANY QUESTIONS OR NEED MORE INFORMATION, PLEASE CALL ME AT (202) 698-7426.  
**Additional Summary:**

C-2139

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319245  
**Date of Incident:** 20100311  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** SOUTH RIDING, VA  
**NHTSA Summary:**

I WAS DRIVING EAST ON I-66 JUST A FEW MILES FROM I-495 IN FAIRLY HEAVY TRAFFIC AROUND 8:55AM ON MARCH 11, 2010. I WAS TRAVELING APPROXIMATELY 15 MPH IN THE RIGHT LANE WHEN MY 2005 TOYOTA 4RUNNER LIMITED SUDDENLY SURGED FORWARD AS IF SOMEONE HAD STOMPED ON THE GAS PEDAL. I IMMEDIATELY APPLIED BOTH FEET TO THE BRAKE AND THE ANTILOCK BRAKES BEGAN TO SHUDDER. THE SHUDDERING LASTED 2 TO 3 SECONDS AND THEN THE VEHICLE FINALLY REDUCED THROTTLE. THERE WAS NO ACCIDENT OR TRAFFIC INCIDENT, BUT THE EXPERIENCE WAS QUITE UNNERVING. MY VEHICLE IS NOT PART OF ANY RECALL. I CALLED THE DEALER AND SCHEDULED AN APPOINTMENT FOR THE NEXT DAY. I CONTINUED ON TO WORK DRIVING WITH MY HAND ON THE SHIFTER AND I EVEN PRACTICED SHIFTING INTO NEUTRAL. WHEN THE PROBLEM HAD OCCURRED, I DID NOT REMEMBER TO SHIFT INTO NEUTRAL. EVERYTHING HAD HAPPENED SO FAST AND THE ACCELERATION WAS SO VIOLENT, MY ONLY INSTINCT WAS TO APPLY THE BRAKE DECISIVELY. I DROVE HOME VERY CAREFULLY THAT EVENING AND THEN TO THE DEALERSHIP THE NEXT MORNING. MY ORIGINAL APPOINTMENT WAS FOR 1PM, BUT I THOUGHT IT WISER TO DRIVE THERE FIRST THING IN THE MORNING. MY MAIN CONCERN IS THAT THE DEALERSHIP IS INSISTING THAT SUDDEN ACCELERATION IS NOT POSSIBLE ON MY VEHICLE. THE SERVICE MANAGER TOLD ME MY VEHICLE COULD NOT HAVE DONE WHAT I DESCRIBED. THIS IS VERY ALARMING TO ME BECAUSE IT HAPPENED, WHICH MEANS HE EITHER DOESN'T KNOW THE VEHICLE THAT WELL OR HE'S LYING. HE WAS NOT RUDE AND SEEMED VERY PROFESSIONAL, BUT HE WAS INSISANT THAT MY VEHICLE COULD NOT SUDDENLY ACCELERATE ON ITS OWN. HE PUT THE VEHICLE THROUGH DIAGNOSTIC TESTING AND FOUND NO PROBLEMS. HE ALSO ACTUALLY DROVE THE VEHICLE AND TESTED THE CRUISE CONTROL AND FOUND NO PROBLEM. THE VEHICLE HAS NEVER DONE THIS BEFORE AND IT HAS 79K MILES ON IT. I HAVE NEVER HAD ANOTHER VEHICLE DO THIS. MY CONCERN IS THAT IF IT HAPPENED TO ME, IT COULD HAPPEN TO MY WIFE OR SOMEONE ELSE IN THIS VEHICLE OR PERHAPS ANOTHER. I FEEL I HAVE AN OBLIGATION TO REPORT IT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319312  
**Date of Incident:** 20100311  
**Vehicle:** 2004 TOYOTA RAV4  
**Location of Incident:** STATEN ISLAND, NY  
**NHTSA Summary:**

WHILE EXITING A PARALLEL PARKING SPACE, I LIGHTLY TAPPED THE ACCELERATOR PEDAL AND THE CAR JERKED FORWARD AND THEN STARTED TO GO AT A RAPID SPEED. I PRESSED THE BRAKE PEDAL AND THE CAR STOPPED. I BELIEVE THAT THIS HAS HAPPENED IN THE PAST.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320466  
**Date of Incident:** 20100311  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** SEAL BEACH, CA

C-2140

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2008 TOYOTA HIGHLANDER. THE CONTACT WAS COMING TO A STOP 5MPH AND THE VEHICLE ACCELERATED. THE VEHICLE RAN INTO A CONCRETE STATUE AND THEN CRASHED INTO ANOTHER VEHICLE. THE VEHICLE THEN STOPPED AFTER THE CONTACT DEPRESSED THE BRAKE TO THE FLOOR. THE POLICE WERE CALLED TO THE SCENE BUT NO REPORT WAS TAKEN BECAUSE IT WAS PRIVATE PROPERTY. THE VEHICLE WAS TOWED TO A LOCAL MECHANIC. THE VEHICLE STILL HAS NOT BEEN REPAIRED AS OF YET. THE VIN WAS NOT AVAILABLE. THE APPROXIMATE MILEAGE WAS 5000 AND THE CURRENT MILEAGE WAS 5000. DF

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10321267  
**Date of Incident:** 20100311  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** LAKEWOOD, NJ

**NHTSA Summary:**

ON 1/28/10 AS I SLOWED FOR A TRAFFIC LIGHT THE RAV4 STARTED TO HIGHLY REV UP (MY FOOT WAS ON THE BRAKE NOT ON THE ACCELERATOR) YET IT SOUNDED AS IF IT WAS GOING TO SPEED UP FOR NO REASON. IT DIDN'T ACTUALLY ACCELERATE. I WAS ABLE TO THROW THE GEAR INTO PARK AND IT STOPPED. THAT SAME DAY I BROUGHT IT TO THE DEALER AND THEY SAID THEY FIXED IT AS PER THE RECALL. ON 3/11/10 I WAS TALKING WITH SOMEONE WHO WAS OUTSIDE THE VEHICLE. I WAS AT A FULL STOP WITH MY FOOT ON THE BRAKE BUT STILL IN DRIVE. THE SAME HIGH REVING AGAIN HAPPENED. I AGAIN THREW THE GEAR INTO PARK AND THE REVING STOPPED. I BROUGHT THE VEHICLE BACK TO THE DEALER. THEY INSPECTED THE VEHICLE AND THEY HAD A TOYOTA FIELD TECH INSPECT THE VEHICLE. THEY FOUND NOTHING WRONG WITH THE PEDAL. I HAVE WITNESSES TO BOTH EVENTS. THERE IS SOME PROBLEM IF IT ISN'T THE PEDAL. IT IS SOMETHING ELSE. VEHICLES DON'T REV BY THEMSELVES. I REFUSE TO DRIVE THE VEHICLE AND I HAVE NOTIFIED TOYOTA. PLEASE ADVISE AND HELP ME I LIKE THE VEHICLE OTHERWISE.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10321625  
**Date of Incident:** 20100311  
**Vehicle:** 2007 TOYOTA CAMRY HV  
**Location of Incident:** MIAMI, FL

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10323869  
**Date of Incident:** 20100311

C-2141

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2010 TOYOTA CAMRY

**Location of Incident:** SALEM, OR

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10324012  
**Date of Incident:** 20100311  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** PAULDING, OH

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 LEXUS ES350. ON MARCH 11, 2010, WHILE DRIVING FROM ONE PARKING LOT TO ANOTHER, THE CONTACT DEPRESSED THE ACCELERATOR PEDAL AND THE VEHICLE SUDDENLY ACCELERATED LIKE A ROCKET. THE VEHICLE CRASHED INTO A LIGHT POST AND KNOCKED IT FROM ITS FOUNDATION, WHICH THEN LANDED ON THE VEHICLE. THE CONTACT WAS TRANSPORTED TO THE HOSPITAL WITH INJURIES. A POLICE REPORT WAS FILED. THE VEHICLE WAS INSPECTED BY NHTSA ON MARCH 31, 2010. THE VEHICLE WAS TOTALED. THE CONTACT STATED THAT THE VEHICLE WAS PREVIOUSLY TAKEN INTO THE DEALERSHIP FOR RECALL 09V388000 (VEHICLE SPEED CONTROL-ACCELERATOR PEDAL) AND THE REPAIRS WERE BELIEVED TO HAVE BEEN PERFORMED. THE CURRENT AND FAILURE MILEAGES WERE 67,063.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10323182  
**Date of Incident:** 20100311  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** EAST BERLIN, CT

**NHTSA Summary:**

2006 TOYOTA CAMRY ACCIDENT \*GR THE CONSUMER STATED THE VEHICLE UNEXPECTEDLY ACCELERATED, HIT TWO CARS, WENT AIRBORNE, ROLLED OVER AND LANDED ON ITS ROOF. THE CONSUMER WAS TRAPPED INSIDE THE VEHICLE UPSIDE DOWN FOR APPROXIMATELY 40 MINUTES.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10319704  
**Date of Incident:** 20100312  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** MESA, AZ

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE DRIVING AT 5 MPH WHEN PULLING INTO A PARKING SPACE ON A GRASSY FIELD AND WHILE HAVING HIS FOOT ON THE BRAKE THE VEHICLE SURGED FORWARD AND HIT A PERSON. HE MANAGED TO HIT THE

C-2142

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

POWER BUTTON AND STOPPED THE VEHICLE. THE VEHICLE WAS TOWED TO THE DEALER WHERE THEY ARE WAITING FOR A DIAGNOSTIC. THERE HAVE BEEN NO REPAIRS FOR THE VEHICLE AT THIS MOMENT. THE FAILURE AND THE CURRENT MILEAGE WAS 27000.CV

**Additional Summary:**

Per news article in azentral.com - "Viewer loses control of his Toyota

"We have another story related to the massive Toyota recall. I've heard from many Valley Toyota owners who say due to a sticking gas pedal or floor mat entrapment malfunction, they really thought their lives were in danger. But this next viewer came closer than most. He says he almost killed a boy when his Prius suddenly accelerated.

"I would never get back in that car and drive it again."

But Chuck Schmeiser used to love his 2008 Prius. He drove it more than 2 years without a problem. Then one day last month, Chuck was with his wife, pulling the Prius into a grassy parking lot.

"When the accident occurred, it was instantaneous. We had no advance warning, whatsoever."

Chuck says there was a boy directing him into a parking space up against a small mound of dirt. "The car just accelerated, went over the berm, and at that time we did hit that young man."

Luckily the boy fell to the left and was unharmed. Chuck says jamming on the brake did nothing, but he finally managed to stop the car. The Prius was towed to Big Two Toyota in Chandler. They brought in someone from Toyota Corporate to look at the car. Chuck says the corporate tech felt the sudden acceleration was not due to an entrapped floor mat.

"He stated there was a mat recall, but that he had checked my car and there was no problem as far as the mats we had in there."

Chuck says the corporate rep's only other conclusion: It must have been operator error.

"He asked us to sign his report and my wife and I refused because we did not feel it was accurate."

So what made his Prius go over that berm?

Chuck doesn't know, but an innocent bystander barely averted a tragedy. The boy's fine. Actually, Chuck says he went right back to work that day. As for the incident, if it wasn't the mats, was it a sticking gas pedal? Toyota says no. And the Prius is not part of the sticking gas pedal recall. Was it a computer problem? Toyota told me absolutely not. They've consistently denied that possibility with any recalled vehicles."

**Toyota ID Number:**

**NHTSA ODI Number:** 10319195  
**Date of Incident:** 20100312  
**Vehicle:** 2004 LEXUS GX470  
**Location of Incident:** ADRIAN, MI

**NHTSA Summary:**

MY LEXUS GX 470 HAS ACCELERATED UNCONTROLLABLY SINCE JAN7, 2010 (FIRST OCCURANCE) AND LAST OCCURANCE MARCH 12, 2010 . IT GENERALLY OCCURS AT LIGHT THROTTLE FROM A STOP AND TURNING LEFT AT INTERSECTIONS AND IS COMPOUNDED BY A LOSS OF ELECTRONIC STABILITY CONTROL ALSO ON WET PAVEMENT. THUS FAR, I HAVE BEEN ABLE TO REACT QUICKLY ENOUGH TO KEEP SPEEDS UNDER 60 MPH. MY WIFE AND DAUGHTER HAVE NOT BEEN SO FORTUNATE AND WILL NOT DRIVE IN AND /OR BE A PASSENGER IN THE VEHICLE. I AM HONICAPPED AND HAD A SERVICE DOG

C-2143

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHO WAS KILLED IN ONE OF THE CRASHES. IF A NECK CAN BE BROKEN THEN WE ARE DEALING WITH A VERY DANGEROUS SITUATION. I AM A FORMER TOYOTA EXECUTIVE ENGINEER/ CHIEF ENGINEER FOR 8 YEARS AND HAVE A HUGE AMOUNT OF KNOWLEDGE IN THIS SUBJECT. SUCH AS PROGRAM RETENTION OF ECM AND DENSO THROTTLE. TOYOTA KNEW OF THESE ELECTRONIC PROBLEMS BEGINNING IN 2002 HOW MANY DEATHS IN A LEXUS GX 470 , BEFORE A RECALL OCCURS??????????

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10319300  
**Date of Incident:** 20100312  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** WARMINSTERTA, PA

**NHTSA Summary:**

TL- THE CONTACT HAS A 2005 TOYOTA CAMRY. THE CONTACT HAD AN ACCIDENT PULLING INTO THEIR DRIVEWAY WHEN THE VEHICLE ACCELERATED. WHILE PULLING INTO THE GOING 5 MPH. THE CONTACT HIT THE BRAKES AND THE VEHICLE ACCELERATED AND SLAMMED INTO THE VEHICLE PARKED IN THE GARAGE. THIS WAS THE ONLY TIME THIS FAILURE OCCURRED. THE FAILURE MILEAGE WAS 49000 AND THE CURREN MILEAGE WAS 49000. RL

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10319270  
**Date of Incident:** 20100312  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** HOWELL, NJ

**NHTSA Summary:**

2008 TOYOTA HIGHLANDER. UNINTENDED VEHICLE ACCELERATION. PULLED INTO PARKING SPACE AND APPLIED BRAKE BUT VEHICLE SPEED UP. VEHICLE WENT UP AND OVER THE CURB AND CONTINUED TO ACCELERATE. THE MUFFLER HIT THE CURB AND STOPPED THE CAR FROM GOING FURTHER. WHILE CAR WAS STILL TRYING TO GO FORWARD. AMANAGED TO GET THE CAR IN PARK AND TURNED OFF THE ENGINE. EXTENSIVE DAMAGE DONE TO THE UNDERCARRIAGE OF THE CAR. CAR WAS TOWED TO TOYOTA DEALER. CASE NUMBER FROM TOYOTA IS 1003125515.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10319419  
**Date of Incident:** 20100312  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** PLANO, TX

**NHTSA Summary:**

WHEN I WAS COASTING TO PARK MY TRUCK AT MY PARKING SPACE OUTSIDE OF MY HOUSE PARKING GARAGE, MY PU TRUCK SUDDENLY ACCELERATED VERY FAST AND THE TRUCK HIT THE FENCE AND STOPPED. I REMEMBER CLEARLY MY SENSE THAT I PUSHED THE BRAKE WHILE THE CAR ACCELERATING FOR A SPLIT SECOND BUT DO NOT REMEMBER IF THE ENGINE WAS STOPPED AFTER HITTING THE FENCE WITH STEEL POLE. I SOMEHOW REVERSED BACK ABOUT 8 FEET FROM THE FENCE AND STOPPED THE ENGINE. I CAME OUT OF THE CAR AND CHECKED IF THE ACCELERATING PEDAL WAS DEPRESSED. IT WAS NOT. I HAD EXPERIENCED THE TRUCK ENGINE RACING A LITTLE FAST AS I TRIED TO PARK AT WORK IN THE MORNINGS ALSO. I FELT SOMETHING UNUSUAL BUT

C-2144

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

IGNORED THE FEELING, SINCE MY CAR WAS RUNNING HIGH RPM SINCE NEW. I REMEMBER THAT I ASKED ABOUT THE HIGH RPM TO THE SALESMAN. HE MENTIONED SOME NEW DESIGN FEATURE THAT I COULD NOT UNDERSTAND. AFTER THIS INCIDENT WITHIN 30 MINUTES I WENT TO TOYOTA OF PLANO AND REPORTED MY INCIDENT, AND THEN I WENT TO MY CAR/HOME INSURANCE COMPANY (STATE FARM INSURANCE CO.) TO REPORT THE INCIDENT. MY CAR WAS TOWED TO TOYOTA OF PLANO. I HOPE SOME ONE CHECKS THE ENGINE ELECTRONICS, NOT JUST MECHANICAL PROBLEM OF MY CAR. THIS IS VERY ODD AND DANGEROUS. I ASKED MYSELF ABOUT THE STATE OF MY OWN MIND AND ATTITUDE AT THE MOMENT BUT I WAS VERY NORMAL. I AM AN ELECTRICAL ENGINEER AND HAVE DRIVEN THE CARS FOR LAST 50 YEARS AND HAVE LIVED AND PARKED AT THE SAME PARKING SPACE FOR LAST 17 YEARS. I HAVE HEARD ABOUT THE TOYOTA PROBLEMS BUT NOT ABOUT MY TRUCK MODEL. UPDATED 03/30/10

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319588  
**Date of Incident:** 20100312  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** VIRGINIA BEACH, VA

**NHTSA Summary:**  
 UNEXPECTED ACCELERATION INCIDENT AT APPROX 12:30 PM, FRIDAY, 12 MARY 2010 IN VIRGINIA BEACH VA. ROAD DRY, TRACTION GOOD, SPEED LIMIT 35 BUT I HAD BEGUN SLOWING (COASTING) IN ANTICIPATION OF RED LIGHT AS I APPROACHED AN INTERSECTION. WHEN LIGHT CHANGED TO RED BEGAN TO BRAKE AND EXPERIENCED RAPID PULSING OF THE BRAKE SYSTEM (SOMEWHAT SIMILAR TO OPERATION OF ANTI-LOCK BRAKES ON ICY ROADS) AT ABOUT 2ND OR 3RD PULSE, ENGINE RPM INCREASED RAPIDLY FROM APPROX 1200 RPM TO 4000 RPM PLUS. CUT THE IGNITION AND BROUGHT VEHICLE TO A SAFE STOP. INTERVAL TO CAR AHEAD HAD OPENED AS I SLOWED PRIOR TO BRAKING SO WAS ABLE TO STOP WITHOUT COLLISION, BUT WOULD HAVE RE-ENDED CAR AHEAD IF I HAD BEEN A NORMAL INTERVAL WHEN THIS INCIDENT OCCURRED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320533  
**Date of Incident:** 20100312  
**Vehicle:** 2010 TOYOTA HIGHLANDER  
**Location of Incident:** ELLENBURG DEPOT, NY

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320541  
**Date of Incident:** 20100312

C-2145

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** EAST WENATCHEE, WA

**NHTSA Summary:**

MY WIFE AND I BOUGHT A "CERTIFIED USED" 2005 TOYOTA TACOMA LAST YEAR. AUTO 4X4 EXT CAB TRD WITH 42K... GREAT TRUCK BUT WE HAVE THE SAME ISSUE THAT IVE HEARD SO MUCH ABOUT. AFTER STOPPING AT A RED LIGHT, SEVERAL SECONDS LATER IT WANTS TO LUNGE FORWARD. NOT EVERY TIME BUT PROBABLY 1 OUT OF 5 STOPS. AS ONE OWNER PUT IT, IT FEELS AS THOUGH AS SOMEONE IS TRYING TO PUSH YOU WITH THEIR CAR. NO, ITS NOT THE FLOOR MATS OR ONE FOOT ON BOTH PEDALS. SO FAR IT HASNT JUMPED FORWARD AND HIT ANYONE BUT I HAVE READ THAT ITS HAPPEND... PLAN ON TAKING IT IN TO THE DEALER SO THEY CAN GIVE ME THE RUN AROUND...

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320707  
**Date of Incident:** 20100312  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** STILLWATER, MN

**NHTSA Summary:**

VEHICLE PERIODICALLY (APPROX. WEEKLY) SURGES BETWEEN 2ND AND 3RD GEAR (AUTOMATIC TRANSMISSION). HAS BEEN DOING THIS SINCE PURCHASE IN OCT. 2003, AS A BRAND NEW VEHICLE, UP THROUGH THE PRESENT DATE. FOR YEARS I COMPLAINED VERBALLY, AND WROTE LETTERS AND E-MAILS TO LEXUS. THEY FIRST DENIED THERE WAS A PROBLEM, THEN CHANGED TACTICS AND BLAMED IT ON ME. THEN SAID THEY DIDNT KNOW WHAT THE PROBLEM WAS OR IF THERE WAS A PROBLEM. THEN LEXUS FINALLY ADMITTED THERE WAS A PROBLEM--"OFF THE RECORD," BUT DIDNT KNOW HOW TO FIX IT. EVERY TIME I BROUGHT THE CAR IN FOR ROUTINE SERVICE, THEY WOULD INSTALL COMPUTER UPDATES TO SEE IF THAT WOULD FIX THE PROBLEM--WHICH IT DID NOT. YEARS AGO, I RESEARCHED THROUGH GOVERNMENT RECORDS AND FOUND NUMEROUS COMPLAINTS OF THE SAME KIND WITH 2004 LEXUS RX 330S. IN LIGHT OF RECENT RECALLS OF TOYOTA VEHICLES, I AM CONCERNED THAT THIS MAY SOMEDAY TURN INTO THE SAME UNINTENDED ACCELERATION PROBLEM THAT IS HAPPENING WITH OTHER TOYOTAS. I DO NOT FEEL SAFE IN MY CAR!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320816  
**Date of Incident:** 20100312  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** REIDSVILLE, NC

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320639  
**Date of Incident:** 20100312  
**Vehicle:** 2007 TOYOTA CAMRY HV  
**Location of Incident:** SIGNAL HILL, CA  
**NHTSA Summary:**

C-2146

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HAD ACCIDENT WITH 07 CAMRY HYBRID. RECALLS DONE 5 DAYS PREVIOUSLY. APPLIED BRAKE TO STOP AT LIGHT. CAR ACCELERATED AND STRUCK CAR IN FRONT OF ME. NO INJURIES TO ANYONE INCLUDING MY 97 YR. OLD FATHER. TOW DRIVER SAID RPM'S WERE "WAY UP" WHEN HE DROVE CAR TO PUT IT ON FLATBED. RECALLED INCIDENT OF SIX MONTHS PREVIOUSLY, AFTER ACCIDENT, WHEN I ATTEMPTED TO BRAKE AT CORNER BEFORE MAKING LEFT TURN. CAR ACCELERATED AND I SHOT ACROSS STREET FRANTICALLY APPLYING BRAKE AND STOPPED JUST SHORT OF A LINE OF PARKED CARS. THOUGHT LITTLE MORE ABOUT THE INCIDENT AS I BELIEVED, AT THE TIME, THAT I HAD MIXED UP THE ACCELERATOR AND BRAKE PEDALS. DRIVING A RENTAL AT PRESENT, CAR IS ON HOLD BEFORE REPAIR SO IT CAN BE INSPECTED BY TOYOTA. THE SUBRAGATION DEPT. OF MY INS. COMPANY HAS ATTEMPTED TO CONTACT TOYOTA TO DISCUSS A NUMBER OF CLAIMS BY THEIR CUSTOMERS AND TOYOTA HAS NOT RESPONDED SO FAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320735  
**Date of Incident:** 20100312  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** MENLO PARK, CA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322569  
**Date of Incident:** 20100312  
**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
 ON MARCH 12, 2010 I WAS TRAVELING TO ARCHES NATIONAL PARK WITH FOUR OTHER PASSENGERS. ON THE WAY, WE DECIDED TO STOP BY BRYCE CANYON UTAH. I WAS DRIVING A 2007 TOYOTA SIENNA THROUGH 26 S. MAIN STREET BRYCE CANYON CITY. BECAUSE OF BAD WEATHER CONDITION, I HAD PUT THE CAR IN GEAR 3 AND WAS DRIVING 5 MILES PER HOUR. SUDDENLY I HEARD THE ENGINE ACCELERATE AND FELT THE CAR PUSH FORWARD. I LET OFF THE ACCELERATOR AND CAUTIOUSLY PRESSED THE BRAKES AS HARD AS I COULD, BUT BRAKES DID NOT RESPOND AND THE CAR CONTINUED FORWARD ABOUT 150 FEET. SOMEHOW I MANAGED TO TURN RIGHT ON CENTER STREET AND BUMPED ONTO THE CURB TO BE ABLE TO STOP THE CAR. AFTER THE CAR CAME TO FULL STOP, THE ENGINE SOUNDED NORMAL. BECAUSE OF THIS INCIDENT, WE CHANGED OUR SCHEDULE AND RETURNED HOME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323008  
**Date of Incident:** 20100312  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** CHESTER, PA

C-2147

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
 MY VEHICLE ACCELERATED AND I HIT THE VEHICLE AHEAD OF ME DESPITE BRAKING AS HARD AS I COULD

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330183  
**Date of Incident:** 20100312  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** UPLAND, CA

**NHTSA Summary:**

TL--THE CONTACT OWNS A 2002 TOYOTA HIGHLANDER. WHILE DRIVING AT 70MPH THE VEHICLE ACCELERATED THIS OCCURRED TWICE. THE FIRST INCIDENT WHILE ACCELERATING THE BRAKE WAS DEPRESSED AS LEAST THREE TIMES TO SLOW THE VEHICLE DOWN. THE SECOND INCIDENT WHILE ACCELERATING HE HAD TO KICK THE ACCELERATOR PEDAL TO FREE THE PEDAL FROM THE STUCK POSITION. THE VEHICLE WAS THEN DRIVEN TO THE DEALER AND A DIAGNOSTIC TEST WAS DONE BUT THEY COULD NOT FIND THE FAILURE ON THE VEHICLE. THE TOYOTA MANUFACTURER WAS CALLED AND STATED HIS VEHICLE WAS NOT INCLUDED IN THE RECALL. HE THEN FILE A CLAIM HIS CUSTOMER#1005122024. THE FAILURE MILEAGE WAS 114,000 AND CURRENT MILEAGE WAS 114,532.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319506  
**Date of Incident:** 20100313  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** WHITE PLAINS, NY

**NHTSA Summary:**

TOYOTA CAMRY XLE 2010 WITH 11500 MILES IS ACCELERATING ON ITS OWN AND IT IS TAKING NOTICEABLE LONGER TO SLOW DOWN. CHECK ENGINE LIGHT IS ON AND (ESC) LIGHT IS ON. HOWEVER THIS IS NOT THE FIRST TIME THIS HAS HAPPENED. THE CAR WAS TAKEN TO THE DEALER. THE FIRST TIME THEY SAID THERE WAS DEBRIS IN THE ENGINE HOWEVER IT TOOK THEM OVER 30 DAYS TO FIX IT AND THEY DID NOT SEEM CONFIDENT THEY FIXED THE PROBLEM. IT IS NOT A CONSISTENT PROBLEM AS IT HAPPENS UNEXPECTEDLY. THIS IS NOT CAUSED BY A DRIVER MISTAKE AS IT CAN BE CLEARLY SEEN WHEN FOOT IS OFF THE BRAKE AND CAR IS IN DRIVE THAT THE RPM IS HIGHER. SOMETIMES THE OPPOSITE HAPPENS AND THE CAR ACTS AS IF IT IS GOING TO STALL AND SHAKES VERY HARD. THE APPROX INCIDENT DATE IS THE LAST TIME IT WAS NOTICED AND THE CAR IS NO LONGER BEING DRIVEN. \* I WONDER IF THERE IS A POSSIBILITY THAT MY CELL PHONE THAT CAUSES INTERFERENCE WITH MY TV AND RADIO CAUSES AN INTERFERENCE WITH THE ETC SYSTEM?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320042  
**Date of Incident:** 20100313  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** HAM LAKE, MN

**NHTSA Summary:**

I HAVE A 2009 TOYOTA COROLLA WITH A SERIAL NUMBER STARTING WITH A "J". TOYOTA TOLD ME MY CAR ISNT PART OF THE RECALL. I HAVE EXPERIENCED TWO

C-2148

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OCCASIONS WHERE THE ACCELERATOR PETAL HAS BEEN STUCK. ONCE WHEN THE CAR WAS IN PARK ABOUT TWO MONTHS AGO AND I THOUGHT IT WAS THE FLOOR MAT SO I SWITCHED OUT FLOOR MATS SINCE MY CAR WAS NOT PART OF THE RECALL. THEN ON SAT, 3/13/10 I WAS MERGING ON TO THE HIGHWAY AND I PRESSED DOWN HARD ON THE GAS PEDAL TO SPEED UP BECAUSE A CAR WAS BESIDE ME. ALL OF THE SUDDEN THE PEDAL WAS STUCK AND I CONTINUED TO SPEED UP WHEN I LET PRESSURE OFF THE GAS PEDAL. I PUT MY FOOT ON THE BRAKE AND THE CAR WASN'T STOPPING. THINKING I WASN'T PRESSING HARD ENOUGH I PUT BOTH FEET ON THE PETAL STILL NOT EVEN SLOWING DOWN. FINALLY, I SHIFTED THE CAR INTO NEUTRAL AND COULD STILL HEAR THE ENGINE REVING BUT THE CAR SLOWED DOWN QUICKLY. THINKING THAT I WAS IMAGING IT WHEN THE CAR SLOWED ENOUGH I SHIFTED IT BACK TO DRIVE AND IT TOOK OFF AGAIN WITHOUT PRESSING THE GAS PEDAL. I QUICKLY SHIFTED IT BACK INTO NEUTRAL AND WAS WONDERING WHAT I WAS GOING TO DO AND I HEARD A LOUD POP OR SNAP WITH THE GAS PEDAL AND THEN THE CAR WAS FINE. IT STOPPED ACCELERATING ON ITS OWN WITHOUT ME TURNING OFF THE CAR. I CHECKED THE FLOOR MAT AND IT WASN'T STUCK. I CALLED THE TOYOTA DEALERSHIP AND THEY ARE LOOKING AT THE PROBLEM BUT SAID THEY HAVE BEEN INSTRUCTED NOT TO FIX ANYTHING IF THEY CAN'T REPLICATE THE PROBLEM BECAUSE IT'S NOT PART OF THE RECALL AS THE CAR I HAVE WAS MADE IN JAPAN. I ALSO CALLED THE TOYOTA GENERAL LINE AND REPORTED THE PROBLEM. MY CONCERN IS THAT MY CAR WON'T BE FIXED AS THE WARRANTY RUNS OUT AT 30,000 MILES AND I HAVE 29,000 MILES ON MY CAR AND THE RECALL DOESN'T COVER MY MODEL. I AM NEARLY CERTAIN THAT TOYOTA HASN'T RECALLED ALL OF THE CAR AFFECTED BECAUSE IT'S NOT THE SPECIFIC GAS PEDAL THAT'S THE PROBLEM AS MY CAR DOESN'T HAVE THE IDENTIFIED GAS PEDAL. THE PROBLEM ISN'T RELATED TO THE GAS PEDAL. I DON'T THINK THEY KNOW WHAT THE PROBLEM IS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320271  
**Date of Incident:** 20100313  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** MIAMI BEACH, FL  
**NHTSA Summary:**

ON SATURDAY, MARCH 13, 2010 AROUND 4:30 TO 5:00PM, MY WIFE JENNY DEVEREAUX EXITED NW 5TH COURT FROM 195 TO NW 71 STREET IN MIAMI, FLORIDA. AS SHE WAS APPROACHING THE STOP SIGN ON 71ST STREET, SHE COMMENCED TO PRESS THE BRAKES. TO HER DEMISE, AFTER PUSHING THE BRAKE PEDAL TO STOP, THE VEHICLE, A 2007 TOYOTA TUNDRA CREW CAB DID NOT STOP, INSTEAD, AUTOMATICALLY INCREASED SPEED TO OVER 20 MPH. SHE WAS FORCED TO MAKE A LEFT TURN ON 71ST STREET TO AVOID AN ACCIDENT OR FROM CRASHING UNTIL A 1990 TO 1994 GREEN FORD EXPLORER GOING AT SPEEDS WELL OVER 50 MPH ON NW 5TH COURT COMING FROM THE EAST TO WEST, RAMMED/CRASHED INTO THE FRONT PASSENGER SIDE OF THE TOYOTA TUNDRA AS MY WIFE WAS MAKING THE LEFT TRYING TO EVADE TRAFFIC AND MAKE THE TUNDRA STOP. HIS FORD EXPLORER COMPLETELY TOTALED THE TUNDRA. I THEN ARRIVED AT THE SCENE TO FIND MY WIFE WITH SERIOUS INJURIES AND TOOK HER TO THE ER. I WAS SO GLAD TO SEE SHE WAS ALIVE AND WAS ABLE TO CAREFULLY TRANSPORT HER TO THE HOSPITAL. IF SOMEONE WOULD HAVE CRASHED INTO THE DRIVER SIDE OR A FRONT END COLLISION OCCURRED, MY WIFE WOULD DEFINITELY HAVE NOT SURVIVED. I FEEL, GOD WAS ON HER SIDE THAT DAY AND GAVE HER A SECOND CHANCE AT LIFE. THE MAN IN THE GREEN FORD EXPLORER COULD HAVE SLOWED DOWN AND STOPPED, BUT DID NOT. MAYBE, IF HE DIDN'T CRASH INTO THE TUNDRA THE WAY HE DID, MY WIFE WOULD NOT HAVE SURVIVED.

**Additional Summary:**

C-2149

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320441  
**Date of Incident:** 20100313  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** SEGUIN, TX  
**NHTSA Summary:**

TL-THE CONTACT OWNS A 2006 TOYOTA PRIUS. THE CONTACT SAYS WHILE DRIVING AT 30 MPH AND TRYING TO MAKE A TURN THE CONTACT SAYS THE VEHICLE ACCELERATED AND THE STEERING WHEEL FAILED. THE CONTACT RAN INTO A STREET POLE DUE TO THE ACCELERATION AND FAILURE. THE CONTACT SAYS THE POLE WAS LOCATED ON THE DRIVERS SIDE AND THE CONTACT HIT THE POLE ON THE PASSENGER SIDE OF THE VEHICLE. THE CONTACT SPOKE WITH THE MANUFACTURER AND WAS ADVISED TO BE PATIENT DURING THE PROCESS. THE VIN, CURRENT, AND FAILURE MILES WERE NOT AVAILABLE. AA

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320689  
**Date of Incident:** 20100313  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** LAURINBURG, NC  
**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320922  
**Date of Incident:** 20100313  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** LOS ANGELES, CA  
**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322132  
**Date of Incident:** 20100313  
**Vehicle:** 2010 TOYOTA PRIUS

C-2150

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** SIMI VALLEY, CA

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2010 TOYOTA PRIUS. THE CONTACT STATED THAT WHILE DRIVING THE VEHICLE IN CRUISE CONTROL, THE VEHICLE ACCELERATED. THE VEHICLE WAS GOING 65 MPH WHEN THE BRAKE WAS PRESSED AND THE VEHICLE ACCELERATED TO 70MPH. THE CONTACT STATED THAT THIS IS THE ONLY TIME THIS HAPPENED, THE FAILURE MILEAGE OF THE VEHICLE WAS 13364 AND THE CURRENT MILEAGE WAS 13647.RL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322275  
**Date of Incident:** 20100313  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PROVIDENCE, RI  
**NHTSA Summary:**

TL-THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE THE CONTACT WAS ATTEMPTING TO REVERSE OUT OF A PARKING SPOT THE VEHICLE HAD SUDDENLY ACCELERATED CAUSING THE CONTACT TO CRASH INTO A NEARBY DUMPSTER. NO ONE WAS INJURED AND THERE WAS NO POLICE REPORT FOR THE INCIDENT. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THE CURRENT AND FAILURE MILEAGES WERE 73000. BML

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325057  
**Date of Incident:** 20100313  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** DENVER, CO  
**NHTSA Summary:**

STOPPED AT INTERSECTION. PLACED FOOT ON GAS PEDAL AND WAS ATTEMPTING TO TURN RIGHT. CAR SURGED WITH A RAPID ACCELERATION THROUGH INTERSECTION ACROSS A RAISED GRASS COVERED CURBED MEDIAN, STRIKING A POLE AND SPRINKLER SYSTEM. CAR CONTINUED ACROSS OTHER SIDE OF STREET INTO A YARD STRIKING A PLANTER. I WAS UNABLE TO COMPLETE THE TURN AS THE CAR ACCELERATED. CAR CAME TO STOP IN NEIGHBOR'S YARD AFTER STRIKING PLANTER. DAMAGE TO CAR ESTIMATED AT \$2000.00. REPORTED INCIDENT TO POLICE. POLICE AND FIRETRUCK ARRIVED ON SCENE. AIRBAGS DID NOT DEPLOY BUT MY SHOULDER WAS INJURED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10347489  
**Date of Incident:** 20100313  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** GLOBE, AZ  
**NHTSA Summary:**

TL-THE CONTACT OWNED A 2010 TOYOTA PRIUS. THE CONTACT STATED THAT WHILE DRIVING AT APPROXIMATELY 2 MPH WITH HER FOOT DEPRESSED ON THE BRAKE PEDAL, THE VEHICLE SUDDENLY ACCELERATED AND WENT THROUGH SEVERAL OBSTACLES BEFORE IT CRASHED INTO THE ASPHALT OF A DRIVEWAY. THE CONTACT WAS INJURED AS A RESULT OF THE ACCIDENT. THERE WAS NO POLICE REPORT FILED. THE VEHICLE

C-2151

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WAS TOWED TO AN AUTHORIZED DEALERSHIP. THE CONTACT CALLED THE MANUFACTURER WHO HAD A REPRESENTATIVE INSPECT THE VEHICLE WHO STATED THAT THE BRAKE PEDAL AND ACCELERATOR PEDAL WERE DEPRESSED SIMULTANEOUSLY. THE CONTACT WAS ALSO INFORMED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE AFTER THE REPRESENTATIVE TEST DROVE IT. THE CONTACT NO LONGER WOULD DRIVE THE VEHICLE AND PURCHASED ANOTHER. THE VIN WAS UNAVAILABLE WHEN THE COMPLAINT WAS FILED. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 1,700-BK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319567  
**Date of Incident:** 20100314  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** METAIRIE, LA  
**NHTSA Summary:**

SUDDEN ACCELERATION FOURTH OCCURRENCE

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319542  
**Date of Incident:** 20100314  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** KENMORE, WA  
**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319666  
**Date of Incident:** 20100314  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** GREEN VALLEY, AZ  
**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319675  
**Date of Incident:** 20100314  
**Vehicle:** 2007 TOYOTA FJ CRUISER  
**Location of Incident:** IRONWOOD, MI  
**NHTSA Summary:**

TL-THE CONTACT OWNS A 2007 TOYOTA FJ CRUISER. WHILE THE CONTACT WAS ATTEMPTING TO COME TO A STOP THE VEHICLES BRAKES WOULD HESITATE TO ENGAGE

C-2152

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND THE ENGINE SUDDENLY BEGAN TO SURGE WITHOUT WARNING, IN ORDER TO STOP THE SURGING THE VEHICLE HAD TO BE PUT IN NEUTRAL. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP AND THE CONTACT NOTICED PRIOR THAT THE ENGINE WOULD OCCASIONALLY SURGE WITHOUT WARNING BUT WOULD SHORTLY CORRECT ITSELF. THE CURRENT AND FAILURE MILEAGES WERE 18000. BML

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320121  
**Date of Incident:** 20100314  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** MIAMI, FL

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320153  
**Date of Incident:** 20100314  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** FALCON HEIGHTS, MN

**NHTSA Summary:**

CAR DOES NOT RESPOND IMMEDIATELY WHEN THE ACCELERATOR PEDAL IS DEPRESSED. THIS HAPPENS INTERMITTENTLY. I FEAR THAT IT IS RELATED TO THE ELECTRONIC THROTTLE PROBLEMS REPORTED IN TOYOTA CAMRYS. I HAVE A 2007 MODEL. I HAVE NOT HAD AN ACCIDENT AS A RESULT, BUT IVE HAD A COUPLE OF CLOSE CALLS IN THE PAST YEAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320417  
**Date of Incident:** 20100314  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** BENNINGTON, NE

**NHTSA Summary:**

I HAVE A TOYOTA AVALON (2005) THAT HAS BEEN IN TOYOTA FOR ALL THE RECALLS (FLOORMAT, ACCELERATOR). ON MARCH 14, 2010 I WAS LEAVING A PARKING LOT WHEN THE CAR ACCELERATED AND I COULD NOT STOP IT EVEN BY PUTTING 2 FEET ON

C-2153

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE BRAKE. I STEERED THE CAR OVER TOWARDS THE CURB, JUMPED IT AND PUSHED THE IGNITION BUTTON WHILE BOTH FEET WERE ON THE BRAKE. THE CAR THEN STOPPED. I WAITED ABOUT 10 MINUTES THEN DROVE SLOWLY AND APPREHENSIVELY HOME. I CALLED THE DEALER FIRST THING MONDAY MORNING AND WAS UNABLE TO GET THE CAR INTO THE SHOP UNTIL TUESDAY MORNING. THE CAR REMAINS AT THE DEALER'S AS THEY ARE STILL TRYING TO RECREATE WHAT HAPPENED. I WAS TOLD THEY WERE TALKING TO KANSAS CITY AND CALIFORNIA. MY FEAR IS THAT NOTHING WILL BE FOUND, THEY CANNOT ASSURE ME THIS WON'T HAPPEN AGAIN. I AM VERY APPREHENSIVE AS I AWAIT THE OUTCOME. DO YOU HAVE ANY ADVICE?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320489  
**Date of Incident:** 20100314  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** ORLANDO, FL

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320755  
**Date of Incident:** 20100314  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** WEST JEFFERSON, NC

**NHTSA Summary:**

MY CARS TRANSMISSION SHIFTING IS VERY ROUGH AND "CLUNKY" WHEN COMING TO A STOP SIGN OR TRAFFIC LIGHT. MANY TIMES THE CAR WILL SEEM TO DOWNSHIFT RESULTING IN A STRONG PULLING (ALMOST A BRAKING SENSATION) PREVENTING A NORMAL COASTING TO A STOP SINCE YOU NEED TO KEEP PRESSING THE ACCELERATOR TO COUNTERACT THE DOWNSHIFTING DURING A SLOW DOWN. THIS HAS ALMOST CAUSED AN ACCIDENT SEVERAL TIMES. ALSO, CONVERSELY, THE TRANSMISSION SEEMS TO PUSH THE CAR FORWARD IN THE FINAL BREAKING MOMENTS DUE TO THE TRANSMISSION SHIFTING PATTERNS. I HAVE ALMOST BUMPED THE CAR IN FRONT OF ME A FEW TIMES BECAUSE OF THIS. I HAVE TAKEN THE CAR TO THE DEALERSHIP AND THE TRANSMISSION HAS BEEN RECALIBRATED SEVERAL TIMES RESULTING IN A TEMPORARY FIX BUT THE PROBLEM RETURNS, SOMETIMES IN LESS THAN 24 HOURS OF THE RECALIBRATION. I BELIEVE THIS IS A SAFETY CONCERN DUE TO MY EXPERIENCES OF NEAR ACCIDENTS WITH MY CAR.

C-2154

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322492  
**Date of Incident:** 20100314  
**Vehicle:** 2007 LEXUS IS250  
**Location of Incident:** VICTORVILLE, CA

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 103225963  
**Date of Incident:** 20100314  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** OKLAHOMA CITY, OK

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA SIENNA. THE CONTACT STATED THAT WHILE DRIVING AT APPROXIMATELY 45 MPH WITH THE CRUISE CONTROL ACTIVATED, THE VEHICLE SUDDENLY ACCELERATED TO 55 MPH. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALERSHIP BUT THE DEALER COULD NOT DUPLICATE THE PROBLEM. THE FAILURE MILEAGE WAS APPROXIMATELY 105,000. THE CURRENT MILEAGE WAS APPROXIMATELY 110,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 103226541  
**Date of Incident:** 20100314  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** PISCATAWAY, NJ

**NHTSA Summary:**

I WAS TRYING TO PARK MY CAR(TOYOTA PRIUS 2008) IN THE FARMERS MARKET AND THE CAR DIDNOT STOP AND CONTINUED TO ACCELLARATE AND WENT FURTHER ABOUT 50 FEET AND HIT A WOOD POLE. LATER TOYOTA SERVICE FIXED THE PROBLEM BY CHANGING THE NECESSARY PARTS IN THE VEHICLE. THEY CONFIRMED THAT THEY TOOK THE CAR FOR TEST DRIVE AND MADE SURE THAT EVERYTHING IS OK. BUT I AM STILL SCARED TO DRIVE THAT CAR BECAUSE OF WHAT HAPPENED. I HAVE BEEN DRIVING FOR MORE THAN 18 YEARS IN THIS COUNTRY AND DO NOT HAVE ANY TRAFFIC VIOLATIONS OR ACCIDENTS. THIS WAS THE FIRST TIME ANYTHING LIKE THIS HAPPENED. I ALSO OWN TWO OTHER VEHICLES, HONDA ODDASY AND TOYOTA CAMERY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330790

C-2155

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100314  
**Vehicle:** 1996 TOYOTA TACOMA  
**Location of Incident:** ALBUQUERQUE, NM

**NHTSA Summary:**

REF: NHTSA 96E00100 REF: TOYOTA REFERRED RECALL WEBSITE <HTTP://WWW.INTERNETAUTOGUIDE.COM/AUTO-RECALLS/09-INT/1996/TOYOTA/TACOMA/INDEX.HTML> JAN 03, 1996 | RECALL ID# 39110 - RECALL REASON VEHICLE SPEED CONTROL RECALL DATE JAN 03, 1996 MODEL AFFECTED TACOMA POTENTIAL UNITS AFFECTED 5145 RECALL SUMMARY; THESE CRUISE CONTROL SYSTEMS FAIL TO HOLD THE SPEED SET BY THE DRIVER AND CAN ACCELERATE ABOVE THE INTENDED SET SPEED. CONSEQUENCE; UNINTENDED ACCELERATION CAN INCREASE THE POTENTIAL FOR A VEHICLE ACCIDENT. REMEDY; DEALERS WILL REPLACE THESE CRUISE CONTROL ASSEMBLIES. NOTES: ROSTRA PRECISION CONTROLS THIS IS CURRENTLY HAPPENING WITH MY 1996 TOYOTA TACOMA. TEICE IT ACCELERATED TO OVER 90 MPH WHILE ON A RECENT TRIP TO ANOTHER STATE. IT NOW DROPS OUT REPIDLY AT ANY SPEED AFTER 1/2 MILE OR SO, AND THE CC LIGHT BLINKS CONSTANTLY. IVE CALLED TOYOTA ABOUT THIS PROBLEM (PLEASE NOTE: THIS EVIDENTLY HAS BEEN HAPENING SINCE 1996!) AND THEY REFUSE TO HONOR THE RECALL. CAN YOU HELP GET MY VEHICLE RETURNED TO A SAFE TO DRIVE STATE WHERE THE CRUISE CONTROL IS NO LONGER A SAFETY ISSUE? IVE HAD THE DROPPING OUT PROBLEM SINCE I BOUGHT THE VEHICLE, BUT THOUGHT IT WAS BECAUSE THE UNIT WAS UNDER POWERED. NOW THAT ITS SPEEDING UP, I LEARNED JUST RECENTLY THAT ITS DEFECTIVE AND TOYOTA KNEW ABOUT IT!! THANK YOU, PHIL HONTZ GOLDPNR@YAHOO.COM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344980  
**Date of Incident:** 20100314  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** EMECULA, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA TACOMA. WHILE DRIVING 45 MPH, THE VEHICLE SHIFTED OUT OF GEAR AND ACCELERATED ON ITS OWN. THE CONTACT WAS ABLE TO CONTROL THE VEHICLE BY APPLYING THE BRAKES AND STOP THE VEHICLE. THE DEALER WAS CONTACTED AND COULD NOT DUPLICATE THE FAILURE AND STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 5,000. THE CURRENT MILEAGE WAS 8,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319945  
**Date of Incident:** 20100315  
**Vehicle:** 2009 LEXUS ES350  
**Location of Incident:** GREAT NECK, NY

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319905

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-2156

**Date of Incident:** 20100315  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** JOHNSTOWN, OH

**NHTSA Summary:**  
HAD RECALL WORK COMPLETED ON MY 2009 TOYOTA COROLLA ON MARCH 13TH, 2010 REGARDING ACCELERATOR PEDAL. NO PROBLEMS AT ALL PRIOR TO RECALL WORK. ON MARCH 15TH, 2010 THE ACCELERATOR PEDAL FAILED TO RETURN TO ITS PROPER POSITION AFTER IT WAS DEPRESSED. I WAS PULLING INTO THE GARAGE AND GOING VERY SLOW AND BRAKING EASILY STOPPED THE CAR. I TAPPED THE PEDAL QUICKLY AND IT APPARENTLY RETURNED TO PROPER (NOT DEPRESSED / FULL OUT) POSITION. THE FLOOR MAT IN THE CAR IS AFTERMARKET AND DOES NOT IN ANY WAY INTERFERE WITH THE PEDAL. WILL CONTACT DEALER WHO PERFORMED RECALL WORK AND HAVE THEM RECHECK PEDAL. PLEASE FEEL FREE TO CONTACT ME IF YOU THINK IT NECESSARY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320065  
**Date of Incident:** 20100315  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** OAKLAND, CA

**NHTSA Summary:**  
I WAS TURNING MY 2004 PRIUS INTO A PARKING GARAGE AT BETWEEN 2-5 MILES AN HOUR, APPLIED THE BRAKES AS I WAS GOING IN OVER A SMALL LIP/BUMP IN THE PAVEMENT, AND THE CAR ACCELERATED ON IT'S OWN. I WAS LUCKY ENOUGH TO SWERVE AND REAPPLY THE BRAKES IN TIME TO AVOID HITTING AN ONCOMING EXITING CAR. IT WAS VERY SCARY AND I ALMOST HIT THE OTHER DRIVER. I HAVE NEVER HAD THIS HAPPEN BEFORE. THERE HAS BEEN A COUPLE SIMILAR INCIDENTS WHERE I WAS BRAKING WHILE COMING UP TO A STOP, HIT A BUMP OR POTHOLE IN THE ROAD AND THE BRAKES FELT LIKE THEY STOPPED WORKING FOR A SPLIT SECOND AND THEN SEEMED TO HAVE RESUMED. IT IS A STRANGE SENSATION WHEN YOU ARE EXPECTING A STOP. THE CAR HAS ALWAYS BEEN SERVICED AT A TOYOTA DEALERSHIP EVERY 5,000 MILES SINCE IT WAS NEW AND WILL BE DUE AGAIN IN ABOUT 2 WEEKS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320082  
**Date of Incident:** 20100315  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** NORTH ANDOVER, MA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED SHE HAD THE RECALL REPAIR DONE AND ON THE WAY HOME FROM THE DEALERSHIP DRIVING OVER 8MPH THE VEHICLE ACCELERATED THREE TIMES WITHOUT HER PRESSING THE ACCELERATED PEDAL. THE VEHICLE KEPT ON DECELERATING AND ACCELERATING WITHOUT HER ASSISTING THE PEDAL. THE VEHICLE WILL BE TAKEN BACK TO THE DEALER SHE ALSO STATED SHE NEVER HAD THIS PROBLEM BEFORE THE FIX. THE TOYOTA MANUFACTURE WAS CALL AND STATED THE EXPERIENCE IS UNIQUE AND HAS NOT HAPPEN TO ANY OTHER TOYOTA FIXES AND SHE IS ON HER OWN. THE FAILURE MILEAGE WAS 19,500...MW  
**Additional Summary:**

**Toyota ID Number:**

C-2157

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10320086  
**Date of Incident:** 20100315  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
I PARKING LOT. PUT CAR INTO DRIVE AND PRESSED THE ACCELERATOR TO PULL OUT OF PARKING SPACE. CAR ACCELERATED QUICKLY AND STOPPED WHEN CAR HIT TELEPHONE POLE. DUE TO SHORT DISTANCE CAR TRAVEL, WAS UNABLE TO APPLY BRAKE BEFORE HITTING THE TELEPHONE POLE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320102  
**Date of Incident:** 20100315  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** AMANDA DR, DE  
**NHTSA Summary:**  
MY TOYOTA COROLLA ACCELERATOR STUCK AFTER THE DEALOR FIX IT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320721  
**Date of Incident:** 20100315  
**Vehicle:** 2010 TOYOTA 4RUNNER  
**Location of Incident:** FREDERICKSBURG, VA

**NHTSA Summary:**  
2010 TOYOTA 4RUNNER FAILS TO ACCELERATE INTERMITTENTLY WHEN GAS PEDAL IS PRESSED. HAS FAILED TO RESPOND TO ACCELERATOR FOR A FULL THREE SECONDS AT ONE POINT. COMMONLY, DELAYED RESPONSE LASTS 1-2 SECONDS. TOOK VEHICLE TO DEALERSHIP. THEY WERE UNABLE TO DUPLICATE THE PROBLEM. SERVICE TECH SAID THIS COULD BE CAUSED BY THE ELECTRONIC TRACTION CONTROL. ISSUE OCCURS REGARDLESS OF TRACTION CONDITIONS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320766  
**Date of Incident:** 20100315  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** DENVER, IA

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

**Toyota ID Number:**

C-2158

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE IS STILL AT THE DEALER. THE APPROXIMATE FAILURE MILEAGE WAS 35,000. THE APPROXIMATE CURRENT MILEAGE WAS 35,000. RG  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321639  
**Date of Incident:** 20100315  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** RALEIGH, NC

**NHTSA Summary:**  
MY WIFE TOLD ME THAT HER TOYOTA RAV 4 SEEMED TO SURGE FORWARD WHEN SHE WAS TRYING TO STOP. A FEW DAYS LATER I WAS DRIVING HER CAR AND WAS APPROACHING A STOP LIGHT THAT HAD JUST TURNED RED. I STARTED TO SLOW DOWN AND APPLY THE BRAKE AND THE TOYOTA SUDDENLY ACCELERATED AND LURCHED FORWARD. FORTUNATELY, THERE WAS NO CAR IN FRONT OF ME OR I WOULD HAVE REAR-ENDED IT. I IMMEDIATELY PUT IT IN NEUTRAL AND PUT BOTH FEET ON THE BRAKE AND THE ENGINE ACCELERATED TO APPROXIMATELY 5000 RPM. I TURNED THE IGNITION OFF AND PULLED OVER. AFTER THE ENGINE SHUT OFF COMPLETELY, I RESTARTED THE CAR AND MANAGED TO GET HOME SAFELY. I CALLED THE DEALER LEITH TOYOTA, AND THEY SAID TO BRING THE CAR IN RIGHT AWAY. THEY KEPT THE CAR SEVERAL DAYS AND RAN SOME TESTS, DROVE THE CAR BUT BECAUSE THEY WERE UNABLE TO REPLICATE THE SAME MECHANICAL OR ELECTRONIC PROBLEM, THEY COULD NOT OR WOULD NOT DO ANYTHING TO FIX THE PROBLEM. SO I FEEL THAT I AM LEFT WITH A VEHICLE THAT IS NOT SAFE TO DRIVE. AFTER LEARNING THAT SO MANY PEOPLE HAVE HAD THE SAME PROBLEM, IT IS NOW OBVIOUS THAT TOYOTA AND LEITH TOYOTA SOLD US THIS VEHICLE KNOWING THE PROBLEM EXISTED. THE GOVERNMENT NEEDS TO HOLD TOYOTA AND THE DEALERSHIPS RESPONSIBLE AND LIABLE FOR ANY ACCIDENTS THAT OCCUR FROM THIS PROBLEM AND REIMBURSE CONSUMERS THAT PURCHASED AND OWN VEHICLES THAT ARE UNSAFE DUE TO THIS MECHANICAL/ELECTRONIC PROBLEM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324494, 10328558  
**Date of Incident:** 20100315  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** ROSEBURG, OR

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA RAV4. WHILE DRIVING APPROXIMATELY 5 MPH AND ATTEMPTING TO SLOW DOWN AT A STOP SIGN, THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT DEPRESSED THE BRAKE PEDAL WITH FORCE TO AVOID A CRASH. THE VEHICLE HAD NOT BEEN INSPECTED WHEN THE COMPLAINT WAS FILED. THE VIN WAS UNAVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 16,400. TL\* THE CONTACT OWNS A 2007 TOYOTA RAV4. WHILE DRIVING AT 2 MPH WITH THE BRAKE PEDAL DEPRESSED, THE VEHICLE ABNORMALLY ACCELERATED WITHOUT WARNING. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THE CONTACT WAS INFORMED THERE WAS NOTHING WRONG WITH THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 16,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324422

C-2159

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100315  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ALBANY, GA

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325137  
**Date of Incident:** 20100315  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SYLVANIA, OH

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326611  
**Date of Incident:** 20100315  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** SOUTH BURLINGTON, VT

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 TOYOTA PRIUS. THE CONTACT STATED WHILE DRIVING APPROXIMATELY 2 MPH AND DEPRESSING THE BRAKE PEDAL, THE VEHICLE ABNORMALLY ACCELERATED. SHE MAINTAINED FIRM PRESSURE TO THE BRAKE AND WAS ABLE TO BRING THE VEHICLE TO A STOP. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE CONTACT LEFT THE VEHICLE IN THE DEALERS POSSESSION FOR FURTHER INSPECTION. THE APPROXIMATE FAILURE AND CURRENT MILEAGES WERE 12,900.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320249  
**Date of Incident:** 20100316  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** APEX, NC

**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-2160

I HAVE A 2005 LEXUS E330 AND HAVE THE SIMILAR ISSUES AS OTHERS ON THIS POST. IT IS EXTREMELY FRUSTRATING BUT AT VERY SLOW SPEEDS, THE CAR ACCELERATES (SURGES) ALMOST ON DEMAND. I HAVE NOT TAKEN IT TO THE DEALER DUE TO THE COSTS THAT MAY BE INVOLVED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10319743  
**Date of Incident:** 20100316  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** MASSAPEQUA PARK, NY

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320519  
**Date of Incident:** 20100316  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** WHITTIER, CA

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320610  
**Date of Incident:** 20100316  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** AIEA, HI

I WAS DRIVING ON THE FREEWAY WITH MY CRUISE CONTROL ON. IT WAS SET TO 56 MPH. ALL OF A SUDDEN, THE VEHICLE STARTED LURCHING. IT WAS LIKE IT WAS TRYING TO

C-2161

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ACCELERATE THEN SLOW DOWN, THEN ACCELERATE, THEN SLOW DOWN. I IMMEDIATELY SHUT OFF THE CRUISE CONTROL. IT HAS ALSO HAPPENED AGAIN TODAY WHEN I TRIED TO USE THE CRUISE CONTROL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321077  
**Date of Incident:** 20100316  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** BERKELEY, CA

**NHTSA Summary:**

AFTER COMING TO A STOP AT A TRAFFIC LIGHT, MY CAR ENGINE SPED UP, FORCING ME TO PRESS DOWN HARDER ON THE BRAKE. THE ENGINE CONTINUED TO INCREASE IN SPEED, AND I PLACED THE CAR INTO NEUTRAL, AT WHICH POINT THE ENGINE RACED QUITE HIGH. I TURNED OFF THE IGNITION, THE ENGINE STOPPED, AND I RESTARTED IT A FEW SECONDS LATER WITHOUT FURTHER INCIDENT. MY FOOT HAD NOT BEEN ON THE ACCELERATOR FROM THE TIME I STOPPED AT THE TRAFFIC LIGHT UNTIL I RESUMED MY TRAVELS, AFTER RESTARTING THE ENGINE. NOT SURE ABOUT THE MODEL YEAR, IT MIGHT HAVE BEEN A 2010 MODEL. I RENTED THE CAR IN LAS VEGAS FROM ADVANTAGE AND HAVE ASKED FOR THE VIN, BUT HAVE NOT HEARD FROM THE COMPANY YET. IT IS THEIR CAR # 510021.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321388  
**Date of Incident:** 20100316  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ORRTANNA, PA

**NHTSA Summary:**

ATTEMPTED TO PARK AUTO IN USPS LOT IN FAIRFIELD, PA; APPLIED BRAKE, AUTO ACCELERATED AND WENT OVER CEMENT STOP, I WAS ABLE TO STOP CAR BEFORE CRASHING INTO POST OFFICE WITH AUTO RESTING ON CEMENT STOP. REVERSED BACK OVER CEMENT STOP AND PARKED AUTO. LEFT POST OFFICE AND PUT AUTO IN REVERSE, BACKED UP, TURNED AUTO TO STRAIGHTEN AND ENGINE ACCELERATED. I PUT AUTO INTO PARK AND APPLIED BRAKE TO STOP AUTO. HAD AUTO TOWED IN TO TOYOTA DEALER WHERE IT NOW SITS TO BE DIAGNOSED TODAY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320660  
**Date of Incident:** 20100317  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** CARY, NC

**NHTSA Summary:**

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

C-2162

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320598  
**Date of Incident:** 20100317  
**Vehicle:** 2006 TOYOTA HIGHLANDER HV  
**Location of Incident:** NORTHBOROUGH, MA

**NHTSA Summary:**

WE'VE OWNED THE CAR FOR ABOUT A YEAR AND THIS PROBLEM HAS HAPPENED TO MY WIFE AND I BOTH WHILE DRIVING. WHILE BRAKING THE BRAKE PEDAL RISES AGAINST YOUR FOOT AND THE VEHICLE SURGES FORWARD THEN AS YOU APPLY MORE FORCE THE PEDAL GOES DOWN AND THE VEHICLE STOPS SUDDENLY. IT HAPPENS INTERMITTENTLY AND THE BRAKE WEAR AND FLUID LEVELS HAVE ALWAYS BEEN FINE, IT SEEMS TO BE A PROBLEM WITH THE POWER ASSIST TO THE BRAKE MAYBE AS THE HYBRID MODEL ENGINE STARTS BECAUSE IT SEEMS TO HAPPEN WHEN BRAKING AFTER COASTING SO THE ENGINE WOULD BE OFF BUT AS THE BRAKES ARE APPLIED ABOUT HALFWAY THROUGH THE NORMAL STOP YOU FEEL THE BRAKE PEDAL GET HARD AND THEN NORMAL AGAIN. DURING THE BRAKE PEDAL HARDNESS THE SPEED OF THE VEHICLE INCREASES WHICH REACTS IN A HARDER BRAKE PEDAL PRESSURE BUT BY THEN THE ASSIST IS BACK AND THE STOP IS SUDDEN. THIS COULD CAUSE BOTH AN ACCIDENT FROM HITTING SOMEONE DURING THE LOSS OF BRAKE AND FROM BEHIND BECAUSE OF THE SUDDEN STOP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320628  
**Date of Incident:** 20100317  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** LONGMONT, CO

**NHTSA Summary:**

MY TOYOTA COROLLA 2010 MODEL ACCELERATED FOR NO APPARENT REASON WHEN I WAS BACKING UP MY CAR. I SHIFTED THE GEAR TO REVERSE AND RELEASE THE BRAKE, AND EVEN BEFORE I PRESSED THE ACCELERATOR MY CAR BACKED UP AS IF I HAD PRESSED THE ACCELERATOR PEDAL REAL HARD. I HAD TO BRAKE REAL HARD TO GET

C-2163

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE CAR UNDER CONTROLL. SINCE I WAS IN A BIG EMPTY PARKING LOT NO DAMAGE WAS DONE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320774  
**Date of Incident:** 20100317  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** DEERFIELD, IL

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321100  
**Date of Incident:** 20100317  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** HUNTSVILLE, AL

**NHTSA Summary:**

I FLOORED MY '06 PRIUS ON THE ON-RAMP TO THE PARKWAY. WHEN I TOOK MY FOOT OFF THE ACCELERATOR, THE CAR CONTINUED TO ACCELERATE AT FULL THROTTLE. I COULD SLOW THE CAR WITH THE BRAKE, BUT FELT I COULD NOT STOP IT WITHOUT SERIOUS DAMAGE TO THE BRAKE OR THE DRIVE TRAIN. INSTEAD, I SLIPPED MY SOLE OF MY SHOE UNDER THE EDGE OF THE ACCELERATOR AND LIFTED IT UP. THE ENGINE RESPONDED NORMALLY AND THE PROBLEM HAS NOT REOCCURRED, ALTHOUGH I HAVE BEEN CAREFUL NOT TO FLOOR THE ACCELERATOR UNTIL I HAVE THE TOYOTA SHOP LOOK AT IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321003  
**Date of Incident:** 20100317  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** FREEMONT, OH

**NHTSA Summary:**

TL - THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 5 MPH DURING SUNNY WEATHER CONDITIONS SHE ATTEMPTED TO PARK THE VEHICLE SHE ENGAGED THE BRAKES AND THE VEHICLE ACCELERATED. SHE THEN ENGAGED THE BRAKES HARD TO AVOID HITTING A CONCRETE BLOCK. SHE CRASHED INTO THE CONCRETE BLOCK. A POLICE REPORT WAS FILED. THE VEHICLE HAS NOT BEEN REPAIRED. THE VEHICLE WAS TOWED TO THE DEALER. THE FAILURE AND CURRENT MILEAGE WERE 7,869. VWB

**Additional Summary:**

C-2164

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321499  
**Date of Incident:** 20100317  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ALBUQUERQUE, NM

**NHTSA Summary:**  
I WAS DRIVING MY 2003 TOYOTA CAMRY ON HIGHWAY WITH CRUISE CONTROL ON INTERSTATE I-40. I WAS DRIVING 55 MPH ALONG A CONSTRUCTION ZONE WHEN IT SUDDENLY SPEED UP, BECAME UNCONTROLLABLE AND CRASH INTO THE WALL. I WAS UNABLE TO STOP THE VEHICLE BY PUMPING ON THE BRAKE AND IT WAS FINALLY STOPPED WHEN THE VEHICLE WAS DEEP IN THE SAND ON THE SIDE OF THE HIGHWAY. THE VEHICLE WAS A TOTAL LOSS DUE TO ITS SEVERE DAMAGES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322213  
**Date of Incident:** 20100317  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** ENOSBURG FALLS, VT

**NHTSA Summary:**  
APPROXIMATELY ONE WEEK AGO, MY 2010 COROLLA SURGED FORWARD APPROXIMATELY 6-8 FEET AFTER I PLACED IN PARK IN MY WORK PARKING LOT. THE TACHOMETER WENT TO ABOVE 2000 RPM'S, AND THE CAR'S SPEED WENT OVER 20 MPH BEFORE I WAS ABLE TO JAM ON THE EMERGENCY BRAKE. MY FOOT WAS NOT ON THE BRAKE OR THE GAS PEDAL. I ALMOST HIT A TREE. MY HEAD WAS THRUST BACKWARDS. THREE HOURS LATER THE PARAMEDICS HAD TO COME TO MY OFFICE AND RUSH ME TO THE HOSPITAL AS I HAD A TIA AS A RESULT. THIS IS THE THIRD ACCELERATION INCIDENT WITH MY VEHICLE SINCE FEBRUARY 12TH. THE DEALERSHIP HAS EVEN HAD A SPECIALIST LOOK AT MY CAR, AND THEY SAID NOTHING IS WRONG WITH IT. I BROUGHT THE CAR BACK TO THE DEALERSHIP TODAY BECAUSE OF THE ABOVE INCIDENT. THE GENERAL SERVICE MANAGER SAID TO ME QUOTE UNQUOTE "WE CAN FIND NOTHING WRONG WITH YOUR VEHICLE, AND CAN NOT VERIFY YOUR COMPLAINT. YOU HAVE BROUGHT THE CAR TO US FOUR TIMES FOR THIS SAME ACCELERATION PROBLEM AND THERE IS NOTHING WRONG WITH YOUR CAR. WE HAVE NOT CHARGED YOU ANY OF THESE TIMES. IF YOU BRING IT TO US AGAIN FOR THE SAME PROBLEM, WE ARE GOING TO HAVE TO BILL YOU FOR OUR TIME. THEY ALSO CHARGED ME FOR THE RENTAL CAR TODAY. HE ALSO STATED THAT THE MEDIA IS BLOWING THIS WAY OUT OF PROPORTION, AND THAT THERE IS NOTHING WRONG WITH ANY OF THE TOYOTA VEHICLES. HE SAID THE PROBLEM IS ONE OF TWO THINGS. I ASKED HIM WHAT THOSE TWO THINGS WERE. HE STATED THAT THEY ARE THE DRIVERS ARE BAD DRIVERS AND THE OTHER IS IT IS FRAUD. SO I SAID ARE YOU IMPLYING I AM A LIAR OR A BAD DRIVER AND HE REFUSED TO ANSWER. I THEN SAID I AM NEITHER OF THE TWO AND THAT I RESENTED THE IMPLICATION TO BOTH. I TOLD HIM MY CAR IS A DEATH MOBILE AND UNSAFE TO DRIVE, AND ALSO THAT I HAD BEEN HURT 3 OR 4 TIMES ALREADY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322553  
**Date of Incident:** 20100317  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** LITTLE NECK, NY

C-2165

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100318  
**Date of Incident:** 2009 TOYOTA CAMRY  
**Vehicle:** CHICAGO, IL  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

**Additional Summary:**  
Per News Report "Woman blames crash on Toyota brake problem":

"A Chicago woman who crashed her Toyota Camry through her garage Thursday says sudden acceleration was to blame.

After crashing through the garage, Charlene Amerson's 2009 Toyota Camry came to a stop in the backyard after hitting and dislodging her air conditioning unit. Amerson says she was just backing the car into the garage Thursday morning when it took off on her.

"I felt it accelerating so I tried to stop it by hitting the brakes but it never stopped," said Amerson. Amerson, who filed a police report, says just two weeks ago she brought her car in for service because of the recall of Toyota models with sudden acceleration problems. She got a receipt for the work. She says her car never acted like this before, though there have been other reported complaints about sudden acceleration in Toyotas even while driving in reverse.

"It was going so fast, till it didn't hardly give me time to think what I should do to stop it," said Amerson.

Because her airbag never deployed investigators will be able to get information from the car's so-called black box.

A Toyota spokesperson tells ABC7 they will notify Toyota's quality insurance team in Chicago. They will also contact the dealer and assist with the police accident investigation. The spokesperson also tells ABC7 Ms. Amerson should call her dealer.

She says she did that and they gave her the Toyota national number. But after waiting on hold for more than an hour she says she finally hung up."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323731  
**Date of Incident:** 20100318  
**Vehicle:** 2008 LEXUS RX350  
**Location of Incident:** CHESTERBROOK, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 LEXUS RX350. WHILE DRIVING IN REVERSE AT SPEEDS OF 5 MPH, THE VEHICLE INVOLUNTARILY ACCELERATED OUT OF CONTROL. THE BRAKES WERE APPLIED BUT THE VEHICLE WOULD NOT STOP. IN AN ATTEMPT TO SHIFT INTO

C-2166

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NEUTRAL GEAR, THE VEHICLE WAS SHIFTED INTO DRIVE AND THE VEHICLE BEGAN INVOLUNTARILY ACCELERATING PROCEEDING TO CRASH INTO A TREE. THE POLICE AND THE AMBULANCE WERE CALLED TO THE SCENE AND THE CONTACT SUSTAINED MINOR INJURIES. THE VEHICLE WAS DESTROYED AND TOWED TO A POLICE LOT. THE VEHICLE RECEIVED NO FURTHER INVESTIGATION, THE FAILURE AND CURRENT MILEAGES WERE 30,000.

**Additional Summary:**  
PER NEWS ARTICLE - BNET.COM

JEAN CHEEVER A 66-YEAR-OLD SUBURBAN PHILADELPHIA GRANDMOTHER SAID SHE AND HER DAUGHTER'S KIDS WERE NEARLY KILLED WHEN SHE PUT HER 2008 LEXUS RX350 IN REVERSE AND IT "JUST BOLTED OUT OF THE DRIVEWAY IN REVERSE ON ITS OWN. ENGINE RACING. SHE ATTEMPTED TO PUT THE CAR INTO NEUTRAL, BUT INSTEAD ENGAGED DRIVE, WHICH SENT THE CAR HURLING TOWARD HER DAUGHTER'S HOUSE. SHE SWERVED INTO A NEIGHBOR'S YARD AND FINALLY STOPPED THE CAR BY RUNNING IT SIDEWAYS INTO A TREE. THE LEXUS WAS TOTALED."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320874  
**Date of Incident:** 20100318  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** DALLAS, TX

**NHTSA Summary:**

S10 APPROPRIATE HANDLING RE COMPLAINT AGAINST TOYOTA MOTOR CORPORATION AND JAY WOLFE TOYOTA OF WEST COUNTY FM OWNER OF A 2004 TOYOTA HIGHLANDER. \*TGW AFTER DRIVING THE VEHICLE FOR A FEW WEEKS, IT BECAME APPARENT THERE WAS A PROBLEM WITH THE SHIFTING WITH THE AUTOMATIC TRANSMISSION. THE CONDITION WAS MOST NOTICEABLE DURING SHARP ACCELERATION PERIODS. THE ENGINE WOULD REV UP, BUT IT DID NOT GAIN SPEED RELATIVE TO THE AMOUNT OF PRESSURE APPLIED TO THE ACCELERATOR. THE ENGINE WOULD SOUND AS IF IT WAS UNDER STRESS AND IT WOULD THEN SHIFT WITH A SEVERE JOLT. THE DEALER INFORMED THE CONSUMER TOYOTA WAS AWARE OF THE TRANSMISSION FLAW, BUT THERE WAS NO FIX. THE CONSUMER HAS SINCE TRADED THE VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320744  
**Date of Incident:** 20100318  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** WINDSOR, CO

**NHTSA Summary:**

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

C-2167

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THEY HAVE OPENED A SERVICE REPAIR WITH TOYOTA CORP. THE CAR IS AT THE DEALER AT THIS TIME. THIS IS THE FIRST TIME THE CAR HAS DONE THIS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320647  
**Date of Incident:** 20100318  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CHESTER, VA

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318662  
**Date of Incident:** 20100318  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** OAKVILLE, CT

**NHTSA Summary:**

2005 4RUNNER. CONSUMER STATES SUDDEN ACCELERATION. \*TGW THE CONSUMER STATED HE MANAGED TO GET THE VEHICLE INTO NEUTRAL AND OFF TO THE SIDE OF THE ROAD. WHEN HE FINALLY WAS ABLE TO STOP IT, THE BRAKES WERE SMOKING. HE NOTICED THE FLOOR MAT HAD SLIPPED UNDER THE ACCELERATOR. HE DISMISSED IT AS HIS ERROR, BECAUSE HE PLACED THE RUBBER MATS ON TOP OF THE ORIGINAL MATS. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320872  
**Date of Incident:** 20100318  
**Vehicle:** 9999 TOYOTA AVALON  
**Location of Incident:** UNKNOWN, DC

**NHTSA Summary:**

S10 APPROPRIATE HANDLING RE TOYOTA ACCELERATION PROBLEM. \*TGW TOYOTA AVALON. IMMEDIATELY AFTER PURCHASING THE VEHICLE, THE CONSUMER BECAME AWARE OF ITS EXTREME SENSITIVITY TO CONTROL THE START UP SPEED FROM A COMPLETE STOP OR RESUME A SLOW SPEED AFTER TURNING ON A CITY STREET OR CORNER. NO MATTER HOW HARD HE TRIED TO SLOWLY PRESS ON THE THROTTLE, THE VEHICLE WOULD SURGE AHEAD. THE CONSUMER SOON LEARNED THAT TO AVOID A

C-2168

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CRASH WITH A CAR AHEAD HE HAD TO DELAY STARTING FROM A STOP OR RESUME FROM A SLOW TURN. THE CONSUMER TOOK THE VEHICLE TO THE DEALER ONLY TO BE TOLD THERE WAS NO ADJUSTMENT FOR THE PROBLEM BECAUSE THE VEHICLE HAD AN ELECTRONIC THROTTLE CONTROL SYSTEM. THE CONSUMER STATED HE KEPT THE VEHICLE FOR 1 YEAR AND WAS NEVER ABLE TO LEARN HOW TO CONTROL THE SUDDEN ACCELERATIONS. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320691  
**Date of Incident:** 20100318  
**Vehicle:** 2003 LEXUS GS430  
**Location of Incident:** NORWOOD, MA

**NHTSA Summary:**  
TL-THE CONTACT HAS A 2003 LEXUS GS430. CONTACT WAS PULLING INTO A PARKING SPACE WITH HER FOOT DEPRESSING THE BRAKES THE VEHICLE ACCELERATED CRASHING INTO A CEMENT POLE. THE FRONT FENDER AND HOOD OF THE VEHICLE WAS DAMAGED AND HER NECK AND BODY WAS JOLTED NO BRUISES. THE CONTACT DID NOT GO TO THE HOSPITAL. THE POLICE ARRIVED AND THE CONTACT WAS NOT SURE IF THERE IS A POLICE REPORT. THE VEHICLE WAS TOWED TO A BODY SHOP AND THE INSURANCE WILL TAKE IT FROM THERE. THE MANUFACTURE WILL BE CALL IN A WHILE. THE FAILURE MILEAGE WAS 54,000....MW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320946  
**Date of Incident:** 20100318  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** YORBA LINDA, CA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320920  
**Date of Incident:** 20100318  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** WESTERVILLE, OH

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321084  
**Date of Incident:** 20100318

C-2169

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** NEWARK, DE

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321054  
**Date of Incident:** 20100318  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** NORTH HALEDON, NJ

**NHTSA Summary:**  
I WAS LEAVING MY HOME IN MY 2010 TOYOTA RAV4. I PUT THE CAR IN REVERSE AND IT INSTANTLY BEGAN TO ACCELERATE AT A VERY HIGH SPEED. I IMMEDIATELY PRESSED DOWN ON THE BRAKES AS HARD AS I COULD. HOWEVER NOTHING OCCURED THE CAR CONTINUED TO REVERSE RAPIDLY. I SHIFTED INTO NEUTRAL BUT IT WAS A SMALL SPACE AND BY THEN I WAS NEAR THE STONE FIXTURE WHICH THE VEHICLE HIT. THE FIXTURE WHICH WAS SOLID STONE WAS IN THE GROUND, IT WAS UPROOTED BY THE VEHICLE. IN ORDER FOR AN OBJECT LIKE THIS TO BE UPROOTED A GREAT DEAL OF SPEED WOULD NEED TO BE INVOLVED. MY DRIVEWAY IS ON AN INCLINE AND I NEVER PRESS ON THE GAS PEDAL WHILE REVERSING AS THE VEHICLE WILL REVERSE ON ITS OWN DUE TO THE INCLINATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321790  
**Date of Incident:** 20100318  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** BURBAN, CA

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2008 TOYOTA TUNDRA. WHILE HE ATTEMPTED TO SLOW DOWN FOR THE RED LIGHT WITH HIS FOOT ON THE BREAK THE ACCELERATOR PEDAL STUCK TO THE FLOOR. THE VEHICLE CONTINUED TO ACCELERATE WITH HIS FOOT ON THE BREAK HE WENT THROUGH THE RED LIGHT MOVED INTO THE NEXT LANE PUT THE VEHICLE IN NEUTRAL AND THE VEHICLE CAME TO A STOP. HE WAITED A FEW MINUTES AND WAS ABLE TO DRIVE THE VEHICLE HOME. HE WILL TAKE THE VEHICLE TO THE DEALER. THE FAILURE AND THE CURRENT MILEAGE WERE 34,560. L1

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322843  
**Date of Incident:** 20100318  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** EFLAND, NC

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2010 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 20 MPH DURING CLEAR WEATHER CONDITIONS THE VEHICLE ACCELERATED. THE CONTACT ENGAGED THE BRAKES AND THE VEHICLE CRASHED INTO A DUMPSTER. TWO PEOPLE WERE INJURED, ONE PERSON HAD A KNEE INJURY AND THE OTHER PASSENGER INJURED THEIR BACK. HE WAS NOT SURE IF A POLICE REPORT WAS FILED. THE VEHICLE WAS

C-2170

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DRIVEN HOME. THE VEHICLE WAS TOWED TO THE DEALER. THE VEHICLE HAS NOT BEEN REPAIRED. ITS AT THE DEALERS NOW. THE CONTACT ALSO STATED HE RECEIVED A RECALL LETTER. THE CONTACT STATE ANOTHER USER OF THE VEHICLE PLACED THE KEYS IN THE IGNITION AND THE KEYS BURNT HER HANDS. THE APPROXIMATE FAILURE AND CURRENT MILEAGE WAS 5,000. VWB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325201  
**Date of Incident:** 20100318  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** RANCHO PALOS VERDES, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA COROLLA. WHILE THE CONTACT WAS DRIVING 15 MPH PRESSURE WAS APPLIED TO THE BRAKE PEDAL WITH A SUDDEN ACCELERATION AND CAUSED A CRASH TO OCCUR. A POLICE REPORT WAS NOT MENTIONED. THERE WERE NO INJURIES, AND THE VEHICLE SUSTAINED DAMAGES. THE MANUFACTURER WAS NOTIFIED, AND REQUESTED TAHT VEHICLE NOT BE REPAIRED BEFORE AN INSPECTION WAS PERFORMED. THE CONTACT WAITED FOR MORE THAN TWO WEEKS WITHOUT A RESPONSE FROM THE MANUFACTURER, ALTHOUGH SEVERAL MESSAGES WERE LEFT REGARDING THE INSPECTION DATE. THE CURRENT FAILURE AND CURRENT MILEAGES WERE 38,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320971  
**Date of Incident:** 20100319  
**Vehicle:** 2006 SCION XB  
**Location of Incident:** MONSON, MA

**NHTSA Summary:**  
TODAY, 3/19/10 AT AROUND 9:30 AM, I WAS DRIVING MY 2006 TOYOTA SCION HOME FROM THE DENTIST'S OFFICE. NEARING THE TOP OF A HILL MY THROTTLE STUCK IN THE FULL POSITION AND THE BRAKE PEDAL FAILED TO DEPRESS. I PUT THE TRANSMISSION IN NEUTRAL, THE ENGINE REVED AT HIGH SPEED, I RETURNED THE TRANSMISSION TO DRIVE AND THE PROBLEM PERSISTED. I REPEATED THE GEAR CHANGE AND THE SECOND TIME THE ENGINE AND TRANSMISSION RESPONED PROPERLY. I CALLED MY LOCAL TOYOTA DEALER WHO OFFERED NO HELP UNLESS I CAN REPEAT THE PROBLEM. P.S. I AM (AND HAVE BEEN) A STATE LICENSED VEHICLE SAFETY & EMISSIONS INSPECTOR (MA)BY PROFESSION. PRIOR TO THIS I WAS A STATE LICENSED MECHANIC & VEHICLE EMISSIONS INSPECTOR (CA).

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321013  
**Date of Incident:** 20100319  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** WEST CHAZY, NY

**NHTSA Summary:**  
I HAVE A 2007 TOYOTA CAMRY. MY CAMRY HAS ACCELERATED ON MANY OCCASIONS, HUNDREDS OF TIME, OFTEN TIMES, DAILY. IT HAS NEVER CAUSED AN OVERRIDE PROBLEM, BUT THE RPM'S DO GO UP IMMENSELY. IT IS NOT THE GAS PEDAL, I CAN ASSURE YOU, BECAUSE I KEEP MY FOOT ON THE PEDAL TO SEE IF THAT IS THE PROBLEM.

C-2171

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MY BROTHER IN LAW, A CAR MECHANIC GURU ASSURED ME IT WAS THE NEW MOTOR SYNCHRONIZATION, SO I NEVER REPORTED THE PROBLEM TO MY LOCAL DEALER. I HAD A 2005 CAMRY. THIS NEVER HAPPENED TO THAT VEHICLE. THERE HAS NEVER BEEN AN ACCIDENT, BUT ALMOST DAILY, IT DOES ACCELERATE. THESE PEOPLE THAT HAVE THE ACCELERATION PROBLEM, IT IS REAL, AS FAR AS TAKING OVER THEIR VEHICLE, COULD BE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320951  
**Date of Incident:** 20100319  
**Vehicle:** 1997 TOYOTA RAV4  
**Location of Incident:** MT PLEASANT, MI

**NHTSA Summary:**  
GAS PEDAL STICKS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10320966  
**Date of Incident:** 20100319  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** YPSILANTI, MI

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE THE VEHICLE WAS STOPPED AT A STOP LIGHT THE VEHICLE HAD SUDDENLY BEGAN TO ACCELERATE WITHOUT WARNING, IN ORDER TO STOP THE ACCELERATION THE CONTACT HAD TO TURN THE VEHICLE OFF. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALERSHIP AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 17000. BML

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10318658  
**Date of Incident:** 20100319  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SALT LAKE CITY, UT

**NHTSA Summary:**  
2002 TOYOTA CAMRY LE. CONSUMER STATES UNINTENDED ACCELERATION. \*TGW THE CONSUMER STATED AS SHE APPROACHED AN INTERSECTION, SHE ATTEMPTED TO APPLY THE BRAKE, BUT THE VEHICLE BEGAN TO LURCH FORWARD AND WOULD NOT STOP. IN ORDER TO AVOID GOING INTO A MAJOR INTERSECTION, THE CONSUMER STEERED TOWARD A DITCH. THE SECOND INCIDENT OCCURRED WHEN THE CONSUMER WAS APPROACHING A LIGHT, ONCE AGAIN THE VEHICLE STARTING ACCELERATING. THE CONSUMER WAS ABLE TO STEER THE VEHICLE TOWARD A VACANT FIELD. THE VEHICLE WAS INSPECTED FOR A SECOND TIME, BUT, THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321399  
**Date of Incident:** 20100319  
**Vehicle:** 2009 TOYOTA COROLLA

C-2172

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** WILMINGTON, DE

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10321368

**Date of Incident:** 20100319

**Vehicle:** 2010 TOYOTA PRIUS

**Location of Incident:** LEXINGTON, KY

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10321400

**Date of Incident:** 20100319

**Vehicle:** 2009 TOYOTA CAMRY

**Location of Incident:** PHILADELPHIA, PA

**NHTSA Summary:**

WHILE STOPPED AT A TRAFFIC LIGHT, THE ENGINE OF MY 2009 TOYOTA CAMRY RACED UNCONTROLLABLY. WHILE KEEPING THE CAR BRAKED, I SHIFTED FIRST TO NEUTRAL AND THEN TO PARK. DURING WHICH TIME THE ENGINE SIMPLY CONTINUED TO ACCELERATE FURTHER. ONCE IN PARK, I TURNED OFF THE IGNITION AND EVERYTHING SHUT OFF. AFTER THIS, I WAS ABLE TO GET THE CAR TO THE DEALER (CHAMPION TOYOTA, PHILADELPHIA, PA), WHICH PERFORMED THE RECALL REPAIRS (GAS PEDAL AND COMPUTER REPROGRAM) IMMEDIATELY.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10321506

**Date of Incident:** 20100319

**Vehicle:** 2005 TOYOTA AVALON

C-2173

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** MIDDLETOWN, NJ

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10321203

**Date of Incident:** 20100320

**Vehicle:** 2007 TOYOTA TUNDRA

**Location of Incident:** NORTH ATTLEBORO, MA

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10321484

**Date of Incident:** 20100320

**Vehicle:** 2008 TOYOTA TUNDRA

**Location of Incident:** TAMPA, FL

**NHTSA Summary:**

SUDDEN ACCELERATION ON MY 2008 TOYOTA TUNDRA. TRUCK WOULD NOT STOP, KEPT GETTING FASTER AND FASTER. TURNED KEY OFF TO STOP. TOOK TO DEALER AND THEY SAID THEY SAID THEY PUT A SHIM ON THE GAS PEDDLE AND THEN THEY TEST DROVE THE TRUCK AND FOUND NO PROBLEM. I CALLED TOYOTA CORPORATE AND THEY SAID THEY WOULD ONLY NOTE MY ACCOUNT AND WILL NOT INVESTIGATE PROBLEM. MY COMPLAINT IS THAT NO ONE WILL LOOK INTO THE VEHICLE COMPUTER TO SEE WHAT CAUSED THE VEHICLE TO ACCELERATE SO FAST AND WHY IT GOT WORSE WHEN I APPLIED THE BRAKES. TOYOTA IS TOTALLY NOT TAKEN THIS SERIOUS AT ALL.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10321666

**Date of Incident:** 20100320

**Vehicle:** 2001 TOYOTA RAV4

**Location of Incident:** GIRARD, OH

C-2174

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

2001 TOYOTA RAV4. TRANSMISSION HAS STARTED TO JERK US AROUND. LURCH IN TRAFFIC AND FEELS LIKE IT COMES OUT OF GEAR WHILE DRIVING/ACCELERATING IN TRAFFIC OR PULLING OUT INTO TRAFFIC. THEN ALL OF A SUDDEN YOU ARE NOT MOVING.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10321631

**Date of Incident:** 20100320

**Vehicle:** 2007 TOYOTA RAV4

**Location of Incident:** APPOS, CA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2007 TOYOTA RAV 4. THE CONTACT STATED WHILE PARKED AT A TRAFFIC LIGHT AND THE GEAR SHIFT WAS IN DRIVE, THE VEHICLE RPM ACCELERATED WHEN HE WAS RELEASING OFF OF THE BRAKE PEDAL. THE CONTACT STATED THAT HE APPLIED PRESSURE TO THE BRAKE PEDAL AND PUT THE GEAR SHIFT IN NEUTRAL, TO GAIN CONTROL OF THE VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC AND TESTING. THE DEALER STATED THAT THEY DID NOT HAVE THE EQUIPMENT TO DUPLICATE THE PROBLEM. THE CONTACT STATED THAT THE WEATHER WAS SUNNY AND WAS NOT A FACTOR. THE CONTACT STATED THAT HE BELIEVES IT IS AN ELECTRICAL ISSUE. THE APPROXIMATE MILEAGE WAS 26,723. THE APPROXIMATE CURRENT MILEAGE WAS 27,750. RG

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10322716

**Date of Incident:** 20100320

**Vehicle:** 2009 TOYOTA COROLLA

**Location of Incident:** ROCHESTER, NY

**NHTSA Summary:**

I HAD BEEN DRIVING ON THE HIGHWAY FOR ABOUT HALF AN HOUR, AND I WAS ON FLAT ROAD (THE AREA WAS NOT EVEN REMOTELY HILLY) WITH CRUISE CONTROL SET AT 70. THE ENGINE BEGAN MAKING A WHIRLING SOUND AND RPM WENT FROM 3 TO ALMOST 6. MY FOOT WAS NOT ON OR TOUCHING THE GAS PEDAL, AND I WAS DRIVING ON FLAT ROAD. I BRAKED FIRMLY AND TOOK THE CAR OFF OF CRUISE CONTROL. TOYOTA DEALERSHIP DID NOT FIND ANY PROBLEMS.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10323608

**Date of Incident:** 20100320

**Vehicle:** 2006 SCION XB

**Location of Incident:** NEWPORT, KY

**NHTSA Summary:**

I WAS DRIVING IN TRAFFIC GOING ABOUT 65MPH. TRAFFIC BEGAN TO SLOW AND WHEN I TRIED TO SLOW MY CAR THE ENGINE BEGAN TO REV UP. TRAFFIC CAME SLOWER AND I WAS ABLE TO TURN OFF THE ENGINE, PUT THE CAR IN NEUTRAL AND THEN RESTART THE ENGINE. AFTER RESTARTING THE ENGINE IT REVVED AGAIN AND AGAIN TURNED IT OFF AND ON AND THE ENGINE RESET AND RAN SMOOTHLY. THIS HAPPENED ONCE BEFORE ABOUT A YEAR AFTER WE BOUGHT THE CAR BUT I DONT REMEMBER ONCE DATE. WE DID NOT TAKE IT TO THE SERVICE CENTER.

C-2175

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10324155

**Date of Incident:** 20100320

**Vehicle:** 2009 TOYOTA RAV4

**Location of Incident:** OCEANSIDE, NY

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA RAV4. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 10 MPH IN A PARKING LOT, THE BRAKE PEDAL WAS ENGAGED AND THE VEHICLE SUDDENLY ACCELERATED. THE ENGINE RPM'S INCREASED UP TO 100. THE GEARS ALSO SHIFTED INTO NEUTRAL POSITION. THE ENGINE WAS TURNED OFF AND WITHIN A FEW MINUTES IT RESTARTED. THE VEHICLE BEGAN TO FUNCTION NORMALLY. THE FOLLOWING DAY, THE VEHICLE WAS TAKEN TO THE DEALER WHO WAS UNABLE TO DUPLICATE THE FAILURE AFTER DRIVING THE VEHICLE. THE TECHNICIAN WAS ALSO UNABLE TO LOCATE A FAILURE CODE. A COMPLAINT WAS FILED WITH THE MANUFACTURER WHO ADVISED THE CONTACT TO SUBMIT AN ARBITRATION FORM AND POSSIBLY THE MANUFACTURER WOULD BUY BACK THE VEHICLE. THE FAILURE MILEAGE WAS 8,850. THE CURRENT MILEAGE WAS 8,758.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10330079

**Date of Incident:** 20100320

**Vehicle:** 2005 TOYOTA COROLLA

**Location of Incident:** CLEVELAND, TN

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2005 TOYOTA COROLLA. THE CONTACT STATED THAT WHILE SLOWING THE VEHICLE DOWN AND GOING FIVE MPH, THE CONTACT PRESSED THE BRAKE PEDAL AND THE RPM'S STARTED TO RISE ON THE VEHICLE. THE VEHICLE WAS STILL ACCELERATING UNTIL THE CONTACT PUT THE VEHICLE IN NEUTRAL AND WAS ABLE TO TURN THE VEHICLE OFF. THE MECHANIC THAT LOOKED AT THE VEHICLE THOUGHT THAT THERE WAS A LINKAGE PROBLEM WITH GAS PEDAL. THE VEHICLE HAS NOT BEEN INSPECTED BY A TOYOTA DEALER YET. THE CONTACT REMOVED THE FLOORMAT AND HAS NOT HAD THE SUDDEN ACCELERATION SINCE. THE FAILURE MILEAGE WAS 76000 AND THE CURRENT MILEAGE WAS 78000. RL

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10339556

**Date of Incident:** 20100320

**Vehicle:** 2006 TOYOTA TACOMA

**Location of Incident:** WILLISTON, FL

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2006 TOYOTA TACOMA. THE CONTACT STATED WHILE BRAKING FROM THE SPEED OF 25 MPH FOR A TRAFFIC STOP, THE VEHICLE ABNORMALLY ACCELERATED AND THE VEHICLE PROCEEDED THROUGH THE TRAFFIC STOP. THE CONTACT IMMEDIATELY SHUT OFF THE ENGINE AND WHEN RESTARTING, THE VEHICLE RESUMED NORMAL OPERATION. SIX MONTHS LATER, THE EXACT FAILURE OCCURRED A SECOND TIME CAUSING THE CONTACT TO CRASH INTO A MAILBOX. THE VEHICLE FLIPPED ONTO ITS SIDE AND CRASHED INTO A DITCH. THE CONTACT WAS ABLE TO GET THE VEHICLE INTO AN UPRIGHT POSITION. THE POLICE DID NOT ARRIVE. THE CONTACT

C-2176

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SUFFERED MODERATE INJURIES TO THE HEAD, NECK AND KNEE. THE VEHICLE SUSTAINED SUBSTANTIAL BODY DAMAGE AS WELL AS DAMAGE TO THE EXTERIOR MIRRORS, TURN SIGNALS AND WINDSHIELD. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER FOR FURTHER INVESTIGATION. THE VEHICLE WAS NOT REPAIRED. THE CONTACT HAD SIGNIFICANT CONCERN OF THE SAFETY HAZARD. THE FAILURE MILEAGE WAS 79,000. UPDATED 08/24/10\* LJ UPDATED 08/25/10

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321265  
**Date of Incident:** 20100321  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LA MIRADA, CA

**NHTSA Summary:**

WHILE PULLING INTO A DRIVEWAY WITH RIGHT FOOT ON THE BRAKE MY 2003 CAMRY SUDDENLY ACCELERATED STRIKING ANOTHER VEHICLE PARKED IN THE SAME DRIVEWAY. SUDDEN ACCELERATION HAS BEEN A FREQUENT PROBLEM WHEN DRIVING AT HIGHER SPEEDS AND IS CORRECTED BY TAPPING THE BREAK. NOTHING HAS BEEN DONE YET TO CORRECT THE PROBLEM AS THE VEHICLE IS OUT OF WARRANTY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321462  
**Date of Incident:** 20100321  
**Vehicle:** 2008 LEXUS LS460  
**Location of Incident:** HINSDALE, IL

**NHTSA Summary:**

CONTINUOUS ACCELERATION WITH FOOT OFF ACCELERATOR PEDAL CURRENTLY AS OF 3/21/10. VEHICLE WILL NOT SLOW DOWN WITH FOOT OFF ACCELERATOR MAINTAINS SPEEDS OF 20-24 MPH WITH FOOT OFF THE ACCELERATOR. SLOWING DOWN THE VEHICLE WILL LURCH FROM 2ND TO 1ST GEAR WHILE TRYING TO COME TO COMPLETE STOP FOLLOWED BY A CLUNK FROM TRANSMISSION. TRANSMISSION WILL DOWNSHIFT WHILE COASTING THEN RPM'S WILL JUMP GIVING A SLIGHT ACCELERATION FEEL AND CONTINUE AT SPEEDS OF 20+MPH UNTIL BRAKES ARE APPLIED. EXPERIENCING HARSH AND SLOPPY SHIFTING FROM TRANSMISSION. LOSES POWER AND WILL NOT KICK DOWN OR WILL FINALLY KICK DOWN AND NOT LET GO OF GEARS THEN WILL UP SHIFT AND THE RPM'S WILL SPIKE. DEALER HAS LUBED DRIVE TRAIN AND FLASHED TRANSMISSION IN ATTEMPTS TO CORRECT THE PROBLEM. ONLY OCCURS WHILE A/C COMPRESSOR IS ON. DEALER AT A LOSS FOR A FIX, REQUESTED I CONTACT LEXUS TO OPEN A CASE.

CONTACTED LEXUS, NO RESPONSE. FACTORY CARPET MATS ARE CLIPPED IN PLACE, NOTHING OBSTRUCTING ACCELERATOR PEDAL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321512  
**Date of Incident:** 20100321  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** GREENFIELD, WI

**NHTSA Summary:**

TL- THE CONTACT OWNS 2007 TOYOTA CAMRY SE. THE CONTACT WAS DRIVING 25MPH AND THEN DEPRESSED THE BRAKE TO STOP AT A RED LIGHT. INSTEAD OF THE VEHICLE BRAKING IT ACCELERATED. THE VEHICLE REVVED UP GOING AS FAST AS 60MPH.

C-2177

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323001  
**Date of Incident:** 20100321  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** JACKSONVILLE, FL

**NHTSA Summary:**

TL - THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE DRIVING 40 MPH DURING FAIR WEATHER CONDITIONS THE VEHICLE ENGINE REVIVED BECAUSE THE FLOOR MATE HIT THE GAS PEDAL. SHE STATED SHE ENGAGED THE CLUTCH, AND THE BRAKES AND THE ENGINE ACCELERATED THE ENGINE SPEED WENT DOWN WHEN THE FLOOR MATE RELEASED ON ITS OWN. THIS HAS HAPPEN TWICE. THE RECALL WORK HAS BEEN DONE ON THE ACCELERATOR BEFORE THIS HAPPEN. THE DEALER AND THE MANUFACTURE HAS NOT BEEN NOTIFIED. THE FAILURE MILEAGE WAS 5,040. THE CURRENT MILEAGE WAS 5,095. VWB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321519  
**Date of Incident:** 20100322  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** CONCORD, NH

**NHTSA Summary:**

TOYOTA 2007 RAV4 WITH 20,000 MILES, SINCE I PURCHASED HAS HAD SOME ISSUES WITH THE ACCELERATION LURCHING FORWRD BOTH WHILE BARELY TOUCHING THE GAS PEDAL OR TURNING CORNERS, AND GOING UP A SMALL HILL OR A LARGE HILL. IVE STILL GOT THE WARRANTY TILL MAY2010, THEY CHECKED IT OUT AND COULDNT FIND ANYTHING WRONG. HELLO TOYOTA ! NOW IM READING ABOUT ALL THESE TRANSMISSION PROBLEMS THAT RAV4 ISNT DISCLOSING TO THE PUBLIC! THE SERVICE KNOWS ABOUT THE PROBLEM SO WHY WONT THEY FIX I ? IM ON A DISABILITY AND NEED SAFE RELIABLE TRANSPORTATION. WHERE DO I STAND ? WHAT DO I DO NEXT? IT MAY BE THE TRANSMISSION OR CPS? IM SITTING HERE WITH THE PROOF THAT IT WAS LOOKED AT AS I DROVE IT HOME FROM SCHOOL YESTERDAY AND TURNING A CORNER GOING ON AN INCLINE IT LURCHED FORWARD. THAT ISNT GOOD FOR ME OR THE CAR AND THEY WONT FIX IT IT ONLY HAPPENS ONCE AND AWHILE WWHAT DO I DO ?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321702  
**Date of Incident:** 20100322  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** JACKSONVILLE, FL

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2010 TOYOTA COROLLA. ON MARCH 22, 2010 WHILE DRIVING WITH THE CRUISE CONTROL SET AT 70MPH THE VEHICLE SUDDENLY ACCELERATED UP

C-2178

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TO 86MPH. SHE APPLIED THE BRAKE AND TURNED THE CRUISE CONTROL OFF. SHE EXPERIENCED THE FAILURE TWICE AND THOUGHT IT WAS DRIVERS ERROR. SHE TOOK THE VEHICLE TO THE DEALER FOR THE PEDAL MODIFICATION APPROXIMATELY THREE MONTHS AGO AND NEVER EXPERIENCED A FAILURE BEFORE THE REPAIR. SHE TOOK THE VEHICLE BACK TO THE DEALER THE DEALER CHECK THE CRUISE CONTROL. TEST DROVE THE VEHICLE AND COULD NOT RECREATE THE FAILURE OR LOCATED ANY CODES. THE CURRENT AND THE FAILURE MILEAGE WERE 11,850. LI

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322233  
**Date of Incident:** 20100322  
**Vehicle:** 2008 TOYOTA SEQUOIA  
**Location of Incident:** INDIO, CA

**NHTSA Summary:**

WE OWN A 2008 SEQUOIA. ON 3/13/10 THE LOCAL 1-10 TOYOTA DEALER IN INDIO, CA DID THE INITIAL "RECALL FIX" CONCERN SEQUOIA. MY HUSBAND WORKS IN ANZA, CA. ON HIS WAY HOME FROM WORK HE WAS DRIVING DOWNHILL ON ROUTE 74 (A VERY TREACHEROUS MOUNTAIN ROAD) AND THE RPM'S ON THE TOYOTA INCREASED AND WHEN HE SAW THEM GET OVER 3000 RPM'S HE TRIED TO BREAK. THE BREAKS DID NOT WORK AND THE RPM'S KEPT RISING. HE HIT THE BREAKS AGAIN AND THEY STILL DIDNT WORK. HE LAID ON THEM THE 3RD TIME AND THEY FINALLY KICKED IN. WHEN HE GOT HOME HE TOLD ME WHAT HAPPENED. I IMMEDIATELY CALLED THE TOYOTA DEALER AND THEY ADVISED ME TO BRING THE CAR IN FIRST THING THE FOLLOWING DAY. WE RAN INTO SEVERAL BAD EXPERIENCES WITH HOW THE DEALER HAS HANDLED US DURING THE WEEK. THEY STILL HAVE THE VEHICLE AND TODAY IS 3/25/10. WE ASKED THEM FOR A FULL PEDAL REPLACEMENT AS WE RESEARCHED IT ON LINE AND SAW THAT WE WERE NOT ALONE IN EXPERIENCING A PROBLEM EVEN AFTER THEY HAVE COMPLETED THEIR INITIAL "RECALL FIX". WE ARE VERY CONCERNED ABOUT SEVERAL ISSUES. OUR PRIMARY CONCERN IS THAT MY HUSBAND CAN NO LONGER TRUST DRIVING THIS CAR BACK AND FORTH TO WORK. WE FEEL WE WILL NOT BE ABLE TO TRUST DRIVING IT EVEN AFTER WE GET IT BACK SINCE THIS IS THE 2ND FIX THEY HAVE DONE ON IT. WE ALSO ARE CONCERNED ABOUT THE RESELL VALUE OF OUR VEHICLE AS WE HAVE SEEN ARTICLES STATING THAT KELLY BLUE BOOK IS CONFIRMING THAT THE RESELL VALUES ARE BEING EFFECTED. COULD A LAWYER POSSIBLY NEGOTIATE WITH TOYOTA ON OUR BEHALF TO REDUCE OUR LOAN SINCE WE ARE FINANCED THROUGH TOYOTA DIRECTLY AND OUR VEHICLE VALUE HAS BEEN REDUCED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322415  
**Date of Incident:** 20100322  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** GIBSONVILLE, NC

**NHTSA Summary:**

IN SEPT OF 2009 I BOUGHT A NEW 2010 TOYOTA COROLLA VIN # 1NXBU4EE0AZ216848 I HAVE BEEN VERY PLEASED WITH IT UNTIL LAST MONDAY MARCH 22. THREE WEEKS THEY INSTALLED THE RECALL ON THIS VEHICLE. MONDAY MARCH 22 I TOOK MY WIFE TO DUKE MEDICAL CENTER FOR AN APPOINTMENT. I PULLED INTO THE PARKING DECK AND REACHED FOR A PARKING TICKET SUDDENLY THE CARS MOTOR REVVED UP ALL ON ITS OWN. MY FOOT WAS ON THE BREAK THE WHOLE TIME, I NEVER TOUCHED THE GAS PEDDLE. I PUT IT INTO NEUTRAL AND THE MOTOR WAS GOING REAL FAST. I CUT IT OFF AND PUT IT INTO PARK. WHEN I TURNED IT BACK ON IT STILL WAS GOING FAST. I CUT IT

C-2179

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OFF AND RESTARTED IT THIS TIME IT WAS RUNNING NORMAL. I CALLED THE DEALER AND THEY TOWED IT IN. THEY KEPT OVER NIGHT AND SAID THEY WERE CALLING TOYOTA. NEXT DAY THEY CALLED AND SAID IT WAS READY THAT TOYOTA GAVE IT A BILL OF HEALTH. THE BRAKES HELD OTHER WISE THE OUT COME COULD HAVE BEEN BAD. I DO NOT IF THEY FOUND ANYTHING WRONG OR NOT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322329  
**Date of Incident:** 20100322  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** HEWLETT, NY

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2006 TOYOTA AVALON. WHILE THE CONTACT WAS DRIVING 60MPH THE VEHICLE HAD SUDDENLY ACCELERATED WITHOUT WARNING CAUSING THE CONTACT TO RUN OVER A CURB. NO ONE WAS INJURED AND A POLICE REPORT WAS NOT FILED FOR THE INCIDENT. THERE WERE NO PRIOR WARNINGS AND THE CURRENT AND FAILURE MILEAGES WERE 18000. BML

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322824  
**Date of Incident:** 20100322  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** TRACY, CA

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323780  
**Date of Incident:** 20100322  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** DALLAS, TX

**NHTSA Summary:**

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

C-2180

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FAILURE MILEAGE WAS 28,882 AND THE CURRENT MILEAGE WAS 29,120. UPDATED 6/1/10 \*CN

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100323  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ALBANY, GA

**NHTSA Summary:**

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

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

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

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

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321681  
**Date of Incident:** 20100323  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** BAKERSFIELD, CA

**NHTSA Summary:**

I TOOK MY 2007 COROLLA TO THE DEALERSHIP ON 1/18/2010 IN BAKERSFIELD, CALIFORNIA BECAUSE OF THROTTLE SURGES, AND AT ONE POINT, LOSS OF THROTTLE CAPABILITY. THEY REPLACED 1 PART RELATED TO THE THROTTLE THAT COST OVER 1100 DOLLARS. IT CONTINUED TO DO THE SAME THINGS, AND I RETURNED IT ON 3/23/10, ONLY TO FIND OUT A COMPUTER BOARD AND OXYGEN SENSOR NOW NEED TO BE REPLACED AT A COST OF 1,000 ADDITIONAL DOLLARS. I AM VERY DISAPPOINTED IN TOYOTA'S LACK OF OWNERSHIP REGARDING THESE ISSUES. IF I CHOOSE TO HAVE THE REPAIRS MADE, I WILL THEN DRIVE IT OVER TO THE HONDA DEALERSHIP, TO PURCHASE A COMPARABLE REPLACEMENT  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321948  
**Date of Incident:** 20100323  
**Vehicle:** 2010 LEXUS ES350  
**Location of Incident:** LA CRESCENTA, CA

**NHTSA Summary:**

C-2181

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

2010 LEXUS ES 350. CONSUMER STATES HE IS AFRAID TO DRIVE THE VEHICLE AND IT IS SITTING IN HIS GARAGE. \*TGW THE CONSUMER STATED AS A RETIRED ENGINEER, HE BELIEVED THE PROBLEM GOES WAY BEYOND THE GAS PEDAL STICKING. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321534  
**Date of Incident:** 20100323  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** INDIANAPOLIS, IN

**NHTSA Summary:**

I PURCHASED MY 2004 TOYOTA CAMRY IN FEB '04. FROM THE DAY I DROVE IT OFF THE LOT, THE CAR SURGES AS YOU BEGIN TO ACCELERATE. I RETURNED IT FOR REPAIR AND THE TECHNICIANS COULD NOT FIGURE OUT THE PROBLEM. IT HAS BEEN A CONTINUAL PROBLEM AND STILL OCCURS DAILY. IN DEC. 2004 AS I WAS PARKING MY CAR AT THE HOTEL WHERE I WORK THE CAR SURGED, JUMPED THE CURB AND DROVE INTO A HOTEL ROOM CAUSING DAMAGE TO THE BUILDING AND THE CAR. TODAY IS 3/23/10 AND ON THE WAY TO WORK THIS MORNING IT SURGED TWICE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322520  
**Date of Incident:** 20100323  
**Vehicle:** 2006 TOYOTA PRIUS  
**Location of Incident:** GOLETA, CA

**NHTSA Summary:**

RETURNING HOME AT 10 P.M I DROVE UP TO MY GARAGE DOOR AND ATTEMPTED TO TURN OFF THE MOTOR. INSTEAD THE CAR LURCHED FORWARD, HITTING THE DOOR WITH SOME FORCE. I SLAMMED ON THE BRAKES AND PUT THE CAR IN REVERSE. BUT INSTEAD OF STOPPING IT BACKED RAPIDLY OUT OF THE DRIVEWAY, ACROSS THE ROADWAY, AND INTO MY NEIGHBOR'S CADILLAC. WHEN I PUT IT BACK IN DRIVE IT STILL MOVED RAPIDLY, THIS TIME BACK ACROSS THE ROAD AND INTO MY GARAGE, CAUSING TERRIBLE DAMAGE. THIS HAPPENED 4 DAYS AGO. NEVER BEFORE. I'M NOW WAITING FOR A SETTLEMENT SO I CAN BUY A LESS RISKY CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322656  
**Date of Incident:** 20100323  
**Vehicle:** 2010 TOYOTA 4RUNNER  
**Location of Incident:** DES PLAINES, IL

**NHTSA Summary:**

THERE APPEARS TO BE SOMETHING DANGEROUSLY WRONG WITH THE TRANSMISSION. I HAVE EXPERIENCED THIS RANDOMLY, MAYBE A DOZEN TIMES, OVER THE LAST WEEK SINCE I HAVE OWNED THE CAR. IT TAKES UP TO TWO SECONDS FOR THE CAR TO RESPOND AFTER PRESSING THE GAS PEDAL. THIS HAS HAPPENED WHEN SLOWING DOWN AND THEN HAVING TO GIVE THE CAR GAS, AGAIN. OTHER TIMES IT HAS HAPPENED FROM A STOP OR AN IDLING ROLL. THERE IS A SIGNIFICANT HESITATION. THIS DOES NOT HAPPEN EVERY TIME, WHICH MAKES IT THAT MUCH MORE DANGEROUS - BEING UNPREDICTABLE.

**Additional Summary:**

C-2182

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323812  
**Date of Incident:** 20100323  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** MOORHEAD, MN

**NHTSA Summary:**

DROVE UP TO USE THE ATM AT BANK. PLACED CAR IN PARK AND USED ATM. WHEN I FINISHED, I PUT MY FOOT ON THE BRAKE AND SHIFTED INTO DRIVE. CAR ENGINE ACCELERATED AND CAR LURCHED FORWARD. A LARGE CLOUD OF SMOKE CAME OUT OF THE EXHAUST PIPE. I WAS ABLE TO PUT THE CAR IN NEUTRAL AND TURN OFF THE ENGINE. PUTTING THE CAR IN NEUTRAL DID NOT STOP THE ENGINE FROM RACING. I PUSHED THE CAR AWAY FROM THE ATM AND CALLED THE TOYOTA DEALER, WHO CAME AND DROVE THE CAR TO THEIR GARAGE. THE DEALER FOUND NO RECORD OF THE EVENT ON THE CAR'S COMPUTER AND HAS TWICE TRIED TO RETURN THE VEHICLE TO ME. ONLY AFTER I THREATENED TO GO ON A LOCAL RADIO TALK SHOW, DID THE AGREE TO CONTINUE TO INVESTIGATE. I WAS ABLE TO OBTAIN VIDEO OF THE INCIDENT FROM THE BANK'S SECURITY CAMERAS AND HAVE SHARED THEM WITH THE TOYOTA DEALER AND WOULD BE HAPPY TO SHARE THEM WITH THE NHTSA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323732  
**Date of Incident:** 20100323  
**Vehicle:** 2010 TOYOTA TUNDRA  
**Location of Incident:** READING, MA

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329370  
**Date of Incident:** 20100323  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** LEXINGTON, KY

**NHTSA Summary:**

C-2183

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AFTER TOYOTA RECALLED AND WORKED ON MY GAS PEDAL, IT GOT STUCK ONCE, WHICH LITERALLY CAUSED ME TO BUMP SLIGHTLY INTO A CAR IN FRONT OF ME) THEN ESCALATED ON ITS OWN SPORADICALLY. ONE DEALER AGENT TOLD ME WOULD SUBMIT PAPERWORK AND IT WOULD TAKE AN HOUR TO CHECK, AND THE GAS PEDAL WOULD BE REPLACED. WHEN I TRIED TO BRING THE CAR TO BE CHECKED AND WORKED ON, HE SAID NOT COME TILL HE CALLED WHEN HE WAS READY. FOR 1-2 WEEKS HE NEVER CALLED. WHEN I WENT TO ASK, THEY SAID THE CAR WAS NOT TO BE WORKED ON FOR A WHILE. I CALLED CUSTOMER SERVICE TO CHANGE TO ANOTHER DEALERSHIP. THIS DEALERSHIP ASKED ME TO WAIT FOR 2 WEEKS, AND SAID WOULD NEED TO KEEP MY CAR FOR TWO WEEKS TO CHECK. I CALLED TWICE BUT NO ONE CALLED BACK. I FINALLY WENT TO A DEALERSHIP WHERE I HAPPENED TO BE NEAR WHERE I WORKED ONE DAY. THEY CHECKED TO MAKE SURE MY CAR WAS OKAY AT LEAST THEN. I ASKED THEM HELP ME PUT MY CARPET IN PLACE AS AFTER DETAILING THE FIRST DEALERSHIP DID NOT PUT THEM BACK IN ORDER AS THEY WERE WET. THIS DEALERSHIP PUT HOOK ON MY CARPET TO MAKE SURE THEY WERE IN PLACE AS I DID NOT HAVE THE HOOK AS THEY WERE SUPPOSED TO BE, AND ADVISED ME TO CALL CUSTOMER SERVICE, NOT KNOWING I HAD ALREADY CALLED AND THEY WERE REFERRING ME TO DEALERSHIP THAT TOOK FOREVER. I WAS BY ANOTHER DEALERSHIP WHERE I WORKED THE NEXT DAY. THEY CHECKED, AND ORDERED THE GAS PEDAL IMMEDIATELY. IN JUST 2-3 DAYS THEY TOLD ME THEY HAD THE PART AND HAD ME OVER AND GOT MY CAR FIXED. THE CARPET IN THE DRIVER SEAT IS FIXED, BUT NOT THE OTHERS YET. THE GAS PEDAL OF MY CAR WAS A RISK TO THE SAFETY OF ME AND MY CAR AND OTHER PEOPLE AND CARS AROUND ME. THE DELAY OF THE FIRST TWO DEALERSHIPS AND CUSTOMER SERVICE SEEM TO NOT CARE FOR THE URGENT NEED FOR THE PEDAL TO BE REPLACED IMMEDIATELY TO ENSURE ABSOLUTE SAFETY. THE LATTER TWO DEALERSHIP WERE HELPFUL TO SPOT THE PROBLEM OF MY CARPET AND TOOK PREVENTIVE MEASURE IMMEDIATELY, AND THEN GOT THE GAS PEDAL REPLACED IMMEDIATELY. SHOULD TAKE CARE OF PROBLEM BETTER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343990  
**Date of Incident:** 20100323  
**Vehicle:** 2005 TOYOTA TUNDRA  
**Location of Incident:** WHITTIER, CA

**NHTSA Summary:**

I DRIVE A 2005 TOYOTA TUNDRA THAT HAS ACCELERATED ABOUT A DOZEN TIMES SINCE I BOUGHT IT. SEEMS THAT WHEN I HIT A MAJOR BUMP THAT'S RISING ACROSS THE LANE I'M IN AND GO ACROSS IT, MY TRUCK WILL ACCELERATE MOMENTARILY WITHOUT ME PRESSING ON THE GAS PEDAL. I CANNOT ALWAYS DUPLICATE THIS ACTION AND WHEN I GO TO THE DEALER IT COMES BACK AS PROBLEM NOT FOUND. AS I MENTIONED IT'S ONLY OCCURED MAYBE A DOZEN TIMES SINCE 2005 BUT IT IS A CONCERN AFTER ALL THE RECALLS THAT TOYOTA HAS HAD. I RECENTLY COMPLETED 95,000 MILES ON MY VEHICLE AND HAVE BEEN HAPPY WITH ITS PERFORMANCE WITH THIS EXCEPTION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10321731  
**Date of Incident:** 20100324  
**Vehicle:** 2000 TOYOTA COROLLA  
**Location of Incident:** MANCHESTER, CT

**NHTSA Summary:**

C-2184

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DAUGHTER WAS ACCELERATING UP A HILL, ABOUT 1/4 MILE FROM A MAJOR INTERSECTION IN HER 2000 TOYOTA COROLLA VIN INXB12E8Y2414334. TOOK HER FOOT OFF GAS, BUT GAS PEDAL STUCK AND ENGINE KEPT REVVING, ACCELERATING. SHE BRAKED HARD, CAR WOULDN'T STOP. SHE APPLIED E-BRAKE, CAR DIDN'T STOP. PUT CAR IN NEUTRAL AND TURNED CAR OFF. COASTED THROUGH THE RED LIGHT AND TO A STOP IN THE MIDDLE OF THE ROAD. THANK GOD, NOBODY HIT HER. CAR IS IN THE SHOP NOW. NO RESOLUTION YET.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322171  
**Date of Incident:** 20100324  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** NORTH VERSAILLES, PA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322300  
**Date of Incident:** 20100324  
**Vehicle:** 2005 SCION XB  
**Location of Incident:** MOUNT PLEASANT, NC

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2005 TOYOTA SCIONXB. WHILE DRIVING IN REVERSE AT AN UNKNOWN SPEED THE VEHICLE INVOLUNTARILY ACCELERATED AND CRASHED INTO ANOTHER VEHICLE AS WELL AS A TREE. THE VEHICLE WAS NOT TAKEN TO BE LOOKED AT. THE POLICE WERE INFORMED AND APPEARED AT THE SCENE OF THE CRASH. THE FAILURE AND CURRENT MILEAGE WAS 48777. SM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322235  
**Date of Incident:** 20100324  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** LONG BEACH, CA

**NHTSA Summary:**  
CAR : 2007 COROLLA CE FIRST INCIDENT : ACCELERATOR WOULD GET STUCK AND IT WOULDN'T GO DOWN UNTIL I PRESS THE BREAKS REALLY HARD. IT KEPT SHAKING THE STEERING WHEEL. AFTER INCIDENT I TOOK TO CABE TOYOTA OF LONG BEACH (562) 595-7411 . AND CABE TOYOTA WASTED MY TIME AND KEPT THE CAR FOR TWO DAYS AND SAID NO WORK WAS DONE BECAUSE NOTHING WAS WRONG BUT IT SEEMED LIKE THEY DID SOME ADJUSTMENTS TO THE CAR BECAUSE WEIRD NOISES STARTED HAPPENING. SECOND INCIDENT: 03/24/2010 BREAK FAILURE ON WARDLOW BLVD TOWARDS ATLANTIC AVENUE. BREAKS DID NOT WANT TO GO DOWN. CAR KEPT GOING AFTER TRYING TO

C-2185

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PRESS BREAKS! HAD TO SHUT DOWN CAR BY TAKING KEY OUT OF IGNITION AND PULL EMERGENCY BREAK. LUCKILY NO CAR WAS IN FRONT AND BACK. STERRING WHEEL LOCKED. AS SOON AS IT HAPPENED I CALLED CABE TOYOTA AND FILED A COMPLAINT ABOUT IT. THEY TOOK THE CAR FOR LESS THEN A DAY AND TOLD ME TO PICK UP MY CAR. THE MECHANIC SAID "WE HAD IT FOR TWO DAYS AND FOUND NOTHING WRONG WITH IT." AND THEY HAD A MEETING WITH THE TOYOTA AND SAID GIVE THE CAR BACK. TIME OF SUBMITTING CAR 2 PM ON 03/24/2010. TIME I CALLED TO ASK ABOUT CAR AROUND 1:30ISH 03/25/2010. THEY ONLY HAD THE CAR FOR ONE DAY. AND ISSUED THE CAR BACK TO ME. I DO NOT KNOW WHAT TO DO. I WAS SHAKING DRASTICALLY AFTER IT HAPPENED. LUCKILY MY DAUGHTER WASNT IN THE CAR. OR I WAS NOT ON THE FREEWAY

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322297  
**Date of Incident:** 20100324  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** AVENTURA, FL

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323785  
**Date of Incident:** 20100324  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** BONITA SPRINGS, FL

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342029  
**Date of Incident:** 20100324  
**Vehicle:** 2010 LEXUS HS  
**Location of Incident:** HAWORTH, NJ

**NHTSA Summary:**

C-2186

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ON 4 SEPARATE OCCASIONS, 2 TIMES EACH FOR 2 DIFFERENT DRIVERS, OCCURRING ABOUT EVERY 1200 MILES, OUR LEXUS HS250H ACCELERATED DURING A STOPPED OR BRAKING SITUATION. WE BROUGHT IT TO THE DEALER AND CONTACTED LEXUS CUSTOMER SERVICE. THE RESPONSE: [THERE IS NOTHING WRONG AND THE VEHICLE IS OPERATING NORMALLY. YOU ARE EITHER USING THE ACCELERATOR AND BRAKE AT SAME TIME OR JUST EXPERIENCING THE GAS ENGINE STARTING UP WHICH IS GIVING YOU THE SENSATION OF MOVING WHEN YOU ACTUALLY AREN'T MOVING. THIS SENSATION IS NORMAL FOR BOTH PRIUSES AND HS 250 MODELS.] I CAN USUALLY TELL WHEN THE GAS ENGINE FIRES UP AND THE SENSATION IS DEFINITELY DIFFERENT THAN THE SCARY PROBLEM WE ARE HAVING. WHEN ASKED WHAT TO DO IF THIS CAUSES AN ACCIDENT THE RESPONSE WAS: [CONTACT YOUR INSURANCE COMPANY]. CLEARLY LEXUS HAS NO INTENTION OF ADMITTING THAT THERE'S ANYTHING WRONG. NO SALESPERSON INFORMED US THAT THE NORMAL OPERATION OF THE CAR INCLUDES SUDDEN ACCERATION OR THE "SENSATION" OF IT. TWO INCIDENTS CAUSED MY WIFE TO SLAM ON THE BRAKE IN BUMPER TO BUMPER TRAFFIC TO AVOID HITTING THE CAR IN FRONT AND ONE INCIDENT CAUSED ME TO HIT AN OBJECT IN MY GARAGE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344388  
**Date of Incident:** 20100324  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
2007 LEXUS ES350, WHILE PARKING VEHICLE CONSUMER STATED FOR SOME UNKNOWN REASON VEHICLE MOVED FORWARD HITTING INTO A BLOCK WALL. \*BF ACCORDING TO THE POLICE REPORT, THE ACCELERATOR PEDAL BECAME STUCK. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322111  
**Date of Incident:** 20100325  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** WHITESTONE, NY

**NHTSA Summary:**  
WHILE DRIVING TO WORK THIS MORNING IN RUSH HOUR TRAFFIC, MY CAR SUDDENLY ACCELERATED AS I WAS MERGING TO MY LEFT. AS I WAS MERGING I FELT THE CAR ACCELERATE AND THE DECREASE IN PRESSURE AGAINST MY FOOT AS THE PEDAL DEPRESSED ON ITS OWN. I WAS ABLE TO REGAIN CONTROL OF THE CAR AFTER FORCEFULLY STEPPING ON THE BRAKES TWICE, AT WHICH TIME THE GAS PEDAL CAME BACK UP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322174  
**Date of Incident:** 20100325  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** VALENCIA, CA

**NHTSA Summary:**  
IT IS REPORTED REGARDING THE TOYOTA SUDDEN ACCELERATION RECALL THAT FOR OWNERS WHO HAVE HAD THE FIRST ATTEMPT TO CORRECT THE PROBLEM (INSTALL METAL REINFORCEMENT BARS IN THE ACCELERATOR) AND THE ATTEMPT DID NOT

C-2187

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WORK TOYOTA WOULD REPLACE THE ENTIRE ACCELERATOR ASSEMBLY AT THE VEHICLE OWNER'S REQUEST. I HAVE HAD PROBLEMS WITH THE UNINTENDED ACCELERATION, HAD THE FIRST REPAIR ATTEMPT COMPLETED AND I STILL HAVE THE PROBLEM. I CALLED MY LOCAL TOYOTA DEALER WHERE I PURCHASED THE VEHICLE AND WAS TOLD THAT TOYOTA WILL NOW REFUSE TO PERFORM THIS SECOND ATTEMPT UNTIL NEXT MONTH WHEN ANOTHER DIFFERENT TYPE OF "FIX" WILL BE SCHEDULED (SHAVING THE ACCELERATOR PEDAL). MY VEHICLE DOES NOT HAVE FLOOR MATS AND I FIND THIS EXCUSE UNACCEPTABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323041  
**Date of Incident:** 20100325  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** MALIBU, CA

**NHTSA Summary:**  
UNINTENDED ACCELERATION OF TOYOTA RAV4 WITH "FIXED" ACCELERATOR PEDAL. WITHIN 30 MILES OF DRIVING: ON COMING TO TRAFFIC STOP, ENGINE REVVED UP TO AN AUDIBLE HIGH SPEED. TO PREVENT A COLLISION I APPLIED INTENSIVE PRESSURE TO BRAKE PEDAL WHILE SETTING HAND BRAKE. CAR STILL SEEMED TO BE IN FORWARD ROLL MODE, SO I PUSHED GEAR SHIFT FROM DRIVE THRU NEUTRAL, REVERSE AND INTO PARK. ENGINE SPEED RETURNED TO NORMAL IDLE WITHOUT FURTHER INCIDENT. I THEN DROVE 40 SOME MILES TO RETURN HOME. ON 3/27 I TOOK CAR TO THE DEALER TO REPORT THAT THE ACCELERATOR PEDAL MODIFICATION WAS A FAILURE. I TOOK DELIVERY OF THIS NEW CAR ON 7/31/09. WITHIN ABOUT 300 DRIVING MILES OF ACCUMULATED MILEAGE, THE 1ST UNINTENDED ACCELERATION OCCURRED REQUIRED ADDED PRESSURE TO BRAKE PEDAL & USE OF HAND(EMERGENCY) BRAKE TO STOP CAR & END ABNORMAL ENGINE SPEED. GEAR SHIFT REMAINED IN DRIVE. I HAD 3 TO 4 SUCH INCIDENTS WITHIN APPROX. 2400 MILES COMPRISING 40-50 TRIPS, NONE LONGER THAN 100 MILES. MOST OF MY DRIVING IS HIGHWAY TYPE, WHICH DOES REQUIRE INTERMITTENT BUT INFREQUENT TRAFFIC STOPS. ABOUT 200 MILES OCCURRED IN CITY-TYPE CONDITIONS (FREQUENT TRAFFIC STOPS) WHICH WERE SPREAD OVER ABOUT 12 OF THE AFORESAID TRIPS. ALL THE UA SITUATIONS OCCURRED UNDER THE CITY-TYPE CONDITIONS. I MADE SEVERAL TRIPS TO THE DEALER TO REPORT THE INCIDENTS AND TO OBTAIN HELP. AFTER THE 1ST ONE THE SERVICE DEPARTMENT CHECKED THE CAR & FOUND NOTHING WITH THE CAR'S SAFE OPERABILITY. I TOOK THE CAR BACK FOR SERVICE AFTER THE INCIDENT WHICH WAS POST SAFETY RECALL PEDAL MODIFICATION. THE RESPONSE WAS THAT THIS WAS THE FIRST THAT THEY HAD HEARD OF A "FIX" FAILURE. TOYOTA APPEARS TO CLING TO THE STICKY FLOOR MAT OR SIMULTANEOUS PRESSURE TO ACCELERATOR AND BRAKE PEDALS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323349  
**Date of Incident:** 20100325  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** COHOES, NY

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE VEHICLE ACCELERATED AS IT WAS SWITCHED FROM PARK TO DRIVE, THE BRAKE WAS STILL ENGAGED AS THE ENGINE RACED. THE VEHICLE ACCELERATED AND MOVED FORWARD. THE CONTACT PUT THE VEHICLE INTO NEUTRAL, WHICH DID NOT ALLOW THE VEHICLE TO STOP. THE VEHICLE WAS THEN SHIFTED TO PARK WHICH CAUSED IT TO COME TO A SCREECHING HALT. THE

C-2188

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SPEED BEFORE THE FAILURE WAS 0. THE VEHICLE WAS CURRENTLY BEING REPAIRED AT AN AUTHORIZED DEALER. THE VIN WAS UNAVAILABLE. THE FAILURE MILEAGE WAS 24000. THE CURRENT MILEAGE WAS 24000.-TS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323599  
**Date of Incident:** 20100325  
**Vehicle:** 2007 LEXUS GS350  
**Location of Incident:** OCEANSIDE, CA

**NHTSA Summary:**  
I WAS DRIVING AT 55MPH WHEN LEXUS 2007 LEXUS GS350 SUDDENLY ACCELERATED. THE G-FORCES PINNED ME TO THE SEAT. I WAS ABLE TO SHIFT TO NEUTRAL AND HIT BRAKE IN LESS THAN A SECOND. I THEN DISCONNECTED NEGATIVE POLE ON BATTERY FOR 5 MINUTES AND THIS RESETS THE COMPUTER AND SURGE TEMPORARILY ENDS. THE PROCESS WAS DESCRIBED TO ME BY A LEXUS DEALER SERVICE MANAGER FOR A PREVIOUS LEXUS I OWNED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325643  
**Date of Incident:** 20100325  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** PHOENIX, AZ

**NHTSA Summary:**  
THE 2004 TOYOTA CAMRY SE WAS DRIVEN ABOUT 25 MILES ON THE FREEWAY PRIOR TO THE ACCIDENT. I WAS PARKING IN A HOSPITAL PARKING GARAGE. MY FOOT WAS ON THE BRAKE AS I WAS PARKING. THE CAR WAS ABOUT 3 FEET FROM A CONCRETE WALL. THEN THE CAR ACCELERATED FORWARD. THE CAR CRASHED, RUINED THE BUMPER AND OTHER PARTS BENEATH THE FIBERGLASS. I HAD A LARGE BRUISE FROM THE SEATBELT AND MY 6 MONTH OLD DAUGHTER WAS SCREAMING IN THE BACK SEAT. I GOT OUT OF THE CAR QUICKLY. THE CAR HOWEVER WAS STILL TRYING THE GO FORWARD INOT THE WALL SINCE IT WAS STILL IN DRIVE. I GOT BACK IN AND TURNED THE CAR OFF. THE POLICE WOULD NOT COME AND FILE A REPORT SINCE IT WAS ON PRIVATE PROPERTY. SO WE FILED A REPORT WITH THE HOSPITAL'S BUILDING SECURITY. THE CAR WAS TOWED TO A TOYOTA COLLISION SHOP AND STILL REMAINS THERE TODAY. WE HAVE BEEN WAITING FOR TOYOTA TO COME OUT AND "INSPECT" THE CAR AND WE CANNOT MOVE OR FIX THE CAR UNTIL THEY HAVE THEIR INSPECTION. THIS WAS ABOUT A MONTH AGO. WE HAVE BEEN GETTING NOTHING BUT THE RUN AROUND FROM TOYOTA BOTH AT THE DEALERSHIP WHERE WE BOUGHT THE CAR AND FROM THE NATIONAL CORPORATION OF TOYOTA. WE WILL BE SEEKING A LAWYER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325884  
**Date of Incident:** 20100325  
**Vehicle:** 2007 TOYOTA YARIS  
**Location of Incident:** WEST WEGO, LA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA YARIS. THE CONTACT STATED AS SHE APPLIED THE BRAKES ATTEMPTING TO YIELD FROM SPEEDS OF 15 MPH, THE ACCELERATOR PEDAL BECAME STUCK IN THE OPEN THROTTLE POSITION. THE CONTACT WAS UNABLE TO

C-2189

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

RETURN THE ACCELERATOR PEDAL TO THE IDLE POSITION AND PROCEEDED TO CRASH INTO ANOTHER VEHICLE. THE CONTACT WAS TAKEN TO THE HOSPITAL BY AMBULANCE FOR MINOR BACK INJURIES. THE ENTIRE FRONT END OF THE VEHICLE WAS DAMAGED. THE POLICE ARRIVED TO THE SCENE AND A REPORT WAS FILED ACCORDINGLY. THE FAILURE AND CURRENT MILEAGES WERE 49,064.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10333950  
**Date of Incident:** 20100325  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** SHARON HILL, PA

**NHTSA Summary:**  
DRIVER TOOK HER 90 YEAR-OLD MOTHER FOR AN EYE INJECTION AT MOORE EYE INSTITUTE IN SPRINGFIELD, DELAWARE COUNTY, PA. AFTER THE APPOINTMENT, DRIVER WAS BACKING SLOWLY OUT OF A PARKING SPACE WHEN HER 2006 TOYOTA CAMRY SUDDENLY ACCELERATED HITTING ONE VEHICLE, THEN GOING INTO A TERRIBLE REVERSE SPIN CLOCKWISE. TWO VEHICLES WERE HIT DIRECTLY, AND TWO INDIRECTLY BEFORE COMING TO A STOP BETWEEN TWO SUV'S. THERE WERE FIVE CARS IN TOTAL THAT SUSTAINED DAMAGE. THE DRIVER AND HER PASSENGER WERE THE ONLY PERSONS INJURED. THE CAMRY WAS A TOTAL LOSS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340677  
**Date of Incident:** 20100325  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** SANTA ROSA, CA

**NHTSA Summary:**  
ON 1-30-10 I TOOK MY CAR FOR ITS FIRST "FREE" LUBE ETC AND I MENTIONED A "SURGE" WHEN ACCELERATING AND ALSO AN INTERMITTENT CLUNK SOUND WHEN BRAKING. THEY FOUND NO PROBLEM. ON 1-30-10 I WAS DRIVING INTO MY GARAGE SLOWLY TO REACH A CONE I HAVE PLACED TO "STOP". ABOUT A FOOT FROM THE CONE THE ACCELERATOR SURGED INTO THE CONE, AND A CABINET AND TABLE BEHIND THE CONE WERE DAMAGED, PLUS \$4653.76 DAMAGE TO MY CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324941  
**Date of Incident:** 20100326  
**Vehicle:** 2003 LEXUS ES300  
**Location of Incident:** ALLEN PARK, MI

**NHTSA Summary:**  
ON MARCH 26, 2010 MY HUSBAND AND I WERE STOPPED AT A TRAFFIC SIGNAL, (WITH MY FOOT ON THE BRAKE AS YOU WOULD EXPECT), WHEN THE CAR SUDDENLY ACCELERATED AT FULL THROTTLE. IN THE BRIEF BUT TERRIFYING MOMENTS THAT THE CAR WAS OUT OF CONTROL I UNFORTUNATELY COLLIDED WITH ANOTHER VEHICLE AS I THREW THE GEAR SELECTOR INTO NEUTRAL.

**Additional Summary:**  
FROM DETROIT FREE PRESS:

C-2190

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

"The Allen Park couple stopped at a traffic light on Van Born near Pelham Road in Taylor on March 26. Lois Markyvech was driving when she said her 2003 Lexus ES300 lurched forward even though she held her foot firmly on the brake. She said she turned into the right-turn lane attempting to pull into a service station, remembering that, as Toyota has instructed customers, she should shift into neutral.

"It all happened in a matter of a few seconds," Lois Markyvech said. Her Lexus sideswiped a GMC Sierra pickup driven by John Green of Dearborn. No one was hurt. But the car sustained significant body damage.

THE MARKYVECH'S CALLED THEIR DEALER, LEXUS OF ANN ARBOR WHO REFERRED THEM TO A CUSTOMER SERVICE NUMBER. AFTER NUMEROUS CALLS, A LEXUS REP TOLD THEM NOT TO HAVE THEIR CAR REPAIRED AND SOMEONE WOULD CALL THEM VERY SOON TO LOOK AT THE CAR. AFTER NOT HEARING FOR TWO WEEKS, THE FREE PRESS CONTACTED TOYOTA INQUIRING - SEVERAL DAYS LATER TOYOTA CUSTOMER SERVICE REP. SANDRA FOREMAN CONTACTED THE COUPLE. THE NEXT DAY THE CAR WAS TOWED TO MEADE LEXUS IN SOUTHFIELD (APRIL 15TH) WHERE ERIC LEWIS OF ENGINEERING ANALYSIS ASSOCIATES IN WARREN TOLD THE MARKYVECHS THAT HE WOULD CONDUCT AN INVESTIGATION. FIVE DAYS LATER, AND THEY HAVE NOT HEARD ANYTHING ABOUT WHAT THE TECHNICIANS FOUND.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322432  
**Date of Incident:** 20100326  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** RENO, NV

**NHTSA Summary:**  
ON THE 26TH OF MARCH 2010 ABOUT 3:00 PM, I WAS DRIVING MY 2006 TOYOTA TACOMA AND GOT ONTO INTERSTATE 80 GOING WEST AND BEGAN TO MERGE INTO TRAFFIC. AS I ACCELERATED TO GET IN FRONT OF A WHITE SEMI-TRACTOR TRAILER, I REALIZED I WAS ACCELERATING FASTER THAN I WAS PUSHING DOWN ON THE GAS PEDAL. MY TRUCK ACCELERATED AS IF IT WANTED TO GO FASTER THAN I DID, AND SO I LET MY FOOT OFF THE GAS PEDAL. BUT, MY TOYOTA TACOMA STILL INCREASED IN SPEED, AND THE GAS PEDAL SEEMED SOFT AS IF THE TRUCK WAS IN CRUISE CONTROL. REALIZING THAT MY SPEED WAS 80 AND RISING RAPIDLY, I PUSHED DOWN ON THE BRAKE PEDAL. THE CAR BARELY SLOWED DOWN AND SPED RIGHT BACK UP CONTINUING TO ACCELERATE AS SOON AS I REMOVED MY FOOT FROM THE BRAKE. SO, I PRESSED DOWN THE BRAKE PEDAL WITH ALL MY FORCE, BUT THE TRUCK DID NOT SLOW DOWN SUFFICIENTLY TO SAFELY PULL OVER. SO, THEN, I PUT ONE FOOT ON THE BRAKE AND USED THE OTHER TO PUSH DOWN THE EMERGENCY BRAKE. THE TRUCK DECELERATED ENOUGH TO ALLOW ME TO PULL OVER INTO THE FAR RIGHT LANE. THE CAR CONTINUED TO ROLL DESPITE APPLICATION OF BOTH BRAKES, AND SO I THREW THE VEHICLE INTO PARK. THIS SHUT OFF THE ENGINE. I HAD MY TRUCK TOWED TO THE DEALERSHIP AND NOTHING HAS BEEN RESOLVED AS OF TODAY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323272  
**Date of Incident:** 20100326  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** MASSAPEQUA PARK, NY

**NHTSA Summary:**

C-2191

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL- THE CONTACT OWNS A 2009 TOYOTA PRIUS. THE DRIVER STOPPED AT A STOP LIGHT, AND WHEN THE LIGHT CHANGED AND THE DRIVER PULLED OFF AND APPLIED PRESSURE TO THE ACCELERATOR, THE CAR ACCELERATED TO 60 MPH. THE DRIVER WAS ABLE TO STOP THE VEHICLE AND PULL TO THE SIDE OF THE ROAD, WHERE THE VEHICLE WAS LEFT OVERNIGHT. THE DRIVER RETRIEVED THE VEHICLE THE NEXT DAY AND DROVE TO THE DEALER WITH NO FAILURES. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER, NO REPAIRS WERE MADE. THE FAILURE MILEAGE WAS 18000. THE CURRENT MILEAGE WAS 18224.-TS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323323  
**Date of Incident:** 20100326  
**Vehicle:** 2009 LEXUS RX  
**Location of Incident:** FAIR GROVE, MO

**NHTSA Summary:**  
2009 LEXUS 400H HYBRID BRAKES DISENGAGE WHEN BRAKING OVER ROUGH SURFACE, IT GIVES THE IMPRESSION OF ACCELERATING. I HAD THIS SAME PROBLEM WITH 2006 LEXUS 400H, BUT THE 2009 RECENTLY HAS BEEN HAVING MORE FREQUENT PROBLEM WITH THIS SITUATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323674  
**Date of Incident:** 20100326  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** ARLINGTON, WA

**NHTSA Summary:**  
VEHICLE ACCELERATED WITHOUT MY FOOT ON ACCELERATOR. WE HAVE OWNED THE CAR FOR A YEAR, AND IT ONLY HAPPENED ONCE. I PUSHED THE ACCELERATOR ALL THE WAY DOWN, THEN WHEN I RELEASED MY FOOT, IT CONTINUED TO ACCELERATE. I PUT THE CAR IN NEUTRAL, AND HIT THE ACCELERATOR PEDAL SEVERAL TIMES, WHICH "LOOSENED" THE PEDAL, AND THE CAR RAN NORMALLY FROM THAT POINT FORWARD.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325037  
**Date of Incident:** 20100326  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** WEST WYOMING, PA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH WHEN THE BRAKE PEDAL WAS ENGAGED, AND THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A GARAGE. THE CONTACT SUFFERED A MINOR INJURY FROM A BUMP TO THE HEAD. THE FRONT END OF THE VEHICLE WAS DAMAGED. A POLICE REPORT WAS FILED. THE FAILURE AND CURRENT MILEAGES WERE 46,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325615

C-2192

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100326  
**Vehicle:** 2003 LEXUS GX  
**Location of Incident:** ADRIAN, MI

**NHTSA Summary:**  
WE WERE PROCEEDING TO MAKE A R.H. TURN FROM ONNE TWO LANE ROAD TO ANDTHER IN A 2003 LEXUS GX WHEN THE EACCELERATOR STUCK AND ESC COMPLEAT FAILED. ALTHOUGH I PUSHED TREANSMISSION LEVER IN NEUTRAL. THE REAR END SKIDDED OUTWARD AND NO ESC OR ABS WAS EVIDENT. I STEERED INTO SKID AND THEN STEEDED INTO DITCH TO AVOID OFFSET COLLISION WITH ONCOMING TRAFFIC. AND SKIDDED INTO DITCH ON OPPOSITE SIDE OF ROAD. SEVERE CONCUSSION AND AMNESIA FOR DRIVER AS DEAD SLAMMED INTO DRIVER'S WINDOW. PASSENGER SUFFERED LEFT LEG INJURY. I REPORTED TWO PRIOR INCIDENTS TO NHTSA JAN 9, 2010, ETC AND NO RESPONSE. NOW I AM GOING PUBLIC AND TO SENATOR ROCKERFELLER THAT NHTSA IS TOTALLY UNRESPONSIVE  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341151  
**Date of Incident:** 20100326  
**Vehicle:** 2005 TOYOTA SOLARA  
**Location of Incident:** KNOXVILLE, TN

**NHTSA Summary:**  
2005 TOYOTA SOLARA. CONSUMER STATES UNINTENDED ACCELERATION \*TGW THE CONSUMER STATED HIS SON WAS AT A COMPLETE STOP AT AN INTERSECTION WITH HIS FOOT ON THE BRAKE. WHEN SUDDENLY THE VEHICLE LURCHED FORWARD AND TRUCK THE REAR END OF A TRUCK WITH A PROTRUDING TRAILER HITCH. HE COULD FEEL THE BRAKES PULSATE AS THE VEHICLE MOVED FORWARD. WHILE THERE WAS NO DAMAGE TO THE TRUCK DUE TO THE HITCH, THE INCIDENT CAUSE CONSIDERABLE DAMAGE TO THE VEHICLE. THE CONSUMER DID NOT INDICATE IF A POLICE REPORT WAS FILED. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100327  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** HAMILTON, ONTARIO, CANADA  
**NHTSA Summary:**  
**Additional Summary:**  
INFO FROM NEWS ARTICLES IN THESPEC.COM:

"A Hamilton man who claims to be the victim of sudden unintended acceleration that sent his 2009 Toyota Venza crashing into a tree and house last weekend says he is grateful no one was injured.

Since the ordeal Saturday morning, Hindle said he has spoken with the area dealership where he leased the SUV. All he wants is to get out of the lease. He says he will never drive a Toyota again.

Hindle was returning from a Locke Street bakery around 9:15 a.m. when he turned onto Dundrum Street South off Aberdeen Avenue. The street is on a bit of an incline, so, Hindle said, he accelerated as he turned onto the street. But when he tried to slow for his approaching turn, the accelerator pedal stuck, he claimed.

Hindle slammed on his brakes. The tires screeched and smoked, but the vehicle continued to gain speed, he said. "I was panicking," he said, adding that in hindsight he should have shifted into neutral. He kept thinking: "I'm going to hit somebody or something."

C-2193

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

Hindle said he looked for the safest place to crash his car and decided on a lawn with three trees. The tree he slammed into was dead and crashed over "like paper," he said. The vehicle came to rest lodged in the front of a Dundrum Street home. Dazed, he shifted into park and turned off the engine.

It caused serious damage to the home's exterior wall and windows. But nobody was hurt, other than some minor back pain for Hindle."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322533  
**Date of Incident:** 20100327  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**  
THE INCIDENT HAPPENED AT THE INTERSECTION OF HARBISON AND DIVISION ST, NATIONAL CITY, SAN DIEGO, CA 92139. SOUTHBOUND AT HARBISON ST, WHILE SLOWING DOWN FOR A FULL STOP AT A RED LIGHT WITH MY RIGHT FOOT GRADUALLY PRESSING THE BRAKE PEDAL SUDDENLY THE ENGINE RPM WENT UP SO HIGH WITHOUT STEPPING ON THE ACCELERATOR PEDAL. MY IMMEDIATE REACTION WAS TO PRESS HARDER THE BRAKE PEDAL. THE HIGH ACCELERATION LASTED ABOUT 10 SECONDS AND I WAS ABLE TO BRING THE VEHICLE TO A FULL STOP AT THE MIDDLE OF THE INTERSECTION WHICH HAVE CAUSED AN ONCOMING VEHICLE AT MY LEFTSIDE TO SWERVE TO ITS LEFT TO AVOID AN IMPACT. THIS IS THE SECOND TIME IT OCCURRED. THE FIRST TIME IT HAPPENED WITH ANOTHER DRIVER IT WAS IGNORED BECAUSE HE THOUGHT IT WAS NORMAL. THERE WAS NO REPAIR DONE ON BOTH TIMES IT HAPPENED. THE OWNER HAVE NOT RECEIVE ANY NOTICE OF MANUFACTURER NOTICE OF DEFECT. THE FIRST INCIDENT WAS ABOUT 6 MONTHS AGO AND NOT REPORTED. ALSO NO FIRE, PROPERTY DAMAGE, CRASH OCCURED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322605  
**Date of Incident:** 20100327  
**Vehicle:** 2010 TOYOTA TACOMA  
**Location of Incident:** NORWOOD, MA

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2010 TOYOTA TACOMA. THE CONTACT STATED THAT WHILE IN A PARKING LOT, THE VEHICLE SUDDENLY ACCELERATED FORWARD. SHE PRESSED BOTH OF HER FEET ON THE BRAKE PEDAL AND THE TIRES WERE SPINNING. SHE SHIFTED INTO PARK AND TURNED OFF THE IGNITION AND HAD THE VEHICLE TOWED TO A DEALERSHIP. SHE WAS AWAITING FEEDBACK AT THE TIME OF THE COMPLAINT. SHE HAD NOT EXPERIENCED ANY ACCELERATION PROBLEMS PRIOR TO THIS FAILURE. SHE CALLED THE MANUFACTURER AND REPORTED THE PROBLEM. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 2,800-BK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322561  
**Date of Incident:** 20100328  
**Vehicle:** 2010 TOYOTA HIGHLANDER  
**Location of Incident:** RALEIGH, NC  
**NHTSA Summary:**

C-2194

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322611  
**Date of Incident:** 20100328  
**Vehicle:** 2006 TOYOTA HIGHLANDER HV  
**Location of Incident:** BROOKFIELD, MA

**NHTSA Summary:**  
1. I WAS PARKING ALONGSIDE THE ROAD, BEHIND AN ACQUAINTANCE'S VEHICLE. WHILE ROLLING INTO POSITION BEHIND THEM, I EXPERIENCED A SUDDEN ACCELERATION OF MY VEHICLE. 2. THIS IS THE FIRST TIME THIS HAS OCCURED. I SMASHED INTO THE REAR OF THE CAR PARKED IN FRONT OF ME AT 10MPH OR SO. MINIMLA DAMAGE TO MY SUV, OTHER CAR WILL LIKELY NEED A NEW REAR BUMPER. 3. REPORTED TO TOYOTA AND AWAITING CALLBACK  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323073  
**Date of Incident:** 20100328  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** MINNETONKA, MN  
**NHTSA Summary:**  
2010 PRIUS STILL ACCELERATES AFTER "FIX".  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323289  
**Date of Incident:** 20100328  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**  
IN 2006 I REPORTED OF SUDDEN ACCELERATION IN MY 2005 TOYOTA CAMRY. SINCE THEN I HAVE HAD SEVERAL OCCURENCES WHERE MY CAR HAS LUNGE INTO SUDDEN ACCELERATION. THE LASTEST TIME WAS ON 3/28/10 ON I-275 WEST HEADING TO LAWRENCEBURG INDIANA. I WAS DRIVING ABOUT 60-65 MPH WHEN MY 2005 CAMRY SUDDEN ACCELERATED TO ABOUT 80 MPH, BUT MY PUTTING ON THE BRAKES ALLOWED ME TO GET BACK THE CONTROL OF THE VEHICLE. OTHER TIMES WERE VAGUELY  
**Additional Summary:**

C-2195

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

REMEMBER BUT HERE'S THE ONES THAT COME TO MIND, 3/12/10, 2/10, 10/09, 8/09, THERE HAVE BEEN OTHER TIMES BUT BECAUSE I WENT THROUGH SO MUCH WITH TOYOTA REGIONAL OFFICE THAT TO AVOID STRESSING OUT LIKE TOYOTA DID TO ME IN 2006, I JUST DIDN'T REPORT IT. IN FEAR OF HAVING TO GO UP AGAINST THIS BIG CORPORATION AGAIN AND THEY DENY THAT THERE IS EVEN A PROBLEM WITH THE ACCELERATED PEDAL I LEFT THE REPORTING ALONE. IT'S VERY STRESSFUL GOING THROUGH ALL OF THIS ONLY TO BE TOLD THAT THERE'S NO PROBLEM WITH THE CAR.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100329  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** KOHLER, WI  
**NHTSA Summary:**  
**Additional Summary:**  
From news articles:

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

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

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

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

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

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

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

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

"We re-flash memory into the computer, so if in fact the vehicle is accelerating on its own ... or if your foot is on the accelerator and you apply brake pressure, it automatically cuts down the throttle to an idle

C-2196

#### Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C

position so if you would be pushing on both pedals at the same time it virtually cannot accelerate," Frank said."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323017  
**Date of Incident:** 20100329  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** KENNESAW, GA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2005 TOYOTA COROLLA. ON MARCH 29, 2010 WHILE DRIVING ON THE HIGHWAY AT APPROXIMATELY 70 MPH SHE ATTEMPTED TO SLOW WITH HER FOOT ON THE BRAKE. THE BRAKE DID NOT RESPOND. SHE LOST CONTROL OF THE VEHICLE WENT OFF THE ROAD ONTO THE GRASS THE VEHICLE PROCEEDED TO ACCELERATE UNTIL IT CAME TO A STOP. SHE FIRST EXPERIENCED BRAKE FAILURE AUGUST 30, 2009, BUT SHE THOUGHT IT WAS DRIVER ERROR. THE VEHICLE WAS TOWED TO THE BODY SHOP. SHE DID NOT RECEIVE ANY INJURIES. HENRY COUNTY POLICE REPORT 10-005188. THE MANUFACTURER TOOK A REPORT 1003210383. THE INSURANCE COMPANY WILL INVESTIGATE THE BRAKE FAILURE. THE FAILURE AND THE CURRENT MILEAGE WERE 48,000. LI  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323569  
**Date of Incident:** 20100329  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** SHAKER HTS, OH

**NHTSA Summary:**  
MY 2002 TOYOTA RAV4 BEGAN SUDDENLY JERKING WHEN I SLOWED DOWN THEN WOULD LAG WHEN I TRIED TO ACCELERATE. IT HAD LESS THAN 67,000 MILES ON IT. THE LOCAL TOYOTA DEALER TOLD ME I WOULD NEED TO HAVE THE TRANSMISSION REPLACED AT THE COST OF \$4800. I CALLED TOYOTA NATIONAL CUSTOMER SERVICE AND ASKED FOR AN EXTENSION OF THE WARRANTY, HAVING BEEN TOLD BY THE DEALER THAT THIS PROBLEM WAS NOT COVERED BY MY WARRANTY ANY LONGER. I GOT ABSOLUTELY NO HELP. I AM ASTOUNDED THAT AT 67,000 MILES THIS WAS NOT COVERED. I HAD TO GET RID OF THE CAR WHEN I DIDN'T WANT TO AND AM ASKING FOR RESTITUTION.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323747  
**Date of Incident:** 20100329  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** GOLDSBORO, NC

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2004 TOYOTA HIGHLANDER. THE CONTACT WAS PULLING OUT OF A PARKING SPACE AT SPEEDS OF 5 MPH WHEN THE VEHICLE ABNORMALLY ACCELERATED WITHOUT DRIVER INTENT. THE VEHICLE ACCELERATED TO APPROXIMATE SPEEDS OF 35 MPH. THE VEHICLE THEN STRUCK A TREE. THE CONTACT WAS TAKEN TO THE EMERGENCY ROOM BUT WAS NOT INJURED, YET, HE IS VERY SORE. THE VEHICLE WAS DESTROYED. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 59,000. UPDATED 06/04/10. \*LJ  
**Additional Summary:**

C-2197

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323968  
**Date of Incident:** 20100329  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** MARIETTA, GA

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325681  
**Date of Incident:** 20100329  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** BLUFFTON, SC

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325647  
**Date of Incident:** 20100329  
**Vehicle:** 2007 LEXUS GX470  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**  
WHEN I PRESSED THE GAS TO GO IN REVERSE IN MY 2007 LEXUS GX 470, THE CAR ACCELERATED FAR MORE THAN I WAS PRESSING ON THE GAS PEDAL. THE CAR CONTINUED TO ACCELERATE EVEN WHEN I REMOVED MY FOOT FROM THE ACCELERATOR, AND EVENTUALLY COLLIDED WITH A CONCRETE POLE. ABOUT A MONTH PRIOR TO THE INCIDENT, I HAD TAKEN THE VEHICLE TO THE DEALER BECAUSE THE BRAKES WERE MAKING A SCRAPING SOUND, BUT THE DEALERSHIP "COULD NOT RECREATE THE PROBLEM." AFTER THE INCIDENT, I PROMPTLY REPORTED THE ISSUE TO LEXUS AND LEFT THE VEHICLE UNTOUCHED FOR NEARLY 2 WEEKS, AWAITING INVESTIGATION. LEXUS PROMISED TO CONTACT ME WITHIN 10 BUSINESS DAYS TO INVESTIGATE, BUT DID NOT DO SO.  
**Additional Summary:**

C-2198

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326173  
**Date of Incident:** 20100329  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** HUNTINGDON VALLEY, PA

**NHTSA Summary:**  
MY WIFE WAS DRIVING TO WORK MONDAY MORNING MARCH 29, 2010 ABOUT 7:15 AM IN A TOYOTA CAMRY HYBRID ON A ROAD SHE USUALLY TAKES TO WORK. SHE WAS ON A STRAIGHT AND LEVEL PART OF THE ROAD. ALL OF A SUDDEN THE CAR STARTED TO ACCELERATE. SHE TRIED BRAKING BUT THE CAR WOULD NOT STOP. SHE LANDED UP HITTING A TREE THAT STOPPED THE CAR. AFTER HITTING THE TREE SHE COULD NOT TURN THE CAR OFF. THE CAR WAS A TOTAL LOSS AND IS NOW THE PROPERTY OF OUR INSURANCE COMPANY. I HAVE FILED A CLAIM WITH TOYOTA.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322766  
**Date of Incident:** 20100330  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** PELHAM, AL

**NHTSA Summary:**  
I OWN A 2007 TOYOTA CAMRY AND HAVE OWNED IT SINCE 2001. FROM ABOUT A YEAR AGO, THE GAS PEDAL SOMETIMES GETS STUCK. THIS USUALLY HAPPENS WHEN I AM STOPPED AT A RED TRAFFIC LIGHT. WHEN THE LIGHT SUDDENLY ACCELERATED OUT OF CONTROL. THE VEHICLE WENT 150 FEET, BEFORE HE WAS ABLE TO BRING IT A STOP. TWO DAYS LATER, THE VEHICLE ACCELERATED AGAIN AND CRASHED INTO THE GARAGE. THE VEHICLE WAS TOWED TO THE DEALER. UPON AN INSPECTION, THEY COULD NOT FIND ANYTHING WRONG WITH THE VEHICLE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323151  
**Date of Incident:** 20100330  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** SARASOTA, FL

**NHTSA Summary:**  
S10 APPROPRIATE HANDLING RE INCIDENT OF SUDDEN UNINTENDED ACCELERATION FM OWNER OF A 2008 TOYOTA RAV4 ON 1/17/2009. \*TGW THE CONSUMER STATED WHILE BACKING OUT OF THE GARAGE, THE VEHICLE SUDDENLY ACCELERATED OUT OF CONTROL. THE VEHICLE WENT 150 FEET, BEFORE HE WAS ABLE TO BRING IT A STOP. TWO DAYS LATER, THE VEHICLE ACCELERATED AGAIN AND CRASHED INTO THE GARAGE. THE VEHICLE WAS TOWED TO THE DEALER. UPON AN INSPECTION, THEY COULD NOT FIND ANYTHING WRONG WITH THE VEHICLE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323361  
**Date of Incident:** 20100330  
**Vehicle:** 2007 TOYOTA YARIS  
**Location of Incident:** MARS HILL, NC

**NHTSA Summary:**  
I WAS DRIVING MY 2007 TOYOTA YARIS ON MARCH 30, 2010 AROUND 1600 HRS AND THE ACCELERATOR STUCK IN THE FULL THROTTLE POSITION AND CAUSED A COLLISION  
**Additional Summary:**

C-2199

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326457  
**Date of Incident:** 20100330  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** PHOENIX, AZ

**NHTSA Summary:**  
TL\*-THE CONTACT OWNS A 2010 TOYOTA RAV4. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 65 MPH EXITING A RAMP TO MAKE A TURN, THE BRAKE PEDAL WAS ENGAGED WITH NO POWER RESPONSE. THE GEAR WAS SHIFTED INTO NEUTRAL AND THE VEHICLE CONTINUED TO ACCELERATE. IMMEDIATELY, BOTH FEET WERE APPLIED TO THE BRAKE PEDAL FORCEFULLY. THE VEHICLE STOPPED IN THE MIDDLE OF AN INTERSECTION. THE VEHICLE WAS TOWED TO THE DEALER. THE TECHNICIAN WAS UNABLE TO LOCATE A PROBLEM AND STATED POSSIBLY THE FLOOR MAT ROLLED UP AGAINST THE ACCELERATOR PEDAL. THERE WAS A PRIOR RECALL REPAIR PERFORMED ON THE VEHICLE BEFORE THE FAILURE. THE REPAIR DATE WAS FEBRUARY 09, 2010, ASSOCIATED WITH THE RECALL UNDER NHTSA CAMPAIGN ID NUMBER 10V017000 (VEHICLE SPEED CONTROL-ACCELERATOR). THE FAILURE MILEAGE WAS 3,160. THE CURRENT MILEAGE WAS 3,300.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326595  
**Date of Incident:** 20100330  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** EUREKA SPRINGS, AR

**NHTSA Summary:**  
TL\* THE DRIVER OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATED WHILE DRIVING AT APPROXIMATE SPEEDS OF 8 MPH AND PLACING HER FOOT IN THE BRAKE PEDAL, THE VEHICLE ACCELERATED WITHOUT WARNING. THE VEHICLE PROCEEDED TO CRASH INTO A TREE PLANTER AND THEN INTO A PALM TREE PLANTER BEFORE COMING TO A STOP. THERE WERE NO INJURIES OR A POLICE REPORT FILED. THE VEHICLE WAS NOT TAKEN TO THE DEALER FOR DIAGNOSTIC, TESTING, OR REPAIRS. THE DEALER AND MANUFACTURER WOULD NOT PROVIDE ANY ASSISTANCE. THE APPROXIMATE FAILURE AND CURRENT MILEAGE WERE 5,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326849  
**Date of Incident:** 20100330

C-2200

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** ATLANTA, GA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA AVALON. THE CONTACT STATED THAT WHILE PARKING IN A GARAGE, THE VEHICLE SUDDENLY ACCELERATED WHICH CAUSED IT TO CRASH INTO THE GARAGE. THE CONTACT APPLIED THE BRAKES BUT THE VEHICLE DID NOT STOP. THE CONTACT CALLED THE MANUFACTURER AND WAS ADVISED TO TAKE THE VEHICLE TO AN AUTHORIZED DEALERSHIP SO THAT A TECHNICAL REPRESENTATIVE COULD INSPECT IT. THE REP HAD NOT DETERMINED THE CAUSE OF THE ACCELERATION AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS APPROXIMATELY 25,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10322973  
**Date of Incident:** 20100331  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** VIENNA, VA

**NHTSA Summary:**

I WAS DRIVING MY NEWLY PURCHASED 2009 TOYOTA PRIUS (VIN# JTDKB20U793522931) ON RT 66 IN ARLINGTON VIRGINIA ON MARCH 31, 2010. I WAS DRIVING APPROXIMATELY 50-60 MILES PER HOUR AND ACCELERATING. I TOOK MY FOOT OFF THE ACCELERATOR TO SLOW THE CAR AND THE CAR KEPT ACCELERATING. I THEN DEPRESSED THE BREAK, BUT THE CAR DID NOT SLOW, AND IN FACT I HEARD WHAT SOUNDED LIKE THE ENGINE GUNNING AND IT CONTINUED TO ACCELERATE. I PRESSED THE BREAK DOWN AS FAR AS IT WOULD GO AND WHILE THE CAR SLOWED ITS ACCELERATION, IT DID NOT SLOW OR STOP THE CAR. AS SOON AS I LIFTED MY FOOT FROM THE BREAK, THE CAR BEGAN TO ACCELERATE AGAIN AND I COULD HEAR THE ENGINE RACING. I PRESSED THE BREAK AGAIN, AND THE SAME THING HAPPENED & THE CAR SLOWED ITS ACCELERATION, BUT DID NOT SLOW ITS OVERALL SPEED. AS SOON AS I LIFTED MY FOOT FROM THE BREAK, THE CAR ACCELERATED. I DID THIS THREE TIMES, BECOMING INCREASINGLY AFRAID. I THEN JAMMED MY FOOT HARD ON THE BREAK AND PULLED OFF ONTO THE SIDE OF THE HIGHWAY. I TURNED THE CAR OFF, AND IT FINALLY STOPPED. I SAT THERE FOR A FEW MOMENTS, THEN TURNED THE CAR BACK ON AND GOT BACK ONTO THE HIGHWAY. AS SOON AS I GOT UP TO HIGHWAY SPEEDS, THE SAME THING HAPPENED AGAIN & THE CAR ACCELERATED ON ITS OWN AND THE BREAK WOULD NOT STOP THE CAR. I PULLED OVER A SECOND TIME AND TURNED THE CAR OFF AS THE ONLY WAY I COULD FIND TO STOP IT. I TURNED THE CAR ON AGAIN, AND THIS TIME WAS ABLE TO REACH MY DESTINATION WITH NO MORE INCIDENTS. I REPORTED THE PROBLEM TO THE CARMAX DEALER FROM WHOM IT WAS PURCHASED AND HAVE BEEN ON HOLD TO REPORT THIS DIRECTLY TO TOYOTA FOR OVER 30 MINUTES, BUT HAVE BEEN UNABLE TO GET THROUGH.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323247  
**Date of Incident:** 20100331  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** ROCHESTER, MN

**NHTSA Summary:**

PROBLEM: ACCELERATOR STUCK IN 2010 TOYOTA RAV4 ON 3/31/10, WHILE AT LOW SPEED AND SLOWING FOR A STOP LIGHT, MY ACCELERATOR STUCK, IMPAIRING MY ABILITY TO STOP. I PRESSED FIRMLY ON THE BRAKE, THEN ENGINE CONTINUED TO RACE. WHILE CONTINUING TO PRESS THE BRAKE, I PUT THE CAR IN NEUTRAL, THEN INTO PARK. THE CAR STOPPED. I AM SURPRISED I DID NOT REAR END THE VEHICLE IN FRONT OF ME.

C-2201

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I DROVE CAREFULLY TO THE ROCHESTER TOYOTA DEALERSHIP, JUST MINUTES AWAY. I SPOKE WITH THE SERVICE MANAGER. THIS VEHICLE IS ONE INVOLVED IN THE CURRENT TOYOTA RECALL. I HAD THE ACCELERATOR REPAIR MADE ON MARCH 5, 2010. I HAD NOT EXPERIENCED ANY ACCELERATOR PROBLEM BEFORE TODAY. I EXPLAINED TO THE MANAGER MY CONCERN THAT THE TRUE PROBLEM WITH UNCONTROLLED ACCELERATION HAS NOT BEEN IDENTIFIED, THUS MY PROBLEM OCCURRED DESPITE THE PRIOR REPLACEMENT OF MY PEDAL. I PHONE THE TOYOTA 800 NUMBER AN MADE A REPORT. NEITHER THE TOYOTA SERVICE MANAGER NOR THE PERSON AT THE 800 NUMBER COULD ASSURE ME THAT THESE INCIDENTS ARE BEING DOCUMENTED OR EVALUATED INDIVIDUALLY OR AS A GROUP. I FIND THIS VERY UNSETTLING, AND I'M CONCERNED FOR MY SAFETY AND THE SAFETY OF OTHERS IN AND AROUND TOYOTA VEHICLES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323290  
**Date of Incident:** 20100331  
**Vehicle:** 2006 LEXUS GS300  
**Location of Incident:** SAN LUIS OBISPO, CA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2006 LEXUS GS300. THE CONTACT STATED THAT WHILE SITTING AT A LIGHT THE RPM'S RACED UP TO 6000. ONCE THE CONTACT TURNED THE VEHICLE OFF AND BACK ON, THERE WAS A ROUGH IDLE, BUT THE VEHICLE RAN FINE. THE CLOSEST LEXUS DEALER IS 2 HOURS AWAY AND THE LOCAL TOYOTA DEALER REFUSED TO LOOK AT THE VEHICLE. THIS IS THE ONLY TIME THE PROBLEM HAPPENED WITH THIS VEHICLE. THE CONTACT WOULD LIKE THE VEHICLE INSPECTED TO SEE IF THIS IS GOING TO BE A PROBLEM. THE FAILURE MILEAGE ON THE VEHICLE WAS 61000 AND THE CURRENT MILEAGE WAS 61000. RL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323325  
**Date of Incident:** 20100331  
**Vehicle:** 2003 TOYOTA SIENNA  
**Location of Incident:** EL SEGUNDO, CA

**NHTSA Summary:**

TL- THE CONTACT OWNS 2003 TOYOTA SIENNA. WHILE PULLING INTO THE DRIVEWAY THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT HIT THE FRONT PART OF THE HOUSE. THERE WAS NO POLICE REPORT TAKEN. THE VEHICLE WAS TRAVELING 5 MPH AND THEN ACCELERATED INTO THE HOUSE. THIS IS THE FIRST TIME THE FAILURE HAPPENED. THE FAILURE MILEAGE WAS 30000 AND THE CURRENT MILEAGE WAS 30000. RL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323433  
**Date of Incident:** 20100331  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** CARY, NC

**NHTSA Summary:**

ON WEDNESDAY, MARCH 31 AT APPROXIMATELY 5:30 P.M., I DRIVING MY IN-LAWS E 2007 LEXUS ES 350 NORTH ON MAIN ROAD, WHEN THE VEHICLE SUDDENLY BEGAN TO ACCELERATE. THE GAS PEDAL MOVED AWAY FROM MY FOOT AND THE VEHICLE

C-2202

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

STARTED ACCELERATING AT FULL POWER. I IMMEDIATELY APPLIED THE BRAKES, BUT THE VEHICLE CONTINUED TO GAIN SPEED. I ATTEMPTED TO CUT THE CAR OFF BY HITTING THE START BUTTON (IT HAS NO KEY). AGAIN, NOTHING HAPPENED. I WAS TRAVELING APPROXIMATELY 55 TO 60 MPH BEFORE THE ACCELERATION AND APPROXIMATELY 80-85 AFTER THE ENGINE BEGAN TO RACE. THE BRAKES DID LITTLE TO REDUCE THE OVERALL SPEED; HOWEVER, PUSHING THE BRAKE PEDAL SEEMED TO REDUCE THE RATE OF ACCELERATION. I TRIED PUTTING THE VEHICLE INTO NEUTRAL BUT THAT DID NOT STOP THE ACCELERATION. I HAD BOTH FEET ON THE BREAK AND WAS PUSHING AS HARD AS I COULD, BUT IT STILL COULD NOT REDUCE THE SPEED. AT SOME POINT, I TURNED ON THE HAZARD LIGHTS. I KEPT TRYING TO GET THE CAR INTO NEUTRAL AND TO HIT THE ON/OFF BUTTON BUT THE VEHICLE WAS NONRESPONSIVE. I WAS QUICKLY APPROACHING THE VEHICLE IN FRONT OF ME AND HAD DECIDED TO HIT IT RATHER THAN RUN OFF THE ROAD. JUST AS SUDDENLY AS IT STARTED, THE CAR JUST CUT OFF AND I COASTED TO THE NEXT SIDE STREET WHICH WAS OLD POND ROAD. IT SEEMED LIKE I WAS WITHOUT BRAKES FOR APPROXIMATELY 2-3 MILES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100400  
**Date of Incident:** 2009 TOYOTA LAND CRUISER  
**Location of Incident:** ALBUQUERQUE, NM

**NHTSA Summary:**

**Additional Summary:**  
KOAT.com news article:

"Jill Hertel said she is worried that her 2009 Toyota Land Cruiser she has the same accelerator problem that has been in the headlines for months.

She told Action 7 News she's getting little help from Toyota.

Hertel said she has become terrified of the revving engine sound.

Hertel said at random moments her Land Cruiser accelerates on its own. Hertel said she had the car in park the first time it happened.

"So I would turn the car off and then on and then it happened again and revved out of control," Hertel said.

Two weeks ago, Hertel said the engine revved out of control while driving in rush hour traffic.

"The car again accelerated out of control in the clear blue and I was worried about that because if someone had been in front of me I would've hit them," Hertel said.

Hertel said she had to shove the car into neutral and coast to the side of the road.

She claims the accelerations have happened three times in three months.

Hertel took the car to American Toyota where she bought it. She has records of her three visits to the dealership. One record indicates the problem was because of bad fuel, the other two times, the dealership found no problems with the car.

Hertel said she doesn't want a new car. She just wants the problem fixed or to speak to the person who can get that done.

C-2203

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

"We love the car. We don't want to get rid of the car. We are not asking for anything for free. We want it fixed."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323276  
**Date of Incident:** 20100401  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** LAKE WALES, FL

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323405  
**Date of Incident:** 20100401  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** CEDAR LAKE, IN

**NHTSA Summary:**

VEHICLE TRAVELING 35MPH ON A LEVEL STREET. WARM, DRY, WINDY, CLOUDY AFTERNOON. SUDDEN ACCELERATION! BRIEF (1-2 SECONDS) ENDED BEFORE I COULD DEPRESS THE BRAKE. NO DAMAGE, COLLISION OR INJURY OCCURRED. JUST STARTLED. CHECKED FOR FLOOR MAT OR OTHER VISIBLE OBSTRUCTION/IMPEDENCE, NONE APPARENT. THIS WAS THE FIRST TIME I WAS SURE OF THE OCCURANCE. THERE HAVE BEEN A VARIETY OF WHAT APPEAR TO BE ELECTRICAL/ELECTRONIC "GLITCHES" - AC GREEN LIGHT ON BUTTON COMES ON BY ITSELF, SUMMER OR WINTER AND SOMETIMES I CAN NOT GET IT TO TURN OFF. SEATBELT LIGHT SOMETIMES COMES ON WHEN THEY ARE PROPERLY IN USE. (AND NOTHING HEAVY RESTING ON THE SEATS) ALSO AIRBAG LIGHT SOMETIMES. SERVICE LIGHT REMAINS ON SOMETIMES AFTER OIL CHANGE SERVICE. BRAKE HIGHLY SENSITIVE GAS PEDAL VERY TOUCHY, ESPECIALLY FROM STOP/JE AT LIGHT. HARD TO NOT SPIN WHEELS ON STARTING. (ESPECIALLY WHEN PAVEMENT WET, EVEN ON LEVEL ST.). FORTUNATELY, HAVING LIVED IN SNOW TERRITORY, I KNOW THE IMPORTANCE OF SLOW STARTS AND STOPS WHEN POSSIBLE. I HAVE NOT CHECKED ANY SITES TO SEE IF SIENNA 2008 HAS ANY PROBLEMS LISTED YET.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324039  
**Date of Incident:** 20100401  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** ARCADIA, CA

**NHTSA Summary:**

AS I WAS PULLING INTO MY PARKING SPACE AT WORK THE CAR SUDDENLY ACCELERATED AS I WAS BRAKING. THE CAR WOULD NOT STOP NO MATTER HOW HARD I PRESSED ON THE BRAKE PEDAL. THE ACCELERATION CAUSED ME TO SLAM INTO THE WALL OF MY OFFICE BUILDING AND BOUNCED THE CAR BACK 3-4 FEET. AT THE TIME OF THE INCIDENT I WAS IN TOTAL SHOCK AND HAD HIT MY LEG AGAINST THE PANEL

C-2204

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DURING THE CRASH. AS THE DAY PROGRESSED I STARTED FEELING MORE AND MORE PAIN AND DISCOMFORT THROUGHOUT MY NECK, SHOULDERS AND CHEST AREA. THIS WAS THE FIRST TIME I HAVE EVER FELT A SUDDEN ACCELERATION OF THE CAR WITHOUT PRESSING ON THE GAS PEDAL. NOW THAT THIS HAS HAPPENED I HAVE REALIZED OCCASIONALLY WHEN I PRESS ON THE BRAKE PEDAL THE CAR DOESNT SLOW DOWN IMMEDIATELY. WHETHER THIS HAS ANYTHING TO DO WITH THE INCIDENT IS BEYOND ME. THE CAR WAS LATER TOWED TO LONGO LEXUS IN EL MONTE, CA FOR I NO LONGER FEEL SAFE DRIVING IT. NOTHING HAS BEEN DONE TO CORRECT THIS FAILURE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324717, 10324718  
**Date of Incident:** 20100401  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** LONE TREE, IA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2005 TOYOTA SIENNA. THE CONTACT STATED WHILE UTILIZING THE CRUISE CONTROL AT 40 MPH, THE VEHICLE ABNORMALLY ACCELERATED WITHOUT DRIVER INTENT. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER, BUT THE FAILURE COULD NOT BE DUPLICATED. THERE WERE NO REPAIRS. WILL SOMEONE PLEASE CALL ME ASAP. MY TOYOTA SIENNA SUDDENLY ACCELERATED LAST WEEK IN DES MOINES, IA. TOYOTA IS SAYING THAT SIENNAS ARE NOT UNDER RECALL. I WAS TRAVELING WITH MY HUSBAND AND TWO CHILDREN. THE BRAKES COULD NOT STOP THE VEHICLE, NOR DID SHIFTING IT INTO NEUTRAL, PARK, OR REVERSE. THE ONLY THING THAT WORKED WAS PULLING THE KEY FROM THE IGNITION AT ABOUT 75 MILES PER HOUR. THE TOYOTA SIENNA IS A TIME BOMB. THE SUDDEN ACCELERATION OF MY SIENNA HAS HAPPENED AT LEAST TWO OTHER TIMES. TOYOTA IS CLAIMING THAT THE FLOOR MATS CAUSED IT BUT MY HUSBAND AND I CHECKED THE FLOOR MATS, THEY WERE NOT THE PROBLEM. TOYOTA WANTS US TO COME GET THE VAN BUT IT'S NOT SAFE. FROM NHTSA WEB SITE. UPDATED 05/24/10MADE TO THE VEHICLE. THE FAILURE MILEAGE WAS 90,000. UPDATED 05/26/10 \*BF THE CONSUMER STATED THE ONLY WAY TO STOP THE VEHICLE WAS BY PULLING THE KEY OUT OF THE IGNITION. UPDATED 05/28/10 \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325164  
**Date of Incident:** 20100401  
**Vehicle:** 2000 TOYOTA SOLARA  
**Location of Incident:** EVANSVILLE, IN

**NHTSA Summary:**

WIFE WAS PULLING INTO A PARKING SPACE. CAR HAD ALMOST COME TO A COMPLETE STOP. SHE WAS ABOUT TO PUT CAR IN PARK AND SET HANDBRAKE AND CAR SUDDENLY ACCELERATED IN TO A BRING WALL. SHE CRACK C1 AND C2 VERTABRAE AND WAS IN THE HOSPITAL FOR 5 DAYS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325682  
**Date of Incident:** 20100401  
**Vehicle:** 2001 LEXUS RX300  
**Location of Incident:** CENTENNIAL, CO

C-2205

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2001 LEXUS RX300. THE CONTACT STATED AS SHE ACCELERATED FROM A TRAFFIC STOP AT SPEEDS OF 40 MPH, THE VEHICLE LUNGED FORWARD WITHOUT WARNING. THE VEHICLE WAS TAKEN TO A LOCAL MECHANIC WHERE SHE WAS ADVISED THE TRANSMISSION WOULD NEED TO BE REPLACED. THE VIN WAS UNAVAILABLE. THE FAILURE MILEAGE WAS 95577. THE CURRENT MILEAGE WAS 95780.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326973  
**Date of Incident:** 20100401  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** SYRACUSE, NY

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341743  
**Date of Incident:** 20100401  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** FEEDING HILLS, MA

**NHTSA Summary:**

I HAVE BEEN EXPERIENCING MUCH DIFFICULTY WITH ACCELERATION WHEN DRIVING MY 02 TOYOTA CAMRY XLE. I STEP ON THE GAS AND THE CAR HESITATES TO ACCELERATE. THEN ALL OF A SUDDEN IT GOES HARD. THIS IS NOW ON A DAILY BASIS WHENEVER I DRIVE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345846  
**Date of Incident:** 20100401  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** ADAMS, MA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2006 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 45 MPH, A SUDDEN INCREASE IN ACCELERATION OCCURRED. THE BRAKES WERE APPLIED AND THE VEHICLE CONTINUED TO ACCELERATE. THE VEHICLE CRASHED INTO A CEMENT BLOCK. THERE WAS A POLICE REPORT FILED WITH NO PERSONAL INJURY. THE ENTIRE PASSENGER SIDE DOOR SUSTAINED DAMAGES. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER FOR DIAGNOSIS. THE TECHNICIAN WAS UNABLE TO DUPLICATE THE FAILURE. THE VEHICLE WAS REPAIRED FOR THE BODY

C-2206

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DAMAGES. THE CONTACT FEARED DRIVING THE VEHICLE DUE TO THE SAFETY HAZARD. THE FAILURE MILEAGE WAS APPROXIMATELY 3,000. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323552  
**Date of Incident:** 20100402  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** NOVELTY, OH

**NHTSA Summary:**

2010 TOYOTA CAMRY EXPERIENCED ACCELERATION ON FREEWAY EXIT RAMP AT 7:30 AM DURING RUSH HOUR. PUT THE CAR IN NEUTRAL AND THE ENGINE RACED. CAR WAS PULLED OVER TO THE SIDE WITH ENGINE STILL RACING. THE IGNITION WAS TURNED OFF AND IT STOPPED RUNNING. CHECKED TO SEE IF THERE WAS AN OBSTRUCTION WITH A FLOOR MAT - THERE WAS NONE. AFTER 30 SECONDS, STARTED THE CAR AND IT ALTERNATED BETWEEN IDLE AND ENGINE RACING WHILE DOING NOTHING TO THE GAS PEDAL. RECALL FIXES HAD NOT BEEN DONE YET. DEALERS RESPONSE WAS THEY DID NOT KNOW WHAT CAUSED IT AND DIDN'T CARE WHAT DID - JUST PUT IN THE RECALL REMEDIES AND TRIED TO GIVE IT BACK TO US TO "TRY THIS". WE HAVE NO CONFIDENCE THAT THE PROBLEM WAS UNDERSTOOD, OR FIXED OR THAT THE DEALER EVEN CARES. THEIR RESPONSE WAS THAT IT IS TOYOTA'S PROBLEM NOT THEIRS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323641  
**Date of Incident:** 20100402  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** ALAMEDA, CA

**NHTSA Summary:**

2005 PRIUS NO PROBLEMS EXCEPT WATER PUMP UNTIL NOW. 69,000 MILES. WENT TO START THE CARE AND WHILE IN NEUTRAL IDLEING THE BRAKE PEDAL PUMPED UP AND DOWN AND THE PS LIGHT CAME ON. THE RED TRIANGLE DANGER MESSAGE CAME ON. I DID NOT DRIVE IT BUT TOYOTA TOLD ME TO TOW IT IN. THEY SAY THE COMPUTER IS SHOT AND NEEDS A NEW SKID CONTROL ECU. I WAS NOT IN AN ACCIDENT

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323590  
**Date of Incident:** 20100402  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** ROCHESTER, NY

**NHTSA Summary:**

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

C-2207

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323891  
**Date of Incident:** 20100402  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MIDDLEBURG, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT WHEN REMOVING HER FOOT FROM THE BRAKE PEDAL, THE VEHICLE WOULD ABNORMALLY ACCELERATE WITHOUT DRIVER INTENT. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC TESTING. THE DEALER COULD NOT DUPLICATE THE FAILURE. THERE WERE NO REPAIRS MADE TO THE VEHICLE. THE APPROXIMATE CURRENT AND FAILURE MILEAGES WERE 45,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324468  
**Date of Incident:** 20100402  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** NORFOLK, VA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 LEXUS ES330. THE CONTACT STATED THAT ON APRIL 2, 2010 WHILE DRIVING APPROXIMATELY 2 MPH, THE VEHICLE SUDDENLY ACCELERATED, STRUCK A CURB AND THEN CRASHED INTO A CINDER BLOCK WALL. THE AIR BAGS DID NOT DEPLOY BUT THERE WERE NO INJURIES OR POLICE REPORT FILED. THE CONTACT CALLED THE MANUFACTURER WHO REQUESTED THAT SHE NOT HAVE THE VEHICLE REPAIRED UNTIL THEIR INVESTIGATORS INSPECTED IT. THE VEHICLE WAS AT A LOCAL BODY SHOP WHEN THE COMPLAINT WAS FILED. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 42,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325168  
**Date of Incident:** 20100402  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** TAMARAC, FL

**NHTSA Summary:**

PULLING INTO A ASSIGNED PARKING PLACE. CAR STARTED TO RACE, JUMPED OVER CEMENT BARRIER, ONTO ROAD, THEN ONTO A GRASSY AREA, ABLE TO STEER AWAY FROM PUBLIC BENCH, TREE, UNDER CARRIAGE CAUGHT BOTTOM OF LIGHT POLE, TIRE WENT FLAT, CAR SLOWED DOWN AND I WAS ABLE TO DRIVE BACK TO PARKING AREA. APPROX \$1800. DAMAGES TO BUMPER, RIGHT FRONT FENDER, TIRE REPLACED. TOYOTA HAS NOT SEEN CAR SYET.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326251  
**Date of Incident:** 20100402  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** WOODSTOCK, GA

C-2208

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100403  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** GUELPH, ONTARIO, CANADA  
**NHTSA Summary:**  
**Additional Summary:**  
NEWS ARTICLE IN THE GUELPH MERCURY (CANADA):

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

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

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

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

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

C-2209

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

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

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

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

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

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

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

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

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

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

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

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

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323653  
**Date of Incident:** 20100403  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** TAMPA, FL  
**NHTSA Summary:**

TOYOTA CAMRY 2005 LE V4. I WAS IN THE KFC PARKING LOT AND READY TO PARK THE CAR. THE CAR SUDDENLY ACCELERATED ON ITS OWN. I PUSHED MY FOOT HARD ON THE BRAKE BUT THE CAR WAS STILL GOING, CRUSHING A ROW OF BRUSHES THAT WERE MADE AS A LOW FENCE. IT THEN STOPPED ABOUT TEN YARDS AWAY FROM THE PARKING SPOT WHERE I INTENDED TO PARK. IT WAS IN THE MIDDLE OF THE STREET. IT WAS LUCKY THAT THERE WAS NO CARS PASSING AT THAT TIME. I WAS SCARED TO DEATH.

C-2210

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I'VE OWNED THIS CAR FOR 5.5 YEARS WITH 39000 MILES. THIS IS THE FIRST TIME THE INCIDENT HAPPENED TO ME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324010  
**Date of Incident:** 20100403  
**Vehicle:** 2007 LEXUS IS250  
**Location of Incident:** TAMPA, FL  
**NHTSA Summary:**

I HAVE A LEXUS IS 250 WHICH EXPERIENCED UNINTENDED ACCELERATION. I HAVE BROUGHT IT TO MY DEALER WHO FOUND NO DEFECTS AND HAD NO REPAIRS FOR THE KNOWN PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325181  
**Date of Incident:** 20100403  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** SAN FRANCISCO, CA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA PRIUS. WHILE DRIVING 10 MPH ON A PAVED AND GRASSY SURFACE WITH HIS FOOT ON THE BRAKE PEDAL, THE VEHICLE SURGED FORWARD AND CRASHED INTO A TREE DESTROYING THE VEHICLE. THE POLICE ARRIVED TO THE SCENE AND 3 INJURIES WERE REPORTED. THE VEHICLE WAS TOWED TO AN INDEPENDENT BODY SHOP BUT THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 65,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326605  
**Date of Incident:** 20100403  
**Vehicle:** 2003 LEXUS SC430  
**Location of Incident:** LA CRESCENTA, CA  
**NHTSA Summary:**

I AM FORMALLY FILING A COMPLAINT AGAINST A VEHICLE 2003 LEXUS SC430. I HAVE REASON TO BELIEVE THAT THIS VEHICLE HAS CAUSED AN ACCIDENT DATED APRIL 3, 2010 AT ABOUT 2AM. AFTER THE COLLISION, I NOTICED THAT THE LEFT TIRE WAS OUT AT THE LEFT BOTTOM AREA OF THE CAR. I WAS TURNING ON A PARKING LOT (180 DEGREES) TRAVELLING ABOUT 25-30 MPH, THE WHEEL LOCKED AND THE BRAKES WERE NOT FUNCTIONING. IT ACCELERATED INTO PARKED VEHICLES IN FRONT AND THE AIRBAGS DEPLOYED. AFTER THE ACCIDENT, I TOOK PICTURES OF THE VEHICLE AT AN IMPOUND AND I NOTICED THAT THE LEFT WHEEL STEERING ARM AND LOWER SUSPENSION WAS CUT OFF FROM ITS STEM. THE KNUCKLE STEERING WAS PULLED OFF FROM THE TIE ROD. THE LEFT WHEEL WAS STILL ATTACHED TO THE WHEEL SHROUD AND BRAKES AND THE LOG NUTS WERE INTACT BUT IT WAS OUT UNDER THE VEHICLE. IMPACT WAS AT THE RIGHT FRONT AND RIGHT FENDER BUT THE LEFT WHEEL WAS CUT OFF AT THE STEM OF THE SUSPENSION ARM AND STEERING ARM. I LOOKED AT THE SCENE OF THE ACCIDENT. I NOTICED EXCAVATED MARKINGS BEFORE THE IMPACT PROVING THAT METAL WAS SCRAPING ON THE ASPHALT ROAD BEFORE THE IMPACT. THERE WERE SIGNS OF BRAKE FLUID LEAKAGE ABOUT 15-20 FEET BEFORE IMPACT. I HAVE PICTURES AND VIDEOS TO PROVE SUCH CLAIM (SUCH AS NO SIGNS OF DENT INSIDE

C-2211

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE INNER HOUSING OF THE LEFT WHEEL, BRACKETS WERE INTACT, SUSPENSION WERE INTACT, BRAKE SHROUD WERE INTACT, LOWER SUSPENSION AND STEERING ARM WAS CUT OFF AT THE STEM). I CALLED YOUR OFFICE ON APRIL 9 NO VERBALLY REPORT THIS COMPLAINT, BUT YOUR OFFICE REFERRED ME TO LEXUS. LEXUS HAS BEEN INFORMED AT 1-800-255-3987 (OPTION 4 COMPLAINT # PETER REONISTO) AND THEY HAVE AGREED TO BRING THE CAR FROM THE IMPOUND INTO THEIR VAN NUYS DEALER OFFICE. THEY HAVE PROMISED TO DO SO ON APRIL 14, 2010 BUT HAVE NOT YET ACTED ON THIS COMPLAINED. I REFERRED THIS INCIDENT WITH SAFETY RESEARCH AND STRATEGIES TOGETHER WITH PICTURES AND THEY HAVE ADVISED THAT NHTSA SHOULD BE PRIMARY IN THE INVESTIGATION. I FEEL THAT THERE IS VALID INVESTIGATION DONE (VINJTHFN48Y930043784)  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328159  
**Date of Incident:** 20100403  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** FLOWER MOUND, TX  
**NHTSA Summary:**

I WAS DRIVING IN THE MIDDLE LANE ON A THREE LANE ROAD. I ARRIVED AT A TRAFFIC LIGHT AND CAME TO A COMPLETE STOP. I WAS STANDING IN A TRAFFIC LIGHT WITH MY FOOT ON THE BRAKE. STANDING IN THE SAME TRAFFIC LIGHT, THERE WERE MANY CARS IN FRONT OF MY VEHICLE AND SEVERAL CARS BEHIND MY VEHICLE. SUDDENLY, I FELT MY VEHICLE WAS ATTEMPTING TO MOVE AND SMILLED BURNING RUBBER FROM THE RIGHT FRONT TIRE. AT THE SAME TIME MY FOOT WAS STILL APPLIED FIRMLY TO THE BRAKES AND MY VEHICLE JUMPED WITH A GREAT FORCE COLLIDING WITH THE VEHICLE IN FRONT ME, WHICH CAUSED ANOTHER IMPACT AND A THIRD IMPACT. THE POINT OF IMPACT ON MY VEHICLE WAS THE RIGHT SIDE OF THE FRONT OF THE VEHICLE. THE LEFT FRONT TIRE WAS ONLY TWO WEEKS OLD AND THE OTHER THREE TIRES WERE APPROXIMATELY 12,000 MILES. THE TWO FRONT AIR BAGS DEPLOYED AND THE VEHICLE WAS TOTALED. MY DAUGHTER WAS IN THE FRONT PASSENGER SEAT AND SUFFERED A TINY FRACTURE IN THE RIP CAGE AS A RESULT OF THE AIRBAG IMPACT. THIS WAS THE FIRST TIME WE HAD EXPERIENCED A CASE OF SUDDEN ACCELERATION.

**Toyota ID Number:** 100980269  
**NHTSA ODI Number:**  
**Date of Incident:** 20100404  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** FREDERICKSBURG, TX  
**NHTSA Summary:**

4 April 10 - 8:30 A M  
Driving south on interstate 10 between Waring and Boerne. The truck suddenly redlined and went sideways in the middle of the separated four lane interstate. It was a total surprise! I was doing 65 mph and the next second the 5.7 liter engine was at full bore. I did not apply the brakes and with white knuckles managed to correct the direction of the truck. The acceleration suddenly stopped and I regained control of the truck. Note, the cruise control was off. Fortunately the traffic was sparse on Easter morning and no other vehicles were in danger at this time.

I returned home and called the Boerne toyota dealership on Monday.

C-2212

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PER EMAIL - PRESENTLY HE IS DEALING WITH CAVENDER TOYOTA IN SAN ANTONIO WHERE HE PURCHASED THE TRUCK.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323859  
**Date of Incident:** 20100404  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** HOBE SOUND, FL  
**NHTSA Summary:**  
WHILE DRIVING IN REVERSE MY 2008 TOYOTA HIGHLANDER GAS PEDAL CONTINUED EXCELLERATION AFTER BRACKING AND CRASHED INTO MY GARAGE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10323760  
**Date of Incident:** 20100404  
**Vehicle:** 2010 LEXUS RX350  
**Location of Incident:** SMITHTOWN, NY  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 LEXUS RX350. THE CONTACT STATED THAT WHILE DRIVING AT APPROXIMATE SPEEDS OF 55 MPH, THE VEHICLE ABNORMALLY ACCELERATED TO SPEEDS OF 90 MPH. THE CONTACT ALSO STATED THAT THERE WAS SMOKE COMING FROM THE TIRES WHEN HE TRIED TO APPLY THE BRAKES. HE WAS ABLE TO SHIFT THE VEHICLE TO NEUTRAL AND TURN THE IGNITION OFF TO GAIN CONTROL OF THE VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC TESTING. THE DEALER COULD NOT DUPLICATE THE FAILURE. THE APPROXIMATE CURRENT AND FAILURE MILEAGES WERE 4,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324045  
**Date of Incident:** 20100404  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** SHERMAN OAKS, CA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2006 TOYOTA HIGHLANDER. THE CONTACT WAS DRIVING AT APPROXIMATELY 50 MPH WHEN THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT DEPRESSED THE BRAKE PEDAL BUT THE VEHICLE DID NOT SLOW DOWN. SHE SWERVED LEFT TO RIGHT IN AN ATTEMPT TO STOP THE VEHICLE. INSTEAD, THE VEHICLE FLIPPED OVER. THE CONTACT CLIMBED OUT THE FRONT WINDOW AND SUSTAINED HEAD INJURIES AS NONE OF THE AIR BAGS DEPLOYED. A POLICE REPORT WAS FILED. THE CONTACT HAD NOT CALLED THE MANUFACTURER AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 55,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324176  
**Date of Incident:** 20100404  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** IRWIN, PA  
**NHTSA Summary:**

C-2213

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

UNINTENDED ACCELERATION IN A 2009 TOYOTA TACOMA. WHILE SHIFTING FROM THE 3RD TO 4TH GEAR, THE ENGINE STAYED AT HIGH SPEED EVEN THOUGH MY FOOT WAS OFF ACCELERATOR PEDAL. I WAS ABLE TO GET THE TRUCK OFF THE ROAD WITH THE ENGINE OFF. AFTER GETTING OUT OF TRAFFIC, I RESTARTED THE ENGINE AND IT WAS STILL RACING. I TURNED IT OFF AND RESTARTED IT ABOUT 1-2 MINUTES LATER AND IT WAS NORMAL.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324279  
**Date of Incident:** 20100404  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** WESTERVILLE, OH  
**NHTSA Summary:**  
APRIL 4, 2010 TOPIC: COMMUNICATION OF ENGINE ACCELERATION FROM: OMITTED VEHICLE: -TOYOTA RAV4 -PURCHASED 9/26/09 - -YEAR/MODEL: 2009/4443A -ENGINE: 3.5 LITER DOHC V6 ENGINE WITH DUAL VVT-I -PURCHASED FROM: GERMAIN TOYOTA OF COLUMBUS PROBLEM: TODAY, APRIL 4, 2010, MY WIFE WAS BACKING THE RAV4 INTO OUR CAR GARAGE. UPON GETTING THE CAR COMPLETELY ON THE FLOOR OF THE GARAGE (A LEVEL SURFACE), SHE WAS IDLING IN REVERSE SO THAT THE SUV WOULD FINISH BACKING UP TO INSURE THE GARAGE DOOR WOULD GO DOWN WITHOUT HITTING THE FRONT OF THE VEHICLE. SUDDENLY, THE ENGINE REVVED UP A FEW HUNDRED RPMs. WITH HER FOOT ALREADY ON THE BRAKE PEDAL SHE IMMEDIATELY PUSHED DOWN VERY HARD ON THE BRAKE PEDAL AND PUSHED THE CONSOLE GEAR SHIFT INTO NEUTRAL. THIS MY WIFE WAS ABLE TO PREVENT THE SUV FROM IMMEDIATELY SPEEDING UP IN REVERSE WHICH PREVENTED THE VEHICLE FROM RAMMING INTO THE GARAGE WALL WHICH WAS APPROXIMATELY 4 TO 5 FOOT FROM THE BACK OF THE VEHICLE. THE ABOVE ACTION BY MY WIFE MAY HAVE TAKEN 2-3 SECONDS HOWEVER, AFTER GETTING THE RAV4 INTO NEUTRAL, THE ENGINE IMMEDIATELY REVVED UP TO A FEW THOUSAND RPMs. WITHIN A VERY FEW SECONDS MY WIFE TURNED THE MOTOR OFF. FORTUNATELY, THE VEHICLE WAS IN NEUTRAL WHEN THIS ENGINE REVING OCCURRED. I WAS IN THE HOUSE IN A ROOM DIRECTLY ABOVE THE GARAGE AND HEARD BOTH TIMES OF THE ENGINE REVING. MY WIFE ALSO HAD A SIMILAR REVING UP OF THE ENGINE THAT OCCURRED APPROXIMATELY 5 DAYS PREVIOUS TO MARCH 4, 2010 WHILE SITTING AT A RED LIGHT. SHE HELD THE BRAKE PEDAL DOWN. SHE ONLY NEEDED TO HOLD THE BRAKE PEDAL DOWN FOR 1-2 SECONDS BEFORE SHE COULD TAKE HER FOOT OFF THE BRAKE TO ALLOW THE CAR TO GO THROUGH THE LIGHT THAT JUST CHANGED TO GREEN. UPON LETTING UP ON THE BRAKE PEDAL TO GO FORWARD THE RPMs IMMEDIATELY REDUCED. ALSO, THE REVING OF THE ENGINE THIS TIME WAS COMPARABLE TO THE INITIAL ENGINE REVING STATED ABOVE FOR A FEW HUNDRED RPMs. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324046  
**Date of Incident:** 20100405  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** MISHAWAKA, IN  
**NHTSA Summary:**

I HAVE A "1999" TOYOTA CAMRY THAT ON THE WAY TO WORK YESTERDAY HAD THE ENGINE BEGIN RACING AND THE BRAKES WERE BARELY ABLE TO STOP IT. I HAD TO PUT THE VEHICLE IN PARK WHILE THE ENGINE CONTINUED TO RACE. I GOT OUT AND CHECKED FLOOR MATS AND WORKED THE GAS PEDAL BY HAND AND THE ENGINE

C-2214

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CONTINUED TO RACE. I SHUT OFF THE ENGINE AND TRIED RESTARTING IT AND THE ENGINE IMMEDIATELY BEGAN RACING AGAIN. I MANAGED TO MOVE IT OFF THE ROAD AND INTO A GAS STATION AND HAD SOMEONE FROM INSIDE COME OUT JUST TO WITNESS IT AS I COULDN'T BELIEVE IT WAS HAPPENING. I OPENED THE HOOD AND MANUALLY WORKED WHAT I CALL THE THROTTLE CONTROL AND WAS ABLE TO ROTATE IN BUT THE ENGINE CONTINUED TO RACE. ONLY TURNING THE ENGINE OFF WOULD STOP THE RACING. I REPEATED THESE STEPS AT LEAST 3 TIMES AND UPON THE LAST ENGINE START UP THE ENGINE IDLED NORMALLY. I HAD DRIVEN FOR A SHORT TIME BEFORE AND I FEEL CERTAIN THAT THE SPEED CONTROL WAS CONTROLLING THE SPEED UNTIL I TOOK IT OFF. AT FIRST THOUGHT MY BRAKES WERE BAD AS THEY WEREN'T STOPPING THE CAR WELL. THEN I NOTICED IT WAS ACTUALLY ACCELERATING ON IT'S ON. I UNDERSTAND THIS WAS NOT SUPPOSED TO HAPPEN ON THIS YEAR OF VEHICLE AND THAT IS WHAT THE LOCAL SERVICE PEOPLE TOLD ME WHEN I CALLED THEM. HOWEVER, I AM VERY WARRY THAT THERE IS AN ELECTRONIC ASPECT TO THE PROBLEM AND EVEN IF IT IS SOME OTHER PROBLEM KNOWN OR NOT KNOWN TO TOYOTA IT IS A VERY DANGEROUS PROBLEM TO HAVE AND NEVER TO HAVE KNOWN ABOUT MYSELF.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324008  
**Date of Incident:** 20100405  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** MADISON, WI  
**NHTSA Summary:**  
LAST NIGHT ABOUT 6:00PM CST. MY GAS PEDAL STUCK ON MY 2008 TOYOTA. I WAS AT A USED CAR DEALERSHIP LOOKING AT TRUCKS. I GOT OUT OF THE PRIUS TO LOOK AT A TRUCK. I GOT BACK INTO THE CAR PUT IT IN DRIVE AND WHEN I TOOK OFF THE PEDAL STUCK TO THE FLOOR. I PUT THE SHIFTER INTO NEUTRAL, STOPPED THE CAR, PUT IT BACK INTO DRIVE AND THE PEDAL WAS STILL STUCK. ONCE AGAIN I PUT THE SHIFTER INTO NEUTRAL, STOPPED THE CAR AND PUT THE SHIFTER INTO PARK, ADJUSTED THE FLOOR MAT (I DON'T KNOW IF THE MAT WAS THE PROBLEM OR NOT) THEN PUT THE SHIFTER INTO DRIVE AND IT WAS FINE. I SURE IT IS NOT RELATED BUT I HAD JUST HAD THE CAR IN THE SHOP (SMART MOTORS) THE PREVIOUS WEEK TO ADJUST THE TIRE PRESSURE LIGHT. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325335  
**Date of Incident:** 20100405  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** SNELLVILLE, GA  
**NHTSA Summary:**  
WE HAVE A 1998 TOYOTA CAMRY IN WHICH THE ACCELERATOR SOMETIMES STICKS AFTER THE VEHICLE HAS BEEN DRIVEN AND COMES TO A STOP FOR A STOP SIGN, RED LIGHT, ETC. THE ACCELERATOR SEEMS TO BE ALLOWED TO BE DEPRESSED A VERY MINISCULE AMOUNT AND THEN IT STOPS OR GETS STUCK. IF YOU PUSH DOWN HARD AT THIS POINT IT CLICKS, RELEASES, AND THE ACCELERATOR IS ALLOWED TO CONTINUE TO BE DEPRESSED AS FAR AS YOU WISH. WHEN IT CLICKS IT IS AS IF IT POPS OVER WHATEVER IT WAS STUCK ON.  
**Additional Summary:**

**Toyota ID Number:**

C-2215

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10325505  
**Date of Incident:** 20100405  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** SPRING LAKE, MI  
**NHTSA Summary:**

I WAS DRIVING MY 2009 TOYOTA RAV4 ON MONDAY APRIL 5, 2010 AND WAS STOPPED AT A RED LIGHT WITH MY FOOT ON THE BRAKE WHEN I FELT GAS SEEMED TO REV UP. I FELT LIKE THE CAR WOULD HAVE LURCHED FORWARD HAD NOT MY FOOT BEEN ON THE BRAKE. ALSO TODAY AFTER MOVING FORWARD MY CAR MAINTAIN A 20 MILES AN HOUR SPEED WITHOUT MY PRESSING ON THE GAS PEDAL, APRIL 13TH, 2010.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326043  
**Date of Incident:** 20100405  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** OVERLAND PARK, KS  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA COROLLA. WHILE DRIVING, THE VEHICLE SUDDENLY ACCELERATED, SIDE SWIPED ANOTHER VEHICLE, CRASHED INTO AN EMBANKMENT, WHILE IT WAS AIRBORNE IT ALSO HIT A SIGN AND CRASHED INTO A BUILDING. THE VEHICLE ALSO FELL 3.5 FEET FROM A RETAINING WALL, CRASHED INTO A FENCE, DOWN AN EMBANKMENT INTO A CREEK AND STOPPED AFTER CRASHING INTO A TREE. TWO PASSENGERS WERE INJURED AND A POLICE REPORT WAS FILED. THE VEHICLE WAS DESTROYED. THE CURRENT AND FAILURE MILEAGES WERE 53,103.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326007  
**Date of Incident:** 20100405  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** HANOVER, NH  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA PRIUS. THE CONTACT WAS DRIVING APPROXIMATELY 40 MPH WHEN THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A VEHICLE AS SHE ATTEMPTED TO SLOW DOWN. THE AIR BAGS DID NOT DEPLOY AND THE CONTACT WAS INJURED. THE VEHICLE WAS DESTROYED. THE FAILURE MILEAGE WAS APPROXIMATELY 74,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326607  
**Date of Incident:** 20100405  
**Vehicle:** 2006 TOYOTA RAV4  
**Location of Incident:** MANTI, UT  
**NHTSA Summary:**

2006 TOYOTA RAV4 SUDDENLY ACCELERATED UNCONTROLABLY IN A RESIDENTIAL DISTRICT. DRIVER APPLIED STANDARD BREAK WHICH DID NOTHING TO SLOW ACCELERATION, SO THE DRIVER TRIED TO BREAK THE VEHICLE'S MOMENTUM BY SCALING A LARGE CHAIN-LINKED FENCE ON THE DRIVER'S SIDE. THE CAR WAS AIRBORN A FEW SECONDS, DRIVER PULLED EMERGENCY BREAK, HIT A STOP SIGN, LANDED, THE VEHICLE STOPPED, AND SMOKE WAS COMING FROM THE LEFT SIDE OF THE FRONT HOOD.

C-2216

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE IMPACT OF LANDING BROKE THE DRIVER'S BACK, CAUSED SEVERAL BULGING LUMBAR DISCS, AND BROKE THE LEFT FOOT. TO CORRECT THE FAILURE THE OWNER OF THE VEHICLE HAS CONTACTED TOYOTA WHO IS SENDING OUT THEIR "SMART TEAM" TO DOWNLOAD INFORMATION FROM THE CAR'S BLACK BOX OR EVENT DATA RECORDER WHICH CONTAINS A HISTORY OF THE DRIVER'S ACTIONS AND THE HISTORY OF THE CAR'S ACTIONS. THEY SHOULD BE DOING THIS THE WEEK OF APRIL 26.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10335016  
**Date of Incident:** 20100405  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** ROSENBERG, TX  
**NHTSA Summary:**

TOYOTA RAV 4 TRANSMISSION SHIFTING PROBLEMS AFTER SEVERAL THOUSAND MILES, SHIFTING FROM 1-2 WILL HESITATE AND CAUSE ENGINE REV. WILL ALSO JERK WHILE SHIFTING HESITATION COULD BE HAZARDOUS AND CAUSE ACCIDENTS. AND SOMETIMES THE VEHICLE WILL NOT ACCELERATE PROPERLY DUE TO THIS PROBLEM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324325  
**Date of Incident:** 20100406  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** MILWAUKEE, WI  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA COROLLA. THE CONTACT WAS DRIVING APPROXIMATELY 4 MPH IN REVERSE INTO A DRIVEWAY WHEN A SUDDEN ACCELERATION OCCURRED WITHOUT WARNING. THE BRAKE PEDAL WAS DEPRESSED; YET, THE VEHICLE CONTINUED TO ACCELERATE AND CRASHED INTO A UTILITY POLE. THERE WERE NO INJURIES. A POLICE REPORT WAS FILED FOR THE INCIDENT. THE VEHICLE WAS TOWED TO AN INDEPENDENT MECHANIC WHERE THE INSURANCE COMPANY WOULD INVESTIGATE TO DETERMINE THE CAUSE OF FAILURE. THE CONTACT STATED THIRTY DAYS PRIOR TO THE FAILURE, ROUTINE MAINTENANCE WAS PERFORMED ON THE VEHICLE. THE FAILURE MILEAGE WAS 42,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324516  
**Date of Incident:** 20100406  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 2 MPH AND DEPRESSING THE BRAKE PEDAL, THE VEHICLE SUDDENLY ACCELERATED AND DROVE ONTO THE CURB. THE VEHICLE ALSO CRASHED INTO A BUILDING. THE POLICE ARRIVED AT THE SCENE BUT NO REPORT WAS TAKEN BECAUSE THE OFFICER STATED THAT THE BUILDING WAS PRIVATE PROPERTY. THERE WERE NO INJURIES. THE VEHICLE WAS TOWED TO A LOCAL REPAIR SHOP. THE CONTACT CALLED THE MANUFACTURER REGARDING THE FAILURE BUT WAS TOLD THAT HIS VEHICLE WAS NOT INCLUDED IN ANY RECALLS. THE VIN WAS UNAVAILABLE WHEN THE COMPLAINT WAS FILED. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 58,000. UPDATED 05/18/10 \*LJ

C-2217

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331159  
**Date of Incident:** 20100406  
**Vehicle:** 2010 TOYOTA AVALON  
**Location of Incident:** NASHVILLE, TN  
**NHTSA Summary:**

TL-THE CONTACT OWNS A 2010 TOYOTA AVALON. WHILE DRIVING AT APPROXIMATELY 5 MPH WITH PRESSURE BEING APPLIED TO THE BRAKES THE VEHICLE SURGED FORWARD UNTIL REPEATED PRESSURE WAS APPLIED TO THE BRAKES. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THE CONTACT WAS INFORMED THERE WAS A SOFTWARE PROBLEM. THE VEHICLE WAS SERVICED FOR THE FAILURE. THE FAILURE HAS NOT RECURRED. THE FAILURE MILEAGE WAS UNKNOWN AND THE CURRENT MILEAGE WAS 2,441. SM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332758  
**Date of Incident:** 20100406  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** NEW PORT RICHEY, FL  
**NHTSA Summary:**

2007 LEXUS ES350. CONSUMER STATES UNINTENDED ACCELERATION \*TGW THE CONSUMER DID RECEIVE A RECALL NOTICE IN THE MAIL REGARDING ACCELERATOR PROBLEMS, BUT WAS NOT CONCERNED, BECAUSE HE NEVER EXPERIENCED ANY PROBLEMS PRIOR. HOWEVER, ON APRIL 6, 2010, AS THE CONSUMER WAS ABOUT TO MAKE A TURN, THE VEHICLE SUDDENLY LURCHED FORWARD AND A RED WARNING LIGHT ILLUMINATED AS WELL AS THE CHECK ENGINE LIGHT. THE CONSUMER ABORTED THE TURN AND WENT STRAIGHT AHEAD AND TURNED INTO A GAS STATION. THE CONSUMER THEN TURNED OFF THE ENGINE AND AFTER A MINUTE OR TWO HE RE-STARTED IT; BOTH THE WARNING LIGHT AND CHECK ENGINE LIGHT AS WELL AS A LIGHT INDICATING LOSS OF TRACTION WERE ON. THE VEHICLE WAS TOWED TO THE DEALERSHIP WHERE THEY RESET THE COMPUTER AND THE CONSUMER WAS INFORMED EVERYTHING WAS FINE. HOWEVER, 4 MILES INTO HIS TRIP, THE VEHICLE LURCHED FORWARD AGAIN WHEN IT WAS MOVING AT ABOUT 20 MPH AFTER A STOP SIGN. THE CONSUMER DROVE THE VEHICLE TO THE DEALERSHIP THE NEXT DAY AND UPON INSPECTION, THE CONSUMER WAS INFORMED THE VEHICLE NEEDED A NEW TRANSMISSION. THE REPRESENTATIVE TOLD THE CONSUMER THERE WAS A MECHANICAL PROBLEM WITH THE SECOND GEAR AND THAT THE LURCHING OF THE VEHICLE WAS RELATED TO THE COMPUTER BYPASSING THAT GEAR. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324267  
**Date of Incident:** 20100407  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** ROCKFORD, IL  
**NHTSA Summary:**

LTR TO NHTSA RE TOYOTA SUDDEN UNINTENDED ACCELERATION INCIDENTS FM OWNER OF A 2007 TOYOTA 4 RUNNER, REQUESTING POSSIBLE DEFECT INVESTIGATION INTO TOYOTA 4 RUNNERS. \*TGW THE CONSUMER STATED HIS WIFE WAS DRIVING THE

C-2218

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE, WHEN ALL OF A SUDDEN, THE ACCELERATOR BECAME STUCK. SHE FRANTICALLY PUMPED THE BRAKES AND ALSO ATTEMPTED TO MANUEVER THE ACCELERATOR PEDAL. TWO MILES AFTER THE ACCELERATOR INITIALLY BECAME STUCK, BY CONTINUALLY PUMPING THE BRAKES, THE CONSUMERS WIFE WAS ABLE TO GET THE ACCELERATOR LOOSE.\*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324406  
**Date of Incident:** 20100407  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** SEEKONK, MA  
**NHTSA Summary:**

THE VEHICLE WAS PARKED AND WAS STARTED. THE VEHICLE WAS PUT INTO REVERSE AND THE CAR THEN JUST LURCHED FOR A MOMENT. I JAMMED ON THE BRAKES AND THE BRAKE PEDAL BECAME VERY HARD AND CAME ALL THE WAY TO THE TOP. I HELD THE BRAKE AND THEN JUST SHUT THE CAR OFF. UPON RESTART THE VEHICLE WAS OK. IT DID NOT REPLICATE THE PROBLEM AGAIN. THIS IS THE 4TH OR 5TH TIME THIS HAS HAPPENED AND IT IS ALWAYS THE SAME. THE CAR IS PARKED AND I HAVE TO PUT IT IN REVERSE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324355  
**Date of Incident:** 20100407  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** VALENCIA, CA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH INTO A PARKING SPACE THERE WAS AN UNEXPECTED ACCELERATION, WHICH FORCED THE CONTACT TO DRIVE INTO THE CURB AND CRASH INTO ANOTHER VEHICLE. THE POLICE WERE NOT CALLED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER. THE TECHNICIAN STATED THE VEHICLE WAS NOT INCLUDED IN THE RECALL. NHTSA ID 10V023000, VEHICLE SPEED CONTROL, ACCELERATOR PEDAL. THE FAILURE MILEAGE WAS 5,300. THE CURRENT MILEAGE WAS 5,320.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324372  
**Date of Incident:** 20100407  
**Vehicle:** 2010 TOYOTA TUNDRA  
**Location of Incident:** PLACENTIA, CA  
**NHTSA Summary:**

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6). HI I AM CALLING TO REPORT A TOYOTA TUNDRA SE [XXX]. THE CAR GOT SERVICE ON MARCH 27 FOR THE RECALL PROBLEM ACCORDING TO SERVICE TECH THE PROBLEM WAS RESOLVE. HOWEVER WAITING FOR A TRAIN TO GO BY MY CAR ON IT OWN ACCELERATED ON APRIL 2 2010, AGAIN ON APRIL 6TH THE CAR ACCELERATE ONCE AND THE FOUR TIMES IN THAT DAY IT WENT FROM A SPEED OF 65 TO 5 MILES PER HOUR ANNOUNCING TRACTION CONTROL. THAT DAY THE CAR WAS TAKEN IN TO GET SERVICE AGAIN ONCE AGAIN A WAS ASSURED BY SERVICE TECH THAT THE PROBLEM WAS RESOLVE. TODAY APRIL 7TH DRIVING BACK FROM WORK THE TRACTION CONTROL

C-2219

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LIGHT CAME UP AGAIN AND I LOST COMPLETE SPEED AND CONTROL OF GAS PEDAL. THE TOYOTA DEALER THAT HAS BEEN SERVICING THIS CAR HAS BEEN TOYOTA PLACE ADDRESS 9670 TRASK AVE GARDEN GROVE CA 92844. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324619  
**Date of Incident:** 20100407  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** LANSDALE, PA  
**NHTSA Summary:**

2010 PRIUS WITH ABOUT 14,500 MILES DRIVING ON SMOOTH, WET, PAVED ROAD 20 MILES AN HOUR ON A CURVE. NEITHER FOOT WAS NOT ON A PEDAL - CAR WAS COASTING FOR SEVERAL SECONDS AS EXPECTED, SLOWLY DECELERATING. IN THE MIDDLE OF THE CURVE, WITH BOTH FEET STILL NOT ON EITHER GAS OR BRAKE, I FELT AND HEARD A NOTABLE SURGE OF HARD ACCELERATION DESPITE BOTH FEET BEING OFF THE GAS AND BRAKE. MY WIFE IN THE PASSENGER SEAT ALSO NOTICED THE SURGE. I IMMEDIATELY BRAKED HARD. THE CAR SLOWED SAFELY, AND THE UNREQUESTED ACCELERATION SEEMED TO STOP AS SOON AS I ENGAGED THE BRAKE PEDAL. NOTHING WAS TOUCHING THE ACCELERATOR BEFORE THE SURGE, DURING THE SURGE, OR WHEN THE SURGE ENDED AS I BRAKED - NOT A FLOOR MAT, NOT A STRAY OBJECT, NOT MY FOOT. THIS IS THE FIRST TIME WE HAVE EXPERIENCED THIS EXACT PATTERN OF SYMPTOMS. IN THE PAST, BEFORE THE BRAKE SOFTWARE RECALL, WAS DOWNLOADED TO OUR CAR, WE HAD MANY EPISODES OF TEMPORARY LOSS OF BRAKING POWER ON BUMPY ROADS. AT LEAST ONE OF THOSE PRIOR EPISODES HAD UNEXPLAINED ACCELERATION ACCOMPANY THE TEMPORARY BRAKING FAILURE ON A BUMPY ROAD. TODAY'S INCIDENT WAS VERY DIFFERENT - I WAS NOT BRAKING, AND THE ROAD WAS NOT BUMPY. NOTE THAT THE 2010 PRIUS IS NOT ON THE RECALL LISTS FOR THE ACCELERATOR MODIFICATIONS, AND THAT A STICKY ACCELERATOR WOULD NOT EXPLAIN THIS BEHAVIOR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324502  
**Date of Incident:** 20100407  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** COOL, CA  
**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324472  
**Date of Incident:** 20100407  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** CLERMONT, FL  
**NHTSA Summary:**

C-2220

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHEN BACKING UP MY 2009 TOYOTA VENZA, WE EXPERIENCE RAPID, UNINTENDED ACCELERATION WHEN APPLYING JUST A GENTLE DEPRESSION OF ACCELERATOR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324926  
**Date of Incident:** 20100407  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** HENRYETTA, OK

**NHTSA Summary:**

I HAVE EXPERIENCED TWO EPISODES WHERE MY 2007 PRIUS ACCELERATED UNCONTROLLABLY. ONE WAS WHILE BACKING OUT OF A DRIVEWAY BY MY CLASSROOM ONTO THE STREET. I PUT MY FOOT ON THE ACCELERATOR AND THE CAR LITERALLY TOOK OFF BACKWARDS LIKE A ROCKET. I REMOVED MY RIGHT FOOT FROM THE GAS PEDAL AND APPLIED THE BRAKES--NOTHING HAPPENED!! I ENDED UP WITH BOTH FEET ON THE BRAKE ACROSS THE STREET IN PARKING SPACES BY THE LIBRARY. THIS HAPPENED DEC. 22 AT 2:15, WE WERE DISMISSED EARLY FOR CHRISTMAS BREAK, IF IT HAD BEEN ANY OTHER DAY THIS STREET IS USED BY TEACHERS TO TRANSFER ELEMENTARY STUDENTS TO THE LIBRARY FOR THE AFTER SCHOOL PROGRAM. MY HUSBAND CALLED THE TOYOTA DEALERSHIP AND REPORTED THIS, HE WAS TOLD OUR CAR WAS NOT ON THE RECALL LIST. THE LATEST INCIDENT WAS LAST WEEK, APRIL 7 AT 7:35 IN THE MORNING. I PULL INTO THE SCHOOL PARKING LOT DRIVING VERY SLOWLY TO MY PARKING SPACE, I START TO TURN INTO THE SPACE, I REMOVED MY RIGHT FOOT FROM THE GAS, AND FOR THE SECOND TIME IT TAKES OFF LIKE A ROCKET AND DOES NOT REACT TO BRAKE APPLICATION. IN FRONT OF MY PARKING SPACE IS A DROP OFF AND THEN A CONCRETE BLOCK WALL. I TURNED THE WHEEL SHARPLY TO THE RIGHT TO AVOID THESE, DID A PARTIAL DONUT TURN, ENDED UP ONCE AGAIN WITH BOTH FEET PRESSING THE BRAKE AS FAR AS POSSIBLE. AFTER I HAD CAUGHT MY BREATH, I LOOKED AROUND, NO ONE WAS COMING INTO THE PARKING LOT SO I SLOWLY RELEASED THE BRAKE, CAREFULLY PUT MY FOOT ON THE GAS, THE CAR RESPONDED NORMALLY, AND I PULLED INTO THE PARKING SPACE. THE PRIUS IS NOW AT THE DEALERSHIP WHERE THEY SAY THE CAR ISN'T DISPLAYING ANY PROBLEMS--OF COURSE IT ISN'T, NOT UNTIL NEXT TIME. WE STATED THAT WE WOULD NOT PICK UP THE PRIUS UNTIL IT WAS FIXED, SO NOW WE ARE WAITING FOR TOYOTA'S NEW SMART TEAM TO COME. HONESTLY, I KNOW THAT IF MY FOOT ISN'T ON THE ACCELERATOR, THE CAR SHOULD NOT TAKE OFF LIKE A ROCKET!! THIS IS A DANGER NOT ONLY TO MYSELF, BUT TO ANYONE ELSE ON THE ROAD WITH ME. I'VE BEEN FORTUNATE TWICE, BUT WHAT ABOUT NEXT TIME?? \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325386  
**Date of Incident:** 20100407  
**Vehicle:** 2000 TOYOTA CAMRY  
**Location of Incident:** LA CANADA, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2000 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED WHILE HE WAS DRIVING AT APPROXIMATELY 30 MPH AND CRASHED INTO AN ELECTRIC POLE AND CAUGHT FIRE. THE CONTACT SUFFERED INJURIES AND WAS TAKEN TO THE HOSPITAL. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOTALED. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 72,000.

**Additional Summary:**

C-2221

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325343  
**Date of Incident:** 20100407  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** PARKERSBURG, WV

**NHTSA Summary:**

DRIVER WAS TURNING MY 2005 TOYOTA CAMRY INTO A PARKING SPACE IN A PRIVATE LOT AT 5MPH AND APPLYING BRAKE LIGHTLY. THE VEHICLE SUDDENLY ACCELERATED, STRUCK AND WENT OVER THE STOP-CURB, AND 15 FT ACROSS A LAWN, STRIKING THE CORNER OF A HOUSE AND HEAVY SHRUBBERY, BEFORE STOPPING. POLICE RESPONDED BUT MADE NO DETERMINATION OF CAUSE. THE CAR WAS TOWED FROM THE SITE WITH EXTENSIVE FRONT-END DAMAGE. AIR BAGS DID NOT DEPLOY. THERE WAS MODERATE DAMAGE TO THE HOUSE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326416  
**Date of Incident:** 20100407  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** GREENSBORO, NC

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100408  
**Date of Incident:** 2006 TOYOTA CAMRY  
**Location of Incident:** DES MOINES, IA

**NHTSA Summary:**

FROM NEWS ARTICLE IN DESMOINES REGISTER:

"A 2006 Toyota Camry driven by Carol Jane Larperner, 70, of Des Moines crossed the sidewalk, went through the front window and lodged into the building, said Urbandale Police Sgt. Dave Disney.

Larperner's vehicle also struck a parked car. No injuries were reported. A salon customer had been sitting in the waiting area where the crash occurred minutes before the accident, Pigneri said.

"Luckily, she had just been called back to her appointment," Pigneri said. Larperner told police she was attempting to park in the handicap space and had applied the brake, but her car accelerated instead. She told officers her Toyota was not involved with the recent recalls involving sticking accelerators."

C-2222

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324542  
**Date of Incident:** 20100408  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** BROOKLINE, MA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA RAV4. WHILE DRIVING APPROXIMATELY 5 MPH, THE CONTACT DEPRESSED THE BRAKE PEDAL AND UPON RELEASE, THE VEHICLE SUDDENLY ACCELERATED CAUSING A CRASH. NONE OF THE AIR BAGS DEPLOYED AND THE CONTACT WAS INJURED. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED BUT HAD NOT BEEN INSPECTED WHEN THE COMPLAINT WAS FILED. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 18,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325276  
**Date of Incident:** 20100408  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** SAYREVILLE, NJ

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324707  
**Date of Incident:** 20100408  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** SANTA ANA, CA

**NHTSA Summary:**

SUDEN ACCELERATION AND BRAKE PROBLEMS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324626  
**Date of Incident:** 20100408  
**Vehicle:** 2010 TOYOTA TUNDRA  
**Location of Incident:** IRVING, TX

**NHTSA Summary:**

I HAVE MADE A REPORT ON THIS BEFORE BUT IT OCCURRED AGAIN TODAY 4/8/2010. I HAVE A TOYOTA TUNDRA 2010 WHICH ACCELERATES ON ITS OWN WHEN I START IT, UP TO 4500-5000 RPM'S. IT WILL REV UP 3-4 TIMES AND THEN BOG DOWN AND DIE. I THEN START IT UP AGAIN AND IT IS LIKE NOTHING EVER HAPPENED. IT HAS NEVER OCCURRED WHILE THE VEHICLE IS MOVING ALWAYS IN PARK WHEN I FIRST START IT UP. IT HAS BEEN IN THE SHOP 2 TIMES EACH TIME FOR A WEEK AND THEY SAY THAT BECAUSE THEY

C-2223

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CAN NOT DUPLICATE THE PROBLEM THERE IS NO WAY FOR THEM TO FIX THE PROBLEM IF THERE IS ONE. AM I A LIAR LIKE EVERYONE WHO OWNS A TOYOTA?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324816  
**Date of Incident:** 20100408  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** LUTHERVILLE TIMONIUM, MD

**NHTSA Summary:**

ON THE DAY INDICATED BELOW WHEN I WAS DRIVING MY 2010 TOYOTA RAV4 TO A STORE, I TRIED TO SLOW DOWN THE VEHICLE TO A LEFT TURN BUT IT FAILED TO DROP THE SPEED. THEN I REALIZED IT PROBABLY HAS THE PROBLEM PEOPLE CURRENTLY COMPLAIN. SO, I SWITCHED THE SHIFT TO NEUTRAL POSITION AND I HEARD THE ENGINE SURGE AT A VERY HIGH SPEED FOR SEVERAL SECONDS AND THEN SLOWED DOWN. I STOPPED THE VEHICLE AND CHECKED THE GAS PEDAL WHICH WAS NOT STICKY. SINCE THEN, I CONTINUED TO USE THIS VEHICLE WITHOUT SAME ISSUE. I CHECKED WITH MY CAR DEALER A MONTH AGO ABOUT THE RECALL AND WAS TOLD THAT MY VEHICLE IS NOT INCLUDED IN RECALL LIST BY THE VIN NUMBER. \*TR

**Additional Summary:**

**Toyota ID Number:** 1004081978  
**NHTSA ODI Number:** 10324934  
**Date of Incident:** 20100408  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** PLAINSBORO, NJ

**NHTSA Summary:**

1. MY PARTNER LEFT WORK AT @ 4 PM AND STARTED TO DRIVE HOME. IT WAS A CLEAR DAY WITH NO PRECIPITATION. HE WAS ABOUT A MILE AWAY FROM WORK PROCEEDING WEST ON NJ STATE ROUTE 561 WHEN HE CAME TO A STOP 1-2 FEET BEHIND A TRUCK AT A STOPLIGHT. HE HAD HIS FOOT ON THE BRAKE. 2. HE WAS CAUGHT OFF GUARD AS THE CAR ACCELERATED FORWARD INTO THE TRUCK AHEAD OF HIM WITHOUT HIS DOING ANYTHING TO THE ACCELERATOR. DAMAGE WAS CAUSED TO THE TRUCK'S BUMPER AND TO THE PRIUS' BUMPER AND HOOD. WE HAD NEVER HAD THIS OCCUR IN THE CAR AND HAD NO OTHER PROBLEMS PRIOR TO THIS INCIDENT. 3. IN THE SPLIT-SECOND HE HAD TO REACT, HE JAMMED HIS FOOT ON THE BRAKE AND TRIED TO DEPLOY THE P BUTTON ON THE DASH, BUT THE P BUTTON DID NOT ENGAGE NOR LIGHT UP AS GREEN. A POLICE REPORT WAS MADE AND THE CAR WAS DRIVEN HOME. THE LOCAL TOYOTA DEALER, WHERE THE CAR WAS PURCHASED AND SERVICED, WAS CONTACTED AND THEY ASKED US TO CONTACT TOYOTA "EXPERIENCE," AND WE GAVE A FULL REPORT AND RECEIVED A CASE #: 1004081978. WE THEN BROUGHT THE CAR TO THE DEALER'S BODY SHOP THE NEXT DAY AND AWAITED OUR INSURANCE CLAIMS ADJUSTER AND THE "EXPERIENCE" TEAM TO COME AND GET THE DATA OFF THE COMPUTER TO SEE WHAT MIGHT HAVE CAUSED THE ACCIDENT. WE WILL HAVE THE PHYSICAL DAMAGE TO THE CAR REPAIRED (DAMAGE TO BUMPER AND HOOD) AS SOON AS THE "EXPERIENCE" TEAM IS ABLE TO GET THE DATA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325078  
**Date of Incident:** 20100408  
**Vehicle:** 2010 TOYOTA COROLLA

C-2224

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** PLEASANT HILL, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 25 MPH, THE VEHICLE SURGED FORWARD RESULTING IN A CRASH THAT DESTROYED THE VEHICLE. THERE WAS SMOKE COMING FROM UNDERNEATH THE HOOD. A POLICE REPORT WAS FILED WHICH INCLUDED THAT TWO PEOPLE SUSTAINED INJURIES. THE FIRE DEPARTMENT DID NOT ARRIVE AT THE SCENE. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE FAILURE AND CURRENT MILEAGES WERE 1,413.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10325961

**Date of Incident:** 20100408

**Vehicle:** 2009 TOYOTA RAV4

**Location of Incident:** MACUNGIE, PA

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10326811

**Date of Incident:** 20100408

**Vehicle:** 2010 TOYOTA CAMRY

**Location of Incident:** SAN JOSE, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 TOYOTA CAMRY. WHILE DRIVING AT APPROXIMATELY 30 MPH, THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT WAS UNABLE TO BRAKE AND CRASHED INTO ANOTHER VEHICLE. THE VEHICLE WAS AT THE AUTHORIZED DEALERSHIP AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 460.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10327046

**Date of Incident:** 20100408

**Vehicle:** 2006 TOYOTA TACOMA

**Location of Incident:** BRICK, NJ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA TACOMA. THE CONTACT CAME TO A STOP AND WHEN HE TOOK HIS FOOT OFF THE BRAKE PEDAL, THE VEHICLE SUDDENLY ACCELERATED AND THE RPM'S INCREASED TO 7000. THE CONTACT SHIFTED INTO NEUTRAL, PULLED OVER AND SHUT OFF THE ENGINE. HOWEVER, THE ENGINE CONTINUED TO RUN. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALERSHIP WHERE THE AFTERMARKET FLOOR MAT WAS FOUND TO BE THE CAUSE OF THE PROBLEM.

C-2225

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE CONTACT DID NOT BELIEVE THAT THE FLOOR MAT WAS THE PROBLEM. THE FAILURE MILEAGE WAS 112,714. THE CURRENT MILEAGE WAS 116,740.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10334012

**Date of Incident:** 20100408

**Vehicle:** 2010 TOYOTA TACOMA

**Location of Incident:** MEADVILLE, PA

**NHTSA Summary:**

WHILE DRIVING IN NORTHERN KENTUCKY ON A SLIGHT INCLINE IN HILLY COUNTRY SOUTHBOUND ON I-75, I DISENGAGED CRUISE CONTROL WHEN A VEHICLE PULLED IN FRONT OF ME. WHEN VEHICLE MOVED OFF THE HIGHWAY ABOUT 15 SECONDS LATER, I RE-ENGAGED CRUISE CONTROL (AT APPROX 65 MPH) AT WHICH POINT THE VEHICLE ACCELERATED ON ITS OWN TO OVER 85 MPH. I THEN DISENGAGED CRUISE CONTROL AND THE VEHICLE NORMALLY DECELERATED. THE EXACT SAME THING HAPPENED TWO (2) MONTHS EARLIER WHILE TRAVELING ON AN INTERSTATE IN NORTH CAROLINA UNDER THE SAME CIRCUMSTANCES (ELEVATION AROUND 2500-3000 FT ON AN INCLINE). I REPORTED THIS TO THE TOYOTA DEALER LAST WEEK AND THEY SAID THERE IS A RECALL TO "REFLASH THE COMPUTER" ON MY 2010 TACOMA V6. I HAVE SEEN NO REFERENCE TO SUCH A RECALL ON TOYOTAS WEBSITE FOR MY VIN.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 20100409

**Date of Incident:** 2004 TOYOTA CAMRY

**Vehicle:** 2004 TOYOTA CAMRY

**Location of Incident:** FORT LAUDERDALE, FL

**NHTSA Summary:**

**Additional Summary:**

Last Friday he was driving the vehicle when the engine cut off and he came to a halt. Was able to get the vehicle started again and it stopped again. He noted that the MIL light came on. The next day, Saturday, it happened to him again.

On Sunday it stopped multiple times. Each time he was able to get it going. Then when he was driving he said the vehicle went from 25-55 in split second. He was able to get the vehicle stopped by putting it in neutral. He stated that if he had not done this the vehicle would have kept accelerating.

He said that when he would start the vehicle the rpm's would shoot up upon ignition, rev and then shut down. He knows that there was not floor mat issue or that he did not accidentally step on the wrong pedal. He was able to do this while sitting on the car seat with his feet on the ground outside the vehicle.

He had it towed into a Toyota Dealership and the tow drive can confirm that the engine revs upon ignition.

He talked to Roxanne Jones at the dealership and she acknowledged that she has seen this problem and that she fixed one a week or so prior. While at the dealership, the assistant manger turned the key and the RPM's went to 3500.

After a \$99 diagnostic service, they told him that he needed a new Throttle Body and it would cost \$1237. He was furious. He could not believe that with everything that is going on with Toyota and these issues that they would not "take care" of him. He has not received the diagnostics report. The service record does say that the engine throttle is stuck and needs to be replaced (See attached).

C-2226

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

The owner contacted Toyota and received a case #.

**Toyota ID Number:**

**NHTSA ODI Number:** 10324682

**Date of Incident:** 20100409

**Vehicle:** 2000 TOYOTA RAV4

**Location of Incident:** DELANO, MN

**NHTSA Summary:**

WAS TRAVELING APPROXIMATELY 45 MPH IN A 2000 TOYOTA RAV4. MOVED TO LEFT LANE TO PASS AND ACCELERATED TO APPROX. 49 MPH. ACCELERATOR JOLTED TO A VERY HIGH RPM AND SPEED INCREASED DRAMATICALLY. MOVED INTO A LEFT HAND TURN LANE; AND PUT THE VEHICLE INTO "NEUTRAL". AFTER 10-12 SECONDS THE VEHICLE'S ACCELERATION RETURNED TO IDLE. REPORTED TO (2) TOYOTA DEALERSHIPS. I WAS NOT AWARE OF ANY NOTICE OR RECALL FOR THIS YEAR/MODEL OF TOYOTA.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10324783

**Date of Incident:** 20100409

**Vehicle:** 2010 TOYOTA CAMRY

**Location of Incident:** DECATUR, IL

**NHTSA Summary:**

GOT A TOYOTA CAMRY LE APRIL 3RD 2010, TODAY IS APRIL 9TH, I WAS ENTERING A PARKING SLOT BETWEEN 2 PARKED CARS (DRIVERS WERE INSIDE THEIR CARS WAITING FOR THE SHIFT TO START), THE CAR DID AN UNINTENDED SUDDEN ACCELERATION AS I WAS TURNING INTO THE PARKING SPOT, WAS ABOUT TO HIT THE CAR ON MY LEFT, LUCKILY HIT THE BRAKES IN TIME. THE DRIVER IN THE PARKED CAR ON THE LEFT WAS LOOKING AT ME LIKE I WAS SOME CRAZY GUY WHO DIDN'T KNOW HOW TO DRIVE. NOTE TO READERS- I HAD NOT TAKEN THE ISSUE SERIOUSLY, DIDN'T EVEN KNOW WHAT EXACTLY WAS WRONG WITH TOYOTAS, WENT AND GOT ONE BECAUSE THEY WERE HAVING GOOD DEALS, BUT YOU DONT TAKE IT LITE, ITS A SERIOUS ISSUE, YOU'LL FEEL IT ONLY WHEN IT HAPPENS TO YOU, IM GOING TO RETURN THE CAR TOMORROW, NOT SURE HOW MUCH I END UP SPENDING.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10324805

**Date of Incident:** 20100409

**Vehicle:** 2006 TOYOTA CAMRY

**Location of Incident:** ALBANY, OR

**NHTSA Summary:**

2006 TOYOTA CAMRY--ACCELERATED OUT OF CONTROL .SERIOUS INJURY. OREGONLIC 992 CVQ--OREGON STATE POLICE INVESTIGATED

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10324983

**Date of Incident:** 20100409

**Vehicle:** 2010 TOYOTA PRIUS

**Location of Incident:** ERIE, PA

**NHTSA Summary:**

C-2227

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I HAVE A NEW 2010 PRIUS WITH LESS THAN 1K MILES. ON 4-9-10 WHILE PULLING INTO A PARKING SPOT I EXPERIENCED A SIMULTANEOUS LOSS OF BRAKING COMBINED WITH UNINTENDED SURGE OF ACCELERATION. MY PRIUS JUMPED THE CURB THAT WAS PERPENDICULAR TO THE PARKING SLOT AND STOPPED AS IT SLAMMED INTO A BRICK BUILDING ABOUT 8 FEET BEYOND THE CURB. I UTILIZED MY SAFETY CONNECT BUTTON TO RECORD THE TIME OF THE ACCIDENT AND HAD THE VEHICLE TOWED TO THE DEALER. I CONTACTED TOYOTA CUSTOMER EXPERIENCE CENTER AND NOW HAVE A CASE #. I WAS TOLD THAT SOMEONE WOULD CONTACT ME WITHIN 2 BUSINESS DAYS. I AM NOT AT ALL COMFORTED BY THIS VERY SCARY INCIDENT. I WOULD JUST LIKE TO HAVE MY 2005 PRIUS BACK AS I NEVER HAD ANY PROBLEMS WITH IT. I AM SEEING THAT MY PROBLEM IS NOT UNIQUE BASED ON MANY SIMILAR PROBLEMS ON THIS NHTSA COMPLAINT SITE.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10325235

**Date of Incident:** 20100409

**Vehicle:** 2006 TOYOTA HIGHLANDER

**Location of Incident:** IRON STATION, NC

**NHTSA Summary:**

I WAS PARKING MY TOYOTA HIGHLANDER WHEN SUDDENLY THE CAR ACCELERATED WHILE I HAD MY FOOT ON THE BRAKE. I BRAKED AS HARD AS I COULD AND THE CAR CONTINUED TO MOVE FORWARD UNTIL I PUT THE CAR IN PARK AND TURNED OFF THE IGNITION. I MOVED A PARKED CAR COMPLETELY OUT OF THEIR PARKING SPACE AND I WENT OVER HALF WAY THRU THE SAME SPACE BEFORE I WAS ABLE TO STOP MY CAR. MY BRAKES WERE SMOKING AND I LEFT TIRE MARKS ON THE ASPHALT. THIS ALL BEGAN WHEN I WAS ALMOST COMPLETELY STOPPED IN THE PARKING SPACE.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10325254

**Date of Incident:** 20100409

**Vehicle:** 2007 TOYOTA YARIS

**Location of Incident:** SANTEE, CA

**NHTSA Summary:**

BEEN DRIVING A 2007 YARIS SINCE JULY 2006 - NO PROBLEMS, NOW HAVE 51,200 MILES ON IT. ON A COMPLETELY DRY AND FLAT ROAD ON 4/9/10, I WAS APPROACHING A YELLOW LIGHT AT APPX. 40 MPH AND BEGAN BRAKING. RIGHT BEFORE THE LIGHT, AS I HIT A LITTLE BUMP (UNEVEN PAVEMENT SECTION WHERE IT CHANGED FROM BRIDGE SURFACE TO BLACKTOP) THE ENGINE SURGED -- I FELT IT, SAW THE RPM NEEDLE GO UP AND HEARD THE ENGINE REV. I HAD MY FOOT ON THE BRAKE THE WHOLE TIME. HAD TO PUSH THE BRAKE VERY HARD TO GET CAR TO STOP. NO REPAIRS / INSPECTIONS YET - NOT LOOKING FORWARD TO A DEALERSHIP TELLING ME THEY CANNOT DUPLICATE THE INCIDENT. SOUNDS LIKE THE 2010 PRIUS BRAKE RECALL ISSUE TO ME ...

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10328476

**Date of Incident:** 20100409

**Vehicle:** 2007 TOYOTA CAMRY

**Location of Incident:** PRIOR LAKE, MN

**NHTSA Summary:**

C-2228

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\* THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHEN THE CONTACT SHIFTED INTO DRIVE GEAR, THE VEHICLE ACCELERATED THROUGH HER LAWN. THERE WERE NO INJURIES. THE POLICE ARRIVED AND A POLICE REPORT WAS FILED. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE AND STATED THAT THE VEHICLE WAS FUNCTIONING NORMALLY. THE CONTACT STATED THAT THE FAILURE HAD OCCURRED TWICE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 91,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332532  
**Date of Incident:** 20100409  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** WALPOLE, NH

**NHTSA Summary:**

2009 TOYOTA RAV4-DRIVEN BY OWNER WITH WIFE AS PASSENGER. COMING DOWN OFF RAMP FROM TWO LANE ROAD TO STOP SIGN IN ORDER TO TURN ONTO A TOWN STREET. ALTHOUGH BRAKING HARD, CAR FAILED TO STOP AND ENGINE DECIDEDLY ACCELERATED. DRIVER ABLE TO TURN CORNER AND, SINCE NO CAR COMING IN HIS LANE, WAS ABLE TO PULL TO SIDE OF ROAD. DRIVER DECIDED TO PROCEED 2-3 BLOCKS TO A GAS STATION. DROVE SLOWLY TO STATION, PULLED IN, CAR REFUSED TO STOP. IN FACT IT WAS JERKILY ACCELERATING, AND BUMPED INTO A CAR WHOSE DRIVER WAS PUTTING GAS INTO IT. NO DAMAGE TO EITHER CAR OR PERSONS. (PRESSED YES FOR CRASH, BUT WAS ONLY GOING ABOUT 5 MPH OR LESS AND DRIVER'S CAR PUSHED OTHER CAR INTO A STREET.) DRIVER WAS ABLE TO PUT CAR IN NEUTRAL AND CAR STOPPED. DRIVER HAD CAR TOWED TO TOYOTA DEALER WHOSE SERVICE MANAGER, AFTER TELLING DRIVER HIS RAV-4 WAS MADE IN JAPAN AND NOT ELIGIBLE AS A RECALL CAR, FINALLY AGREED TO HAVE CAR TESTED. NOTHING FOUND AND TOYOTA HAS REFUSED TO REPLACE ANY PARTS SAYING THERE IS NOTHING WRONG WITH CAR--TO THEM THE INCIDENTS DID NOT TRULY OCCUR. AFTER TESTING, TWICE, DRIVER PICKED UP CAR AND WAS DRIVING HOME, HAD TO STOP FOR A SCHOOL BUS AND WHILE STOPPED FELT ENGINE SURGING FORWARD AGAIN BUT WAS ABLE TO KEEP CAR BRAKED AND PUT CAR IN TO NEUTRAL. ONLY DRIVES CAR ON BACK ROADS NOW. THESE THREE INCIDENTS ARE THE ONLY ONES THAT HAVE BEEN EXPERIENCED THUS FAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334188  
**Date of Incident:** 20100409  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** ARLINGTON, TX

**NHTSA Summary:**

I BOUGHT A NEW 2010 CAMRY. I COMPLAINED TO THE DEALER THE VERY NEXT DAY THAT THE ACCELERATOR PEDAL WAS TOO SENSITIVE AND THE CAR WAS NOT DRIVABLE. I WAS ASSURED THAT ALL ACCELERATOR PEDAL RECALL MODIFICATIONS WERE DONE ON THE CAR BEFORE THE SALE. I WAS STILL NOT SATISFIED. THE MANAGER OF THE SHOP AND I DID A TEST DRIVE AND AFTER A DETAILED DISCUSSION OF THE ACCELERATOR PEDAL AND DESIGN DEFECTS WE JOINTLY AGREED TO TRY AND REPLACE THE PEDAL MECHANISM WITH ONE MADE - NOT BY THE US VENDOR - BUT BY NIPPONDENSO -- TOYOTA'S ALTERNATE VENDOR IN JAPAN. TO MY GREAT SURPRISE THE ACCELERATOR PEDAL WAS OF A DIFFERENT DESIGN AND FEEL. WITH THE NIPPONDENSO PEDAL THE FOOT'S POSITION ON THE PEDAL IS AT A MUCH MORE COMFORTABLE ANGLE. BUT MOST IMPORTANT OF ALL THE RESPONSE CHARACTERISTICS IS A 100% BETTER THAN THE

C-2229

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:** 1004221137  
**NHTSA ODI Number:** 10331409  
**Date of Incident:** 20100410  
**Vehicle:** 2004 TOYOTA SIENNA  
**Location of Incident:** CANTON, GA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA SIENNA. WHILE DRIVING AT 3 MPH TAKING HER FOOT OFF THE ACCELERATOR PEDAL WHEN THE VEHICLE SURGED FORWARD IN TO A CEMENT POLE AND BY THE TIME SHE PRESSED ON THE BRAKE IT HAD ALREADY CRASHED. THERE WERE FRONT END DAMAGES AND SHE SUSTAINED MINOR INJURIES TO HER KNEES. THE VEHICLE WAS TOWED TO THE DEALERSHIP WHERE THEY REPAIRED THE EXTERIOR OF THE VEHICLE. THE DEALER ALSO STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE DUE TO THE ACCELERATION. THE FAILURE AND CURRENT MILEAGE WAS 106000.CV

**Additional Summary:**

On April 10, 2010 her Sienna accelerated while going into parking spot, smashed into pole. Looked down at foot - foot was on the brake. Brakes had been replaced less than 6 months prior - Toyota inspected vehicle. Had some delayed acceleration occurrences in 2005-06, and Toyota had apparently changed software then. Toyota Dealership said they have lots of these reports - cannot duplicate.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324888  
**Date of Incident:** 20100410  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** JANESVILLE, CA

**NHTSA Summary:**

HI, WHILE DRIVING TO WORK THIS MORNING, MY LEFT HEADLIGHT FLASHED AND THEN STOPPED WORKING. MY 2008 TOYOTA PRIUS IS ABOUT 1.75 YEARS OLD WITH APPROXIMATELY 28,000 MILES. I HAVE HEARD FROM OTHER PRIUS OWNERS THAT THEY HAVE HAD PROBLEMS WITH THEIR HEADLIGHTS. I HAVE ALSO HEARD THE REPLACEMENT COST FOR THE HEADLIGHT IS \$300.00. I FIND THAT HARD TO BELIEVE, NONETHELESS HEADLIGHTS IN EVERYOTHER CAR I HAVE OWNED SEEM TO HAVE A LIFE OF 10 OR MORE YEARS. THIS IS A SAFETY ISSUE BECAUSE I DRIVE TO WORK EARLY IN THE MORNING WHEN IT IS DARK AND I SOMETIMES DON'T RETURN HOME UNTIL AFTER DARK. THE BULK OF MY DRIVING HAS BEEN IN THE DAYLIGHT, HOWEVER I NEED MY

C-2230

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CAR TO GET TO WORK. ALSO ON 3 OCCASIONS MY CRUISE CONTROL ACCELERATED BEYOND WHERE I SET IT. FOR EXAMPLE I RESET THE CONTROL AFTER HAVING HIT THE BRAKES. I GOT BACK TO MY SPEED AND SET THE CRUISE CONTROL AT 70MPH. I NOTICED A SHORT WHILE LATER THE CAR WAS GOING 95. I HIT THE BRAKES TO SLOW DOWN AND THE CAR IMMEDIATELY CAME OUT OF CRUISE CONTROL AND SLOWED DOWN AS IT SHOULD. I NOW TAKE THE CAR ALL THE WAY OUT OF CRUISE CONTROL SHUTTING IT OFF AFTER I HIT THE BRAKES. I NEXT TURN THE CONTROL BACK ON AND RESET THE CRUISE. USING THE CRUISE THIS WAY I HAVE NOT HAD THE PROBLEM OF THE CAR SPEEDING UP. IF FIGURE I WILL CONTINUE TO USE THE CRUISE THIS WAY AND OBSERVE WHETHER THERE IS ANY PROBLEM. HOWEVER, I DON'T BELIEVE TOYOTA INTENDED FOR THE CRUISE CONTROL TO BE USED THIS WAY. THANK YOU \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325169  
**Date of Incident:** 20100410  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** MILWAUKEE, WI

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH ATTEMPTING TO STOP AT A TRAFFIC LIGHT. THE BRAKE PEDAL WAS DEPRESSED FOLLOWED BY, A LOUD NOISE AND JERKING MOTION. AN UNINTENDED ACCELERATION OCCURRED. THE DEALER WAS NOTIFIED AND STATED THAT THE FAILURE WAS CONTRIBUTED TO THE WEATHER AND ROAD CONDITIONS. THE CONTACT EXPERIENCED THE FAILURES PREVIOUSLY AND WAS ADVISED BY THE DEALER THAT THERE WAS NOT A PROBLEM. AN APPOINTMENT WAS SCHEDULED WITH THE DEALER FOR SERVICE REPAIR. THE FAILURE MILEAGE WAS 1,000. UPDATED 06/02/10. \*LJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325578  
**Date of Incident:** 20100410  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** MONTGOMERY, AL

**NHTSA Summary:**

2004 LEXUS ES 330 ACCELERATION IS STICKING/STALLING AND JERKING WHEN VEHICLE IS DRIVING AND SLOWING DOWN IN TRAFFIC. CONTACT LEXUS DEALER AND REPRESENTATIVE AND THEY CLAIM THE CAR COMPUTER IS CONSTANTLY ADJUSTING FEEL LIKE JERKING MOTIONS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325939  
**Date of Incident:** 20100410  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** ESSEX JUNCTION, VT

**NHTSA Summary:**

TL \*THE CONTACT OWNS A 2010 TOYOTA CAMRY. WHILE PULLING OUT OF THE DRIVEWAY AT APPROXIMATELY 5 MPH, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO THE GARAGE. THE CONTACT WAS ABLE TO STOP THE VEHICLE BY PLACING IT IN PARK AND TURNING IT OFF. THE VEHICLE HAD NOT BEEN INSPECTED OR

C-2231

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

REPAIRED WHEN THE COMPLAINT WAS FILED. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 135,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326231  
**Date of Incident:** 20100410  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**

2007 TOYOTA RAV 4 SPORT HAD AN UNINTENTIONAL ACCELERATION WHILE DRIVING HOME FROM WORK, THE CAR SPED OUT OF CONTROL, I WAS UNABLE TO STOP THE VEHICLE BECAUSE BOTH THE BRAKE AND GAS PEDALS WERE COMPRESSED. FINALLY CRASHED INTO A BRICK WALL TO STOP THE CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326414  
**Date of Incident:** 20100410  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** MAERION STATION, PA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT WAS DRIVING APPROXIMATELY 20 MPH WHEN THE SPEED INCREASED TO 80 MPH. THE BRAKES WERE ENGAGED AND FAILED TO SLOW DOWN OR STOP THE VEHICLE; THEREFORE, CONTINUOUS PRESSURE WAS APPLIED TO THE BRAKE PEDAL WHICH TRAVELED TO THE FLOOR. SUDDENLY, THE VEHICLE DECELERATED FROM 60 MPH TO 80 MPH. THE VEHICLE WAS ABLE TO SLOW DOWN AFTER EXCESSIVE FORCE WAS APPLIED TO THE BRAKE PEDAL. THE ENGINE WAS TURNED OFF WITH THE REMOTE STARTER AND CAME TO A COMPLETE STOP. SMOKE WAS ALSO COMING FROM THE BRAKES. THE VEHICLE WAS TOWED TO A DEALER FOR INSPECTION. A POLICE REPORT WAS FILED WITHOUT INCIDENT. THE TECHNICIAN WAS UNABLE TO DIAGNOSE THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 27,211. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327118  
**Date of Incident:** 20100410  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** CLINTON TOWNSHIP, MI

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA COROLLA. WHILE DRIVING AT SPEEDS OF 5 MPH, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT ATTEMPTED TO APPLY THE BRAKES BUT THERE WAS NO RESPONSE. THE VEHICLE PROCEEDED TO CRASH INTO ANOTHER VEHICLE. THE POLICE ARRIVED TO THE SCENE AND A REPORT WAS FILED ACCORDINGLY. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THE CONTACT WAS AWAITING REPAIRS. THE FAILURE AND CURRENT MILEAGES WERE NOT AVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329083

C-2232

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100410  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** VICTORVILLE, CA

**NHTSA Summary:**  
I WAS DRIVING MY TOYOTA COROLLA 2005 ON THE 395 HIGHWAY, WHEN I TRIED TO PASS A TRUCK BECAUSE THE CONDUCTOR WAS DRIVING TOO SLOW, THEN WHEN I PRESSED ON THE ACCELERATOR THE CAR STARTED TO SHIFT HARDER AND I ALMOST HAD AN ACCIDENT AND I GOT FORCE TO GET OUT FROM THE HIGHWAY SPINNING ON THE DIRT, IN A FEW SECONDS AFTER THAT!, THE CHECK ENGINE LIGHT CAME ON, I WAS SOO SCARED THAT I TOOK THE COROLLA TO THE DEALER BUT THEY SAID THAT THERE WAS A MALFUNCTION WITH THE COMPUTER AND THAT THE COMPUTER IS NOT COVER AND THAT I HAVE TO PAY FOR IT BECAUSE I'M OVER 80,000... BUT THEY KNEW ABOUT THE PROBLEM ALREADY I JUST WANT TO REPORT THIS SO YOU CAN DO AN INVESTIGATION WITH THE COROLLA COMPUTER, I DON'T THINK THIS IS RIGHT THAT WE HAVE TO PAY FOR A COMPUTER!!! WHEN THEY ARE THE ONES SELLING JUNK CARS. I WILL NEVER EVER BUY A TOYOTA ANYMORE NOW THE CARS THEY SELL ARE JUNK AND TO DANGEROUS FOR THE OTHER PEOPLE ON THE ROAD, HOPE THAT THIS PROBLEM WON'T HAPPEN TO ANYONE AND THAT YOU PEOPLE CHECK ON THAT ASAP. THE ERROR CODE I GOT WAS P2716 AND IS A COMPUTER MALFUNCTION. THANK YOU. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330135  
**Date of Incident:** 20100410  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** SILVER SPRING, MD  
**NHTSA Summary:**  
VEHICLE JERKS, SOMETIMES FAILS TO ACCELERATE OR IT WILL SUDDENLY SLOW DOWN WHILE IN MOTION AND THEN SUDDENLY SURGES FORWARD. IT IS REALLY A SCARY SITUATION EVERYTIME IT HAPPENS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100410  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** HYATTAVILLE, MD  
**NHTSA Summary:**

**Additional Summary:**  
According to the vehicle owner she left the grocery store bought a hot dog at a hot dog stand and was driving along the mall when the car raced on its own. She swerved to avoid another car and struck a pole. No floor mats. Airbag deployed. She had about \$200K in medical bills. Car is shrink wrapped in Brandywine MD has not been inspected / downloaded.

ONE WITNESS SAYS THAT SHE OBSERVED DRIVER EATING FOOD AND THAT HER HEAD WS IN A DOWNWARD POSITION, NOT LOOKING AT THE ROADWAY PRIOR TO IMPACT WITH THE COLUMN.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336448  
**Date of Incident:** 20100410  
**Vehicle:** 2006 LEXUS LS

C-2233

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** CHESTER FIELD, MO

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2006 LEXUS LS430. WHILE DRIVING AT 10 MPH, THE CONTACT APPLIED THE BRAKES BUT THE VEHICLE FAILED TO RESPOND. SECONDS LATER, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING CAUSING THE CONTACT TO CRASH INTO A NEARBY VEHICLE. THERE WERE NO INJURIES BUT A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO THE DEALERSHIP BUT HAD NOT BEEN INSPECTED AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 75,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100411  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** PALM BAY, FL  
**NHTSA Summary:**  
**Additional Summary:**  
FIRST INCIDENT - SEPT. 2009 (APPROX.) - TRAVELING AT 35 MPH - HEAVY VIBRATION - VROOM - CAR RACED OUT OF CONTROL - HAD TO MANUEVER OUT OF WAY OF ONCOMING TRAFFIC AND WENT TO DEALER. DEALER STATED NOTHING WRONG. ONLY DEALS WITH ONE MECHANIC AT THIS DEALERSHIP (BRANDON TOYOTA) - HAD OTHER SERVICE ISSUES WITH THE WHEEL VIBRATING. DIDN'T LOOK DOWN - DOESN'T KNOW THE POSITION OF THE PEDAL - KEPT LOOKING UP AND FORWARD TRYING TO CONTROL THE VEHICLE. BOOTH AIRBAGS DEPLOYED - SEAT BELT CUT NECK.

SECOND INCIDENT - GOING TO CHURCH - ELDERLY MAN TO PICK UP AT HARVARD APARTMENTS AND COOKED SOME FOOD TO TAKE TO HIM - REACHED PARKING SPACE - FOOT ON BRAKE - ENGINE RACING, MAKING A VROOM SOUND, OUT OF CONTROL. TRANSFORMER STOPPED IT - WHEEL WAS TURNING THE BRAKE STILL ON. WENT TO THE HOSPITAL. VEHICLE IS TOTALED.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10324977  
**Date of Incident:** 20100411  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** REDDING, CA  
**NHTSA Summary:**

**Additional Summary:**  
2005 TOYOTA SIENNA HAD CRUISE CONTROL ON. THE VEHICLE BEGAN TO 'SHAKE' AND THE SPEEDOMETER CLIMBED TO 80 MPH THEN DOWN TO 60 MPH. IT DIDN'T SEEM TO ACTUALLY BE ACCELERATING-IT FELT LIKE THE VEHICLE WAS FIGHTING TO NOT LOSE POWER. I DEACTIVATED THE CRUISE CONTROL BY TOUCHING THE BREAKS. I PULLED OFF THE FREEWAY, TURNED THE MOTOR OFF, WAITED AND STARTED AGAIN AT A SLOWER SPEED WITHOUT THE CRUISE CONTROL ON. AFTER A WHILE THE VEHICLE AGAIN BEGAN TO 'BUCK AND SHAKE', THE SPEEDOMETER RACED TO 80 MPH (THOUGH THE CAR ITSELF) DID NOT SEEM TO HAVE RAPID ACCELERATION) THEN THE SPEEDOMETER DROPPED TO 50 MPH. OVER THE PHONE MY HUSBAND ADVISED I TURN ON THE CRUISE CONTROL AND TURN IT OFF AGAIN. I DID AND DROVE ABOUT 45 MINUTES HOME AT SPEEDS FROM 55-65 WITHOUT ANOTHER INCIDENT. I WILL TAKE THE CAR TO A DEALERSHIP TOMORROW TO CHECK OUT. THE VEHICLE HAS APPROX. 100000 MILES ON IT.

**Additional Summary:**

C-2234

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325047  
**Date of Incident:** 20100411  
**Vehicle:** 2003 TOYOTA 4RUNNER  
**Location of Incident:** MONMOUTH JCT, NJ  
**NHTSA Summary:**

**Additional Summary:**  
MY ACCELERATOR PEDAL GOT STUCK ON MY TOYOTA 4RUNNER. I BELIEVE THE FLOOR MAT WAS INVOLVED AS WHEN I MANAGED TO PULL OVER AND STOP, I PULLED THE FLOOR MAT AWAY AND THE PEDAL RELEASED.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325098  
**Date of Incident:** 20100411  
**Vehicle:** 2008 LEXUS IS250  
**Location of Incident:** SEVERNA PARK, MD  
**NHTSA Summary:**

**Additional Summary:**  
TL\*THE CONTACT OWNS A 2008 LEXUS IS250. THE CONTACT WAS DRIVING APPROXIMATELY 2 MPH INTO A PARKING SPACE. THE VEHICLE SURGED OVER A SIDEWALK AND CAME TO A COMPLETE STOP. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC AND THEN TRANSPORTED TO AN AUTHORIZED DEALER TO BE REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 15,000.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325438  
**Date of Incident:** 20100411  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** CARLSTADT, NJ  
**NHTSA Summary:**

**Additional Summary:**  
TL\*THE CONTACT OWNS A 2008 TOYOTA COROLLA. THE CONTACT STATED THE RPMS WOULD RACE UP AND DOWN FOLLOWED BY THE VEHICLE SUDDENLY STALLING. THE CONTACT WAS INFORMED BY AN INDEPENDENT MECHANIC THAT THE VEHICLE NEEDED A NEW COMPUTER AFTER THE VEHICLE WAS INSPECTED. THE CONTACT PLANNED TO TAKE THE VEHICLE TO AN AUTHORIZED DEALERSHIP SO THAT THE DEALER COULD LOOK AT IT AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 33,000.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327650  
**Date of Incident:** 20100411  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** HOUSTON, TX  
**NHTSA Summary:**  
ENGINE ACCELERATED WHILE PARKING IN A PARKING SPOT AND CRASHED INTO A POLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**

C-2235

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100412  
**Vehicle:** 2002 TOYOTA TACOMA  
**Location of Incident:** DANBURY, CT  
**NHTSA Summary:**

**Additional Summary:**  
FROM NEWS ARTICLE IN BROOKFIELD PATCH: "Updated: Runaway Tacoma Crashes On Federal Road" DATED APRIL 12, 2010

Freddie Perez, 45, of Danbury, and his son, Jonathan, 12, were leaving the Maggie McFly's parking lot on Federal Road at about 5:50 p.m. when the Toyota Tacoma they were driving began accelerating uncontrollably, causing them to launch over the grass and into the roadway. According to people at the scene, Perez swerved to avoid other vehicles and the truck subsequently flipped onto the driver's side.

As of 8 p.m. Monday night, Jonathan had been released from Danbury Hospital. Freddie was still admitted, but was "fine," according to a nurse on staff.

Four bystanders, Kevin Desch and Anthony Marucci, both of Danbury (who were in the parking lot, narrowly avoiding getting hit), and Mo Sakil, of Danbury, and Ken Bardelli, of Bethel (who were in the Costco parking lot), rushed to the scene. Two of them got on top of the car (passenger side) and were able to get Jonathan out, however his father Freddie was still trapped in his seat.

As the truck drove through the parking lot into the roadway, all four reported seeing smoke pouring from the front tires as the emergency brake strained against the accelerating vehicle. Jonathan, who was getting out of Taekwondo class, told them that the car began accelerating out of control (at about 35 to 40 mph) and would not slow down after his father pulled the emergency brake."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325130  
**Date of Incident:** 20100412  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SUMMERFIELD, NC  
**NHTSA Summary:**

**Additional Summary:**  
ON 4/3/10, UNINTENDED ACCELERATOR "FIX" PER TOYOTA LETTER WAS PERFORMED ON OUR 2007 TOYOTA CAMRY XLE (VANN YORK TOYOTA IN HIGH POINT, NC). ON 4/12/10, WHILE MY WIFE WAS DRIVING AT 35MPH ON A CITY STREET, MAINTAINING CONSTANT ACCELERATION; THEN, SHE REMOVED THE FOOT OF THE ACCELERATOR AS SHE HEADED TOWARD AN INTERSECTION, WHEN SUDDENLY, THE ENGINE SPEED DRASTICALLY INCREASED (I.E. REVVED UP LIKE WHEN THE DRIVER STEPS ON THE ACCELERATOR TO ACHIEVE A FAST VELOCITY RATE OF CHANGE); HOWEVER, THE CAR VELOCITY DECREASED AND SHE APPLIED THE BRAKES TO GET TO THE INTERSECTION AND MAKE A RIGHT TURN. IT IS IMPORTANT TO POINT OUT THAT THE SUDDEN ENGINE SPEED INCREASE LASTED FOR APPROXIMATELY 5 SECONDS; AFTERWARDS, THE ENGINE SPEED WENT BACK TO THE NORMAL (PREVIOUS) LEVEL. AFTER MAKING A RIGHT TURN AT THE INTERSECTION, THERE WAS NO RE-OCCURRENCE OF THIS ISSUE, AND MY WIFE AND 5 YEAR OLD DAUGHTER MADE IT HOME SAFE. THE SUDDEN ENGINE SPEED INCREASES HAVE OCCURRED MULTIPLE TIMES IN OUR 2007 TOYOTA CAMRY SINCE WE BOUGHT IT LATE 2006. WE HAVE REPORTED THIS ISSUE, AS WELL AS WHAT FEELS LIKE INFREQUENT TIRE SLIPPAGES TO SEVERAL DEALERSHIPS (IN PHOENIX AND GREENSBORO), BUT THEY HAVE NEVER FOUND ANY ISSUES WHILE INSPECTING THE CAR. WE ARE EXTREMELY CONCERNED THAT EVEN AFTER TOYOTA HAS RECOMMENDED THE ACCELERATOR "FIX" (THEY CHANGED THE SHAPE OF THE ACCELERATOR PEDAL AND MADE AN UPDATE TO THE ENGINE THROTTLE COMPUTER) AND THE FIX HAS BEEN APPLIED TO OUR CAR, IT CONTINUES TO BEHAVE IN THE MANNER DESCRIBED ABOVE. WE FEEL THE CAR IS UNSAFE.

C-2236

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325060  
**Date of Incident:** 20100412  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** HIALEAH, FL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH WHEN SHE ATTEMPTED TO STOP. WHEN THE BRAKE PEDAL WAS DEPRESSED THE GEAR SELECTOR WAS SHIFTED INTO THE REVERSE POSITION. THE VEHICLE BEGAN TO ACCELERATE. THE ENGINE WAS TURNED OFF TO GAIN CONTROL OF THE VEHICLE. THE VEHICLE WAS TOWED TO THE DEALER FOR DIAGNOSTIC TESTING. THE DEALER STATED THAT THE THROTTLE BODY NEEDED TO BE REPLACED AT THE OWNER EXPENSE. THE FAILURE MILEAGE WAS 47,000. THE CURRENT MILEAGE WAS 47,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325205  
**Date of Incident:** 20100412  
**Vehicle:** 2006 TOYOTA HIGHLANDER  
**Location of Incident:** CHAMPION, PA

**NHTSA Summary:**  
WIFE WAS BACKING UP A 2006 TOYOTA HIGHLANDER LIMITED INTO THE GARAGE WHICH SHE HAS BEEN DOING SINCE THE CAR WAS NEW. CAR STARTED TO ACCELERATE AND SHE COULD NOT STOP IT. IT WENT THROUGH THE BACK WALL OF THE GARAGE DESTROYING THE GARAGE WALL AND THE VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325228  
**Date of Incident:** 20100412  
**Vehicle:** 2005 TOYOTA CAMRY SOLARA  
**Location of Incident:** WEST HEMPSTEAD, NY

**NHTSA Summary:**  
MY 2005 TOYOTA SOLARA CONVERTIBLE WAS INVOLVED IN AN ACCIDENT THIS MORNING. WHILE ATTEMPTING TO PARK THE CAR, THE ENGINE ACCELERATED AND MY CAR LURCHED FORWARD. I APPLIED THE BRAKES, TO NO AVAIL, AND HIT A PARKED TRUCK HEAD-ON. MY CAR IS NOT PART OF THE CURRENT RECALL - BUT I KNOW NOW IT IS ALSO DEFECTIVE AND ACTION MUST BE TAKEN TO CORRECT THIS IMMEDIATELY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325389  
**Date of Incident:** 20100412  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** LEXINGTON, MA

**NHTSA Summary:**  
2009 TOYOTA PRIUS - UNINTENDED ACCELERATION. ON THIS VEHICLE, UNCONTROLLED ACCELERATION CAN BE REPRODUCED AT WILL. I CALLED TOYOTA AND THEY ARE TREATING IT AS YET ANOTHER CRANK CALL. SERVICE MANAGER ADVISED TO REMOVE

C-2237

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FLOOR MAT AND BRING IN LATER IN WEEK. I WOULD HATE TO SEE IT SWEEP UNDER THE CARPET LIKE OTHER RECENT COMPLAINTS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325355  
**Date of Incident:** 20100412  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** RANDOLPH, MA

**NHTSA Summary:**  
I OWN A 1998 TOYOTA CAMRY LE. THE ACCELERATOR HAD BEEN STICKING FOR THE PAST THREE YEARS ALL THE TIMES AND PROGRESSIVELY GETTING WORST. I HAVE TO STEP ON TO THE PEDAL HARD VERY OFTEN FROM A FULL STOP TO UN-STICK. THE PEDAL ON A ROUTINE BASIS. ABOUT TWO YEARS AGO, THE CRUISE CONTROL RACE UP AND DOWN, THEN NOT RESPONSIVE FOR A BRIEF PERIOD OF TIME. SINCE THE ACCELERATOR IS A CABLE SYSTEM, I HAVE TRY TO LUBRICATE THE CABLE LINK MANY TIMES USING DIFFERENT LUBRICANT, BUT NOTHING WORK. THEREFORE, I AM DRIVING AROUND WITH A STICKING ACCELERATOR, AND CANNOT BE SURE IF IT RELATES TO THE POSSIBLE ELECTRONIC PROBLEMS. ONCE IN A WHILE THE ENGINE RACE UP AN DOWN WHEN THE CAR IS IN IDLE. THE FAILURE IS CONTINUOUS. THE MILEAGE ON THIS CAR IS NOW ABOUT 157,000 MILES. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325661  
**Date of Incident:** 20100412  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** PRESPECT PARK, NJ

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE PULLING INTO A DRIVEWAY AT SPEEDS OF 5 MPH, THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED INTO THE GARAGE DOOR. THE ENGINE CONTINUED IDLING EXTREMELY HIGH AND THE TIRES CONTINUED TO SPIN WHILE THE VEHICLE WAS AT A COMPLETE STOP ATTEMPTING TO CONTINUE ACCELERATION. THE MANUFACTURER WAS CONTACTED AND ADVISED HAVING THE VEHICLE INSPECTED TO ASSESS THE FAILURE. THE VEHICLE HAD NOT BEEN DRIVEN SINCE THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 7,322.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325898  
**Date of Incident:** 20100412  
**Vehicle:** 1996 TOYOTA CAMRY  
**Location of Incident:** SUGAR LAND, TX

**NHTSA Summary:**  
MY 1996 TOYOTA CAMRY EXPERIENCED UNINTENDED ACCELERATION AND BECAME DIFFICULT TO CONTROL ON APRIL 12, 2010. WHILE DRIVING HOME FROM WORK (A DISTANCE OF 26 MILES) I ENTERED THE FREEWAY AND GAVE MY CAR GAS TO MOVE INTO THE SECOND FROM THE LEFT HAND LANE. AFTER GETTING INTO THE PROPER LANE, THE CAR BEHAVED IN THE SAME WAY AS A CAR AFTER PRESSING THE RESUME BUTTON, AFTER DISABLING CRUISE CONTROL. THIS HAPPENED AT 4:30P DURING THE START OF RUSH HOUR TRAFFIC. THE ONLY WAY I COULD KEEP FROM HITTING ANOTHER VEHICLE WAS TO FLOOR THE BRAKE. AT ONE POINT THE CAR RACED TO SPEEDS OF 65-75 MPH.

C-2238

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

COULD TELL THAT AT THE 75 MPH RANGE THAT I WAS VERY LIKELY TO HIT THE CAR IN FRONT OF ME. TO PREVENT THIS I BRIEFLY PLACED THE CAR IN NEUTRAL, THEN SWITCHED IT INTO REVERSE TWICE IN QUICK SUCCESSION. THE CAMRY MADE A HORRIBLE NOISE, BUT DID SLOW DOWN AFTER THAT. THE BRAKES SEEMED TO BE UNABLE TO ENGAGE PROPERLY FROM THAT POINT, POSSIBLY DUE TO EXCESSIVE USE. I WAS ABLE TO SUCCESSFULLY DRIVE TO THE DEALERSHIP AFTER THAT. THE DEALER EXAMINED THE CAR, TEST DROVE IT AND STATED THAT THEY COULD FIND NO PROBLEM WITH THE CAR. STATEMENT FROM SPOUSE: AS A RECENTLY RETIRED ENGINEER FROM A LARGE RESEARCH LABORATORY, I'D LIKE TO ADD MY COMMENTS: I SPENT 33 YEARS DESIGNING LABORATORY EXPERIMENTS TO RUN SAFELY AND RELIABLY. OVER THOSE YEARS, I FORMED THE OPINION THAT LAB EQUIPMENT SHOULD BE DESIGNED SO THAT MALFUNCTIONS CAUSE ONLY MINOR PROBLEMS, NOT MAJOR ONES. SINCE TOYOTA'S PROBLEMS WITH UNINTENDED ACCELERATION SEEM TO AFFECT VEHICLES OF VARIOUS AGES AND DESIGNS, I SUSPECT THE ROOT CAUSE IS NOT A SPECIFIC PIECE OF HARDWARE, BUT RATHER A FAILURE TO DESIGN THEIR EQUIPMENT SO THAT MALFUNCTIONS CAUSE ONLY MINOR PROBLEMS, NOT MAJOR ONES. PERHAPS THERE ARE COMPONENTS OF THEIR VEHICLES THAT FAIL IN A WAY THAT GIVES THE VEHICLE FULL POWER, WHEREAS A SAFER FAILURE MODE WOULD BE HAVE NO POWER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100412  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** FL

**NHTSA Summary:**

FROM COMPLAINT:

ON APRIL 12, 2010 SAUNDRA HILL SCOTT EXPERIENCED AN SUA INCIDENT WITH HER 2004 TOYOTA PRIUS. THE VEHICLE ACCELERATED THROUGH FOUR TRAFFIC LANES AND COLLIDED WITH A FENCE AND THEN A TREE.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325345  
**Date of Incident:** 20100413  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** MASPEH, NY

**NHTSA Summary:**

UNINTENDED ACCELERATION ON MY 2009 COROLLA. IT HAPPENED ONCE. I CALLED TOYOTA TO REPORT INCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325627  
**Date of Incident:** 20100413  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** GAINESVILLE, GA

**NHTSA Summary:**

2009 TOYOTA TACOMA TRUCK. THIS IS A SECOND "FAILURE" REPORT DUE TO RAPID ACCELERATION. FIRST REPORT WAS MADE ON 12/03/09 OR 12/04/09 TO YOU FOR SAME PROBLEM. YOUR CASE # 210838. NHTSA ID # 174319. ON APRIL 13, 2010 AT 1:25 PM I WAS

C-2239

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LEAVING A COMMERCIAL PARKING LOT IN MY TACOMA TRUCK. I BACKED OUT OF THE PARKING SPACE IN REVERSE. CAME TO A STOP. AND THEN MOVED THE SHIFT LEVER DOWN TOWARDS DRIVE. WHEN THE SHIFT INDICATOR REACHED NEUTRAL, THE ENGINE IMMEDIATELY BEGAN TO ACCELERATE RAPIDLY UP TO 4,500 RPM. THIS TIME I WAITED ABOUT 10 SECONDS AND THEN THE ENGINE WOUND BACK DOWN TO NORMAL IDLE. MY FOOT WAS ONLY ON THE BRAKE, NOT THE GAS PEDAL, AND THERE IS NO FLOOR MAT PROBLEM. DURING THE DEC-09 INCIDENT I DID NOT WAIT FOR THE ENGINE TO SLOW DOWN. I JUST TURNED OFF THE IGNITION. MY TACOMA'S SITUATION SEEMS TO BE CONNECTED TO THE FLOOR-MOUNTED GEAR SHIFTING MECHANISM IN SOME WAY SINCE THIS HAS HAPPEND TWICE. I DID/WILL NOT TAKE THE TRUCK TO THE DEALER SINCE THEY WILL FIND NOTHING WRONG JUST LIKE THE LAST TIME. THE TRUCK MILEAGE WAS AT 14,102 MILES ON 4/13/10.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325891  
**Date of Incident:** 20100413  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** WILMETTE, IL

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA PRIUS. WHILE DRIVING AT SPEEDS OF 30 MPH, THE VEHICLE EXHIBITED ABNORMAL SURGING AND THE HEADLIGHTS BECAME INOPERABLE. THE VEHICLE HAD NOT BEEN RECEIVED ANY REPAIRS TO CORRECT THE FAILURE. THE FAILURE MILEAGE WAS 18,195 AND THE CURRENT MILEAGE WAS 18,200.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326055  
**Date of Incident:** 20100413  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** MACON, GA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA COROLLA. THE CONTACT STATED THAT WHILE SHIFTING INTO THE PARK POSITION, THE VEHICLE SUDDENLY ACCELERATED TO 35 MPH AND CRASHED INTO THE REAR OF A PARKED VEHICLE. THE CONTACT PLACED BOTH FEET ON THE ACCELERATOR PEDAL BUT COULD NOT GAIN CONTROL OF THE VEHICLE. THERE WERE NO INJURIES BUT A POLICE REPORT WAS FILED. THE VEHICLE HAD NOT BEEN TAKEN TO AN AUTHORIZED DEALERSHIP FOR DIAGNOSIS AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 29,300.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328848  
**Date of Incident:** 20100413  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

WHILE DRIVER WAS PULLING INTO A PARKING SPACE AND COMING TO A NEAR STOP, THE VEHICLE, A 2008 TOYOTA CAMRY, SUDDENLY ACCELERATED ON ITS OWN ACCORD, HOPPING THE CONCRETE CURB, ACCELERATING THE VEHICLE AS THE CAR CRASHED STRUCK AND PUSHED ALONG A TRASH BIN, THRU THICK BRUSH, A STEEL GATED FENCE AND EVENTUALLY STRIKING A TREE WHERE THE VEHICLE FINALLY CAME TO REST. THE

C-2240

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DRIVER ATTEMPTED TO STOP THE VEHICLE BY APPLYING BOTH FEET TO THE BRAKES AS IT TRAVELED APPROXIMATELY 150 FEET. THE VEHICLE WAS SUBJECT TO BOTH THE FLOOR MAT AND ACCELERATION PEDAL RECALLS WHICH WERE REPAIRED ON FEBRUARY 11, 2010. THIS INCIDENT WAS POST-RECALL REPAIR. SINCE THE INCIDENT, THE VEHICLE HAS NOT BEEN REPAIRED AND IS CURRENTLY BEING STORED BY AN AUTOBODY REPAIR FACILITY AND AWAITS INSPECTION BY NHTSA AND TOYOTA. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325881  
**Date of Incident:** 20100415  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** DEER PARK, NY  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHEN STARTING THE VEHICLE IN THE PARK POSITION, THE ENGINE BEGAN IDLING EXTREMELY HIGH AND EXHIBITING AN UNUSUAL INCREASE IN ENGINE RPM'S. THE VEHICLE WAS NOT TAKEN TO AN AUTHORIZED DEALER OR REPAIR SHOP FOR A DIAGNOSIS OF THE FAILURE. THE FAILURE HAS NOT RECURRENT. THE FAILURE AND CURRENT MILEAGES WERE 22,000. UPDATED 05/19/2010. \*LJ  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325911  
**Date of Incident:** 20100415  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** FAIRPORT, NY  
**NHTSA Summary:**

I TURNED ON THE IGNITION OF MY 2007 TOYOTA RAV 4 AND BEGAN TO DRIVE INTO MY GARAGE AND THE VEHICLE SUDDENLY ACCELERATED AND DID NOT SLOW DOWN UPON APPLICATION OF THE BRAKE PEDAL. I PUMPED THE BRAKE FIERCELY SEVERAL TIMES TO THE FLOOR BOARD OVER THE APPROXIMATELY 12-15 FEET OF GARAGE DEPTH AND THE RAV4 STOPPED JUST AS IT PUSHED THE WHEELBARREL INTO THE WALL. . ASIDE FROM DAMAGE TO THE WALL OF THE GARAGE, THE VEHICLE'S BUMPER WAS DENTED AND SLIGHTLY CRACKED. AIRBAGS DID NOT DEPLOY AND THERE WAS NO BODILY TRAUMA OR PERSONAL INJURY  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10325940  
**Date of Incident:** 20100415  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** DRIFTWOOD, PA  
**NHTSA Summary:**

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

C-2241

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE. THE VIN WAS UNAVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE 7,600.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326045  
**Date of Incident:** 20100415  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** HACIENDA HEIGHTS, CA  
**NHTSA Summary:**

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326106  
**Date of Incident:** 20100415  
**Vehicle:** 2006 LEXUS RX400H  
**Location of Incident:** DENVER, CO  
**NHTSA Summary:**

MOMENTARY ACCELERATION DURING NORMAL BRAKING. PROBLEM OCCURS REGULARLY (BUT NOT EVERY TIME) DURING NORMAL BRAKING. LEXUS DEALER SERVICE WRITER REPORTS THIS AS NORMAL AND EXPECTED PERFORMANCE. IT APPEARS THAT NORMAL BRAKING STARTS WITH REGENERATIVE BRAKES AND THEN TRANSITIONS TO FRICTION BRAKES. THERE IS A MOMENT DURING THE TRANSITION THAT BRAKING POWER IS LOST AND VEHICLE UNEXPECTEDLY ACCELERATES. TO MAINTAIN EVEN DECELERATION DURING EVERY BRAKING MANUEVER THE DRIVER MUST BE PARTICULARLY AWARE OF THIS POTENTIAL PROBLEM AND BE PREPARED TO QUICKLY APPLY SIGNIFICANT ADDITIONAL PRESSURE TO THE BRAKE PEDAL DURING THE TRANSITION PHASE THEN IMMEDIATELY REMOVE THE ADDED PRESSURE TO PREVENT OVER-BRAKING..  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326398  
**Date of Incident:** 20100415  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** RALEIGH, NC  
**NHTSA Summary:**

HAVING RETURNED HOME IN THE EARLY EVENING, MY MOTHER WAS BACKING HER 2005 TOYOTA CAMRY INTO HER DRIVEWAY (THIS WAS A NORMAL ROUTINE AS THIS IS HOW SHE PARKS HER CAR). HER DRIVEWAY IS FLAT AND STRAIGHT AND SHE LIVES ALONE SO NO OTHER CARS WERE IN THE DRIVEWAY. SHORTLY AFTER HER CAR BEGAN MOVING IN REVERSE, HER CAR SUDDENLY, UNEXPECTEDLY ACCELERATED AND SWERVED OUT OF CONTROL. THE CAR TRAVELED IN REVERSE THRU THE GRASS AND THE LANDSCAPED AREA OF HER FRONT LAWN, CRASHING INTO THE FRONT PORCH OF HER HOUSE,  
**Additional Summary:**

C-2242

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SPINNING TO A STOP STRATTLING THE STAIRS OF HER FRONT PORCH IN A PERPENDICULAR POSITION. THE CAR WAS HEALILY DAMAGED IN THE REAR, PASSENGER SIDE AND DRIVERS SIDE OF THE VEHICLE. THE RAILINGS ON HER FRONT PORCH WERE ALSO DESTROYED. HERETOFURE, SHE HAD NOT REPORTED ANY ACCELERATION PROBLEMS WITH HER VEHICLE WHICH SHE OWNED FOR 4.5 YEARS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326983  
**Date of Incident:** 20100415  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** BELLE MEAD, NJ  
**NHTSA Summary:**

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330336  
**Date of Incident:** 20100415  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** LAWRENCEVILLE, GA  
**NHTSA Summary:**

TL-THE CONTACT OWNS A 2005 TOYOTA COROLLA. WHILE DRIVING AT AN UNKNOWN SPEED THE VEHICLE SURGED FORWARD RESULTING IN A CRASH WITH ANOTHER VEHICLE. THE POLICE APPEARED ON THE SCENE AND ONE INJURY WAS REPORTED TO AN OCCUPANT OF THE OTHER VEHICLE. THE VEHICLE WAS TOWED TO AN INDEPENDENT REPAIR SHOP AND LATER TAKEN TO AN AUTHORIZED DEALER WHERE THE CONTACT WAS INFORMED THERE WAS NOTHING WRONG WITH THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 45,000. SM.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340030

C-2243

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100415  
**Vehicle:** 2001 TOYOTA CAMRY  
**Location of Incident:** KANSAS CITY, MO  
**NHTSA Summary:**

2001 TOYOTA CAMRY. CONSUMER STATES STUCK ACCELERATOR \*TGW THE CONSUMER HAD AN ACCIDENT AND WOULD LIKE TOYOTA TO TAKE RESPONSIBILITY FOR THEIR DEFECTIVE PRODUCT. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326039  
**Date of Incident:** 20100416  
**Vehicle:** 2008 LEXUS RX400H  
**Location of Incident:** BOISE, ID  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 LEXUS RX400H. THE CONTACT STATED THAT ON APRIL 16, 2010, THE VEHICLE SUDDENLY ACCELERATED WHEN THE DRIVER DEPRESSED THE BRAKE PEDAL AT 2 MPH. THE VEHICLE CRASHED INTO A CURB AND THEN A TREE. THE DRIVER SUSTAINED A HIP INJURY AND A POLICE REPORT WAS FILED. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 12,000.  
**Additional Summary:**

Wife pulled into a parking area, foot on brake. Vehicle surged and went over a curb and hit tree dead center.  
Wife backed off the curb and had it delivered to collision repair. Vehicle was driven by the repair guys several times and y further incidents occurred. Vehicle is being repaired - insurer: State Farm - reported and paid for the repairs - little less than \$3000.

Called Toyota about one month after the incident. Waited to see if NHTSA would download the EDR (they said no). Pretensioners fired so EDR should have some info.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326344  
**Date of Incident:** 20100416  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** MOUNT VERNON, NY  
**NHTSA Summary:**

FAX FWD ON BEHALF OF RE HIS 2009 TOYOTA CAMRY USED IN SEVERAL TV NEWS REPORTS RE UNINTENDED ACCELERATION, HIS VEHICLE WAS TESTED BY TOYOTA FOR 8 DAYS AND RESULTS WERE SENT TO NHTSA. REAQUESTING A COPY OF RESULTS, REPLY TO NEW YORK, NY OFC. \*TGW TOYOTA COULD NOT FIND ANYTHING WRONG WITH THE VEHICLE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326165  
**Date of Incident:** 20100416  
**Vehicle:** 1995 TOYOTA CAMRY  
**Location of Incident:** FAIR OAKSD, CA  
**NHTSA Summary:**

PROBLEM: MY 1995 CAMRY SUDDENLY ACCELERATED. WHILE ATTEMPTING TO INCREASE SPEED FROM 32 TO 35 MPH IN THE THIRD LANE DURING RUSH HOUR TRAFFIC,  
**Additional Summary:**

C-2244

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MY VEHICLE ACCELERATED AS IF I HAD FLOORED THE GAS PEDAL (THE PEDAL WAS MINIMALLY DEPRESSED.) I IMMEDIATELY STEPPED ON THE BREAKS, THEN TURNED OFF THE ENGINE. I PUT THE CAR IN NEUTRAL AND GLIDED TO A STOP. AFTER WAITING 2 MINUTES I RESTARTED THE VEHICLE. WITHOUT TOUCHING THE GAS PEDAL THE ENGINE REVED UP PAST 7,000 RPM. I TURNED OFF THE CAR IMMEDIATELY. I TRIED PUSHING THE PEDAL UP AFTER WAITING 3 MINUTES. ONCE AGAIN THE VEHICLE RATED IN NEUTRAL TO 7,000 RPM. I OPENED THE HOOD AND (USING A PAIR OF PLIERS) ROTATED THE THROTTLE ASSEMBLY. WHILE ROTATING THE ASSEMBLY I FELT THE ASSEMBLY HIT AND GO THROUGH SOME KIND OF BARRIER. I RESTARTED MY VEHICLE. THIS TIME IT STARTED NORMALLY. I TOOK THE CAR TO A REPAIR TECH WHO SAID HE THINKS THE SPARK PLUG WIRE CAUGHT ON THE ASSEMBLY. HE WIRE TIED THE SPARK PLUG WIRES TO A SMALL RUBBER HOSE TO SECURE IT. THERE IS ENOUGH PLAY IN WHERE THE CABLES ARE ROUTED (EVEN THOUGH THE WIRES ARE TIGHT) FOR THE SPARK PLUG WIRES TO TOUCH THE ASSEMBLY WHILE DRIVING. THE TECH SAID THAT THAT MIGHT HAVE BEEN THE PROBLEM AND TO CALL HIM IF I HAD ANY MORE PROBLEMS. HE ALSO REMINDED TO TURN OFF THE ENGINE (AGAIN) IF I HAD ANY FURTHER ACCELERATION PROBLEMS. ANY OTHER CAUSES? I ALMOST HIT THE VEHICLE IN IN FRONT OF ME. HAD I NOT TURNED OFF THE ENGINE THE BREAKS (EVEN THOUGH THEY ARE NEW) WOULD NOT HAVE STOPPED THE ACCELERATION. I REACTED QUICKLY. FROM SUDDEN ACCELERATION TO ENGINE OFF WERE LESS THAN 3 SECONDS AND THE ENGINE WAS REALLY RACING. THE DEPRESSION I PLACED UPON THE PEDAL SHOULD HAVE TAKEN 10 SECONDS TO BRING ME TO 35 FROM 32. INSTEAD, IN LESS THAN 3 SECONDS I WAS GOING 40 AND ACCELERATING. THE BREAKS ALONE COULD NOT HAVE STOPPED THE ACCELERATION OF THE CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327107  
**Date of Incident:** 20100416  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** SPOKANE VALLEY, WA  
**NHTSA Summary:**

I WAS DECELERATING WITH MY RIGHT FOOT ON THE BRAKE TO STOP AT A RED LIGHT. THERE WAS A CAR AHEAD OF ME AT THE LIGHT, AND AS I PULLED UP BEHIND IT, I PUT MY RIGHT FOOT ON THE BRAKE TO COME TO A COMPLETE STOP. WHEN I BRAKED, I FOUND THAT THE CAR WAS NOT STOPPING AND THAT THE CAR WAS ACCELERATING. I PUT BOTH FEET ON THE BRAKE, AND PULLED THE EMERGENCY BRAKE BUT THE CAR CONTINUED TO ACCELERATE UNTIL IT ENDED UP PUSHING ON THE CAR AHEAD OF ME. I DID EVERYTHING I COULD THINK OF TO STOP THE CAR, BUT WAS UNABLE TO DO SO UNTIL I TURNED THE KEY OFF. AS FAR AS I KNOW, THERE WERE NO INJURIES, AIR BAGS DIDN'T DEPLOY, NO TICKETS WERE ISSUED, AND THE BUMPERS OF BOTH CARS WERE NOT DENTED, BUT HAD VERY DEEP SCRAPES ON THEM. THE MAT WAS HOOKED AT THE TIME AND WAS NOT INVOLVED AND I DIDN'T TOUCH THE GAS. I HAD MY HUSBAND FOLLOW ME TO MY DEALERSHIP, WHERE I ASKED THEM TO INSPECT THE CAR AND LET ME KNOW IF IT WAS SAFE TO DRIVE. THEY REFUSED TO INSPECT IT AND REFERRED ME TO MY INSURANCE COMPANY. I DID THAT, BUT I ALSO TALKED TO TOYOTA'S SERVICE LINE IN CALIFORNIA AND THEY SAID THE BEST THEY COULD DO WAS ARRANGE FOR AN INSPECTION WITH RESULTS IN APPX 74 DAYS. MY INSURANCE COMPANY HAD AN INDEPENDANT INSPECTION, BUT ALL HE TOLD ME WAS THAT MY ACCELERATOR WAS NOT "CABLE". THE TOYOTA COMPANY TOLD ME I COULD GO AHEAD AND HAVE THE BODY WORK DONE AS LONG AS THE REPAIRS DID NOT HAVE ANYTHING TO DO WITH THE BRAKE OR THE IGNITION. POLICE WERE CALLED AT THE SCENE, BUT DID NOT MEET WITH US.

**Additional Summary:**

C-2245

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328462  
**Date of Incident:** 20100416  
**Vehicle:** 2005 LEXUS LX470  
**Location of Incident:** LAGUNA BEACH, CA  
**NHTSA Summary:**

I HAD A 2005 LEXUS 470 CAR AND IT WAS INVOLVED IN TWO ACCIDENTS THAT NEITHER I NOR THE OTHER DRIVER COULD NEITHER ONE HAS EVER HAD AN ACCIDENT AND I HAVE BEEN DRIVING 35 YEARS. THE CAR IN THE FIRST ACCIDENT I DO NOT EVEN KNOW WHAT HAPPENED THERE WAS A COLLISION ON A ROAD I TAKE EVERY DAY. THE OTHER CAR WAS TOTALLED HE HAD NO SKID MARKS AND THE LEXUS TIRE WAS HIT NO ONE EVER KNEW WHAT HAPPENED. THEN LAST MONTH MY GOD SON WAS DRIVING ON THE LA FREEWAY IN STOP AND GO 5 MILES AN HOUR TRAFFIC. THE CAR ACCELERATED INTO THE FLATBED TRUCK INFRONT OF HIM AND HE WAS OK BUT THE CAR TOTALLED IT IS HARD TO HURT A LEXUS 470 AND THE ONLY EXPLANATION WAS THAT THE CAR ACCELERATED INTO THE FLATBED CRUSHING THE RADIATOR. IT WAS BIZRRE AND THE CAR RUINED. I THINK TOYOTA AND LEXUS HAVE NOT FULLY EXAMINED THE LEXUS CAR FOR THE ACCELERATION PROBLEM AND THEY SHOULD. ANYONE OF THE PEOPLE INVOLVED COULD HAVE BEEN KILLED NO ONE WAS DRIVING FAST AND THERE WAS NO EXPLANATION FOR THE ACCIDENTS EXCEPT THE LEXUS MALFUNCTION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326391, 10339900  
**Date of Incident:** 20100417  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** FARMINGTON, CT  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA RAV 4. WHILE TRAVELING 25 MPH THE CONTACT APPLIED PRESSURE TO THE BRAKES AND THE VEHICLE SUDDENLY SURGED FORWARD. THE VEHICLE CONTINUED TO ACCELERATE UNTIL THE GEAR WAS SHIFTED INTO NEUTRAL AND THE ENGINE TURNED OFF. THE VEHICLE RESTARTED. TL\* THE CONTACT OWNS A 2007 TOYOTA RAV 4. WHILE BRAKING FROM A SPEED OF 25 MPH, THE VEHICLE ABNORMALLY ACCELERATED WITHOUT WARNING. IN ORDER TO STOP THE ACCELERATION, THE CONTACT PLACED THE VEHICLE IN NEUTRAL AND SHUT OFF THE ENGINE. THE VEHICLE WAS TAKEN TO THE DEALER YET THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 22,000. UPDATED 8/2/10 \*CN THE CONSUMER HAS SINCE TRADED THE VEHICLE. UPDATED 08/09/10\*BE AND OPERATED NORMALLY. THE VEHICLE HAD NOT BEEN DIAGNOSED OR SERVICED AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE 23,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326649  
**Date of Incident:** 20100417  
**Vehicle:** 2010 TOYOTA HIGHLANDER  
**Location of Incident:** WEST HARTFORD, CT  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 TOYOTA HIGHLANDER. THE CONTACT STATED WHILE SITTING IDLE IN A PARKING SPACE, THE VEHICLE ABNORMALLY ACCELERATED

C-2246

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WITHOUT DRIVER INTENT, THE VEHICLE PROCEEDED TO JUMP A NEARBY CURB, CRASHED WITH ANOTHER VEHICLE AND THEN A TREE. THE CONTACT WAS ABLE TO BRING THE VEHICLE TO A STOP BY SHIFTING INTO NEUTRAL. THE CONTACT DID NOT REPORT ANY INJURIES. THE MANUFACTURER WAS CONTACTED BUT WOULD NOT PROVIDE ANY ASSISTANCE. THE CONTACTS INSURANCE COMPANY WAS HANDLING THE INVESTIGATION. THE CURRENT AND FAILURE MILEAGES WERE 3,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326647  
**Date of Incident:** 20100417  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** MANHATTAN BEACH, CA  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE DRIVING 5 MPH WITH HIS FOOT ON THE BRAKE PEDAL, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT CONTINUED TO DEPRESS THE BRAKE PEDAL. HOWEVER, THE VEHICLE WOULD NOT RESPOND AND PROCEEDED TO CRASH INTO A TRACTOR TRAILER. HE SUSTAINED MINOR INJURIES TO HIS HEAD AND RIGHT FOOT. A POLICE REPORT WAS FILED. THE CONTACT CONFIRMED THAT HE WOULD NOT TAKE THE VEHICLE IN TO BE REPAIRED UNTIL AN INVESTIGATOR INSPECTED IT TO DETERMINE THE CAUSE OF FAILURE. HE STATED THAT THE ELECTRONIC THROTTLE OF THE TRAILER HE CRASHED INTO COULD POTENTIALLY HAVE INTERFERED WITH THE CURRENT OF THE ELECTRONIC THROTTLE IN HIS VEHICLE. THE APPROXIMATE FAILURE AND CURRENT MILEAGES WERE 17,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326594  
**Date of Incident:** 20100418  
**Vehicle:** 1968 TOYOTA CROWN  
**Location of Incident:** W. HARTFORD, CT  
**NHTSA Summary:**

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

**Additional Summary:**

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

C-2247

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326579  
**Date of Incident:** 20100418  
**Vehicle:** 2001 TOYOTA HIGHLANDER  
**Location of Incident:** FANWOOD, NJ  
**NHTSA Summary:**

2001 TOYOTA HIGHLANDER PURCHASED NEW. ABOUT ONCE A YEAR IT ACCELERATES ON ITS OWN. REPORTED PROBLEM TO TOYOTA DEALER IN 2002 OR 2003 - HAVE RECEIPT. WE CAN STOP THE CAR WITH FIRM PRESSURE ON THE BRAKE. IN MOST CASES WHEN WE PUT THE TRANSMISSION INTO PARK THE ENGINE CONTINUED TO RACE AT HIGH RPM. I CAN'T REMEMBER ALL INCIDENTS, BUT BELIEVE THAT IN SOME CASES WAS ABLE TO SLOW THE ENGINE DOWN BY KEEPING MY FOOT ON THE BRAKE AND PUTTING THE CAR BACK INTO DRIVE. OTHER TIMES I TURNED OFF THE IGNITION. WHEN I RESTART THE CAR IT IS FINE. MOST RECENT OCCURRENCE WAS SUNDAY 4/18/2010 IN PARKING LOT OF A&P ON SOUTH AVENUE IN CLARK OR WESTFIELD, NJ. MY WIFE WAS IN THE CAR WITH ME. I HAD BEEN DRIVING THE CAR FOR ABOUT AN HOUR. THE LAST HALF HOUR WAS ON THE GARDEN STATE PARKWAY AT 55+ MILES PER HOUR, WAS OFF THE PARKWAY FOR LESS THAN 5 MINUTES WHEN I MADE LEFT TURN INTO A&P PARKING LOT AND ANOTHER LEFT IN THE PARKING LOT. DRIVING LESS THAN 15 MILES PER HOUR, THEN WAS ALMOST STOPPED AS I WAS ABOUT TO TURN LEFT INTO PARKING SPACE. NOTICED THE ENGINE RPM SEEMED A LITTLE HIGHER THAN NORMAL, AND I BECAME MORE CAUTIOUS AND MADE SURE MY FOOT WAS FIRMLY ON THE BRAKE PEDAL. THE ENGINE RPM BEGAN TO INCREASE RAPIDLY. I PRESSED ON THE BRAKE PEDAL AS HARD AS POSSIBLE AND WAS ABLE TO KEEP THE CAR FROM MOVING FORWARD, BUT THE ENGINE WOULD NOT STOP RACING. I PUT THE TRANSMISSION IN PARK AND THE ENGINE CONTINUED TO RACE AT FULL THROTTLE. I TURNED OFF THE IGNITION AND THE ENGINE STOPPED. RESTARTED THE CAR AFTER A MINUTE AND IT WAS FINE. DON'T BELIEVE I WAS PRESSING ON THE GAS AT THE SAME TIME AS THE BRAKE BECAUSE THE TWO PEDALS ARE FAR ENOUGH APART THAT TO DO SO MY FOOT COULD ONLY BE HALFWAY ON THE BRAKE PEDAL. IN THAT CASE WHEN I PRESS HARD MY ANKLE STARTS TO TWIST. I AM SURE MY FOOT WAS CENTERED ON THE BRAKE IN THIS INCIDENT BECAUSE I HAD TIME TO PREPARE AND IT FELT FIRMLY IN THE CENTER. I DON'T THINK THE GAS PEDAL WAS STUCK BECAUSE I HAD BEEN DRIVING VERY SLOWLY IMMEDIATELY BEFORE THE INCIDENT. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326467  
**Date of Incident:** 20100419  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** SAUGUS, MA  
**NHTSA Summary:**

TL\*-THE CONTACT OWNS A 2008 TOYOTA RAV4. WHILE DRIVING APPROXIMATELY 2 MPH ENTERING A PARKING SPACE THE ACCELERATOR PEDAL WAS ENGAGED. SUDDENLY, THE ENGINE BEGAN TO REVV HIGH. THE CONTACT APPLIED EXCESSIVE BODY FORCE TO THE BRAKE PEDAL BEFORE THE VEHICLE CAME TO A COMPLETE STOP. THE FAILURE OCCURRED ON THREE SEPARATE OCCASIONS. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THE TECHNICIAN WAS UNABLE TO LOCATE A PROBLEM. THE FAILURE AND CURRENT MILEAGES WERE 6,230.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326618  
**Date of Incident:** 20100419

C-2248

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2003 TOYOTA CAMRY SOLARA  
**Location of Incident:** ORLANDO, FL  
**NHTSA Summary:**  
OUR 2003 TOYOTA CAMRY/ SOLARA ACCELERATED WHILE IN NEUTRAL AND WITH THE PARKING BRAKE ON. THE REGULAR BRAKES ALSO FAILED AS WELL AS THE AIRBAGS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326994  
**Date of Incident:** 20100419  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** DALLAS, TX  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE SUDDENLY BEGAN TO REV IN THE PARK POSITION WHEN SHE STARTED IT UP. THE VEHICLE WAS TURNED OFF AND RESTARTED BUT THE PROBLEM PERSISTED. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALERSHIP BUT THE DEALER STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE PROBLEM HAD NOT OCCURRED AGAIN AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE 25,138.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328642  
**Date of Incident:** 20100419  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** REIDSVILLE, NC  
**NHTSA Summary:**  
2009 RAV-4 TOYOTA WAS TRAVELING UP A GRAVEL DRIVEWAY. AS IT PROCEEDED UP AN INCLINE THE CAR RAPIDLY ACCELERATED. THE DRIVER TRIED THE BRAKE TO NO AVAIL. FEARING THAT SHE WOULD BE UNABLE TO STOP, SHE VEERED OFF THE DRIVEWAY INTO THE WOODS. THE CAR HIT SEVERAL SMALL TREES AND THEN TURNED OVER ON ITS SIDE. THE AIRBAG WAS DEPLOYED. HIGHWAY PATROL REPORT WAS MADE. INCIDENT WAS REPORTED TO DEALERSHIP. DEALERSHIP DIRECTED THE CALL TO CALIFORNIA TOYOTA OFFICE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330840  
**Date of Incident:** 20100419  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** DONNELSON, IA  
**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT STATED THAT WHILE HIS WIFE WAS DRIVING APPROXIMATELY 45MPH AND SHE NOTICED THE VEHICLE ACCELERATING ON ITS OWN POWER. SHE APPLIED THE BRAKES WHICH PREVENTED THE VEHICLE FROM GOING FASTER BUT IT WAS STILL ACCELERATING. SHE STEPPED ON THE BRAKES AND SET THE EMERGENCY BRAKE AND IT STILL ACCELERATED FOR APPROXIMATELY 2 MORE MILES. THE VEHICLE FINALLY STOPPED AND IT WAS MANEUVERED TO THE SIDE OF THE ROAD. THE VEHICLE WAS TAKEN HOME, WHERE IT REMAINS. NEXUS WAS CONTACTED AND ADVISED THE OWNER TO DRIVE THE VEHICLE TO A NEXUS DEALER FOR REPAIRS. THE OWNER DOES NOT FEEL THE VEHICLE IS SAFE TO  
**C-2249**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DRIVE AND WILL NOT DRIVE IT. THE OWNER WAS ADVISED NOT TO DO ANYTHING FOR RIGHT NOW. THE FAILURE AND CURRENT MILEAGE IS APPROXIMATELY 14,000. RD  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334105  
**Date of Incident:** 20100419  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** ARLINGTON, TX  
**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE DRIVING APPROXIMATELY 20-25MPH APPROACHED A LIGHT AS THE LIGHT CHANGED HE ENGAGED THE ACCELERATOR AND NOTHING HAPPEN FOR SEVERAL SECONDS. HE THEN STATED THE ENGINE REV AND THE VEHICLE ACCELERATED LIKE A BULLET IN A GUN. HE THEN ENGAGED THE EMERGENCY BRAKE AND PUT THE VEHICLE IN NEUTRAL AND MOVED OVER TO THE RIGHT LANE. THE VEHICLE RMP SLOWED DOWN. THE VEHICLE WAS TAKEN THE DEALER AND THEY PERFORM A RECALL REPAIR THE CONTACT DID NOT KNOW THE CAMPAIGN NUMBER. THE CONTACT STATED HE ALSO HAS A PROBLEM WITH THE BRAKES. HE HEARS A LOUD NOISE AT TIMES WHEN ENGAGING THE BRAKES. THE BRAKE PROBLEM WAS CHECKED BY THE DEALER AND THEY WERE UNABLE TO DUPLICATE IT. THE FAILURE MILEAGE WAS 3,865 AND THE CURRENT MILEAGE WAS 3,904. VWB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326622  
**Date of Incident:** 20100420  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** SAN DIEGO, CA  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 TOYOTA HIGHLANDER. WHILE DRIVING AT SPEEDS OF 35-40 MPH, THE VEHICLE ACCELERATED WITHOUT WARRANT. THE CONTACT APPLIED THE BRAKES BUT THE VEHICLE CONTINUED TO ACCELERATE AND THE BRAKES WOULD NOT ENGAGE. THE VEHICLE PROCEEDED TO CRASH INTO A CURB SEVERAL TIMES BEFORE COMING TO A STOP. THE CONTACT STATED ALSO SHE HAD PREVIOUSLY RECEIVED NOTIFICATION OF NHTSA RECALL CAMPAIGN ID NUMBER 10V023000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) BUT HAD NOT TAKEN THE VEHICLE FOR RECALL REPAIRS. THE APPROXIMATE FAILURE AND CURRENT MILEAGES WERE 33830.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326643  
**Date of Incident:** 20100420  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** LINCOLN, CA  
**NHTSA Summary:**  
HI, I HAVE OWNED MY 2006 TACOMA 4X4 TRD AUTO V6 FOR ALMOST 5 YRS. PROBLEM FREE. AND HAVE BEEN A BIG SKEPTIC OF THE SUDDEN ACCELERATION THING IN THE NEWS TILL THIS MORNING, I WAS GOING TO THE POST OFFICE AROUND TEN AS USUAL TO MAIL SOME PACKAGES, TURNED INTO PARKING LOT OF POST OFFICE, PULLED INTO A SPACE FACING AWAY FROM POST OFFICE THANKFULLY, AS I PULLED IN, FOOT ON BRAKE ONLY, COMING UP TO CURB ABOUT TO PUT INTO PARK AND TURN OFF KEY, SUDDENLY THE VEHICLE FLOORED ITSELF SPINNING THE REAR WHEELS, JUMPING FRONT OF  
**C-2250**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE OVER TALL CURB, TAKING OUT A SHRUB IN THE MEDIAN, VEHICLE WAS HEADED TOWARDS SOME NEW MINI MALL BUILDINGS 25 FT AWAY. ALL THE WHILE AS THIS STARTED I WAS PRESSING ON BRAKES HARD, THE VEHICLE DIDN'T STOP TIL I THREW SHIFTER INTO PARK AND TURNED IGNITION OFF. IMMEDIATELY I SAW THAT I WAS OK AND NOTHING DAMAGED, I STARTED THE TRUCK AND PUT IN REVERSE AND BACKED OFF THE MEDIAN INTO THE SPACE AND PARKED, DID MY BUSINESS, CAME BACK OUT, STARTED UP AND DROVE HOME WITH NO FURTHER PROBLEMS, I HAVE NOT CONTACTED TOYOTA YET ABOUT THE INCIDENT.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326890  
**Date of Incident:** 20100420  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** BALTIMORE, MD  
**NHTSA Summary:**  
I MADE A NHTSA COMPLAINT ON 1/27/10 FOR ABS/UNINTENDED ACCEL INCIDENTS IN MY PRIUS2010. SUPPOSEDLY TOYOTA CORRECTED THE PROBLEM ON 2/11/10. ON 4/20/10 @ 12:50 PM, MY PRIUS ACCELERATED DANGEROUSLY AS I WAS COMING TO A COMPLETE STOP ON A SLIGHT INCLINE. THE CAR SHOT FORWARD THROUGH A RED LIGHT ON A BUSY BALTIMORE ARTERIAL. I WAS BRAKING THE CAR AND TRYING TO TURN IT TO AVOID HITTING A CONCRETE WALL OR CARS IN THE OPPOSITE LANES. I TURNED VERY SHARPLY, UNABLE TO BRAKE THE CAR; I FEARED IT MAY ROLLOVER. MY FOOT WAS ON THE BRAKE THE WHOLE TIME. I HOPPED A CURB ON THE MEDIAN AND CLIPPED A TRAFFIC SIGN. I THEN PARKED THE CAR AND PHONED THE POLICE. IT WAS AMAZING NO ONE GOT HURT OR KILLED. SINCE THIS INCIDENT OCCURED AFTER TOYOTA SAID THEY FIXED THE PROBLEM, I DO NOT TRUST THEM OR MY CAR. I WANT A REFUND FOR FOR THIS CAR, I WILL NOT DRIVE IT AGAIN:IT IS A DEATH MACHINE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326948  
**Date of Incident:** 20100420  
**Vehicle:** 1997 TOYOTA CAMRY  
**Location of Incident:** NEWTOWN, PA  
**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 1997 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 55 MPH, THE CONTACT STATED THAT WHEN HE DEPRESSED THE BRAKE PEDAL TO SLOW DOWN, THE VEHICLE SUDDENLY ACCELERATED, SPUN AROUND TWICE AND CRASHED INTO A GUARD RAIL. THE CONTACT SUFFERED NECK INJURIES AND A POLICE REPORT WAS AVAILABLE. THE VEHICLE WAS DESTROYED. THE CONTACT HAD NOT CALLED THE MANUFACTURER WHEN THE COMPLAINT WAS FILED. THE FAILURE MILEAGE WAS APPROXIMATELY 150,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326957  
**Date of Incident:** 20100420  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** EAST LANSING, MI  
**NHTSA Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**C-2251**

STOPPED CAR, SHIFTING FROM DRIVE TO PARK, CAR ACCELERATED HIT CEMENT BUFFER IN PARKING LOT, I PROOTED BUFFER. DEALERSHIP PICKED UP CAR TOLD ME TWO HOUSR LATER THAT THERE WAS NOTHING WRONG WITH THE CAR, EXPLAINED TO ME HOW THEY HAD CHECKED EVERYTHING AND TAKEN PEDAL APART. 2010 TOYOTA CAMRY I LEASE HAD BEEN INTO DEALERSHIP 03/05/10 FOR ALL RECALL REPAIRS. CALLED 911 BUT THEY DID NOT COME BECAUSE IT WAS PRIVATE PROPERTY AND THERE WERE NO INJURIES.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100421  
**Vehicle:** TOYOTA PRIUS  
**Location of Incident:** SAN ANTONIO, TX  
**NHTSA Summary:**  
**Additional Summary:**  
FROM WAOI.COM NEWS REPORT - "CITY OWNED TOYOTA EXPERIENCES SUDDEN ACCELERATION PROBLEM"  
"The accident happened Wednesday morning in the 100 block of Fredericksburg Road. The driver who told News 4 WAOI he is an employee of the San Antonio Police Department, and was driving a city owned Toyota Prius when suddenly it wouldn't stop while making a turn on to Fredericksburg road.  
The accident happened in front of News 4 WAOI photographer Mike Botsford who shot the accident scene just minutes after it happened.  
According to Police, as the Prius prepared to make it's turn onto Fredericksburg road, the brakes grabbed briefly, but couldn't hold the car back. As the car continued, a second vehicle struck the car spinning it around when a motorcyclist then hit the car.  
"The Prius pretty much looked like it had no brakes," explained Botsford. "It was just accelerating and the driver could not correct into an easy turn."  
The motorcyclist was treated at the scene for some bumps and bruises, but was not hospitalized. Since the problem did involve the sticking pedal on a recalled vehicle, we did contact Toyota to report the incident."

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100421  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** PELHAM, NY  
**NHTSA Summary:**  
**Additional Summary:**  
PER NEWS ARTICLE - APP.COM DATED APRIL 22, 2010

"A 78-year-old New Rochelle man told police Wednesday that his 2010 Toyota "took off," causing it to strike two curbs before landing on top of two unoccupied cars.  
The Camry driver, Rocco A. Doimo of 915 Wynnewood Road, and his 74-year-old wife, Bridie, were in the Kohl's parking lot on Boston Post Road between a Bank of America and a Verizon store after 2 p.m., when he was about to make a left turn but jumped a curb, landing in an empty space, then a second curb, landing on the two cars, Port Chester police said.

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**C-2252**

Lt. James Ladeairous said the driver told police that the accelerator stuck and, "All of a sudden, the car took off."

The man and woman were taken to White Plains Hospital Center after they both complained of chest pains, police said.

When no one is hurt, it is a civil matter if there are questions about the mechanics of a car, Ladeairous said, noting that the police investigation of the accident was over."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326872  
**Date of Incident:** 20100421  
**Vehicle:** 2006 LEXUS GX470  
**Location of Incident:** MERCER ISLAND, WA

**NHTSA Summary:**  
FROM:MATT.GORDON@MICROSOFT.COM SUBJECT:2006 LEXUS GX 470 ACCELERATION HELLO, MY 44 YEAR-OLD WIFE NANCY GORDON WAS DRIVING HER 2006 LEXUS GX 470 THIS MORNING IN SEATTLE, WA. AS SHE WAS PULLING INTO A PARKING SPACE, THE CAR SUDDENLY ACCELERATED. DESPITE HITTING THE BREAKS SEVERAL TIMES, THE CAR DID NOT STOP AND ENDED UP JUMPING A CURB AND CRASHING INTO A CHAIN LINK FENCE. THANKFULLY NO ONE WAS HURT. SHE CALLED OUR LEXUS DEALERSHIP IN BELLEVUE, WA. THEY TOLD US THAT SINCE IT WAS A PRODUCT LIABILITY ISSUE THEY WOULD NOT PROVIDE US A LOANER CAR AND WOULD NOT BE ABLE TO INSPECT THE CAR FOR TWO WEEKS. MY WIFE HAS NO CONFIDENCE IN OUR LEXUS AND WANTS TO SELL IT AS SOON AS IT IS FIXED UP FROM THE ACCIDENT (WE ARE FILING AN INSURANCE CLAIM AND ALSO FILED A POLICE REPORT). I AM ALSO VERY UNHAPPY WITH THE RESPONSE OF LEXUS NOT TO PROVIDE A LOANER VEHICLE AND IMMEDIATELY INSPECT THE CAR. A FRIEND OF OURS SUGGESTED WE CONTACT NHTSA. YOU MAY REACH ME AT 206-953-1879 OR NANCY AT 206-910-7089. PLEASE ADVISE IF THERE ANY OTHER ACTIONS WE SHOULD TAKE AT THIS POINT IN TIME. THANKS MATT GORDON

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326865  
**Date of Incident:** 20100421  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** MILL VALLEY, CA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326839  
**Date of Incident:** 20100421  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** LAKE WALES, FL

**NHTSA Summary:**

C-2253

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6) MY 2010 TOYOTA CAMRY (PURCHASED MARCH 30, 2010 WITH THE ASSURANCE THIS CAR WAS NOT ONE OF THE MODELS AFFECTED BY THE GAS PEDAL PROBLEM) HAD BEEN SITTING IN MY DRIVEWAY OVERNIGHT AFTER USING IT ON A 200 MILE TRIP THE DAY BEFORE. WHEN I STARTED THE CAR THE FOLLOWING AFTERNOON, WITH THE CAR IN PARK & MY FOOT ON THE BRAKE THE ENGINE ROARED & THE RPM INDICATOR READ 3000 RPM. AFTER ABOUT 15 TO 20 SECONDS THE RPM DROPPED TO 1000 RPM. I PUT IT IN GEAR AFTER IT DROPPED TO 1000 RPM & DROVE IT FOR 1/2 MILE (UP TO THE POST OFFICE) & THE GAS PEDAL SEEMED TOUCHY. I STARTED IT SEVERAL TIMES THEREAFTER & ALL SEEMED NORMAL. THIS CAR VIN [XXX] WAS PURCHASED FROM LAKELAND TOYOTA IN LAKELAND, FLORIDA. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327277  
**Date of Incident:** 20100421  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** MAYAGUEZ, PR

**NHTSA Summary:**  
ON APRIL 21, 2010, WHILE I WAS PARKING MY TOYOTA COROLLA 2009 AT WORK, THE GAS PEDAL STAYED STUCK, ACCELERATED, AND I HIT A CAR THAT WAS NEXT TO THE PARKING SPACE WHERE I WAS TRYING TO PARK AND IT DAMAGED A FENCE. THE CAR WAS DAMAGED IN THE FRONT BUMPER, THE BONNET, THE PASSENGERS SIDE IN THE BACK AND DAMAGES UNDERNEATH THE CAR IS POSSIBLE. ON APRIL 19, 2010, THE TOYOTA DEALER HAD THE CAR BECAUSE OF THE RECALL. THE ACCIDENT WAS 2 DAYS AFTER. I HAD TO GO TO THE HOSPITAL BECAUSE I WAS AND AM IN PAIN. I HAVE A CERVICAL SUPPORT BECAUSE OF THE ACCIDENT. THE TOYOTA DEALER HAS MY CAR AS OF TODAY. APRIL 24, 2010. I REPORTED THE ACCIDENT TO THE POLICE OF MAYAGUEZ, PUERTO RICO. PLEASE INVESTIGATE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327805  
**Date of Incident:** 20100421  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** ROCKVILLE CENTER, NY

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328123  
**Date of Incident:** 20100421

C-2254

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** MATTESON, IL

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 TOYOTA RAV4. THE CONTACT STATED WHILE DRIVING AT UNKNOWN SPEEDS AND DEPRESSING THE ACCELERATOR PEDAL, THE VEHICLE ABNORMALLY ACCELERATED, RESULTING IN A CRASH. ONE OF THE VEHICLE OCCUPANTS WAS INJURED HOWEVER, THE POLICE DID NOT ARRIVE TO THE SCENE. THE VEHICLE WAS NOT TAKEN TO THE DEALER FOR AN ASSESSMENT OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 47,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100422  
**Date of Incident:** 20100422  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** CEDARTOWN, GA

**NHTSA Summary:**  
**Additional Summary:**  
My husband drives a 2007 Toyota Tacoma for Atlanta Gas Light Company. On April 22, 2010 the engine raced up and ran him off the road and down a embankment full of trees and large boulders. The truck finally stopped on a boulder about four feet off the ground. The boulders were the only thing that stopped the truck, the brakes would not.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327010  
**Date of Incident:** 20100422  
**Vehicle:** 2010 TOYOTA TACOMA  
**Location of Incident:** ENDICOTT, NY

**NHTSA Summary:**  
2010 TACOMA CREW CAB WITH 10,000 MILES, AUTOMATIC TRANSMISSION. WHEN THE VEHICLE IS WARM (DRIVEN) AND STOPPED (AT A LIGHT OR STOP SIGN), WHEN THE ACCELERATOR IS PRESSED TO BEGIN DRIVING AGAIN THE TRANSMISSION WILL NOT ALWAYS ENGAGE IMMEDIATELY. THERE ARE TIMES IT TAKES TWO TO THREE SECONDS FOR THE TRANSMISSION TO GATCHG AND THE TRUCK TO BEGIN MOVING. YOU CAN HEAR THE ENGINE REV UP BUT THE TRUCK WILL NOT MOVE. PRESSING HARDER ON THE ACCELERATOR TO GET THE TRUCK TO MOVE DOES NOTHING BUT REV THE ENGINE, AND WHEN THE TRANSMISSION DOES CATCH THE VEHICLE CAN LURCH FORWARD RAPIDLY ACCELERATING. THIS SITUATION CAN BE VERY DANGEROUS IF YOU ARE NOT READY FOR IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10326997  
**Date of Incident:** 20100422  
**Vehicle:** 2009 LEXUS IS250  
**Location of Incident:** BLOOMINGTON, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2009 LEXUS IS250. THE CONTACT STATED THAT WHILE DRIVING AT APPROXIMATELY 45 MPH, THE ACCELERATOR PEDAL BECAME STUCK AND THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT HAD TO PLAY BOTH FEET ON THE BRAKE PEDAL, SHIFT INTO PARK AND TURN OFF THE ENGINE TO STOP THE VEHICLE.

C-2255

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE VEHICLE HAD NOT BEEN INSPECTED OR REPAIRED AT THE TIME OF THE COMPLAINT. THE VIN WAS NOT AVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE 5,199.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327307  
**Date of Incident:** 20100422  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** DES MOINES, WA

**NHTSA Summary:**  
ON MY 2009 TOYOTA MATRIX THE ENGINE OVER SPEEDS WHEN BRAKING WITH MY RIGHT SHOE ( SIZE 10 ROCKPORT - FIVE INCHES WIDE) OVERLAPING THE THE THROTTLE PEDAL WHICH JUST 2 AND 7/8 TH INCHES FROM THE BRAKE PEDAL. TRY THIS IN AN EMERGENCY STOP. IT'S REAL EXCITING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329037  
**Date of Incident:** 20100422  
**Vehicle:** 1999 TOYOTA CAMRY  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 1999 TOYOTA CAMRY. WHILE DRIVING AT 2 MPH, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A PARKING SIGN. THE CONTACT SUFFERED MINOR INJURIES AND A POLICE REPORT WAS FILED. THE INSURANCE COMPANY INSPECTED THE VEHICLE BUT NO CAUSE OF FAILURE COULD BE DETERMINED. THE CONTACT CALLED THE MANUFACTURER WHO STATED THAT THEY COULD NOT ASSIST WITH REPAIR EXPENSES. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 60,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329281  
**Date of Incident:** 20100422  
**Vehicle:** 2004 LEXUS LS430  
**Location of Incident:** OLD WICK, NJ

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 LEXUS LS430. THE CONTACT STATED THAT WHILE DRIVING AT 5 MPH, THE VEHICLE SUDDENLY ACCELERATED WHILE HER FOOT WAS ON THE BRAKE PEDAL. THE VEHICLE CRASHED INTO A PARKED VEHICLE. THERE WERE NO INJURIES. THE CONTACT CALLED THE MANUFACTURER AND WAS TOLD THAT SOMEONE WOULD CONTACT HER IN 6-8 WEEKS. THE FAILURE MILEAGE WAS APPROXIMATELY 63,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329282  
**Date of Incident:** 20100422  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** ALEXANDRIA CITY, AL

**NHTSA Summary:**

C-2256

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE THE VEHICLE WAS AT A COMPLETE STOP, THE VEHICLE SUDDENLY ACCELERATED AND REAR ENDED A VEHICLE IN FRONT. THE VEHICLE CONTINUED TO ACCELERATE ALTHOUGH THE CONTACT HAD HIS FOOT ON THE BRAKE PEDAL. THE CONTACT CALLED THE DEALERSHIP AND WAS TOLD THAT THEY WOULD DIAGNOSE THE PROBLEM AND REPAIR IT. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 42,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329701  
**Date of Incident:** 20100422  
**Vehicle:** 2007 TOYOTA TACOMA  
**Location of Incident:** CEDARTOWN, GA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA TACOMA. THE CONTACT WAS ATTEMPTING TO BRAKE FROM UNKNOWN SPEEDS WHILE DRIVING DOWNHILL WHEN THE VEHICLE ABNORMALLY ACCELERATED. THE VEHICLE PROCEEDED DOWNHILL WHERE THE VEHICLE CRASHED AND ENDED UP ON TOP OF A BOULDER. THE STEERING WHEEL WAS DAMAGED DUE TO THE REAR AXLE BEING STRUCK WHEN THE VEHICLE WENT OVER THE BOULDER. THE CONTACT SUSTAINED INJURIES TO HIS HEAD AND SHOULDERS. THE VEHICLE WAS TOWED TO A SERVICE CENTER BY THE INSURANCE COMPANY A FOR AN INSPECTION OF THE DAMAGES AND FAILURE. A POLICE REPORT WAS AVAILABLE. THE MANUFACTURER ADVISED THEY WERE UNABLE TO FIND THE FAILURE WITHIN THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 100,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327133  
**Date of Incident:** 20100423  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** CONCORD, NH

**NHTSA Summary:**

WHILE EXITING EZ-PASS TOLL MY VEHICLE'S ENGINE REVVED UP OUT OF CONTROL, AS IF THE ACCELERATOR WAS BEING FLOORED WHEN I WAS JUST BARELY TOUCHING IT. I RELEASED THE ACCELERATOR AND WAS ABLE TO SHIFT INTO NEUTRAL, APPLY THE FOOT BRAKE, AND PULL OVER SAFELY. CHECK ENGINE LIGHT CAME ON. TOOK THE CAR IN TO THE DEALERSHIP AND I'M WAITING TO HEAR BACK FROM THEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327850  
**Date of Incident:** 20100423  
**Vehicle:** 9999 TOYOTA HIGHLANDER  
**Location of Incident:** WEST NEWTOM, MA

**NHTSA Summary:**

I WAS HIT FROM BEHIND BY A TOYOTA SUV WHO THEN HIT FOUR OTHER VEHICLES. DRIVER CLAIMED THE ACCELERATOR WAS STUCK. AFTER HITTING US, THE SUV APPEARED TO REACCELERATE AND THEN HIT OTHER CARS. STATE POLICE FROM VA HAVE THE DETAILS. THE ACCIDENT OCCURRED ON I-66 AROUND EXIT 60 AND CAUSED A MASSIVE TRAFFIC DELAY. I JUST HEARD THAT NHTSA WAS INVESTIGATING THE TOYOTA HIGHLANDER FOR THIS ISSUE.

C-2257

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328038  
**Date of Incident:** 20100423  
**Vehicle:** 2003 TOYOTA 4RUNNER  
**Location of Incident:** ANNANDALE, VA

**NHTSA Summary:**

WHEN STOPPED AND HOLDING DOWN THE BRAKE PEDAL MY 2003 TOYOTA 4RUNNER LURCHES FORWARD. IT FEELS LIKE THE VEHICLE IS GOING TO LOOSE THE BRAKES BUT THEN CATCHES. THE DEALER CALLS THIS A KNOWN 4RUNNER PROBLEM. THEY SAY THERE IS NO FIX FROM TOYOTA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331209  
**Date of Incident:** 20100423  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** BLUE BELL, PA

**NHTSA Summary:**

MY 2007 6 CYL RAV4 HAS UNDER 30K MILES ON IT. WAS FINE AND AFTER SITTING UN-DRIVEN IN MY GARAGE FOR 3 WEEKS, NOW THE CHECK ENGINE LIGHT, VSC, AND 4 WHEEL DRIVE LIGHTS STAY ON. THE TRANSMISSION NO LONGER SHIFTS INTO OVERDRIVE (STAYS IN 4TH GEAR) AT HIGHTWAY SPEEDS. RANDOM DELAYED ACCELERATION WHEN MAKING SLOW SPEED TURNS (USUALLY AT INTERSECTIONS OR PASSING IN SLOW MOVING RUSH-HOUR TRAFFIC) RESULTING IN SUDDEN ACCELERATION. NO ACCIDENT - YET. HAVE APPOINTMENT TO HAVE THE DEALER LOOK AT IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343151  
**Date of Incident:** 20100423  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** CLOUDCROFT, NM

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA TUNDRA. THE CONTACT STATED WHILE DRIVING AT AN UNKNOWN SPEED ON A CURVY ROAD, THE ACCELERATOR PEDAL BECAME STUCK IN THE OPEN THROTTLE POSITION. THE CONTACT DEPRESSED THE BRAKE PEDAL AND THE VEHICLE WOULD DECREASE IN SPEED MOMENTARILY BEFORE INDEPENDENTLY ACCELERATING AGAIN. THE CONTACT WAS UNABLE TO MAINTAIN CONTROL OF THE VEHICLE AND CRASHED INTO A GUARD RAIL. THE VEHICLE BOUNCED OFF THE GUARD RAIL AND THE CONTACT FELT THE ACCELERATOR PEDAL RELEASE. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE CONTACT STATED NEITHER THE DEALER NOR THE MANUFACTURER WOULD ACKNOWLEDGE THE FAILURE POTENTIALLY COULD HAVE BEEN CAUSED BY A STUCK ACCELERATOR PEDAL. THE FAILURE MILEAGE WAS 44,129 AND THE CURRENT MILEAGE WAS 44,537.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**

C-2258

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100424  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** WATERBURY, CT

**NHTSA Summary:**

**Additional Summary:**  
Information obtained from news articles. Per WTIC News Talk 1080:

"Waterbury police have identified the woman involved in a weekend crash at the Our Lady of Mount Carmel church that sent five to the hospital.

78-year old Evelyn Szykowitz was in a Toyota Camry that busted through a fence and flew off an embankment after Saturday Evening services. Szykowitz told police that the accelerator became stuck and she tried to hit the brakes, but the car did not stop.

Waterbury police will give the car a top-to-bottom mechanical inspection to see if anything is wrong."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327780  
**Date of Incident:** 20100424  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** CLOUDCROFT, NM

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA TUNDRA. THE CONTACT STATED THAT WHILE DRIVING AN APPROXIMATE SPEED OF 21 MPH AND APPROACHING A CURB, HE APPLIED THE BRAKES TO DECREASE SPEED. THE VEHICLE CONTINUED TO ABNORMALLY ACCELERATE, WITH HIS FOOT STILL DEPRESSING THE BRAKE PEDAL, AND CRASHED INTO A GUARDRAIL. THE VEHICLE DID NOT STOP. HE CONTINUED TO DEPRESS THE BRAKE AND THERE WAS A SLIGHT HESITATION IN THE VEHICLE. THE CONTACT WAS ABLE TO BRING THE VEHICLE TO A STOP WITHOUT FURTHER INCIDENT. THE CONTACT WAS NOT INJURED AND WAS ABLE TO DRIVE THE VEHICLE TO HIS RESIDENCE. THE VEHICLE SUSTAINED MODERATE BODY DAMAGE TO THE LEFT FRONT END AND WAS REPAIRED BY AN INDEPENDENT MECHANIC. THE FAILURE MILEAGE WAS 44,129.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329096  
**Date of Incident:** 20100424  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** LULING, LA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA 4RUNNER. WHILE ATTEMPTING TO PARK WITH HIS FOOT ON THE BRAKE PEDAL, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT STATED MINOR SCRATCHES WERE OBTAINED WHILE TRYING TO STOP THE VEHICLE. HE WAS ABLE TO SHIFT THE VEHICLE INTO PARK AND SHUT OFF THE ENGINE. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE AND ADVISED THERE WAS NOTHING WAS WRONG WITH THE VEHICLE. THE MANUFACTURER WAS CONTACTED BUT WOULD PROVIDE NO ASSISTANCE. THE VIN WAS NOT AVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE 40,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327500

C-2259

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100425  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** EAST PROVIDENCE, RI

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA AVALON. THE CONTACT WAS DRIVING APPROXIMATELY 45 MPH WHEN THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT ENGAGED THE BRAKE PEDAL AND THE VEHICLE CAME TO A COMPLETE STOP. HE TURNED OFF THE ENGINE AND RESTARTED THE VEHICLE. AFTER TWO SEPARATE ATTEMPTS, THE RPMS INCREASED EXCESSIVELY. HE RESTARTED THE VEHICLE AND IT BEHAVED NORMALLY AFTER FIVE TO TEN MINUTES. PRIOR TO THE FAILURE, THE CONTACT HAD THE VEHICLE REPAIRED ACCORDING TO RECALLS 09V388000, VEHICLE SPEED CONTROL, ACCELERATOR PEDAL AND 10V017000. THE REPAIR DID NOT CORRECT THE FAILURE. THE CONTACT WILL TAKE THE VEHICLE TO THE DEALER SINCE THE COMPLAINT WAS FILED. THE FAILURE MILEAGE WAS APPROXIMATELY 26,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327491  
**Date of Incident:** 20100425  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** JACKSONVILLE, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA AVALON. WHILE ATTEMPTING TO SHIFT INTO PARK, THE VEHICLE SUDDENLY SURGED FORWARD, ACCELERATED OVER A CURB, AND CRASHED INTO A SIGN. THE VEHICLE CONTINUED TO ACCELERATE AND CRASHED INTO A TREE AND THEN ANOTHER CURB. THE CONTACT WAS ABLE TO STOP THE VEHICLE BY SHIFTING INTO NEUTRAL GEAR. A POLICE REPORT WAS FILED. THIS FAILURE OCCURRED TWICE. THE VEHICLE WAS TOWED TO THE AUTHORIZED DEALER TO BE REPAIRED. THE CURRENT AND FAILURE MILEAGES WERE 39,606.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327490  
**Date of Incident:** 20100425  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** PLOVER, WI

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE REVERSING, THE CONTACT NOTICED SUDDEN ACCELERATION AND CRASHED INTO A BUILDING. THE CONTACT SHIFTED INTO PARK AND HAD NOT BEEN MOVED. THE CONTACT WAS INJURED AND A POLICE REPORT WAS FILED. THE REAR OF THE VEHICLE WAS DAMAGED BY THE IMPACT AND THE INSURANCE COMPANY PLANNED TO HAVE SOMEONE INSPECT THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 60,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327777  
**Date of Incident:** 20100425  
**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** OVERLAND PARK, KS

**NHTSA Summary:**

C-2260

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I WAS APPROACHING A PARKING SPACE AT A RESTAURANT. I HAD MY FOOT ON THE BRAKE PEDAL AS I TURNED INTO THE SPACE. AS I CAME TO THE END OF THE SPACE, THE CAR LUNGED OVER THE CURB AND HIT THE BUILDING. BECAUSE THINGS HAPPENED SO QUICKLY, I CANNOT SAY WHETHER MY FOOT SLIPPED OFF THE BRAKE BUT I DO KNOW THAT I DIDN'T HAVE CONTROL OF MY CAR. THERE WAS DAMAGE TO THE CORNER OF THE BUILDING AND TO MY CAR AS WELL. I HAVE NOT HAD ANY PROBLEMS WITH THIS CAR IN THE PAST AND CAN'T SAY THAT ANY EQUIPMENT WAS DEFICIENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327715  
**Date of Incident:** 20100425  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** PACIFIC PALISADES, CA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE DRIVING AN APPROXIMATE SPEEDS OF 5 MPH AND EXITING A DRIVEWAY, THE VEHICLE ABNORMALLY ACCELERATED AT A RAPID SPEED. THE VEHICLE PROCEEDED TO DRIVE OVER A CONCRETE CURB AND INTO A NEIGHBORS DRIVEWAY, CRASHING INTO A PARKED VEHICLE. THE PASSENGER OF THE VEHICLE WAS TRANSPORTED TO THE HOSPITAL AND SUSTAINED INJURIES TO THE HEAD, A CRACKED SPINE AND SEVERAL BRUISES. THE VEHICLE WAS TOWED BY HER INSURANCE COMPANY TO A LOCAL REPAIR SHOP WHERE THE CONTACT WAS AWAITING AN ASSESSMENT OF THE DAMAGES. THE FAILURE AND CURRENT MILEAGES WERE 30,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327873  
**Date of Incident:** 20100425  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** LOVELAND, OH

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2009 TOYOTA RAV4. WHILE PARKED, THE CONTACT ATTEMPTED TO SHIFT INTO REVERSE BUT THE VEHICLE SUDDENLY REVVED UP. THE CONTACT DEPRESSED THE BRAKE PEDAL FIRMLY AND SHIFTED INTO NEUTRAL. THE CONTACT STATED THAT RPM'S DECREASED AND THE VEHICLE BEHAVED NORMALLY AFTER FIVE SECONDS. THE CONTACT PLANNED TO TAKE THE VEHICLE TO AN AUTHORIZED DEALERSHIP. THE FAILURE MILEAGE WAS 9,264. THE CURRENT MILEAGE WAS 9,674.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328231  
**Date of Incident:** 20100425  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** JAMESVILLE, WI

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED THAT HE TOOK HIS VEHICLE TO AN AUTHORIZED DEALER IN MARCH 2010 FOR THE REPAIRS ASSOCIATED WITH RECALLS 09V388000 & 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). HE HAD NOT EXPERIENCED ANY FAILURES BEFORE THE REPAIRS WERE MADE. ON MARCH 25, 2010, THE VEHICLE SUDDENLY ACCELERATED WHILE HIS FOOT WAS ON THE

C-2261

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BRAKE PEDAL. THE CONTACT CONTINUED APPLYING PRESSURE TO THE BRAKES AND WAS ABLE TO SHIFT INTO NEUTRAL GEAR WHICH STOPPED THE VEHICLE FROM ACCELERATING. THE VEHICLE WAS TAKEN TO THE DEALER AND A TECHNICIAN FROM CHICAGO INSPECTED IT; HOWEVER, THE TECHNICIAN COULD NOT FIND THE CAUSE OF THE FAILURE. THE CONTACT REQUESTED A REPLACEMENT VEHICLE DUE TO SAFETY RISK WITH THE CURRENT VEHICLE. THE FAILURE MILEAGE WAS APPROXIMATELY 16,000. THE CURRENT MILEAGE WAS 16,040.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328437  
**Date of Incident:** 20100425  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** ANNAPOLIS, MD

**NHTSA Summary:**

WHILE DRIVING ABOUT 65 MPH ON A SMOOTH INTERSTATE, MY 2008 TOYOTA PRIUS ACCELERATED WHEN I TAPPED THE BRAKE TO TAKE IT OUT OF CRUISE CONTROL. I STEPPED ON THE BRAKE AGAIN AND IT STOPPED ACCELERATING, AND SLOWED DOWN. I HAD REMOVED THE FLOOR MAT A FEW WEEKS PRIOR. I TOOK IT TO TOYOTA TO HAVE THE RECALL WORK DONE, WHICH INCLUDED A SOFTWARE UPGRADE. THEY SAID AFTER THEY INSPECTED THE CAR THAT THEY DETERMINED FORM THE LOG THAT THE BRAKE AND ACCELERATOR HAD BEEN PRESSED AT THE SAME TIME, TWICE. I AM SURE I DID NOT STEP ON BOTH. AS I SAID, I TAPPED THE BREAK TO TAKE IT OUT OF CRUISE CONTROL, AND AT THE TIME IT ACCELERATED MY FOOT WAS IN THE AIR, NOT TOUCHING EITHER PEDAL. I SUGGESTED THE CRUISE CONTROL MAY BE ERRONEOUSLY PUTTING FLAGS IN THE LOG AS IT SLOWS AND ACCELERATED TO MAINTAIN A CONSISTENT SPEED. THE DEALER REFUSED TO REPORT THIS SUGGESTION OR SINCE IT WOULD BE DIAGNOSING, AND SAID THERE WAS NO PLACE FOR THEM TO REPORT THAT I WAS SURE I HAD NOT STEPPED ON BOTH PEDALS AT THE SAME TIME. THANK YOU, AND I HOPE YOU ARE ABLE TO RESOLVE THIS PROBLEM. \*TR

**Additional Summary:**

Floormat had been removed prior to incident

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334615  
**Date of Incident:** 20100425  
**Vehicle:** 1993 LEXUS SC400  
**Location of Incident:** WESTLAKE VILLAGE, CA

**NHTSA Summary:**

I WAS INVOLVED IN A MOTOR VEHICLE ACCIDENT ON 4/25/10 WITH A 1993 LEXUS SC400 VIN: JTSUJ230C5P0032308. I WAS APPROACHING A RED LIGHT CONTROLLED INTERSECTION WITH MY FOOT ON THE BRAKE PEDAL AND THE VEHICLE CONTINUED TO ACCELERATE THROUGH THE INTERSECTION. I FEEL THAT THE COMPUTER CHIP CONTROLLING EITHER THE TRANSMISSION OR IDLING SPEED FAILED AS THE VEHICLE COULD NOT COME TO A HALT AND RESULTED IN A COLLISION. THE TRANSMISSION FAILED TO DROP DOWN TO NEUTRAL AND/OR THE IDLE COULD NOT DROP DOWN TO LESS THAN 1000 RPM. I REALIZE IT IS AN OLDER VEHICLE AND COMPUTER CHIPS COULD FAIL DUE TO AGE BUT I WONDER IF THIS COULD BE A DESIGN FLAW OF THE FAIL SAFE ACCELERATOR ASSEMBLY. COULD YOU LET ME KNOW IF ANY OTHER COMPLAINTS HAVE BEEN LODGED.

**Additional Summary:**

C-2262

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327623  
**Date of Incident:** 20100426  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** GRAYSLAKE, IL

**NHTSA Summary:**

I HAD JUST STARTED MY 2007 TOYOTA COROLLA IN A PARKING LOT, I BACKED OUT OF A MY PARKING SPACE, AND PUT THE TRANSMISSION IN DRIVE. I WAS TRAVELING APPROXIMATELY 3-4 MPH, WHEN I APPLIED THE BRAKE TO STOP. THE CAR CONTINUED TO LURCH FORWARD, EVEN THOUGH MY FOOT WAS ON THE BRAKE. I APPLIED MORE PRESSURE TO THE BRAKE, BUT THE CAR CONTINUED TO MOVE. I HAD TO SHIFT THE TRANSMISSION INTO PARK, IN ORDER TO STOP THE CAR. I THEN LOOKED DOWN AT THE BRAKE AND ACCELERATOR PEDALS. MY FOOT WAS FIRMLY ON THE BRAKE AND THE ACCELERATOR WAS NOT DEPRESSED IN ANYWAY, HOWEVER THE ENGINE RPM'S CONTINUED TO INCREASE. I HAD TO TURN THE ENGINE OFF TO STOP THE ENGINE SPEED FROM INCREASING. I TOOK THE CAR TO TOYOTA DEALERSHIP IMMEDIATELY, BUT THEY FOUND NOTHING WRONG WITH THE CAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327569  
**Date of Incident:** 20100426  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** MARLBOROUGH, MA

**NHTSA Summary:**

UNINTENDED ACCELERATION. SLOWED TO A NEAR STOP AT A RED ARROW. THE CAR STARTED TO CREEP INTO THE INTERSECTION, PUSHED HARDER ON THE BRAKES AND IT DID NOT STOP THE CAR. THE ENGINE RPM'S INCREASED. SHIFTED INTO N, WENT TO R FOR A SECOND THEN BACK TO N. RPM'S DECREASED AND THEN THE CAR APPEARED OK. LOOK AT THE FLOOR MAT AND IT DID NOT APPEAR TO BE OUT OF PLACE. FIRST TIME WAS TODAY. NO REPAIRS YET.

**Additional Summary:**

Claims floormat was in place at time of incident

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327625  
**Date of Incident:** 20100426  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ROUND HILL, VA

**NHTSA Summary:**

WHILE DRIVING THE CAR AT APPROXIMATELY 30MPH, WHEN I PRESSED THE BRAKE PEDAL, THE CAR WOULD NOT STOP. THE GAS PEDAL GOT STUCK. I PUT THE CAR IN NEUTRAL AND PRESSED THE POWER BUTTON. WHEN I RESTARTED THE CAR, THE BRAKES AND GAS PEDAL WORKED APPROPRIATELY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327774  
**Date of Incident:** 20100426  
**Vehicle:** 2005 SCION XB  
**Location of Incident:** PEACHTREE CITY, GA

**NHTSA Summary:**

C-2263

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DRIVING ABOUT 4 MILES AN HOUR, THE ACCELERATER OVER POWERED THE BRAKE SYSTEM. RPM'S WHERE MAXED EVEN AFTER THE INITIAL COLLISION. WITH FOOT ON THE BRAKES AND IN PARK, THE VEHICLE MOVED FORWARD ANOTHER 3-4 FEET TO HIT THE SAME CAR AGAIN. THE CAR WILL STILL MOVE WITH THE E-BRAKE OPERATED AND FULL FORCE ON THE BRAKE PEDAL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327751  
**Date of Incident:** 20100426  
**Vehicle:** 2008 LEXUS GX470  
**Location of Incident:** BEDFORD, NY

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 LEXUS GX470. WHILE PARKING THE VEHICLE AND APPLYING THE BRAKES, THE VEHICLE ABNORMALLY SURGED FORWARD RESULTING IN A CRASH. THE VEHICLE WAS TOWED TO AN AUTHORIZED LEXUS DEALER TO BE EXAMINED. THE FAILURE AND CURRENT MILEAGES WERE UNKNOWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327682  
**Date of Incident:** 20100426  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** BETHESDA, MD

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2010 TOYOTA CAMRY. WHILE DRIVING AT SPEEDS OF 25 MPH, THE VEHICLE INVOLUNTARILY ACCELERATED. THE VEHICLE WAS PUT INTO NEUTRAL AND THE ENGINE EXHIBITED UNUSUALLY HIGH RPM'S AND CONTINUED TO ACCELERATE. THE CONTACT THEN SHIFTED INTO PARK AND THE VEHICLE STALLED. THE VEHICLE WAS NOT TAKEN TO THE DEALER FOR A DIAGNOSIS OF THE FAILURE. THE FAILURE DID NOT RECUR. THE FAILURE AND CURRENT MILEAGES WERE 900.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328772  
**Date of Incident:** 20100426  
**Vehicle:** 2006 TOYOTA 4RUNNER  
**Location of Incident:** CENTREVILLE, VA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA 4RUNNER. THE CONTACT STATED THAT WHILE REVERSING OUT OF THE DRIVEWAY, THE VEHICLE SUDDENLY ACCELERATED AND BECAME 1 OUT OF CONTROL 1. THE CHECK ENGINE LIGHT ILLUMINATED AND THE VEHICLE CRASHED INTO THE GARAGE. THE VEHICLE WAS TOWED TO A LOCAL REPAIR SHOP BUT THE MECHANIC ADVISED THE CONTACT TO TAKE THE VEHICLE TO AN AUTHORIZED DEALERSHIP. THE DEALER OFFERED A TEN PERCENT DISCOUNT ON THE REPAIRS AND THE VEHICLE WAS REPAIRED. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 130,000.

**Additional Summary:**

**Toyota ID Number:**

C-2264

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10341801  
**Date of Incident:** 20100426  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** BOGART, GA  
**NHTSA Summary:**  
ON 4-26-10, WHILE IN CINCINNATI OHIO, I WAS THE PASSENGER IN A 2008 LEXUS ES350. WE WERE GOING TO KROGER. THE DRIVER STOPPED AT A STOP SIGN AND AFTER LEAVING THE STOP SIGN THE CAR SUDDENLY ACCELERATED ALL BY IT'S SELF TO A VERY FAST SPEED. DUE TO THE CAR'S EXCESSIVE SPEED, THE CAR LEFT THE STREET AND HIT 2 OTHER VEHICLES & A TREE. SPECIAL NOTE: SINCE THIS TYPE CAR WAS PART OF A RECALL. PRIOR TO THE ACCIDENT THE OWNER / DRIVER OF THE CAR HAD TAKEN THE CAR TO THE DEALERSHIP TO BE "FIXED" AS INDICATED IN THE RECALL LETTER. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327752  
**Date of Incident:** 20100427  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** WATERTOWN, MA  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATED UPON STARTING THE VEHICLE, HE PLACED HIS FOOT ON THE BRAKE PEDAL AND SHIFTED INTO DRIVE. THE VEHICLE THEN ABNORMALLY ACCELERATED TO UNKNOWN SPEEDS. THE CONTACT WAS UNABLE TO MAINTAIN CONTROL OF THE VEHICLE AS IT PROCEEDED TO CRASH INTO THREE CONCRETE CURBS, BLOWING OUT THE REAR DRIVERS SIDE TIRE. THERE WAS ALSO DAMAGE TO THE FRONT DRIVERS SIDE TIRE. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THE CONTACT WAS AWAITING A DIAGNOSIS OF THE FAILURE. THE VIN WAS NOT AVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE 70.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327793  
**Date of Incident:** 20100427  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** BELOIT, WI  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT STATED THAT THE VEHICLE HAD PREVIOUSLY BEEN SERVICED FOR THE RECALL REMEDY ASSOCIATED WITH NHTSA CAMPAIGN ID NUMBER 09V388000 (VEHICLE SPEED CONTROL-ACCELERATOR PEDAL). AFTER THE RECALL REPAIR WAS PERFORMED, THE CONTACT WAS DRIVING 40 MPH WHEN THE VEHICLE ACCELERATED. THE CONTACT THEN SHIFTED THE VEHICLE INTO NEUTRAL GEAR AND APPLIED THE BRAKES. HE WAS ABLE TO MOVE THE VEHICLE FROM THE ROAD AND TURN THE ENGINE OFF. WHEN RESTARTING, THE VEHICLE EXHIBITED UNUSUALLY HIGH ENGINE RPM'S AND BEGAN IDLING. THE ENGINE WAS SHUT OFF A SECOND TIME AND RESUMED NORMAL OPERATION WHEN IT WAS RESTARTED. THE VEHICLE WAS NOT TAKEN TO AN AUTHORIZED DEALER FOR FURTHER INSPECTION OF THE FAILURE. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 45,174 AND THE CURRENT MILEAGE WAS 45,189.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327867

C-2265

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100427  
**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** PITTSFORD, MI  
**NHTSA Summary:**  
I WAS PARKING MY VEHICLE IN THE BIXBY HOSPITAL PARKING LOT. I PULLED INTO A SPACE DIRECTLY ACROSS FROM A VEHICLE, AND PUT MY FOOT ON THE BRAKE. AS I WAS PUTTING MY 2007 TOYOTA IN PARK THE CAR LURCHED FORWARD AS IF SOMEONE WAS PRESSING HARD ON THE ACCELERATOR. THE FORCE WAS SO HARD THAT I HIT A POLE AND THEN INTO THE CAR IN FROM OF ME, PUSHING THE OTHER CAR BACK ABOUT THREE FEET INTO A PEDESTRIAN..  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328664  
**Date of Incident:** 20100427  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** NEW ORLEANS, LA  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT STATED THAT AFTER DRIVING IN REVERSE, SHE SHIFTED THE VEHICLE INTO DRIVE, IT ACCELERATED, CRASHED INTO A VEHICLE AND WAS DESTROYED. THE POLICE ARRIVED AND A POLICE REPORT WAS FILED. ONE OF THE PASSENGERS WERE INJURED. THE VEHICLE WAS TOWED FOR FURTHER INVESTIGATION BY THE CONTACTS INSURANCE COMPANY. THE FAILURE AND CURRENT MILEAGES WERE 30,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331236  
**Date of Incident:** 20100427  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** CHEASEPEAKE, VA  
**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2002 TOYOTA RAV 4. WHEN ATTEMPTING TO ACCELERATE FROM A STOP THE CONTACT NOTICED THAT THE VEHICLE WILL HESITATE TO GAIN SPEED AND WILL JERK SUDDENLY JERK FORWARD WHEN TRAVELING OVER 30 MPH. THE VEHICLE HAS NOT BEEN DIAGNOSED AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WAS 87000. BML  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10339872  
**Date of Incident:** 20100427  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** FLORAL PARK, NY  
**NHTSA Summary:**  
ON APRIL 27, 2010, I WAS BACKING OUT OF A PARKING SPACE. I USUALLY BACK OUT OF A PARKING SPACE VERY SLOWLY SO THAT I CAN STOP AT ANYTIME. AFTER I HAD CLEARED THE PARKING SPACE AND BEFORE I COULD EXCHANGE GEARS, THE CAR (2007 TOYOTA CAMRY) KEPT ON REVERSING. I PUT MY FOOT ON THE BREAK BUT THE CAR DID NOT STOP. IT STOPPED WHEN IT HIT A VAN WHICH WAS ADJACENT TO A POLICE CAR. LUCKILY THE POLICE OFFICER WITNESSED THE ENTIRE ACCIDENT. WHEN THE POLICE OFFICER APPROACHED MY CAR HE STATED THAT "I THOUGHT YOU WERE GOING TO HIT  
**Additional Summary:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-2266

ME." I REPLIED BY SAYING "MY CAR WOULD NOT STOP. I COULD STOP THE CAR." I INFORMED THE POLICE OFFICER THAT WHEN I PUT MY FOOT ON THE BRAKE, THE CAR CONTINUED TO ACCELERATE. THE POLICE REPORT INDICATES THAT THERE WAS A PROBLEM WITH THE ACCELERATION. THIS STATEMENT IS ALSO WANT THE MECHANIC SAID WHEN HE PUT THE CAR IN REVERSE TO WORK ON THE CAR.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10327452  
**Date of Incident:** 20100428  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ALPINE, CA  
**NHTSA Summary:**  
2007 TOYOTA CAMRY CONCERN \*GR THE CONSUMER EXPERIENCED A HIGH NOISE LEVEL WHILE DRIVING THE VEHICLE. THE NOISE LEVEL INSIDE THE VEHICLE INCREASED OVER TIME AND THE CONSUMER STATED HE WAS UNABLE TO COMMUNICATE WITH THE FRONT PASSENGER WITHOUT RAISING THE SOUND CONVERSATION. THE CONSUMER ALSO EXPERIENCED STALLING WHILE DRIVING. AT TIMES THE VEHICLE WOULD NOT MOVE WHEN THE ACCELERATOR WAS APPLIED. ON OCCASION, THE VEHICLE WOULD JERK AND THEN HESITATE. THE CONSUMER STATED WHILE DRIVING, WHEN HE REMOVED HIS FOOT FROM THE ACCELERATOR, THE TRANSMISSION WOULD SHIFT TO NEUTRAL, HE WOULD HAVE TO TURN THE VEHICLE OFF, AND THE RE-START IT. IN NOVEMBER 2009 WHILE THE CONSUMERS WIFE WAS DRIVING, THE VEHICLE SUDDENLY STALLED ON THE FREEWAY. THE VEHICLE WAS TAKEN TO THE DEALERSHIP AND UPON INSPECTION, THE CONSUMER WAS INFORMED THE VEHICLE NEEDED A NEW TRANSMISSION. THE TRANSMISSION WAS EVENTUALLY REPLACED, HOWEVER THE CONSUMER STATED HE CONTINUES TO EXPERIENCE PROBLEMS WITH RESPECT TO THE ACCELERATION AND DECELERATION. THE VEHICLE CONTINUES TO JERK AND HESITATE UPON APPLYING THE ACCELERATOR PEDAL.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328285  
**Date of Incident:** 20100429  
**Vehicle:** 2003 TOYOTA SEQUOIA  
**Location of Incident:** WEST HILLS, CA  
**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2003 TOYOTA SEQUOIA. WHILE DRIVING AT 5 MPH, THE VEHICLE SUDDENLY JERKED FORWARD AND ACCELERATED WHEN THE CONTACT DEPRESSED THE ACCELERATOR PEDAL. HE DEPRESSED THE BRAKE PEDAL WITH EXTREME FORCE AND THE VEHICLE STOPPED AFTER CRASHING INTO THE GARAGE DOOR AND HITTING A WALL. THERE WAS FRONT END DAMAGES TO THE VEHICLE. THERE WERE NO INJURIES. THE CONTACT CALLED AN AUTHORIZED DEALERSHIP BUT WAS TOLD THAT THERE WERE NO RECALLS FOR THE VEHICLE. THE VEHICLE HAD NOT BEEN INSPECTED OR REPAIRED AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 60,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330669  
**Date of Incident:** 20100429  
**Vehicle:** 2009 TOYOTA COROLLA

C-2267

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332251  
**Date of Incident:** 20100429  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** BOCA RATON, FL  
**NHTSA Summary:**  
2002 LEXUS ES300, CAR LUNGES AND JERKS DURING ACCELERATION AND DECELERATION. CAR DROVE FINE UNTIL LEXUS UPGRADED SOFTWARE, AND THEN 100% NOTICEABLE DIFFERENCE IN PERFORMANCE. CAR WAS BROUGHT TO JM LEXUS APPROX 4-5 TIMES FOR PROBLEM, AND ONCE TO PALM BEACH LEXUS. CAR JERKED DURING TEST DRIVE WITH MECHANIC. I WAS TOLD IT WAS A "CHARACTERISTIC" OF THE CAR, AND THERE WAS NOTHING THAT CAN BE DONE TO FIX IT. MECHANIC STATED HE HAS SEEN THE SAME PROBLEM ON OTHER CARS. PROBLEM HAS BEEN GETTING WORSE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345817  
**Date of Incident:** 20100429  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** PRINCETON, KY  
**NHTSA Summary:**  
TL\* THE CONTACT OWNED A 2009 TOYOTA PRIUS. THE CONTACT STATED THAT WHILE ATTEMPTING TO PARK, THE VEHICLE ABNORMALLY ACCELERATED AT A RAPID RATE OF SPEED. THE CONTACT WAS UNABLE TO STOP THE VEHICLE AND CRASHED INTO A BRICK WALL. THE CONTACT WAS UNINJURED. A POLICE REPORT WAS AVAILABLE. THE VEHICLE WAS REPAIRED BY THE DEALER HOWEVER, THE CONTACT DID NOT FEEL SAFE DRIVING THE VEHICLE AND TRADED THE VEHICLE FOR ANOTHER. SHE STATED SHE HAD EXPERIENCED NUMEROUS UNINTENDED ACCELERATION INCIDENTS PRIOR TO THE CRASH. THE CONTACT CALLED THE MANUFACTURER WHO INSPECTED THE VEHICLE BUT OFFERED NO FURTHER ASSISTANCE. THE FAILURE MILEAGE WAS 20,001 AND THE CURRENT MILEAGE WAS APPROXIMATELY 20,045.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328282  
**Date of Incident:** 20100430  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** LYNWOOD, CA  
**NHTSA Summary:**

C-2268

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT STATED THAT WHILE DRIVING AT APPROXIMATELY 60 MPH, SHE DEPRESSED THE BRAKE PEDAL BUT THE VEHICLE DID NOT SLOW DOWN, THE VEHICLE SUDDENLY ACCELERATED AND STARTED VEERING FROM LEFT TO RIGHT SEVERAL TIMES. THE CONTACT CRASHED INTO THE SIDE OF ANOTHER VEHICLE, AND THE VEHICLE CONTINUED TO ACCELERATE AND VEER LEFT TO RIGHT. THE CONTACT HAD HER FOOT ON THE BRAKE PEDAL DURING THE ENTIRE FAILURE. THE VEHICLE FINALLY STOPPED ACCELERATING AND THE CONTACT WAS ABLE TO PULL OVER TO THE SIDE OF THE ROAD. THERE WERE NO INJURIES. NO POLICE REPORT WAS FILED. THE CONTACT CALLED THE MANUFACTURER WHO STATED THAT A CASE MANAGER WOULD CONTACT HER WITHIN TWO DAYS. THE CURRENT AND FAILURE MILEAGES WERE 4,741. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328600  
**Date of Incident:** 20100430  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** TRABUCO CANYON, CA

**NHTSA Summary:**  
2007 LEXUS ES 350 - UNINTENDED RPM SURGE TO 6000 RPM OCCURED AT A TRAFFIC LIGHT STOP. IMMEDIATE ACTION TAKEN TO STOP THE ENGINE BY PRESSING THE STARTER BUTTON KILLED/CUT THE ENGINE. THE RPM SURGE WAS SUDDEN AND UNEXPLAINED - AND ACCELERATOR PEDAL WAS NOT TOUCHED DURING THIS OCCURRENCE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334788  
**Date of Incident:** 20100430  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** PLEASANTON, CA

**NHTSA Summary:**  
TWO UNACCOUNTED ACCELERATION SINGLE VEHICLE ACCIDENTS WITH 2009 TOYOTA PRIUS. AFTER ACCIDENT OF APRIL 30, 2010 PER MY REQUEST, VEHICLE WAS INSPECTED BY A CONSULTANT FROM TOYOTA.[MAY 26, 2010]. TOYOTA IS SAYING CAR IS SAFE. CAR WAS RETURNED TO ME ON MAY 28, 2010. FIRST ACCIDENT OCCURED AUGUST 31, 2009. BOTH ACCIDENTS OCCURED UNDER SIMILAR CIRCUMSTANCES IE. DRIVING AT SLOW ACCELERATION WHILE MAKING A RIGHT TURN. ACCIDENT #1 TURNING A CORNER, ACCIDENT #2 PULLING INTO A PARKING SLOT IN A PARKING LOT. BOTH TIMES ENGINE REVVED AND CAR LURCHED FORWARD. IN FIRST ACCIDENT CAR CRASHED INTO A TREE, IN SECOND ACCIDENT CAR RAN OVER A LANDSCAPING BOULDER WHICH STOPPED IT FROM CRASHING INTO THE STREET. THE BOULDER WAS STUCK UNDER THE MIDDLE OF THE CAR. TWO WHEELS ON EACH SIDE OF IT AND FRONT WHEELS WERE OFF OF THE GROUND. THE FRONT WHEELS WERE STILL TURNING AFTER I GOT OUT OF THE CAR. I GOT BACK IN THE CAR AND TURNED OFF THE ENGINE. I AM REQUESTING TOYOTA REPLACE THIS VEHICLE WITH A LIKE VALUE VEHICLE. I HAVE PICTURES TAKEN AT THE TIME OF THE ACCIDENT OF APRIL 30, 2010 AND DETAILED EXPLANATIONS OF BOTH ACCIDENTS. DAMAGES FROM BOTH ACCIDENTS WAS APPROXIMATELY 20 THOUSAND DOLLARS. MY INSURANCE COMPANY FOUND ME AT FAULT FOR THE ACCIDENT OF AUGUST 31, 2009 BECAUSE ALL OF THE CAR'S WARNING LIGHTS CAME ON AND I GLANCED AT THE DASH. THE INSURANCE COMPANY HAS FOUND ME NOT AT FAULT FOR THE ACCIDENT OF APRIL 30, 2010. I RECEIVED A RECALL NOTICE FROM TOYOTA AFTER THE ACCIDENT OF APRIL 30TH. HOWEVER, I WAS TOLD THAT THIS HAD NOTHING TO DO

C-2269

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WITH THE ACCIDENTS. MY CAR HAS HAD A NUMBER OF UNSUAL ISSUES SINCE ITS PURCHASE. THIS IS DOCUMENTED WITH TOYOTA SERVICE. THIS CAR WAS PURCHASED NEW AND HAS 11,000 MILES ON IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343461  
**Date of Incident:** 20100430  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** WILMINGTON, DE

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA MATRIX. THE CONTACT WAS DRIVING APPROXIMATELY 45 MPH WITH A SUDDEN INCREASE IN ACCELERATION. THE BRAKE PEDAL WAS APPLIED AND THE VEHICLE CONTINUED TO ACCELERATE AND TRAVELED OFF THE ROADWAY INTO AN OPEN FIELD AND STRUCK A POLE. THE VEHICLE SUSTAINED MODERATE DAMAGES. THERE WAS NO PERSONAL INJURY. A POLICE REPORT WAS FILED OF THE INCIDENT. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER AND REMAINED AT THE FACILITY FOR OVER A PERIOD OF TWO AND A HALF MONTHS UNDER AN INVESTIGATION. THE MANUFACTURER HAD AN INDEPENDENT ENGINEER TO PERFORM FURTHER INVESTIGATION REGARDING THE ACCELERATION FAILURE. THE AUTHORIZED DEALER WAS UNABLE TO LOCATE THE PROBLEM AND INFORMED THE CONTACT TO PICK UP THE VEHICLE. THE VEHICLE WAS REPAIRED FOR THE BODY DAMAGES. THE MANUFACTURER WAS NOTIFIED AND ADVISED THAT THEY WOULD NOT COMPENSATE FOR ANY DAMAGES UNTIL THE CAUSE OF FAILURE HAD BEEN DETERMINED. THE CONTACT EXPRESSED CONCERN THAT THE VEHICLE HAD NOT BEEN REPAIRED AND THE DEALER'S ADVISEMENT TO RELEASE THE UNSAFE VEHICLE TO HIM. THE FAILURE MILEAGE WAS APPROXIMATELY 22,000. THE VIN WAS NOT AVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328464  
**Date of Incident:** 20100501  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** DENVER, CO

**NHTSA Summary:**  
MY FIANCEE AND I WERE DRIVING OUR 2008 RAV4/LIMITED/V6/4WD AND WE WERE AT A STOP LIGHT. I WAS DRIVING AND I HAD MY FOOT ON THE BRAKE FOR ABOUT 30 SECONDS WAITING FOR THE LIGHT TO TURN GREEN. IT WAS A BUSY INTERSECTION HERE IN DENVER AND THERE WAS A CAR IN FRONT OF US. ALL OF A SUDDEN THE ACCELERATOR TOOK OFF AND I COULD FEEL THE CAR TRYING TO MOVE FORWARD. LUCKILY, I ALREADY HAD MY FOOT ON THE BRAKE AND I PRESSED DOWN EVEN HARDER ON THE BRAKE AS I IMMEDIATELY PUT THE CAR IN NEUTRAL. WHEN I PUT IT IN NEUTRAL THE ACCELERATOR CONTINUED TO REV HIGHER THAN IT WAS BEFORE. I SLAMMED THE GEAR SHIFT INTO PARK AND SHUT THE CAR OFF. WE WERE OBVIOUSLY SHAKEN FROM THIS AND JUST SAT THERE FOR A MINUTE AS WE REALIZED WHAT HAD JUST HAPPENED. MY FIANCEE WANTED TO GET OUT OF THE CAR AND CALL A TOW TRUCK. I WANTED TO TRY AND START THE CAR AGAIN BUT LEAVE IT IN PARK AND TEST IT OUT.

I STARTED THE CAR WITHOUT TOUCHING THE BRAKE AND IT DID IT AGAIN. EVERY LIGHT ON THE DASH BOARD LIT UP LIKE A CHRISTMAS TREE. WE WERE IN PARK SO THE CAR COULD NOT MOVE BUT THE RPM'S WERE ON THE WAY TO REDLINING AND I TURNED OFF THE CAR AGAIN. THE LIGHTS AROUND THE SPEEDOMETER HAD NEVER LIT UP LIKE THAT BEFORE. SERIOUSLY EVERY DUMMY LIGHT ON THE CAR WAS LIT AND FLASHING.

C-2270

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WERE COMPLETELY SCARED AT THIS POINT AND WE JUST TURNED ON THE EMERGENCY LIGHTS AND JUST SAT THERE IN SHOCK. WE SAT THERE FOR TEN MINUTES AT THIS BUSY INTERSECTION TRYING TO FIGURE OUT WHAT TO DO. I DECIDED TO TRY IT AGAIN AND THIS TIME THE CAR STARTED NORMALLY. MY FIANCEE WAS AFRAID TO DRIVE IT BUT I ASSURED HER IF IT HAPPEND AGAIN I COULD JUST PUT IT IN NEUTRAL AND WE COULD PULL OVER TO THE SIDE OF THE ROAD.

WE DROVE DIRECTLY TO THE DEALERSHIP. WE EXPLAINED WHAT HAPPENED AND THEY SAID THE WOULD CHECK IT OUT. THEY CALLED ME LATER THAT DAY AND SAID ALL THE DIAGNOSTIC TESTS WERE NORMAL. THEY TOLD ME IT MUST HAVE BEEN THE FLOOR MATS. THAT IS IMPOSSIBLE SINCE THE FLOOR MATS WEREN'T EVEN TOUCHING THE ACCELERATOR. MY FIANCEE AND I WERE DRIVING, 2008 RAV4/LIMITED/V6/4WD. WE WERE AT A STOP LIGHT. I WAS DRIVING, I HAD MY FOOT ON THE BRAKE FOR ABOUT 30 SECONDS WAITING FOR LIGHT TO TURN GREEN. IT WAS A BUSY INTERSECTION HERE IN DENVER AND THERE WAS A CAR IN FRONT OF US. ALL OF A SUDDEN THE ACCELERATOR TOOK OFF AND I COULD FEEL THE CAR TRYING TO MOVE FORWARD. LUCKILY, I ALREADY HAD MY FOOT ON THE BRAKE AND I PRESSED DOWN EVEN HARDER ON THE BRAKE AS I IMMEDIATELY PUT THE CAR IN NEUTRAL. WHEN I PUT IT IN NEUTRAL THE ACCELERATOR CONTINUED TO REV HIGHER THAN IT WAS BEFORE. I SLAMMED THE GEAR SHIFT INTO PARK AND SHUT THE CAR OFF. WE WERE OBVIOUSLY SHAKEN FROM THIS AND JUST SAT THERE FOR A MINUTE AS WE REALIZED WHAT HAD JUST HAPPENED. MY FIANCEE WANTED TO GET OUT OF THE CAR AND CALL A TOW TRUCK. I WANTED TO TRY AND START THE CAR AGAIN BUT LEAVE IT IN PARK AND TEST IT OUT. I STARTED THE CAR WITHOUT TOUCHING THE BRAKE AND IT DID IT AGAIN. EVERY LIGHT ON THE DASH BOARD LIT UP LIKE A CHRISTMAS TREE. WE WERE IN PARK SO THE CAR COULD NOT MOVE BUT THE RPM'S WERE ON THE WAY TO REDLINING AND I TURNED OFF THE CAR AGAIN. THE LIGHTS AROUND THE SPEEDOMETER HAD NEVER LIT UP LIKE THAT BEFORE. SERIOUSLY EVERY DUMMY LIGHT ON THE CAR WAS LIT AND FLASHING. WE WERE COMPLETELY SCARED AT THIS POINT AND WE JUST TURNED ON THE EMERGENCY LIGHTS AND JUST SAT THERE IN SHOCK. WE SAT THERE FOR TEN MINUTES AT THIS BUSY INTERSECTION TRYING TO FIGURE OUT WHAT TO DO. I DECIDED TO TRY IT AGAIN AND THIS TIME THE CAR STARTED NORMALLY. MY FIANCEE WAS AFRAID TO DRIVE IT BUT I ASSURED HER IF IT HAPPEND AGAIN I COULD JUST PUT IT IN NEUTRAL AND WE COULD PULL OVER TO THE SIDE OF THE ROAD. WE DROVE DIRECTLY TO THE DEALERSHIP. WE EXPLAINED WHAT HAPPENED AND THEY SAID THE WOULD CHECK IT OUT. THEY CALLED LATER THAT DAY AND SAID ALL THE DIAGNOSTIC TESTS WERE NORMAL. THEY TOLD ME IT MUST HAVE BEEN THE FLOOR MATS. THAT IS IMPOSSIBLE SINCE THE FLOOR MATS WEREN'T EVEN TOUCHING ACCELERATOR.

UPDATED 05/12/10 \*BF

**Additional Summary:**

Tim's email address - timkenkel@msn.com

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329537  
**Date of Incident:** 20100501  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** SCARBOROUGH, ME

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE VEHICLE SUDDENLY ACCELERATED WITH HIS FOOT ON THE BRAKE WHILE ATTEMPTING TO PARK. THE VEHICLE WENT OVER THE PAVEMENT, THE LEFT FRONT TIRE BLEW. HE CONTACTED THE MANUFACTURER. THE MANUFACTURE WILL SEND AN ENGINEER TO INVESTIGATE THE FAILURE. WHEN HE TOOK THE VEHICLE FOR SERVICE ON APRIL 30TH HE TOLD THE DEALER THERE WAS A NOISE COMING FROM THE FRONT OF THE VEHICLE WHEN HE

C-2271

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PRESSED ON THE ACCELERATOR PEDAL. THE DEALER TIGHTEN THE ACCELERATOR. HE IS NOT SURE IF THAT REPAIR IS WHAT CAUSED THE VEHICLE TO SUDDEN ACCELERATE. THE FAILURE AND CURRENT AND THE MILEAGE WAS 120, 15. LI

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10353989  
**Date of Incident:** 20100501  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** DERRY, PA

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328699  
**Date of Incident:** 20100502  
**Vehicle:** 2008 LEXUS IS250  
**Location of Incident:** LSLIP TERRACE, NY

**NHTSA Summary:**  
I WAS DRIVING MY 2008 IS250 AT ABOUT 40 MPH ON A TWO LANE ROADWAY WHEN I FELT THE CAR ACCELERATE SUDDENLY. I TOOK MY FOOT OFF THE GAS PEDAL BUT IT CONTINUED TO ACCELERATE TO 85 MPH. I IMMEDIATELY HIT THE BRAKE BUT THE VEHICLE DID NOT STOP OR EVEN SLOW DOWN. I HAD PRESSED THE BRAKE PEDAL AS FAR AS IT WOULD GO BUT THE VEHICLE DID NOT RESPOND. THE THIRD TIME I PRESSED THE BRAKE PEDAL THE VEHICLE BEGAN TO SLOW DOWN BUT WOULD NOT STOP. THE SPEED SLOWLY DECREASED TO ABOUT 20 MPH BUT STILL DID NOT STOP. LUCKILY THERE WAS LITTLE TRAFFIC VOLUME BUT I WAS APPROACHING AN INTERSECTION. THE CAR WAS SLOWING DOWN BUT NOT STOPPING. FINALLY IT CAME TO A CRAWL JUST AS THE TRAFFIC LIGHT TURNED GREEN. I LET GO OF THE BRAKE AND THE CAR THRUSTED FORWARD. I PRESSED THE BRAKE PEDAL YET AGAIN AND THE VEHICLE FINALLY CAME TO A STOP. I CALLED LEXUS DEALERSHIP TO REPORT THE PROBLEM. THEY TOWED THE CAR TO THEIR SERVICE CENTER. NOONE ASKED FOR SPECIFIC DETAILS OF THE INCIDENT. IT DIDNT SEEM THAT THIS TYPE OF COMPLAINT WAS ANYTHING NEW TO THEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328872  
**Date of Incident:** 20100503  
**Vehicle:** 2005 LEXUS ES  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2005 LEXUS ES350. WHILE DRIVING AT 2 MPH, THE VEHICLE BEGAN TO REV, SUDDENLY ACCELERATED AND HIT A CEMENT WALL. BOTH THE CONTACT AND PASSENGER SUSTAINED BRUISES AND THERE WAS FRONT END DAMAGE. THE CONTACT CALLED THE DEALERSHIP BUT THE DEALER STATED THAT THEY WOULD TAKE NO RESPONSIBILITY FOR THE FAILURE. THE VEHICLE HAD NOT BEEN INSPECTED OR REPAIRED AT THE TIME OF THE COMPLAINT. FAILURE MILEAGE WAS 70,000.

C-2272

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329103  
**Date of Incident:** 20100503  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** MAUMEE, OH

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED HE THE ACCELERATOR PEDAL WAS REPLACED UNDER NHTSA CAMPAIGN ID NUMBER: 10V017000 (VEHICLE SPEED CONTROL, ACCELERATOR PEDAL), ON A LATER DATE. WHILE DRIVING WITH THE CRUISE CONTROL SET AT 65 MPH, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS ABLE TO STOP THE ACCELERATION WITHOUT INCIDENT. THE DEALER ADVISED BRINGING THE VEHICLE BACK IN FOR FURTHER INSPECTION. THERE WERE NO ADDITIONAL REPAIRS MADE TO THE VEHICLE AS OF YET. THE CURRENT AND FAILURE MILEAGES WERE 15,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330095  
**Date of Incident:** 20100503  
**Vehicle:** 2010 TOYOTA SIENNA  
**Location of Incident:** FREEPORT, NY

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2010 TOYOTA SIENNA. WHILE DRIVING AT 10 MPH THE VEHICLE SURGED FORWARD RESULTING IN A CRASH THAT DESTROYED THE VEHICLE. THE POLICE APPEARED ON THE SCENE AND THERE WAS ONE INJURY REPORTED. THE VEHICLE WAS TOWED TO AN IN INSURANCE COMPANY LOT. THE FAILURE AND CURRENT MILEAGES WERE 5,100. SM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330077  
**Date of Incident:** 20100503  
**Vehicle:** 2001 TOYOTA AVALON  
**Location of Incident:** SPRINGFIELD, VA

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2001 TOYOTA AVALON. WHILE PULLING INTO A PARKING SPACE AT 5MPH WITH HER FOOT ON THE BRAKES THE VEHICLE ACCELERATED INTO THE BRICK WALL. THE VEHICLE WAS TOTAL BY THE INSURANCE COMPANY THE AIR BAGS DEPLOYED BUT NO ONE WAS INJURED. THE POLICE STATED THEY DID NOT NEED TO GET INVOLVED AND THERE IS NO REPORT. THE VEHICLE WAS TOWED BY THE INSURANCE COMPANY. THE MANUFACTURER WAS NOT CALLED. THE FAILURE MILEAGE WAS 98,000...MW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331789  
**Date of Incident:** 20100503  
**Vehicle:** 2010 TOYOTA SIENNA  
**Location of Incident:** ARCADIA, CA

C-2273

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

THIS HAPPEN ON MAY 3, 2010 AROUND 9:50AM . MY WIFE , BY HERSELF, DRIVE TO THE PARKING PLAZA IN FRONT OF RETAIL STORE, BEFORE IT HAPPENS SHE HAS FULLY BREAK AND STOP , AND WAITING FOR OTHER DRIVER TO FULL OUT OF PARKING SPACE. SHE SLOWLY MAKES RIGHT TURN TO PARKING SPACE, THE CAR, SIENA 2010 VAN, SUDDENLY ACCELERATES TO HIGH SPEED AND SMASHES TO THE FRONT STORE, CAUSING THE DAMAGE THE WHOLE FRONT STORE , LUCKILY NO BODY INJURIE IN THE INCIDENT. I THINK SOMETHING UNUSUAL HAPPEN TO THIS CAR, I HAD CONTACTED TOYOTA TO FURTHER ANALYSIS OF THE CAR, RIGHT NOW THE CAR IS IN DEALERSHIP , AWAITING FOR REPAIR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329106  
**Date of Incident:** 20100504  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** JOLIET, IL

**NHTSA Summary:**  
I WAS AT A STOPLIGHT, FOOT FIRMLY ON THE BRAKE, DOING NOTHING BUT WAITING FOR THE LIGHT TO CHANGE. SUDDENLY I REALIZED MY CAR WAS MOVING FORWARD, SO I PUSHED THE BRAKES HARDER. THE PEDAL WENT DOWN FURTHER BUT THE CAR KEPT MOVING FORWARD. ALL OF THIS TOOK ONLY A FEW SECONDS. THEN I HEARD AND FELT THE ENGINE ACCELERATING VERY LOUDLY. JUST AT THAT MOMENT THE LIGHT CHANGED, AND TRAFFIC SPED AHEAD. WITHOUT THINKING, I PUT MY FOOT ON THE ACCELERATOR AND THE ENGINE STOPPED ROARING. THE CAR ACCELERATED NORMALLY AND THE BRAKES WERE RESPONSIVE. 2. THIS WAS THE ONLY INCIDENT. 3. I WAS ACTUALLY ON MY WAY TO THE TOYOTA DEALER FOR ROUTINE MAINTENANCE WHEN THE INCIDENT OCCURRED, SO I CONTINUED ON MY WAY. WHEN I GOT TO THE DEALER, I HAD THE PERSON WHO MET ME AT MY CAR CHECK THE FLOOR MAT BEFORE I WALKED AWAY. HE SAID IT WAS FINE. TOYOTA PERFORMED ALL RECALL ACTIONS, ASKED IF I WANTED THE COMPUTER RE-PROGRAMMED TO ALLOW THE BRAKES TO OVERRIDE EVERYTHING ELSE (I SAID YES), AND FILLED OUT THE FORMS AND PERFORMED ACTIONS IN ACCORDANCE WITH AN SUA INCIDENT. THEY GAVE ME A LOANER AND THE NEXT DAY TOLD ME THAT MY CAR WOULD BE RELEASED. I ASKED FOR, AND RECEIVED A COPY OF THE FORM FOR AN SUA INCIDENT, BUT IT ONLY HAS INSTRUCTIONS FOR THE TECHNICIAN AND NO WRITTEN RESULTS, SO I DON'T KNOW WHAT WAS FOUND AND WHAT WAS DONE, OTHER THAN NORMAL RECALL WORK. I AM FILLING THIS OUT BECAUSE I NO LONGER TRUST TOYOTA, AND NOW I AM AFRAID. IT ONLY HAPPENED ONCE, SO I DON'T KNOW IF THEY FIXED THE PROBLEM, AND I WANT TO BE PART OF THE RECORD OF INCIDENTS.

**Additional Summary:**  
Claims dealer employee confirmed that floormat was "fine"

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336787  
**Date of Incident:** 20100504  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** EAST NORTHPORT, NY

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE THE CONTACT WAS DRIVING APPROXIMATELY BETWEEN 10-20 MPH, A SUDDEN INCREASE IN ACCELERATION OCCURRED WITHOUT WARNING. WHEN THE BRAKES WERE ENGAGED THE SPEED RATE WOULD NOT DECREASE CAUSING THE VEHICLE TO CRASH INTO ANOTHER VEHICLE.

C-2274

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CONTACT AND OPPOSING VEHICLE DRIVER WERE TRANSPORTED TO THE HOSPITAL. THE CONTACT SUSTAINED INJURIES TO THE RIBS, LEFT KNEE AND SUFFERED BACK PAIN. THE VEHICLE WAS COMPLETELY DESTROYED AND TOWED TO A SAVAGE LOT. THE VEHICLE WAS IN THE PROCESS OF BEING INVESTIGATED BY THE INSURANCE COMPANY. THE FAILURE MILEAGE WAS APPROXIMATELY 17,000. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328962 - 10329513  
**Date of Incident:** 20100505  
**Vehicle:** 2008 TOYOTA 4RUNNER  
**Location of Incident:** ELIZABETHTOWN, IN

**NHTSA Summary:**  
SUDDEN UNINTENDED ACCELERATION OCCURRED IN OUR 2008 TOYOTA 4RUNNER. WHILE SITTING IN A TURN LANE, FOOT ON BRAKE, TRANSMISSION IN DRIVE, THE VEHICLE ENGINE SUDDENLY INCREASED POWER DRAMATICALLY ON ITS OWN. WITH FOOT ON BRAKE THE VEHICLE ACCELERATED FORWARD ON ITS OWN. IT CONTINUED FORWARD FOR ABOUT 800 FEET BEFORE IT RETURNED TO NORMAL. NO DAMAGES OR INJURIES. VEHICLE WAS PARKED AND TOYOTA DEALER CAME AND GOT IT. SAID THEY WILL RUN TESTS. THIS WAS NOT A IMAGINED EVENT. THIS IS OUR SECOND 4RUNNER MODEL. AND WE HAVE HAD NO COMPLAINTS WITH THE VEHICLE UNTIL THIS INCIDENT. ADDITIONALLY, I NOTE THAT THIS VEHICLE IS NOT ON TOYOTA'S CURRENT RECALL LIST. THERE IS NOTHING TOYOTA CAN SAY OR DO THAT WOULD RESTORE MY SAFEY CONFIDENCE IN THIS VEHICLE AFTER THIS INCIDENT. THUS, WE WILL TRADE IT IN ON ANOTHER BRAND ONCE WE GET IT BACK. I WOULD LIKE FOR NHTSA TO CONSIDER REQUIRING TOYOTA TO PUT THIS VEHICLE MODEL ON THEIR RECALL LIST. EVEN ONE DEFECT OF THIS NATURE IS UNACCEPTABLE. (ODI 10329513)

**Additional Summary:**

This sudden unintended acceleration event occurred at about 10:30 am on May 5, 2010. The event occurred in the northbound lane at the intersection of US Hwy 31 and Taylor Road, Columbus, IN. 47331. I have made two NHTSA reports. I made an oral report and was given ODI #10328962 on May 5, 2010. Later, on May 9, 2010, I made an online report, and the ODI number assigned to that report is #10329513.

My wife, Kathy, was driving the vehicle alone when this event occurred. Several cars were ahead of her as she had come to a complete stop waiting for room to enter the right turn lane at the above intersection. Her foot was on the brake and the vehicle was in drive. Suddenly, the vehicle accelerated on its own. She says that her immediate reaction was focused upon trying to squeeze between the vehicle in front of her and the guard rail on the right. The vehicle continued forward into the intersection and she negotiated a right turn without hitting anything. Fortunately, cross traffic in the intersection had ceased. Still surging forward on its own after making the turn, she remembers beginning to pump the brake at this point. Says the vehicle continued forward on its own for a few hundred feet as she continued to pump the brake before returning to normal. Overall distance that the vehicle was out-of-control was about 800 feet.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10328925  
**Date of Incident:** 20100505  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** WHITESTONE, NY

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 TOYOTA PRIUS. WHILE DRIVING AT 45 MPH, THE ACCELERATOR PEDAL BECAME STUCK AND THE SPEED INCREASED TO 55 MPH. THE CONTACT KICKED THE PEDAL AND IT RELEASED FOR ABOUT FIVE SECONDS BUT STUCK AGAIN. THE VEHICLE SLOWED DOWN AS THE CONTACT CONTINUED TO DEPRESS THE

C-2275

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BRAKE PEDAL FIRMLY. HE PULLED OVER TO THE SIDE OF THE ROAD AND TURNED OFF THE ENGINE. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALERSHIP WHERE THE REPAIR FOR THE RECALL ON THE ACCELERATOR PEDAL WAS PERFORMED (CONTACT STATED HE DIDN'T KNOW WHAT REPAIR WAS PERFORMED ON THE ACCELERATOR PEDAL) THE DEALER DID NOT EXPLAIN THE REPAIRS. HE CALLED THE MANUFACTURER BUT WAS OFFERED NO ASSISTANCE. THE CURRENT AND FAILURE MILEAGES WERE 31,541.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329074  
**Date of Incident:** 20100505  
**Vehicle:** 2007 SCION TC  
**Location of Incident:** BOWIE, MD

**NHTSA Summary:**  
THIS EVENT HAPPEN 2 TIMES IN THE 3YEARS IVE OWNED THE CAR, THE 1ST INCIDENT WAS 2009 WHILE I WAS PARKING MY CAR IN A WENDY'S LOT. WHILE SLOWING DOWN TO PARK THE CAR ACCELERATED IN THE PARKING SPOT AND WHILE SLAMMING MY FOOT ON THE BRAKES IT FINALLY STOPPED BUT ON TOP PARKING CONCRETE STOPPER (NOT SURE ABOUT NAME AND ALSO ON TOP OF THE SIDE WALK. THE SECOND INCIDENT JUST HAPPEN TODAY (5/5/10) WHILE LEAVING WORK. AS I WAS BACKING THE CAR UP AND GETTING OUT THE PARKING SPOT I PUT THE CAR IN DRIVE AND IT ACCELERATED FORWARD BEFORE PUTTING MY FOOT ON THE GAS, I THEN AGAIN BANGED MY FOOT ON THE GAS AND MADE SURE I WAS PRESSING THE BRAKE AND THE CAR KEPT ON ACCELERATING INTO A PARKED CAR AND I WAS THEN ABLE TO PUT THE CAR IN PARK. THE FIRST TIME THE INCIDENT HAPPEN I WAS IN DENIAL AND SECOND GUESSING MY OWN DRIVING SO I PAID TO GET THE FRONT BUMPER REPLACED. THIS IS THE SECOND TIME THIS HAS HAPPEN AND I REPORTED THE INCIDENT TO MY INSURANCE. NOT TO MENTION WHEN I FIRST PURCHASED MY SCION I HAD SPOKE TO THEM ABOUT MY BRAKES GRINDING WITH IN THE FIRST 1000 MILES , THEY LOOKED AT IT AND TOLD ME EVERYTHING WAS CHECKED OUT. I HAVE SINCE DEALT WITH THE PROBLEM BY ALLOWING MYSELF TO BE PREPARED AHEAD OF TIME TO STOP. I HAVE ALSO HAD MY BRAKES REPLACED WHICH IN TURN DIDNT SOLD THE GRINDING. IN THE SNOW MY CAR BARELY EVEN STOPS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329176  
**Date of Incident:** 20100505  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** SILVER SPRING, MD

**NHTSA Summary:**  
INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6) MY 2009 TOYOTA VENZA VIN [XXX], EXHIBITED SEVERE UNINTENDED AND UNCONTROLLED ACCELERATION AT 7:45AM ON MAY 5, 2010. THE CAR WAS RUNNING FOR LESS THAN TWO MINUTES WHEN I STOPPED TO MAKE A TURN FROM LORAIN AVENUE, SILVER SPRING MD, ONTO WESTBOUND MD 195 UNIVERSITY BLVD. I ACCELERATED TO ENTER TRAFFIC AND THE CAR TOOK OVER AND ACCELERATED TO FULL THROTTLE ON ITS OWN. THE SAME BEHAVIOR AS IF GOING INTO CRUISE CONTROL "RESUME" MODE AFTER BEING IN "COAST" EXCEPT THAT THE CRUISE CONTROL WAS NOT ENGAGED. I APPLIED THE BRAKES FIRMLY BUT THEY DID NOT SUFFICIENTLY SLOW THE CAR NOR DID THE ACCELERATOR PEDAL RETURN TO IDLE POSITION. I WAS ABLE TO SHIFT INTO NEUTRAL AND GUIDE THE CAR TO A SAFE STOP. THE ENGINE CONTINUED TO RUN AT FULL THROTTLE AND THE TACHOMETER WAS WELL INTO THE RED ZONE, ABOVE

C-2276

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

6800 RPM. THE ENGINE STOP BUTTON DID NOT STOP THE MOTOR WHEN PRESSED PER NORMAL OPERATION. ONLY WHEN I PRESSED AND HELD THE ENGINE STOP BUTTON DOWN DID THE MOTOR STOP. I PLACE THE TRANSMISSION INTO PARK AND APPLIED THE FOOT BRAKE. I CHECKED TO SEE IF THE FLOOR MAT WAS ENTRAPPED IN THE ACCELERATOR PEDAL AND IT WAS NOT. I RESTARTED THE CAR AND IT AGAIN IMMEDIATELY REVVED TO FULL THROTTLE. I SHUT THE CAR DOWN AND LEFT IT (WITH MY CHILDREN, AGES 2 AND 6, WHO HAD BEEN THEIR SECOND ROW CAR SEATS AND WERE NOW IN TEARS). AFTER ABOUT AN HOUR I RETURNED TO THE CAR BY MYSELF AND STARTED IT AGAIN. THIS TIME IT STARTED NORMALLY AND IDLED AT ABOUT 800 RPM. I DROVE THE CAR TO MY HOME TWO BLOCKS AWAY AND PARKED IT. KOONS TYSONS TOYOTA TOWED THE CAR TO ITS LOCATION AT 8610 LEESBURG PIKE VIENNA, VA 22182. THEY HAVE HAD THE CAR FOR OVER 24 HOURS AND FAILED TO FOLLOW THROUGH ON APPOINTED TIMES TO CALL ME BACK WITH A STATUS REPORT ON THE VEHICLE. \*TR

**Additional Summary:**  
Claims issue not caused by floormat

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330642  
**Date of Incident:** 20100505  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** RICHMOND, VA

**NHTSA Summary:**  
MAY 5, 2010 ACCIDENT. TOYOTA RAV4 2007 ACCELERATED AT TIME OF ACCELERATION I HAD ALREADY BEGIN BRACING TO MAKE A RIGHT TURN. ENGINE BEGAN LOUD RACING AND CAR ACCELERATED. WITH VERY LITTLE ROOM TO MANEUVER I TURNED CAR HARD RIGHT TO AVOID CARS AND RAN INTO A LARGE TREE WITH CAR STILL ACCELERATING STOPPING ONLY WHEN HITTING TREE AND BOUNCED OFF. WHEN CAR CAME TO A STOP ENGINE WAS STILL RACING AND VERY LOUD. THE ACCIDENT WAS ON PRIVATE PROPERTY SO POLICE WERE NOT CALLED. WITNESS OBSERVED SLOW DOWN AND TURN SIGNALS AND THEN SEEING CAR BEGIN ACCELERATING VERY QUICKLY. 2ND WITNESS THAT HEARD THE NOISE OF THE CRASH CAME OUT OF HOUSE AND WAS ALARMED AT THE LOUD RACING STILL COMING FROM THE ENGINE AFTER CAR HAD COME TO A STOP. ENGINE RACING DID NOT STOP UNTIL I WAS ABLE TO TURN THE IGNITION OFF. ACCIDENT HAPPENED IN A MATTER OF LESS THAN A MINUTE AFTER ACCELERATION BEGAN AND I WAS NOT ABLE TO TAKE HANDS OFF OF WHEEL TO ATTEMPT PUTTING INTO NEUTRAL OR TURN ENGINE OFF. CAR ESTIMATE WAS \$14,000 WHICH DID NOT INCLUDE THE NEW ENGINE AND TRANSMISSION THAT WOULD BE REQUIRED SO IT WAS TOTALED. INJURIES SUSTAINED BY ME INCLUDE SEVERE BRUISING, SORENESS AND BURN LIKE ABRASIONS ACROSS NECK AND RIGHT ARM FROM SEAT BELT. A CONCUSSION DUE TO HEAD AND NECK BEING THROWN BACK WARD AND FORWARD ON IMPACT. REMAINING SYMPTOMS INCLUDE DIZZINESS, NAUSEA, HEADACHES, COGNATIVE ISSUES. THIS WAS 2ND EXPERIENCE OF ACCELERATION PROBLEM. FIRST INCIDENT 2 WEEKS PRIOR, LASTED LESS THAN 30 SECONDS WITH NO ACCIDENT AND CAR RESUMED PREVIOUS SPEED BEFORE ACCELERATION. CAR HAS HAD FULL MAINTENANCE WITH DEALER SINCE PURCHASE AS A NEW CAR. NO PREVIOUS ACCIDENTS. CAR HAS NEVER REQUIRED ANY REPAIR OTHER THAN A TIRE AND ALL MAINTENANCE WAS PROPERLY MAINTAINED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331845  
**Date of Incident:** 20100505

C-2277

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2010 TOYOTA TUNDRA  
**Location of Incident:** MISSION, TX

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329556  
**Date of Incident:** 20100506  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** LARGO, FL

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329268  
**Date of Incident:** 20100506  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** HOUSTON, TX

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329729  
**Date of Incident:** 20100506  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BEAR, DE

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE PULLING INTO THE DRIVEWAY WITH HER FOOT ON THE BRAKE THE VEHICLE ACCELERATED WITHOUT DRIVER INTENT AND CRASHED INTO SOME ITEMS IN THE GARAGE. AT THAT POINT THE VEHICLE STOPPED ACCELERATING AND THE OWNER WAS ABLE TO TURN THE VEHICLE OFF. THE CONTACT NOTIFIED HER INSURANCE COMPANY

C-2278

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND THEN NOTIFIED HER TOYOTA DEALER. THE DEALER INFORMED HER THAT THE VEHICLE WAS NOT INVOLVED IN ANY RECALLS AND THEY COULD OFFER NO ASSISTANCE. THE VEHICLE WAS TOWED TO A BODY SHOP BECAUSE THE OWNER DOES NOT FEEL THE VEHICLE IS SAFE AND WILL NOT DRIVE IT. THE FAILURE AND CURRENT MILEAGE IS APPROXIMATELY 36,256. RD

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331339  
**Date of Incident:** 20100506  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CLEVELAND, TN

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329771  
**Date of Incident:** 20100507  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** EVERETT, MA

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE PUTTING THE VEHICLE IN DRIVE, THE VEHICLE ACCELERATED. THE CONTACT PRESSED THE BRAKE AND THE BRAKE DID NOT ENGAGE. THE CONTACT STATED THE VEHICLE CRASHED INTO A DUMPSTER, THE CONTACT ATTEMPTED TO SPEAK WITH DEALER AND THE MANUFACTURER AND WAS NOT SATISFIED WITH THE RESULTS. THE CONTACT WAS ADVISED THAT THE PROCESS WILL TAKE 70 DAYS FOR THE VEHICLE TO BE DIAGNOSED. THE CURRENT MILES WERE 38647. THE FAILURE MILES WERE 38639. AA

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330282  
**Date of Incident:** 20100507  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** RALEIGH, NC

**NHTSA Summary:**  
I WAS PULLING INTO A PARKING SPACE IN A SHOPPING CENTER PARKING LOT WHEN MY 2005 TOYOTA SIENNA SUDDENLY ACCELERATED AND MY VAN LURCHED FORWARD INTO A TREE. THIS HAS NEVER HAPPENED BEFORE TO ME IN THIS, OR ANY OTHER VEHICLE. AS A RESULT OF THE CRASH, MY CAR WAS NOT DRIVABLE AND HAD TO BE TOWED FROM

C-2279

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE SCENE. I FILED A POLICE REPORT, AS WELL AS A CLAIM WITH MY INSURANCE CARRIER. I HAVE SINCE FILED A COMPLAINT WITH TOYOTA, BUT HAVE NOT YET HEARD FROM THE INSPECTOR ASSIGNED TO MY CASE. CURRENTLY, THE VAN IS AT A BODY SHOP AWAITING INSPECTION BY THE TOYOTA REPRESENTATIVE BEFORE ANYTHING ELSE IS DONE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332104  
**Date of Incident:** 20100507  
**Vehicle:** 2006 TOYOTA SIENNA  
**Location of Incident:** DRYDEN, NY

**NHTSA Summary:**  
I WAS DRIVING ON A STRAIGHT, LEVEL DRY ROAD WITH CRUISE CONTROL SET AT 58MPH. SUDDENLY CAR BEGAN TO DOWNSHIFT. ASSUMING TRANSMISSION PROBLEM I DISENGAGED CRUISE CONTROL AND CAR ALMOST CAME TO A STOP. I PUSHED GAS PEDAL AND DROVE IN LOW GEAR TO NEAREST PULL-OFF. DISCOVERED LEFT FRONT BRAKE WAS SMOKING. AFTER THINGS COOLED OFF I DROVE CAR IN LOW GEAR ABOUT 6 MILES TO LOCAL SERVICE STATION. MECHANIC FOUND ALL BRAKES LOCKED AND REMOVED ALL WHEELS. HE INSPECTED ALL ROTORS, CALIPERS BRAKE LINES, ETC AND FOUND NO PROBLEMS. (I HAD NEW BRAKES INSTALAAED AT DEALERSHIP ABOUT 4 MONTHS EARLIER.) WHEN MECHANIC MANIPULATED LEFT FRONT CALIPER ALL BRAKES DISENGAGED. MECHANIC FOUND BRAKE FLUID LEVEL WAS NORMAL. I'DV DRIVEN CAR ABOUT 500 MILES SINCE PROBLEM OCCURRED WITH NO PROBLEMS. I DON'T USE CRUISE CONTROL OFTEN - AND HAVEN'T USED IT SINCE PROBLEM OCCURED. I'M WONDERING IF PROBLEM IS WITH CRUISE CONTROL RATHER THAN BRAKES?? THIS COULD HAVE BEEN A DISASTER IF IT HAPPENED ON A FREEWAY AT HIGHER SPEEDS!

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334538  
**Date of Incident:** 20100507  
**Vehicle:** 2006 TOYOTA SOLARA  
**Location of Incident:** TAMPA, FL

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2006 TOYOTA SOLARA. ON MAY 7, SHE PARKED THE VEHICLE IN HER PARKING SPACE AT WORKED, THE VEHICLE JOLTED AND KEPT ACCELERATING. SHE APPLIED HER FOOT ON THE BRAKES AND ENGAGED THE EMERGENCY BRAKES BUT THE VEHICLE KEPT GOING, IT HIT A FENCE AND FINALLY STOPPED. WHEN IT WENT INTO AN OPEN GARAGE DOOR AT SOMEONE'S HOME. THERE WAS PROPERTY DAMAGE, TO THE HOME, SHE'S NOT SURE HOW MUCH BECAUSE THE INVESTIGATION IS CONTINUING, THE POLICE AND FIRE DEPARTMENT WAS CALLED, AND A POLICE REPORT WAS FILED. THE VEHICLE HAS NOT BEEN TAKEN BACK TO THE DEALER, THE TOYOTA MANUFACTURER HAS NOT BEEN CONTACTED. I PROVIDED THE NUMBER FOR TOYOTA. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC SHOP, IT HAS NOT BEEN REPAIRED YET. NOR DOES SHE HAVE ANY ANSWERS AS TO WHAT CAUSE THE FAILURE. THE FAILURE AND CURRENT MILEAGE WAS 60,000.00. DWH

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336444  
**Date of Incident:** 20100507

C-2280

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MISSION HILLS, CA

**NHTSA Summary:**

I WAS GETTING ON THE FREEWAY AND I WAS MERGING TO ANOTHER FREEWAY I WAS ON THE 5 MERGING TO THE 118 AND THAT IS WHERE I NOTICED THE GAS PEDAL EXCELERATED AND I COULD NOT SLOW THE VEHICLE DOWN. I THEN LOST CONTROL OF THE STEERING WHEEL. I WAS TRYING TO GET THE STEERING WHEEL TO STRAIGHTEN OUT THE CAR AND GO WITH THE CURVE AND IT WOULDNT. I THEN HIT THE WALL 3 TIMES AND FLIPPED MY CAR. I DID NOTICE THIS A MONTH PRIOR TO THE ACCIDENT. BUT I THOUGHT IT WAS A GROOVE IN THE FREEWAY. THIS TIME I COULD NOT STOP OR CONTROL THE CAR. I GET ON THE SAME FREEWAY EVERYDAY IT WAS 5:30 IN THE MORNING ON THE 7TH OF MARCH, I WAS GOING ABOUT 45 MILES WHEN I STARTED TO EXCEL THE PEDAL TO CONTINUE ON TO THE OTHER FREEWAY OVERPASS. I HAVE BEEN GOING ON THIS FREEWAY TO WORK FOR 7 YEARS NOW AND HAVE NEVER HAD AN INNCEDENT EXCEPT FOR THE MONTH BEFORE. AGAIN I THOUGHT IT WAS A GROOVE IN THE HIGHWAY. I DID HEAR ON THE NEWS WHEN I GOT HOME FROM THE HOSPITAL THAT THERE WAS PROBLEMS WITH THE 2005 TOYOTA CARS AND THE STEERING COLUM SNAPS AND LOSES CONTROL. WHICH WAS EXACTLY WHAT HAPPENED. I DID CONTACT TOYOTA AND THEY SAID IT DIDNT HAVE ANYTHING TO DO WITH THE GAS PEDAL THAT IT WAS THE 2006 THAT WAS BEING RECALLED FOR THE GAS PEDAL. THEY SAID IT WAS PROBLEY THE FLOOR MAT THAT GOT STUCK UNDER THE GAS PEDAL. I HAD NO RECALL ON THE FLOOR MATS. I FEEL IT WAS VERY WRONG FOR THEM TO KIND OF CUT ME SHORT. I DID SUFFER INJURIES, CUTS AND BRUISES NOT TO MENTION TOTALING MY CAR. INSURANCE DID PAY OFF MY CAR. BUT SUCH A HUGE ORDEAL TRYING TO GET MONEY TOGETHER TO BUY ANOTHER CAR. I AM NOT TRYING TO MAKE MYSELF A RICH WOMEN I JUST WANT TOYOTA TO KNOW THAT IT WAS A HORRIBLE THING THAT HAPPEND TO ME AND THANK GOD NO ONE ELSE WAS INVOLVED. ATTORNEYS DO NOT WANT TO HELP ME FOR SOME KIND OF COMPENSATION OF THE ORDEAL. I WENT THROUGH PHYSICALLY AND MENTALLY. I AM DOING ALOT BETTER NOW, BUT THEY DID STOP THE DOCTOR VISITS AND THERAPY DUE TO THE FACT THAT I MAY GET NOTHING OUT OF THIS AND HAVE TO PAY THE BILLS MYSELF

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329816  
**Date of Incident:** 20100508  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** NEW YORK, NY

**NHTSA Summary:**

WHEN I DRIVE MY TOYOTA 2010 RAV4 OVER A SIGNIFICANT BUMP OR POTHOLE, THE CAR LUNGES FORWARD/ACCELERATES. IT DOESN'T LAST LONG, BUT I CERTAINLY HAVE NOT HAD THIS HAPPEN WITH MY PREVIOUS CARS (VW PASSAT WAGON, FORD GRAND CHEROKEE, ETC.).

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330112  
**Date of Incident:** 20100508  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** LA PLATA, MD

**NHTSA Summary:**

ON LISTED DATE AT APPROXIMATELY 0940, MY MOTHER IN LAW WAS OPERATING MY 2007 TOYOTA CAMRY IN LA PLATA, MD. AS SHE PULLED LEFT INTO A PARKING SPACE

C-2281

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SHE REMOVED HER FOOT FROM THE ACCELERATOR AND PLACED IN ON THE BRAKE AND WENT TO PLACE THE VEHICLE INTO PARK. AT THAT TIME, THE VEHICLE LURCHED AGGRESSIVELY FORWARD, JUMPING SEVERAL FEET INTO THE GRASS AT THAT LOCATION. SHE WAS ABLE TO STOP THE VEHICLE SINCE HER FOOT WAS ON THE BRAKE, PLACE IN INTO REVERSE AND PARK IT WITHOUT FURTHER INCIDENT. SHE REPORTED IT TO ME IMMEDIATELY. SHE HAD MY TWO YOUNG CHILDREN IN THE VEHICLE AND KNEW THAT I HAD AN UNWANTED ACCELERATION INCIDENT IN JAN. 2008. THAT INCIDENT (ACCELERATOR WAS STUCK TO FLOOR- REPORTED TO NHTSA (REF ODI #10214714), WAS INVESTIGATED BY SCOTT YON OF NHTSA WHO ALSO PERSONALLY INSPECTED THE VEHICLE. THE RECALL REPAIR WAS COMPLETED ON THE VEHICLE IN APRIL 2010. THIS INCIDENT OCCURRED AFTER REPAIRS WERE PERFORMED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332180  
**Date of Incident:** 20100508  
**Vehicle:** 2011 SOUTHEAST TOYOTA SIENNA  
**Location of Incident:** EDISON, NJ

**NHTSA Summary:**

I BOUGHT A 2011 TOYOTA SIENNA LE IN MARCH 2010 AND HAVE 1200 MILES ON IT. I BELIEVE THE SIENNA AS ACCELERATION ISSUES WHEN IN CRUISE CONTROL. I TURNED ON THE CRUISE CONTROL TO KEEP THE SPEED AT 60 MPH ON THE BRIDGE. WHILE GOING UPHILL. THE SIENNA WAS ACCELERATING TO MAINTAIN SPEED WHICH WAS OK BUT WHEN GOING DOWNHILL IT JUST WONT STOP ACCELERATING AND THE SPEED WENT UP TO 75-80 MPH WHEN I HIT THE BREAKS AND TURNED OFF THE CRUISE CONTROL. I TRIED THE SAME IN ANOTHER UPHILL/DOWNHILL LOCATION ON ROUTE 1 AND THE SAME THING HAPPENED. PLEASE LOOK INTO THE ISSUE AND HAVE TOYOTA TAKE REMEDIAL ACTION. THE OTHER ISSUE I FOUND WAS THE UNTIMELY CHANGE IN GEAR. THIS HAPPENED WHEN I HIT THE BRAKES TO GO OVER A SPEED-REDUCER AND THEN HIT THE ACCELERATION PEDAL. USUALLY THERE IS A GEAR SHIFT AROUND 20-40 MPH, BUT IN THIS CASE THE GEAR JUST WASNT SHIFTING AND THE RPM WENT ON RISING. I STOPPED THE VEHICLE AND STARTED AGAIN AND THINGS SEEMED TO BE ALRIGHT. THIS HAS HAPPENED TO ME WITH THE SIENNA A NUMBER OF TIMES. THE THIRD ISSUE IS THAT WHEN I TURN QUICKLY THE STEERING SEEMS TO BECOME NON-RESPONSIVE FOR A FEW SECONDS AND SEEMS TO GET STUCK. THIS DOESN'T HAPPEN WHEN I AN SLOWLY TURNING THOUGH.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343536  
**Date of Incident:** 20100508  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** WELDON, NC

**NHTSA Summary:**

I WAS DRIVING MY CAR UNDER MY CARPORT. WHEN TOUCHED THE ACCELERATOR TO SLOWLY ENTER THE CARPORT, THE CAR ACCELERATED ON ITS OWN. IT JUMP AND TOOK OFF. I TRIED TO PUT THE CAR IN PARK AND IT KEPT GOING. I FEARED IT WOULD KEEP GOING ACROSS MY YARD, SO I PREPARED TO JUMP OUT BY OPENING THE DOOR AND STICKING MY LEG OUT. THE OPEN DOOR HIT A SUPPORT POLE ON MY CARPORT AND MY LEG WAS INJURED. LUCKILY MY FINAL ATTEMPT TO BREAK STOPPED THE VEHICLE.

**Additional Summary:**

C-2282

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10329896  
**Date of Incident:** 20100509  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** TIEVOSE, PA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2005 TOYOTA AVALON. WHILE DRIVING AT THE SPEED OF 10MPH WHEN HAVING HIS FOOT ON THE BRAKE WHEN THE VEHICLE ACCELERATED ON ITS OWN. THE VEHICLE WENT OVER A CURB AND HIT A CONCRETE TRASH CAN WHERE IT STOPPED. THERE WERE FRONT END DAMAGES TO THE VEHICLE AND NO INJURIES. THE DEALER WAS THEN CONTACTED AND THEY STATED THAT THEY CANNOT ASSIST HIM UNTIL HE GETS IN CONTACT WITH TOYOTA MANUFACTURER TO FILE A CLAIM. THERE HAVE BEEN NO DIAGNOSIS AND NO REPAIRS TO THE VEHICLE. THE FAILURE AND CURRENT MILEAGE WAS 18009 CV

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330839  
**Date of Incident:** 20100509  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** FORT COLLINS, CO

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2004 TOYOTA 4RUNNER. WHILE DRIVING AT APPROXIMATELY 50 MPH THE BRAKES WERE APPLIED AND THE VEHICLE SURGED FORWARD. PRESSURE WAS APPLIED TO THE BRAKES BUT THE VEHICLE DID NOT STOP. THE VEHICLE WAS EVENTUALLY PULLED OVER AND SHUT OFF. UPON RESTART THE ENGINE REVVED SO THE VEHICLE WAS AGAIN SHUT OFF. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER WHERE THE CONTACT WAS INFORMED THE BRAKES WERE SLIGHTLY WARPED BUT THEY COULD NOT FIND OUT WHY THE VEHICLE SURGED FORWARD. THE FAILURE AND CURRENT MILEAGES WERE 78,500. SM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330238  
**Date of Incident:** 20100510  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** GLOUCESTER, MA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2010 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 30 MPH, SUDDENLY THE SPEED RATE INCREASED BETWEEN 80 TO 100 MPH WITHOUT WARNING. WHEN BRAKING THE VEHICLE FAILED TO SLOW DOWN AND CRASHED INTO A UTILITY POLE. THE CONTACT SUSTAINED MINOR INJURIES TO THE MUSCLE AREAS, CUTS AND ABRASIONS TO THE FACE AND LEG. THE VEHICLE WAS COMPLETELY DESTROYED AND TOWED TO AN IMPOUND LOT. A POLICE REPORT WAS FILED OF THE INCIDENT. THE CAUSE OF FAILURE HAD NOT BEEN DETERMINED AT THE TIME OF THE COMPLAINT. THE FAILURE AND CURRENT MILEAGES WERE 3,500. JS

**Additional Summary:**

INFO FROM GLOUCESTER TIMES:

The Toyota Camry that crashed at high speed on Washington Street Monday afternoon, breaking apart after striking a telephone pole and rolling over, accelerated on its own and could not be slowed, the driver of the car told her family after the accident.

C-2283

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

"She was adamant that the car sped up on its own and she did everything in her power to stop it," James McDermott, son of Rose McDermott, the 82-year-old driver, told the Times Tuesday. "I asked her what she had done and she said: 'I did nothing wrong.'"

Rose McDermott was airlifted to Beth Israel Deaconess Medical Center after the crash with what were described as "non-life-threatening injuries," and by Tuesday morning had been released and was back at her home on New Way Lane in West Gloucester. James McDermott said his mother, who had been wearing her seat belt, was still shaken up, recovering, and did not want talk about the incident publicly.

After she was flown to Boston, McDermott was charged by Gloucester police with driving to endanger, failing to keep right and speeding. Investigators said the Toyota had left around 150 feet of skid marks on Washington Street, indicating excessive speed on the narrow, thickly settled stretch of road.

But witnesses to the accident — including the driver of the car sideswiped by the Toyota — said McDermott seemed lucid, alert and concerned about others after the accident and they doubted that she would have embarked on a wild, speed-fueled rampage.

"I went to see if she was OK, and I noticed she was awake and alert and said she couldn't get out," said Catherine Crowley of Riverview Road, whose brand-new Nissan Sentra was struck and nearly run off the road by the Camry. "She was making total sense."

"She was talking and very worried about the other car and whether anyone else was hurt," said Alicia Gossom, a nurse at Cape Ann Pediatricians who was walking by as the crash occurred and was one of the first people to try to help McDermott."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330198  
**Date of Incident:** 20100510  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** SANTA CLARA, CA

**NHTSA Summary:**

SUMMARY: MY CAR BEGAN ACCELERATING WHILE I WAS IN PARK. I OWN A 2007 TOYOTA PRIUS. TWO DAYS AGO, I DROVE TO MY DESTINATION, PULLED INTO A PARKING SPOT, AND TURNED OFF THE CAR. I WAS EARLY, SO I TURNED THE CAR BACK ON (SO I COULD LISTEN TO THE RADIO WHILE I WAITED). THE CAR WAS IN PARK AND I DID NOT HAVE MY FEET ON ANY PEDALS. THE CAR WAS ON FOR LESS THAN A MINUTE WHEN IT BEGAN TO DRIVE FORWARD. I BOTH HEARD THE SOUND OF THE MOTOR ENGAGING AND VISUALLY PROCESSED THAT THE CAR WAS MOVING. I IMMEDIATELY STEPPED ON THE BRAKE HARD AND THE CAR IMMEDIATELY CAME TO A STOP. MY 4-YEAR-OLD WAS DISTRESSED BECAUSE THE ROLLING AND HARD STOP MADE A BIG JOLT. THE CAR WAS STILL IN PARK. I RELEASED THE BRAKE PEDAL AND THE CAR STAYED STILL. I DO NOT KNOW IF THIS IS RELATED, BUT MY CAR HEADLIGHTS RANDOMLY TURN OFF WHILE I AM DRIVING. IF I TOGGLE THE SWITCH OFF AND BACK ON, THEY ALWAYS COME BACK ON. I TOOK IT TO THE LOCAL DEALER, WHERE THE REPAIR GUY TOLD ME THEY FREQUENTLY SEE THIS PROBLEM, AND ALL THEY DO IS REPLACE THE HEADLIGHTS (WHICH MADE NO SENSE TO ME, BECAUSE THE BULBS AREN'T BURNED OUT). I WOULD SAY THIS PROBLEM HAPPENS ABOUT ONCE A WEEK.

**Additional Summary:**

C-2284

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330082  
**Date of Incident:** 20100510  
**Vehicle:** 2008 TOYOTA FJ CRUISER  
**Location of Incident:** MENDOTA HEIGHTS, MN

**NHTSA Summary:**  
I HAVE A 2008 FJ CRUISER MANUAL TRANSMISSION. THIS IS THE 2ND TIME THIS HAS HAPPENED TO ME SINCE I'VE OWNED THE TRUCK. ON MAY 10TH, I WAS DRIVING DOWN THE HIGHWAY AT ABOUT 70-80 MPH. THE TRUCK TO THE RIGHT OF ME SEEMED LIKE HE WANTED TO CHANGE LANES IN TO MY LANE. I HIT THE BREAKS TO LET HIM IN BUT THE BREAKING POWER BEING APPLIED TO THE ROTORS WAS A LOT HARDER THEN WHAT I NEEDED. IN OTHER WORDS, IT SEEMED LIKE THE COMPUTER THOUGHT MY BREAK PEDAL WAS ALL THE WAY DOWN TO THE FLOOR WHEN IN REALITY, I JUST NEEDED A QUICK BREAK. ANYWAY, THE WHEELS LOCKED UP TO AND RELEASED. IT SCARED ME HOW HARD THE TRUCK STOPPED-- ALMOST CAUSED AN ACCIDENT BEHIND ME. THE BREAKS THEN RELEASED AND I KEPT GOING, BUT COULD SMELL THE BURNT RUBBER FOR ANOTHER MILE. THIS WAS A CEMENT HIGHWAY ROAD THAT MAY HAVE HAD SOME CRACKS IN IT BUT I DON'T REMEMBER IF BEING PARTICULARLY UNEVEN. JUST SEEMED LIKE THE COMPUTER MISUNDERSTOOD HOW MUCH ACTUAL PRESSURE I APPLIED TO THE PEDAL AND OVER BRAKED. THE FIRST TIME THIS EVER HAPPEND WAS PROBABLY A YEAR AGO WHEN I WAS GOING AROUND 20MPH. AGAIN, DON'T REMEMBER THE CONDITION OF THE ROAD BEING OVERLY TERRIBLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330867  
**Date of Incident:** 20100510  
**Vehicle:** 2009 LEXUS IS250  
**Location of Incident:** TORRANCE, CA

**NHTSA Summary:**  
MY 2009 IS250 ACCELERATED FORWARD WHILE STOPPED TWICE IN ONE WEEK. STOPPED AT RED LIGHT WITH BRAKE APPLIED, CAR ACCERATED FORWARD AND STOPPED AGGRESSIVELY. CALLED LEXUS OF WESTMINSTER SERVICE, 7600 WESTMINSTER BOULEVARD, WESTMINSTER, CA 92683, TELEPHONE: 714.890.6707 AND ARRANGED FOR THE CAR TO BE DROPPED OFF FOR DIAGNOSTICS / REPAIRED. LEXUS OF WESTMINSTER HAD MY CAR FOR ONE WEEK FOR EVALUATION, NOW LEXUS CORPORATE CALLED AND SAID "NOTHING IS WRONG WITH VEHICAL AND PICK IT UP. I REQUESTED FOR LEXUS CORPORATE FIELD TECHNICIAN TO PHYSICALLY LOOK AT CAR AND LEXUS DECLINED BECAUSE THERE IS NO PHYSICAL OR PROPERTY DAMAGE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331035  
**Date of Incident:** 20100510  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** POTOMAC, MD

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

**Additional Summary:**

C-2285

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336968  
**Date of Incident:** 20100510  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** MOBILE, AL

**NHTSA Summary:**  
2010 TOYOTA COROLLA. CONSUMER STATES SEVERAL PROBLEMS WITH THE VEHICLE RELATED TO TIRES AND ACCELERATOR \*TGW. THE CONSUMER STATED SHE HAD TO TAKE THE VEHICLE BACK TO THE DEALER SEVERAL TIMES TO GET AIR IN THE TIRES AND TO HAVE THE WOBBLING OF THE VEHICLE EXAMINED. THE CONSUMER STATED ON MAY 10, 2010, THE ACCELERATOR PEDAL BECAME STUCK WHEN SHE ATTEMPTED TO STOP AT A RED LIGHT. THE VEHICLE WAS HESITANT TO STOP. THE CONSUMER STATED SHE HAD TO APPLY EXTREME PRESSURE TO THE BRAKE AND SHE ALSO HAD TO USE THE EMERGENCY BRAKE TO GET TRY AND GET THE VEHICLE TO STOP, BUT IT WASNT IN TIME AND CONSEQUENTLY, SHE HIT AN 18 WHEELER. \*JB UPDATED 07/29/10 \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345829  
**Date of Incident:** 20100510  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 TOYOTA MATRIX. THE CONTACT STATED WHEN SITTING IDLE AT A COMPLETE STOP, THE ENGINE WOULD EXHIBIT AN UNUSUAL INCREASE IN ENGINE RPM'S. IN ADDITION, THE CONTACT STATED IF THE BRAKES WERE NOT FIRMLY DEPRESSED WHEN ATTEMPTING TO ACCELERATE, THE VEHICLE WOULD NOT RESPOND. THE VEHICLE WAS TAKEN TO THE DEALER SEVERAL TIMES YET THE FAILURE WAS UNABLE TO BE DUPLICATED. THE CONTACT WAS UNABLE TO CONFIRM IF THERE WERE ANY RECALLS ON THE VEHICLE. THE FAILURE MILEAGE WAS 30 AND THE CURRENT MILEAGE WAS 3,300.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330026  
**Date of Incident:** 20100511  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** SAN ANTONIO, TX

**NHTSA Summary:**  
WHILE APPLYING BRAKE, CAR SUDDENLY SURGED FORWARD (HARD ACCELERATION). MINOR ACCIDENT ENSUED, SEVERAL POLICE OFFICERS OBSERVED ACCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330064  
**Date of Incident:** 20100511  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** NILES, OH

**NHTSA Summary:**

C-2286

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330043  
**Date of Incident:** 20100511  
**Vehicle:** 2006 TOYOTA MATRIX  
**Location of Incident:** LATHROP, CA

**NHTSA Summary:**  
AT 10:30 AM ON A SUNNY DAY, I EXITED THE I-880 NORTHBOUND 23RD AVE EXIT. COMING UP TO A LINE OF CARS STOPPED AT THE 11TH ST SIGNAL LIGHT, I BEGAN PRESSING DOWN ON THE SERVICE BRAKE TO SLOW DOWN. AS I WAS COMING UP TO THE BMW AHEAD OF ME, I PRESSED MORE ON THE SERVICE BRAKE TO STOP MY CAR. THINGS WENT WRONG WHEN I FELT AND HEARD THE ACCELERATOR REVVING UP, CAUSING ME TO INSTINCTIVELY PRESS EVEN HARDER ON THE SERVICE BRAKE. AS THE ACCELERATION INCREASED, MY TOYOTA MATRIX'S BRAKES BEGAN SLIPPING CAUSING MY CAR TO INCH CLOSER TO THE BMW. REALIZING THAT THE SERVICE BRAKE WAS NOT HOLDING, I PULLED UP ON THE EMERGENCY BRAKE AND SHIFTED THE CAR INTO NEUTRAL. ALL THE WHILE STILL PRESSING DOWN ON THE SERVICE BRAKE. SINCE THE ENGINE WAS STILL ACCELERATING FASTER, I MANAGED TO TURN THE IGNITION KEY OFF, SUCCESSFULLY SHUTTING DOWN THE ENGINE AND STOPPING THE ACCELERATION. AFTER A BRIEF 15 SECONDS, I RESTARTED THE CAR WITH THE ENGINE IN PARK, AND THE EMERGENCY AND SERVICE BRAKES ON. THE ENGINE IMMEDIATELY REVVED UP AS BEFORE AND I ONCE AGAIN TURNED OFF THE IGNITION KEY TO SHUT DOWN THE ENGINE. REALIZING I HAD A MAJOR PROBLEM, I KEPT THE ENGINE OFF AND PUT THE CAR IN NEUTRAL SO I COULD PUSH THE CAR TO A SAFER PART ON THE SIDE OF THE ROAD. UPON INSPECTION, I FOUND THAT MY FLOOR MAT WAS SECURELY LOCKED INTO PLACE, AND THAT THE ACCELERATOR PEDAL WAS IN THE UP POSITION, A FEW INCHES OFF THE FLOOR. I AM THE ORIGINAL OWNER WITH 75000 ACCIDENT AND INCIDENT FREE MILES ON THE CAR, AND THIS IS THE FIRST THING THAT HAS EVER GONE WRONG WITH THE VEHICLE. I HAD AAA TOW THE CAR TO ONE TOYOTA IN OAKLAND, AND THEY ARE DOING DIAGNOSTICS WITH THE VEHICLE. THEY GAVE ME A RENTAL CAR FREE OF CHARGE UNTIL THEY DETERMINE WHAT WENT WRONG. THE SERVICE DEALER TOLD ME THAT IT IS THE 2007 AND LATER MATRIX'S THAT HAVE THE ACCELERATION PROBLEM, AND THAT FOR MY 2006 MATRIX TO HAVE THIS PROBLEM IS UNCOMMON. HOPEFULLY TOYOTA WILL FIND AND CORRECT THE PROBLEM TO PREVENT THIS FROM HAPPENING TO OTHERS.

**Additional Summary:**

Claims issue was not caused by sticking pedal or floor mat

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330299  
**Date of Incident:** 20100511  
**Vehicle:** 2010 TOYOTA HIGHLANDER  
**Location of Incident:** CYPRESS, CA

**NHTSA Summary:**

C-2287

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL- THE CONTACT OWNS A 2010 TOYOTA HIGHLANDER. WHILE TRAVELING 5 MPH THE VEHICLE HAD SUDDENLY ACCELERATED WITHOUT WARNING. IN ORDER TO STOP THE ACCELERATION THE CONTACT HAD TO SHIFT THE VEHICLE INTO NEUTRAL GEAR AND SHUT OFF THE VEHICLE. THE VEHICLE HAS NOT BEEN DIAGNOSED AND THERE WERE NO PRIOR WARNING THE CURRENT AND FAILURE MILEAGE WAS 1700. BML

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331070  
**Date of Incident:** 20100511  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** FRUITLAND, IA

**NHTSA Summary:**  
I OWN A 2008 TOYOTA TACOMA TRUCK. I HAVE HAD PROBLEMS WITH THE THROTTLE SURGING WHEN THE AIR CONDITIONER IS TURNED OFF. I TOOK IT TO THE DEARLERSHIP AND THEY COULD NOT FIND ANYTHING WRONG. I STILL CONTINUED TO HAVE PROBLEMS BUT THEN, ON MAY 11, 2010, I WAS GOING TO PARK THE TRUCK BEHIND OUR MOTORHOME WHICH HAD A CAR CADDY ATTACHED TO IT. AS I TURN INTO THE SPACE, THE THROTTLE STUCK AND I RAN INTO THE CAR DOLLY. I IMMEDIATELY SHOVED INTO NEUTRAL AND TURNED IT OFF. MY CAR DOLLY TOOK THE IMPACT. I LOOKED DOWN TO MAKE SURE MY FOOT WAS ON THE BRAKE AND IT WAS. I THEN HAD THE TRUCK TOWED TO THE DEARLERSHIP ON MAY 12 AND IT HAS BEEN SITTING THERE SINCE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331351  
**Date of Incident:** 20100511  
**Vehicle:** 2005 LEXUS LS430  
**Location of Incident:** LEESVILLE, LA

**NHTSA Summary:**

2005 LS 430 LEXUS CRASHED FOLLOWING ACCELERATION

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332716  
**Date of Incident:** 20100511  
**Vehicle:** 2004 TOYOTA CAMRY SOLARA  
**Location of Incident:** SALISBURY, MD

**NHTSA Summary:**  
2004 TOYOTA SOLARA SEV6 SPORT- VEHICLE HAS ON SEVERAL OCCASIONS WHEN TRAVELING AT "PARKING LOT SPEEDS" OR IN "STOP & GO TRAFFIC", OR BEFORE COMING TO A COMPLETE STOP - ACCELERATES WITHOUT WARNING AND WHEN BRAKES (ANTI-LOCK YET) ARE DEPRESSED, THERE IS ABSOLUTELY NO RESISTANCE. VEHICLE DOES NOT STOP!! ENGINE SURGES. FLOOR MATS NO ISSUE. FIRST INCIDENT 2008 OR 09, I HAD PULLED INTO A PARKING LOT. VEHICLE SURGED, JUMPED A CURB & INTO A RAVINE. ENGINE WAS STILL SURGING (WHILE DOWN IN THE RAVINE!) UNTIL IGNITION WAS TURNED OFF. 2 WEEKS AGO, DRIVING IN CITY TRAFFIC, (OVERCAST BUT DRY CONDITIONS APPROXIMATELY 1:00PM) I WAS THROWN BACK IN MY SEAT SUDDENLY. I THOUGHT I HAD BEEN REAR-ENDED INITIALLY DUE TO THE THRUST BACK, BUT NO ONE HAD IMPACTED THE REAR OF MY VEHICLE. REALIZING THE CAR WAS ACCELERATING ON ITS OWN, I SLAMMED ON THE BRAKES. AGAIN, NO RESISTANCE, THEY WENT FLAT. MY VEHICLE REAR ENDED AND DROVE UNDER THE BACK END OF AN SUV. UPON IMPACT,

C-2288

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MY KNEE SLAMMED INTO THE DASHBOARD, AND THE STEERING WHEEL BRUISED UP MY THIGH. SWELLING IN SHOULDER DUE TO BELT. NO INJURY TO PERSON IN OTHER VEHICLE. NO SKID MARKS ON ROADWAY. FILED CLAIM W/TOYOTA HOME OFFICE. THEY ARE INSPECTING THE CAR THIS WEEK @ DEALERSHIP. IF ANYONE HAD BEEN WALKING IN FRONT OF THIS CAR WHEN THESE INCIDENCES HAPPENED? THEY WOULD BE DEAD. THIS IS A SERIOUS & POTENTIALLY DEADLY ISSUE. I WILL NEVER GET BEHIND THE WHEEL OF THAT CAR EVER AGAIN. NOT FOR A MILLION DOLLARS! LIFE IS TOO PRECIOUS TO ME. AS A FORMER INVESTIGATOR/AGENT MYSELF, I IMPLORER YOU TO PLEASE INVESTIGATE THIS ASAP BEFORE THIS VEHICLE (OR OTHERS OF THE SAME) KILL SOMEONE. THIS CAR (2004 TOYOTA SOLARA (2- DOOR CAMRY)) IS NOT ON THE RECALL LIST. I AM NOW WITHOUT A CAR. I HAVE BEEN SPARED FROM BROKEN BONES, BUT I MAY NEED KNEE SURGERY. WAITING ON THE RESULTS OF AN MRI. PLEASE TAKE THESE VEHICLES OFF THE ROAD. SO THANKFUL MY CHILD WASN'T DRIVING OR IN THE CAR WITH ME. FILED A POLICE REPORT WITH THE LOCAL AUTHORITIES

**Additional Summary:**  
Claims issue not caused by floor mat

**Toyota ID Number:**  
**NHTSA ODI Number:** 10333955  
**Date of Incident:** 20100511  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** SANTA ROSA BEACH, FL

**NHTSA Summary:**  
AS I DROVE INTO OUR PARKING LOT AT WORK AFTER LUNCH, I WAS IDLING ENGINE WITH FOOT ON BRAKE AS I PULLED INTO A PARKING SPOT. I WAS ALREADY MAKING MY TURN INTO THE PARKING SPOT WITH FOOT ON BRAKE AND ENGINE IDLING WHEN MY CAR BEGAN TO RAPIDLY ACCELERATE. I RESPONDED BY APPLYING FOOT BRAKE AND GRABBING AND PULLING THE EMERGENCY BRAKE BUT ONLY HAD ABOUT 15 - 20 FEET BEFORE HITTING A CONCRETE WALL AT THE BAKE OF THE PARKING SPOT. I MANAGED TO NOT HIT HARD ENOUGH FOR THE AIR BAGS TO DEPLOY BUT THERE IS DAMAGE TO MY FRONT BUMPER AND HOOD. THIS IS THE ONLY TIME MY CAR HAS DONE THIS. I BOUGHT IT NEW LAST AUG. 09 AND IT HAS APPROX 12,432 MILES. TOYOTA TOOK IT TO QUALITY IMPORTS TOYOTA AND "INVESTIGATED" IT AND HAS FOUND NO DEFECT. I TALKED TO THE INSPECTOR OVER THE PHONE AND HE EXPLAINED THAT HE SPENT A FEW HOURS GOING THROUGH A SERIES OF TESTS ATTEMPTING TO FIND OR REPRODUCE A MALFUNCTION WITH NO SUCCESS. HE TOLD ME THAT WHILE MY REPORT IS QUITE COMMON HE HAS NEVER FOUND A DEFECT TO EXPLAIN SUDDEN UNEXPECTED ACCELERATION AND THAT HE THINKS MY CAR IS SAFE AND HE WOULD LET HIS DAUGHTER DRIVE MY CAR. I ATTEST TO THE FACT THAT A STICKING ACCELERATOR AND/OR A SLOWLY RETURNING ACCELERATOR CANNOT EXPLAIN THIS EXPERIENCE AND IS NO "FIX" FOR MY ACCIDENT. MY EDUCATION IS IN MECHANICAL ENGINEERING AND I HAVE BEEN AN EQUIPMENT MECHANIC ON MACHINERY FOR 15 YEARS. I DO NOT BELIEVE THAT JUST BECAUSE YOU CANNOT REPRODUCE AN ELECTRONIC PROBLEM IN A MATTER OF HOURS THAT THE CONCLUSION SHOULD BE THAT THERE IS NO DEFECT. IT DOES NOT EXCUSE THE FACT THAT THERE IS A MAJOR PROBLEM AND NOTHING SERIOUS IS BEING "INVESTIGATED."

**Additional Summary:**  
Claims issue could not have been caused by a sticking accelerator

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330300  
**Date of Incident:** 20100512  
**Vehicle:** 2001 LEXUS RX300

C-2289

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AUTOMATICALLY DISENGAGED AT THIS POINT AND I LET OFF THE BRAKES. THE CRUISE CONTROL THEN CAUSED THE CAR TO ACCELERATE BACK UP TO 65MPH AS IT NEVER DISENGAGED BY USING THE BRAKES. THIS WAS ESPECIALLY DANGEROUS SINCE IT HAPPENED NEAR THE CREST OF A HILL AND CAUSED MY VEHICLE TO NO LONGER BE AT A SAFE FOLLOWING DISTANCE BEHIND THE SLOWER CAR IN FRONT OF ME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330741  
**Date of Incident:** 20100513  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** BIRDSBORO, PA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2009 TOYOTA MATRIX. THE CONTACT WAS DRIVING APPROXIMATELY 65 MPH WITH THE CRUISE CONTROL ACTIVATED, SUDDENLY THE VEHICLE ACCELERATED TO 80 MPH OR GREATER. THE CRUISE CONTROL WAS DEACTIVATED AND THE VEHICLE CONTINUED AT THE INCREASED SPEED RATE, THERE WAS PRESSURE APPLIED TO THE BRAKE PEDAL TWICE BEFORE THE VEHICLE SLOWED DOWN. THE VEHICLE WAS ABLE TO CONTINUE NORMAL OPERATION. THE AUTHORIZED DEALER WAS NOTIFIED IN WHICH THE TECHNICIAN INFORMED THE FAILURE WAS DRIVER ERROR AND STATED THAT THE BLACK BOX WOULD DETERMINE THE CAUSE OF FAILURE. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS 13,800. JS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10333959  
**Date of Incident:** 20100513  
**Vehicle:** 1998 TOYOTA CAMRY  
**Location of Incident:** CHINO, CA

**NHTSA Summary:**  
ON MAY 13, 2010 APPROX 9:15 PM WHILE DRIVING A 1998 TOYOTA CAMRY LE V6, CAR STALLED/MALFUNCTIONED WHILE BEING PULLED OVER BY CHP WHICH CAUSED REAR END COLLISION SPIN OUT AND 2 OTHER CAR ACCIDENTS, I HAVE PROOF (VIDEO, PHOTOS, RECEIPTS, AND SERVICE HISTORY) THE CAR'S THROTTLE POSITION SENSOR, IDLE SPEED CONTROL VALVE AND OR OTHER SYSTEMS CAUSED THE ACCIDENT 626-967-3139

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100514  
**Date of Incident:** 1997 TOYOTA RAV4  
**Vehicle:** 1997 TOYOTA RAV4  
**Location of Incident:** PAWTUCKET, RI

**NHTSA Summary:**  
**Additional Summary:**  
MARIA DaROSA WAS TRAVELING THROUGH A PARKING LOT WHEN ALL OF A SUDDEN THE VEHICLE ACCELERATED. SHE SAYS SHE HAD HER FOOT ON THE BRAKE BUT COULD NOT SLOW THE VEHICLE DOWN. THE VEHICLE TRAVELERS ACROSS THE STREET AND HIT A HOUSE. THE CAR STRUCK WITH SUCH FORCE THAT THE CORNER OF THE HOUSE WAS LEFT WITH A TWO-FOOT-WIDE GAP IN THE FOUNDATION.

C-2291

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**  
I WAS DRIVING A LEXUS RX 300 AND HAD EXITED THE FREEWAY. I PRESSED THE BRAKE LIGHTLY TO DECREASE MY SPEED BUT INSTEAD, THE CAR UNEXPECTEDLY ACCELERATED. I THEN STEPPED ON THE BRAKE FULLY BUT THE CAR CONTINUED TO ACCELERATE BY ITSELF. I TRIED TO SLOW THE CAR BY SHIFTING THE GEARS...TRIED NEUTRAL, L1, L2, AND EVEN REVERSE BUT FAILED TO SLOW DOWN. I WAS GOING AT HIGH SPEEDS, UNABLE TO STOP, AND VERY SCARED AS I WAS ON A STREET WITH MANY LIGHTS. AFTER PASSING THROUGH A RED LIGHT, I TURNED THE CAR INTO THE CURB AND DRAGGED THE WHEELS AGAINST THE CURB UNTIL THE CAR CAME TO A STOP. I WAS VERY FORTUNATE NOT TO HIT ANOTHER CAR OR PEOPLE THROUGH TWO INTERSECTIONS. THIS OCCURRENCE HAPPENED AT 3:55PM, MAY 12, 2010. THE VEHICLE WAS TOWED TO THE NEAREST LEXUS DEALERSHIP FOR INSPECTION AND AT THIS TIME, IT IS STILL UNDER EVALUATION. THIS IS THE FIRST TIME THIS CAR HAS DEMONSTRATED ANY UNINTENDED ACCELERATION OR FAILURE OF BRAKES TO STOP ACCELERATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331054  
**Date of Incident:** 20100512  
**Vehicle:** 2002 TOYOTA SEQUOIA  
**Location of Incident:** BIRMINGHAM, AL

**NHTSA Summary:**  
2002 TOYOTA SEQUOIA TRACTION CONTROL SYSTEM MALFUNCTIONS. GETTING MORE FREQUENT AND STARTING TO ACTIVATE BRAKING AND ACCELERATION. BECOMING A CONCERN WHEN DRIVING.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10352566  
**Date of Incident:** 20100512  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** HAMPDEN, MA

**NHTSA Summary:**  
AS THE VEHICLE WAS STOPPED IN THE PARKING SPOT IT SUDDENLY ACCELERATED ON ITS OWN. I APPLIED AS MUCH PRESSURE AS POSSIBLE BUT IT CONTINUED TO MOVE FORWARD. I PROCEEDED 8 TO 10 FEET BETWEEN A PINE TREE AND SATELLITE DISH AND ADDITIONAL 25 FEET BEFORE THE ACCELERATION STOPPED. I BELIEVE IN THE COURSE OF THE SITUATION I SLIGHTLY MOVED MY FOOT TO EXERT MORE PRESSURE WHICH IN TURN DISENGAGED THE MALFUNCTION. DEEP RUTS WERE VISIBLE AT THE SCENE OF THE ACCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330410  
**Date of Incident:** 20100513  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** LITTLE ROCK, AR

**NHTSA Summary:**  
WHILE DRIVING ON I-430 IN WEST LITTLE ROCK YESTERDAY, I HAD THE CRUISE CONTROL SET ON 65 MPH. AS I APPROACHED SLOWER TRAFFIC AHEAD, I SLOWED THE CAR TO 60MPH USING THE BRAKES. I ASSUMED THAT THE CRUISE CONTROL ON MY CAR HAD

C-2290

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE DRIVER SUFFERED A BLOODY NOSE, BUT THE FRONT SEAT PASSENGER, AMANDA EMERY, 21, SUFFERED TWO BROKEN LEGS. A BABY, SEATED IN A CAR SEAT WAS NOT INJURED.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330985  
**Date of Incident:** 20100514  
**Vehicle:** 2006 LEXUS ES330  
**Location of Incident:** ARMONK, NY

**NHTSA Summary:**  
I WAS BACKING OUT OF MY GARAGE IN MY 2006 LEXUS ES 330. THE CAR WAS IDLING AT ABOUT 1400 RPM, WITH MY FOOT ON THE BRAKE I PUT THE CAR IN REVERSE, RELEASED THE HAND BRAKE AND STARTED TO SLOWLY BACK UP. SUDDENLY THE CAR SHOT OUT OF MY GARAGE, DOWN MY DRIVEWAY, ACROSS THE STREET, JUMPED THE FAR SIDE CURB TURNING RIGHT AND STRUCK A LIGHT POLE WHICH WAS BROKEN OFF. THE CAR WAS TRAVELING ON ITS OWN AT A HIGH RATE OF SPEED. AT THIS TIME, IN A STATE OF CONFUSION AND EXTREME AGITATION I ATTEMPTED TO SHIFT THE CAR INTO NEUTRAL BUT INSTEAD I ACCIDENTLY SHIFTED INTO DRIVE. I WENT FORWARD CONTINUING IN A HIGH RATE OF SPEED BACK ACROSS THE STREET AND INTO MY DRIVEWAY WHEN I FINALLY MANAGED TO GET THE CAR IN NEUTRAL. I WOULD LIKE TO EMPHASIZE THAT AT NO TIME DID I EVER TOUCH THE ACCELERATOR PEDAL! THIS APPEARS TO ELIMINATE STICKING ACCELERATOR PEDALS AS A CAUSE OF THIS PROBLEM. I WOULD LIKE TO INFORM YOU THAT THIS SAME PROBLEM OCCURED TO ME LAST OCTOBER ALSO BACKING OUT OF A DRIVEWAY, ALTHOUGH AT THAT TIME I HAD NOT HEARD OF THIS TOYOTA PROBLEM AND DID NOT REALIZE EXACTLY WHAT WAS HAPPENING. MY LEXUS DEALER INFORMED ME THAT THEY WERE UNAWARE OF THIS PROBLEM HAPPENING TO THIS LEXUS MODEL PRIOR TO THIS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331852  
**Date of Incident:** 20100514  
**Vehicle:** 2006 LEXUS ES330  
**Location of Incident:** PLANO, TX

**NHTSA Summary:**  
I WOULD LIKE TO REPORT AN INCIDENT HAPPENED ON MAY 14, 2010. AT AROUND 2:30PM, I WAS DRIVING MY 2006 LEXUS ES 330 TO A SHOPPING CENTER. THE CENTER IS LOCATED ON THE SOUTH WEST CORNER OF 75 AND LEGACY DRIVE, IN PLANO, TEXAS. WHEN I ARRIVED TO THE CENTER, I FOUND THE NEAR-BY PARKING SPACES WERE ALL PACKED. SO I DECIDED TO PARK MY CAR AT FAR WEST CORNER OF THE PARKING LOT. I FOUND A SPOT THAT WAS NOT VERY OCCUPIED. WHEN I SLOWLY APPROACHED TO A PARKING SPACE, I PUT MY FOOT ON THE BRAKE AND PREPARED FOR THE FULL STOP. BUT INSTEAD OF EXPERIENCING A FULL STOP, I WAS PULLED FORWARD AT FULL SPEED AS IF THE VEHICLE WAS ON FULL ACCELERATION. THE CAR WENT UP THE CURB FOR A PLANT-BED/MEDIUM AND CLEARED A COUPLE OF BIG PLANTS. I TURNED THE WHEEL AS I STRUGGLED TO MAINTAIN CONTROL OF THE VEHICLE. FINALLY IT STOPPED AFTER WENT THROUGH THE PLANT-BED/MEDIUM. AFTER IT MADE A FULL STOP, FIRST THING I DID WAS CHECKING TO SEE IF MY FOOT WAS ON THE BRAKE, AND IT WAS. AFTER I CALMED MYSELF DOWN, I MENTALLY REVISITED THE INCIDENT. ONE FEELING STANDING OUT WAS THAT THE ACCELERATION OF THE VEHICLE I EXPERIENCED WAS COMPLETELY DIFFERENT FROM MY STEPPING ON THE GAS PEDAL. IN NORMAL DRIVING, THE ACCELERATING IS GRADUAL AS THERE IS A LAG BETWEEN STEPPING ON THE GAS PEDAL AND THE GAINING OF THE SPEED. IN THIS CASE, THE VEHICLE SIMPLY GARNERED SPEED

C-2292

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND RUNNING THROUGH THE BUMP AND PLANT-BED/MEDIUM. I CALLED PARK PLACE LEXUS WHERE I DO ALL THE MAINTENANCE SERVICES. THEY ASKED ME TO BRING THE CAR IN. AN ASSISTANT SERVICE MANAGER AT THE LEXUS RECORDED THE INCIDENT AND TOLD ME THAT THE ENGINEERS WOULD LOOK INTO THAT ON FOLLOWING MONDAY. ON MONDAY, I WAS ADVISED TO CALL 1-800-255-3987. I DESCRIBED THE INCIDENT TO A TOYOTA SUPPORT REPRESENTATIVE AND EXPRESSED MY WORRY AND CONCERN OF THE SAFETY OF DRIVING MY LEXUS. HE TOLD ME THEY WILL ESTABLISH A CASE FOR THE INCIDENT AND IT WILL TAKE ABOUT FOUR TO SIX WEEKS TO FINISH THE INVESTIGATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332395  
**Date of Incident:** 20100514  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** AUSTIN, TX

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332290  
**Date of Incident:** 20100514  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LEWISBURG, WV

**NHTSA Summary:**  
 TL- THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE DRIVER WAS PULLING OUT OF THEIR DRIVEWAY AND THE VEHICLE SUDDENLY ACCELERATED. THE DRIVER WAS UNABLE TO STOP THE VEHICLE AND HIT A TREE. THE VEHICLE WAS TOWED BACK TO THE DRIVERS HOME AND IS AWAITING INSPECTION FROM THE INSURANCE COMPLAINT. THE FAILURE AND CURRENT MILEAGE WAS 85000.RL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334936  
**Date of Incident:** 20100514  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** MONTICELLO, NY

**NHTSA Summary:**  
 TL\*THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE APPROACHING A STOP SIGN WITH HIS FOOT ON THE BRAKE, THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A FENCE. THE CONTACT SUFFERED BACK INJURIES. A POLICE REPORT WAS FILED. THE CONTACT FILED A COMPLAINT WITH THE

C-2293

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MANUFACTURER. THE CONTACT STATED THAT THE VEHICLE WAS TAKEN TO THE LOCAL DEALERSHIP MARCH 22, 2010 FOR THE ACCELERATOR PEDAL MODIFICATION. THE VEHICLE WAS TOTALED. THE CURRENT AND FAILURE MILEAGES WERE 2,500 UPDATED 07/27/10\*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10335449  
**Date of Incident:** 20100514  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** STATEN ISLAND, NY

**NHTSA Summary:**  
 PURCHASED TOYOTA RAV 4 2008 [XXX] ON 12/07. 4 INCIDENTS OF THROTTLE OPENING. FIRST 2 OCCURRED WITHIN A FEW WEEKS OF EACH OTHER WHEN CAR WAS NEW. ENGINE STARTED TO RACE AT HIGH RPM WHEN PLACING CAR IN PARK AFTER HAVING BEEN DRIVEN ON AN OUTING FOR A PERIOD OF TIME. NOT REPORTED TO TOYOTA. EARLY MAY 2010, IN CONGESTED CONSTRUCTION TRAFFIC INCHING ALONG, THROTTLE OPENED AGAIN. STAYED HARD ON BRAKE BUT CAR KEPT INCHING FORWARD AND TAPPED A CAR IN FRONT BEFORE I PUT CAR IN NEUTRAL. REPORTED INCIDENT TO NATIONAL TOYOTA AND BROUGHT CAR TO LOCAL DEALERSHIP. THEY COULD FIND NO PROBLEM. MAY 14 WITH WIFE IN CAR, FOOT ON BRAKE ATTEMPTING TO PARK, THROTTLE OPENED UP COMPLETELY-RED LINE RPM. IMMEDIATELY PLACED CAR IN NEUTRAL AS ENGINE CONTINUED TO RACE FOR 20-30 SECS. DEALER COULD FIND NO PROBLEM AS WELL AS NATIONAL COMPANY TECHNICIAN A WEEK LATER. WE OFFERED TO LET TECHNICIAN KEEP AND DRIVE OUR CAR FOR A MONTH OR TWO IN THE HOPE THAT THE PROBLEM WOULD MANIFEST ITSELF BUT TOYOTA DECLINED. CAR IS ESSENTIALLY NEW, NO SCRATCHES, DENTS ETC. 7200 MILES. WE TOLD TOYOTA THAT WE ARE A FAMILY FAR REMOVED FROM LITIGIOUS BEHAVIOR AND AGITATING TROUBLE. AS MY FAMILY IS NOW NOT COMFORTABLE WITH DRIVING THE CAR WE ARE BEING FORCED TO TRADE THIS CAR IN AT A DEALERSHIP (WE COULD NOT IN GOOD CONSCIENCE SELL IT PRIVATELY) FOR A PRICE THAT IS NOWHERE NEAR ITS VALUE. WE HAVE EXPLAINED THIS TO TOYOTA. ALL WE WANT IS FOR THIS PROBLEM TO BE RECOGNIZED AND FIXED ON OUR CAR. INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6). \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340896  
**Date of Incident:** 20100514  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** GALLOWAY, OH

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330564  
**Date of Incident:** 20100515  
**Vehicle:** 2009 LEXUS RX350  
**Location of Incident:** WESTON, CT

**NHTSA Summary:**

C-2294

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I WAS DRIVING MY 2009 LEXUS RX 350 AT ABOUT 25 MILES PER HOUR WHEN IT SUDDENLY RAPIDLY ACCELERATED. FORTUNATELY THERE WAS NOTHING NO CAR IMMEDIATELY IN FRONT OF ME. I PRESSED DOWN ON THE BREAKS AND THE CAR RESPONDED BY SLOWING DOWN. I HAVE REPORTED THE INCIDENT TO LEXUS AND WILL HAVE THE DEALER INSPECT THE CAR AS SOON AS POSSIBLE. (THEY GAVE ME AN APPOINTMENT IN 2 DAYS.)

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330770  
**Date of Incident:** 20100515  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** EAST SANDWICH, MA

**NHTSA Summary:**  
 TL-THE CONTACT OWNS A 2006 TOYOTA COROLLA. WHILE PUTTING THE VEHICLE IN REVERSE, THE VEHICLE ACCELERATED. THE CONTACT WAS ABLE TO STOP THE VEHICLE. THE CONTACT PUT THE VEHICLE IN DRIVE AND THE VEHICLE ACCELERATED AGAIN. THE CONTACT SPOKE WITH THE DEALER WHO ADVISED THERE WAS A COMPUTER MALFUNCTION. THE VEHICLE HAD NOT BEEN REPAIRED. THE CURRENT AND FAILURE MILES WERE 87000. AA

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10339404  
**Date of Incident:** 20100515  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** URBANDALE, IA

**NHTSA Summary:**  
 ON MAY 15, 2010, A SUNNY DAY, DRY STREETS AND WARM TEMPERATURE, I HAD COME TO A COMPLETE STOP ABOUT 3 1/2 FEET BEHIND ONE CAR WAITING AT A RED LIGHT AT A VERY BUSY INTERSECTION. WITH MY FOOT SOLIDLY ON THE BRAKE MY TOYOTA CAMRY ENGINE BEGAN TO REV, AND IN JUST SECONDS, THERE WAS A "SUDDEN UNINTENDED ACCELERATION" AND MY 2005 CAMRY CRASHED INTO THE CAR AHEAD OF ME WHICH HAD A WRAP AROUND RUBBER STRIP IN THE REAR BUMPER. THE CRASH BOUNCED MY CAR BACK OVER A FOOT AND A HALF. I WENT FROM A TOTAL STOP TO A "RUN AWAY" 2005 TOYOTA CAMRY. HAD I BEEN THE FIRST CAR AT THE STOP LIGHT AND MY TOYOTA HAD ACCELERATED INTO THAT BUSY INTERSECTION, THERE WOULD HAVE BEEN A FATALITY. TWO YOUNG MEN WITNESSED THIS ACCIDENT AND CAME RUNNING TO HELP. THERE IS A POLICE REPORT. AND NO CITATIONS WERE ISSUED. I PHONED THE DEALERSHIP AND THE CAR WAS TOWED TO THEM. I WAS WEARING MY SEAT BELT BUT MY NECK WAS SNAPPED. ON JUNE 7, 2010 TOYOTA PHONED TO SAY THIS VEHICLE HAD BEEN INSPECTED AND "THERE IS NOTHING WRONG WITH IT" AND THAT TOYOTA IS NEITHER LIABLE OR RESPONSIBLE. NO REPAIRS WERE MADE AND THE CAR WAS RETURNED TO ME ON JUNE 9, 2010. IRONICALLY ABOUT 3 WEEKS PRIOR TO MY "SUDDEN UNINTENDED ACCELERATION" ANOTHER RESIDENT OF OUR INDEPENDENT LIVING RETIREMENT COMMUNITY WITH AN IDENTICAL MODEL TOYOTA HAD THE SAME THING HAPPEN. HER CAR CRASHED INTO THE CEMENT WALL OF THE UNDERGROUND PARKING GARAGE AND THERE WAS EXTENSIVE DAMAGE AND SHE WAS ALSO TOLD THAT THERE WAS NOTHING WRONG WITH HER TOYOTA. I WILL NEVER BE BEHIND THE WHEEL OF THAT CAR AGAIN WHEN IT IS STARTED. IT IS DANGEROUS, AND THE TRAUMA IT HAS CAUSED WILL NOT BE GIVEN A CHANCE TO BE REPEATED. MY CAR IS SHOWROOM QUALITY WITH ONLY 18,000+ MILES. TOYOTA HAS OFFERED NOTHING TO HELP REPLACE THIS VEHICLE. I UNDERSTAND THAT BEGINNING IN 2011 TOYOTA VEHICLES WILL HAVE

C-2295

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AN "OVERRIDE BRAKE SYSTEM" WHICH SURELY INDICATES THE COMPANY KNOWS SOMETHING IS SERIOUSLY DEFECTIVE IN THEIR ENGINEERING AND DESIGNING. \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341512  
**Date of Incident:** 20100515  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** SAN MATEO, CA

**NHTSA Summary:**  
 WHIPLASH AND CERVICAL DISC HERNIATION DUE TO NEGLIGENCE OF TOYOTA RAV 4 2002 TRANSMISSION AND ECM PROBLEMS. AROUND 4/20/10 I TOOK MY TOYOTA TO THIS DEALERSHIP DUE TO ONGOING JERKING AND FORWARD THRUST WHEN STARTING FROM A STOP POSITION, ALSO THE ENGINE LIGHT WAS ON. THEY KEPT MY TOYOTA FROM 4/19/10 TILL 4/21/10. RESET THE ENGINE STATING THAT IT IS O2 SENSOR PROBLEM AND REPLACED IT. ALSO DIAGNOSED TRANSMISSION PROBLEMS BUT I WAS TOLD BY THE DEALERSHIP PERSONAL "I DONT WANT TO STAMP YOUR CAR AS CONDEMNED, TAKE IT BACK AND WHEN PROBLEM GETS WORSE BRING IT BACK" HE DID NOT WARN ME THAT IF I DID NOT GET IT CORRECTED RIGHT AWAY, I CAN BE JEOPARDIZING MY SAFETY AND SAFETY OF PEOPLE ON THE ROAD. IT IS APPARENT FROM THE PAPERWORK THEY HANDED ME THAT THEY HAD DIAGNOSED A SERIOUS PROBLEM AND SHOULD HAVE CORRECTED IT RIGHT AWAY. AROUND MIDDLE OF MAY THE PROBLEMS WITH THE TRANSMISSION GOT WORSE, ON 2 OCCASIONS THE CAR STALLED COMPLETELY WHILE GOING AT 30 MPH AND THEN SEVERELY THRUST FORWARD AGAIN. IN ANOTHER 3-4 DAYS I STARTED EXPERIENCING SEVERE MUSCLE SPASMS AND HEADACHES. SINCE THEN I HAD BEEN TO ER, RECEIVED CT AND MRI SHOWING DISC PROLAPSE AND TEAR OF MY 2 VERTEBRAL DISCS. I HAVE BEEN RECEIVING PHYSICAL THERAPY, CERVICAL TRACTION, PAIN MEDICATION, CERVICAL COLLAR, AND AM SCHEDULED TO RECEIVE AN EPIDURAL INJECTION IN 2 WEEKS. I HAVE SEEN MY PCP TWICE, A NEUROLOGIST, 2 NEURO SURGEONS AND HAVE RECEIVED NUMEROUS MEDICATION, SOME WITH SERIOUS SIDE EFFECTS AND HAVE DETAILED INFORMATION ABOUT THESE VISITS. I AM A PHYSICIAN AND DUE TO THIS PROBLEM HAVE MISSED DAYS AT WORK JEOPARDIZING MY CLINICAL CARE. YESTERDAY ALMOST GOT IN AN ACCIDENT WHEN MY CAR SLOWED DOWN INSTEAD OF ACCELERATING AND I ALMOST HIT ANOTHER CAR, THIS INCIDENT MADE ME REALIZE I CAN HURT OTHER PEOPLE IF I CONTINUE TO DRIVE THIS CAR. I TOOK IT IN TO DEALER TODAY AND THEY ARE GOING TO RUN A DIAGNOSIS ON IT AGAIN, AND IT MIGHT COST ME 6,000 DOLLARS. PLEASE HELP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331068  
**Date of Incident:** 20100516  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** SAINT LOUIS, MO

**NHTSA Summary:**  
 I WAS PULLING INTO A CURBSIDE PARKING PLACE ON A RESIDENTAL STREET WITH A SLIGHT UPHILL INCLINE. THE CAR SLOWED ALMOST TO A STOP BECAUSE OF THE INCLINE. I PUT MY FOOT VERY LIGHTLY ON THE GAS PEDAL SO AS TO MOVE FORWARD AND MAKE ROOM FOR ANOTHER CAR TO PARK BEHIND ME. THE PEDAL WENT ALL THE WAY TO THE FLOOR OF ITS OWN ACCORD AND THE CAR LURCHED FORWARD INTO THE PARKED CAR IN FRONT OF ME, CAUSING CONSIDERABLE DAMAGE BEFORE I WAS ABLE TO STOP THE CAR, REVERSE AND PARK. POLICE WERE CALLED BUT DECLINED TO FILE A REPORT AS NO ONE WAS INJURED AND THE DAMAGE WAS NOT SEVERE. BECAUSE I WAS

C-2296

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AFRAID TO DRIVE THE CAR AGAIN, I HAD IT TOWED TO THE DEALER WHERE IT WAS PURCHASED AND HAS BEEN SERVICED. IT IS CURRENTLY BEING INSPECTED. THIS IS THE FIRST AND ONLY TIME OF SUCH AN OCCURRENCE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332064  
**Date of Incident:** 20100516  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** LAKE JACKSON, TX

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100517  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** NORTH MANKATO, MN

**NHTSA Summary:**  
**Additional Summary:**  
CHARLES ANTON WAS DRIVING HIS GIRLFRIEND LINDA CHORY'S CAR - A 2007 TOYOTA CAMRY - WHEN HE EXPERIENCED SUDDEN UNINTENDED ACCELERATION. "I ACCELERATED NORMALLY, THEN THE CAR WENT BESERK," SAID ANTON. "I KEPT TRYING TO STOP AND STEPPING ON THE BRAKES. I HIT THEM AGAIN AND AGAIN. BUT I COULDN'T STOP HITTING THE GUY IN FRONT OF ME. MY CAR WAS LITERALLY TRYING TO CLIMB OVER HIS CAR. FINALLY, AS HARD AS I COULD, I SLAMMED THE CAR INTO PARK. IF IT WASN'T FOR THE GUY IN FRONT OF ME, I'D STILL BE GOING DOWN RIVERFRONT DRIVE."

THE CRASH DIDN'T RESULT IN ANY INJURIES. ANTON REFUSED TO DRIVE THE CAR AND IT WAS TOWED TO HEINTZ TOYOTA WHERE IT HAD BEEN TAKEN FOR RECALL REPAIRS SEVERAL MONTHS AGO. THE CAR WILL BE CHECKED BY A TEAM OF INVESTIGATORS AND EVALUATED. THE RESULTS WILL BE PROVIDED TO ANTON AND CHORY.

JUNE 14, 2010 NEWS ARTICLE STATES THAT TOYOTA INSPECTORS RECOVERED COMPUTER DATA FROM THE VEHICLE SHOWED THAT ANTON HAD REPEATEDLY HIT THE ACCELERATOR NOT THE BRAKE. ANTON SAID HE HAD REPEATEDLY HIT THE BRAKE AND INITIAL TESTS COMPLETED BY THE DEALERSHIP SHOWED A BRAKE OVERRIDE SYSTEM.

C-2297

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHICH WAS INSTALLED DURING AN EARLIER RECALL REPAIR, HADN'T ACTIVATED. ANTON RECEIVED \$12,000 AS A TRADEIN FOR A NEW VEHICLE AT ANOTHER DEALERSHIP.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331234  
**Date of Incident:** 20100517  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** HOPKINTON, MA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2009 TOYOTA TACOMA. WHILE DRIVING IN REVERSE AT A VERY LOW SPEED THE VEHICLE SURGED BACKWARDS RESULTING IN A CRASH. THERE WAS NO POLICE REPORT AND NO INJURIES OCCURRED. THE VEHICLE WAS TOWED TO AN INDEPENDENT REPAIR SHOP TO HAVE THE BODY WORK SERVICED. THE VEHICLE WAS IN THE PROCESS OF BEING EXAMINED FOR THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 18,000. SM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331588  
**Date of Incident:** 20100517  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** HUNTINGTON BEACH, CA

**NHTSA Summary:**  
TL- THE CONTACTS OWNS A 2005 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE THE DRIVER WAS PULLING INTO A PARKING SPACE SHE APPLIED THE BRAKES AND THE VEHICLE ACCELERATED WITHOUT DRIVER INTENT CRASHING INTO A POLE. THE AIR BAGS ALSO FAILED. THE DRIVER WAS INJURED. THE POLICE ALSO RESPONDED AND FILED A REPORT. THE VEHICLE WAS TOWED HOME AND THEN TO A LOCAL REPAIR SHOP FOR INSURANCE PURPOSES. THERE WERE ALSO TWO BYSTANDER WITNESSES. TOYOTA HAS NOT BEEN CONTACTED. THE FAILURE AND CURRENT MILEAGE IS APPROXIMATELY 30,000. RD

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10330952  
**Date of Incident:** 20100518  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** ST. PETER, IL

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331177  
**Date of Incident:** 20100518

C-2298

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2009 SCION TC  
**Location of Incident:** ALPHARETTA, GA

**NHTSA Summary:**  
2009 SCION DRIVING CLEAR WEATHER, DRY PAVEMENT 40 MPH ON THE ENTRANCE RAMP TO A DIVIDED HIGHWAY, SUDDENLY CAREENED OUT OF CONTROL CROSSING 2 LANES, HITTING LEFT GUARD RAIL, SPINNING 180 DEGREES AND HITTING RIGHT GUARD RAIL. DAMAGE NOT YET ASSESSED \$10.0 ESTIMATED. TRIED TO DOWN SHIFT TO SLOW CAR BUT BURNED CLUTCH TRYING. SECOND SUDDEN ACCELERATION IN THIS VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331613  
**Date of Incident:** 20100518  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** SEAFORD, NY

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2008 TOYOTA COROLLA. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 50MPH THE VEHICLE DE-ACCELERATED WITHOUT DRIVER INTENT. THE CHECK ENGINE LIGHT WAS ILLUMINATED. THE VEHICLE BEGAN TO VIBRATE WAS TOWED TO A LOCAL REPAIR SHOP WHERE DIAGNOSTICS WERE DONE AND INFORMED THE OWNER THAT THE ECM WAS DEFECTIVE. THE VEHICLE WAS THEN TAKEN TO A TOYOTA DEALER WHERE THE ECM WAS REPLACED UNDER WARRANTY. THE FAILURE MILEAGE WAS 28,200. THE CURRENT MILEAGE IS 28,300. RD

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342998  
**Date of Incident:** 20100518  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** WACO, TX

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATED WHILE TRYING TO PARK, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS ABLE TO REGAIN CONTROL OF THE VEHICLE BY DEPRESSING THE BRAKE. THE CONTACT STATED THE DEALER REPAIRED THE VEHICLE UNDER NHTSA RECALL CAMPAIGN ID NUMBER: 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) YET THE FAILURE RECURRED SEVERAL TIMES. THE VEHICLE WAS NOT FURTHER REPAIRED. THE FAILURE MILEAGE WAS APPROXIMATELY 500 AND THE CURRENT MILEAGE WAS APPROXIMATELY 1,900.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10351009  
**Date of Incident:** 20100518  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** NIPOMO, CA

**NHTSA Summary:**  
2006 TOYOTA CAMRY. CONSUMER STATES UNINTENDED ACCELERATION \*TGW THE CONSUMERS WIFE WAS IN THE PROCESS OF PULLING INTO A PARKING SPACE. SUDDENLY, THERE WAS A LOUD ROAR AND THE VEHICLE ACCELERATED OUT OF CONTROL, JUMPED THE CURB AND WENT AIRBORNE UNTIL SHE HIT THE BOTTOM OF A SLOPE AND ENTERED THE STREET. SHE MANAGED TO TURN THE WHEEL TO THE RIGHT

C-2299

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TO AVOID HITTING THE OPPOSITE CURB, THE VEHICLE THEN RETURNED TO NORMAL. IDLE AND SHE DROVE BACK INTO THE PARKING LOT AND PARKED THE VEHICLE. THE CONSUMER DID NOT STATE IF THERE WAS ANY DAMAGE TO THE VEHICLE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331560  
**Date of Incident:** 20100519  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** BALTIMORE, MD

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2010 TOYOTA RAV4. AS HE WAS SLOWING DOWN FOR A STOP LIGHT THE VEHICLE ENGINE REVVED AND ACCELERATED WHILE HIS FOOT WAS ON THE BRAKE. WHILE THE BRAKE WAS BEING DEPRESSED THE VEHICLE CONTINUED TO MOVE FORWARD HE THEN PUT THE GEAR IN NEUTRAL AND THEN IN PARK. THE VEHICLE ENGINE WAS NEVER TURNED OFF TO RESET ITSELF. AFTER A FEW MINUTES IN PARK THE VEHICLE SLOWED DOWN HIM THEN DROVE HOME. THE DEALER WAS CALLED STATING HE SHOULD BRING THE VEHICLE IN FOR AND THEY WILL INSPECT THE FAILURE. THE FAILURE AND CURRENT MILEAGE WAS 17,000...MW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332364  
**Date of Incident:** 20100519  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** UNION, NJ

**NHTSA Summary:**  
I WAS GENTLY ACCELERATING ONTO NJ RT. 22 EAST AT 7:40 AM ON MAY 19, 2010. VERY SUDDENLY, THE VEHICLE ACCELERATED AT FULL THROTTLE, EVEN AFTER I REMOVED MY FOOT FROM THE ACCELERATOR PEDAL. I APPLIED FULL PRESSURE ON THE BRAKE, BUT IT KEPT ACCELERATING. I THEN APPLIED THE EMERGENCY BRAKE, AND WHILE WEAVING IN AND OUT OF TRAFFIC AT VERY HIGH RATE OF SPEED, ATTEMPTED TO GET THE VEHICLE OUT OF DRIVE. I DROVE ON TO THE SHOULDER TO AVOID TRAFFIC AFTER SOME COMBINATION OF BRAKING, APPLYING THE EMERGENCY BRAKE, AND PUTTING THE VEHICLE IN NEUTRAL OR REVERSE. IT CAME TO A STOP. I AM NOT SURE WHEN I WAS ABLE TO PUT IT IN PARK, BUT I PRESSED THE IGNITION BUTTON AND THE ENGINE STOPPED. I PUT ON MY HAZARD LIGHTS, TOOK A DEEP BREATH, AND REALIZED THAT THE REAR DRIVER'S SIDE CORNER WAS PROTRUDING THE RIGHT LANE. SO AS NOT TO BE A FURTHER HAZARD TO TRAFFIC, I STARTED THE VEHICLE TO MOVE IT. A WARNING LIGHT APPEARED ON THE DASHBOARD TELLING ME TO "CHECK THE BRAKES WITH THE DEALER." OR SOMETHING TO THAT EFFECT. THE SMELL FROM THE OVER HEATED BRAKES WAS VERY STRONG--STRONG ENOUGH TO PROMPT ME TO OPEN THE WINDOWS. ODDLY ENOUGH, THE CAR RAN FINE AFTER RESTARTING. IT WAS AS IF I REBOOTED THE COMPUTER. I WAS VERY CLOSE TO THE DEALER FROM WHICH I PURCHASED THE VEHICLE, SO WITH THE HAZARD LIGHT BLINKING, I DROVE SLOWLY TO THE DEALER SERVICE CENTER. THEY SAID THEY INSPECTED THE VEHICLE AND FOUND NOTHING WRONG. THEY ALSO BROUGHT IN A TOYOTA ENGINEER WHO SAID THEY FOUND NOTHING WRONG. THE VEHICLE WAS ONLY 2 WEEKS OLD WHEN THE SUDDEN ACCELERATION OCCURED. I DO NOT FEEL SAVE DRIVING THIS VEHICLE. I DO NOT WANT IT BACK. THEY STILL HAVE POSSESSION OF IT. ON A SIDE NOTE, I WOULD FEEL BETTER IF THEY WERE NOT ABLE TO SELL IT TO ANYONE ELSE. PLEASE CONTACT ME (JASON TREULICH) AT 626.399.9090 WITH QUESTIONS. PLEASE HELP US.

**Additional Summary:**

C-2300

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344535  
**Date of Incident:** 20100519  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** PARMA, OH

**NHTSA Summary:**  
WE HAD A TOYOTA RAV4, BOUGHT NEW IN 2007. WE HAD ABOUT 5200 MILES ON IT, WHEN, ON MAY 19, 2010, WHILE PARKING THE CAR IN THE GARAGE, I PUT THE GEAR IN REVERSE, WITH MY FOOT ON THE BRAKE. THE ENGINE SUDDENLY SURGED, THE RPM'S WENT ABOVE 5000, AND IN SPITE OF MY PRESSING HARD ON THE BRAKE, THE CAR SHOT OVER 1/4 MILE OUT THE GARAGE. I PUT THE CAR IN PARK, AND THE ENGINE CONTINUED AT THIS HIGH SPEED. I USED THE KEY TO SHUT IT DOWN. ALL THE LIGHTS ON THE DASH SHONE WITH AN UNUSUAL BRIGHTNESS DURING THIS EVENT. I CALLED THE DEALER, METRO TOYOTA, AND THEY TOLD ME TO BRING THE CAR IN, WHICH I DID. LATE IN THE DAY, THE NEXT DAY, THEY CALLED ME, TOLD ME THERE WAS NOTHING WRONG WITH THE CAR, AND THAT THE REASON OF THE ACCELERATION WAS THE "RUG". THE RAG WAS REMOVED, AND I PICKED UP THE CAR. OBVIOUSLY, I DROVE IT HOME WITH GREAT CARE. THE NEXT DAY, IN TRAFFIC, I WAS APPROACHING A RED LIGHT, WITH A CAR STOPPED IN FRONT OF ME, DOWN A LITTLE SLOPE ON THE ROAD. I KEPT A SAFE DISTANCE OF 3-4 CAR LENGTHS BEHIND THE CAR IN FRONT OF ME, FOOT LIGHTLY ON THE BRAKE, WHEN THE CAR AGAIN SURGED, BUT I MANAGED TO CONTROL IT BARELY AVOIDING REAR ENDING THE CAR IN FRONT OF ME. VERY EARLY NEXT MORNING, I TOOK THE CAR BACK TO THE DEALER, WHERE IT WAS KEPT FOR OVER 2 WEEKS, NO ATTEMPT TO REPAIR WAS DONE, WITH THE WORD THAT THE CAR CHECKED OK.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10349717  
**Date of Incident:** 20100519  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** WILLITS, CA

**NHTSA Summary:**  
TL-THE CONTACT OWNS A 2008 TOYOTA TACOMA. WHILE THE CONTACT WAS DRIVING INTO A PARKING SPACE AT APPROXIMATELY 2 MPH, THE BRAKE WAS ENGAGED WITH AN UNEXPECTED ACCELERATION CAUSING THE VEHICLE TO CRASH INTO A BUILDING. THE FRONT PASSENGER SUSTAINED NECK INJURY. THERE WAS NO POLICE REPORT FILED OF THE INCIDENT. THE VEHICLE TOTAL DAMAGES WAS AT THE COST \$5,500. ALSO, THE BUILDING METAL SIDING WAS DAMAGED. THE CONTACT RECEIVED A RECALL NOTIFICATION AFTER THE ACCELERATION FAILURE. THE NHTSA CAMPAIGN ID NUMBER WAS 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE MANUFACTURER WAS NOTIFIED OF THE FAILURE AND A SPECIALIST TRANSPORTED THE VEHICLE TO A DEALER FOR INVESTIGATION AND THEY WERE UNABLE TO DETERMINE THE CAUSE OF FAILURE. THE VEHICLE HAD NOT BEEN REPAIRED FOR THE DAMAGES. THE FAILURE MILEAGE WAS 29,121. JS  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336344  
**Date of Incident:** 20100520  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** VINTON, VA

C-2301

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
WE WERE LEAVING A GAS STATION AND PROCEEDED TO GO AROUND THE BACK OF THE GAS STATION BUT DECIDED THERE WAS INSUFFICIENT AMOUNT OF AREA TO GO THROUGH BETWEEN THE GAS STATION AND AN IGA STORE. THE WIFE PUT THE CAMRY IN REVERSE AND THE ENGINE ACCELERATED AND BACKED INTO A TELEPHONE POLE. IT THREW US FORWARD AND AGAIN BACKED INTO THE POLE. MY WIFE AUTOMATICALLY PUT THE CAR IN DRIVE AND THE CAR SHOT THROUGH BETWEEN THE STORE AND THE GAS STATION. IT BROKE BOTH SIDE MIRRORS AND SCRATCHED DOWN THE SIDES OF THE CAR. WE PROCEEDED INTO THREE LANES OF TRAFFIC, HITTING A HONDA VAN IN THE PASSENGER DOOR. THE CAR KEPT GOING ACROSS TWO MORE LANES OF TRAFFIC AND INTO THE GAS STATION ACROSS THE STREET BEFORE I FINALLY REACTED AND TOLD THE WIFE TO APPLY THE EMERGENCY BRAKE. THE CAR STOPPED ABOUT TWO FEET FROM HITTING ANOTHER VEHICLE. AND THE OTHER GAS STATION. BOTH VEHICLES WERE TOTALED IN THE ACCIDENT. THE CAR WOULD NOT STOP EVEN WITH MY WIFE RIDING THE BRAKE UNTIL WE HIT THE VAN. WITNESSES SAID THEY HEARD THE BRAKES SQUEALING AS WE WERE COMING OUT OF THE GAS STATION AREA. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331819  
**Date of Incident:** 20100522  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** DOVER, DE

**NHTSA Summary:**  
MY HUSBAND AND I WERE ON INTERSTATE 495 OF THE WASHINGTON BELTWAY SITTING IN A 3 MILE BACKUP WHERE 5 LANES WERE MERGING INTO ONE. MY FOOT WAS FIRMLY ON THE BRAKE LEAVING PLENTY OF ROOM FROM THE CAR IN FRONT OF ME. ALL OF A SUDDEN I REALIZED THAT THE CAR WAS INCHING FORWARD AND THE BRAKE WOULD NOT STOP THE ACCELERATION. MY HUSBAND REALIZED WHAT WAS HAPPENING AND LOOKED DOWN AND KNEW THAT MY FOOT WAS FIRMLY ON THE BRAKE. ALL OF A SUDDEN, IT JUST STOPPED AS FAST AS IT STARTED. WE CAME WITHIN INCHES OF HITTING THE CAR IN FRONT OF US. AS I SAT IN THAT MESS OF A TRAFFIC JAM AND SAW THE AMOUNT OF CELL PHONES BEING USED, IT HIT ME. DID ALL THESE PHONES START THAT CAR TO MOVE? THIS MATRIX 2009 ONLY HAS 22,700 MILES ON IT BUT I WILL BE TAKING IT TO THE TOYOTA DEALERSHIP AND TOYOTA WILL BE RECEIVING A LETTER FROM ME WITH THE DETAILS. THE RECALL WORK ON THE ACCELERATOR WAS DONE 2 MONTHS AGO. I HAVE ALSO MADE A COMPLAINT TO THE DEALERSHIP THAT THE CAR SEEMS TO DO SOMETHING BETWEEN 20 AND 40 MILES PER HOUR WHEN YOU ARE DECELERATING. I CAN'T TELL EXACTLY WHAT IT IS DOING BECAUSE IT SEEMS TO JERK. THE DEALERSHIP PUT IT ON THE COMPUTER AND SAID NOTHING WAS WRONG. IT MAY BE UNRELATED TO THE OTHER PROBLEM BUT IT IS ONE MORE THING THAT I HAVE NOTICED ABOUT THIS CAR. AS A NOTE, MY HUSBAND AND I HAVE HAD TOYOTAS FOREVER AND CURRENTLY HAVE A 2004 COROLLA AND TRADED IN THE 2006 COROLLA FOR THIS MATRIX. WE HAVE NEVER HAD ANY TROUBLE WHATSOEVER WITH OUR TOYOTAS UNTIL NOW.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331991  
**Date of Incident:** 20100522  
**Vehicle:** 1998 TOYOTA SIENNA  
**Location of Incident:** WESLEY CHAPEL, FL  
**NHTSA Summary:**

C-2302

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL - THE CONTACT OWNS A 1998 TOYOTA SIENNA. ON MAY 22, 2010, WHILE ATTEMPTING TO START THE VEHICLE IT ACCELERATED ON ITS OWN AND WITHOUT THE KEY THE ENGINE CONTINUED RUNNING. THE VEHICLE WAS TAKEN TO THE DEALER WHERE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE DUPLICATED. THE FAILURE AND CURRENT MILEAGES WERE 100,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334122  
**Date of Incident:** 20100522  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** SAN FRANCISCO, CA

**NHTSA Summary:**  
ON MAY 22, 2010 MY TOYOTA HIGHLANDER SUDDEN ACCELERATED. I WAS AT A FULL STOP (RED LIGHT) ON 14TH STREET AT THE INTERSECTION OF CASTRO HEADING WEST UPHILL. MY FOOT WAS ON THE BRAKE WHEN MY TRUCK SUDDENLY ACCELERATED. THE TRUCK JERKED FORWARD EVEN THOUGH MY FOOT WAS ON THE BRAKE. I REPORTED IT TO SAN FRANCISCO TOYOTA SERVICE REPRESENTATIVE WHEN I BROUGHT IN MY TRUCK FOR THE RECALL SERVICE ON MAY 29, 2010. THEY COMPLETED THE RECALL AS REQUIRED, BUT HE DISMISSED MY COMMENT ABOUT THE ABOVE INCIDENT. I BELIEVE THE REAL ISSUE IS THE ELECTRONIC OR SOFTWARE PROGRAMMING OF VEHICLE CONTROLS AND WISH TO HAVE THIS DOCUMENTED IF A MORE SERIOUS PROBLEM OCCURES.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334998  
**Date of Incident:** 20100522  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** TEWKSBURY, MA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE DRIVING AT A VERY LOW SPEED, THE VEHICLE SUDDENLY ACCELERATED WHEN SHE TOOK HER FOOT OFF THE ACCELERATOR PEDAL TO BRAKE. THE VEHICLE WENT UPHILL AND CRASHED INTO LARGE ROCKS. THE CONTACT TURNED OFF THE IGNITION BUT THE WHEELS CONTINUED TO SPIN. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALERSHIP FOR INSPECTION BUT THE DEALER STATED THAT NO FAILURE WAS FOUND. THE FAILURE OCCURRED ON TWO MORE OCCASIONS. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 44,000. UPDATED 6/19/10 \*CN UPDATED 07/27/10\*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10335679  
**Date of Incident:** 20100522  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** TEWKSBURY, MA

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE DRIVING 55 MPH THE VEHICLE ACCELERATED TWICE AS SHE DEPRESSED THE BRAKE PEDAL AND THE VEHICLE FAILED TO SLOW DOWN. THE VEHICLE INSPECTED BY THE TWICE DEALER WHO WAS UNABLE TO

C-2303

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DUPLICATE THE FAILURE. SHE DID NOT NOTIFY THE MANUFACTURER. THE FAILURE AND CURRENT MILEAGES WERE 44,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336414  
**Date of Incident:** 20100522  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** WATERTOWN, WI

**NHTSA Summary:**  
THIS IS AN UPDATE TO COMPLAINT # 10314227 I HAVE HAD TWO MORE SUAS. ONE WAS IN MAY WHEN I WAS PARKED AT A FAST FOOD RESTAURANT ON A SLIGHT UPWARD SLANT. THE CAR WAS SLIGHTLY WARM. IT WAS A DRY, COOL DAY. WHEN I SHIFTED INTO REVERSE AND BEGAN TO ROLL BACKWARD, I PUT MY FOOT ON THE BRAKE TO PAUSE TO LOOK FOR TRAFFIC. THEN THE MOTOR BEGAN TO RACE AS IF SOMEONE HAD FLOODED THE ACCELERATOR AND WAS HOLDING IT THERE. AS MY FOOT REMAINED ON THE BRAKE, WHICH FORTUNATELY HELD. I LOOKED AROUND TO SEE IF ANYONE WAS WITNESSING THE EVENT SO I WOULD HAVE SOMEONE TO BACK ME UP, BUT NO ONE WAS NEAR. IT STOPPED RACING AFTER A FEW SECONDS, THEN ABRUPTLY STARTING RACING AGAIN FOR A FEW SECONDS. ALL THIS TIME I WAS IN REVERSE AND HAD MY FOOT ON THE BRAKE. THEN IT SUDDENLY STOPPED. I PUT IT INTO PARK FOR A WHILE TO SEE WHAT IT WAS GOING TO DO, BUT WHEN NOTHING HAPPENED I WENT INTO REVERSE AGAIN AND THE ENGINE DID NOT RACE. THE SECOND OCCURRENCE WAS IN THE FIRST PART OF JUNE WHEN I HAD JUST GONE ABOUT 1/8 OF A MILE AND THE CAR WAS STILL COLD. IT WAS A WARM, DRY DAY. I WAS SITTING AT A LIGHT WAITING TO GET ON THE BELTLINE WHEN I HEARD WHAT SOUNDED LIKE A MOTORCYCLE NEARBY RACING ITS ENGINE. MY RADIO WAS ON PLAYING MUSIC. I HEARD IT FOR A FEW SECONDS AND THEN IT STOPPED. I LOOKED AROUND FOR THE MOTORCYCLE. THEN IT STARTED AGAIN. BY THIS TIME I REALIZED THAT IT WAS MY ENGINE THAT WAS RACING. BY THE TIME I CUT THE RADIO OFF, IT HAD AGAIN STOPPED. SO THIS WAS THE SECOND TIME THE SUJA HAPPENED WHEN THE ENGINE WAS RELATIVELY COLD AND WITH TWO SHORT EPISODES OF THE RACING ENGINE. I DID NOT THINK TO LOOK AT THE TACHOMETER. IT WAS TOO QUICK. AGAIN, MY FOOT NEVER LEFT THE BRAKE. WHEN THE LIGHT CHANGED I DROVE ON THROUGH THE TRAFFIC WITHOUT FURTHER INCIDENT. PLEASE REFERENCE THIS COMPLAINT NUMBER TO MY OTHER COMPLAINT. THANK YOU. \*TR  
**Additional Summary:**  
duplicate - marilyn please combine

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332230  
**Date of Incident:** 20100523  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** MABSCOTT, WV

**NHTSA Summary:**  
APPROXIMATELY TWO WEEKS AGO I WAS PULLING OUT OF THE BALL PARK HERE IN BECKLEY WEST VIRGINIA WHEN I BEGAN TO ACCELERATE MY 2008 TOYOTA TUNDRA. THE VEHICLE BEGAN ACCELERATING HIGHER AND HIGHER ON ITS OWN SENDING ME AND MY DAUGHTER ON A 70 MPH RIDE. THE ONLY WAY I COULD STOP WAS TO PUT BOTH FEET ON THE BRAKE AND PUT VEHICLE INTO NEUTRAL, EVENTUALLY THE PEDAL BECAME UNSTUCK AND I DROVE THE VEHICLE TO MY PLACE OF WORK LESS THAN A MILE AWAY AND PARKED IT. I CALLED TOYOTA AND THEY TOWED THE VEHICLE IN. THIS INCIDENT OCCURRED AFTER THE SAFETY RECALL. TOYOTA AT THIS TIME CUT THE GAS PEDAL IN TWO AND ADDED CHEAPER FLOOR MATS. THEY SAID THIS WAS THE PROBLEM.

C-2304

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TODAY I WAS TAKING MY CHILDREN TO SCHOOL AND WAS GOING UP A HILL. I DEPRESSED THE GAS PEDAL AND HAD NO ACCELERATION. I GENTLY ROLLED BACK DOWN THE HILL AND GOT THE VEHICLE ON THE LEVEL AND THEN TOOK ANOTHER ROUTE. I FEEL THIS VEHICLE IS NOT SAFE. ITS NOT THE FLOOR MATS OR THE SIZE OF THE PEDAL IT IS IN THE WIRING, COMPUTER, OR SOMETHING. BOTH INCIDENTS WERE FORTUNATE THAT NO VEHICLE WAS IN FRONT OF ME OR BEHIND ME. I CALLED TOYOTA TODAY ABOUT THIS SECOND INCIDENT AND ALL THEY COULD TELL ME WAS TO CALL THE 1 800 NUMBER. I EXPLAINED I DIDNT FEEL SAFE IN THIS VEHICLE, KNOWING THAT IM PUTTING MYSELF AND OTHERS ON THE HIGHWAY IN HARMS WAY. THIS IS MY MODE OF TRANSPORTATION SO UNFORTUNATELY I CANT JUST STOP DRIVING IT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332356  
**Date of Incident:** 20100523  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** TEMPE, AZ  
**NHTSA Summary:**

TL- THE CONTACT OWNS A 2005 TOYOTA TACOMA. THE CONTACT HAD ALMOST STOPPED THE VEHICLE IN A PARKING SPACE WHEN THE VEHICLE SUDDENLY ACCELERATED. THE VEHICLE DID NOT RESPOND TO THE BRAKES AND THE VEHICLE DID NOT STOP UNTIL IT HIT A WALL. THE CONTACT DROVE THE VEHICLE DROVE THE VEHICLE HOME AND NOW A LOCAL TOYOTA DEALERSHIP HAS THE VEHICLE. THE FAILURE MILEAGE AND CURRENT MILEAGE WAS 94000.RL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332530  
**Date of Incident:** 20100523  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** BROOKLYN, NY  
**NHTSA Summary:**

TL- THE CONTACT LEASED A 2010 TOYOTA RAV 4. WHILE DRIVING AT THAT SPEED OF 40 MPH WHEN HE APPLIED THE BRAKES AND DID NOT ENGAGE AND HE HEARD THE ENGINE REV VERY FAST AND IT ACCELERATED ON ITS OWN. HE WAS ABLE TO STOP THE VEHICLE BY SHIFTING IN NEUTRAL. THE DEALER WAS CONTACTED AND THEY STATED TO BRING IN THE VEHICLE TO HAVE IT DIAGNOSED. THERE HAVE BEEN NO REPAIRS TO THE VEHICLE AT THIS MOMENT. THE FAILURE MILEAGE WAS 315 AND CURRENT MILEAGE WAS 335.CV

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10331968  
**Date of Incident:** 20100524  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** SEATTLE, WA  
**NHTSA Summary:**

TL- THE CONTACT OWNS 2009 TOYOTA RAV 4. THE CONTACT STATED THAT WHILE DRIVING 20MPH AND UPON APPLYING THE BRAKES FOR A STOP SIGN AHEAD,THE VEHICLE KEPT ON ACCELERATING AND THERE WAS A JUMP IN RPM'S. THE VEHICLE WAS PUT INTO THE PARK POSITION, WHERE THE VEHICLE CONTINUED TO TRY TO ACCELERATE. THE OWNER PUSHED THE OFF BUTTON TO TURN THE VEHICLE OFF. WHEN

C-2305

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HE RESTARTED THE VEHICLE IT BEGAN TO FUNCTION NORMALLY. THE OWNER STATED THAT HE HAS ALREADY HAD THE RECALL REMEDY FOR NHTSA CAMPAIGN ID NUMBER: 10V017000. THE VEHICLE HAS NOT BEEN REPAIRED. THE FAILURE AND CURRENT MILEAGE IS APPROXIMATELY 8600. RD

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332199  
**Date of Incident:** 20100524  
**Vehicle:** 2001 TOYOTA TACOMA  
**Location of Incident:** SACRAMENTO, CA  
**NHTSA Summary:**

TL- THE CONTACT OWNS A 2001 TOYOTA TACOMA. WHILE DRIVING AT THE SPEED OF 6MPH WHEN THE VEHICLE ACCELERATED ON ITS OWN WHILE HAVING HER FOOT ON THE BRAKES. THE VEHICLE THEN HIT HER HOUSE AND THERE WERE FRONT END DAMAGES AND NO INJURIES. THE VEHICLE WILL BE TOWED THE DEALER FOR DIAGNOSIS AND DECIDE WHAT CAUSED THIS ACCELERATION.THERE HAVE BEEN NO REPAIRS AT THIS MOMENT. THE FAILURE AND CURRENT MILEAGE WAS 60000.CV

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332567  
**Date of Incident:** 20100524  
**Vehicle:** 2001 TOYOTA RAV4  
**Location of Incident:** DUXBURY, MA  
**NHTSA Summary:**

SUDDENLY, WHILE MERGING ONTO THE HIGHWAY, MY TOYOTA RAV4 (2001) SEEMED TO GO INTO NEUTRAL GEAR AND THEN HARSHLY SHIFT INTO 2ND THEN 3RD GEAR WITH A LURCH. NOW, WHENEVER I ACCELERATE AFTER A STOP, THE SAME THING HAPPENS. I HAVE BEEN TOLD MY ECM AND POSSIBLY TRANSMISSION NEEDS REPLACEMENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10333956  
**Date of Incident:** 20100524  
**Vehicle:** 2007 TOYOTA 4RUNNER  
**Location of Incident:** SAN CLEMENTE, CA  
**NHTSA Summary:**

WHILE EXITING HIGHWAY A 2007 TOYOTA 4RUNNER EXHIBITED SUDDEN UNWANTED ACCELERATION MALFUNCTION AND WAS STOPPED BY APPLYING BRAKES WITH FULL FORCE. THE VEHICLE SHUDDERED AND RETURNED TO NORMAL IDLE, THEN IT WAS DRIVEN TO A SAFE LOCATION AND TRANSPORTED TO TOYOTA DEALER. THE VEHICLE WAS CHECKED OUT AND NO DEFECT WAS FOUND, THIS VEHICLE IS NOT ON ANY CURRENT RECALL LIST. IT APPEARS TO HAVE AN UNKNOWN ETC PROBLEM WHICH MAY BE PLACING MANY TOYOTA A SERIOUS RISK.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10333988  
**Date of Incident:** 20100524  
**Vehicle:** 2008 TOYOTA AVALON

C-2306

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** STATEN ISLAND, NY

**NHTSA Summary:**

2008 TOYOTA AVALON. SUDDEN ACCELERATION WHEN ATTEMPTING TO MOVE CAR UP SLIGHTLY FROM REST WHILE TURNING INTO A PARKING LOT. CAR WAS GOING LESS THAN 10 MPH WHEN ENGINE REVVED VIOLENTLY & CAR ACCELERATED UNCONTROLLABLY & CRASHED INTO BARRIERS & HEAD ON INTO A BRICK WALL. CAR HAD TO BE TOWED TO BODY SHOP & HAS HEAVY DAMAGE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332266  
**Date of Incident:** 20100525  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** LUTZ, FL  
**NHTSA Summary:**

10/27/05, 12/05 & 5/25/10 LITTLE OR NO EXCELLERATION. 10/23/09 STEPPED ON BRAKE BUT IT ACCELERATED INSTEAD OF STOPPING & ALMOST GOT KILLED. 1/11/09, 12/16/09 & 1/16/09 THROTTLE STICKS & ENGINE RACES KEPT FOOT ON BRAKE & IMMEDIATELY THREW IT INTO NEUTRAL SO IT WOULDN'T TAKE OFF AGAIN. TOYOTA KEEPS REPAIRING BUT THESE PROBLEMS KEEP REACURRING AT OUR EXPENSE CASE #100211446

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332123  
**Date of Incident:** 20100525  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** SHERMAN OAKS, CA  
**NHTSA Summary:**

TL -THE CONTACT OWNS A 2005 LEXUS ES330. THE CONTACT WAS DRIVING APPROXIMATELY BETWEEN 10-15 MPH IN A PARKING LOT. THE VEHICLE BEGAN TO SURGE FORWARD AND ACCELERATED RAPIDLY. WHEN PRESSURE WAS APPLIED TO THE BRAKE PEDAL THERE WAS NO POWER RESPONSE WHICH RESULTED TO THE VEHICLE CRASHING INTO THREE PARKED VEHICLES. THE CONTACT SUFFERED MINOR PAIN IN THE RIGHT SIDE OF THE BODY. A POLICE REPORT WAS FILED OF THE INCIDENT. THE VEHICLE WAS TOWED TO A STORAGE EVIDENCE FACILITY WITH MAJOR BODY DAMAGES. THE CAUSE OF FAILURE HAD NOT BEEN DETERMINED AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS 64,000. JS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332537  
**Date of Incident:** 20100525  
**Vehicle:** 2007 TOYOTA YARIS  
**Location of Incident:** ONTARIO, CA  
**NHTSA Summary:**

MY WIFE WAS DRIVING OUR 2007 TOYOTA YARIS AND WAS EXITING THE FREWAY. SHE LET OFF THE GAS PEDAL TO COAST DOWN THE RAMP TO WHERE THE TRAFFIC WAS STOPPED. SUDDENLY THE CAR ACCELERATED ON ITS OWN. SHE SWERVED TO AVOID REAR ENDING THE ROW OF STOPPED CARS IN FRONT OF HER AND ATTEMPTED TO GO BETWEEN THE 2 LANES OF CARS ON THE RAMP. SHE CLIPPED A TRUCK AND THE CAR TURNED OVER ON ITS RIGHT SIDE, CAUSING SEVERE DAMAGE TO THE YARIS. MY WIFE WAS TAKEN TO THE HOSPITAL WITH THANKFULLY ONLY MINOR INJURIES. MY WIFE AND

C-2307

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

I BELIEVE THIS IS AN OCCURRENCE OF THE WELL KNOWN TOYOTA 'SUDDEN ACCELERATION' PROBLEM, EVEN THOUGH THIS MODEL IS NOT ON THEIR RECALL LIST.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332697  
**Date of Incident:** 20100525  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ALBANY, OR  
**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332724  
**Date of Incident:** 20100526  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** NOVATO, CA  
**NHTSA Summary:**

YESTERDAY I WAS DRIVING BACK FROM DROPPING OFF MY SON AT SCHOOL, GETTING ON THE FREEWAY. MY GAS PEDAL WAS ABOUT 1/2 WAY DEPRESSED. THE NEXT THING I KNOW THE GAS PEDAL IS LEAVING MY FOOT AS IF IN CRUISE CONTROL AND FLOORING ITSELF. THE CAR ENGINE IS RACING FULL SPEED, FORTUNATELY I HAD RUN THIS THROUGH MY HEAD BEFORE, AND I WAS COMPETENT ENOUGH TO APPLY THE BRAKES AS HARD AS I COULD, PUT THE CAR IN NEUTRAL AND SAFELY PULL OFF THE FREEWAY AND TURN OFF THE CAR. SO I WAS TOWED INTO TOYOTA, GIVEN A LOANER CAR AND TOLD THAT SOMEONE FROM THE FACTORY WOULD COME OUT TO RUN SOME TESTS. FIRST LET ME STATE, THAT AFTER THIS WAS OVER I DID LOOK DOWN TO SEE IF MY FLOOR MAT WAS A FACTOR IN THIS, BUT ALSO KNOWING THAT THE PEDAL HAD LEFT MY FOOT AND HEADED FOR THE FLOOR, THE FLOOR MAT WAS A GOOD 2 INCHES FROM THE PEDAL. SO THIS MORNING TOYOTA CALLS ME TO SAY THAT THEY HAVE DETERMINED THAT IT INDEED WAS MY FLOOR MAT, NO DOUBTS IN THEIR MINDS ABOUT THAT, SO THEY HAVE GIVEN ME A NEW FLOOR MAT AND TOLD ME MY CAR IS FINE. THERE IS NO DOUBT IN MY MIND THAT THIS IS AN ELECTRICAL PROBLEM, NOT A FLOOR MAT ISSUE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334028  
**Date of Incident:** 20100526  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** FRESNO, CA

C-2308

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE PARKING THE VEHICLE IT ACCELERATED. SHE ENGAGED THE BRAKES AND CRASHED INTO A POLE. SHE STATED SHE INJURED HER BACK, CHEST, SHOULDER, AND ANKLE. NO POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO A LOCAL REPAIR SHOP. THE VEHICLE HAS NOT BEEN REPAIRED. THE CONTACT WAS NOT SURE OF THE DAMAGES. SHE STATED THAT THE FRONT PASSENGER SIDE BUMPER WAS DAMAGED. THE FAILURE AND CURRENT MILEAGE WERE 7,192. VWB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10339759  
**Date of Incident:** 20100526  
**Vehicle:** 2006 TOYOTA TACOMA  
**Location of Incident:** ELKRIDGE, UT

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE DRIVING AT 65 MPH, THE ACCELERATOR PEDAL BECAME STUCK IN THE OPEN THROTTLE POSITION. THE CONTACT ATTEMPTED TO DISLODGE THE PEDAL TO NO AVAIL. SHE BEGAN TO APPLY STEADY YET FIRM PRESSURE TO THE BRAKE PEDAL AND THE ACCELERATOR RELEASED ITSELF AS THE VEHICLE DECREASED IN SPEED. THE DEALER WAS TESTING THE ACCELERATOR PEDAL FOR VIBRATIONS WHEN THE FAILURE RECURRED. THE MANUFACTURER SENT TWO INVESTIGATORS TO FURTHER ASSESS THE FAILURE. THE ACCELERATOR PEDAL WAS REPLACED. THE FAILURE AND CURRENT MILEAGES WERE 100,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334915  
**Date of Incident:** 20100527  
**Vehicle:** 1995 TOYOTA CAMRY  
**Location of Incident:** BURNSVILLE, MN

**NHTSA Summary:**

THE INCIDENT OCCURRED AT APPROXIMATELY 5:45 P.M. IN HEAVY TRAFFIC IN MINNEAPOLIS. IT WAS A WARM, SUNNY AFTERNOON. I WAS DRIVING ON A ROAD THAT HAD VERY HEAVY TRAFFIC AND WAS CONTROLLED BY STOP LIGHTS. THE SPEED LIMIT WAS 35 WITH MOST CARS GOING ABOUT 40-45. FOR A FEW MILES MY CAR HAD BEEN SLOWLY INCREASING IN RPM'S AND HAD BEEN ACCELERATING ON ITS OWN WITHOUT MY NEEDING TO USE THE ACCELERATOR PEDAL. I ACTUALLY NEEDED TO KEEP MY FOOT ON THE BRAKE AT ALL TIMES TO KEEP THE CAR IN CONTROL AND AROUND THE SPEED LIMIT. IT WAS CONTROLLABLE UNTIL, SUDDENLY, IT SHOT UP TO 5,000+ RPM'S AND THEN, EVEN WITH BOTH FEET ON THE BRAKE PEDAL ATTEMPTING TO STOP THE CAR, THE CAR WOULD NOT SLOW. I WAS APPROACHING A STOPLIGHT WITH STOPPED CARS AND AS MY CAR WOULD NOT SLOW, WITHIN 20-30 FEET OF THE STOPPED CAR, AND STILL AT A SPEED OF ABOUT 30 MILES PER HOUR, I PUT THE CAR INTO PARK AND IT VIOLENTLY JOLTED TO A STOP. THE CAR WAS IN THE MIDDLE OF ROAD IN TRAFFIC AND SAT THERE FOR 15-20 MINUTES. DURING THIS TIME, I ATTEMPTED TO START THE CAR ON 2-3 OCCASIONS AND EACH TIME AS SOON AS THE CAR WAS STARTED IT IMMEDIATELY WENT UP TO 5,000+ RPM'S. THE CAR WAS EVENTUALLY PUSHED INTO A PARKING LOT AND SAT FOR 2-3 HOURS. AFTER THIS TIME, IT STARTED NORMALLY AND RAN NORMALLY. IT WAS DRIVEN STRAIGHT TO A TOYOTA DEALERSHIP AND THE SCENARIO WAS DESCRIBED TO THE SERVICE DEPARTMENT. THEY DIAGNOSED IT AND EXAMINED THE CAR AND THERE WAS NOTHING FOUND WRONG WITH THE VEHICLE.

**Additional Summary:****C-2309****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10335321  
**Date of Incident:** 20100527  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** ST. AUGUSTINE, FL

**NHTSA Summary:**

MY WIFE DRIVES A 2007 TOYOTA SOLARA AND WAS PULLING INTO A PARKING SPACE IN ANASTASIA PLAZA IN ST. AUGUSTINE, FL AND WAS ABOUT TO COME TO A STOP A PLACE THE CAR IN PARK WHEN IT ACCELERATED OVER THE TIRE STOP, OVER THE CURB AND THROUGH THE GLASS WINDOWS AND DOORS AND INTO THE SEA OATS RESTAURANT. SHE IS CONFIDENT THAT SHE NEVER TOUCHED THE ACCELERATOR AS HER FOOT WAS ALREADY ON THE BRAKE TO BRING THE CAR TO A STOP AND PLACE IN PARK. THERE WERE NO PRIOR SYMPTOMS OF THIS UNEXPECTED ACCELERATION. THE AIR BAGS DID NOT DEPLOY. THE CAR SMASHED INTO THE LUNCH COUNTER, WHICH WEIGHS APPROX. 2 TONS) AND PUSHED IT 6 FEET. THERE WERE RUBBER MARKS ON THE FLOOR ON THE LEFT SIDE AS THOUGH THE FRONT WHEEL WAS SLIPPING AS IT PUSHED THE COUNTER (PICTURE AVAILABLE). MY WIFE CONTENDS THAT HER FOOT WAS ON THE BRAKE THE WHOLE TIME. I CONTACTED TOYOTA AS WELL AS MY INSURANCE COMPANY. TOYOTA DID AN INSPECTION OF THE CAR ON 6/7/2010. I AM WAITING ON THE RESULTS AND EXPECT TO HEAR BY 6/9/2010.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332696  
**Date of Incident:** 20100528  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** ROCKTON, IL

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2004 TOYOTA PRIUS. WHILE DRIVING AT APPROXIMATELY 55 MPH PRESSURE WAS RELEASED FROM THE ACCELERATOR PEDAL AND THE VEHICLE SURGED FORWARD. THE VEHICLE WOULD NOT STOP UNTIL REPEATED PRESSURE WAS APPLIED TO THE BRAKES. THE VEHICLE WAS NOT TAKEN IN TO BE EXAMINED BUT THE MANUFACTURER WAS NOTIFIED. THE MANUFACTURER INFORMED THE CONTACT THE ISSUE WAS NOT A BIG DEAL. THE FAILURE AND CURRENT MILEAGES WERE 102,595. SM

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10332679  
**Date of Incident:** 20100528  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE FAILURE OCCURED TODAY AS SHE WAS DRIVING ABOUT 5 MPH, SHE DEPRESS THE ACCELERATOR PEDAL, AND THE VEHICLE ACCELERATED VERY FAST. THE VEHICLE HAS NOT BEEN TAKEN TO THE DEALER, NOR HAS THE MANUFACTURE BEEN NOTIFIED. I ADVISED HER TO TAKE THE VEHICLE TO THE DEALER AND PROVIDED THE MANUFACTURE'S TELEPHONE NUMBER. THE FAILURE AND CURRENT MILEAGE WAS 10,000. DWH

**Additional Summary:****C-2310****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336357  
**Date of Incident:** 20100528  
**Vehicle:** 2008 TOYOTA MATRIX  
**Location of Incident:** REDMOND, WA

**NHTSA Summary:**

ON MAY 28TH, WHILE PULLING INTO MY DRIVEWAY AS I'VE DONE WITH MY 2008 MATRIX HUNDREDS OF TIMES, THE BRAKES FAILED AND MY CAR RAN INTO MY HOUSE. I COULD FEEL THE ABS FIRING, BUT THE CAR FAILED TO SLOW DOWN. I HAVE A SHORT DRIVEWAY, ABOUT A CAR AND A HALF IN LENGTH, AND IT IS DOWNHILL. THE APPROACH TO THE DRIVEWAY HAS ME TURNING AND BRAKING WHILE GOING OVER THE BUMP OF THE CURB. TO ADD TO THAT, IT WAS RAINING THE DAY THIS HAPPENED. FORTUNATELY, MY APPROACH WAS RATHER SLOW AND NO ONE WAS INJURED. MY CAR SUSTAINED SOME MINOR DAMAGE, AND MY GARAGE SUSTAINED MORE DAMAGE FROM THE FORCE OF THE IMPACT. UNDER THE ADVICE OF MY AUTO INSURANCE AGENCY, I HAD THE CAR TOWED TO THE TOYOTA DEALERSHIP FOR INSPECTION. THEY INFORMED ME THAT THEY RAN A COMPLETE DIAGNOSTIC, AND ALL OF THE SYSTEMS WERE RUNNING FINE. THEY REPORTED TO ME THAT THE BRAKE PADS WERE IN GOOD CONDITION, AND THERE WERE NO HOT SPOTS. FROM THEIR PERSPECTIVE, THE CAR SEEMED FINE. I ADVISED THEM THAT WHILE THE DIAGNOSTICS REPORTED THE CAR AS BEING FINE, THE INABILITY FOR THE CAR TO BRAKE COMING INTO MY DRIVEWAY, AND THE DAMAGE SUSTAINED, LEAVES ME NEEDING A BETTER ANSWER THAN THAT. THEY TOLD ME THAT WHEN IT NEXT RAINED THAT I COULD COME IN AND DRIVE THE CAR WITH ONE OF THEIR TECHNICIANS TO TRY AND RE-CREATE THE ISSUE. IT HAS BEEN SEVERAL WEEKS, AND WE HAVE NOT HAD THE PROPER WEATHER CONDITIONS WHEN THEY HAVE BEEN OPEN AND I HAVE BEEN ABLE TO GET OFF WORK AND GET OVER THERE WITH OUR ONE REMAINING CAR. WHEN I SPOKE TO THE DEALER REP ON MONDAY, HE RE-ITERATED HOW THEIR SOFTWARE DIAGNOSTIC SHOWED THE CAR WAS OPERATING FINE. I ASKED HIM HOW THEN THE 2010 PRIUS HAD A SOFTWARE UPDATE TO CORRECT A BRAKING ISSUE. HE SAID THAT THE PRIUS SITUATION WAS COMPLICATED, BROUGHT ON BY THE COMBINATION OF TURNING, GOING OVER A BUMP AND BRAKING AT THE SAME TIME. I TOLD HIM THAT WAS WHAT HAPPENED DURING MY ACCIDENT. THERE WAS SILENCE, AND A REPEAT STATEMENT THAT I COULD COME IN AND TEST THE VEHICLE WITH THEIR TECH.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10350342  
**Date of Incident:** 20100528  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** HONOLULU, HI

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2007 TOYOTA COROLLA. WHILE BRAKING AT APPROXIMATELY 5 MPH THE VEHICLE SURGED FORWARD. PRESSURE WAS APPLIED TO THE BRAKE PEDAL BUT THE VEHICLE WOULD NOT UNTIL THE IGNITION WAS TURNED OFF. UPON RESTART THE VEHICLE OPERATED AS NORMAL. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE HE WAS INFORMED THEY COULD NOT DUPLICATE THE FAILURE SO IT WAS NOT REPAIRED. APPROXIMATELY 3 MONTHS LATER THE FAILURE RECURRED. THE VEHICLE WAS STOPPED AFTER HEAVY PRESSURE WAS APPLIED TO THE BRAKE PEDAL BUT IT WOULD NOT SHIFT INTO PARK UNTIL THE IGNITION WAS SHUT OFF. UPON RESTART THE ENGINE BEGAN TO REV SO IT WAS AGAIN SHUT OFF. THE VEHICLE WAS NOT MOVED FROM THE LOCATION AND HAS NOT BEEN EXAMINED FOR THE CAUSE OF FAILURE. THE FAILURE AND CURRENT MILEAGES WERE UNKNOWN. SM.

**C-2311****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C***Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10333845  
**Date of Incident:** 20100529  
**Vehicle:** 2004 TOYOTA 4RUNNER  
**Location of Incident:** TACOMA, WA

**NHTSA Summary:**

I WAS DRIVING ON THE FREEWAY AT 60 MPH AND TAPPED ON THE GAS PEDAL AND IT BECAME STUCK AND RAPIDLY ACCELERATED THE CAR. I HAD TO SHIFT THE CAR TO NEUTRAL AND TAP THE BRAKES IN ORDER TO GET THE GAS PEDAL UNSTUCK. THE CAR HAD BEEN ON CRUISE CONTROL EARLIER BUT AT THE TIME THAT THE GAS PEDAL WAS STUCK CRUISE CONTROL WAS OFF. HITTING THE BRAKE DID NOT IMMEDIATELY DISENGAGE THE GAS PEDAL AS WOULD BE EXPECTED IF IT WAS ON CRUISE CONTROL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334319  
**Date of Incident:** 20100529  
**Vehicle:** 2009 TOYOTA VENZA  
**Location of Incident:** LOMITA, CA

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2009 TOYOTA VENZA. AS SHE WAS PARKING AT 1MPH WITH HER FOOT ON THE BRAKES THE VEHICLE ACCELERATED AND CRASHED INTO ANOTHER VEHICLE PARKED IN FRONT OF HER. THE DRIVER SIDE FRONT BUMPER WAS DAMAGED NO ONE WAS INJURED AND NO POLICE REPORT FILE. THE VEHICLE WAS TOWED TO THE TOYOTA DEALER FOR REPAIRED OF THE STRUCTURE DAMAGES. THE TOYOTA MANUFACTURER WAS CALLED A CLAIM WAS FILE AND INFORMED THE CONTACT THEY WILL BE SENDING A REPRESENTATIVE TO INSPECT THE VEHICLE AFTER IT IS REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 16,103...MW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10335878  
**Date of Incident:** 20100529  
**Vehicle:** 2008 TOYOTA HIGHLANDER HYBRID  
**Location of Incident:** MORRISON, CO

**NHTSA Summary:**

UNINTENDED ACCELERATION OF 2008 TOYOTA HIGHLANDER HYBRID WHILE PARKING CAR. FOOT WAS ON THE BRAKE THE WHOLE TIME, EASED UP ON BRAKE TO COAST INTO PARKING SPACE AND ACCELERATOR ENGAGED. STOMPED ON BRAKE AND CAR STOPPED, BY THEN HAD CLIMBED UP CURB ONTO SIDEWALK.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10346289  
**Date of Incident:** 20100529  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BATAVIA, OH

**NHTSA Summary:****C-2312****Safety Research & Strategies***Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL\*THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE TRYING TO PARK THE VEHICLE WITH HER FOOT ON THE BRAKE PEDAL, THE VEHICLE ACCELERATED. THE VEHICLE CRASHED INTO THE VEHICLE IN FRONT OF HER ROLLED BACKWARDS AND CRASHED INTO THE VEHICLE AGAIN. THE CONTACT STATED THAT THIS WAS THE SECOND TIME THE ACCELERATION FAILURE OCCURRED. THERE WERE NO INJURIES. THE FIRST TIME THE CONTACT WAS ABLE TO STOP THE VEHICLE FROM ACCELERATING. AFTER THE FIRST INCIDENT TOYOTA TOLD THE CONTACT THAT HER VEHICLE WAS NOT A PART OF THE ACCELERATOR PEDAL RECALL. TOYOTA INSPECTED THE VEHICLE, BUT WOULD NOT RESPOND TO THE CONTACT'S CALLS AND EXPLAIN WHAT WAS WRONG WITH THE VEHICLE. THE CONTACT IS UNABLE TO DRIVE THE VEHICLE. THE FAILURE MILEAGE WAS 78500. THE CURRENT MILEAGE WAS 79100.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334430  
**Date of Incident:** 20100530  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** MINNEAPOLIS, MN

**NHTSA Summary:**  
TOYOTA 2009 RAV 4. COMING OFF FREEWAY TO STOP LIGHT. I COASTED THEN APPLIED THE BRAKES AND THE CAR ENGINE STARTED TO REV UP. AS I APPLIED THE BRAKE PEDAL HARDER THE ENGINE KEEP REVING UP. BY PUSHING ON THE BRAKE WITH ALL MY FORCE THE CAR CAME TO A STOP. IT WAS UP TO 7000 RPM'S. I SHOWED THE SHIFT LEVER INTO PARK AND THE AUTO WENT IMMEDIATELY WENT BACK TO NORMAL RPM'S. MY FOOT WAS NOT ON THE GAS PEDAL. I TOOK THE CAR TO TOYOTA AND DID A CLAIM FORM WITH NATIONAL TOYOTA. THE DEALER COULD FIND NO PROBLEM WITH THE CAR. BOTH THE DEALER AND NATIONAL TOYOTA SAID THERE IS NOTHING ELSE THEY COULD OR WOULD DO. THE CAR IS NOT SAFE TO DRIVE AND I HAVE NOT PICKED IT UP FROM THE DEALER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341025  
**Date of Incident:** 20100531  
**Vehicle:** 2010 TOYOTA SIENNA  
**Location of Incident:** PORTLAND, OR

**NHTSA Summary:**  
IN THE QFC PARKING LOT, AT AROUND 5PM ON A CLEAR MONDAY EVENING I WENT TO TURN LEFT INTO A PARKING SPOT. I STEPPED ON THE GAS AND NOTHING HAPPENED. I LET UP A BIT AND STEPPED AGAIN AND MY 2010 TOYOTA SIENNA SHOT FORWARD. I SLAMMED ON THE BRAKE HALFWAY INTO THE PARKING SPOT AND RAN INTO THE TREE IN FRONT OF THE VAN. I LOOKED DOWN AND COULD SEE THE OUTLINE OF THE GAS PEDAL SO MY FOOT WAS DEFINITELY ON THE BRAKE. I WAS VERY SHOOKEN UP. THE VANS BUMPER AND HOOD ARE DAMAGED AND THE TREE LOST SOME BARK. I HAD IT TOWED TO THE TOYOTA DEALERSHIP AND TOYOTA IS HAVING IT INVESTIGATED. IT HAS BEEN THERE FOR A MONTH NOW. POLICE WERE CALLED, BUT DID NOT TAKE A REPORT AS THERE WERE NO INJURIES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334271  
**Date of Incident:** 20100601

C-2313

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2002 TOYOTA AVALON  
**Location of Incident:** INDIANAPOLIS, IN

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2002 TOYOTA AVALON. THERE WAS SUDDEN ACCELERATION WITH HER VEHICLE WHILE HER FEET WAS ON THE ACCELERATOR PEDAL. AS SHE TURNED INTO A PARKING SPACE THE VEHICLE LURCHED FORWARD AND CRASHED INTO ANOTHER VEHICLE NEXT TO HER. THERE WAS A POLICE REPORT FILE WITH THE VA HOSPITAL SINCE IT WAS ON THE VA GROUNDS NO ONE WAS INJURED. THE LEFT BUMPER, LEFT HEADLIGHTS AND HOOD WAS CRUSHED IN. THE VEHICLE WAS TOWED TO THE DEALER WHERE THEY INSPECTED THE BRAKES RAN A DIAGNOSTIC TEST AND STILL CANNOT FIND THE FAILURE. THEY STATED IT WAS NO FAILURE FOR THEM TO REPAIR. THE MANUFACTURER WAS CONTACTED AND A CLAIM WAS FILE. THE FAILURE AND CURRENT MILEAGE WAS 118,000...MW

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10335504  
**Date of Incident:** 20100601  
**Vehicle:** 2006 TOYOTA SEQUOIA  
**Location of Incident:** DALY CITGY, CA

**NHTSA Summary:**  
VEHICLE PULLS FORWARD WHEN AC IS TURN ON WHILE CAR IS IDLE WITH FOOT ON BRAKE PEDAL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340501  
**Date of Incident:** 20100601  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** CASTALIAN SPRINGS, TN

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334296  
**Date of Incident:** 20100602  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** SAN FRANCISCO, CA

**NHTSA Summary:**  
TL - THE CONTACT OWNS A 2010 TOYOTA PRIUS. HE STATED THAT ON JUNE 2, 2010, WHILE PULLING INTO A PARKING SPACE THE VEHICLE ACCELERATED AND DID NOT STOP

C-2314

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHICH CAUSE THE VEHICLE TO HIT THE CURB AND THEN EVENTUALLY STOP. THE VEHICLE SUSTAINED MINOR DAMAGES TO THE BUMPER UNDER CARRIAGE. THE DEALER WAS CONTACTED AND WAS INFORMED THAT SOMEONE WOULD CONTACT HIM. THE FAILURE AND CURRENT MILEAGE WERE 17,000

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10334833  
**Date of Incident:** 20100602  
**Vehicle:** 2011 TOYOTA CAMRY  
**Location of Incident:** SAN DIEGO, CA

**NHTSA Summary:**  
2011 TOYOTA CAMRY LE. CONSUMER STATES VEHICLE SUDDENLY SURGED FORWARD WHILE DRIVING \*TGW. THE CONSUMER STATED WHEN HE USED THE CRUISE CONTROL FEATURE, THE VEHICLE SUDDENLY SURGED TO A SPEED JUST OVER 75 MPH, EVEN THOUGH THE CRUISE CONTROL WAS SET AT 70 MPH. AFTER BRAKING BACK TO THE DESIRED 70 MPH, HE CONTINUED TO DRIVE. THE CONSUMER STATED THE INCIDENT HAPPENED A SECOND TIME, AND THE VEHICLE ACCELERATED TO 80 MPH. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10335385  
**Date of Incident:** 20100602  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** BLAINE, WA

**NHTSA Summary:**  
I HAVE A 2010 TOYOTA RAV 4, V6, AWD. SEVERAL TIMES I HAVE INADVERTENTLY ACCELERATED WHEN I ATTEMPTED TO APPLY THE BRAKES. EACH TIME I WAS ABLE TO DETERMINE THAT THE CAUSE OF THE UNINTENDED ACCELERATION WAS THAT MY FOOT WAS OVERLAPPING THE BRAKE PEDAL AND WAS ALSO DEPRESSING THE ACCELERATION PEDAL AT THE SAME TIME. THE ACCELERATION WAS OVERRIDING THE BRAKING UNTIL I RELEASED PRESSURE ON THE BRAKE PEDAL. THIS IS A VERY SERIOUS SAFETY ISSUE! LAST WEEK I ALMOST KILLED A MOTHER AND HER YOUNG CHILD DURING A PARKING SITUATION. I WAS TRAVELLING AT ABOUT 5MPH WHEN I INTENDED TO COME TO A SLOW STOP OUTSIDE A NOSE IN PARKING SPOT. THE YOUNG MOTHER WAS TIEING THE SHOESTRINGS OF HER YOUNGSTER NEAR THE OUTSIDE MIDDLE OF THE PARKING SPOT I INTENDED TO USE. MY CAR WAS TRAVELLING DIRECTLY TOWARD HER WHEN I SLOWLY DEPRESSED THE BRAKE PEDAL. THE CAR STARTED TO ACCELERATE! I IMMEDIATELY RECOGNIZED THE PROBLEM AND STOPPED THE CAR BY SHIFTING MY RIGHT FOOT TO THE LEFT WHICH ALLOWED ME TO APPLY PRESSURE TO THE BRAKE PEDAL WITHOUT SIMULTANEOUSLY DEPRESSING THE ACCELERATOR PEDAL! WE SPOPPED ABOUT 8 FEET FROM THE MOTHER AND CHILD. HAD I NOT EXPERIENCED THIS PROBLEM SEVERAL TIMES BEFORE AND THEREFORE HAD KNOWN HOW TO CORRECT IT, MY RESPONSE WOULD HAVE BEEN TO DEPRESS THE BRAKE PEDAL EVEN MORE. I COULD EASILY HAVE DRIVEN OVER THE MOTHER AND HER CHILD! I AM AWARE THAT TOYOTA HAS A RECALL ON MANY OF ITS PRODUCTS BECAUSE OF UNINTENTIONAL ACCELERATIONS, BUT I AM UNAWARE OF ANY INVESTIGATIONS THE FOCUS ON THE CAUSE OF MY NEAR-FATAL INCIDENT. I AM CERTAIN THAT SOME OF THE ACCIDENTS REPORTED ON THE RAV 4, V6 ARE ATTRIBUTABLE TO THE LACK OF ADEQUATE SEPARATION BETWEEN THE BRAKE AND ACCELERATOR PEDALS! THIS MUST BE INVESTIGATED AND FIXED IMMEDIATELY! I REPORTED THIS INCIDENT TO TOYOTA USA GILBERT DYER, TORRENCE CA ON JUNE 4, 2010 WITH THE REQUEST THAT HE FORWARD IT TO THE HIGHEST LEVEL AT TOYOTA. IT DEMANDS IMMEDIATE ATTENTION!!!!

C-2315

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10335420  
**Date of Incident:** 20100602  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** BEAUMONT, TX

**NHTSA Summary:**  
TL\*THE CONTACT OWNS A 2007 LEXUS ES350. WHILE ATTEMPTING TO PARK, THE CONTACT APPLIED THE BRAKES AND THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO THE BRICKS OF A STORE. A POLICE REPORT WAS FILED. THERE WERE NO INJURIES. THE VEHICLE WAS LOCATED AT AN AUTHORIZED DEALERSHIP AT THE TIME OF THE COMPLAINT. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 46,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340128  
**Date of Incident:** 20100602  
**Vehicle:** 2006 TOYOTA AVALON  
**Location of Incident:** MARGATE, FL

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10349067  
**Date of Incident:** 20100602  
**Vehicle:** 2008 TOYOTA TUNDRA  
**Location of Incident:** NORTH WILDWOOD, NJ

**NHTSA Summary:**  
I OWN A 2008 TOYOTA TUNDRA WHICH I PURCHASED NEW. FROM THE DAY I PURCHASED IT, THE ACCELERATOR FLUCTUATED WHENEVER I HIT A BUMP. THIS WAS MOST EVIDENT WHEN I STARTED FROM A STOP AND HIT A BUMP. I DIDN'T THINK TOO MUCH ABOUT IT UNTIL THE FLUCTUATION BECAME SO BAD I THOUGHT I WOULD AT SOME POINT, LOSE CONTROL OF THE VEHICLE. I NOTIFIED TOYOTA ABOUT THIS PROBLEM WHEN IN 2010, MY VEHICLE WAS RECALLED FOR ACCELERATOR PROBLEMS. TOYOTA REPLACED THE ACCELERATOR. I CONTINUED TO COMPLAIN ABOUT THE SENSITIVE ACCELERATOR UNTIL A DISTRICT SERVICE MANAGER NOTIFIED ME THAT MY VEHICLE'S ACCELERATOR WAS NORMAL. HE FURTHER INDICATED THAT NEW TUNDRA'S HAD THE SAME ACCELERATOR FEEL AS MINE. THE DISTRICT MANAGER STATED THAT HE HAD PARKED MY VEHICLE NEXT TO A NEW VEHICLE IN CASE I WANTED TO COMPARE THE NEW VEHICLE TO MINE. I DID NOT COMPARE THE TWO VEHICLES. HOWEVER, I FEEL THE ACCELERATOR IN MY VEHICLE IS A HAZARD AND SHOULD BE EXAMINED FOR THE SAFETY OF THOSE WHO OWN TOYOTA TUNDRA'S.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100603  
**Date of Incident:**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

C-2316

**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** CUMMING, GA  
**NHTSA Summary:**  
**Additional Summary:**  
INFO FROM FORSYTHNEWS.COM ARTICLE -

"Carl Caballes was on his couch Thursday afternoon when he was moved 10 feet from where he had been sitting.

The 18-year-old said neither he nor his mother were injured when her 2007 Toyota Sienna crashed through the garage and wall that separated the rooms at their home on Berryhill Road off Haw Creek Circle.

"All she said was she was pushing on the brakes and nothing happened," he said.

A Forsyth County Sheriff's report shows Mary Caballes told authorities she was pulling into her downspout driveway when the van accelerated.

The van then struck her son's vehicle and continued through the garage doors and into the house, the report said."

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10334507  
**Date of Incident:** 20100603  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** COLORADO SPRINGS, CO  
**NHTSA Summary:**

TODAY AT YET ANOTHER CHECK FOR MY 2010 PRIUS TO TRY TO DISCOVER THE CAUSE FOR THE CONTINUAL SURGING, I WAS INFORMED THAT 160 TIMES IN THE LAST 1 1/2 MONTHS I HAVE DRIVEN WITH BOTH THE GAS AND BRAKE PEDALS DEPRESSED SIMULTANEOUSLY. THIS IS A RIDICULOUS ASSERTION AND COMPLETELY FALSE. OBVIOUSLY THERE IS AN ISSUE WITH THE COMPUTER SOFTWARE IN MY PRIUS BRAKES. THIS IS FURTHER EVIDENCE THAT THERE IS A SERIOUS SAFETY ISSUE WITH THE PRIUS BRAKES.

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10334843  
**Date of Incident:** 20100603  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** PALM SPRINGS, CA  
**NHTSA Summary:**

2010 TOYOTA COROLLA. CONSUMER STATES DISCONTENT WITH TOYOTA AND THE HANDLING OF RECALLS AND REPORTS PROBLEMS WITH ACCELERATION \*TGW THE CONSUMER STATED SHE TOOK HER VEHICLE TO THE DEALER BACK IN FEB 2010 AFTER HEARING THE DISAPPOINTING NEWS ABOUT TOYOTA DEFECTS. THE CONSUMER STATED SHE NEVER RECEIVED A RECALL NOTICE AS THE DEALER SAID SHE WOULD WITHIN A FEW DAYS OF THE NEWS BREAKING. SHE HAD TO CONSTANTLY CALL THE DEALER TO GET HER VEHICLE REPAIRED. THE CONSUMER STATED SHE RECEIVED THE RECALL NOTICE TWO MONTHS AFTER THE RECALL HAD ALREADY BEEN PERFORMED. \*JB

**Additional Summary:**

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**Toyota ID Number:**

C-2317

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10336643  
**Date of Incident:** 20100603  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** DANVILLE, NH  
**NHTSA Summary:**

TL\* CONTACT OWNS A 2010 TOYOTA RAV 4. THE CONTACT STATED WHILE DRIVING AT 35 MPH DOWNHILL, THERE WAS AN UNUSUAL INCREASE IN ENGINE RPM'S AND THE VEHICLE SUDDENLY ACCELERATED UP TO SPEEDS OF 45 MPH WITHOUT WARRANT. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE AND ADVISED THE VEHICLE WAS OPERATING AS DESIGNED. THE CONTACT BELIEVED THE FAILURE TO BE A SEVERE SAFETY PROBLEM. THE FAILURE MILEAGE WAS 452 AND THE CURRENT WAS UNKNOWN.

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10336718  
**Date of Incident:** 20100604  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** SAN JOSE, CA  
**NHTSA Summary:**

CAR : 2008 TOYOTA CAMRY LE, 30K MILES STILL UNDER FACTORY WARRANTY PROBLEM : UNINTENDED SUDDEN BREAKING AFTER TOYOTA'S RECALL. DESCRIPTION: I AM OWNER OF 2008 TOYOTA CAMRY LE. MY CAR EXPERIENCED AN UNINTENDED ACCLERATION PROBLEM ONCE. LOCAL TOYOTA DEALER APPLIED RECALL TO FIX THIS ISSUE. NOW MY CAR APPLIES UNINTENDED BREAKS. THIS HAS HAPPENED 3 TIMES IN LAST 15 DAYS. EACH OF THE SYMPTOMS DESCRIBED BELOW 1) TRYING TO COAST TO STOP. CAR WAS GOING AT 50MPH. AS SOON AS I STEP FOOT OFF PEDAL, CAR SLOWED DRAMATICALLY. BREAK LIGHT DIDNT COME ON BUT CAR REDUCE SPEED FROM 50MPH TO 35MPH AND KEPT ON REDUCING. NOTE THAT I NEVER PRESSED BREAK PEDAL BUT BREAKS WERE APPLIED AUTOMATICALLY TO WHEELS. THIS HAPPENED TWICE. 2) TRYING TO MERGE INTO FREEWAY, SPEED BETWEEN 45-50MPH & TRYING TO ACCELERATE, SUDDENLY LOST SPEED FROM 50 TO 40MPH IN MATTER OF 2 SECONDS. MY FOOT WAS ON ACCLERATOR ALL THE TIME. WE WERE ALMOST REAR ENDED BY VEHICLE FOLLOWING US. I REQUEST YOU TO LOOK INTO THIS CARS STOPPING BY THEMSELF ARE EQUALLY AS BAD AS CARS ACCELERATING BY THEMSELF. WE HAVE EXPERIENCED FIRST HAND WHEN WE WERE ALMOST REARENDED BY A CAR. KINDLY LOOK INTO THIS.

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10351255  
**Date of Incident:** 20100604  
**Vehicle:** 2010 TOYOTA TACOMA  
**Location of Incident:** IMPERIAL, PA  
**NHTSA Summary:**

TL-THE CONTACT OWNS A 2010 TOYOTA TACOMA. WHILE DRIVING AT APPROXIMATELY 10 MPH PRESSURE WAS APPLIED TO THE BRAKE PEDAL AND THE VEHICLE SURGED FORWARD. THE GEAR SHIFTER WAS PLACED INTO NEUTRAL UNTIL THE ENGINE STOPPED REVVING. THE FAILURE RECURRED 4 MORE TIMES ON THE SAME DAY. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER WHERE THEY WERE UNABLE TO DIAGNOSE THE FAILURE AND THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 2,276 AND CURRENT MILEAGE WAS 3,000. SM.

**Additional Summary:**

C-2318

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10335693  
**Date of Incident:** 20100605  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** BROOKLYN, NY  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT WAS PARKING THE VEHICLE WHEN THE ACCELERATOR PEDAL BECAME STUCK CAUSING THE VEHICLE TO CRASH INTO A BUILDING. THERE WERE NO INJURIES. THE ENTIRE FRONT END OF THE VEHICLE WAS CRUSHED AND THE WINDSHIELD WAS BROKEN. THE VEHICLE WAS TOWED. A POLICE REPORT WAS FILED. THE MANUFACTURER WAS NOT NOTIFIED. THE FAILURE MILEAGE WAS 67,000.

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10340587  
**Date of Incident:** 20100605  
**Vehicle:** 1997 TOYOTA PREVIA  
**Location of Incident:** DALLAS, TX  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 1997 TOYOTA PREVIA. THE CONTACT WAS ATTEMPTING TO PARK THE VEHICLE. SHE PLACED THE VEHICLE IN PARK AND PROCEEDED TO SHUT OFF THE ENGINE. WHEN THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED INTO A BUILDING. THE CONTACT WAS NOT INJURED. THE VEHICLE SUSTAINED EXTENSIVE DAMAGE TO THE FRONT PASSENGER SIDE. THE VEHICLE WAS DRIVEN FROM THE SCENE AND WAS NOT DIAGNOSED OR REPAIRED. NEITHER THE DEALER OR THE MANUFACTURER WERE CONTACTED. THE VIN WAS NOT AVAILABLE. THE FAILURE AND CURRENT MILEAGE WAS 140,000.

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10342709  
**Date of Incident:** 20100605  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** COLORADO SPRING, CO  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA AVALON. WHILE DRIVING APPROXIMATELY 15 TO 20 MPH, THE CONTACT DEPRESSED THE BRAKES WHILE DRIVING OVER A SPEED BUMP AND THE VEHICLE ACCELERATED OVER A CURB AND ONTO SOMEONES PROPERTY. THE VEHICLE CRASHED INTO A FENCE AND SOME SMALL TREES. THE CONTACT PLACED THE VEHICLE IN PARK AND SHUT THE ENGINE OFF. THE CONTACT WAS NOT INJURED. A POLICE REPORT WAS FILED. THE CONTACT WAS ABLE TO DRIVE THE VEHICLE TO HER RESIDENCE ALTHOUGH THE FRONT PASSENGER TIRE WAS FLAT. THE VEHICLE WAS REPAIRED FOUR MONTHS PRIOR TO THE FAILURE UNDER NHTSA CAMPAIGN ID NUMBER: 10V017000 (VEHICLE SPEED CONTROL, ACCELERATOR). THE VEHICLE WAS NOT FURTHER REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 44,767.

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10339969  
**Date of Incident:** 20100606  
**Vehicle:** 2009 TOYOTA COROLLA

C-2319

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

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**Location of Incident:** AUGUSTA, SC

TL\* THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE THE CONTACT WAS DRIVING INTO THE RESIDENCE DRIVEWAY AT APPROXIMATELY 5 MPH, THE VEHICLE INCREASED ACCELERATION CAUSING THE VEHICLE TO CRASH INTO THE HOUSE. THE CONTACT SUFFERED NO PERSONAL INJURIES. A POLICE REPORT WAS FILED OF THE INCIDENT. THE ESTIMATED COST FOR THE DAMAGES TO THE EXTERIOR OF THE HOUSE WAS \$8,000. THE VEHICLE SUSTAINED FRONT END DAMAGES. THE VEHICLE WAS REPAIRED FOR THE BODY DAMAGES. THE CONTACT NOTIFIED THE AUTHORIZED DEALER AND SCHEDULED AN APPOINTMENT FOR THE RECALL REPAIR UNDER NHTSA CAMPAIGN NUMBER 10V017000 (VEHICLE SPEED CONTROL, ACCELERATOR PEDAL). THE CONTACT WAS DISPLEASED TO KNOW THE EARLIEST DATE FOR THE RECALL SERVICE REPAIR WAS JULY 13, 2010. THE FAILURE MILEAGE WAS APPROXIMATELY 41,000. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10335201  
**Date of Incident:** 20100607  
**Vehicle:** 2009 TOYOTA MATRIX  
**Location of Incident:** YOUNGSTOWN, OH  
**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA MATRIX. THE CONTACT STATED WHILE BRAKING AND SLOWING THE VEHICLE TO 5 MPH FOR A TRAFFIC STOP, THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED INTO THE REAR OF A TRUCK. THE AIR BAGS DID NOT DEPLOY UPON IMPACT AND THE CONTACT SUSTAINED MINOR UNKNOWN INJURIES. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO A LOCAL REPAIR FACILITY. THE CONTACT STATED THE VEHICLE WAS PREVIOUSLY REPAIRED UNDER NHTSA RECALL CAMPAIGN ID NUMBER: (10V023000 ) FOR POSSIBLE UNINTENDED ACCELERATION FAILURES IN FEBRUARY 2010. THE CONTACT HAD COMPLAINED ABOUT INCIDENTS OF SUDDEN ABNORMAL ACCELERATION FOLLOWING REPAIRS AND THE VEHICLE WAS TAKEN BACK TO THE DEALER. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE MANUFACTURER STATED THERE WERE NO FAILURE IF THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE AND WOULD NOT PROVIDE ANY ASSISTANCE. THE FAILURE AND CURRENT MILEAGES WERE 27,000. 2009 TOYOTA MATRIX. THE CONSUMER WAS INVOLVED IN AN ACCIDENT DUE TO VEHICLE SPEED CONTROL. THE CONSUMER STATED HE COMPLAINED IN THE SUMMER OF 2009, THE VEHICLE WAS NOT STOPPING PROPERLY, AND HE FELT AS THOUGH THE VEHICLE WAS ACCELERATING DURING CERTAIN MANEUVERS. BUT, THE DEALER CLAIMED THEY HAD HEARD OF NO SUCH PROBLEM. THE CONSUMER THEN LEARNED OF A RECALL IN FEBRUARY 2010 AND WENT TO THE DEALER FOR THE REPAIR. HOWEVER, THE CONSUMER STATED AFTER THE RECALL WAS DONE, HE STILL EXPERIENCED PROBLEMS WITH THE VEHICLE ACCELERATING. UPDATED EVOQ 07/08/10 \*JB

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10335709  
**Date of Incident:** 20100607  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** TROUTDALE, OR  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA TACOMA. WHILE DRIVING 55 MPH THE VEHICLE ACCELERATED AND CRASHED INTO A DITCH. THE CONTACT WAS ABLE TO DRIVE THE

C-2320

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

VEHICLE TO HIS RESIDENCE. HE NOTIFIED AN AUTHORIZED DEALER OF THE FAILURE AND WAS TOLD THAT THEY WOULD CALL HIM AFTER OBTAINING FURTHER INSTRUCTIONS FROM THE MANUFACTURER. THERE WAS NO PROPERTY DAMAGE OR INJURIES. THE VEHICLE WAS NOT REPAIRED WHEN THE COMPLAINT WAS FILED. THE FAILURE MILEAGE WAS 38,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10335791  
**Date of Incident:** 20100608  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** WELLESLEY, MA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2004 TOYOTA HIGHLANDER. THE CONTACT STATED THAT WHILE PULLING INTO A PARKING SPACE, THE VEHICLE INDEPENDENTLY ACCELERATED. THE CONTACT WAS ABLE TO STOP THE VEHICLE BY APPLYING EXTREME FORCE TO THE BRAKES. THE FAILURE RECURRED ON A SEPARATE OCCASION AND THE DEALER WAS CONTACTED WHICH ADVISED THE VEHICLE WAS NOT UNDER RECALL. THE MANUFACTURER BUT DID NOT PROVIDE ANY ASSISTANCE. THE VEHICLE WAS NOT REPAIRED OF DIAGNOSED. THE FAILURE AND CURRENT MILEAGES WERE 36,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345395  
**Date of Incident:** 20100608  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LAS VEGAS, NV

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHILE IN A PARKING SPACE, THE CONTACT WAS DRIVING AT APPROXIMATELY 15 MPH IN THE REVERSE POSITION WITH AN EXCESSIVE INCREASE IN THE ACCELERATION WITHOUT WARNING. THE VEHICLE WOULD NOT STOP WHEN THE BRAKES WERE ENGAGED AND CRASHED INTO TWO PARKED VEHICLES IN WHICH THERE WERE NO OCCUPANTS INSIDE. THERE WAS NO PERSONAL INJURY. A POLICE REPORT WAS FILED OF THE INCIDENT. THE CONTACT'S VEHICLE FRONT END PASSENGER SIDE SUSTAINED SEVERE DAMAGES; AND THE TWO PARKED VEHICLES SUSTAINED MINIMAL DAMAGES. THE VEHICLE WAS DRIVEN FROM THE SCENE AND REPAIRED A COLLISION CENTER. THE FAILURE MILEAGE WAS APPROXIMATELY 44,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336761  
**Date of Incident:** 20100609  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** RONTONDO WEST, FL

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE CONTACT WAS ATTEMPTING A RIGHT TURN AT SPEEDS OF 5 MPH WHEN THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED INTO ANOTHER VEHICLE. THE VEHICLE DID NOT STOP AND PROCEEDED TO CRASH INTO A WALL. THE CONTACT ATTEMPTED TO BRAKE BUT TO NO AVAIL. SHE WAS NOT INJURED. THE CONTACT WAS CITED BY THE POLICE AND A POLICE REPORT WAS AVAILABLE. NEITHER THE DEALER NOR THE MANUFACTURER WAS CONTACTED.

C-2321

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE CRASH WAS BEING HANDLED THROUGH HER INSURANCE COMPANY. THE FAILURE AND CURRENT MILEAGES WERE 63,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10346050  
**Date of Incident:** 20100609  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** YOUNGSTOWN, OH

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA COROLLA I.E. WHILE DRIVING AT 35 MPH, THE VEHICLE ABNORMALLY ACCELERATED AND DROVE OVER A CURB. THE VEHICLE PROCEEDED TO ACCELERATE YET THE CONTACT WAS ABLE TO STOP THE UNINTENDED ACCELERATION. ON A SEPARATE OCCASION WHILE REVERSING, THE VEHICLE STALLED WITHOUT WARNING. THE CONTACT WAS UNABLE TO GET THE VEHICLE INTO GEAR UNTIL HE HAD SOMEONE MANUALLY PUSH THE VEHICLE. THE VEHICLE WAS REPAIRED YET THE FAILURE PERSISTED. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 9,000 AND THE CURRENT MILEAGE WAS 10,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10350746  
**Date of Incident:** 20100609  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** KENTWOOD, MI

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2010 TOYOTA PRIUS, WHILE DRIVING AT 2 MPH WHEN COMING TO A COMPLETE STOP, WHEN THE VEHICLE ACCELERATED ON ITS OWN. THE VEHICLE WENT OVER A CURB, A SIDEWALK, THROUGH THE GRASS AND CRASHED INTO ANOTHER VEHICLE. THE CONTACT PRESSED ON THE BRAKES WHEN THEY WENT STRAIGHT TO THE FLOOR. THERE WERE FRONT END DAMAGES TO THE VEHICLE AND NO INJURIES. THE VEHICLE WAS TOWED TO A TOYOTA DEALERSHIP WHERE THEY JUST LEFT IT FOR INSPECTION. THERE HAD BEEN NO DIAGNOSIS AND NO REPAIRS AT THIS MOMENT. THE FAILURE MILEAGE AND THE CURRENT MILEAGE WAS 13000.CV

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10335936  
**Date of Incident:** 20100610  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** TROY, MI

**NHTSA Summary:**

2005 TOYOTA CAMRY. CONSUMER STATES UNINTENDED ACCELERATION \*TGW THE CONSUMER STATED THE DEALERSHIP CONTINUED TO TELL HER NOTHING WAS WRONG WITH THE VEHICLE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336507  
**Date of Incident:** 20100610  
**Vehicle:** 2009 TOYOTA COROLLA

C-2322

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** YAKIMA, WA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED AFTER THE CONTACT SLOWED TO ALLOW ANOTHER VEHICLE TO TURN AND THE ENGINE REVVED AT A FAST RATE. THE CONTACT SHIFTED INTO NEUTRAL AND TURNED THE VEHICLE OFF BUT THE VEHICLE CONTINUED TO ACCELERATE. THE CONTACT WAS ABLE TO STOP THE VEHICLE BY SLAMMING INTO THE PARK POSITION. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALERSHIP WHERE AN INVESTIGATOR WAS BEING SENT TO INSPECT THE VEHICLE. THE DEALER ADVISED THE CONTACT TO DRIVE THE VEHICLE HOME UNTIL THE INVESTIGATOR ARRIVED. THE CONTACT DID NOT FEEL SAFE DRIVING THE VEHICLE. THE FAILURE MILEAGE WAS UNKNOWN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336933, 10348754  
**Date of Incident:** 20100610  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** GLEN AUBREY, NY

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE BRAKING FROM A SPEED OF 40 MPH, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT DROVE THE VEHICLE OFF THE ROADWAY BUT WAS UNABLE TO STOP THE ACCELERATION ALTHOUGH HE WAS DEPRESSING THE BRAKES. THE VEHICLE PROCEEDED FOR APPROXIMATELY 400 YARDS, DRIVING OVER SEVERAL BUMPS, GRASS AND OTHER ROAD OBSTRUCTIONS BEFORE THE VEHICLE FINALLY CAME TO A STOP. THE BRAKE WARNING LIGHT ILLUMINATED JUST AS THE VEHICLE BEGAN TO DECREASE IN SPEED. THERE WAS SMOKE COMING FROM THE BRAKES AND THE FRONT DRIVER'S SIDE TIRE BLEW DURING THE FAILURE. THE POLICE ARRIVED TO ASSIST. THE VEHICLE WAS TOWED TO A LOCAL DEALER WHERE THE CONTACT WAS AWAITING A DIAGNOSIS OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 22,000. UPDATED EVQO 08/17/10; 2008 TOYOTA PRIUS WITH UNINTENDED ACCELERATION. \*KB AN INSPECTION WAS PERFORMED ON THE VEHICLE. ACCORDING TO THE DEALER, THE FRONT AND REAR BRAKES WERE COMPLETELY WORN, THE ROTORS WERE ALSO WORN AND WERE IN NEED OF REPLACEMENT. THE BRAKE FLUID WAS WITHIN NORMAL LIMITS AND THERE WAS A FLUID LEAK FROM THE IMPACT DAMAGE. THE ACCELERATOR PEDAL WAS IN GOOD CONDITION AND MOVED FREELY WITH NO BINDING OR STICKING. THE DRIVERS SIDE FLOOR MAT WAS AN AFTERMARKET ALL WEATHER MAT, NOT PROPERLY SECURED. IT WAS POSITIONED FORWARD WHERE IT COULD INTERFERE WITH THE ACCELERATOR. ACCORDING TO THE LETTER THE BRAKES CAUGHT ON FIRE AND A MOTORIST EXTINGUISHED THE FIRE. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336385  
**Date of Incident:** 20100612  
**Vehicle:** 2010 TOYOTA SIENNA  
**Location of Incident:** PANORA, IA

**NHTSA Summary:**

UNCONTROLLED ACCELERATION WHERE DEPRESSING THE BRAKE PEDAL WAS "SOFT" AND DID NOT HAVE ANY EFFECT IN STOPPING THE VEHICLE. I WAS PULLING INTO MY GARAGE AND AS I NEARED THE POINT WHERE I WANTED TO STOP, I PRESSED ON THE BRAKE PEDAL. THIS HAD NO EFFECT AND THE VEHICLE CONTINUED TO ACCELERATE. THE VEHICLE PROCEEDED THROUGH THE OTHER END OF THE GARAGE. THERE IS A DROP

C-2323

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FROM THE FLOOR OF THE GARAGE TO THE GROUND ON THE BACK SIDE OF THE GARAGE. WHEN THE HEAVY FRONT END OF THE 2010 TOYOTA SIENNA WENT THROUGH THE GARAGE WALL, IT DROPPED TO THE GROUND AND THE VEHICLE WAS BALANCED LIKE ON A TEETER-TOTTER WITH 1 REAR WHEEL IN THE AIR INSTEAD OF ON THE GARAGE FLOOR. THIS POSITION STOPPED THE VEHICLE FROM CONTINUING TO MOVE FORWARD. I WAS UNABLE TO GET OUT BECAUSE THE DOORS WERE LOCKED AND DID NOT RELEASE WHEN I TRIED TO OPEN THE DOOR. I CALLED THE LOCAL SECURITY FORCE WHO CAME TO MY ASSISTANCE. WITH THE SECURITY FORCE PULLING ON THE DOOR FROM THE OUTSIDE, I WAS ABLE TO GET OUT THROUGH THE REAR PASSENGER DOOR. THIS HAS NEVER HAPPENED BEFORE BUT THE CONSEQUENCE WAS FRIGHTENING EVEN AT THE SLOW SPEED THAT I WAS GOING. I CONTACTED MY INSURANCE COMPANY AND THOUGH NOT FINALIZED, IT APPEARS THAT THEY BELIEVE THEY WOULD BE ABLE TO REPAIR THE VEHICLE. THEIR REPAIRS WOULD BE BODY WORK, PAINTING, AND A NEW FRONT WINDSHIELD. MY CONCERN IS THAT THESE REPAIRS MAY NOT ADDRESS THE ROOT CAUSE OF THE PROBLEM - THAT THE BRAKE PEDAL DID NOT SLOW OR STOP THE VEHICLE AS INTENDED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336648  
**Date of Incident:** 20100612  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** HARRINGTON PARK, NJ

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA RAV4. THE CONTACT STATED WHILE PARKING, WHEN SHE REMOVED HER FOOT FROM THE BRAKE PEDAL THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS UNABLE TO STOP THE VEHICLE AND STEERED INTO A CURB IN AN ATTEMPT TO BRING THE VEHICLE TO A STOP. THE VEHICLE DID NOT STOP AND INSTEAD ACCELERATED OVER THE CURB, INTO A FENCE AND FINALLY STOPPED WHEN CRASHING INTO A UTILITY POLE. THE CONTACT SUSTAINED A FRACTURED FOOT AND CRUSHED DENTURES AND WAS TRANSPORTED TO THE HOSPITAL. A POLICE REPORT WAS AVAILABLE. THE VEHICLE WAS TOWED BY THE CONTACTS INSURANCE COMPANY AND WAS DECLARED TOTALLED. THIS WAS NOT THE CONTACTS FIRST INSTANCE OF UNINTENDED ACCELERATION. SHE WAS ADVISED BY HER DEALER THAT THERE WERE NO RECALLS ON THE VEHICLE AND NO FAILURES. THE MANUFACTURER WAS NOT CONTACTED. THE FAILURE MILEAGE WAS 14,415.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340747, 10339302  
**Date of Incident:** 20100612  
**Vehicle:** 2004 TOYOTA COROLLA  
**Location of Incident:** DOWNERS GROVE, IL

**NHTSA Summary:**

TL\* THE CONTACT OWNED A 2004 TOYOTA COROLLA. THE CONTACT STATED THAT WHILE DRIVING ON WET PAVEMENT AT APPROXIMATELY 25MPH, THE VEHICLE ACCELERATED WITHOUT DRIVER INTENT. THE CONTACT'S VEHICLE WAS STRUCK BY TWO OTHER VEHICLES TRAVELLING APPROXIMATELY 55MPH TO 60MPH. THE AIR BAGS NEVER DEPLOYED. THE ILLINOIS STATE POLICE AND AMBULANCE RESPONDED. THE CONTACT WAS TAKEN TO THE HOSPITAL WITH MULTIPLE FRACTURES ON THE LEFT SIDE OF HIS BODY AND SEVERE BRUISING. THE CONTACT WAS IN THE HOSPITAL FOR TWO DAYS. A POLICE REPORT WAS FILED AND THE CONTACT HAD A COPY OF IT. THE VEHICLE WAS DESTROYED. THE MANUFACTURER WAS CONTACTED AND A CASE WAS

C-2324

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

FILED. THE MANUFACTURER SENT AN INVESTIGATOR TO INSPECT THE VEHICLE ON JUNE 29, 2010. THE RESULTS OF THE INVESTIGATION WOULD NOT BE KNOWN FOR FOUR TO SIX WEEKS. THE FAILURE MILEAGE WAS APPROXIMATELY 61,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336204  
**Date of Incident:** 20100613  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** SILVER SPRING, MD

**NHTSA Summary:**  
OUR 2005 TOYOTA CAMRY SUDDENLY ACCELERATED. THE DRIVER APPLIED SLIGHT PRESSURE TO GENTLY ACCELERATE AT INTERSECTION IN RESPONSE TO THE TRAFFIC LIGHT TURNING GREEN. THE CAR RESPONDED AS IF THE GAS PEDAL WAS DEPRESSED TO THE FLOOR AND RACED FORWARD, RESPONDING TO THE BRAKES WHEN APPLIED. FORTUNATELY NO DAMAGE OCCURRED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336356  
**Date of Incident:** 20100613  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** WINSTON SALEM, NC

**NHTSA Summary:**  
I HAVE A 2002 TOYOTA RAV 4, STARTED DRIVING ERACTIC, WHILE FOOT ON GAS PEDAL, CAR WOULD SLOW DOWN, THEN SPEED UP WITH BANGING SOUND. LOCAL TOYOTA DEALERSHIP SAYS COMPUTER BAD REPLACING IT, WHICH INCLUDED A TOW ISS 1,440.00. CAR IS 8 YEARS OLD WITH 91,000 MILES.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336449  
**Date of Incident:** 20100613  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** WINONNA, MN

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343589  
**Date of Incident:** 20100613

C-2325

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2005 TOYOTA HIGHLANDER

**Location of Incident:** SANTEE, CA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2005 TOYOTA HIGHLANDER. THE CONTACT STATED SHE WAS PARKING THE VEHICLE IN HER GARAGE AT A RELATIVELY LOW SPEED. HER FOOT WAS ON THE BRAKE AND THE VEHICLE WAS SHIFTED TO PARK WHEN THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED INTO THE GARAGE WALL. THE CONTACT WAS NOT INJURED. THE VEHICLE SUSTAINED MODERATE FRONT END DAMAGE. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE AN INVESTIGATOR WAS SENT TO FURTHER INSPECT THE VEHICLE. THE INVESTIGATOR ADVISED THE RESULTS WOULD BE AVAILABLE WITHIN THIRTY DAYS. THE CONTACT WAS AWAITING THE RESULTS OF THE INVESTIGATION. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 62,600.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10335956  
**Date of Incident:** 20100614  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** CLEARWATER, FL

**NHTSA Summary:**

LETTER REGARDING JERKING PROBLEMS WITH THEIR 2007 TOYOTA CAMRY LE ; SEEKING HELP TO RESOLVE ISSUE WITH TOYOTA \*TGW THE CONSUMER STATED EVER SINCE THE VEHICLE WAS PURCHASED, IT WOULD JERK IN STOP AND GO TRAFFIC WHEN SHE ATTEMPTED TO ACCELERATE. THE CONSUMER STATED THE VEHICLE WOULD ACCELERATE FOR NO REASON. THE DEALER TOLD THE CONSUMER THE PEDALS WERE SENSITIVE AND SHE NEEDED TO GET USED TO THEM. THE DEALER THEN BLAMED THE PROBLEM ON THE CRUISE CONTROL, WHICH THE CONSUMER STATED WASN'T EVEN ON. THE CONSUMER STATED SHE THEN RECEIVED A RECALL LETTER IN THE MAIL REGARDING THE ACCELERATOR PEDAL AND THAT A BAR WOULD BE INSTALLED AS WELL AS FIXING THE CARPET. THE CONSUMER STATED AFTER THE RECALL WAS PERFORMED, SHE CONTINUED TO EXPERIENCE PROBLEMS WITH THE VEHICLE ACCELERATING AND JERKING. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336947  
**Date of Incident:** 20100614  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** WEST CALDWELL, NJ

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHILE TRAVELING AT 30 MPH, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING CAUSING THE CONTACT TO CRASH INTO A NEARBY WOODEN FENCE. THERE WERE NO INJURIES AND A POLICE REPORT WAS FILED FOR THE INCIDENT. THE VEHICLE WAS NOT DIAGNOSED AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 38,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336705  
**Date of Incident:** 20100616  
**Vehicle:** 2008 LEXUS LS460

C-2326

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** ALLISON PARK, PA

**NHTSA Summary:**  
SUDDEN UNINTENDED ACCELERATION IN A PARKING LOT. REQUIRED BOTH FEET WITH EXTREME PRESSURE TO STOP VEHICLE EVEN AFTER IT COLLIDED WITH AND PUSHED ANOTHER, UNOCCUPIED VEHICLE SIDEWAYS ONE ENTIRE PARKING SLOT. DRIVER AND 3 PASSENGERS IN VEHICLE AT TIME OF INCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10336746  
**Date of Incident:** 20100616  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** YONKERS, NY

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2010 TOYOTA RAV4. THE CONTACT STATED WHILE STOPPED AT A TRAFFIC STOP WITH THE BRAKES DEPRESSED, THE VEHICLE ABNORMALLY ACCELERATED WITHOUT WARNING, CRASHING INTO A POLE. THE CONTACT WAS NOT INJURED. THE VEHICLE SUSTAINED SUBSTANTIAL FRONT END DAMAGE. THE POLICE WERE CONTACTED AND A REPORT WAS FILED. THE VEHICLE WAS TOWED TO THE DEALER WHERE THE CONTACT WAS AWAITING AN INVESTIGATOR FROM THE MANUFACTURER TO FURTHER ASSESS THE VEHICLE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 2,796. UPDATED EVQ 08/05/10 \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10339062  
**Date of Incident:** 20100616  
**Vehicle:** 2010 TOYOTA AVALON  
**Location of Incident:** LEESBURG, FL

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2010 TOYOTA AVALON. THE CONTACT STATED HE WAS DRIVING WITH THE CRUISE CONTROL SET TO APPROXIMATE SPEEDS OF 74 MPH. HE ENGAGED THE BRAKES AND WHEN ATTEMPTING TO RESET THE CRUISE CONTROL, THE VEHICLE ABNORMALLY ACCELERATED TO SPEEDS OF 95 MPH. HE WAS ABLE TO DEACTIVATE THE CRUISE CONTROL AND APPLIED THE BRAKES TO STOP THE ACCELERATION. THE MANUFACTURER ADVISED THE CONTACT TO HAVE THE DEALER INSPECT THE VEHICLE FOR THE FAILURE. THE CONTACT STATED BEFORE THE FAILURE, THE VEHICLE WAS REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER: 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE FAILURE MILEAGE WAS APPROXIMATELY 1,800 AND THE CURRENT MILEAGE WAS APPROXIMATELY 6,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10339371  
**Date of Incident:** 20100616  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CONNELLYS SPRINGS, NC

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED THE VEHICLE WAS TAKEN TO THE DEALER ON APRIL, 2010 FOR RECALL REPAIRS UNDER NHTSA CAMPAIGN ID NUMBER 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). TWO MONTHS LATER, WHILE REVERSING WITH THE BRAKE PEDAL DEPRESSED AND

C-2327

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

ATTEMPTING TO SHIFT INTO DRIVE, THE VEHICLE ABNORMALLY ACCELERATED. THE VEHICLE STRUCK A METAL GARAGE FRAME AND THEN CRASHED INTO A TREE BEFORE COMING TO A STOP. THE CONTACT SUFFERED INJURIES TO HER LEFT EYE AND NOSE. THE VEHICLE WAS TOWED BY THE CONTACTS INSURANCE AGENCY. THE MANUFACTURER ADVISED AN INVESTIGATOR WOULD FURTHER EXAMINE THE VEHICLE FOR THE CAUSE OF FAILURE. THE CURRENT AND THE FAILURE MILEAGES WERE 18,759.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10339735  
**Date of Incident:** 20100616  
**Vehicle:** 2007 LEXUS ES350  
**Location of Incident:** NEW ORLEANS, LA

**NHTSA Summary:**

IN 2007, I PURCHASED A NEW 2007 MODEL LEXUS ES 350 4 DOOR SEDAN. SHORTLY AFTER I PURCHASED THE VEHICLE, I NOTICED THAT WHEN THE ACCELERATOR WAS LIFTED AND THE CAR WAS DOWNSHIFTING AND BRAKING BY THE ENGINE (THE BRAKE NOT BEING DEPRESSED), AT ONE POINT THE CAR CONTINUED FORWARD FOR A TIME RATHER THAN CONTINUE TO BEING BRAKED BY THE ENGINE. THIS CONDITION HAS CONTINUED IN SPITE MY CALLING IT TO THE ATTENTION OF THE LEXUS DEALER IN NEW ORLEANS ON SEVERAL OCCASIONS, THE FIRST BEING SHORTLY AFTER I PURCHASED THE CAR, AND THE LATEST BEING ON JUNE 16TH OF THIS YEAR. IN EACH INSTANCE, I WAS TOLD BY THE DEALER THAT THE CAR HAD NO PROBLEMS. THE PROBLEM IS NOT A RAPID SURGE, BUT RATHER A SUDDEN AND UNEXPECTED MOVING FORWARD IN GEAR INSTEAD OF A CONTINUOUS DOWNSHIFTING AND RESULTING BRAKING WHEN THE CAR HAS BEEN DRIVEN AT ABOUT 30 TO 40 MPH AND THE ACCELERATOR IS LIFTED. THIS PROBLEM DOES NOT OCCUR IN EVERY INSTANCE WHEN THE ACCELERATOR IS LIFTED, BUT IN TRAFFIC WHEN THE DRIVER EXPECTS THE CAR TO SLOW ITSELF THE SUDDEN FORWARD MOVEMENT, INSTEAD OF A CONTINUOUS SLOWING, IS DANGEROUS. THE ACCELERATION PROBLEM APPEARS TO BE A FAULT OF THE CAR'S ELECTRONIC CONTROL SYSTEM. I ALSO CALLED TO THE ATTENTION OF THE DEALER THE FACT THAT WHEN THE CAR IS BRAKED, THE CAR DOES STOP BUT IF PRESSURE IS CONTINUED TO BE PLACED ON THE BRAKE PEDAL, THE PEDAL GOES ALL THE WAY TO THE FLOOR. THIS HAS NOT CAUSED AN ACCIDENT TO DATE, BUT IT DOES REQUIRE THE DRIVER TO PUMP THE BRAKE PEDAL TO MAKE CERTAIN THAT THE CAR WILL STOP. EACH TIME THIS IS DONE, THE BRAKE PEDAL CATCHES MIDWAY TO THE FLOOR. AGAIN, I WAS TOLD THAT THIS WAS NOT A PROBLEM. I REGISTER THESE TWO ISSUES AS POTENTIAL CAUSES OF ACCIDENTS AND AS COMPLAINTS ON MY PART.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344918  
**Date of Incident:** 20100616  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** BELTON, TX

**NHTSA Summary:**

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

C-2328

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NOT EXAMINED TO DETERMINE THE CAUSE OF FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 38,000. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342696  
**Date of Incident:** 20100617  
**Vehicle:** 2008 TOYOTA CAMRY SOLARA  
**Location of Incident:** DALY CITY, CA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2008 TOYOTA CAMRY SOLARA. WHILE DRIVING IN REVERSE AT A VERY LOW SPEED THE VEHICLE SURGED BACKWARDS RESULTING IN A CRASH. A POLICE REPORT WAS FILED. THE CONTACT WAS INJURED. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER AND HAS NOT BEEN EXAMINED FOR THE CAUSE OF FAILURE. THE CONTACT WAS INFORMED THAT THE VEHICLE WAS NOW DRIVABLE. THE FAILURE AND CURRENT MILEAGES WERE 8,800.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10339076  
**Date of Incident:** 20100618  
**Vehicle:** 2006 SCION TC  
**Location of Incident:** KATY, TX

**NHTSA Summary:**  
I TOOK A 2006 SCION TC IN FOR A MECHANIC TO INVESTIGATE THE CAUSE OF A "CHECK ENGINE" WARNING LIGHT. DURING HIS TEST DRIVE, THE VEHICLE REPORTEDLY UNEXPECTEDLY ACCELERATED AND RACED ALMOST OUT OF CONTROL. PER THE MECHANIC, FEEDBACK FROM TOYOTA SUGGESTED THE INCIDENT WAS CAUSED BY A DEFECTIVE THROTTLE BODY SENSOR. ACCORDING TO THE MECHANIC, THE REPLACEMENT PART NOW OFFERED BY TOYOTA REFLECTS SIGNIFICANT MODIFICATIONS WHEN COMPARED TO THE ORIGINAL EQUIPMENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340714  
**Date of Incident:** 20100619  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**  
I STARTED THE ENGINE AND SLOWLY DRIVE BECAUSE ITS A DOWNHILL POSITION AND I NOTICE AN ENGINE LIGHT CAME FROM THE DASHBOARD, AND DECIDED TO STOP BUT IT WONT STOP. THE CAR KEEP RUNNING AND TRIED TO PRESS THE BRAKE BUT UNFORTUNATELY IT WONT STOP. UNTIL I DECIDED TO CRASH THE CAR TO THE GATE OF HOUSE IN ORDER TO MAKE THE CAR STOP AND THEN, I SUSTAIN INJURIES, CUTS, BRUISES, I BELIEVE THE ACCIDENT IS CAUSE BY SUDDEN ACCELERATION/ DEFECTIVE PART OF THE VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341283  
**Date of Incident:** 20100619

C-2329

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 1998 LEXUS GS300  
**Location of Incident:** BETHESDA, MD

**NHTSA Summary:**

REFERRING TO A 1998 LEXUS GS300, REAR WHEEL DRIVE CAR WITH 84,000 MILES. ON SATURDAY, JUNE 19, 2010, I WAS COMING TO A STOP AT AN INTERSECTION WITH A 2 WAY STOP SIGN, WITH MY FOOT ON THE BRAKE. MY CAR AFTER SLOWING DOWN A BIT, SUDDENLY ACCELERATED, ALMOST RESULTING IN AN ACCIDENT AS I CRUISED ACROSS THE INTERSECTION INSTEAD OF STOPPING. I CALLED LEXUS AND THEY ADVISED THAT I BRING THE CAR IN. I DROVE THERE ABOUT 15 MILES, AND ON THE WAY THERE I STOPPED ABOUT 100 FEET BEHIND ANOTHER CAR WHICH WAS STOPPED AT A RED LIGHT. I WAS AT A TOTAL STOP. MY FOOT ON THE BRAKE, AND THE CAR SUDDENTLY LUNGED FORWARD. THERE WAS NO ACCIDENT BECAUSE I WAS SO FAR BEHIND THE CAR IN FRONT OF ME. I DROVE TO LEXUS. THEY EXAMINED THE CAR AND TOLD ME THEY FOUND NOTHING WRONG, INCLUDING WITH THE COMPUTER. THEY THEN TOOK ME FOR A DRIVE, PERHAPS 20 OR 30 MINUTES, STOPPING AND STARTING, AND THE PROBLEM COULD NOT BE DUPLICATED. I WAS TOO AFRAID TO DRIVE THE CAR AWAY AS THIS SUDDEN ACCELERATION HAPPENED TWICE THAT MORNING, SO I BOUGHT A NEW CAR ON THE SPOT. I WAS OF THE UNDERSTANDING THAT THE PROBLEM OF SUDDEN ACCELERATION DID NOT INVOLVE THE GS SERIES. LEXUS DID ALLOW MY GS300 AS A TRADE-IN. BOTH TIMES WHEN THE CAR ACCELERATED, I HAD NO DISTRACTIONS AND AM CERTAIN THAT THIS DESCRIPTION IS ABSOLUTELY ACCURATE. ALSO, I HAD ONLY THE ORIGINAL MATS IN THE CAR AND THEY WERE SET PROPERLY WITH THE HOOKS THROUGH THEM AS THEY SHOULD BE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344553  
**Date of Incident:** 20100620  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** PARMA, OH

**NHTSA Summary:**

AFTER HAVING HAD TWO EVENTS OF SUDDEN ACCELERATION IN AN 2007 TOYOTA RAV4, THE DEALER, METRO TOYOTA, TALKED US UNTO TRADING IN THE 2007, FOR A BRAND NEW 2010 RAV4, AFTER ASSURING US THAT THERE WERE NO SIMILAR COMPLAINTS WITH THE 2010 MODEL. WE DROVE THIS CAR FOR ABOUT 230 MILES, WHEN ON JUNE 20, 2010, A MILE AFTER EXITING THE FREEWAY, WITH MY WIFE IN THE PASSENGER SEAT, I WAS COMING UP TO A RED LIGHT, GOING DOWN A SLIGHT SLOPE, ON THE ROAD, WHEN THE CAR ENGINE SURGED. I PUT THE GEAR IN NEUTRAL, DROVE THE CAR PARALLEL AND NEAR SOMEBODY'S DRIVEWAY, PUT THE CAR IN PARK, AND WAS PREPARING TO GO KNOCK ON THE DOOR OF THE HOMEOWNER TO ASK HIM/HER TO COME AND WITNESS THE RPM'S, WHEN THE CAR SURGING STOPPED. I CAREFULLY DROVE THE CAR HOME. I DID NOT CALL THE DEALER THAT EVENING. THE NEXT DAY, I WAS GOING TO A NEARBY GROCERY, PREPARING TO GET INTO A LEFT TURNING LANE, APPROACHING A RED LIGHT, AGAIN GOING DOWN A SLIGHT INCLINE ON THE ROAD, MY FOOT ON THE BRAKE, WHEN I FELT THE ENGINE REV UP STRONGLY. I PRESSED HARD ON THE BRAKE, PUT THE GEAR IN NEUTRAL, LIFTED UP THE HAND BRAKE, AND A GOT OUT OF THE CAR FOR A WHILE HOPING TO SPOT A POLICE CAR OR HAVE SOMEONE ELSE COME AND WITNESS THIS TERRIBLE EVENT. SEEING NO ONE WILLING TO STOP, I GOT BACK IN THE CAR, AGAIN PRESSED MY FOOT ON THE BRAKE, BUT THE RPM'S REMAINED ABOVE 5000. AFRE WAITING ONE MORE MINUTE, THE SPEED OF THE ENGINE CAME DOWN TO NORMAL. I PICKED UP THE REQUIRED ITEMS AT THE GROCERY STORE, AND RETURNED TO MY HOME NEARBY. I CALLED THE DEALER, THEY SENT A MAN WHO TOOK THE CAR TO SERVICE. THE CAR WAS THERE FOR OVER THREE WEEKS. THEIR ANSWER WAS THAT THE CAR CHECKED OK, THEY ATTEMPTED NO REPAIR. I REFUSED TO AGAIN DRIVE THIS CAR ON

C-2330

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE ROAD. I ENDED UP BUYING A SIMILAR CAR OF ANOTHER MAKE. THIS AND THE PREVIOUS INCIDENT IN THE 2007 RAV 4 HAS COST US OVER 13000 DOLLARS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10348535  
**Date of Incident:** 20100620  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** ROCKVILLE, MD

**NHTSA Summary:**  
ON JUNE 20 SHORTLY BEFORE 6:00 PM I BACKED OUT OF THE PARKING SPACE OF OUR CONDO BUILDING, AND I PROCEEDED TO DRIVE THE CAR. WITH ABOUT 10 MLS/HOUR TOWARD A STREET CCA 50 YARDS AWAY. BEFORE ENTERING THE STREET THE CAR HAS TO BE STOPPED, HOWEVER, WITHOUT PRESSING THE GAS PEDAL, THE CAR ON ITS OWN ACCELERATED. IMMEDIATELY I APPLIED THE BRAKES, BUT THE CAR DID NOT RESPOND. THE CAR SPEEDED INTO A GRASSY AREA, AND FROM THERE TO OUR OVERFLOW PARKING LOT, AND FROM THERE TO A SECOND PARKING LOT. THE TIRES BURNED THE GRASS DUE TO THE APPLIED BRAKES. PICTURE OF THE BURNED GRASS CAN BE SUPPLIED IF REQUESTED. THE UNSTOPPABLE CAR TRAVELED ABOUT 170 YARDS. DUE TO THE FORCE BY WHICH THE CAR HIT FOUR CURBES, THE FRONT TIRES WERE FLATTENED AND THE FRONT RIGHT WHEEL WAS SEVETLY DAMAGED. THE FRONT END COLLAPSED TO THE GROUND AND THE CAR FINALLY STOPPED. MY WIFE AND MYSELF WERE WEARING THE SAFETY BELTS, WHICH PREVENTED TO BE THROWN INTO THE FRONT WINDSHIELD. MY WIFE WAS SITING NEXT TO ME, THERE WERE NO OTHER PASSENGERS IN THE CAR. IN ADDITION THE FORCE CAUSED BOTH OF THE FRONT AIRBAGS TO DEPLOY. MINIMIZING THE HUMAN DAMAGE. THE AIRBAGS CAUSED A SECOND DEGREE BURN ON MY LEFT ARM AS AS DETERMINED IN THE ER. THE AIRBAG ALSO HIT THE FRONT OF MY FACE, AND SLIGHTLY BURNED THE FINGER ON HER LEFT HAND. NEEDLESS TO STAY THAT WE WERE EXTREMELY SHAKEN AND FRIGHTENED. UPON EXITING THE CAR I CALLED 911 AND REPORTED WHAT HAPPENED. AN UNKNOWN NEIGHBOR CALLED AN AMBULANCE, WHICH CAME VERY SOON WITH A LARGE FIRE TRUCK. WE WERE TAKEN TO THE ER OF A LOCAL HIOSPITAL. WE SPENT AT 4-5 HOURS IN THE ER OF THE HOSPITAL WHERE WE WERE X-RAYED. EVEN AS OF THE DATE OF THIS REPORT, SOME 2 MONTHS AFTER THE ACCIDENT BOTH MY WIFE AND I REMAIN EXTREMELY SHAKEN BY THIS TRAUMATIC EXPERIENCE. MY WIFE'S SPINAL PROBLEMS WERE ENHANCED BY THE CRASH, AND HER CONDITION IS BEING MONITORED BY SPECIALISTS. THE CAR WAS NOT ON THE RECALL LIST. I SUSPECT THE ORIGINAL MICRO CHIP TO CAUSE THE MULFUNCTION OF THE GAS FLOW.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10350757  
**Date of Incident:** 20100620  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** LINCOLN, CA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2010 TOYOTA CAMRY HYBRID. WHENEVER THE CONTACT HAD TO RAPIDLY SWITCH BETWEEN ACCELERATING AND BRAKING HE NOTICED THAT THE CLOSE PLACEMENT OF THE PEDALS OCCASIONALLY CAUSED UNWANTED ACCELERATION. THE VEHICLE HAS NOT BEEN DIAGNOSED AND THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGE WAS NOT AVAILABLE. THE VIN WAS NOT AVAILABLE. BML

**Additional Summary:**

C-2331

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10339524  
**Date of Incident:** 20100621  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** SALINAS, PR

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE VEHICLE WAS TAKEN TO THE DEALER FOR REPAIRS UNDER NHTSA RECALL CAMPAIGN ID NUMBER: 10V023000 (DRIVING SPEED CONTROL: ACCELERATOR PEDAL) IN MARCH 2010. ON JUNE 21ST WHILE DRIVING AT 45 MPH, THE VEHICLE BEGAN TO VIBRATE ABNORMALLY AND ACCELERATED UP TO 55 MPH. THE CONTACT SHIFTED INTO NEUTRAL AND APPLIED THE EMERGENCY BRAKE UNTIL THE VEHICLE CAME TO A COMPLETE STOP. THE VEHICLE CONTINUED TO EXCESSIVELY VIBRATE WHILE STOPPED. THE DEALER PERFORMED A DIAGNOSTIC AND FOUND THERE WAS A COMPUTER MALFUNCTION. THE VEHICLE WAS LEFT WITH THE DEALER WHERE THE CONTACT WAS AWAITING FURTHER DIAGNOSTIC TESTING OF THE VEHICLE. THE VEHICLE WAS NOT YET REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 24,800.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10339424  
**Date of Incident:** 20100621  
**Vehicle:** 2009 TOYOTA PRIUS  
**Location of Incident:** BLUE POINT, NY

**NHTSA Summary:**

I WAS INVOLVED IN 2 IDENTICAL ACCIDENTS OVER THE PAST 6 MONTHSWITH THE SAME CAR, A 2009 TOYOTA PRIUS. IN DECEMBER '09 I WAS MAKING A RIGHT TURN TO PULL INTO A PARKING SPOT. I WAS COMPLETELY IN THE SPOT AND WENT TO COME TO A FULL STOP WHEN MY 2009 TOYOTA PRIUS SUDDENLY ACCELERATED AND CRASHED INTO A CAR. THEN AGAIN ON JUNE 21, 2010, I WAS MAKING A RIGHT TURN INTO A PARKING SPOT AND THE SAME CAR SUDDENLY ACCELERATED AS I WENT TO COME TO A FULL STOP IN THE PARKING SPOT. THIS TIME THE CAR JUMPED THE CURB AND WENT THROUGH A CHAIN LINK FENCE. BOTH TIMES I WAS MAKING A RIGHT TURN INTO THE SPOT, BOTH TIMES I WAS BRAKING AND BOTH TIMES THE CAR ACCELERATED AS I WENT TO COME TO A FULL STOP. THE DEC '09 ACCIDENT WAS REPORTED TO THE POLICE, THE JUNE'10 ACCIDENT WAS NOT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343426  
**Date of Incident:** 20100622  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** HARO REY, PR

**NHTSA Summary:**

MY VEHICLE, A TOYOTA COROLLA 2009 HAD WORKED WITHOUT PROBLEMS UP UNTIL JUNE 22, 2010. TWO RECALL BULLETINS REQUIRED WORK TO BE PERFORMED BY TOYOTA TO PREVENT POTENTIAL SUDDEN UNINTENDED ACCELERATION (SUA). THE FIRST ONE WAS DONE FEBRUARY 22, 2010 (FP 78112-07050) AND THE SECOND ON JUNE 22, 2010 (FP 87268-12040) AT AUTOCENTRO TOYOTA IN SAN JUAN, PUERTO RICO. IMMEDIATELY AFTER THE SECOND REPAIR I PROCEEDED TO PICK UP MY TWO GRANDCHILDREN. WITH MY GRANDCHILDREN IN THE VEHICLE AND ONLY 42 MINUTES AFTER THE SECOND ALLEGED

C-2332

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

REPAIR THE VEHICLE COMMENCED ACCELERATING ON ITS OWN. WITHIN THE .8 MILES THE VEHICLE TRAVELED (CONFIRMED BY MY OLDER SON WITH HIS VEHICLE'S ODOMETER) I ATTEMPTED REPEATEDLY TO STOP THE VEHICLE TO NO AVAIL. STEPPING ON THE BRAKES WITH ALL THE FORCE I COULD MUSTER DID NOT STOP THE VEHICLE. I DROVE INTO A MEDIAN ATTEMPTING TO STOP THE VEHICLE WITH NO RESULTS. FINALLY THE VEHICLE CAME TO A TOP WHEN I REAR ENDED A VEHICLE IN FRONT OF ME. THAT VEHICLE IN TURN COLLIDED WITH ANOTHER VEHICLE RESULTING IN A FIVE TOTAL VEHICLE COLLISION. THE DRIVER OF THE VEHICLE I IMPACTED SUFFERED SOME INJURIES AND WAS TAKEN TO THE HOSPITAL.

**Additional Summary:**

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

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10339651  
**Date of Incident:** 20100622  
**Vehicle:** 2009 SCION XB  
**Location of Incident:** HARRISON, OH

**NHTSA Summary:**

WHILE AT A DRIVE THRU AND FOOT FIRMLY ON THE BRAKE MY 2009 SCION XB SURGED BY RELEASING THE PRESSURE ON THE BRAKE, I QUICKLY REMOVED MY FOOT AND REAPPLIED PRESSURE AND IT DID IT AGAIN AT A STOP LIGHT SAME OCCURANCE. VEHICLE AT BOTH THESE TIMES WAS NOT IN MOTION. I TOOK IT TO THE DEALERSHIP TO ASK IF PROBLEMS HAD BEEN REPORTED AS BOTH THESE INSTANCES HAPPENED WITHIN MINUTES OF EACH OTHER AND THEY STATED TO LEAVE THE VEHICLE AND THEY WOULD CHECK IT OUT. HOWEVER, I TOLD THEM I NEEDED A CAR THEY SAID SERVICE WAS CLOSED AND WAS UNABLE TO PROVIDE ME WITH A CAR IN ORDER FOR ME AND MY FAMILY TO GET HOME AND FOR WORK THE NEXT DAY. THE DEALERSHIP WAS OPEN IT WAS 7:15PM AT NIGHT BUT I COULD NOT GET A LOANER CAR IN ORDER FOR THEM TO PROPERLY CHECK MY BRAKES AND ACCELERATION ISSUES. I ASKED THEM TO WRITE DOWN THAT I HAD APPROACHED THEM ON THE SUBJECT AND THEY SAID THEY WOULD. THE NEXT MORNING WHILE GOING TO WORK THE VEHICLE WAS IN MOTION GOING DOWN A HILLSIDE WHEN I APPLIED BRAKE THE VEHICLE SLOWED AS IT SHOULD BUT AGAIN THERE WAS A SURGE IN POWER AND IT ACCELERATED AND I HAD TO REMOVE MY FOOT QUICKLY FROM THE BRAKE AND REAPPLY TO BRING THE VEHICLE BACK UNDER CONTROL. WE ARE AGAIN CONTACTING THE DEALERSHIP TODAY FOR ANOTHER PROPER INSPECTION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10339864  
**Date of Incident:** 20100622  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** RIVERSIDE, CA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE DRIVING AT APPROXIMATELY 15 MPH IN A RESIDENTIAL AREA, THE VEHICLE ABNORMALLY ACCELERATED WITHOUT WARNING. THE CONTACT APPLIED THE BRAKES BUT TO NO AVAIL. THE VEHICLE CONTINUED TO PICK UP SPEEDS AND JUMPED A CURB, CRASHING INTO THE LIVING ROOM OF A NEARBY HOUSE. HE SUSTAINED INJURIES TO HIS BACK, NECK AND KNEES.

C-2333

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE CONTACT STATED HE HAD PREVIOUSLY EXPERIENCED THE FAILURE BUT BELIEVED IT TO BE DRIVER'S ERROR. A POLICE REPORT WAS AVAILABLE. THE CONTACT STATED HIS INSURANCE COMPANY WAS HANDLING THE INVESTIGATION OF THE FAILURE. THE VEHICLE WAS DESTROYED. THE FAILURE AND CURRENT MILEAGES WERE 84,702.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340830  
**Date of Incident:** 20100622  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** COLD SPRING HARBOR, NY

**NHTSA Summary:**

MY WIFE WAS PULLING HER 2004 TOYOTA CAMRY INTO A PARKING SPACE. CAR IN DRIVE WITH HER FOOT LIGHTLY ON THE BRAKE WITH THE CAR SUDDENLY ACCELERATED. THE BRAKES WERE OF LITTLE USE AND THE ONLY THING THAT KEPT HER FROM CRASHING INTO AN OFFICE BUILDING WAS A SMALL RETAINING WALL THAT STOPPED THE CAR. THE CAR IS NOW AT AN AUTO BODY SHOP WITH OVER \$7,000 IN REPAIRS TO BE MADE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10346945  
**Date of Incident:** 20100622  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** CRANBURY, NJ

**NHTSA Summary:**

I WAS DRIVING THE VEHICLE ON RT 684 GOING SOUTH TOWARDS WHITE PLAINS WESTCHESTER COUNTY NY. AROUND 6:00 PM, I WAS DRIVING IN THE MIDDLE LANE AT 65 MILE SPEED, THEN I WAS CHANGING FROM MIDDLE LANE TO THE LEFT LANE, SUDDENLY THE VEHICLE WENT TO IN APPROPRIATE AND UNCONTROLLED ACCELERATION AND DRIFTED TO THE MIDDLE ISLAND, THE CAR WAS FORCED TO STOP BY THE SHRUBS AND SMALL TREES. I WAS ABLE TO GET OUT OF THE CAR, CALLED 911, WENT BACK TO MY SEAT AND THE POLICE AND AMBULANCE CAME AND TOOK ME TO NORTHERWESTCHESTER HOSPITAL IN MT KISCO NY

**Additional Summary:**

**Toyota ID Number:** 1006221738  
**NHTSA ODI Number:**  
**Date of Incident:** 20100622  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** NORTH BRUNSWICK, NJ

**NHTSA Summary:**

**Additional Summary:**  
Mr. Griesler has experienced two incidents - second occurrence was on June 22, 2010 in the Ferren Parking Deck in New Brunswick, NJ which resulted in a crash. Mr. Griesler reported this crash to his insurance company (State Farm) and also to Toyota. His request "that Toyota take responsibility for this ongoing problem and pay the resulting repair bills associated with this accident" was inspected and denied by Toyota. See documents in folder (TOYSAU8117).

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100623

C-2334

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** , MN

**NHTSA Summary:**

**Additional Summary:**  
INFORMATION FROM NEWS ARTICLES: Woman Crashes Into Burnsville Hair Salon (CBS) and Toyota Crashes Into Burnsville Hair Salon, Driver Says Accelerator Stuck (Minnesota incident)

"The driver of a 2003 Toyota Corolla lost control of her vehicle and crashed into a hair salon in Burnsville Wednesday.

The Burnsville Police Department said it happened around 11:50 a.m. at Syndicut For Hair on 10th Avenue South. The driver was an 83-year-old woman who was driving in the parking lot when she somehow lost control and went crashing into the window of the salon.

The wheels were still spinning, inside the hair salon, when the owner asked the driver to turn off the vehicle.

The woman allegedly claimed the vehicle's pedal was stuck, leading to the crash. Police checked with the local Toyota dealership and said the vehicle was not part of the recent recall.

There were no injuries and no citations."

The name of the woman involved in the crash has not been released.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340519  
**Date of Incident:** 20100623  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** SAN JACINTO, CA

**NHTSA Summary:**

I HAVE A TOYOTA HYBRID 07. I TURNED ON CAR MADE HORRIBLE LOAD NOISE THE SPEEDOMETER WENT UP TO 100 MPH IN SECONDS THE TWO FRONT TIRES WERE SHACKING HORRIBLY LIKE THE CAR WANTED TO TAKE OFF THE CAR KEEP MAKING LAUD NOISE I HONESTLY THOUGH THE CAR WAS GOING TO BLOW UP. I THANK GOD THAT I WASN'T IN ROAD WHEN IT HAPPENED. AM VERY AFRAID TO GET INTO CAR THERE IS NO WAY I WILL BE ABLE TO DRIVE THAT CAR AGAIN I VALUE MY LIFE TOO MUCH AND ITS SAD THAT TOYOTA JUST THINKS ABOUT MONEY AND NOT LIVES OF PEOPLE. I SAY THIS BECAUSE THEY SAID "WELL BRING IT IN IF IT HAPPENS AGAIN" YEAH RIGHT AND WHAT IF IT DOES BUT AM DEAD , OR CREDICLY INJURED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340943  
**Date of Incident:** 20100623  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** BOLLING GREEN, KY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE DRIVING APPROXIMATELY 30 MPH APPROACHING AN INTERSECTION THE VEHICLE ACCELERATED FULL THROTTLE. SHE APPLIED THE BRAKES; HOWEVER, THE VEHICLE CONTINUED TO ACCELERATE ONTO THE EMERGENCY LANE. WHEN THE CONTACT SHUT THE ENGINE OFF AND RESTARTED THE VEHICLE IT BEGAN TO FUNCTION NORMALLY. THE CONTACT STATED A PASSENGER SUSTAINED A MINOR INJURY TO THE NECK. THE DEALER PERFORMED A DIAGNOSTIC TEST AND WAS UNABLE TO DETERMINE WHAT CAUSED THE FAILURE TO OCCUR. THE

C-2335

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

APPROXIMATE FAILURE MILEAGE WAS 45,050 AND THE CURRENT MILEAGE WAS 45,570. UPDATED 08/24/10. \*LJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340405  
**Date of Incident:** 20100624  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** DESTREHAN, LA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA HIGHLANDER. THE CONTACT STATED WHILE DRIVING AT APPROXIMATELY 15 MPH, THE VEHICLE RAPIDLY ACCELERATED WITHOUT DRIVER INTENT. THE CONTACT SHIFTED INTO NEUTRAL AND DEPRESSED THE BRAKES UNTIL HE WAS ABLE TO STOP THE VEHICLE. THERE WAS NO WARNING PRIOR TO THE FAILURE. THE MANUFACTURER WAS CONTACTED AND ADVISED AN INVESTIGATOR WOULD FURTHER ASSESS THE FAILURE. THE MANUFACTURER STATED ALSO THAT THE VEHICLE WOULD BE TOWED TO THE NEAREST DEALER FOR DIAGNOSTIC REPAIRS. THE VEHICLE WAS NOT YET REPAIRED OR DIAGNOSED. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 30,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340434  
**Date of Incident:** 20100624  
**Vehicle:** 2003 TOYOTA SIENNA  
**Location of Incident:** LOS ANGELES, CA

**NHTSA Summary:**

WHILE I WAS FULLY STOPPED, WITH MY FOOT ON THE BRAKE, MY 2003 TOYOTA SIENNA UNEXPECTEDLY AND SUDDENLY ACCELERATED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342196  
**Date of Incident:** 20100624  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** OCEANSIDE, CA

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345755  
**Date of Incident:** 20100624

C-2336

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 2009 TOYOTA YARIS  
**Location of Incident:** TOMS RIVER, NJ

**NHTSA Summary:**

I WAS DRIVING AT THE REGULAR SPEED LIMIT AND WHEN THE CAR IN FRONT OF ME WAS STOPPING TO MAKE A LEFT HAND TURN. I STEPPED ON MY BRAKE AND THE CAR WOULD NOT STOP. I WAS PRACTICALLY STANDING ON THE BRAKE PEDAL AND THE CAR WOULD NOT STOP AND I HIT THE CAR IN FRONT OF ME. THE AIRBAGS DEPLOYED. I REMEMBER THAT A POLICEMAN TOLD ME TO PUT ON THE EMERGENCY BRAKE BECAUSE THE CAR WAS STILL SLIDING. I KNOW I TRIED TO STOP AND THE CAR WOULDN'T STOP. BASED ON THEIR REPORTS OF TOYOTA'S STICKING ACCELERATOR, I THOUGHT THIS SHOULD BE REPORTED AND INVESTIGATED. I JUST CAME HOME LAST WEEK. I BROKE 4 RIBS IN THE ACCIDENT AND THE CAR IS TOTALLED. I WAS IN REHABILITATION FOR 2 1/2 WEEKS. I WOULD LIKE TO SEE THIS ACCIDENT INVESTIGATED. I HAVE A CLEAN DRIVING RECORD AND I BELIEVE THERE MAY HAVE BEEN SOME TYPE OF MECHANICAL ISSUE THAT WOULD NOT LET ME STOP THE CAR. THE INSURANCE SALVAGE GARAGE IS HOLDING THE CAR FOR 60 DAYS AT OUR REQUEST SO THE CAR COULD BE INSPECTED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342042  
**Date of Incident:** 20100625  
**Vehicle:** 2010 TOYOTA HIGHLANDER  
**Location of Incident:** TACOMA, WA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 TOYOTA HIGHLANDER. WHILE DRIVING 20 MPH, THE CONTACT APPLIED THE BRAKES AND THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. IN ORDER TO STOP THE VEHICLE, THE CONTACT HAD TO SHIFT THE VEHICLE INTO PARK. THE VEHICLE WAS TOWED TO THE DEALER WHO STATED THAT THE FAILURE COULD NOT BE DETERMINED. THERE WERE NO PRIOR WARNINGS. THE VEHICLE WAS NOT REPAIRED. THE CURRENT AND FAILURE MILEAGES WERE 9000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342932  
**Date of Incident:** 20100625  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** CARY, NC

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2007 TOYOTA COROLLA. THE CONTACT STATED WHILE ATTEMPTING TO PARK WITH THE BRAKE DEPRESSED, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS ABLE TO STOP THE UNINTENDED ACCELERATION AND WHEN PARKING THE VEHICLE, THE CHECK ENGINE WARNING LIGHT WAS ILLUMINATED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE BUT ADVISED THE UNINTENDED ACCELERATION WAS CAUSED BY THE THROTTLE BODY CONTROL MOTOR. THE VEHICLE WAS NOT REPAIRED. THE VERY NEXT DAY, THE CONTACT WAS DRIVING AT UNKNOWN SPEEDS WHEN THE VEHICLE ABNORMALLY ACCELERATED APPROXIMATELY TWELVE FEET INTO A TREE AND CONTINUED TO ACCELERATE THEREAFTER. THE CONTACT SUSTAINED INJURIES TO THE NECK. A POLICE REPORT WAS AVAILABLE. THE VEHICLE WAS DESTROYED. THE MANUFACTURER WAS CONTACTED WHERE HE WAS AWAITING ASSISTANCE. THE CURRENT AND FAILURE MILEAGES WERE 29,272.

**Additional Summary:**

C-2337

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343908  
**Date of Incident:** 20100625  
**Vehicle:** 2010 TOYOTA HIGHLANDER  
**Location of Incident:** HENDERSONVILLE, NC

**NHTSA Summary:**

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

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340297  
**Date of Incident:** 20100626  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

WHEN SET ON CRUISE CONTROL AND GOING UPHILL THE CAR ACCELERATES EXCESSIVELY TO MORE THAN 5 MPH OVER SET SPEED LIMIT

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344185  
**Date of Incident:** 20100626  
**Vehicle:** 2010 TOYOTA AVALON  
**Location of Incident:** TRINITY, TX

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 TOYOTA AVALON. THE CONTACT STATED THAT HE NOTICED AN INTERMITTENT SUDDEN ACCELERATION WHEN HE APPROACHED A STOP SIGN. THE VEHICLE WOULD NOT MOVE FORWARD WHEN THE ACCELERATOR PEDAL WAS DEPRESSED; HOWEVER, IF HE CONTINUED TO DEPRESS THE PEDAL, THE VEHICLE WOULD SUDDENLY SURGE FORWARD. THE VEHICLE WOULD ALSO LUNGE FORWARD AFTER TURNING A CORNER. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THE CONTACT WAS INFORMED THAT THE VEHICLE WAS DESIGNED TO OPERATE THAT WAY. THE VEHICLE WAS NOT REPAIRED WHEN THE COMPLAINT WAS FILED. THE CONTACT

C-2338

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

HAD NOT SPOKEN TO THE MANUFACTURER WHEN THE COMPLAINT WAS FILED. THE CURRENT MILEAGE WAS APPROXIMATELY 7,800. THE FAILURE MILEAGE WAS APPROXIMATELY 7,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340327  
**Date of Incident:** 20100627  
**Vehicle:** 2002 TOYOTA HIGHLANDER  
**Location of Incident:** LOS ALTOS, CA

**NHTSA Summary:**

FROM A STOPPED POSITION ON A SIDE STREET, I PRESSED THE ACCELERATOR TO PULL ONTO A MAIN STREET. BECAUSE TRAFFIC ON THE MAIN STREET MOVES RATHER FAST, I ACCELERATED SOMEWHAT ABOVE NORMAL, BUT IN NO WAY EXCESSIVE. AFTER GETTING INTO MY LANE, I BACKED OFF THE ACCELERATOR, BUT THE ENGINE ACTED AS IF I WAS FLOORING IT AND THE CAR CONTINUED ACCELERATING. IT WAS SCARY. I PUSHED HARD ON THE BRAKE. THE CAR STILL ACCELERATED. I STEPPED ON THE HAND BRAKE. IT CONTINUED TO ACCELERATE. FINALLY, I TOOK THE CAR OUT OF DRIVE AND INTO NEUTRAL. THE ENGINE CONTINUED TO SCREAM, BUT I WAS ABLE TO STOP AT THE SIDE OF THE ROAD. AT SOME POINT THE ENGINE DID COME DOWN TO NORMAL IDLE, BUT I WAS SO SHAKEN, I REALLY DON'T KNOW WHEN THAT HAPPENED. FORTUNATELY NO ONE WAS AHEAD OF ME, THE ROAD IS STRAIGHT AND LEVEL, ETC. ASIDE FROM SHATTERED NERVES, THERE WAS NO HARM DONE. BUT I CAN IMAGINE ALL KINDS OF HORRIBLE OUTCOMES HAD CONDITIONS BEEN DIFFERENT. THE CAR ACTED AS IF THE ACCELERATOR STUCK ALL THE WAY DOWN, HOWEVER I KNOW I DIDN'T PRESS IT DOWN THAT FAR. LATER MY HUSBAND DROVE THE CAR HOME FROM WHERE I STOPPED IT. WITH THE CAR OFF, MY HUSBAND INSPECTED THE ACCELERATOR PEDAL PRESSING IT WITH HIS HAND AND LETTING IT BACK UP. THERE IS A POINT ABOUT HALF WAY BACK UP WHERE THE MECHANISM IS NOT SMOOTH. THE PEDAL COMES ALL THE WAY BACK UP, BUT SOMETHING INSIDE CATCHES AND CAUSES LOTS OF GAS TO FLOW INTO THE ENGINE. AT LEAST ONE TIME HE WAS ABLE TO REPRODUCE THE PROBLEM WITH THE CAR IN PARK. I AM AFRAID TO EVER DRIVE IT AGAIN. THIS TIME I WAS LUCKY, BUT I SHUTTER TO THINK. IF SOMEONE HAD BEEN IN ONE OF THE CROSSWALKS. IF I HAD BEEN APPROACHING A RED LIGHT. WHEN MIGHT THIS HAPPEN AGAIN? \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340300  
**Date of Incident:** 20100627  
**Vehicle:** 2002 TOYOTA CAMRY SOLARA  
**Location of Incident:** PLANTATION, FL

**NHTSA Summary:**

I WAS DRIVING MY TOYOTA 2002 SOLARA INTO THE PARKING LOT ON 6-27-10 TO THE POST OFFICE BUILDING. WHILE PULLING INTO A PARKING SPOT ALONG SIDE OF THE THE POST OFFICE BUILDING. WHILE APPLYING THE BRAKES THE ACCELERATION STARTED TO INCREASE AND THE BRAKE PEDAL WENT DOWN ALMOST TO THE FLOOR. THE CAR JUMPED THE PARKING STOP AND THEN THE SIDE WALK INTO THE WALL OF THE BUILDING. THE TWO AIR BAGS EXPLODED, THEN TRYING TO PUT THE CAR INTO PARK THE CAR WENT INTO REVERSE BACK INTO THE PARKING LOT. THEN FINALLY THE CAR WAS IN PARK AND IGNITION WAS SHUT OFF. I CALLED 911 AND THEN WENT THE HOSPITAL FOR X-RAYS. THIS IS NOT SAFE TO DRIVE THESE CARS AND THE FLOORMATS DIDNOT GET STUCK ON THE GAS PEDAL. IS THIS A PROBLEMATIC THROTTLE CONTROL SYSTEM WITH TOYOTA CARS? IS THERE A WAY TO FIND OUT WHAT CAUSE THIS

C-2339

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

PROBLEM? IS THERE ANY COMPUTER IN THE CAR THAT WILL STORE THIS INFORMATION WHAT HAPPEN? I'M AM SO SHOOK UP THAT I DON'T THINK I CAN EVER DRIVE ANOTHER VEHICLE AGAIN. PLEASE KEEP ME INFORMED WHAT I CAN DO ABOUT THIS AND WHO DO I CAN SUE WHAT HAPPEN TO ME. RITA

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341268  
**Date of Incident:** 20100627  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** NORTH SALT LAKE CITY, UT

**NHTSA Summary:**

ON SUNDAY, JUNE 27 2010, WE WERE TRAVELING DOWN A CROWDED CANYON IN OUR 2010 TOYOTA RAV4. (WE PREVIOUSLY BROUGHT THE VEHICLE IN TO OUR LOCAL DEALERSHIP PURSUANT TO THE SAFETY RECALL.) MY HUSBAND WAS DRIVING WHILE I WAS SEATED BESIDE OUR TODDLER IN THE BACK SEAT. ALL OF A SUDDEN IT SOUNDED LIKE SOMEBODY FLOORED THE ACCELERATOR. MY HUSBAND BECAME ALARMED AS HE NOTICED THE RPM'S IMMEDIATELY RAMPED UP. WE LURCHED FORWARD. MY HUSBAND'S FOOT WAS NOT EVEN ON THE ACCELERATOR. FORTUNATELY, SINCE MY HUSBAND WAS ABOUT TO BRAKE, WE WERE ABLE TO NARROWLY AVOID A COLLISION WITH THE VEHICLE AHEAD OF US. WE CONTACTED OUR LOCAL DEALERSHIP TO INSPECT THE NEW TOYOTA. THEY COULDN'T IDENTIFY THE CAUSE OF THE INCIDENT, BUT THEY DID INDICATE THAT IT MAY HAVE BEEN A FLOOR MAT PROBLEM. WE EXPLAINED THAT THE ACCELERATOR DID NOT SEEM STUCK AND THAT WE WERE TRAVELING AT AN EXTREMELY SLOW RATE OF SPEED AND THEN UNINTENTIONALLY ACCELERATED. WE CONTINUED TO BE CONCERNED AND SO WE CONTACTED TOYOTA. THEY EXPLAINED THAT THE DEVICE INSTALLED PURSUANT TO THE SAFETY RECALL WAS INTENDED TO ASSIST THE ACCELERATOR IN RETURNING TO AN IDLE POSITION. HOWEVER, AS WE EXPLAINED, THE ACCELERATOR WAS IN AN IDLE POSITION WHEN THIS INCIDENT OCCURRED. WE CONTINUE TO BE SCARED TO DEATH TO DRIVE OUR NEW TOYOTA RAV4. THIS MATTER HAS RECENTLY BEEN REFERRED TO ARBITRATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10347809  
**Date of Incident:** 20100628  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** CINCINNATI, OH

**NHTSA Summary:**

WHEN TURNING KEY ON TO START CAR YHERE WAS SUDDEN ACCELERATION THAT I HAVE NEVER FELT ANAND D HOPE NEVER TO FEEL AGAIN.AT FIRST I DIDNT KNOW HAT HAD HAPPENEDAND FINALLY REALIZED IT WAS OUR CAR AND I THEN TURNED OFF THE KEY

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10349977  
**Date of Incident:** 20100628  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** HINCH, WV

**NHTSA Summary:**

C-2340

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TL CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT STATED WHILE DRIVING 50 MPH THE VEHICLE SUDDENLY ACCELERATED. AS THE VEHICLE IS ACCELERATING THE CONTACT IS TRYING TO SLOW THE VEHICLE DOWN BY APPLYING THE BRAKES. AT THIS TIME THE BRAKES ARE MALFUNCTIONING AND INCREASING IN SPEED. THE CONTACT WAS UNABLE TO SLOW THE VEHICLE DOWN AND CRASHED INTO ANOTHER VEHICLE. DURING THE CRASH THE AIR BAGS DEPLOYED AND THE VEHICLE WAS DESTROYED AND TWO PEOPLE INCLUDING THE CONTACT WAS INJURED. THE CONTACT SUFFERED INJURIES TO THE NECK AND ARMS. THE CONTACT WAS TAKEN TO THE HOSPITAL AS WELL AS THE OTHER DRIVER OF THE VEHICLE. THE CONTACT IS STILL SUFFERING FROM THE INJURIES FROM THE CRASH. THE CONTACT HAS NOT CALLED THE MANUFACTURER REGARDING THE CRASH. THE FAILURE MILEAGE WAS 12,000. JO  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340112  
**Date of Incident:** 20100629  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** ELIZABETH, NJ  
**NHTSA Summary:**

2009 TOYOTA CAMRY LE. CONSUMER STATES PROBLEM WITH GAS AND BRAKE PEDAL \*TGW ACCORDING TO THE INVOICES, THE BRAKE PEDAL WOULD GO DOWN TO THE FLOOR AND THE VEHICLE WOULD CONTINUE TO ACCELERATE. \*JB  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340827  
**Date of Incident:** 20100629  
**Vehicle:** 2010 LEXUS RX350  
**Location of Incident:** OKLAHOMA CITY, OK  
**NHTSA Summary:**

MODEL YEAR 2010 LEXUS RX 350 HAD A SUDDEN ACCELERATION PROBLEM WHILE TRYING TO PARK IN A PARKING LOT PARKING PLACE IN EDMOND OKLAHOMA. THE CAR SURGED FORWARD RUNNING OVER THE CURB AND REQUIRED SWERVING TO THE RIGHT ONTO A GRASS MEDIAN BETWEEN THE PARKING LOT AND BUSY FAST MOVING STREET. THE CAR THEN TRAVELED APPROXIMATELY 100 FEET AT AN UNCONTROLLABLE SPEED BEFORE SWERVING BACK INTO THE PARKING LOT WHERE THE VEHICLE THEN STOPPED. THE CAR IS ONLY THREE MONTHS OLD AND HAS 2040 MILES. THE LEXUS DEALER SAYS THERE IS NO HISTORY OF SUDDEN ACCELERATION ISSUES WITH THIS YEAR AND MODEL CAR. THE CAR IS NOW AT THE DEALERSHIP AWAITING 7-14 DAYS FOR A LEXUS FACTORY SPECIALIST TO EXAMINE THE CAR. THIS SUDDEN ACCELERATION ISSUE IS NOT MERE PARTS OR INCONVENIENCE ISSUE. THIS WAS A NEAR DEATH EXPERIENCE AND A POSSIBLE LIFE OR DEATH ISSUE FOR OTHER 2010 LEXUS RX 350 OWNERS. \*TR  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10340861  
**Date of Incident:** 20100630  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** DOWNINGTOWN, PA  
**NHTSA Summary:**

TOYOTA RAV4 BASE AWD UNINTENDED ACCELERATION. WHEN ATTEMPTING TO STOP AT A TRAFFIC LIGHT, THE CAR SLOWED DOWN BUT KEPT MOVING FORWARD EVEN WITH  
**C-2341**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE BRAKE PRESSED ALL THE WAY TO THE FLOOR. I SHIFTED TO NEUTRAL, AND THE ENGINE ALL OF SUDDEN REVVED UP TO A HIGH RPM AND MADE A LOUD ROAR EVEN THOUGH THE ACCELERATOR PEDAL WAS NOT PRESSED.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342952  
**Date of Incident:** 20100630  
**Vehicle:** 2005 TOYOTA CAMRY SOLARA  
**Location of Incident:** CRANDALL, TX  
**NHTSA Summary:**

TOYOTA SOLARA 2005 MODEL WITH 83000 MILES THE CAR WAS BEING PARKED IN THE DRIVEWAY. THE CAR WAS ACCELERATED FROM A STOPPED POSITION TO MOVE A FEW FEET WHEN BRAKES WERE DEPLOYED THE BRAKES DID NOT ENGAGE AND THE CAR ACCELERATED INTO THE HOUSE. THE WHOLE FRONT END OF THE CAR WAS SMASHED AND RADIATOR WAS DISLOCATED. THE CAR IS CURRENTLY IN A BODY SHOP BEING REPLACED. THE BRAKES FUNCTIONED CORRECTLY AFTER THE ACCIDENT AS WELL AS THE ACCELERATOR AS IT WAS BACKED UP FROM THE HOUSE.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344242  
**Date of Incident:** 20100630  
**Vehicle:** 2007 TOYOTA SIENNA  
**Location of Incident:** ALLEN, TX  
**NHTSA Summary:**

I WAS PULLING UP INTO MY GARAGE DRIVEWAY, AND APPLIED THE BRAKE AND THEN WITHOUT ANY KIND OF WARNING MY TOYOTA 2007 SIENNA STARTED ACCELERATING AND I COULDN'T STOP IT, EVEN THOUGH I WAS PRESSING ON THE BRAKE AS HARD AS I COULD. IT RAN THROUGH MY GARAGE DOOR AND TOOK OFF HALF OF THE GARAGE HOUSING ON THE LEFT SIDE, AND THEN IT RAMMED INTO THE WALL SEPARATING THE GARAGE FROM THE HOUSE. OUT OF DESPERATION I SHIFTED FROM DRIVE TO PARK AND THAT FINALLY STOPPED THE VAN. SO FAR WE ARE AWAITING AN INVESTIGATION IN THE MEANTIME THOUGH OUR LIVES ARE IN LIMBO BECAUSE OF THIS.  
**Additional Summary:**

PER QUESTIONNAIRE - "ON JUNE 30, 2010 I HAD A VERY SCARY THING HAPPEN TO ME. THE ACCELERATOR ON MY VAN WAS STUCK. NO MATTER HOW HARD I TRIED, THE VAN WOULD NOT STOP, UNTIL IT PLOWED INTO MY GARAGE AND HOUSE. I HAVE CONTACTED TOYOTA AND THEY HAVE INFORMED ME THAT THERE IS NO RECALL ON ANY OF THE 2007 TOYOTA SIENNAS. THIS REALLY UPSETS ME TO THINK THAT THERE ARE MANY FAMILIES THAT ARE DRIVING THESE VEHICLES WHOSE VERY LIFE COULD BE IN GREAT DANGER. THIS PROBLEM CAME ON SUDDENLY WITHOUT ANY WARNING. I DO HAVE PICTURES OF THE DAMAGE AND THE VEHICLE IS STILL CRAMMED INTO THE HOUSE AND GARAGE.  
**INJURIES - SEVERE STRESS AND MUSCLE SKELETAL PAIN**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10346813  
**Date of Incident:** 20100630  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** EL DORADO HILLS, CA  
**NHTSA Summary:**

**C-2342**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

2007 TOYOTA RAV4. ACCELERATOR STUCK TWICE IN ONE MONTH PERIOD. DRIVER ABLE TO STOP SAFELY BOTH TIMES. PROBLEM REPORTED TO TOYOTA CORPORATE CARE. THEY SENT A REPRESENTATIVE WHO COULD NOT DUPLICATE THE PROBLEM AND TOYOTA REFUSED TO AUTHORIZE ANY REPAIRS. VEHICLE OWNER, FEARING ADDITIONAL PROBLEMS, HAD THE ACCELERATOR PEDAL REPLACED AT CUSTOMERS EXPENSE. OLD ACCELERATOR PEDAL AVAILABLE. AS THE CONSUMERS WIFE WAS ACCELERATING UP A HILL, THE ACCELERATOR PEDAL BECAME STUCK. IT DID NOT CONTINUE TO ACCELERATE, BUT WOULD NOT RETURN TO IDLE WHEN SHE RELEASED HER FOOT FROM THE PEDAL. SHE HAD TO FORCE THE BRAKE PEDAL DOWN. THE CONSUMER THEN TURNED OFF THE VEHICLE AND RE-STARTED IT AGAIN AND EVERYTHING WENT BACK TO NORMAL OPERATION. UPDATED IVOQ 08/12/10  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341015  
**Date of Incident:** 20100701  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** INGLESDIE, IL  
**NHTSA Summary:**

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

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341231  
**Date of Incident:** 20100702  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** CHICAGO, IL  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE VEHICLE WAS PREVIOUSLY SERVICED FOR THE RECALL ASSOCIATED WITH NHTSA ID NUMBER 10V017000. WHILE APPLYING THE BRAKES AT A VERY LOW SPEED THE VEHICLE SURGED FORWARD RESULTING IN A CRASH. THE VEHICLE WAS NOT EXAMINED BY THE DEALER TO DETERMINE WHAT CAUSED THE FAILURE TO OCCUR. THE FAILURE AND CURRENT MILEAGES WERE 10,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342388  
**Date of Incident:** 20100702  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** THORNDALE, PA  
**NHTSA Summary:**

WHILE ATTEMPTING TO PARK IN A MALL PARKING LOT AT A LOT SPEED, THE ENGINE ACCELERATED WITHOUT USING THE GAS PEDAL. THIS OCCURRED TWICE WITHIN A SPAN OF 30 MINUTES. I WAS ABLE TO APPLY THE FOOT BRAKE, EMERGENCY BRAKE AND SHIFT  
**C-2343**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

THE VEHICLE INTO PARK WITHOUT INCIDENT. THEN I TURNED THE CAR OFF. I THEN STARTED THE CAR AFTER SHUTTING IT DOWN AND THE CAR RAN NORMALLY.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342698  
**Date of Incident:** 20100702  
**Vehicle:** 2008 TOYOTA 4RUNNER  
**Location of Incident:** PELHAM, NC  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA 4 RUNNER. WHILE DRIVING 50 MPH, THE CONTACT ATTEMPTED TO ACCELERATE AND NOTICED THAT THE ACCELERATOR PEDAL HAD FALLEN ONTO THE FLOORBOARD. THE PEDAL WOULD NOT RETURN TO ITS NORMAL POSITION AND THE VEHICLE PROCEEDED TO ACCELERATE. THE CONTACT SHIFTED THE VEHICLE INTO NEUTRAL GEAR AND SHUT THE ENGINE OFF. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC TESTING. THE VIN WAS NOT AVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE 53,000.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343088  
**Date of Incident:** 20100702  
**Vehicle:** 2008 TOYOTA COROLLA  
**Location of Incident:** TUCSON, AZ  
**NHTSA Summary:**

I HAVE A 2008 TOYOTA COROLLA. ON FOUR SEPARATE OCCASIONS AFTER COMING TO A COMPLETE STOP THE ENGINE ACCELERATED. I IMMEDIATELY PUT THE TRANSMISSION INTO NEUTRAL AND THE ENGINE RPM INCREASED TO 6000RPM. AFTER THE FIRST OCCURRENCE I REMOVED THE FLOOR MATS AT TOYOTA'S REQUEST EVEN THOUGH THEY WERE NO WHERE NEAR THE ACCELERATOR AND THE CONDITION RE-OCCURED. BOTH THE LOCAL AND REGIONAL TOYOTA REP CHECKED THE CAR AND FOUND NOTHING WRONG. I PUT THE FLOOR MATS BACK - AGAIN NO WHERE NEAR THE ACCELERATOR AND ON 2 JULY, THE UNINTENDED ACCELERATION OCCURED AGAIN WHEN I WAS ON A TRIP. WHEN I RETURNED I BROUGHT THE CAR TO MY LOCAL DEALER THEY CHECKED THE CAR AND FOUND NOTHING. THE REGIONAL TOYOTA REP WOULD NOT COME TO INSPECT IT BECAUSE THE FLOOR MATS WERE IN PLACE - BUT AGAIN THEY ARE NO WHERE NEAR THE ACCELERATOR. I WAS TOLD TO BRING IT IN IF IT HAPPENS AGAIN AND TO REMOVE THE FLOOR MATS. MY WIFE AND MOTHER IN LAW WERE IN THE CAR DURING THE LAST INCIDENT AND THEY WERE VERY FRIGHTENED. MY WIFE WILL NO LONGER DRIVE THE CAR. I DO NOT FEEL THAT THE CAR IS SAFE BUT HAVE NO CHOICE SINCE I CANNOT AFFORD ANOTHER CAR. THE ACCELERATOR IS NOT STICKING BUT IT IS ADVANCING TO CAUSE THE HIGHER RPM'S. I'M NOT SURE WHY TOYOTA DOES NOT REALIZE THIS.  
**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342667  
**Date of Incident:** 20100703  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:** MILWAUKEE, WI  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA TACOMA. WHILE DRIVING 60 MPH THE VEHICLE ACCELERATED WITHOUT A WARNING. THE CONTACT WAS ABLE TO CONTROL THE SPEED  
**C-2344**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AND STOP THE ACCELERATION BY DEPRESSING THE BRAKE PEDAL. ON A SEPARATE OCCASION, WHILE DRIVING IN REVERSE FROM A DRIVEWAY WITH THE BRAKES DEPRESSED, THE VEHICLE INDEPENDENTLY ACCELERATED. THE CONTACT HAD TO USE EXTREME FORCE ON THE BRAKE PEDAL TO STOP THE UNINTENDED ACCELERATION. THE VEHICLE WAS TOWED TO THE DEALER WHERE THEY WERE UNABLE TO DUPLICATE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 8,400. UPDATED 9/1/10 \*CN UPDATED 09/02/10\*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100705  
**Vehicle:** 2008 TOYOTA AVALON  
**Location of Incident:** COLORADO SPRINGS, CO  
**NHTSA Summary:**  
**Additional Summary:**

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

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

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

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

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

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

Mary was not injured and the damage to her car appears to be minor. But she says it could have been much worse. "If it had gone the other side of the street it would have killed kids that were playing," Johnson said.

Mary showed us the paperwork from when she had the recall work done by the dealer in February. Her's was one of millions of cars recalled after problems with sudden acceleration.

"The guy told me when they fixed the recall I said will this car be safe to drive and he said yes," Johnson said. Police didn't give Mary a ticket for the crash.

And when we checked a police report hadn't been filed yet. "I am not going to drive that car again I am not because they told me last time its safe to drive," Johnson said.

And she has this warning for other people who have had the recall work done on their Toyota. "I would say it might be safe and then again it might not happen and then it might happen," Johnson said. We called Toyota's U.S. headquarters in California. They say the repairs they have made to the recalled cars have worked.

C-2345

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

And when we told them what happened with Mary's car they said they would send their "SMART" team to examine the car.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341619  
**Date of Incident:** 20100705  
**Vehicle:** 2005 TOYOTA SIENNA  
**Location of Incident:** WASHINGTON, DC  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA SIENNA. THE CONTACT TURNED THE IGNITION OFF, AND THE GEAR SELECTOR WAS SHIFTED INTO THE PARK POSITION. SUDDENLY, THE VEHICLE LUNGED FORWARD WITHOUT WARNING. WHEN PRESSURE WAS APPLIED TO THE BRAKE PEDAL THERE WAS NO POWER RESPONSE. WHEN THE EMERGENCY BRAKE WAS ENGAGED, THE VEHICLE CAME TO A STOP. THE CONTACT INSPECTED THE VEHICLE AND DETECTED THAT THE GEAR SHIFT CABLE HAD DISENGAGED, POSSIBLY WHEN ENCOUNTERING A BUMP IN THE ROAD. THE MANUFACTURER AND AN AUTHORIZED DEALER WERE NOTIFIED OF THE FAILURE. IN ADDITION, THE SPEEDOMETER WOULD DISPLAY AN INACCURATE READING AT VARIOUS SPEEDS. THE VEHICLE HAD NOT BEEN REPAIRED WHEN THE COMPLAINT WAS FILED. THE FAILURE MILEAGE WAS 114,000. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341708  
**Date of Incident:** 20100705  
**Vehicle:** 2010 TOYOTA SIENNA  
**Location of Incident:** WEST HARTFORD, CT  
**NHTSA Summary:**

TOYOTA SIENNA UNCONTROLLED ACCELERATION. I ATTEMPTED TO SLOW VEHICLE BY PUMPING BRAKES WHICH RENDERED THEM TEMPORARILY USELESS. SHIFTING INTO NEUTRAL DIDNT WORK. THEN ACCELERATION NORMALIZED AND BRAKES REGAINED FUNCTION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342706  
**Date of Incident:** 20100705  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** PELHAM, NY  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA PRIUS. THE CONTACT STATED THAT WHILE DRIVING 10 MPH, THE VEHICLE ACCELERATED AFTER DRIVING OVER A BUMP IN THE ROAD. ON A SEPARATE OCCASION WHILE DRIVING 50 MPH WITH THE BRAKES ENGAGED, THE VEHICLE ACCELERATED WITHOUT DRIVER INTENT. IN ADDITION, WHILE TRAVELING AT AN UNKNOWN SPEED, THE VEHICLE UNINTENTIONALLY ACCELERATED WHILE DRIVING OVER A ROAD BUMP IN THE ROAD AND CRASHED INTO A TREE. THE VEHICLE WAS TAKEN TO A REPAIR FACILITY AFTER THE CRASH OCCURRED. THERE WERE TWO INJURIES. THE DEALER INSPECTED THE VEHICLE BUT WAS UNABLE TO DUPLICATE OR LOCATE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 70 AND THE CURRENT MILEAGE WAS 100,000.

**Additional Summary:**

C-2346

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341808  
**Date of Incident:** 20100706  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** DELRAY BEACH, FL  
**NHTSA Summary:**

ON JULY 6, 2010, I WAS DRIVING ON I-95 SOUTH NEAR THE IVES DAIRY RD. EXIT. I DRIVE A TOYOTA COROLLA '10 LE. I WAS GOING BETWEEN 65-70 MPH AND WAS IN THE NEXT TO LAST LANE. AT APPROXIMATELY 6:45AM, THE CAR'S RPM JUMPED FROM 2000-3000 TO 5000-6000. AT THIS POINT, I TOOK MY FOOT OFF THE GAS PEDAL...THE CAR SLOWED DOWN AUTOMATICALLY ON ITS OWN. THEN, THE RPM'S JUMPED BACK DOWN TO 2000-3000. I HAD TO CROSS THREE LANES IN ORDER TO PULL OVER. WHILE I WAS TRYING TO PULL OVER, THE CAR WAS GOING VERY SLOW, BUT THE RPM'S WERE JUMPING BACK AND FORTH BETWEEN 2000-3000 TO 5000-6000. THIS OCCURRED WHILE MY FOOT WAS OFF THE GAS PEDAL AND WHILE IT WAS HOVERING OVER THE BRAKE PEDAL. I DID NOT PRESS THE BRAKES BECAUSE I DID NOT WANT TO COME TO A FULL STOP IN THE MIDDLE OF FAST MOVING TRAFFIC ON I-95. THIS EVENT OCCURRED A TOTAL OF THREE TIMES BEFORE I WAS ABLE TO PULL OVER AND TURN OFF THE CAR. THE SOUND THE CAR WAS MAKING WAS AS IF I WERE TO PUT THE CAR IN NEUTRAL AND FLOOR THE GAS PEDAL. I HAD NOT DONE ANY OF THIS DURING THE INCIDENT. I TURNED OFF THE ENGINE FOR 10 MINUTES, AND I RESTARTED THE CAR. I SLOWLY MADE MY WAY TO MY PARENTS HOUSE NEARBY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342068  
**Date of Incident:** 20100706  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** BIRMINGHAM, AL  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY HYBRID. THE CONTACT WAS DRIVING APPROXIMATELY 2 TO 3 MPH UP A HILL ATTEMPTING TO STOP WHEN THE RPM'S INCREASED EXCESSIVELY. THE CONTACT APPLIED THE BRAKES REPEATEDLY AND THE VEHICLE CONTINUED TO ACCELERATE. THE GEAR SELECTOR WAS SHIFTED INTO THE PARK POSITION AND THE VEHICLE STOPPED WHILE CRASHING INTO THE PROCEEDING VEHICLE WHICH CAUSED A CHAIN REACTION CRASH WITH A SECOND VEHICLE. THERE WAS MINIMAL IMPACT WHEN THE CRASH OCCURRED. THE CONTACT STATED THAT THE VEHICLE SUSTAINED SCRATCHES TO THE FRONT END BUMPER. THERE WERE NO PERSONAL INJURIES. A POLICE REPORT WAS NOT FILED. THE MANUFACTURER ADVISED THE CONTACT THAT HE WOULD RECEIVE A FOLLOW-UP CALL WITHIN TWENTY-FOUR HOURS. THE MANUFACTURER HAD NOT RESPONDED REGARDING THE FAILURE WHEN THE COMPLAINT WAS FILED. THE VIN WAS UNAVAILABLE. THE FAILURE MILEAGE WAS APPROXIMATELY 25,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343691, 10345172  
**Date of Incident:** 20100706  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** EAST MEADOW, NY  
**NHTSA Summary:**

C-2347

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHILE TRAVELING TO ATLANTIC CITY ON 7/6/2010 I BEGAN TO EXIT AT EXIT #7 ON THE GARDEN STATE PKWY. THE ACCELERATOR PEDAL STUCK TO THE FLOOR BOARD. I COULD NOT CONTROL THE AUTO. MY WIFE AND I TRAVELED ACROSS A FIELD. WENT UP AN EMBANKMENT ACROSS THE HIGHWAY WENT DOWN THE OTHER SIDE AND HIT A TREE AT A HIGH RATE OF SPEED BUT THE AIR BAGS DID NOT DEPLOY. CAR WAS A TOTAL LOSS, BUT WE ESCAPED WITH MINOR INJURIES. THE GAS PEDAL RACED TO THE FLOOR BOARD. THE AUTO RACED ACROSS A MEDIAN, WENT UP AN EMBANKMENT ACROSS A HIGHWAY CAME DOWN ON THE OTHER SIDE, WE HIT A TREE AT A HIGH RATE OF SPEED AND THE AIR BAGS DID NOT DEPLOY. WE ARE LUCKY TO BE ALIVE. THE AUTO WAS A TOTAL LOSS. STATE TROOPER AND AMBULANCE WAS ON SCENE. ALL STATE IS HANDLING CLAIM. JUST THE FACT THAT THE AIR BAGS DID NOT DEPLOY SHOULD TELL YOU SOMETHING?

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341825  
**Date of Incident:** 20100707  
**Vehicle:** 1998 LEXUS ES300  
**Location of Incident:** COLUMBIA, MD  
**NHTSA Summary:**

I EXPERIENCED UNINTENDED ACCELERATION IN MY 1998 LEXUS ES WHILE BACKING INTO MY GARAGE. I HAD MY FOOT ON THE BRAKE, BUT THE VEHICLE TOOK OFF IN REVERSE AND CRASHED INTO THE BACK OF THE GARAGE, DAMAGING BOTH THE CAR AND THE GARAGE. I WAS NOT INJURED, BUT WAS CERTAINLY FRIGHTENED BY THE INCIDENT. I AM CERTAIN IT HAD NOTHING TO DO WITH FLOOR MATS. I AM ALSO CERTAIN THAT I DID NOT PLACE MY FOOT ON THE ACCELERATOR ACCIDENTALLY, BECAUSE THIS HAPPENED FROM A COMPLETE STOP WHILE PRESSING ON THE BRAKE WITH THE CAR IN GEAR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10341972  
**Date of Incident:** 20100707  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** MIAMI, FL  
**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2007 TOYOTA CAMRY LE. SHE REFERENCED NHTSA RECALL CAMPAIGN ID NUMBER: 09V388000, VEHICLE SPEED CONTROL-ACCELERATOR PEDAL. SHE STATED THAT THE RECALL WORK WAS PERFORMED EARLIER THIS YEAR; HOWEVER, THE VEHICLE HAD ACCELERATED TWICE SINCE THE RECALL WORK WAS DONE. SHE CALLED THE DEALER AFTER SHE EXPERIENCED THE FIRST FAILURE AND THEY ADVISED HER THAT THE RECALL WORK HAD ALREADY BEEN PERFORMED. WHILE DRIVING APPROXIMATELY 45 MPH, THE VEHICLE ACCELERATED. SHE ENGAGED THE BRAKES AND THE VEHICLE SLOWED DOWN. THE VEHICLE WAS NOT REPAIRED. THE CONTACT WAS NOT THE ORIGINAL OWNER. THE APPROXIMATE FAILURE MILEAGE WAS 30,000 AND THE CURRENT MILEAGE WAS 54,225.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342670  
**Date of Incident:** 20100707  
**Vehicle:** 2010 TOYOTA COROLLA

C-2348

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** CHEVY CHASE, MD

**NHTSA Summary:**

MY NEW 2010 TOYOTA COROLLA, (LESS THAN 1000 MILES) ACCELERATED SUDDENLY. I WAS DRIVING IN A PARKING LOT AND GOING ABOUT 15-20 MPH. I APPLIED THE BRAKES AFTER THE FIRST CAR WAS HIT BUT WAS UNABLE TO AVOID HITTING THE SECOND CAR. MY CAR AND TWO OTHER CARS NEARBY WERE DAMAGED, BUT NO ONE WAS INJURED.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10343056  
**Date of Incident:** 20100707  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** TUCSON, AZ

**NHTSA Summary:**

COMING TO A STOP WHILE APPLYING THE BRAKES, I FIRST FELT RESISTANCE FROM THE BRAKE PEDAL THEN NOTHING. AT THE SAME TIME, THE CAR BEGAN TO ACCELERATE WITHOUT STEPPING ON THE GAS PEDAL. THIS HAPPENED TWICE IN A 10 DAY PERIOD.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10345083/10347750  
**Date of Incident:** 20100707  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** MESA, AZ

**NHTSA Summary:**

ODI 10345083  
1) EVENTS LEADING TO FAILURE: POST-"90L CAMPAIGN" RECALL MAINTENANCE PERFORMED ON 2004 TOYOTA PRIUS, VEHICLE DRIVING AT ~15 MPH ON A FLAT CLEAR ROAD. 2) THE FAILURE: UNINTENDED ACCELERATION OBSERVED. ACCELERATED, WITHOUT ACCELERATOR DEPRESSED, TO ~27 MPH. BRAKES SUCCESSFULLY APPLIED. RELEASE OF BRAKE RESUMED UNINTENDED ACCELERATION. \*RODE THE BRAKE TO DELIVER VEHICLE TO SAFE PARKING LOCATION. CONSEQUENCE: UNINTENDED ACCELERATION CONTROLLABLE BY BRAKING. 3) NOTHING HAS YET BEEN DONE TO CORRECT FAILURE. VEHICLE HAS NOT BEEN DRIVEN OR MOVED SINCE FAILURE, SINCE DEEMED UNSAFE TO DRIVE BY OWNER PENDING ANY USEFUL RESPONSE TO NOTIFICATION OF THIS INCIDENT BY TOYOTA INC. (NO USEFUL RESPONSE AS OF YET.) THE DEALER WAS UNABLE TO DUPLICATE THE CONSUMERS CONCERN. UPDATED 08/30/10 UPDATE IVOQ 09/01/10\*JB

**Additional Summary:**

ODI 10347750 (20100810)  
2004 TOYOTA PRIUS WITH UNINTENDED ACCELERATION. \*KB THE CONSUMER STATED HE EXPERIENCED SUDDEN ACCELERATION AFTER THE RECALL WAS PERFORMED. THE CONSUMER ALSO STATED SOMEONE ELSE DROVE HER VEHICLE AND HE EXPERIENCED SLUGGISH ACCELERATION OF THE VEHICLE. A MESSAGE FLASHED QUICKLY, BUT HE WAS UNABLE TO READ IT. \*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10345714  
**Date of Incident:** 20100707  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** OVERLAND PARK, KS

C-2349

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

2007 TOYOTA COROLLA WAS PULLED INTO A PARKING SPOT WHEN THE CAR SUDDENLY ACCELERATED FOR NO REASON. THIS AUTO WAS TAKEN TO THE DEALER PRIOR TO ACCIDENT FOR ACCELERATOR SPEEDING UP. THE TOYOTA DEALER WAS SUPPOSED TO FIX THE ACCELERATOR PROBLEM AND IT HAPPENED AGAIN. THIS TIME THE AUTO HAD COME TO A STOP IN PARKING SPOT, THEN STARTED TO ACCELERATE - JUMPING THE CURB AND HITTING A TREE. THIS IS A TOYOTA KNOWN PROBLEM WITH THIS AUTO. IT WAS NOT ON THE RECALL LIST BUT THIS PROBLEM HAS OCCURED BEFORE AND SHOULD HAVE BEEN REPAIRED.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10342385  
**Date of Incident:** 20100708  
**Vehicle:** 2010 TOYOTA HIGHLANDER  
**Location of Incident:** MOUNTAIN VIEW, NJ

**NHTSA Summary:**

ON JULY 8 2010, MY 2010 TOYOTA HIGHLANDER HAD SUDDEN ACCELERATION PROBLEM WHEN I STOPPED AND BRAKED FOR THE TRAFFIC LIGHT. THIS HIGHLANDER HAS ONLY ABOUT 6,600 MILES ON IT AND IT NEVER HAD THE SUDDEN ACCELERATION PROBLEM BEFORE. THE DEALER HAD INSTALLED THE RECALL FIXES.

**Additional Summary:**

Summary of July 8th UA Incident:

That's until a few days ago. On July 8, I stopped and braked my 2010 Highlander (about 6,600 miles) for a traffic light on a flat normal local New Jersey street. No a/c was on, the temperature had cooled down to the high 70s in this part of New Jersey. About two seconds after braking the vehicle, all of a sudden, I heard and felt a big jolt and noise - the engine wanted to speed off. I was shocked and panicked to say the least. I did not know what to do at first, but then I put the gear in the P position. Then I felt I was able to tame the beast and wrestled the car back (in reality I don't think the car moved when it was on P). When the traffic light turned green, I proceeded to drive without any problem. I was not sure if I should get on the Garden State Parkway which is about another mile to go. After some hesitations, I got on to the Parkway and drove very slowly and thank God, I was able to drive home safely that night. I'm a very lucky guy, my family and friends all said so.

**Additional Summary:**

Summary of July 9th Dealer Visit:

Mr. Chen drove to Crestmont Toyota in NJ. Explained the UA event. Service tech filled out the UA questionnaire and provided Mr. Chen with a Camry loaner. Mr. Chen left while the dealer service department inspected his vehicle. Later that afternoon, Mr. Chen was called and advised by Doug Walter or Water, dealer service tech, that the computer (Tech Stream) data that was downloaded from his vehicle was consistent with his summary of the UA event and that he had contacted Toyota Corporate by computer message and they responded. Toyota Corporate stated in a response according to the service tech that they would send a field tech to the dealership sometime during the week of July 12 to conduct their inspection based on the Tech Stream results. Essentially, the computer DUPLICATED Mr. Chen's description of the unintended acceleration event.

He does not have any P codes to report. He hasn't seen the Tech Stream data!

July 11th - Mr. Chen sent an email to Dr. Gilbert in response to the AP article published over the weekend.

July 12th - I corresponded with Mr. Chen by email and we eventually spoke by telephone. I advised Mr. Chen to obtain copies of the UA questionnaire from the dealer and to also obtain a copy of the Tech Stream

C-2350

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

results. I also advised Mr. Chen to advise the dealer in writing to preserve the ECM and EDR data and to forego any further key cycles anticipating an overwrite.

Mr. Chen advised late in the afternoon that the dealer had called and stated that his vehicle had been struck on the dealer lot and that it would be sent to the body shop for immediate repair. I responded that no repairs should be conducted prior to further inspection and documentation of the UA event and recommended that he advise the dealer, take photographs of the damage, etc.

**Additional Summary:**

July 13th - Mr. Chen drove to the dealer and photographed the damage. He was advised that the dealer had placed a frame next to his vehicle and a person driving a Tundra on the lot took a sharp turn and struck the metal frame and pushed it into his vehicle causing damage. During his visit he requested copies of the questionnaire and the Tech Stream results. Mr. Walters or Water, the dealer service tech, advised him that Toyota Corporate would inspect his vehicle today and he should request the documents at that time. The dealer stated that Toyota Corporate will give him all inspection documents. Basically, the dealer declined to provide copies of his service records.

Mr. Chen will be called by the dealer to attend the inspection this afternoon.

**Toyota ID Number:**

**NHTSA ODI Number:** 10342287  
**Date of Incident:** 20100708  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** NEW HYDE PARK, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 TOYOTA CAMRY. WHILE DRIVING IN REVERSE THE CONTACT ENGAGED THE BRAKES AND THE VEHICLE ACCELERATED. THE CONTACT APPLIED EXCESSIVE FORCE TO THE BRAKE PEDAL BUT THE VEHICLE WOULD NOT STOP. THE CONTACT WAS FORCED TO USE THE EMERGENCY BRAKE IN ORDER TO STOP THE VEHICLE. THE CONTACT CALLED THE DEALER AND MANUFACTURER, LEFT A MESSAGE AND HAD NOT RECEIVED A RETURN CALL. THE FAILURE OCCURRED TWICE. THE VEHICLE WAS NOT REPAIRED. THE DRIVER DOES NOT FEEL SAFE DRIVING THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 1,734.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10342385  
**Date of Incident:** 20100708  
**Vehicle:** 2010 TOYOTA HIGHLANDER  
**Location of Incident:** WAYNE, NJ

**NHTSA Summary:**

ON JULY 8 2010, MY 2010 TOYOTA HIGHLANDER HAD SUDDEN ACCELERATION PROBLEM WHEN I STOPPED AND BRAKED FOR THE TRAFFIC LIGHT. THIS HIGHLANDER HAS ONLY ABOUT 6,600 MILES ON IT AND IT NEVER HAD THE SUDDEN ACCELERATION PROBLEM BEFORE. THE DEALER HAD INSTALLED THE RECALL FIXES. UPDATED 07/19/10\*BF  
UPDATED IVOQ 07/21/10.\*JB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10342424  
**Date of Incident:** 20100708  
**Vehicle:** 2011 TOYOTA CAMRY

C-2351

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Location of Incident:** BRENTWOOD, TN

**NHTSA Summary:**

I WAS SLOWED PULLING INTO A PARKING SPOT. THE CAR SUDDENLY GAVE A ROARING SOUND AND HEADED FULL SPEED AHEAD. I ASSUME I MUST HAVE LET MY FOOT SLIP ONTO THE GAS BUT I'M NOT SURE THAT IS WHAT HAPPENED. I THOUGHT I'D REPORT TO SEE IF ANYONE ELSE INCURS A PROBLEM. I WAS ASSURED THE SUDDEN ACCELERATION PROBLEM DID NOT EXIST ON THE 2011'S. THE FORCE WAS SO HARD, IT KNOCKED A TOYOTA TRUCK IN FRONT OF ME OUT OF THE PARKING SPACE AND INTO THE STREET. IT WAS NOT DRIVABLE AND HAD TO BE TOWED. I ALSO TOOK OUT THE VAN BESIDE ME. MY CAMRY SUFFERED BUMPER AND LIGHTS DAMAGE AND A SLIGHT RATTLE TO THE HOOD. THE DAMAGE WAS UNBELIEVABLY SLIGHT CONSIDERING THE DAMAGE TO THE OTHER TWO VEHICLES. \*TR

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10342602  
**Date of Incident:** 20100708  
**Vehicle:** 2009 TOYOTA 4RUNNER  
**Location of Incident:** SANTO DOMINGO, 00

**NHTSA Summary:**

IN A PARKING LOT, WHILE TRYING TO STOP AND PARK ON REVERSE, THE VEH-CLE KEPT ACCELERATED ON D (DRIVE), I HAD NOT CHANGE THE STICK YET TO REVERSE. I WAS JUST TRYING TO STOP. I HAD TO STEP ON THE BRAKES VERY HARD TO CONTROL THE CAR AND TURN OFF THE ENGINE AND CHANGE THE STICK TO P (PARKING), THE REAR RIGHT WHEEL LEFT A MARK ON THE PAVEMENT.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10342584  
**Date of Incident:** 20100708  
**Vehicle:** 2000 TOYOTA TUNDRA  
**Location of Incident:** SENECA, SC

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2000 TOYOTA TUNDRA. WHILE DRIVING APPROXIMATELY 45 MPH, THE VEHICLE STALLED. WHEN THE VEHICLE RESTARTED, IT BEGAN TO INDEPENDENTLY ACCELERATE BEFORE STALLING A SECOND TIME. THE CHECK ENGINE LIGHT ILLUMINATED ON THE INSTRUMENT PANEL AND SHUT OFF IMMEDIATELY AFTER THE CONTACT WAS ABLE TO RESTART THE VEHICLE. THE FAILURE PERSISTED INTERMITTENTLY. THE VEHICLE WAS TAKEN TO A LOCAL REPAIR FACILITY WHERE THE CONTACT WAS INFORMED THAT THE FAILURE WAS CAUSED BY THE THROTTLE ASSEMBLY. THE VEHICLE WAS NOT REPAIRED. THE VIN WAS NOT AVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE 200,000.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10342716  
**Date of Incident:** 20100708  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** MADISON, NJ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2003 TOYOTA HIGHLANDER. WHILE DRIVING 50 MPH, THE ACCELERATOR PEDAL BECAME STUCK TO THE FLOORBOARD IN THE OPEN THROTTLE

C-2352

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

POSITION. THE VEHICLE PROCEEDED TO ACCELERATE WITHOUT DRIVER INTENT. THE CONTACT WAS ABLE TO STOP THE VEHICLE BY TURNING IT OFF. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC TESTING. THE CURRENT AND FAILURE MILEAGES WERE 86,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343384  
**Date of Incident:** 20100708  
**Vehicle:** 2010 TOYOTA VENZA  
**Location of Incident:** BRISTOL, TN

**NHTSA Summary:**

WHILE MERGING ONTO HIGHWAY, ACCELERATOR BECAME STUCK AND APPLYING BRAKE WOULD NOT SLOW CAR. HAD TO USE EMERGENCY BRAKE TO SLOW VEHICLE AND MOVE TO SHOULDER.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10346120  
**Date of Incident:** 20100708  
**Vehicle:** 2011 TOYOTA CAMRY  
**Location of Incident:** SAINT HELENA, CA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2011 TOYOTA CAMRY. WHILE DRIVING AT 2 MPH ENTERING A PARKING SPACE, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT ATTEMPTED TO BRAKE AND THE VEHICLE BEGAN TO SKID. THE VEHICLE JUMPED A CURVED AND CRASHED INTO ANOTHER PARKED VEHICLE. THE DRIVER SIDE OF THE CONTACT'S VEHICLE SUSTAINED SUBSTANTIAL DAMAGE. THE AIR BAGS DID NOT DEPLOY ALTHOUGH THERE WERE NO INJURIES REPORTED. A POLICE REPORT WAS AVAILABLE. THE VEHICLE WAS TAKEN TO A LOCAL BODY REPAIR FACILITY WHERE THE CONTACT WAS AWAITING REPAIRS. THE VIN WAS NOT AVAILABLE. THE APPROXIMATE FAILURE AND CURRENT MILEAGE WAS 200.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100709  
**Vehicle:** 2010 TOYOTA TACOMA  
**Location of Incident:** SAN FRANCISCO, CA  
**NHTSA Summary:**  
**Additional Summary:**  
2010 TOYOTA TACOMA RENTED FROM ZIP CAR

MR. LOPEZ WAS ATTEMPTING TO PARK THE VEHICLE IN AN OPEN PARKING SPACE. THE VEHICLE COLLIDED WITH THE CURB, CLIMBED LUP AND OVER A CONCRETE WALL, AND CONTINUED DOWN THE HILL. ROLLING AN UNKNOWN AMOUNT OF TIMES FOR APPROXIMATELY 300 FEET.

DRIVER AND PASSENGER BOTH INJURED.

**Toyota ID Number:** 10070906470,1007090670

**C-2353**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10342202  
**Date of Incident:** 20100709  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** BARTOW, FL

**NHTSA Summary:**

I OWN A 2004 TOYOTA HIGHLANDER. I HAVE HAD AN OCCASIONAL PROBLEM WITH THE VEHICLE HESITATING AND THEN LURCHING UPON ACCELERATION SINCE I PURCHASED THE VEHICLE. THE PROBLEM IS BECOMING MORE FREQUENT AS THE VEHICLE AGES. I HAVE MENTIONED IT ON SEVERAL OCCASIONS WHEN THE VEHICLE WAS TAKEN IN FOR SERVICE BUT THE MECHANIC WAS NOT ABLE TO DUPLICATE THE PROBLEM. I HAVE BEEN USING AN INDEPENDENT MECHANIC FOR THE LAST COUPLE OF YEARS FOR MY REGULAR SERVICE ON THE CAR (THE CAR HAS BEEN A VERY GOOD CAR OTHER THAN THE ACCELERATION ISSUE AND HAS NOT NEEDED ANYTHING OTHER THAN REGULAR SERVICE). I MENTIONED THE PROBLEM TO HIM ON DIFFERENT OCCASIONS AND AT FIRST, HE WAS NOT ABLE TO DUPLICATE THE PROBLEM EITHER. MY HUSBAND MENTIONED IT AGAIN WHEN WE TOOK IT IN FOR THE LAST SERVICE. THIS TIME WHEN THE MECHANIC DROVE THE CAR HE WAS ABLE TO FEEL THE HESITATION AND SUBSEQUENT LURCHING. HE THEN PUT IT ON AN ANALYZER WHICH SHOWED VOLTAGE SPIKES IN THE THROTTLE BODY. HE SAID TO CALL TOYOTA. WE CALLED TOYOTA AND WERE TOLD THAT THE VEHICLE NEEDED TO BE TAKEN TO A TOYOTA DEALER. WE TOOK IT TO A DEALER THIS MORNING AND WERE TOLD THAT THEY COULD NOT DUPLICATE THE PROBLEM AGAIN. I CALLED TOYOTA AND FILED A COMPLAINT (10070906470 AND 1007090670 WERE THE NUMBERS I WAS GIVEN). THEY TOLD ME THERE WAS NOTHING THEY CAN DO UNTIL A TOYOTA DEALER CAN DUPLICATE THE PROBLEM. I HAVE SINCE FOUND HUNDREDS OF COMPLAINTS ONLINE ABOUT THE SAME ISSUE BY OTHER 2004 HIGHLANDER OWNERS. I DON'T KNOW WHERE ELSE TO TURN FOR HELP.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345376/10345365  
**Date of Incident:** 20100709  
**Vehicle:** 2005 TOYOTA AVALON  
**Location of Incident:** FREEPORT, ME

**NHTSA Summary:**

ODI 10345365  
TL\* THE CONTACT OWNS A 2005 TOYOTA AVALON. WHILE TRAVELING AT 2 MPH, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING CAUSING THE CONTACT TO CRASH INTO A NEARBY TREE. THERE WERE NO INJURIES. A POLICE REPORT WAS AVAILABLE. THE VEHICLE WAS TOWED TO THE DEALER WHERE THE CONTACT WAS AWAITING DIAGNOSIS OF THE FAILURE. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGE WAS 39,000.

ODI 10345376

TL\* THE CONTACT OWNS A 2005 TOYOTA AVALON. THE CONTACT STATED SHE WAS ATTEMPTING TO ENTER A PARKING SPACE AT APPROXIMATELY 2MPH. WHEN SHE DEPRESSED THE BRAKE PEDAL, THERE WAS AN UNUSUAL INCREASE IN ENGINE RPM'S AND THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT CRASHED INTO A TREE AND CONTINUED TO ACCELERATE UNTIL INDEPENDENTLY STOPPING. THE CONTACT SUSTAINED INJURIES TO HER KNEES. A POLICE REPORT WAS AVAILABLE. THE VEHICLE WAS TOWED TO AN AUTHORIZED TOYOTA DEALER WHERE THE VEHICLE WAS INSPECTED TWO WEEKS FOLLOWING THE CRASH. THE TECHNICIAN ADVISED THAT THE RESULTS WOULD NOT BE AVAILABLE FOR 30-45 DAYS. THE CONTACT WAS AWAITING THE RESULTS OF THE INSPECTION. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 49,000.

**C-2354**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10346420  
**Date of Incident:** 20100709  
**Vehicle:** 2003 TOYOTA AVALON  
**Location of Incident:** TAMPA, FL

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2003 TOYOTA AVALON. THE CONTACT TOOK THE VEHICLE TO THE DEALER TO HAVE THE BRAKES REPLACED. THREE MONTHS AFTER THE BRAKES WERE REPLACED THE VEHICLE ACCELERATED AND CRASHED INTO ANOTHER VEHICLE. THE CONTACT STATED THAT THE VEHICLE BECAME DIFFICULT TO STOP WHEN THE BRAKES WERE APPLIED. THE CONTACT AND THE DRIVER OF THE OTHER VEHICLE WERE INJURED. A LOCAL MECHANIC NOTICED THAT THE BRAKE CALIPERS DID NOT HAVE ANY SCREWS TO HOLD THEM IN PLACE WHILE DRIVING. THE DEALER CONFIRMED THAT THE SCREWS WERE NOT PROPERLY PLACED IN THE CALIPERS. THE CONTACT STATED THE MANUFACTURER WOULD NOT OFFER ANY ASSISTANCE. SINCE THE DEALER DID NOT REPAIR THE BRAKES PROPERLY. THE FAILURE MILEAGE WAS 60,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342534  
**Date of Incident:** 20100710  
**Vehicle:** 2003 TOYOTA COROLLA  
**Location of Incident:** GAITHERSBURG, MD

**NHTSA Summary:**

I WAS DRIVING ON CRUISE CONTROL ON A HIGHWAY (APPROX. 60MPH) IN MY 2003 TOYOTA COROLLA S. SUDDENLY, IT STARTED ACCELERATING ON ITS OWN AND STARTED SWERVING. I HIT THE BRAKE PEDAL AND ATTEMPTED TO COUNTER-STEER BUT LOST CONTROL OF THE CAR AND CRASHED FRONT-END INTO THE GUARD RAIL, THEN THE CAR STARTED SPINNING AND I BELIEVE IT MUST HAVE HIT THE GUARD-RAIL FURTHER DOWN. THE FRONT IS DEMOLISHED. THE DRIVER SIDE WAS BENT IN SO COULD NOT OPEN THE DOOR FULLY. THE BACK BUMPER WAS GONE AND THE PASSENGER SIDE WAS HEAVILY SCRATCHED. THE AIRBAGS NEVER DEPLOYED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342580  
**Date of Incident:** 20100710  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** MILWAUKEE, WI

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE CONTACT WAS AT A TRAFFIC LIGHT WITH HIS FOOT ON THE BRAKE WHEN SUDDENLY THE VEHICLE SURGED FOUR FEET INTO TRAFFIC AND STOPPED. A CRASH DID NOT OCCUR AS A RESULT OF THE FAILURE. ON THE SAME DAY, THAT AFTERNOON, WHILE AT A STOP SIGN WITH HIS FOOT ON THE BRAKE PEDAL, THE CONTACT STATED THAT THE VEHICLE BEGAN TO SURGE AGAIN AND LUNGE SEVERAL INCHES FORWARD. THE CONTACT SHIFTED INTO NEUTRAL GEAR AND THE RPM'S INCREASED EXCESSIVELY WHILE HIS FOOT WAS ON THE BRAKE PEDAL. HE THEN SHIFTED INTO PARK GEAR AND THE VEHICLE BEGAN MAKING A LOUD NOISE. HE SHIFTED BACK TO NEUTRAL AND WAS ABLE TO CONTINUE TO DRIVE FORWARD. THE VEHICLE HAD PREVIOUSLY BEEN SERVICE FOR ALL RECALLS RELATED

**C-2355**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

TO VEHICLE SPEED CONTROL. THE CONTACT WILL SCHEDULE AN APPOINTMENT WITH THE DEALER TO INSPECT THE VEHICLE. THE CONTACT HAD NOT CALLED THE MANUFACTURER WHEN THE COMPLAINT WAS FILED. THE CURRENT MILEAGE WAS APPROXIMATELY 30,650. THE FAILURE MILEAGE WAS 30,532.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343663  
**Date of Incident:** 20100710  
**Vehicle:** 2002 TOYOTA RAV4  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

I'VE HAD MY '02 TOYOTA RAV4 SINCE 2003 AND A FEW DAYS AGO MY CAR STARTED HESITATING AND JERKING OUT OF THE BLUE. AFTER STOPPING AT LIGHTS, I NOTICED THAT AT FIRST I HAD TROUBLE ACCELERATING, CAR WOULD HESITATE, THEN ALL OF A SUDDEN IT WOULD LURCH FORWARD JUMPING TO 3000-4000 RPM'S. I WAS AFRAID THAT I WOULD GET REAR-ENDED AND THEN I ALMOST SLAMMED INTO THE CAR IN FRONT OF ME. I AM AFRAID TO TAKE MY CAR ON THE HIGHWAY WITH THE SLOW ACCELERATING AND THEN SUDDEN JERKING AND SPEED. I'M TAKING MY CAR TO THE DEALERSHIP TOMORROW TO GET THE ECM AND TRANSMISSION CHECKED OUT GIVEN THE TOYOTA TECHNICAL SERVICE BULLETIN THAT ISSUED IN 2006 INVOLVING FAULTY ECM'S (TC002-06). ALTHOUGH MY CAR IS JUST EXPERIENCING THE EARLY STAGES OF THIS MALFUNCTION, THIS IS VERY UNSAFE AND DANGEROUS. TOYOTA KNOWS ABOUT IT AND SHOULD ISSUE A RECALL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10350417  
**Date of Incident:** 20100710  
**Vehicle:** 1991 TOYOTA COROLLA  
**Location of Incident:** ROWLAND HEIGHTS, CA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 1991 TOYOTA COROLLA DX SEDAN. THE CONTACT STATED WHILE ATTEMPTING TO PARK WITH THE BRAKES DEPRESSED, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT APPLIED MORE PRESSURE TO THE BRAKE BUT THE VEHICLE CONTINUED TO ACCELERATE MORE RAPIDLY. THE CONTACT THEN ENGAGED THE EMERGENCY BRAKE BUT TO NO AVAIL. THE VEHICLE THEN INDEPENDENTLY DECREASED IN SPEED BEFORE COMING TO A STOP. THE DEALER ADVISED THAT THE VEHICLE WAS NOT UNDER RECALL AND DIRECTED HIM TO CONTACT THE MANUFACTURER TO REPORT THE FAILURE. THE MANUFACTURER LODGED THE CONTACT'S COMPLAINT BUT DID NOT OFFER ANY ASSISTANCE. THE CONTACT STATED HE HAD EXPERIENCED UNINTENDED ACCELERATION IN THE VEHICLE ONE YEAR PRIOR TO THE MOST RECENT FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 89,800. \*KMJ

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10348755  
**Date of Incident:** 20100711  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** JACKSONVILLE, FL

**NHTSA Summary:**

**C-2356**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

2010 RENTED TOYOTA CAMRY SUDDEN ACCELERATION. CONSUMER STATES THAT THE VEHICLE FAILED TO STOP CAUSING HER TO HAVE AN ACCIDENT. \*KB WHEN THE CONSUMER APPLIED THE BRAKES TO STOP, THE VEHICLE CONTINUED TO ACCELERATE AND CONSEQUENTLY SHE CRASHED INTO A RELATIVES PARKED VEHICLE AND DAMAGED OTHER PROPERTY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100712  
**Vehicle:** 2009 LEXUS GX470  
**Location of Incident:** AKRON, OH

**NHTSA Summary:**  
**Additional Summary:**  
PER CRASH REPORT - MR MCIVER STATES WHILE PREPARING TO ENTER CAR WASH VEHICLE LUNGED FORWARD AND ENTERED THE CAR WASH BAY. ONCE VEHICLE EXITED THE CAR WASH MR. MCIVER ATTEMPTED TO MOVE OUT OF THE WAY AND WAS PINNED AGAINST THE WALL BY THE BACK OF HIS LEGS. GREEN CITY FIRE RESCUE RESPONDED TO TREAT AND TRANSPORT MR. MCIVER TO AKRON GENERAL MEDICAL CENTER FOR HIS INJURIES.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342874  
**Date of Incident:** 20100712  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** STOYSTOWN, PA

**NHTSA Summary:**  
**Additional Summary:**  
STICKING ACCELERATOR PEDAL

**Toyota ID Number:**  
**NHTSA ODI Number:** 10353269  
**Date of Incident:** 20100712  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** MOUNT RAINIER, MD

**NHTSA Summary:**  
**Additional Summary:**  
TL-THE CONTACT OWNS A 2010 TOYOTA RAV4. WHILE THE VEHICLE WAS STOPPED THE VEHICLE ACCELERATED AND IT LUNGED. HE STATED THE BRAKES WERE ENGAGED HARDER FOR THE VEHICLE TO STOPPED. THE CONTACT STATED IT WAS A STRUGGLE TO GET THE VEHICLE TO STOP. HE STATED THE FAILURE HAS HAPPEN THREE TIMES AND ITS ALWAYS FROM A STOP. THE VEHICLE WAS TAKEN TO THE DEALER AFTER THE FIRST FAILURE AND THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE VEHICLE HAS NOT BEEN REPAIRED. THE FAILURE MILEAGE WAS 2,400 THE CURRENT MILEAGE WAS APPROXIMATELY 3,000. VWB

**Toyota ID Number:**  
**NHTSA ODI Number:** 10342933  
**Date of Incident:** 20100713  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** ASTORIA, NY

C-2357

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
I WAS ON HIGHWAY 101 DRIVING HOME RECENTLY IN MY 97 4RUNNER WITH 200,000+ MILES ON IT AFTER A FULL SERVICING AT TOYOTA OF SANTA CRUZ AND MY ACCELERATOR STUCK, IDLING AT 3-4K RPM. AFTER THE PANIC MODE OF NOT BEING ABLE TO STOP AND REALIZING THE BRAKES WILL NOT STOP A REVVING ENGINE, I PUT IT IN NEUTRAL AND SLOWED THE VEHICLE AS THE ENGINE REVVED. I PUT IT BACK IN DRIVE AND IT SEEMED TO BE OK. I GOT TO AN AREA WHERE I COULD TEST IT OUT SAFELY AND THE SAME THING HAPPENED AND I HAD TO PUT IT NEUTRAL AGAIN. I CONTINUED TO DRIVE, BUT IT FINALLY FROZE AT 3-4K RPM AND I HAD TO PULL TO THE SIDE AND GET TOWED. I HAD IT TOWED TO TOYOTA OF SANTA CRUZ AND THE NEXT DAY WAS INFORMED THAT THE BRAIDING ON THE THROTTLE CABLE CAME APART IN THE THROTTLE HOUSING AND THE MAINTANENCING WOULD NOT HAVE FOUND THE PROBLEM. THE FIX WAS RELATIVELY INEXPENSIVE, \$200 AND THE TOW WAS \$200. THAT WOULD NOT BE A PROBLEM IF IT HADN'T BEEN SUCH A SERIOUS SAFETY HAZARD, BUT THIS WAS A MAJOR SAFETY HAZARD NOT ONLY TO MYSELF, BUT TO ANYONE THAT I WAS ON THE ROAD WITH. I UNDERSTAND THAT THE VEHICLE IS AN OLDER VEHICLE, BUT I'M GUESSING THAT THIS IS NOT THE 1ST TIME THAT THIS HAS HAPPENED, AND MY WORST THOUGHT IS THAT POSSIBLY MY DAUGHTER, GIRLFRIEND (WHICH IS A NEW DRIVER) OR ANYONE ELSE FOR THAT MATTER COULD HAVE BEEN DRIVING THE VEHICLE AND WHO KNOWS WHAT MAY HAVE HAPPENED. SO, IT LOOKS LIKE TOYOTA HAS QUITE A FEW SAFETY ISSUES THAT THEY HAVE BEEN IGNORING FOR QUITE A FEW YEARS. ON TOP OF THAT, IT SEEMS THAT THEY SHOULD HAVE AT LEAST PAID FOR THE REPAIRS FOR SENDING ME OUT IN THEIR DEATH TRAP WITH NO WARNING. I'M GOING TO BE BUYING ANOTHER CAR SOON AND I WILL TO THINK TWICE ABOUT BUYING ANOTHER TOYOTA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10347893  
**Date of Incident:** 20100713  
**Vehicle:** 2008 TOYOTA TACOMA  
**Location of Incident:** CASA GRANDE, AZ

**NHTSA Summary:**  
SINCE SEPTEMBER OF 2007, I DROVE A 2008 TOYOTA TACOMA. JULY 13, 2010 AT APPROXIMATELY 8:55 A.M., I WAS STEPPING ON MY BRAKE TO COME TO A STOP BEHIND A VEHICLE AT A STOP SIGN IN A RESIDENTIAL AREA. I STARTED BRAKING SLOWLY AS USUAL. IT APPEARED THE BRAKES WERE WORKING BUT NOT CATCHING AS FAST AS USUAL SO I PUT EXTRA PRESSURE ON THE BRAKE. GETTING TOO CLOSE THAN I SHOULD BE FOR A STOP, I PUSHED THE BRAKE TO THE FLOOR & MY TRUCK DIPPED A BIT APPEARING TO COME TO A STOP BUT THEN KEPT ROLLING & HIT THE CAR IN FRONT OF ME. THE CAR SEEMED TO MOVE FROWARD JUST BEFORE THE TAP AS IF IT WERE GOING TO MAKE THE TURN AT THE STOP SIGN SO THE IMPACT WAS LOW. THE CAR THEN STOPPED BUT SINCE MY TRUCK HADN'T, ALTHOUGH MY FOOT WAS STILL HAD THE BRAKE TO THE FLOOR, I PUMPED MY BRAKE AND STOMPED IT TO THE FLOOR AGAIN AND MY TRUCK LAUNCHED OUT SLAMMING INTO THE CAR AGAIN. THIS WAS A LOW IMPACT COLLISION IN A RESIDENTIAL AREA COMING TO A STOP SIGN IN THE MORNING ON MY WAY TO WORK. THE BRAKES HAD FAILED PRIOR TO THE ACCELERATION ISSUE THAT FOLLOWED. MY INSURANCE COMPANY & TOYOTA CLAIM TOYOTA IS THE ONLY COMPANY ABLE TO RUN ANY TESTS ON THE VEHICLE TO INSPECT MY TRUCK. TOYOTA WRITES THAT IT IS THEIR UNDERSTANDING MY ACCIDENT WAS CAUSED WHEN MY VEHICLE ACCELERATED & REAR ENDED ANOTHER VEHICLE. THAT'S ONLY A PORTION OF MY CLAIM. THEY OVERLOOKED THE INITIAL CAUSE OF THE BRAKE NOT CATCHING. I UNDERSTAND THAT IN SOME CASES PEOPLE PANIC & STEP ON THE ACCELERATOR. EVEN IF THAT HAD HAPPENED CAUSING THE SECOND HIT, THE FIRST HIT THAT MAY HAVE CAUSED ANY PANIC WAS BECAUSE THE BRAKE DID NOT WORK. THE LETTER REGARDING

C-2359

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

2004 TOYOTA PRIUS ACCELERATES DUE TO GAS PEDAL GETTING STUCK IN THE FLOOR MAT. THIS MORNING I WAS DRIVING MY TOYOTA PRIUS 2004 THAT I BOUGHT FROM THE ORIGINAL OWNER WHO MENTIONED ALL RECALL ISSUES WERE ADDRESSED BY TOYOTA DEALERSHIP. HE MENTIONED THE DEALER SHAVED OFF THE GAS PEDAL TO MAKE IT SHORTER. BUT TODAY, WHILE ON I 495 GOING EASTWARDS JUST BEFORE ENTERING THE HOV LANE, I PRESSED THE GAS PEDAL ALL THE WAY DOWN TO OVER TAKE ANOTHER SLOW VEHICLE. THE CAR ENGINE KEPT RAISING NOISE, AND CAR STARTED TO ACCELERATE ON ITS OWN. I BRAKED, THE CAR SLOWED A BIT BUT ENGINE KEPT RUNNING FAST. I REALIZED THIS IS POTENTIALLY SAME ISSUE THAT PEOPLE REPORTED ON PRESS AND WITH LOT OF STRUGGLE TRYING TO BRAKE AND SLOW DOWN, REALIZED AND PUT THE CAR INTO N, NEUTRAL POSITION. I AM LUCKY TO KNOW THIS FROM MEDIA REPORTS, OTHERWISE I WOULD HAVE BEEN ANOTHER DEAD GUY ON A PRIUS! WHILE I WAS STILL ON HIGHWAY, NEEDING TO MAINTAIN SPEED I PUT THE CAR BACK ON DRIVE MODE, D AND THE PROBLEM CONTINUED. I REALIZED, I CAN LIFT THE GAS PEDAL WITH MY LEFT FOOT, AND SUCCEEDED IN UNTANGLING THE PEDAL FROM THE FLOOR MAT. AFTER I DID THAT IT WAS FINE. I ARRIVED AT WORK, BUT WITH EXTREME SHOCK AND DISAPPOINTMENT. I AM WONDERING HOW THIS PROBLEM CAN STILL REMAIN AFTER A RECALL REPAIR IS DONE ON THIS VEHICLE. THIS IS COMPLETELY UNACCEPTABLE AND MY LIFE WAS IN TOTAL RISK AND I SURVIVED TODAY PURELY BECAUSE OF MY TECHNICAL SKILLS AND KNOWLEDGE ABOUT THIS CAR ISSUE. I AM AN ENGINEER IN PROFESSION, A MECHANICAL ENGINEER WITH A MASTERS DEGREE AND I UNDERSTOOD HOW TO REACT. IF IT WAS FOR MY OTHER FAMILY MEMBERS IN THIS SITUATION THE OUTCOME WOULD HAVE BEEN TOTALLY DIFFERENT. I AM VERY VERY DISAPPOINTED WITH TOYOTA CORPORATION AND ALSO WITH YOU, THE NHTSA FOR NOT MAKING SURE THAT ALL PRIUS OUT THERE ARE SAFETY COMPLIANT. THIS IS REALLY TERRIBLE! ...BECAUSE ITS A KNOWN ISSUE, AND OLD ISSUE THAT SHOULD HAVE BEEN CORRECTED. [XXX] INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6). \*TR

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343674  
**Date of Incident:** 20100713  
**Vehicle:** 2009 LEXUS IS250  
**Location of Incident:** AMHERST, MA

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2009 LEXUS IS 250. THE CONTACT STATED THAT WHILE AT A FULL STOP, HE SHIFTED INTO REVERSE AND THERE WAS AN ABNORMAL INCREASE IN ENGINE RPM. HE THEN SHIFTED INTO PARK AND SHUT OFF THE VEHICLE. AFTER RESTARTING, THE VEHICLE RESUMED NORMAL OPERATION. THE CONTACT STATED THAT WEEKS PRIOR TO THE FAILURE, REPAIRS WERE MADE TO THE ACCELERATOR PEDAL UNDER NHTSA CAMPAIGN ID NUMBER: 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE CONTACT CALLED THE MANUFACTURER REGARDING THE FAILURE AND WAS AWAITING A RETURN CALL. THE VEHICLE WAS NOT FURTHER REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 5,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10346957  
**Date of Incident:** 20100713  
**Vehicle:** 1997 TOYOTA 4RUNNER  
**Location of Incident:** SCOTTS VALLEY, CA

C-2358

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

MY INSPECTION CLAIMS MY BRAKES WERE IN GOOD CONDITION. THE TOYOTA RECALL ON MY VEHICLE SAYS SAFETY RECALLS OR SERVICE CAMPAIGNS, "HAVE NOT YET BEEN COMPLETED FOR YOUR VEHICLE" AND I'LL BE NOTIFIED AS SOON AS THERE'S A REMEDY. I DO NOT FEEL SAFE IN THAT VEHICLE. THE POLICE ON THE SCENE SAID I COULD BE HELD NEGLIGENT IF I CONTINUED DRIVING AFTER MY BRAKES FAILED. I CAN'T AFFORD A NEW TRUCK.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343289  
**Date of Incident:** 20100714  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** SAINT PETERSBURG, FL

**NHTSA Summary:**  
2010 TOYOTA CAMRY. CONSUMER WRITES TO ADDRESS CONCERNS AND OBSERVATIONS WITH VEHICLE \*TGW. THE CONSUMER NOTICED WHEN DRIVING AT HIGHWAY SPEEDS, WHEN HE REMOVED HIS FOOT FROM THE ACCELERATOR PEDAL HE EXPECTED THE VEHICLE TO NATURALLY SLOW DOWN WITH NO BRAKING NECESSARY. HOWEVER, THE VEHICLE DID NOT RESPOND IMMEDIATELY. THE VEHICLE ACTED AS THOUGH THE CRUISE CONTROL WAS ENGAGED. WHEN THE ENGINE DID RESPOND, THERE WAS A 2 TO 5 SECOND SEARCH PATTERN ENGAGED WITH A SWEEP LOW RPM TO HIGH RPM WHILE IT TRIED TO FIND A PERFORMANCE SOLUTION AND SET POINT. \*JB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343601  
**Date of Incident:** 20100714  
**Vehicle:** 2005 TOYOTA SOLARA  
**Location of Incident:** DENVER, NC

**NHTSA Summary:**  
TL\* THE CONTACT OWNS A 2005 TOYOTA SOLARA. THE CONTACT STATED WHILE ATTEMPTING TO BRAKE FROM APPROXIMATELY 2 MPH, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS UNABLE TO STOP THE UNINTENDED ACCELERATION AND THE VEHICLE PROCEEDED TO DRIVE OVER A CURB AND CRASH INTO THE BUSHES. THE DOOR AJAR WARNING ALARM THEN ABNORMALLY SOUNDED. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THE CONTACT WAS INFORMED THAT THE DEALER WOULD INSPECT THE EVENT DATA RECORDER TO DETERMINE WHY THE VEHICLE ABNORMALLY ACCELERATED. THE VEHICLE WAS NOT REPAIRED. A POLICE REPORT WAS AVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE 57,314.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10346822  
**Date of Incident:** 20100714  
**Vehicle:** 2010 TOYOTA 4RUNNER  
**Location of Incident:** CERRIROS, CA

**NHTSA Summary:**  
TL- THE CONTACT OWNS A 2010 TOYOTA 4RUNNER. WHILE TRAVELING 65 MPH THE CONTACT APPLIED THE BRAKES AND NOTICED THAT THE VEHICLE WOULD NOT DECREASE IN SPEED CAUSING THE CONTACT TO CRASH INTO A NEARBY VEHICLE. NO ONE WAS INJURED DURING THE INCIDENT AND A POLICE REPORT WAS FILED FOR THE INCIDENT. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE VEHICLE IS

C-2360

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

CURRENTLY BEING DIAGNOSED. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 3500. BML

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343947  
**Date of Incident:** 20100715  
**Vehicle:** 2008 TOYOTA HIGHLANDER  
**Location of Incident:** BURKE, VA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2008 TOYOTA HIGHLANDER. WHILE THE VEHICLE WAS IN DRIVE GEAR, THE VEHICLE BEGAN TO SURGE BACKWARDS UNTIL THE IGNITION WAS TURNED OFF. UPON RESTARTING THE VEHICLE IT BEGAN TO FUNCTION NORMALLY. THE VEHICLE WAS NOT EXAMINED TO DETERMINE THE CAUSE OF FAILURE. THE FAILURE MILEAGE WAS 48,700 AND THE CURRENT MILEAGE WAS 48,880. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344016  
**Date of Incident:** 20100715  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** FREEHOLD, NJ

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA RAV4. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH, THE BRAKES WERE ENGAGED TO THE FLOOR. SUDDENLY, THE VEHICLE ACCELERATED WITHOUT WARNING. THE VEHICLE WOULD NOT SLOW DOWN. THE GEAR SELECTOR WAS SHIFTED INTO THE PARK POSITION, AND THE VEHICLE CRASHED INTO THE PROCEEDING VEHICLE. THERE WERE NO PERSONAL INJURIES. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER WHERE THE TECHNICIAN WAS UNABLE TO LOCATE A PROBLEM. THE FRONT END DAMAGES WERE NOT REPAIRED. THE INSURANCE COMPANY WAS IN THE PROCESS OF APPRAISING AND INSPECTING THE VEHICLE AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS 15,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10353918  
**Date of Incident:** 20100715  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** RICHMOND, VA

**NHTSA Summary:**

SUDDEN ACCELERATION 2009 TOYOTA RAV4. PULLING OUT OF A HOTEL PARKING LOT TOWARDS STOP SIGN, VERY LOW SPEED, TOOK FOOT OFF GAS PEDAL AND PLACED ON BRAKE PEDAL. RPM'S INCREASED DRAMATICALLY. SLAMMED GEAR TO NEUTRAL, KEPT FOOT HARD ON BRAKE PEDAL, SHUT OFF ENGINE. SITUATION REPEATED ONCE FOLLOWING DAY IN SIMILAR SCENARIO. BOTH EVENTS DURING FIRST LONG ROAD TRIP IN CAR (OVER 500 MILES DRIVING BEFORE INCIDENT). SECOND INCIDENT - FOOT RELEASED GAS PEDAL BUT RESTING ON GAS PEDAL - COULD SENSE GAS PEDAL PULLED DOWN LIKE WHEN VEHICLE ACCELERATING AFTER RESUME WHEN USING CRUISE CONTROL. I NEVER USE CRUISE CONTROL.

**Additional Summary:**

C-2361

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343697  
**Date of Incident:** 20100716  
**Vehicle:** 2008 TOYOTA MATRIX  
**Location of Incident:** TAMPA, FL

**NHTSA Summary:**

SUDDEN ACCELERATION IN 2008 MATRIX AUTOMATIC. FIRST KNOWN FAILURE. CAR BROUGHT NEW IN SEPTEMBER 2007; ODOMETER: 6000 MILES. WHILE DRIVING APPROXIMATELY 35 MPH ON EVEN STRAIGHT SMOOTH ROADWAY, THERE WAS A SUDDEN ACCELERATION TO GREATER THAN 70 MPH. WHEN BRAKES WERE APPLIED, THEY DEPRESSED TO FLOOR WITHOUT ANY EFFECT. CAR CONTINUED TO ACCELERATE RAPIDLY. SHIFTED TO NEUTRAL WITHOUT SUCCESS. CAR SLOWED AFTER BEING PLACED IN REVERSE, COASTED TO A STOP. PLACED GEAR IN 2 AND DROVE SLOWLY HOME - APPROXIMATELY 1/2 MILE. FLOOR MATS WERE NOT NEAR EITHER PEDAL AND WERE KEPT STATIONARY BY HOOKS DESIGNED TO KEEP MATS FROM SHIFTING. CALLED TOYOTA SERVICE DEPARTMENT. TOLD THAT FLOOR MATS WERE THE PROBLEM; TALKED TO SERVICE MANAGERS WHO STATED THAT THE SEQUENCE OF EVENTS DESCRIBED WERE IMPOSSIBLE. NO PROBLEMS WERE KNOWN TO EXIST FOR MATRIX AND GREATER THAN 99% OF SUDDEN ACCELERATION PROBLEMS WERE DUE TO DRIVER ERROR. AFTER A DISCUSSION, THE CAR WAS EVALUATED BY THE SERVICE DEPARTMENT. THE FOLLOWING WAS REPORTED: FLOOR MATS HELD IN PROPER PLACE. NO OBJECTS ON FLOOR. NORMAL BRAKE PEDAL OPERATION. NORMAL ACCELERATOR PEDAL OPERATION. HEALTH CHECK - POWERTRAIN, CHASSIS, ELECTRICAL, NETWORK SYSTEMS - OK. COMPUTER CODES - NO ABNORMALITIES FOUND. NORMAL THROTTLE BODY INSPECTION. TIRES WITH NORMAL WEAR & FUNCTION. PROBLEM WAS NOT DUPLICATED ON TEST DRIVE. WAS TOLD THAT THE CAR IS FUNCTIONING NORMALLY IN ALL AREAS AND HAS NO PROBLEMS. IMPLIED THAT MY EXPERIENCE WAS A MISPERCEPTION OR MISREPRESENTATION. ASSESSMENT: THERE WAS A SIGNIFICANT MALFUNCTION IN THE MATRIX WHICH COULD HAVE LED TO CRITICAL INJURIES OR LOSS OF LIFE. ONLY DUE TO THE TRAFFIC FLOW AT PRECISELY THAT MOMENT, NO ONE WAS INJURED. THE TOYOTA SERVICE DEPARTMENTS DENIED THAT THE PROBLEM EXISTS. RECOMMENDATION: SUDDEN UNEXPECTED ACCELERATION SHOULD BE INVESTIGATED UNTIL AN ANSWER/SOLUTION IS FOUND. THE FINDINGS SHOULD BE SHARED WITH THE PUBLIC. THE COST FOR REPAIRS SHOULD BE PAID BY TOYOTA.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343656  
**Date of Incident:** 20100716  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT STATED WHILE DEPRESSING THE BRAKES AND APPROACHING A STOP, THE BRAKES WOULD NOT ENGAGE. THE CONTACT CRASHED INTO A VEHICLE AHEAD OF HERS. THERE WERE NO INJURIES. A POLICE REPORT WAS FILED. THIS WAS THE FIRST INSTANCE OF UNINTENDED ACCELERATION IN THE VEHICLE. NEITHER THE DEALER NOR THE MANUFACTURER WAS CONTACTED. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 4,000.

**Additional Summary:**

**Toyota ID Number:**

C-2362

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA ODI Number:** 10344253  
**Date of Incident:** 20100716  
**Vehicle:** 2005 TOYOTA COROLLA  
**Location of Incident:** PROVIDENCETOWN, MA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2005 TOYOTA COROLLA. WHILE DRIVING 3 MPH THE CONTACT NOTICED THAT THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT APPLIED THE BRAKES AND THEY WOULD NOT ENGAGE CAUSING THE CONTACT TO CRASH INTO THE BACK OF HIS GARAGE. NO ONE WAS INJURED DURING THE INCIDENT. A POLICE REPORT WAS NOT FILED. THE VEHICLE WAS TOWED TO THE DEALER WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 40000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345155  
**Date of Incident:** 20100716  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** SYRACUSE, NY

**NHTSA Summary:**

I WAS DRIVING MY 2010 TOYOTA COROLLA DOWN THE ROAD. WHEN I BEGAN TO APPROACH A RED LIGHT AT INTERSECTION, I APPLIED BRAKES TO SLOW VEHICLE DOWN. INSTEAD OF SLOWING DOWN, HOWEVER, THE CAR BEGAN TO RAPIDLY ACCELERATE. THIS REQUIRED ME TO PASS TWO VEHICLES WAITING AT RED LIGHT IN ORDER TO AVOID COLLISION. REMEMBERING WHAT TOYOTA CO SAID TO DO WHEN THEIR VEHICLES ARE SPEEDING OUT OF CONTROL, I PUT CAR IN NEUTRAL AND CONTINUED TO APPLY BRAKES, WHICH HAD NO EFFECT WHATSOEVER. I CONTINUED TO SPEED DOWN DOUBLE-LINED ROAD, PASSING VEHICLES IN MY LANE. THEN WHEN OTHER VEHICLES WERE COMING IN OTHER LANE IN MY DIRECTION, I WAS FORCED TO SLAM FULL SPEED INTO VEHICLE IN FRONT OF ME IN MY LANE. THIS CAUSED MY VEHICLE AND THAT VEHICLE TO ROLL OVER. WHEN MY FAMILY AND I HAD FIRST HEARD OF THE RECALLS WITH TOYOTA IN FEBRUARY OF 2010, WE IMMEDIATELY TOOK CAR TO TOYOTA DEALER IN FL WHERE WE VACATIONED FOR THE WINTER. WE WERE ASSURED THAT SINCE OUR VIN INDICATED IT WAS JAPANESE-MADE, WE WERE NOT PART OF THE STICKING ACCELERATOR RECALL. THEY TOLD US TO REMOVE DRIVER-SIDE FLOORMAT ANYWAY, WHICH WE IMMEDIATELY DID. AS YOU CAN SEE, WE TOOK EVERY PRECAUTION POSSIBLE, AND AS MY CAR WAS CAREENING OUT OF CONTROL, I DID EVERYTHING I WAS SUPPOSED TO DO AND IT DID NOT MATTER. AND PLEASE DO NOT INSULT VICTIMS OF THESE TRAGEDIES BY INDICATING THAT IT IS POSSIBLY DRIVER ERROR. CLEARLY THERE IS SOMETHING MAJORLY WRONG HERE AND THESE VEHICLES NEED TO BE TAKEN OFF THE ROAD.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10343855  
**Date of Incident:** 20100717  
**Vehicle:** 2004 SCION XB  
**Location of Incident:** ELIZABETH CITY, NC

**NHTSA Summary:**

I PURCHASED A 2004 SCION XB FOR MY DAUGHTER IN JUNE 2009. SHE CAME HOME FROM WORK LAST NIGHT (JULY 17, 2010) AND WHEN SHE STOPPED HER SCION IN THE DRIVEWAY, WITH HER FOOT ON THE BRAKE (JUST BEFORE PUTTING IT IN PARK), THE CAR ACCELERATED. SHE INSTINCTLY PUT THE CAR IN NEUTRAL AND TURNED THE IGNITION

C-2363

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OFF. WHEN I WENT OUTSIDE TO CHECK IT, THE CAR WAS STILL IDLED UP WHEN I STARTED THE VEHICLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10349373  
**Date of Incident:** 20100717  
**Vehicle:** 2004 TOYOTA HIGHLANDER  
**Location of Incident:** WESTMINSTER, MD

**NHTSA Summary:**

DATE OF INCIDENT: SATURDAY, JULY 17, 2010 AT APPROXIMATELY 12:45 P.M. INCIDENT DESCRIPTION: COMING FROM A COMPLETE STOP, TURNED THE STEERING WHEEL TO PARK A 2004 TOYOTA HIGHLANDER INTO A PARKING SPOT. THE DRIVER GENTLY/MINIMALLY TOUCHED THE ACCELERATOR PEDAL TO PULL INTO THE PARKING SPOT. THE VEHICLE SUDDENLY ACCELERATED WITHOUT ANY ADDITIONAL FORCE PLACED ON THE ACCELERATOR PEDAL. THE DRIVER IMMEDIATELY APPLIED THE BRAKES IN AN ATTEMPT TO STOP THE VEHICLE. PRIOR TO THE VEHICLE COMING TO A COMPLETE STOP, THE FRONT OF THE VEHICLE STRUCK THE METAL PART OF A SIGN. THIS IS THE FIRST OCCURRENCE OF SUDDEN ACCELERATION SINCE PURCHASING THE VEHICLE USED FROM A DEALERSHIP. THE VEHICLE HAS NOT BEEN SCHEDULED FOR REPAIR AT THIS TIME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344874  
**Date of Incident:** 20100718  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** LYNNWOOD, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 TOYOTA COROLLA. SHE WAS DRIVING 3 MPH WHEN THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A FENCE. THE CONTACT SUSTAINED MINOR INJURIES. THE POLICE WERE NOTIFIED AND A REPORT WAS FILED. THE ENTIRE FRONT END AND UNDERNEATH THE VEHICLE WAS DAMAGED. THE VEHICLE WAS TOWED TO THE DEALER WHERE THE INSURANCE COMPANY INSPECTED THE DAMAGES. THE TOYOTA MANUFACTURER WILL ALSO HAVE A REPRESENTATIVE INSPECT THE VEHICLE TO DETERMINE THE CAUSE OF FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 5,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344320  
**Date of Incident:** 20100719  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** CEDARHURST, NY

**NHTSA Summary:**

INCIDENT = CAR 2010 TOYOTA RAV4 UNINTENDED ACCELERATION HAPPENED 3 TIMES. FIRST TIME IT HAPPENED BEFORE I BROUGHT CAR TO SERVICE STATION FOR RECALL REPAIR. SECOND TIME IT WAS AFTER RECALL. THIRD TIME HAPPENED JUST ON JULY 17, 2010 ABOUT 9 PM. I WAS STANDING AT TRAFFIC LIGHT WHEN RPM WENT UP AND CAR START MOVING FORWARD I PUT IT IN NEUTRAL AND HAD TO TURN OFF THE IGNITION BECAUSE RPM STILL WERE VERY HIGH. PLEASE ADVISE WHAT SHOULD I DO. MY WIFE AND KIDS DRIVING MY CAR SOMETIMES AND I KNOW FOR SURE THAT THEY WOULD GET

C-2364

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

IN AN ACCIDENT IF THAT PROBLEM HAPPENS WITH THEM. DAMAGE RESULTING = MORAL DISTRESS FOR ME. MY WIFE EXPERIENCED THAT ALL 3 TIMES, VERY DEPRESSED AND SCARED TO EVEN BE IN THE CAR, NEVER MIND DRIVING IT. CAR WAS SERVICED IN MILLENNIUM TOYOTA FOR ACCELERATION RECALL. I NEED AN ADVICE WHERE CAN I CHECK THIS CAR BECAUSE IT LOOKS LIKE TOYOTA IS UNABLE TO IDENTIFY THE SOURCE OF THE PROBLEM. I ALSO WOULD LIKE TO GET DATA RELATED TO INCIDENT FROM THE CAR COMPUTER BY SECOND PARTY BEFORE TOYOTA WOULD DO THE SERVICE BECAUSE WHEN I BROUGHT MY CAR FOR RECALL I WAS TOLD THAT THEY HAD TO FLASH THE COMPUTER. MY UNDERSTANDING OF FLASHING COMPUTER IS THAT MEMORY WAS FLASHED AND OLD INFORMATION IS NOT RECOVERABLE. PLEASE ADVICE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344969  
**Date of Incident:** 20100719  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** BAY VILLAGE, OH

**NHTSA Summary:**

AT APPROXIMATELY 5:00 PM ON JULY 19TH, 2010, OUR TOYOTA RAV 4 (MODEL YEAR 2010 MILEAGE 6450) EXPERIENCED AN INCIDENT OF UNINTENDED ACCELERATION. DRIVING HOME WITH 4 MEMBERS OF THE FAMILY, WE APPROACHED AN INTERSECTION AND THE DRIVER BEGAN TO APPLY THE BRAKE. THE ROADWAY WAS CROWDED, SO OUR SPEED WAS FORTUNATELY MINIMAL (APPROXIMATELY 25 MPH). WHILE APPLYING THE BRAKE, THE ENGINE SUDDENLY BEGAN TO REV AT A HIGH RATE. THE DRIVER SAID THE CAR WAS NOT RESPONDING WELL TO THE BRAKE AND WE MAY NOT STOP IN TIME AS WE APPROACHED THE INTERSECTION. INSTINCTIVELY, I LOOKED AT THE DRIVER'S FOOT TO SEE IF THERE WAS SOME PROBLEM WITH HIM HITTING THE GAS PEDAL, BUT COULD CLEARLY SEE BOTH FEET AND ONLY THE BRAKE BEING APPLIED. THE DRIVER PUMPED THE BRAKE, LIFTING HIS FOOT FROM THE BRAKE AND REAPPLYING, WE JOLTED FORWARD HE LIFTED HIS FOOT FROM THE BRAKE OF THE REVING CAR AND THEN REAPPLIED THE BRAKE. THE ENGINE SUDDENLY SLOWED AND RETURNED TO A NORMAL IDLE AND WE WERE ABLE TO STOP WITHOUT HITTING ANYONE. WE DID NOT FILE A POLICE REPORT, BUT CONTACTED THE DEALER THE FOLLOWING MORNING AND WERE INSTRUCTED TO BRING THE CAR IN FOR INSPECTION THE FOLLOWING DAY. NOT SURPRISINGLY, AS THEY APPEAR INCAPABLE OF DETECTING THE PROBLEM WITH THEIR DIAGNOSTICS, NO PROBLEM WAS FOUND AND WE WERE ASKED TO RECLAIM THE CAR A FEW DAYS LATER. WE TOLD THE DEALERSHIP THAT WE CONSIDER THIS LEASED CAR TO BE UNSAFE AND DO NOT WANT ANYTHING TO DO WITH THE CAR AND WISHED TO RETURN IT AS IT IS CLEARLY DEFECTIVE. 4 MEMBERS OF MY FAMILY WITNESSED THE EVENT AND NO ONE IS GETTING IN THE CAR AGAIN. THE TOYOTA DEALERSHIP'S CUSTOMER SERVICE REPRESENTATIVE SAID THEY ARE ONLY DEALER, THEY ARE NOT THE MANUFACTURERS AND WE HAD TO ADDRESS ANY CONCERNS REGARDING A RETURN TO THE MANUFACTURER, IN THEIR OPINION IT CHECKED OUT FINE. THE CAR HAD ALREADY BEEN SERVICED BY THE DEALER SEVERAL MONTHS PRIOR, TO ADDRESS THE RAV 4 RECALL FOR THE UNINTENDED ACCELERATION PROBLEM. CLEARLY IN OUR CASE THEIR FIX DID NOT FIX THE PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344515  
**Date of Incident:** 20100720  
**Vehicle:** 1996 TOYOTA 4RUNNER  
**Location of Incident:** SAN DIEGO, CA

C-2365

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:** ACCELERATOR STICKS. WHEN DEPRESSING ACCELERATOR PEDAL, IT STICKS WITHOUT MOVING. THE ONLY WAY TO GET IT TO MOVE IS BY PUTTING EVER INCREASING PRESSURE ON THE PEDAL UNTIL IT SUDDENLY BREAKS FREE AND THE CAR LURCHES FORWARD.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344511  
**Date of Incident:** 20100720  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** OKLAHOMA CITY, OK

**NHTSA Summary:**

WHILE DRIVING THE VEHICLE IT WOULD SUDDENLY ACCELERATE AND THEN SLOW DOWN ALMOST TO A STOP WITHOUT DRIVER PRESSURE ON THE ACCELERATOR PEDAL CHANGING. THIS PROBLEM OCCURRED EACH TIME THE VEHICLE WAS DRIVEN. THE SERVICE DEPARTMENT WHERE THE VEHICLE WAS PURCHASED STRONGLY RECOMMENDED THE VEHICLE NOT BE DRIVEN BEFORE REPAIRS COULD BE MADE. THE VEHICLE WAS LEFT AT THE SERVICE DEPARTMENT WHERE THEY DIAGNOSED THE PROBLEM AS A DEFECTIVE THROTTLE PEDAL CONTROL, P/N 78010-33010. I AM WAITING ON THE SERVICE DEPARTMENT TO REPAIR THE PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345975  
**Date of Incident:** 20100720  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** SHIPPINGSBURG, PA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE DRIVING AT 2 MPH IN A PARKING LOT, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS UNABLE TO STOP THE ACCELERATION AND THE VEHICLE DROVE OVER THE MEDIAN. THE CONTACT SUSTAINED MINOR INJURIES. THE VEHICLE SUSTAINED FRONT END AND UNDERCARRIAGE BODY DAMAGE. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER WHERE THE CONTACT WAS AWAITING A DIAGNOSIS OF THE FAILURE. A POLICE REPORT WAS AVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE 17,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10346109  
**Date of Incident:** 20100720  
**Vehicle:** 2003 TOYOTA HIGHLANDER  
**Location of Incident:** WASHINGTON, DC

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2003 TOYOTA HIGHLANDER. WHILE ATTEMPTING A RIGHT TURN AT APPROXIMATELY 5 MPH, THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED INTO ANOTHER VEHICLE. THERE WERE NO INJURIES. A POLICE REPORT WAS AVAILABLE. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER WHERE THEY WERE UNABLE TO DIAGNOSE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 95,000.

**Additional Summary:**

C-2366

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344951  
**Date of Incident:** 20100720  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** ST PAUL, MN

**NHTSA Summary:**

I OWNED A TOYOTA CAMRY FOR 2 YEARS AND HAD 2 INCIDENTS WHEN THE ACCELERATOR STUCK CAUSING ME TO LOSE CONTROL OF THE CAR. AFTER THE 1ST INCIDENT I RETURNED THE VEHICLE TO THE DEALER AND WAS TOLD NOTHING WAS WRONG WITH VEHICLE. THEN THE TOYOTA RECALLS BEGAN AND I CONTACTED TOYOTA AND WAS TOLD MY VEHICLE WAS NOT PART OF THE RECALL EVEN THOUGH I WAS HAVING THE SAME PROBLEMS. I REQUESTED MY VEHICLE BE CHECKED AND WAS TOLD I WOULD HAVE TO PAY FOR ALL COSTS. AFTER THE 2ND INCIDENT I AGAIN RETURNED THE VEHICLE WHERE I WAS TOLD THERE WAS NO MECHANICAL OR ELECTRONIC PROBLEMS IT WAS AN ISSUE WITH PEDAL PLACEMENT AND FLOOR MATS. I SOLD THE CAR BACK TO THE DEALER AT A CONSIDERABLE FINANCIAL LOSS. I AM VERY CONCERNED THIS VEHICLE AND OTHERS LIKE IT ARE BACK ON THE ROAD. UPDATED IVOQ 08/24/10

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10350670  
**Date of Incident:** 20100720  
**Vehicle:** 1995 TOYOTA CAMRY  
**Location of Incident:** SAGINAW, MI

**NHTSA Summary:**

TL- THE CONTACT OWNS 1995 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE NOT HAVING HIS FOOT ON THE ACCELERATOR PEDAL THE VEHICLE ACCELERATED ON ITS OWN TO 30 MPH WITH THE RPM'S GOING AS HIGH AS 3000 TO 5000. THE CONTACT WILL HAVE TO SHIFT TO NEUTRAL AND BRAKE TO BE ABLE TO SLOW AND STOP THE VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY DIAGNOSED TO STATED THAT IT WAS THE CRUISE LINK ASSEMBLY THAT WAS BINDING AND THROTTLE CABLE THAT WAS STICKING AND BOTH NEEDED TO BE REPLACED. THE COST WILL BE 700.00 DOLLARS TO REPAIR. THERE HAVE BEEN NO REPAIRS. THE FAILURE MILEAGE WAS 185904 AND THE CURRENT MILEAGE WAS 185950.CV

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344702  
**Date of Incident:** 20100721  
**Vehicle:** 2002 LEXUS ES300  
**Location of Incident:** STATEN ISLAND, NY

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2002 LEXUS ES300. WHEN HE DROVE OUT OF THE PARKING APPROXIMATELY 10 MPH, THE VEHICLE SUDDENLY ACCELERATED. HE BEGAN TO PANIC AND CRASHED INTO A PARKED VEHICLE AND A FENCE. THE VEHICLE STOPPED WHEN HE CRASHED INTO A TREE AND THE LEFT FRONT TIRE CAME OFF. HE RECEIVED INJURIES TO THE LEFT SIDE OF HIS BODY. THE VEHICLE WAS TOWED TO THE DEALER. THE POLICE REPORT IS AVAILABLE UPON REQUEST. THE MANUFACTURER STATED THAT AN ENGINEER WILL EXAMINE THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 58,000.

**Additional Summary:**

C-2367

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344729  
**Date of Incident:** 20100721  
**Vehicle:** 2006 TOYOTA SOLARA  
**Location of Incident:** SIMI VALLEY, CA

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2006 TOYOTA SOLARA. WHILE DRIVING APPROXIMATELY 5 MPH, THE BRAKES WERE APPLIED AND THE VEHICLE SURGED FORWARD UNTIL EXTREME PRESSURE WAS APPLIED TO THE BRAKE PEDAL. THE VEHICLE WAS SHUT OFF. THE VEHICLE WAS NOT DRIVEN OR DIAGNOSED BY A DEALER. THE FAILURE AND CURRENT MILEAGES WERE 97,000. THE VIN WAS UNAVAILABLE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344785  
**Date of Incident:** 20100722  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** FAYETTEVILLE, TN

**NHTSA Summary:**

I WAS SITTING WITH THE CAR ON AND IN PARK AT SONIC DRIVE IN WHEN IT LUNGED FORWARD 3-4 FEET BEFORE I COULD HIT THE BRAKES. THE CAR WAS TAKEN TO THE TOYOTA DEALERSHIP AFTER WORK. AFTER CHECKING ON THE COMPUTER AND TEST RIDING IT THEY COULD FIND NOTHING WRONG OR DUPLICATE THE SUDDEN ACCELERATION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10344911  
**Date of Incident:** 20100722  
**Vehicle:** 2009 TOYOTA RAV4  
**Location of Incident:** BRAMFORD, CT

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2009 TOYOTA RAV4. THE CONTACT STATED THAT WHILE DRIVING 3 MPH, HE DEPRESSED THE BRAKE PEDAL AND THE VEHICLE SUDDENLY ACCELERATED. HE CRASHED INTO A VEHICLE IN FRONT WHEN THE BRAKES FAILED TO STOP THE VEHICLE. THERE WERE NO INJURIES. A POLICE REPORT WAS FILED. THE CONTACT CALLED THE MANUFACTURER WHO STATED THAT THEY WOULD INVESTIGATE THE FAILURE. THE VEHICLE IN THE DEALERS POSSESSION WHEN THE COMPLAINT WAS FILED. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 7,600.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345372  
**Date of Incident:** 20100722  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** WILDWOOD, MO

**NHTSA Summary:**

PULLED INTO PARKING SPACE AND VEHICLE SUDDENLY ACCELERATED AND HOPPED ONTO CURB AND RAN INTO PILLAR AT A RESTAURANT. LUCKILY NOBODY WAS EATING ON THE SIDEWALK WHERE VAN ENDED UP. PLACED VEHICLE INTO PARK AND REMOVED FOOT FROM BRAKE AND VEHICLE CONTINUED TO LUNGE FORWARD.

C-2368

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

IMMEDIATELY HIT BRAKES AGAIN AND A BYSTANDER CAME TO DETERMINE WHAT WAS WRONG. TALKING TO BYSTANDER TO DETERMINE WHAT HAPPENED, I TOOK MY FOOT OFF BRAKE AGAIN AND VEHICLE LUNGED FORWARD (WHILE STILL IN PARK). DECIDED TO SHUT VEHICLE OFF AND HAVE IT TOWED TO A DEALERSHIP. I AM AWAITING A CALL FROM TOYOTA CUSTOMER EXPERIENCE CENTER TO SETUP AN INSPECTION, HOWEVER I WENT TO DEALERSHIP TO PICK UP SOME THINGS OUT OF THE CAR. I INSTRUCTED THE SERVICE AGENT THAT THE VAN WAS NOT TO BE DRIVEN UNTIL THE TOYOTA CUSTOMER EXPERIENCE CENTER INSPECTOR HAD A CHANCE TO LOOK AT THE VAN WITH ALL PARTIES. NEXT THING I KNOW THE SERVICE AGENT HAD PULLED THE VAN INTO THE SERVICE BAY FOR ME TO GRAB MY BELONGINGS OUT OF. I HOPE THIS DID NOT RUIN ANY DATA IN THE COMPUTER ABOUT WHAT HAPPENED IN THE PARKING LOT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345426  
**Date of Incident:** 20100722  
**Vehicle:** 2009 LEXUS ES350  
**Location of Incident:** CARMEL, NY

**NHTSA Summary:**

ON JULY 22, 2010 I HAD BEEN TRAVELING FROM CAPE COD AND WAS ON I84 USING MY CRUISE CONTROL ON MY 2009 LEXUS ES, SET TO 64 MPH. I WOULD CANCEL IT BY PUSHING THE LEVER TOWARDS ME WHEN TRAFFIC GOT HEAVY AND PUSH "RESUME" WHEN I HAD AN OPEN ROAD. AFTER TRAVELING ABOUT 210 MI AND USING IT IN THE ABOVE MANNER IT WOULD NOT RESUME AS BEFORE. THE CAR WOULD SURGE AND ACCELERATE TO OVER 75 MPH. I HAD TO CANCEL THE CRUISE FOR IT TO STOP. ACCELERATING BECAUSE IT WAS NOT STOPPING. I WAS NOT USING THE PEDALS AT ANY TIME. I TRIED IT TWICE. THE SAME THING HAPPENED. I THEN TURNED OFF THE CRUISE ENTIRELY AND DIDN'T USE IT AGAIN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10346189  
**Date of Incident:** 20100722  
**Vehicle:** 2010 LEXUS GX460  
**Location of Incident:** DENTON, TX

**NHTSA Summary:**

TL\*THE CONTACT OWNS A 2010 LEXUS GX460 SUV. THE CRUISE CONTROL WAS ACTIVATED WHILE THE CONTACT WAS DRIVING UP A SLIGHT INCLINE AT APPROXIMATELY 62 MPH. AN UNEXPECTED INCREASE OF ACCELERATION OCCURRED. THE ENGINE BEGAN TO REV EXCESSIVELY HIGH AND THE RPM'S INCREASED TO 4,300. THE CRUISE CONTROL WAS DEACTIVATED WITH THE BRAKE PEDAL ENGAGED. THE VEHICLE WAS ABLE TO COME TO A STOP. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR DIAGNOSTIC TESTING. THE TECHNICIAN INFORMED THAT THE VEHICLE REQUIRED FURTHER INSPECTION AND WOULD ANALYZE THE DATA. THE VEHICLE REMAINED AT THE DEALER AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS 2,800.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10347215  
**Date of Incident:** 20100722  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** SPRINGFIELD, MN

C-2369

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT STATED THAT WHILE TRAVELING 30 MPH THE VEHICLE STARTED TO ACCELERATE. THE CONTACT TRIED TO SLOW THE VEHICLE, BUT THE BRAKES DID NOT RESPOND. THE CONTACT HAD TO TURN OFF THE ENGINE AND PUT THE VEHICLE IN NEUTRAL BEFORE THE VEHICLE WOULD STOP. THE CONTACT FAMILY DROVE THE VEHICLE TO A TOYOTA DEALER WHERE THEY WERE TOLD THERE WAS NOTHING WRONG WITH THE VEHICLE. THE VEHICLE HAS NOT BEEN DRIVEN SINCE IT WAS INSPECTED. THE VIN WAS NOT AVAILABLE AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE AND CURRENT MILEAGE WAS 1000.RL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345314  
**Date of Incident:** 20100723  
**Vehicle:** 2006 LEXUS ES330  
**Location of Incident:** CONROE, TX

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2006 LEXUS ES330. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 5-10 MPH, AN UNEXPECTED INCREASE IN ACCELERATION OCCURRED CAUSING THE VEHICLE TO TRAVEL OVER THE CURBSIDE AND CRASH INTO A HOUSE. THE DAMAGED EXTERIOR SIDING OF THE HOUSE EXPOSED AN ENORMOUS HOLE THE WIDTH OF THE VEHICLE WHICH EXTENDED THROUGH THE INTERIOR WALL. THE AIR BAGS FAILED TO DEPLOY. A POLICE REPORT WAS FILED OF THE INCIDENT WITH NO PERSONAL INJURY. THE ENTIRE FRONT END OF THE VEHICLE SUSTAINED DAMAGES. THE CAUSE OF FAILURE HAD NOT BEEN DETERMINED AT THE TIME OF THE COMPLAINT. THE VEHICLE WAS TAKEN TO A COLLISION CENTER WHERE THE CONTACT WAS AWAITING FURTHER DIAGNOSTIC OF THE FAILURE. THE FAILURE MILEAGE WAS 76,000.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345691  
**Date of Incident:** 20100723  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** MONMOUTH BEACH, NJ

**NHTSA Summary:**

CASE OF SUDDEN UNINTENDED ACCELERATION IN A NEW 2010 TOYOTA PRIUS: I WAS PARKING MY CAR IN A PULL-IN PARKING SPOT IN AN OFFICE BUILDING PARKING LOT. WHILE STRAIGHTENING THE CAR OUT IN THE SPOT, IT SUDDENLY ACCELERATED OUT OF CONTROL AND JUMPED A CURB IN FRONT OF LANDSCAPED SHRUBBERY. A LARGE WOODY BUSH AND SOFT DIRT STOPPED THE VEHICLE. NO ONE ELSE WAS INVOLVED IN THE ACCIDENT. THE CAR HAS ONLY 2200 MILES ON IT. THE CAR IS CURRENTLY BEING HELD BY THE DEALER, TOYOTA SCION OF EATONTOWN, NJ.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10353582  
**Date of Incident:** 20100723  
**Vehicle:** 2011 SCION XB  
**Location of Incident:** FOSTER CITY, CA

**NHTSA Summary:**

2011 SCION XB ABRUPT THROTTLE RESPONSE OFF IDLE. VEHICLE "JACK RABBITS" TO ACCELERATE. VERY HARD TO ACCELERATE SLOWLY AND SAFELY. CAN BE DANGEROUS

C-2370

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

IN TRAFFIC AND PARKING LOTS. YOU HAVE TO KEEP YOUR LEFT FOOT HARD ON THE BRAKE. TOYOTA REFUSES TO ACKNOWLEDGE RESPONSIBILITY FOR THE PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100724  
**Date of Incident:** 20100724  
**Vehicle:** 2010 TOYOTA YARIS  
**Location of Incident:** VICTORIA, TX

**NHTSA Summary:**

DRIVER HAS HEADACHES, NO DOCTOR VISIT; FEAR OF DRIVING; GRANDMOTHER HAS NO INJURIES. WAS PULLING INTO A PARKING SPACE WITH GRANDMOTHER IN THE CAR, AND THE CAR SURGED AND CRASHED INTO A RESTAURANT.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345135  
**Date of Incident:** 20100724  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** EATONTOWN, NJ

**NHTSA Summary:**

HESITATION PROBLEM IN 2006 TOYOTA CAMRY. HAPPENS FREQUENTLY. FAILURE TO BE ABLE TO ACCELERATE IN THESE SITUATIONS CAN RESULT IN A REAR OR SIDE COLLISION FROM ONCOMING VEHICLES, ESPECIALLY DURING A MERGE. IT HAPPENS WHEN BACKING OFF ON THE GAS PEDAL, SUCH AS WHEN THE CAR IS ABOUT TO MAKE A TURN ONTO ANOTHER STREET, OR WHEN GAINING ON SLOWER TRAFFIC ON THE HIGHWAY. THE RPM GO WAY DOWN AS THE CAR SLOWS (BY BACKING OFF THE GAS PEDAL - NO BRAKES APPLIED) TO DEAL WITH THE SITUATION. ONCE THE TURN IS COMPLETED, OR THE TRAFFIC IN FRONT STARTS TO PULL AHEAD AGAIN, THE CAR DOES NOT RESPOND TO APPLYING THE ACCELERATOR. IT CAN TAKE FROM A HALF SECOND TO TWO FULL SECONDS BEFORE THE CAR "RECOGNIZES" THAT IT IS BEING TOLD TO SPEED UP - FOR IT TO GIVE MORE RPM AND TO PICK THE RIGHT GEAR TO DO IT IN. IT SEEMS TO BE TRYING TO MAKE UP ITS MIND WHICH GEAR TO USE BEFORE IT ADDS ENOUGH RPM TO ACCELERATE. IT'S LIKE THE RPM WENT DOWN SO LOW WHEN BACKING OFF THE GAS PEDAL THAT THE CAR DOESN'T KNOW WHAT TO DO WHEN IT'S TOLD TO GET BACK TO WORK. WHEN IT FINALLY RESPONDS, THE ENGINE USUALLY KICKS DOWN ONE OR TWO GEARS AND STARTS RACING TO CATCH UP - LIKE THE DRIVER HAS FLOORED IT, WITHOUT HAVING FLOORED IT. THE DEALERSHIP HAS SAID THEY COULDN'T RECREATE THE PROBLEM. TOYOTA DENIES THE PROBLEM EXISTS. YET IT HAPPENS EVERY DAY. I BELIEVE BOTH ARE COVERING UP A PROBLEM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10346197  
**Date of Incident:** 20100724  
**Vehicle:** 2004 TOYOTA PRIUS  
**Location of Incident:** BELLINGHAM, WA

**NHTSA Summary:**

WHILE HEADING UP MY DRIVEWAY IN MY 2004 PRIUS, THE CAR BEGAN TO EXCELAERATE, I THREW IT INTO REVERSE AND TURNED BACK TOWARD MY GARGAGE WHERE IT CRASHED THRU THE WALL.

**Additional Summary:**

C-2371

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10346179  
**Date of Incident:** 20100724  
**Vehicle:** 2008 LEXUS ES350  
**Location of Incident:** SAN GABRIEL, CA

**NHTSA Summary:**

TL\* THE CONTACT OWNS A 2008 LEXUS ES350. THE CONTACT WAS DRIVING WITH THE CRUISE CONTROL SET TO 75 MPH WHEN THE TRACTION, ENGINE AND VEHICLE STABILITY CONTROL (VSC) WARNING LIGHTS ILLUMINATED. THE CONTACT APPLIED THE BRAKES AND THE VEHICLE BEGAN TO DECREASE IN SPEED HOWEVER WHEN HE REMOVED HIS FOOT FROM THE BRAKE PEDAL, THE VEHICLE BEGAN TO ACCELERATE BACK TO 75 MPH. THE CRUISE CONTROL WOULD NOT DEACTIVATE BY APPLYING THE BRAKES. THE CONTACT DECREASED THE BRAKES AGAIN UNTIL THE VEHICLE CAME TO A COMPLETE STOP HOWEVER, THE VEHICLE ABNORMALLY ACCELERATED TO 65 MPH WHEN HIS FOOT WAS RELEASED FROM THE PEDAL. THE VEHICLE MAINTAINED A SPEED OF 65 MPH ALTHOUGH THE CRUISE CONTROL WAS NO LONGER ACTIVATED. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THE CONTACT WAS AWAITING A DIAGNOSIS OF THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE 49,167.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10350274  
**Date of Incident:** 20100724  
**Vehicle:** 2005 LEXUS ES330  
**Location of Incident:** RIVERSIDE, CA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2005 LEXUS ES330. THE CONTACT STATED THAT WHILE PULLING INTO A PARKING SPACE AND THEIR FOOT ON THE BRAKE, THE VEHICLE SUDDENLY ACCELERATED AND JUMPED THE CURVE. THE CONTACT HAD THE VEHICLE TOWED TO THE NEAREST LEXUS DEALER. THE REPRESENTATIVE FROM THE DEALERSHIP TOOK A STATEMENT OF WHAT HAPPENED AND GAVE THE CALLER A LOANER. THE DEALER CALLED LATER AND STATED THAT SINCE THERE DAMAGE TO THE UNDER CARRIAGE, THE VEHICLE WOULD HAVE TO BE TURNED OF TO THE MANUFACTURER. THE VEHICLE HAS STILL NOT BEEN INSPECTED. THE VIN WAS NOT AVAILABLE AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE AND CURRENT MILEAGE WAS 28000.RL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10352200  
**Date of Incident:** 20100724  
**Vehicle:** 2006 SCION XB  
**Location of Incident:** SEATTLE, WA

**NHTSA Summary:**

THIS IS THE SECOND TIME MY 2006 SCION XB HAS ACCELERATED WHEN I STEPPED ON THE BRAKE. THIS TIME IT HAPPENED WHEN I WAS GOING UPHILL ABOUT 30 MILES AN HOUR. WHEN I STEPPED ON THE BRAKE, THE ENGINE ACCELERATED AND BEGAN RACING. I WAS ABLE TO BRAKE TO A STOP, BUT THE ONLY WAY TO GET THE ENGINE TO SLOW WAS TO TURN OFF THE IGNITION AND RESTART THE CAR. AS WITH THE PREVIOUS INCIDENT, IT'S IMPOSSIBLE THAT I WAS ACCIDENTALLY STEPPING ON THE ACCELERATOR, SINCE I USED THE BRAKE TO BRING THE CAR TO A HALT. IT WAS SCARY THE FIRST TIME. IT WAS SCARY THIS TIME TOO.

**Additional Summary:**

C-2372

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345584  
**Date of Incident:** 20100725  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** JOHNSON CITY, TN

**NHTSA Summary:**

2010 TOYOTA CAMRY BOUGHT 2 MONTHS BEFORE RECALL NEWS / 5,000 MILES / HAD RECALL WORK DONE AT A TOYOTA DEALERSHIP ON MARCH 4, 2010 / ON JULY 25, 2010 WHILE IN LINE AT DRIVE-THROUGH, I HAD MY FOOT ON THE BRAKE WAITING MY TURN IN LINE. SUDDENLY, THE ENGINE BEGAN TO REV, EVEN THOUGH I DIDN'T HAVE MY FOOT ON THE ACCELERATOR BUT DID HAVE MY FOOT ON THE BRAKE. THE BACK TIRES BEGAN SPINNING, AND ALTHOUGH I WAS MASHING DOWN ON THE BRAKES AS HARD AS I COULD, THE VEHICLE MOVED FORWARD (PRODUCING SKID MARKS) AND HIT THE TRUCK IN FRONT OF ME. MY CAMRY PUSHED INTO THE TRUCK'S TRAILER HITCH, BENDING THE REBAR IN THE FRONT OF MY CAR, WHICH PUSHED UP THE RADIATOR, ETC. THERE WAS A WITNESS WHO WAS STANDING NEXT TO THE DRIVE-IN WINDOW BECAUSE THE RESTAURANT HAD MESSED UP HIS ORDER. HE REPORTED TO THE OFFICER THAT CAME TO THE SCENE THAT HE HEARD THE CAMRY'S ENGINE START REVVING, AND WHEN HE LOOKED TO SEE WHY, HE COULD SEE THAT I WAS TRYING TO GET THE CAR TO STOP. OBVIOUSLY, THE TOYOTA CAMRY RECALL WORK IS NOT EFFECTIVE. MY GRANDDAUGHTER (WHO WAS IN THE CAR) AND I COULD HAVE BEEN KILLED IF THIS HAD HAPPENED AT HIGHER SPEED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345366  
**Date of Incident:** 20100726  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** UPTON, MA

**NHTSA Summary:**

MY SON WAS DRIVING HIS CAR, A 2003 TOYOTA RAV4 -L WHEN HE EXPERIENCED SUDDEN UNINTENDED ACCELERATION. THERE WERE NO FLOOR MATS IN THE CAR AT THE TIME. HE WAS ABLE TO GET CONTROL OF THE CAR BY SLAMMING ON THE BRAKES AND PUTTING THE CAR IN NEUTRAL. THE DEALER WAS CONTACTED AND THE CAR WAS SCHEDULED TO BE BROUGHT IN THE NEXT DAY AFTER THIS EVENT OCCURRED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10348528  
**Date of Incident:** 20100726  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** MARTINEZ, CA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2003 TOYOTA RAV4. WHILE TRAVELING 45 MPH THE CONTACT NOTICED THAT THE VEHICLE WILL OCCASIONALLY SURGE FORWARD WITHOUT WARNING, ALSO THAT THE VEHICLE WILL SUDDENLY DECREASE IN SPEED WITHOUT THE CONTACT APPLYING THE BRAKES. THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE COMPUTER SYSTEM NEEDED TO BE REPLACED. THERE WERE NO PRIOR WARNINGS AND THE VEHICLE HAS NOT BEEN REPAIRED. THE CURRENT AND FAILURE MILEAGES WERE 160000. BML

C-2373

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10345954  
**Date of Incident:** 20100727  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** ALBUQUERQUE, NM

**NHTSA Summary:**

2007 TOYOTA PRIUS ACCELERATED TO 93MPH WHEN TRYING TO ENGAGE CRUISE CONTROL.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10350065  
**Date of Incident:** 20100728  
**Vehicle:** 1998 TOYOTA 4RUNNER  
**Location of Incident:** WESTMINSTER, CA

**NHTSA Summary:**

TL-THE CONTACT OWNS A 1998 TOYOTA 4RUNNER. WHILE STOPPED AT A TRAFFIC LIGHT WITH HER FOOT ON THE BRAKE THE VEHICLE ACCELERATED ON ITS OWN. SHE ENGAGED THE BRAKES HARDER TO STOP THE ACCELERATION. THE VEHICLE WAS TAKEN IMMEDIATELY TO AN AUTHORIZED DEALER. THE DEALER REPLACED THE SENSOR ON THE ACCELERATOR. THE FAILURE MILEAGE WAS 152,000 AND THE CURRENT MILEAGE WAS 155,000. VWB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10353364  
**Date of Incident:** 20100729  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BELMONT, MA

**NHTSA Summary:**

DRIVING DOWN HILL--POPING NOISE AND THEN CAR WENT TO FULL THROTTLE ON ITS OWN ( FIRST OCCURANCE ) CAR SPUN IN CIRCLES 5 TO 7 TIMES BEFOR CRASHING INTO A TREE---CAR WAS DEEMED A TOTAL WRECK

**Additional Summary:**

ANGEL PARSEGHIAN (88YR OLD) WAS DRIVING DOWN PARK AVENUE IN ARLINGTON, MA WITH HER FOOT ON THE BRAKE - HEARD A POP AND CAR TOOK OFF. WITNESSES SAID SHE WAS TRAVELING BETWEEN 55 AND 65 MPH FISH TAILING AND SPINNING DOWN THE ROAD THROUGH AN INTERSECTION. SHE STRUCK THE REAR SIDE OF ANOTHER VEHICLE DRIVEN BY 47 YR OLD MAUREEN ANNIS. MRS. ANNIS' 8 YR OLD SON AND DAUGHTER (TWINS) WERE IN THE BACK SEAT. MRS. PARSEGHIAN WAS CITED FOR OPERATING TO ENDANGER, SPEED GREATER THAN REASONABLE AND FAILURE TO KEEP WITHIN MARKED LANES.

**Toyota ID Number:**  
**NHTSA ODI Number:** 10346451  
**Date of Incident:** 20100729  
**Vehicle:** 2010 LEXUS RX350  
**Location of Incident:** MORGANVILLE, NJ

C-2374

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**  
ON 7/29/2010 MY 2010 LEXUS RX 350 EXPERIENCED UNINTENDED EXHILARATION CAUSING A COLLISION WITH A PARKING LOT COLLISION SAFETY POST (METAL PIPE FILLED WITH CONCRETE) CAUSING EXTENSIVE FRONTAL DAMAGE OF THE VEHICLE. THE INCIDENT OCCURRED AT APPROXIMATELY 1245 ON A CLEAR DAY DRY PAVEMENT WITH NO OTHER VEHICLES IN THE PARKING LOT NEAR THE SCENE OF THE COLLISION. THE INCIDENT OCCURRED WHEN I WAS PULLING INTO THE A PARKING SPOT MAKING RIGHT HAND TURN. AS I WAS ENTERING THE PARKING SPOT AT APPROXIMATELY 1/2 WAY I TAPPED THE ACCELERATOR PEDAL TO COMPLETE THE PARKING MANUEVER AND THAT IS WHEN THE CAR LUNGED FORWARD WITH A SPEED INDICATIVE OF HARD ACCELERATION COLLIDING WITH THE POST BEFORE I COULD TAKE ANY ACTION TO SLOW OR STOP THE VEHICLE. THE ACCELERATION DETAILED ABOVE HAS HAPPENED ONCE BEFORE WHEN MY HUSBAND WAS DRIVING THE VEHICLE AND EXPERIENCED SUDDEN ACCELERATION. WE WERE BOTH PUZZLED BY THE EVENT BUT DECIDED TO DISMISS IT SINCE IT OCCURRED DURING THE NATION WIDE MEDIA BLITZ ABOUT TOYOTA VEHICLES UNINTENDED ACCELERATION, AND REALLY DID NOT WANT TO BUY IN INTO MASS HYSTERIA. HIND SIGHT BEING 20/20 MAYBE WE SHOULD HAVE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10347405  
**Date of Incident:** 20100729  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** ARLINGTON, MA

**NHTSA Summary:**

TL- THE CONTACT OWNED A 2005 TOYOTA CAMRY. WHILE COMING DOWN A HILL AT 25 MPH, THE VEHICLE ACCELERATED UP TO 60 MPH CAUSING THE VEHICLE TO START TO SPIN. THE VEHICLE SKIMMED A TREE, BUT DID NOT STOP. THE DRIVER WAS NOT SURE IF IT WAS THE BRAKES THAT FINALLY STOPPED THE CAR OR HITTING ANOTHER VEHICLE. THE VEHICLE WAS DESTROYED IN THE ACCIDENT. THE VEHICLE WAS TOWED TO A SCRAP YARD AFTER THE ACCIDENT. THE FAILURE MILEAGE AND CURRENT MILEAGE WAS \$3000.RL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10353364  
**Date of Incident:** 20100729  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** BELMONT, MA

**NHTSA Summary:**

DRIVING DOWN HILL--POPING NOISE AND THEN CAR WENT TO FULL THROTTLE ON ITS OWN ( FIRST OCCURANCE ) CAR SPUN IN CIRCLES 5 TO 7 TIMES BEFOR CRASHING INTO A TREE---CAR WAS DEEMED A TOTAL WRECK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:**  
**Date of Incident:** 20100730  
**Vehicle:** 2009 TOYOTA TACOMA  
**Location of Incident:**

**NHTSA Summary:**

**Additional Summary:**

C-2375

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

INFO FROM DISCOVER MAGAZINE BLOGS - REPORT: MANY OF TOYOTA'S ACCELERATION PROBLEMS DUE TO DRIVER ERROR

"Jeff Faulkner Says:  
July 31st, 2010 at 9:18 am

My 2009 Tacoma accelerated on me last night and scared the crap out of me. I was not trying to brake. I was entering the highway on an entrance ramp and was accelerating purposefully. When I reached a comfortable speed I let up on the gas and the truck did not slow down, but kept accelerating. I pressed the brake and it kept going. I put in neutral and the brakes worked, but the engine kept revving. I was able to stop on the shoulder of the highway and when I put it in park the engine kept revving. I didn't have my foot on the gas or the brake. This is clearly not a driver error situation, nor is it a floor mat problem nor is it that the gas pedal is too big. This is clearly a computer malfunction. I had my two daughters in the truck with me and was about to be in the middle of a very busy 7 lane highway. Thank God it happened when it did, before I entered the highway. Thank God I was able to get it stopped. If I were looking for money, I would have had to hire an accident first, which could have killed my girls, me, or someone else. You people who think this is a conspiracy by some Toyota drivers make me sick to my stomach."

**Toyota ID Number:**  
**NHTSA ODI Number:** 10349005  
**Date of Incident:** 20100731  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** LORTON, VA

**NHTSA Summary:**

I GOT IN THE CAR AND ATTEMPTED TO MOVE IT FROM THE GARAGE TO MY DRIVEWAY. WHEN I STEPPED ON THE ACCELERATOR THE CAR SURGED AND SPIRALED OUT OF CONTROL. THE ACCELERATOR 'LOCKED' AND I WAS UNABLE TO STOP THE VEHICLE AS THE BRAKE WOULD NOT WORK. THE CAR CRASHED IN MY NEIGHBOR'S YARD AGAINST HIS TREE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10350853  
**Date of Incident:** 20100731  
**Vehicle:** 2004 LEXUS ES330  
**Location of Incident:** VANCOUVER, B.C., CANADA, 00

**NHTSA Summary:**

ON A SUNNY SATURDAY AFTERNOON, JULY 31, 2010, I ATTEMPTED TO MAKE A U-TURN IN THE PARKING LOT. WHILE I TURNED LEFT, PULLING INTO A PARKING SPACE, MY VEHICLE SURGED FORWARD WITH A SUDDEN ACCELERATION AND RAN OVER THE CURB. I STEPPED ON THE BRAKE PEDAL, BUT IT DID NOT STOP. I CHANGED THE GEAR TO THE "P" POSITION AND HEARD A LOUD NOISE WHEN THE GEAR WAS MOVED THROUGH THE "N" POSITION. IT STRUCK A LAMP POST BEFORE STOPPING. THE VEHICLE WAS INSPECTED AT LEXUS OF BELLEVUE, WA, ON AUGUST 11, 2010, BUT THEY DENIED ANY VEHICLE MALFUNCTION.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10346919  
**Date of Incident:** 20100802  
**Vehicle:** 2004 LEXUS RX330  
**Location of Incident:** FAIRFAX, VA

C-2376

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2004 LEXUS RX 330. THE CONTACT WAS DRIVING AT 5 MPH INTO A PARKING LOT WHEN THE VEHICLE BEGAN IDLING EXTREMELY HIGH AND ABNORMALLY LOUD. THE VEHICLE THEN ACCELERATED WHILE THE CONTACT HAD HER FOOT ON THE BRAKE AND HIT A STONE WALL. THE CONTACT SUSTAINED A INJURIES TO HER KNEE. THE PASSENGER SUSTAINED A MINOR INJURY TO HIS TONGUE. THERE WERE FRONT END DAMAGES AND THE VEHICLE WAS TOWED TO A COLLISION CENTER. THE DEALER STATED THAT THEY WILL NOT WORK ON THE VEHICLE UNTIL THERE IS AN OPEN INVESTIGATION. THERE HAVE BEEN NO DIAGNOSIS AND NO REPAIRS. THE FAILURE AND CURRENT MILEAGE WAS 111,000. CV

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10347340  
**Date of Incident:** 20100802  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** MADISON, WI

**NHTSA Summary:**

DRIVING 2010 TOYOTA COROLLA MANUAL TRANS ON INTERSTATE ON 8/2/10 AT 2:30 P.M. HAD CRUISE CONTROL ON GOING 70 MPH. ENGAGED CLUTCH, SHIFTED TO NEUTRAL AND BRAKED IN PREPARATION TO STOP FOR TRAFFIC JAM AHEAD. BRAKE DID NOT ENGAGE AND VEHICLE CONTINUED AT 70 MPH WITHOUT TOUCHING ACCELERATOR. CONTINUED ATTEMPTS TO BRAKE, DOWNSHIFT, TURN OFF CRUISE CONTROL WITH NO DECREASE IN SPEED. INITIALLY UNABLE TO DOWNSHIFT BUT THEN DID GET INTO LOWER GEAR BUT WITH NO RESULTING DECREASE IN SPEED. NOR DID THE ENGINE MAKE ANY NOISE INDICATING THAT I HAD DOWNSHIFTED. I WAS ABLE TO GET ONTO SHOULDER WHERE I CONTINUED TO GO 70 MPH THEN GOT OFF AT AN EXIT THAT HAD AN INCLINE. PART WAY UP THE HILL FELT SOMETHING DISENGAGE AND THE CAR SLOWED- NOT JUST DUE TO THE INCLINE I THINK. I WAS THEN ABLE TO PUT ON EMERGENCY BRAKE AND THE CAR STOPPED. AFTER SEVERAL MINUTES I TRIED THE BRAKES AGAIN AND THEY WORKED. I DID NOT RENEGAGE THE CRUISE CONTROL AFTER THIS. PLEASE NOTE THAT THIS OCCURRED AFTER I HAD TAKEN THE CAR IN FOR BOTH TOYOTA RECOMMENDED RECALLS REGARDING THE FLOOR MATS AND PUTTING A MODIFICATION IN THE GAS PEDAL. WHEN I WENT IN FOR RECALLS I ASKED ABOUT PLACEMENT OF A COMPUTER BRAKE OVERRIDE SYSTEM AND WAS FIRST TOLD THAT FIX WAS NOT YET AVAILABLE. THEN TOLD IT WAS NOT RELEVANT TO MY CAR, AND, AFTER THE ABOVE EVENT TOLD AGAIN THAT TOYOTA DID NOT YET HAVE THE TECHNOLOGY AVAILABLE TO DO THIS FIX ON COROLLAS. THE DEALERSHIP HAVE THIS FAR BEEN UNPLEASANT AND SUGGESTING THAT I MIGHT NOT BE TELLING THE TRUTH.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10347260  
**Date of Incident:** 20100803  
**Vehicle:** 2010 LEXUS RX  
**Location of Incident:** MONROVIA, CA

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2010 LEXUS RX450 HYBRID. THE CONTACT STATED THAT WHILE DRIVING IN A PARKING LOT, THE VEHICLE SUDDENLY ACCELERATED. SHE WAS UNABLE TO BRAKE AND THE VEHICLE MOVED ONTO A ROAD FOR A BLOCK BEFORE SHE WAS ABLE TO STOP AFTER REPEATED ATTEMPTS TO BRAKE. ALSO, THE PASSENGER FRONT TIRE EXPLODED DURING THE FAILURE. THE CONTACT CALLED ROADSIDE SERVICE AND THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALERSHIP WHERE IT

C-2377

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WAS AT THE TIME OF THE COMPLAINT. THE CONTACT CALLED THE MANUFACTURER WHO STATED THAT THEY WOULD CALL HER BACK BUT SHE HAD YET TO HEAR ANYTHING AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 16,000-BK

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10348155  
**Date of Incident:** 20100803  
**Vehicle:** 2006 TOYOTA CAMRY  
**Location of Incident:** WEST BLOOMFIELD, MI

**NHTSA Summary:**

TL-THE DRIVER OWNS A 2006 TOYOTA CAMRY. WHILE DRIVING AT APPROXIMATELY 60 MPH PRESSURE WAS APPLIED TO THE BRAKE PEDAL AND THE VEHICLE SURGED FORWARD RESULTING IN A SINGLE CAR CRASH IN WHICH THE VEHICLE WAS DESTROYED. A POLICE REPORT WAS FILED AND THE DRIVER WAS REPORTED INJURED. THE VEHICLE WAS TOWED TO A TOWING COMPANY LOT AND WAS NOT EXAMINED FOR THE CAUSE OF FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 40,000. SM

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10348138  
**Date of Incident:** 20100803  
**Vehicle:** 2007 TOYOTA CAMRY  
**Location of Incident:** ITHACA, NY

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING 65 MPH UP A HILL HE ENGAGED THE ACCELERATOR AND THE VEHICLE CONTINUE TO ACCELERATE. HE ENGAGED THE BRAKES AND THE VEHICLE CONTINUE TO ACCELERATED AND CRASHED INTO A TREE. THE VEHICLE WAS DESTROYED. A POLICE REPORT WAS FILED. ONE PASSENGER WAS INJURED, HE HAD BRUISES, NECK INJURIES AND MINOR PAIN ALL OVER HIS BODY. THE CONTACT WAS UNABLE TO PROVIDE A VIN. THE APPROXIMATE FAILURE MILEAGE WAS 17,000. VWB

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 1008061785  
**NHTSA ODI Number:** 10348120  
**Date of Incident:** 20100804  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** TAUNTON, MA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT STATED THAT WHILE TURNING INTO A PARKING LOT WITH HIS FOOT ON THE BRAKE ALL OF A SUDDEN THE VEHICLE ACCELERATED ON ITS OWN WITH HIS FOOT ON THE BRAKE THE WHOLE TIME. THE VEHICLE BARELY MISSED STRIKING A PEDESTRIAN AND THEN CRASHED INTO A STORE WALL. THE CONVENIENCE STORE WHERE THIS OCCURRED HAS THE INCIDENT ON TAPE. TOYOTA WAS CONTACTED AND FILED CASE # 1008061785. THIS IS THE THIRD OCCURANCE, IT HAPPENED TWO TIMES BEFORE THE RECALL REMEDY FOR NHTSA CAMPAIGN ID NUMBER: 10V023000, VEHICLE SPEED CONTROL ACCELERATOR PEDAL AND THIS THIRD OCCURANCE WAS AFTER THE RECALL REMEDY. THE VEHICLE IS CURRENTLY

C-2378

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

AT THE OWNERS HOME, AND HE WILL NOT DRIVE IT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 9,000. RD

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10350621  
**Date of Incident:** 20100804  
**Vehicle:** 2002 LEXUS RX300  
**Location of Incident:** SIERRA VISTA, AZ

**NHTSA Summary:**

I EXPERIENCED SUDDEN UNINTENDED ACCELERATION IN MY 2002 LEXUS, RX300 ON 4 AUG, 2010. I WAS IN A PARKING LOT MAKING A LEFT TURN INTO THE PARKING AREA WHEN THE VEHICLE REVVED FULL THROTTLE AND SURGED FORWARD. I APPLIED THE BRAKES FULLY AND WHEN THE VEHICLE DID NOT FULLY STOP I PUT THE VEHICLE IN NEUTRAL WHILE STILL APPLYING THE BRAKES AND STOPPED THE VEHICLE. IT WAS STILL IDLEING FULL THROTTLE. I SHUT IT OFF AND LET IT SIT A FEW MINUTES AND STARTED IT AGAIN. IT WENT TO FULL THROTTLE AND WOULD NOT THROTTLE DOWN. I THEN WENT UNDER THE HOOD AND TRIED TO JIGGLE THE ACCELERATOR LINKAGE BUT TO NO AVAIL. I CALLED THE LOCAL TOYOTA SERVICE DEPARTMENT AND THEY TOLD ME TO GET THE VEHICLE THERE. I HAD IT TOWED TO THE SERVICE CENTER. THEY WOULD NOT DO ANY WORK ON IT OR EVEN LOOK AT IT BECAUSE IT WAS A LEXUS AND THEY HAD BEEN INSTRUCTED NOT TO DO ANYTHING WITH UNINTENDED ACCELERATION PROBLEMS ON ANY TYPE OF VEHICLE THAT WAS NOT A TOYOTA EVEN THOUGH LEXUS IS MANUFACTURED BY TOYOTA. I HAD TO GET IT TO A LEXUS DEALER IN TUCSON, AZ (~80 MILES AWAY) FOR DIAGNOSIS. THE LEXUS DEALER SERVICE CENTER DIAGNOSED THE PROBLEM AS A BENT THROTTLE CABLE. SOME HOW A COVER HAD COME LOOSE AND THE CABLE WAS EXPOSED FROM ITS SHEATH AND BENT. I AM SURE THE LEXUS OF TUCSON SERVICE MANAGER, MR. PAUL MINOR COULD EXPLAIN IT EXACTLY BUT THAT IS MY INTERPRETATION OF WHAT HE EXPLAINED TO ME. I ASKED HIM HOW THIS COULD HAVE HAPPENED AND HE SAID HE DID NOT KNOW. THE REPAIR WAS ACCOMPLISHED FOR ~\$365.00 PARTS AND LABOR. I WILL HAVE THE CAR BACK ON FRIDAY 20 AUG, 2010. I WILL HAVE THE OLD/BAD PARTS ON HAND. I FEEL THIS IS A PROBLEM IN DESIGN THAT LEXUS SHOULD TAKE RESPONSIBILITY TO REIMBURSE ME AND TO ISSUE A SAFETY RELEASE AND RECALL. THERE SHOULD BE A FAIL SAFE IF THE THROTTLE CABLE SHOULD BEND. IN MY CASE THE BENT CABLE CAUSED A FULL THROTTLE CONDITION AND SUDDEN UNINTENDED ACCELERATION. I WAS FORTUNATE THAT I WAS AWARE OF WHAT TO DO IN THAT SITUATION AND THAT A PEDESTRIAN OR ANOTHER VEHICLE

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10348038  
**Date of Incident:** 20100805  
**Vehicle:** 2005 TOYOTA CAMRY  
**Location of Incident:** MELBOURNE, FL

**NHTSA Summary:**

2005 TOYOTA CAMRY LE. APPROXIMATELY 1 TO 2 SECONDS AFTER SHIFTING INTO REVERSE, ENGINE WENT INTO HIGH RPM AND ACCELERATED OUT OF GARAGE. DRIVER ALREADY HAD FOOT ON BRAKE PEDAL AND BRAKED HARD LEAVING SKID MARK (FROM RIGHT FRONT TIRE) OF APPROXIMATELY 24 - 30 INCHES IN LENGTH ON COATED GARAGE FLOOR. RIGHT SIDE MIRROR WAS RIPPED FROM CAR. REQUIRED APPROX. 10 FEET TO STOP. ENGINE DID NOT REMAIN AT HIGH RPM. (A/C MAY HAVE BEEN "ON". ENGINE WAS "COLD" - I.E., 1ST TIME STARTED THAT DAY; HOWEVER AMBIENT TEMPERATURE WAS IN MID-UPPER 70'S.) LATER THAT SAME MORNING, THE ENGINE AGAIN WENT TO HIGH RPM

C-2379

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SHORTLY AFTER SHIFTING INTO REVERSE TO BACK OUT OF PARKING SPACE. DRIVER WAS PREPARED AND ABLE TO IMMEDIATELY STOP CAR. AIR CONDITIONING WAS NOT ENGAGED THIS TIME. TOOK CAR TO ORIGINAL DEALER SAME DAY. DEALER STATES NO FAULT CODES IN COMPUTER. "SOME" CARBON BUILD UP ON THROTTLE BODY. PERFORMED SAFETY CHECK INSPECTION. SERVICED/CLEANED THROTTLE BODY, FUEL INJECTORS, REPLACED TRANSMISSION FLUID, AND CLEANED/ADJUSTED REAR BRAKES. IN THE 3 DAYS SINCE THE ORIGINAL INCIDENTS AND SERVICE, PHENOMENON HAS NOT REPEATED. CAR HAS APPROX. 62KMILES AND HAS RECEIVED ALL WARRANTY AND REGULAR, PRESCRIBED SERVICE AT ORIGINAL DEALER ON SCHEDULE. CAR HAS HAD NO MAJOR REPAIRS DURING ITS HISTORY.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10348301  
**Date of Incident:** 20100805  
**Vehicle:** 2011 TOYOTA SIENNA  
**Location of Incident:** PINEHURST, NC

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2011 TOYOTA SIENNA. WHILE DRIVING APPROXIMATELY BETWEEN 10-15 MPH, THE ENGINE REVVED WITH AN UNINTENDED ACCELERATION. THE CONTACT APPLIED PRESSURE TO THE BRAKE PEDAL AND THE VEHICLE CAME TO A STOP. THE IDENTICAL FAILURE OCCURRED ON A DIFFERENT OCCASION. THE AUTHORIZED DEALER WAS NOTIFIED OF THE ACCELERATION FAILURE AND AN APPOINTMENT WAS SCHEDULED FOR DIAGNOSTIC TESTING. THE CONTACT HAD CONCERN OF THE POTENTIAL SAFETY HAZARD. THE FAILURE MILEAGE WAS 3,100. THE VIN WAS UNAVAILABLE. JS

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10348573  
**Date of Incident:** 20100805  
**Vehicle:** 2006 SCION TC  
**Location of Incident:** MISSION, KS

**NHTSA Summary:**

I OWN A SCION XA. MY DEALER INSISTS THERE IS NOTHING WRONG. THE CAR LUNGES AND SUDDENLY ACCELERATES AND SOMETIMES, IT IS HARD TO GET IT TO SLOW BACK DOWN THE TACKOMETER LUNGES PAST 4. I DO NOT HAVE FLOOR MATS. THE DEALER INSISTS IT IS ME NOT THE CAR. THIS CAR ACCELERATES SUDDENLY AND IT HAS HAPPENED SEVERAL TIMES. SOMETHING IS DEFINITELY WRONG WITH THIS CAR. ONE TIME I COULDN'T CONTROL THE SPEED AT ALL NOR WOULD THE BRAKES WORK. I AM NOT MAKING THIS UP.

**Additional Summary:****Toyota ID Number:**

**NHTSA ODI Number:** 10352333  
**Date of Incident:** 20100805  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** HAUPPAUGE, NY

**NHTSA Summary:**

MY WIFE WAS PULLING INTO A PARKING SPOT AND ALL OF A SUDDEN THE CAR ACCELERATED VERY QUICKLY, SHE WAS UICKM ENOUGH TO TURN THE WHEEL SHARPLY TO THE RIGHT AND HIT THE FRONT LEFT FENDER ON THE WALL OF THE

C-2380

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BUILDING, SHE ALSO HIT A PARKING SIGN ON THE RIGHT FRONT FENDER. THE DAMAGE TO THE CAR WAS OVER \$7500. NO AIR BAGS WERE ACTIVATED. THIS IS A 2009 TOYOTA CAMRY THAT WE HAD BROUGHT INTO THE DEALERSHIP FOR A RECALL IN APRIL OF 2010. MY WIFE DOES NOT BELIEVE SHE STEPPED ON THE GAS PEDAL BUT THAT THE CAR JUST SUDDENLY ACCELERATED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10348350  
**Date of Incident:** 20100806  
**Vehicle:** 2009 TOYOTA TUNDRA  
**Location of Incident:** HOUSTON, TX

**NHTSA Summary:**

MY 2009 TOYOTA TUNDRA WAS REPAIRED BY TOYOTA THIS PAST FRIDAY AS A RESULT OF THE TROTTLE BODY STICKING OPEN. IE WOULD STALL. AFTER REPAIRS, THE TRUCK DROVE FINE FOR 2 HRS APPROX. AFTER STOPPING FOR SUPPER (1HR) I STARTED MY TRUCK AGAIN...THIS TIME THE ENGINE EXCELLERATED IN PARK UPTO 5,000 + RPMS FOR 10-15SECS AND THEN DOWN TO 500 RPMPS...THEN REPEATED THIS OVER AND OVER. I WAITED TIL THE RPMPS DROPPED TO 500 AND PLACED TRUCK IN GEAR TO TRY TO GET IT HOME. THE TRUCK ACCELERATED AND TOOK OFF ON ITS OWN...ALMOST TAKING ME THROUGH A RED LIGHT. I WAS ABLE TO PRESS HARD ENOUGH ON THE BRAKES TO STOP IN TIME...THEN IT TOOK OFF AGAIN FOR ANOTHER BLOCK WITHOUT ME DOING ANYTHING BUT RIDING THE BRAKES. I TURNED INTO A RANDALLS PARKING LOT WHEN RPMPS DROPPED TO 500 AGAIN...DODGING PEOPLE WHO WERE WALKING INTO THE GROCERY STORE. WHEN IT DROPPED AGAIN, I PULLED INTO A PARKING SPACE AND PUT TRUCK INTO PARK. THIS, ALL WHILE THE ENGINE WAS CONSISTENTLY CHANGING FROM 500RPMPS UPTO 5,000+ RPMPS WITH NO INTERRUPTION I CALLED THE DEALERSHIP, STILL SHAKING, BUT ONLY ONE PERSON WAS STILL AT THE DEALORSHIP...HE ADVISED SINCE THEY WERE CLOSED THAT ANOTHER DEALOR WAS OPEN LATER, SO I HAD TRUCK TOWED THERE. MY ORIGINAL REPAIR, THEY WOULD NOT COVER UNDER WARRANTY (13,000 MILES ON TRUCK) BECAUSE THEY SAID I HAD VIOLATED THE WARRANTY BY INSTALLING A FUEL SAVING DEVICE, WHICH HAD DAMAGED THE THROTTLE BODY. I PAID THEM TO REPLACE THE TROTTLE BODY ASSEMBLY...AND THEN (APPROX 3HRS LATER) THE TRUCK DECIDED TO DRIVE ITSELF...AND I FEARED I WAS GOING TO HIT SOMEONE, BOTH CARS AND PEDESTRIANS. I NEVER THOUGHT WHAT I HAD READ ABOUT WOULD HAPPEN TO ME

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10348348  
**Date of Incident:** 20100807  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** LIVINGSTON, NJ

**NHTSA Summary:**

MY 2009 TOYOTA CAMRY'S ACCELERATION WAS STUCK AT 3000 RPM FOR A ABOUT 5 SECONDS EVEN AFTER I HIT BREAK MULTIPLE TIMES. THIS HAPPENED AFTER TOYOTA RECALL FIX.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10348073  
**Date of Incident:** 20100808

C-2381

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Vehicle:** 1999 TOYOTA SOLARA  
**Location of Incident:** OCALA, FL

**NHTSA Summary:**

AT TIMES WHEN I COME TO A STOP (TRAFFIC, STOP LIGHT, STOP SIGN, ETC.) OR SLOW DOWN IN MY 1999 TOYOTA SOLARA I HAVE TROUBLE ACCELERATING FROM THE IDLE SPEED(S). WHEN I PRESS DOWN ON THE GAS PEDAL TO ACCELERATE IT STICKS. IT WON'T MOVE UNLESS I APPLY MORE PRESSURE WHICH CAUSES MY CAR TO JERK OR "PEEL OUT". THIS SITUATION DOES NOT OCCUR AT EVERY ACCELERATION BUT DOES OCCUR FREQUENTLY. WHEN THIS SITUATION HAPPENS I DO NOT FEEL SAFE. THERE HAS BEEN A FEW OCCURENCES WHERE THE ROADS WERE WET AND I EXPERIENCED THIS PROBLEM. WHEN MY CAR FINALLY ACCELERATED THE TIRES "SPUN OUT" WHICH CAUSED MY CAR TO MOVE VIOLENTLY. THIS INCIDENT IS NOT SIMILAR TO THAT OF WHICH IS IN THE TOYOTA GAS PEDAL RECALL BUT I URGE YOU TO LOOK INTO THIS MATTER TO SEE IF IT SHOULD ALSO BE INCLUDED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10348356  
**Date of Incident:** 20100809  
**Vehicle:** 2008 TOYOTA SIENNA  
**Location of Incident:** BRANDON, MS

**NHTSA Summary:**

PULLING 2008 TOYOTAL SIENNA INTO PARKING SPOT. AS I WAS TURNING MY STEERING WHEEL TOWARDS THE LEFT INTO THE PARKING SPACE, THE VAN SUDDENLY ACCELERATED FORWARD AT A HIGH SPEED AND CRASHED INTO A CAR PARKED ADJACENT TO THE SPACE I WAS ATTEMPTING TO PARK IN. WITNESSES OBSERVED THE EVENT. AFTER APPROPRIATE REPORTS WERE TAKEN, THE VAN WAS TAKEN TO A TOYOTA DEALER WHERE I WAS TOLD THAT MY VEHICLE WAS NOT INVOLVED IN THE RECALL. I BELIEVE THAT MY CAR MAKE AND MODEL WERE JUST ENTERED INTO A DATABASE. NOT SURE A MECHANIC EVEN INSPECTED THE ACCELERATOR.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10349535  
**Date of Incident:** 20100809  
**Vehicle:** 2005 TOYOTA TACOMA  
**Location of Incident:** BERKLEY, MA

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2005 TOYOTA TACOMA. THE CONTACT WAS STOPPED ON A BRIDGE WITH HIS FOOT ON THE BRAKE PEDAL WHEN THE WHEELS SUDDENLY BEGAN SPINNING AND THE ENGINE BEGAN REVVING ALTHOUGH HE DEPRESSED THE BRAKE PEDAL HARDER. THE VEHICLE STILL MOVED FORWARD. THE VEHICLE REAR ENDED A VEHICLE IN FRONT. THE CONTACT SHIFTED INTO NEUTRAL AND TURNED IT OFF. THERE WERE NO INJURIES OR DAMAGE. THERE WAS NO POLICE REPORT. THE CONTACT CALLED THE MANUFACTURER WHO STATED THAT THE PROBLEM WAS PROBABLY CAUSED BY THE FLOOR MAT AND TO VISIT THE DEALERSHIP. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE VEHICLE WAS FINE. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 40,000-BK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10350769

C-2382

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100809  
**Vehicle:** 2001 TOYOTA TUNDRA  
**Location of Incident:** GLEEN ELLEN, CA

**NHTSA Summary:**

TL- THE CONTACT OWNS 2001 TOYOTA TUNDRA. THE CONTACT STATED THAT THE CARBURETOR OPENED ON THE VEHICLE AND CAUSED THE VEHICLE TO ACCELERATE. THE VEHICLE WAS GOING IN REVERSE AND THE CONTACT WAS NOT ABLE TO TELL HOW FAST THE VEHICLE AT WAS GOING. THE BRAKES DID NOT WORK AND THE VEHICLE DID NOT STOP UNTIL IT HIT A PARKED VEHICLE. THE VEHICLE WAS TOWED TO A REPAIR SHOP AND FIXED. THE CONTACT COULD NOT REMEMBER THE NAME OF THE PART THAT WAS REPLACED AT THE TIME OF THE COMPLAINT. THE VIN WAS NOT AVAILABLE AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE AND CURRENT MILEAGES WAS 140000.RL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10352147  
**Date of Incident:** 20100809  
**Vehicle:** 2004 TOYOTA CAMRY  
**Location of Incident:** WEST, IA

**NHTSA Summary:**

ON 8/0/10 VEHICLE IN PARKING LOT. BACKED UP VEHICLE. PUT VEHICLE IN DRIVE. VEHICLE ENGINE REVVED UP AND CRASKED INTO TWO VEHICLES. ATTEMPTED TO HIT BRAKE. DISTANCE BETWEEN BRAKE AND GAS PEDAL IS 3 1/2 INCHES. VEHICLE INVOLVED WAS A TOYOTA. ENGINEER IS INSPECTING VEHICLE ON 8/27/10/

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10348676  
**Date of Incident:** 20100810  
**Vehicle:** 2003 TOYOTA RAV4  
**Location of Incident:** MARIETTA, PA

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2003 TOYOTA RAV4. THE VEHICLE EXPERIENCED TROUBLE ACCELERATING FROM A STOP BEFORE JERKING AND ACCELERATING VERY QUICKLY. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE HE WAS INFORMED THE ECU AND TRANSMISSION NEEDED TO BE REPLACED. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 83,000. THE VIN WAS UNAVAILABLE. SM.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10350695  
**Date of Incident:** 20100810  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** HORTON, AL

**NHTSA Summary:**

BOUGHT '08 TOYO RAV4 NEW FROM SERRA TOYO IN BHAM AL. NOW WITH 54K MILES AND NO PROBLEMS UNTIL NOW. ABOUT 10 DAYS AGO WHILE IN TRAFFIC AND UPON BRAKING FOR TRAFFIC SIGNAL. AS WE CAME TO A NEAR STOP. WITH FOOT ON THE BRAKE PEDAL, THE CAR ACCELERATED AND LUNGED FORWARD ABOUT 8-10 FT STOPPING ONLY INCHES SHORT OF THE CAR AHEAD OF US. I HAD MY FOOT FIRMLY ON THE BRAKE PEDAL THE ENTIRE TIME AND THE CAR HAD DECELERATED TO A NEAR STOP.

C-2383

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

SO THIS IS NOT A STUCK ACCELERATOR. FLOOR MATS WERE NOT NEAR THE ACCELERATOR PEDAL. EVEN SO, I DECIDED THAT I MUST HAVE ERRED IN SOME WAY AND MOVED ON. ABOUT TWO DAYS LATER AS WE WERE PULLING INTO A BUSINESS, WE HAD AN IDENTICAL REPEAT. THIS TIME COMING WITHIN INCHES OF HITTING THE FRONT OF THE BUSINESS. THERE WAS NO DOUBT THIS TIME THAT THIS WAS NOT OPERATOR ERROR. IT IS THE DISTINCT FEELING OF THE ACCELERATOR BEING PUSHED DOWN AND OVERRIDING THE BRAKE. EACH TIME, THE STOP WAS NOT AS A RESULT OF MY FOOT ON THE BRAKE, IT WAS SIMPLY RELATED TO THE FACT THAT THE ACCELERATION STOPPED BEFORE WE HIT ANYTHING. I CALLED FOR A FLATBED AND PAID \$160 TO HAVE THE VEHICLE TOWED 60 MILES TO THE DEALERSHIP AS DRIVING WAS NOT AN OPTION. SERRA ASSURED ME THAT THEY WOULD TAKE THIS VERY SERIOUSLY AND WOULD HAVE INVESTIGATORS COME IN AND CHECK THE CAR OUT. THEY CALLED ME TODAY TO TELL ME THAT EVERYTHING CHECKED OUT FINE AND THERE WAS NOTHING WRONG WITH THE CAR AND WE COULD PICK IT UP. I ABSOLUTELY REFUSE TO DRIVE THIS CAR AGAIN. WE LIVE ON A MAJOR HWY AND IF THIS HAD OCCURRED AT THE END OF OUR DRIVEWAY IT COULD HAVE PRODUCED TRAGIC RESULTS. I NEED HELP! WHAT DO I DO? I CALLED TOYOTA CUSTOMER SERV. AND THEY SAID IF THE INVESTIGATORS SAY NOTHING IS WRONG, THERE IS NOTHING FOR THEM TO DO. THE '08 RAV4 IS NOT INCLUDED IN THE RECALLS AND I SUSPECT THAT TOYOTA IS SIMPLY GOING TO REFUSE TO ACKNOWLEDGE THIS SO THEY DON'T HAVE TO ADDRESS YET ANOTHER MODEL YEAR. IF YOU HAVE OTHER REPORTS OF THIS IN A '08 RAV4, PLEASE TAKE THEM SERIOUSLY. PLEASE ADVISE

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10352798  
**Date of Incident:** 20100810  
**Vehicle:** 1996 TOYOTA CAMRY  
**Location of Incident:** VAUGHAN, 00

**NHTSA Summary:**

I JUST RECENTLY BOUGHT A 1996 TOYOTA CAMRY. THE CAR RUNS GREAT BESIDES THE FACT THAT IT SOMETIMES STARTS TO SELF ACCELERATE. THE PEDAL GETS STUCK IN PRESS MODE AND THE CAR JUST PICKS UP INCREDIBLE SUDDEN SPEED. IN PRIOR OCCASIONS I HAVE SUDDENLY JUST PUT THE CAR IN NEUTRAL AND THEN THE ENGINE REVS UP TO 6500 RPM. I'VE ALSO NOTICED THAT THIS PROBLEM OCCURS WHEN THE OUTSIDE TEMPERATURES ARE REALLY HOT. ON CERTAIN OCCASIONS I HAVE CAME VERY CLOSE IN BECOMING INVOLVED WITH AN ACCIDENT. IN THESE SCENARIOS I HAVE EVEN PUT THE CAR IN NEUTRAL AND SHUTTING IT DOWN. I HAVE EVEN OPENED THE HOOD MANY OF TIMES AND HAVE SEEN THAT THE CARS ACCELERATOR WIRE IS FULLY CLINCHED TO THE MAX. THIS HAS BEEN A VERY BIG SAFETY CONCERN FOR ME AND HAS IN DANGERED MY LIFE MANY OF TIMES. I HAVE CONTACTED A LOCAL TOYOTA DEALER ABOUT THIS PROBLEM, THEY SAID THEY REALLY DONT KNOW ANYTHING REGARDING A 1996 CAMRY AND ACCELERATOR PROBLEMS. THIS IS INDEED A VERY BIG ISSUE AND IT IS VERY APPARENT THAT THIS PROBLEM OF ACCELERATORS DO EXIST FROM LONG TIME BEFORE AND NOT JUST IN THE RECENT CAMRY'S. I DO NOT WANT TO GET INVOLVED IN ANY SORT OF ACCIDENT AS I'VE COME VERY VERY CLOSE.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10349124  
**Date of Incident:** 20100811  
**Vehicle:** 2008 TOYOTA RAV4  
**Location of Incident:** MAYNARD, MA

**NHTSA Summary:**

C-2384

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

LAST NIGHT I EXPERIENCED A SUDDEN, UNEXPECTED INCREASE IN ENGINE RPMS WHILE STOPPING AND WHILE STOPPED AT A STOP SIGN AFTER MY CAR HAD BEEN DRIVEN APPROXIMATELY 1/4 MILE ON A COLD ENGINE (ALTHOUGH THE TEMP OUTSIDE WAS IN THE 70S). THE AIR CONDITIONER MAY HAVE BEEN ON IN THE CAR. I WAS JUST COMING UP TO A STOP AT A STOP SIGN WHEN THE ENGINE SUDDENLY BEGAN TO ROAR AND THOUGH I SAW A CAR COMING ON THE CROSS STREET, I COULDN'T UNDERSTAND WHY THE CAR SEEMED TO BE HARD TO RESTRAIN FROM MOVING FORWARD. I HAVE AN AUTOMATIC 2008 RAV4 V6 WITH ABOUT 15,000 MILES, AND I HAD MY FOOT SQUARELY ON THE BRAKE. THERE IS NO FLOOR MAT AS I REMOVED THAT THE FIRST WEEK OF THE NEWS THAT MATS COULD BE A CONTRIBUTING CAUSE TO UNINTENDED ACCELERATION. I AM VERY FAMILIAR WITH THE SLIGHT INCREASE IN RPMS THAT HAPPENS WHEN THE AIR CONDITIONING CYCLES, AND THIS WAS SEVERAL ORDERS OF MAGNITUDE BEYOND THAT. I IMMEDIATELY PUT THE CAR IN NEUTRAL AND TURNED THE IGNITION OFF. AT THAT POINT, I SMELLED A VERY DISTINCTIVE CHEMICAL SMELL, PROBABLY FROM THE TIRES SINCE THE BRAKE AND THE ACCELERATOR WERE BOTH WORKING AT THE SAME TIME. I STARTED THE CAR UP AGAIN ALMOST IMMEDIATELY AND IT WAS FINE FOR THE 10 MINUTE DRIVE HOME. THE NEXT MORNING I DROVE IT TO TOYOTA AND THEY RAN A COMPUTER DIAGNOSTIC ON IT AND THEY SAID IT SHOWED NOTHING. THEY TOLD ME TO "MONITOR THE CAR AND NOTE THE TACHOMETER READING IF IT EVER HAPPENS AGAIN." TO BE HONEST, I ALWAYS THOUGHT THAT PEOPLE MADE TOO MUCH OF THIS PROBLEM, BUT THEN I NEVER EXPECTED IT TO HAPPEN TO ME. I AM RELUCTANT TO DRIVE THE CAR NOW, SO I WANT IT NOTED THAT THIS MODEL AND YEAR OF RAV4 MAY ALSO HAVE THIS PROBLEM. IT IS IMPORTANT THAT I TURNED THE ENGINE OFF SO QUICKLY THAT THE COMPUTER DIDN'T REGISTER THE PROBLEM? I'M JUST GLAD THAT I WASN'T ON THE OPEN ROAD, BUT AT A STOP SIGN WHEN THIS HAPPENED SO I WAS ABLE TO SHUT THE CAR OFF IMMEDIATELY.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10349151  
**Date of Incident:** 20100811  
**Vehicle:** 2009 LEXUS RX350  
**Location of Incident:** SCOTSDALE, AZ

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2009 LEXUS RX 350. THE CONTACT WAS DRIVING AT A LOW SPEED WHILE PULLING INTO A PARKING SPOT. WHEN THE VEHICLE SUDDENLY ACCELERATED AND JUMPED THE CURB, SHE ATTEMPTED TO USE THE BRAKES WHICH DID NOT WORK AT FIRST TO STOP THE VEHICLE. SHE THEN DEPRESSED THE BRAKE PEDAL WITH EXTREME FORCE AND SHIFTED INTO PARK WHICH STOPPED THE VEHICLE BEFORE IT COULD COLLIDE WITH A PLATE GLASS WINDOW. THE VEHICLE PREVIOUSLY HAD SLIGHT ACCELERATION PROBLEMS BUT WHEN SPEAKING TO THE DEALER IN JANUARY, THE DEALER STATED THAT THERE WAS NOTHING WRONG WITH IT. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALERSHIP WHERE THE VEHICLE WAS AT THE TIME OF THE COMPLAINT. THE DEALER STATED THAT THE MANUFACTURER WOULD SEND A REPRESENTATIVE OUT TO INSPECT THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 32,000-BK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10349159  
**Date of Incident:** 20100812  
**Vehicle:** 2008 TOYOTA PRIUS  
**Location of Incident:** DEKALB, IL

C-2385

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE DRIVING APPROXIMATELY 5 MPH INTO A PARKING SPACE. THE CONTACT ENGAGED THE BRAKE PEDAL AND THE ENGINE REVVED EXTREMELY HIGH WITH AN INCREASE IN THE ACCELERATION. THE VEHICLE WOULD NOT STOP AND TRAVELED OVER A CEMENT PARKING BLOCK. THE VEHICLE CONTINUED TO ACCELERATE AND CRASHED INTO A BRICK WALL. THE AIR BAGS FAILED TO DEPLOY WITH THE IMPACT INVOLVED. THERE WAS NO PERSONAL INJURY. A POLICE REPORT WAS FILED OF THE INCIDENT. THE ESTIMATED COST FOR THE BRICK WALL DAMAGES WAS \$2,500. THE VEHICLE WAS REPAIRED UNDER THE NHTSA CAMPAIGN ID NUMBER 09V38800 (VEHICLE SPEED CONTROL- ACCELERATOR PEDAL) IN JUNE OF 2010. THE CONTACT STATED THE REMEDY DID NOT CORRECT THE PROBLEM. THE VEHICLE WAS TOWED TO A COLLISION CENTER. THE FAILURE MILEAGE WAS APPROXIMATELY 30,000. JS

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10351659  
**Date of Incident:** 20100814  
**Vehicle:** 2005 TOYOTA 4RUNNER  
**Location of Incident:** BRUNSWICK, GA

**NHTSA Summary:**

ON SAT. AUG. 14, 2010 MY 2005 TOYOTA 4RUNNER ACCELERATED BACKWARDS AT A HIGH RATE OF SPEED AS I WAS ATTEMPTING TO BACK OUT OF MY SISTER'S DRIVEWAY. I HAD MY FOOT ON THE BRAKE AT THE TIME AND TRIED TO STOP THE CAR BUT COULD NOT. I PUT IT IN PARK, NOTHING HAPPENED. THEN I TURNED IT OFF AND WE STOPPED. WE ACTUALLY BACKED INTO A GROVE OF SMALL TREES AND SHRUBS WHICH CAUGHT US. THE CAR WAS SCRATCHED UP A LITTLE BUT NOT MUCH DAMAGE WAS DONE. I DID CALL THE POLICE AND MADE A REPORT. MY YOUNGER SISTER WAS WITH ME. THE BACKWARDS ACCELERATION WAS SMOOTH AND DID NOT KNOCK US AROUND MUCH AND THE STOP WAS KIND OF SMOOTH. AFTER I TURNED IT OFF I COULD NOT USE THE BRAKES ANYMORE BUT AT LEAST WE STOPPED. IT WAS VERY FRIGHENING AND I AM AFRAID TO DRIVE THE CAR ANY MORE. IT IS PARKED AT MY HOUSE. FIRST I RENTED A CAR AND NOW HAVE BORROWERED ONE FROM A RELATIVE. I CALLED CORPORATE TOYOTA AND AN ENGINEER FROM EAA IS COMING TO BRUNSWICK TOYOTA TOMORROW (08/26) TO CHECK OUT THE CAR. TOYOTA OFFERED NO HELP WITH ANOTHER CAR AND SAY IT WILL TAKE UP TO 30 DAYS TO GIVE ME THE RESULTS OF THE INSPECTION TOMORROW. MEANWHILE I CANT DRIVE THE CAR BECAUSE I AM AFRAID OF IT AND I CANT TRADE IT IN SO I AM STUCK. THE CAR WAS ALMOST PAID OFF AND HAS NEVER GIVEN ME ANY TROUBLE TO SPEAK OF UNTIL THIS HAPPENED. I NEVER SUSPECTED MY CAR SINCE I HAD NOT HEARD OF ANY 4RUNNERS HAVING A PROBLEM. I AM AN HONEST PERSON AND AM WELL RESPECTED IN MY COMMUNITY. I WANTED TO DO THE RIGHT THING BUT IT DOES NOT FEEL LIKE TOYOTA WANTS TO DO THE RIGHT THING. I FEEL THAT THE LEAST THAT TOYOTA COULD DO IS GIVE ME BACK THE \$25,000 THAT I PAID FOR THE CAR. THANK YOU FOR YOUR TIME.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10349453  
**Date of Incident:** 20100815  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** NEDERLAND, TX

**NHTSA Summary:**

C-2386

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

STOPPED IN LINE AT FAST FOOD DRIVE-UP. PLACED VEHICLE IN PARK. PLACED VEHICLE IN DRIVE TO MOVE FORWARD AND THE VEHICLE QUICKLY ACCELERATED. STEPPED ON BRAKE PEDAL AND THE VEHICLE WOULD NOT STOP. VEHICLE STOPPED AFTER SLAMMING INTO VEHICLE IN FRONT. WILL BE GOING BY THE TOYOTA DEALERSHIP IN THE MORNING TO REPORT WHAT HAPPENED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10350536  
**Date of Incident:** 20100815  
**Vehicle:** 2009 TOYOTA AVALON  
**Location of Incident:** CHICAGO, IL

**NHTSA Summary:**

TL-THE CONTACT RENTED A 2009 TOYOTA AVALON. WHILE DRIVING 65 MPH THE VEHICLE ACCELERATED HE ENGAGED THE BRAKE THEN PUT THE VEHICLE IN NEUTRAL AND PULLED OVER TO THE SIDE OF THE ROAD. HE PUT THE VEHICLE IN PARK AND PRESS THE IGNITION BUTTON TO TURN THE VEHICLE OFF. HE THEN RESTARTED THE VEHICLE AND IT DROVE AS NORMAL. HE DROVE THE VEHICLE FOR ANOTHER DAY AND TURNED THE VEHICLE IN TO THE RENTAL COMPANY. HE STATED HE DID NOT ADVISED THE RENTAL COMPANY OF THE FAILURE. THE CONTACT WAS UNABLE TO PROVIDE A VIN. THE APPROXIMATE FAILURE MILEAGE WAS 25,000. VVB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10350272  
**Date of Incident:** 20100816  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** DOUGLASVILLE, GA

**NHTSA Summary:**

ONLY OWNER OF 2003 CAMARY. AFTER PULLING INTO COVERED PARKING DECK INTO NORMAL PARKING SPACE WHICH HAPPENS TO BE ON AN INCLINE (RAMP GOING UP TO NEXT LEVEL) I FELT SUDDEN ACCELERATION IN THE GAS PEDAL AND THE VEHICLE LURCHED FORWARD. I IMMEDIATELY TRIED TO BRAKE IN TIME, BUT NOT BEFORE THE CAR JUMPED OVER THE CONCRETE STOPPER IN THE SPOT AND MADE IMPACT WITH THE CONCRETE LEDGE AHEAD. DAMAGE TO FRONT FENDER, HOOD AND LEFT FRONT QUARTER. NO PHYSICAL INJURY WAS SUBSTAINED. CONTACTED PERSONAL INSURANCE AND FILED CASE WITH TOYOTA. TOYOTA WILL INSPECT THE VEHICLE AND RESPOND WITHIN 30 BUSINESS DAYS. MEANWHILE I AM RESPONSIBLE FOR MY \$1000 DEDUCTIBLE AND LEFT DRIVING A VEHICLE THAT I DO NOT FEEL SAFE IN.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10350652  
**Date of Incident:** 20100816  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** WESTMINSTER, MD

**NHTSA Summary:**

UNINITIATED ACCELERATION CAUSED CAR TO LURCH MANY FEET BEFORE BRAKE APPLICATION WITH SHIFT INTO NEUTRAL COULD STOP THE CAR. TWO INCIDENTS WITH SAME CAR EVEN AFTER WORK PERFORMED TO PREVENT THE PROBLEM. DENIAL BY DEALER AND CORPORATION THAT THERE IS A PROBLEM WITH THE CAR. TWO EVENTS THREE MONTHS APART.

C-2387

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10351436  
**Date of Incident:** 20100816  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** VOORHEESVILLE, NY

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2010 TOYOTA RAV4. THE CONTACT WAS IN AN ACCIDENT AND HIT ON THE RIGHT PASSENGER SIDE AT 30 MPH. THE VEHICLE ACCELERATED AFTER BEING HIT AND THE BRAKES WOULD NOT STOP THE VEHICLE. THE CONTACT JUMP SEVERAL CURVES AND WENT UP A HILL. THE VEHICLE DID NOT COME TO A STOP UNTIL THE TIRES WERE FLAT. THE CONTACT COULD STILL STEER THE VEHICLE, BUT WAS UNABLE TO STOP. THE CONTACT STATED THAT THE FRONTAL AIR BAGS DID NOT DEPLOY, BUT THE SIDE AIR BAGS DID. THE VEHICLE WAS DESTROYED IN THE ACCIDENT. THE VEHICLE WAS NOT LISTED UNDER ANY VEHICLE SPEED CONTROL RECALL. HOWEVER THE MANUFACTURER HAS AN ENGINEER COMING TO INSPECT THE VEHICLE. THE VEHICLE IS CURRENT LY AT A SALVAGE YARD. THE FAILURE MILEAGE AND CURRENT MILEAGES WAS 7000.RL

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10353024  
**Date of Incident:** 20100817  
**Vehicle:** 2010 TOYOTA VENZA  
**Location of Incident:** SPRING LAKE, MI

**NHTSA Summary:**

TL-THE CONTACT OWNS A 2010 TOYOTA VENZA. WHILE DRIVING AT 35 MPH, THE CONTACT ACCELERATED TO PASS AN ONGOING VEHICLE WHEN THE VEHICLE ACCELERATED TO 20 MPH MORE THEN THE SPEED THAT SHE WAS GOING. THE CONTACT THEN APPLIED EXTREME PRESSURE ON THE BRAKES FOR A LONG TIME WHEN THE VEHICLE FINALLY STOPPED. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY DIAGNOSED IT AND COULD NOT FIND NOTHING WRONG WITH IT. THIS HAS OCCURRED 1 ADDITIONAL TIME. THERE HAVE BEEN NO REPAIRS. THE FAILURE MILEAGE WAS 11700 AND THE CURRENT MILEAGE WAS 11819.CV

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 20100818  
**Date of Incident:** 20100818  
**Vehicle:** 2003 TOYOTA CAMRY  
**Location of Incident:** GAITHERSBURG, MD

**NHTSA Summary:**

**Additional Summary:**

**Toyota ID Number:** 100819185  
**NHTSA ODI Number:** 20100818  
**Date of Incident:** 2010  
**Vehicle:** 2010 TOYOTA RAV4  
**Location of Incident:** VOORSVILLE, NY

**NHTSA Summary:**

C-2388

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Additional Summary:**

MERGING INTO TRAFFIC - FRONT PASSENGER SIDE OF VEHICLE STRUCK BY ONCOMING VEHICLE (04 VOLKSWAGEN). LOW SPEED CRASH. AFTER IMPACT, HIT BRAKES, TURNED LEFT, VEHICLE ACCELERATED WILDLY, JUMPED CURVE, UP A HILL, DOWN AN EMBANKMENT, RODE OVER A UTILITY POLE DESIGNED TO YIELD, BRAKES KICKED IN AT THE END OF THE CRASH, TIRES WENT FLAT (FRONT TWO) - CAN SEE SKID MARKS - WALKED AWAY FROM THE ACCIDENT - SISTER IN THE VEHICLE...FRONT BAGS DID NOT DEPLOY...SIDE CURTAIN BAGS DEPLOYED - KAREN WAS NOT CITED FOR THE CRASH.

FLOOR MAT DID NOT ENTRAP PEDAL. THIN MAT - AFTERMARKET.

CALLED TOYOTA TO REGISTER A COMPLAINT - CALLED NHTSA - ACCORDING TO ROBERT LEE ON NHTSA HOTLINE "LOTS OF COMPLAINTS OF RAV4S IN THE LAST FEW MONTHS.

NHTSA ODI NUMBER - 289700 (NOTE: THIS IS NOT CORRECT NUMBER)

HUSBAND TOLD HER NOT TO BUY THE CAR - THE PRICE WAS TOO GOOD NOT TO BUY IT AND BESIDES I'M A GOOD DRIVER...

DOES NOT HAVE A COPY OF THE POLICE REPORT - WILL REQUEST FROM THE INSURANCE COMPANY

NO OTHER SUA EVENTS OR CONCERNS WITH THIS VEHICLE

VEHICLE IS LOCATED AT COPARTS SALVAGE YARD.

**Toyota ID Number:**

**NHTSA ODI Number:** 10350241  
**Date of Incident:** 20100818  
**Vehicle:** 2009 LEXUS LX570  
**Location of Incident:** MARION, IL  
**NHTSA Summary:**

TL-THE CONTACT OWNS A 2009 LEXUS LX570. WHILE DRIVING AT APPROXIMATELY 35 MPH THE VEHICLE SURGED FORWARD. THE GEAR SHIFT WAS PLACED INTO NEUTRAL AND THE VEHICLE STOPPED ACCELERATING WHILE THE ENGINE CONTINUED TO REV. PRESSURE WAS APPLIED TO THE BRAKE PEDAL BUT THE VEHICLE WOULD NOT STOP UNTIL THE IGNITION WAS TURNED OFF. UPON EXAMINATION HE WANTED TO MAKE NOTE THAT THE FAILURE DID NOT INVOLVE THE FLOOR MATS. THE POLICE APPEARED ON THE SCENE TO ASSIST WITH PUSHING THE VEHICLE TO THE SIT OF THE ROAD. THE VEHICLE HAS NOT BEEN EXAMINED FOR THE CAUSE OF FAILURE AND WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 20,000. SM.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10351280  
**Date of Incident:** 20100818  
**Vehicle:** 2007 TOYOTA TUNDRA  
**Location of Incident:** MESA, AZ  
**NHTSA Summary:**

TL-THE CONTACT OWNS A 2007 TOYOTA TUNDRA. WHILE DRIVING APPROXIMATELY 25 MPH HE STATED THE VEHICLE ACCELERATED WITHOUT HIS FOOT ON THE ACCELERATOR AND HE T-BONED ANOTHER VEHICLE. THE CONTACT STATED HE DOES NOT REMEMBER WHAT HAPPEN. NO POLICE REPORT WAS FILED. ONE PASSENGER HAD INJURIES TO THE

**C-2389**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

NECK, BACK AND HEAD. THE TUNDRA HAD MAJOR FRONT END DAMAGE. THE OTHER VEHICLE HAD DAMAGES TO THE DRIVER SIDE. THE VEHICLE HAS NOT BEEN REPAIRED. THE CONTACT STATED THE FAILURE HAS OCCURRED AT LEAST 6 TIMES. HE STATED HE HAD THE RECALL WORK PERFORMED BUT THE VEHICLE CONTINUE TO ACCELERATE AFTER THE RECALL WORK WAS PERFORMED. HE STATED HE TOOK THE VEHICLE BACK TO THE DEALER AFTER THE RECALL WORK WAS PERFORMED AND THEY COULD NOT LOCATE THE FAILURE. THE APPROXIMATE FAILURE AND CURRENT MILEAGE WERE 59,500. VVB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10351344  
**Date of Incident:** 20100818  
**Vehicle:** 2008 TOYOTA FJ CRUISER  
**Location of Incident:** LONG BEACH, CA  
**NHTSA Summary:**

TL- THE CONTACT OWNS A 2008 TOYOTA FJ CRUISER. THE CONTACT STATED THAT THE VEHICLE EXPERIENCED A SUDDEN ACCELERATION. THE CONTACT STATED THAT THE KEPT ACCELERATING AND WHEN THEY PRESSED THE BRAKES THE VEHICLE CONTINUED TO FORWARD. THE CONTACT KEPT PRESSING DOWN ON THE BRAKES UNTIL THE VEHICLE EVENTUALLY STOPPED. THE DEALER STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE CONTACT WAS UNAWARE OF THE MILEAGE ON THE VEHICLE AT THE TIME OF THE COMPLAINT. THE VIN WAS NOT AVAILABLE AT THE TIME OF THE COMPLAINT. RL

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10351112  
**Date of Incident:** 20100820  
**Vehicle:** 2006 TOYOTA COROLLA  
**Location of Incident:** WHITE HALL, MD  
**NHTSA Summary:**

WHILE PULLING INTO PARKING SPACE, EXPERIENCED SUDDEN ACCELERATION, WHILE FOOT ON BRAKE. UNABLE TO STOP CAR, IT JUMPED THE CURB AND HIT A TREE. THE TREE STOPPED THE CAR, HOWEVER THE WHEELS MUST HAVE KEPT GOING, AS THERE WAS DIRT TORN UP AND SPEWED BEHIND THE TIRES. AIR BAG DID NOT DEPLOY. TOYOTA NOTIFIED. CAR TOWED TO DEALER. TOYOTA INVESTIGATION PENDING, WHICH ACCORDING TO TOYOTA MAY TAKE UP TO 2 MONTHS. TOYOTA SAID THIS 2006 COROLLA WAS NOT ON 'RECALL' LIST. THEY ALSO SAID THEY WILL INVESTIGATE BUT DO NOT EXPECT TO FIND IT TO BE THEIR FAULT, AS THEY SAID THEY HAVE NEVER FOUND THEMSELVES TO BE 'AT FAULT' WHEN THE CAR WAS NOT ON THE 'RECALL LIST'.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10351393  
**Date of Incident:** 20100820  
**Vehicle:** 2002 TOYOTA CAMRY  
**Location of Incident:** SAVANNAH, GA  
**NHTSA Summary:**

WE WERE RIDING ON A COBBLE STONE STREET GOING VERY SLOW IN A TOURIST AREA OF SAVANNAH, GA. OUR 2002 TOYOTA CAMRY, SUDDENLY ACCELERATED OUT OF CONTROL. WITH THE BRAKE FULLY ENGAGED WE SKIDDED DOWN THE STREET IN SHOCK.

**C-2390**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

IT LASTED ABOUT 4 TO 5 SECONDS AND THANKFULLY THERE WERE NO PEOPLE OR OTHER CARS IN THE WAY. I ESTIMATE WE WENT ABOUT 50 YARDS. IT STOPPED AS SUDDENLY AS IT STARTED. WE THEN CALLED THE POLICE TO REPORT WHAT HAPPENED AS WE WERE VERY SHOOK UP. WE REPORTED THIS TO THE TOYOTA DEALER WE BOUGHT THE CAR FROM. THEY HAD IT TOWED TO THEIR DEALERSHIP. THEN THEY SAID THEY COULD NOT FIND ANYTHING WRONG WITH THE CAR AND THEY WOULD CALL TOYOTA FOR FURTHER DIRECTION. I AM WAITING FOR THEM TO CALL ME BACK.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10351798  
**Date of Incident:** 20100820  
**Vehicle:** 2011 TOYOTA CAMRY  
**Location of Incident:** WASHINGTON, DC  
**NHTSA Summary:**

TL-THE CONTACT OWNS A 2011 TOYOTA CAMRY. WHILE DRIVING 30 MPH APPROACHING A STOP SIGN SHE ENGAGED THE BRAKES AND THE VEHICLE ACCELERATED. SHE ENGAGED THE BRAKES HARDER AND THE VEHICLE CONTINUE TO ACCELERATE FASTER AND SHE STATED ANOTHER VEHICLE CRASHED INTO HER VEHICLE'S BUMPER AND THE VEHICLE TURNED AROUND AND CRASHED INTO A LIGHT POLE. SHE STATED THE VEHICLE STOPPED AFTER CRASHING INTO THE POLE. A POLICE REPORT WAS FILED ANY NO ONE WAS INJURED. THE VEHICLE WAS TOWED TO A BODY SHOP. THE CONTACT WAS UNABLE TO PROVIDE A VIN. THE FAILURE MILEAGE WAS UNKNOWN. VVB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10351813  
**Date of Incident:** 20100820  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** TOURRANCE, CA  
**NHTSA Summary:**

TL-THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE DRIVING 15-20 MPH SHE ENGAGED THE BRAKE TO ALLOW MERGING TRAFFIC TO GO AND THE VEHICLE ACCELERATED. SHE STATED SHE ENGAGED THE BRAKES HARDER AND TURNED THE VEHICLE TO THE LEFT TO AVOID AN ISLAND AND THE VEHICLE STOPPED. SHE THEN DROVE HOME AND CALLED THE POLICE ABOUT THE FAILURE. A POLICE REPORT WAS FILED, NO ONE WAS INJURED AND NO DAMAGES TO THE VEHICLE. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER AND THEY WERE UNABLE TO DUPLICATE THE FAILURE. THE CONTACT STATED THAT THE DEALER SHAVED THE ACCELERATOR PEDAL. THE CONTACT STATED SHE HAD THE RECALL WORK PERFORMED EARLIER IN FEBRUARY 26,2010. SHE STATED THE RECALL WAS FOR THE ACCELERATOR PEDAL REINFORCEMENT BAR INSTALLATION. THE CONTACT DOES NOT FEEL SAFE DRIVING THE VEHICLE. THE FAILURE MILEAGE WAS 2,248 AND THE CURRENT MILEAGE WAS 2,263. VVB

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10352925/10351930  
**Date of Incident:** 20100823  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** NEW CASTLE, PA  
**NHTSA Summary:**

ODI 10352925

**C-2391**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

WHILE COMING TO A STOP IN MY DRIVEWAY MY 2009 TOYOTA CAMRY HAD SUDDEN SURGE WITH MY FEET ON THE BRAKE. THE CAR RAN AWAY AND HIT MY HOUSE, BIRD BATHS, SMOKER ON TRAILER, WENT INTO NEIGHBORS DRIVEWAY AND HIT A VAN AND FINALLY CAME TO REST IN A HEDGE ROW. THE PHYSICAL EVIDENCE AND POLICE REPORT SHOW THE BRAKES WERE ON. THE GAS PEDAL WAS REPLACED IN MARCH UNDER THE RECALL. IT HAD NOTHING TO DO WITH THE SUDDEN ACCELERATION.

ODI 10351930

TL - THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE DRIVING AT 2MPH COMING TO COMPLETE STOP WHEN THE VEHICLE SURGED FORWARD IN ITS OWNS. THE CONTACT COULD NOT BE ABLE TO STOP THE VEHICLE WHERE IT HIT THE BACK OF HER HOUSE, A VEHICLE, AND THEN CAME TO A STOP WHEN SHE HIT SOME HEDGES. THERE WERE FRONT END AND BOTH SIDE DAMAGES TO THE VEHICLE AND SHE DID NOT SUSTAINED ANY INJURIES. THE VEHICLE WAS TOWED AND THERE ARE WAITING FOR DIAGNOSIS. THE FAILURE AND THE CURRENT MILEAGE WAS 35000. CV

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10352163  
**Date of Incident:** 20100824  
**Vehicle:** 2010 TOYOTA TACOMA  
**Location of Incident:** BRANDON, FL  
**NHTSA Summary:**

2010 TOYOTA TACOMA NEW VEHICLE OWNED LESS THAN 2 MONTHS WITH 1200 MILES ON VEHICLE. APPROACHING RED LIGHT HAD TAKEN FOOT OFF ACCELERATOR TO SLOW, UPON PLACING FOOT ON BRAKE, REALIZED, VEHICLE WAS NOT SLOWING. STANDING HARDER ON BRAKE, IT HELD THE TRUCK BACK ENOUGH TO BUMP INTO CAR IN FRONT OF ME. TRUCK CONTINUED TO PUSH THE VEHICLE IN FRONT OF ME, WITH REAR WHEELS SPINNING ON WET ROADWAY. I JAMMED SHIFT LEVER INTO PARK POSITION WITH MOTOR AND TIRES STILL SPINNING TO FINALLY STOP IT. NOT APPARENT DAMAGE TO EITHER VEHICLE OR INJURIES KNOWN. TOOK TRUCK LOCAL DEALER TO CHECK DIAGNOSIS AND VEHICLE. THEY FOUND NOTHING, COULD NOT DUPLICATE PROBLEM AND TEST DRIVE. I CURRENTLY HAVE TRUCK PARKED IN MY DRIVEWAY. WILL NOT DRIVE IT BECAUSE I FEEL IT IS UNSAFE AND HAVE REPORTED THE INCIDENT TO TOYOTA HQS REF # 1008262334.

**Additional Summary:**

**Toyota ID Number:**

**NHTSA ODI Number:** 10352009  
**Date of Incident:** 20100825  
**Vehicle:** 2005 TOYOTA PRIUS  
**Location of Incident:** SANTA CRUZ, CA  
**NHTSA Summary:**

I PULLED INTO A PARKING PLACE. BBI NOTICED MY CAR WAS NOT STRAIGHT AND I STARTED TO RELEASE THE EMERGENCY BRAKE TO STRAIGHTEN IT. B THOUGH I STILL HAD MY FOOT ON THE EMERGENCY BRAKE AND HAD NOT STARTED TO ACCELERATE. THE CAR LUNGED FORWARD. I SLAMMED DOWN ON THE EMERGENCY BRAKE AND THE REGULAR BRAKE. AT SOME POINT I REMEMBER THAT MY LEFT FOOT WAS ON THE REGULAR BRAKE PUSHING WITH ALL MY MIGHT. B WITHOUT HEESITATION MY CAR SMASHED INTO THE CAR PARKED AHEAD OF ME. B MY CAR KNOCKED THE OTHER CAR INTO THE STOP SIGN AHEAD OF IT, THEN EXPLODED INTO THE INTERSECTION AND CONTINUED A SHORT WAY DOWN THE BLOCK BEFORE SLOWING DOWN. I WAITED FOR TRAFFIC AND THEN TURNED AROUND. B I CAME BACK AND PARKED ON THE OTHER SIDE

**C-2392**

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

OF THE STREET FACING THE OTHER WAY. B I CROSSED THE STREET TO THE SCENE OF THE ACCIDENT AND TOLD THE PARKING METER LADY THAT I HAD HIT THE OTHER CAR. B I WAS VERY SHAKEN. THE DRIVER OF THE OTHER CAR HAD JUST ARRIVED WITH HIS FARMER'S MARKET BAGS. B B HE SAID HE WOULD TAKE PICTURES SO I WENT BACK TO MY CAR TO GET MY CAMERA TO TAKE PICTURES TOO. B I NOTICED THAT IT WAS MY RIGHT FRONT BUMPER THAT HAD HIT THE OTHER CAR'S LEFT BACK BUMPER BECAUSE, TRYING TO AVOID HITTING THE OTHER CAR, B I HAD TURNED TOWARD THE STREET. B I TOOK PICTURES OF HIS CAR. B THE OFFICER ARRIVED (CALLED BY THE METER PERSON) AND I GAVE MY REPORT. B THE OFFICER ASKED ME IF I COULD DRIVE MY CAR HOME. B I SAID I WASN'T SURE. I WOULD CALL THE INSURANCE COMPANY. B IN ANY CASE I WOULD NOT TRY TO DRIVE RIGHT AWAY AS I WAS TOO SHAKEN. B THE OTHER DRIVER DROVE AWAY. B WHEN THE OFFICER LEFT, I SAT IN MY CAR PASSENGER SIDE WITH MY FEET ON THE SIDEWALK. STILL IN SHOCK. B I WAS AFRAID OF DRIVING THE CAR. I CALLED MY SON TO COME TO GET ME. I CALLED THE INSURANCE COMPANY AND FOLLOWED THEIR DIRECTIONS. B INTENT ON STOPPING THE CAR, I HAD BRAKED AS HARD AS I COULD WITH MY LEFT FOOT. WHEN WAITING TO TURN THE CAR AROUND I SAW THE EMERGENCY BRAKE WAS ON.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10354012  
**Date of Incident:** 20100825  
**Vehicle:** 1998 TOYOTA SIENNA  
**Location of Incident:** HAYMARKET, VA

**NHTSA Summary:**

ON AUGUST 25, 2010, I WAS TAKING MY GRANDCHILDREN TO RAINBOW STATION DAYCARE IN OUR TOYOTA SPORTS VAN SIENNA XLE, 1998. WARRENTON TOYOTA DEALER IN VIRGINIA PERFORMED A FULL 100,000-MILE SERVICE ON VAN ON JULY 10, 2010. I TURNED INTO THE PARKING LOT OF THE DAY CARE AT A SPEED OF 5 MPH WITH MY FOOT ON THE BREAK. WHILE I WAS ABOUT TO PARK THE CAR, THERE WAS UNINTENDED SUDDEN ACCELERATION OF THE CAR AND CAR WENT FROM PARKING LOT TO SIDEWALK AND BEGAN GOING TOWARDS THE OFFICE OF THE DAYCARE. I TURNED THE STEERING TO THE RIGHT AS FAR AS I COULD IN ORDER TO GET AWAY FROM THE ENTRANCE OF THE DAYCARE AND THE LOBBY (BOTH HAVE A GLASS WALL) AND WAS TRYING TO GET BACK TO THE PARKING LOT THE CAR WOULD NOT STOP. I TRIED TO PUSH THE BREAK AS HARD AS I COULD BUT THE CAR WOULD NOT STOP INSTEAD IT LEFT CAR TIRE TRACK MARKS ON THE SIDEWALK AND THE FRONT LAWN OF THE DAYCARE. THE CAR FINALLY HIT THE BRICK WALL AND STOPPED. FORTUNATELY THE GRANDCHILDREN WERE SAFE. MY RIGHT HAND WRIST BONE (RADIUS) WAS BROKEN. I HAD TO UNDERGO SURGERY. OUR CAR WAS TOTALED AND IS BEYOND REPAIR. TOYOTA IS TRYING TO FIND OUT HE CAUSE OF ACCIDENT.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10352475  
**Date of Incident:** 20100826  
**Vehicle:** 2009 TOYOTA CAMRY  
**Location of Incident:** GRANGER, IN

**NHTSA Summary:**

I OWN A 2009 CAMRY...ONE THAT HAS BEEN RECALLED AND WILL BE ADDRESSED THROUGH MY LOCAL TOYOTA DEALER. HOWEVER, ON THREE OR FOUR SEPARATE OCCASIONS, AS I WAS BACKING OUT FROM A PARKING SPACE AND/OR MY GARAGE, AS I APPLIED MY BRAKES, THERE WOULD BE A SIMULTANEOUS ACCELERATION. I DO NOT

C-2393

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

BELIEVE IT IS RELATED TO THE CURRENT ACCELERATION/FLOOR MAT ISSUE NOR MY STEPPING ON THE BRAKE AND ACCELERATOR AT THE SAME TIME BUT I JUST WANTED TO BRING THIS TO YOUR ATTENTION IN THE EVENT THAT OTHERS HAVE EXPERIENCED THE SAME CONCERN. THANKS.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10352262  
**Date of Incident:** 20100827  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** LAFAYETTE, LA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE DRIVER STATED THAT WHEN SHE SHIFTED INTO REVERSE AND DEPRESSED THE ACCELERATOR PEDAL, THE VEHICLE LURCHED FORWARD. THE DRIVER TURNED THE VEHICLE OFF AND RESTARTED; SHE NOTICED NO PROBLEM AFTER THE RESTART. THERE WERE NO PREVIOUS FAILURES SUCH AS THIS. THE CONTACT CALLED THE DEALERSHIP AND MADE AN APPOINTMENT FOR 08/28/2010. THE VIN WAS UNAVAILABLE WHEN THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 2,800-BK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10352734  
**Date of Incident:** 20100827  
**Vehicle:** 2008 TOYOTA CAMRY  
**Location of Incident:** PALATINE, IL

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE VEHICLE WAS TAKEN TO THE DEALER FOR RECALL 09V388000 VEHICLE SPEED CONTROL- ACCELERATOR PEDAL JUNE 2010 WITH 55,000 MILES. ON AUGUST 27, 2010 WHILE APPROACHING THE INTERSECTION AT 35MPH THE CHECK ENGINE LIGHT ILLUMINATED SHE HEARD A NOISE UNDER THE HOOD THE VEHICLE STALLED AFTER A FEW SECOND THE VEHICLE SUDDENLY ACCELERATED WITH HER FOOT ON THE BRAKE. THE VEHICLE WILL TAKE TO THE DEALER TO BE DIAGNOSED. THE FAILURE AND THE CURRENT MILEAGE WAS 60,000. LI

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10352720  
**Date of Incident:** 20100827  
**Vehicle:** 2010 TOYOTA PRIUS  
**Location of Incident:** TUSCAN, AZ

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2010 TOYOTA PRIUS. WHILE DRIVING AT LESS THEN SMPH, THE CONTACT WAS COMING TO A STOP TO PARK HER VEHICLE WHEN THE VEHICLE ACCELERATED ON ITS OWN. THE BRAKES WERE APPLIED WHERE THEY DID NOT ENGAGE. THE VEHICLE HIT A BRICK WALL AND THERE WERE FRONT END DAMAGES AND NO INJURIES. THE VEHICLE WAS TOWED TO A TOYOTA COLLISION SHOP. THERE HAVE BEEN NO DIAGNOSIS TO THE VEHICLE TO SAY WHY IT ACCELERATED ON ITS OWN. THE FAILURE AND THE CURRENT MILEAGE WAS 6000.CV

**Additional Summary:**

C-2394

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Toyota ID Number:**  
**NHTSA ODI Number:** 10353050  
**Date of Incident:** 20100827  
**Vehicle:** 2010 TOYOTA COROLLA  
**Location of Incident:** NEWBURY, VT

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT STATED THAT ON FRIDAY AUGUST 27, 2010 THE CRUISE CONTROL WAS SET FOR A CERTAIN SPEED AND IT INCREASED ON ITS OWN. IT DID THIS TWO MORE TIMES. THE THIRD TIME IT HAPPENED THE DEALER INFORMED THE OWNER THAT THE ECM WAS DEFECTIVE AND NEEDED TO BE REPLACED. THE VEHICLE IS CURRENTLY AT THE DEALERSHIP TO BE REPAIRED UNDER THE OWNERS WARRANTY. THE FAILURE AND CURRENT MILEAGE IS APPROXIMATELY 1,600. RD

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10352703  
**Date of Incident:** 20100828  
**Vehicle:** 2007 TOYOTA PRIUS  
**Location of Incident:** LAKE ARROWHEAD, CA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2007 TOYOTA PRIUS. WHILE DRIVING APPROXIMATELY 65 MPH SHE TOOK HER FOOT OFF THE ACCELERATOR AND THE VEHICLE CONTINUED TO ACCELERATE. SHE ENGAGED THE BRAKE AND THEN TAPPED THE BRAKES TO SLOW THE VEHICLE DOWN AND ENGAGED THE VEHICLE IN NEUTRAL TO STOP THE VEHICLE. THE CONTACT STATED SHE HAS EXPERIENCED THE ACCELERATION PROBLEM THREE TIMES ALL IN ONE WEEKEND AND DURING THE LAST TWO FAILURES THE VEHICLE CORRECT ITSELF. SHE STATED SHE DID NOT HAVE TO ENGAGE THE BRAKES OR PLACE THE VEHICLE IN NEUTRAL. THE FLOOR MATS WERE NOT NEAR THE GAS PEDAL DURING THE FAILURES. SHE CALLED THE DEALER AND WAS ADVISED THAT HER VEHICLE WAS NO LONGER UNDER WARRANTY AND SHE WOULD HAVE TO PAY FOR THE VEHICLE TO BE REPAIRED. THE VEHICLE HAS NOT BEEN TAKEN TO A DEALER. THE APPROXIMATE FAILURE MILEAGE WAS 41,000 AND THE CURRENT MILEAGE WAS 42,502. VVB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10353328  
**Date of Incident:** 20100828  
**Vehicle:** 2007 TOYOTA RAV4  
**Location of Incident:** NORFOLK, AR

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2007 TOYOTA RAV4. WHILE DRIVING APPROXIMATELY 50 MPH WITH THE VEHICLE IN CRUISE CONTROL HE PUSHED THE CRUISE LEVER UP TO INCREASE THE SPEED AND THE RPM'S INCREASED EXCESSIVELY. HE STATED THE RPM'S INCREASED EXCESSIVELY FOR A FEW SECONDS AND THEN DROPPED BACK DOWN. HE STATED HE WOULD NOT USE THE CRUISE CONTROL AGAIN. THE VEHICLE HAS NOT BEEN TAKEN TO AN AUTHORIZED DEALER OR LOCAL MECHANIC. THE APPROXIMATE FAILURE AND CURRENT MILEAGE WERE 32,000. VVB

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10352691

C-2395

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

**Date of Incident:** 20100829  
**Vehicle:** 2007 TOYOTA COROLLA  
**Location of Incident:** ROCHESTER, NY

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2007 TOYOTA COROLLA. THE CONTACT STATED THAT WHILE AT A STOP SIGN WAITING FOR TRAFFIC TO CLEAR, THE VEHICLE SUDDENLY BEGAN TO LURCH FORWARD. THE CONTACT PUSHED HARDER ON THE BRAKE PEDAL BUT THE VEHICLE CONTINUED TO LURCH FORWARD. HE WAS ABLE TO CONTROL THE VEHICLE BY DEPRESSING THE BRAKE PEDAL WITH MORE FORCE. THE CONTACT CALLED THE MANUFACTURER WHO STATED THAT THERE WERE NO RECALLS RELATED TO THE FAILURE AND OFFERED NO ASSISTANCE. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE VIN WAS UNAVAILABLE AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 50,000-BK

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10353221  
**Date of Incident:** 20100831  
**Vehicle:** 2001 TOYOTA SIENNA  
**Location of Incident:** ASHBURN, VA

**NHTSA Summary:**

2001 TOYOTA MINIVAN UNPREDICATED ACCELERATED WHILE DRIVING ON HIGHWAY. PULLED OFF TO EXIT RAMP AND DID AGAIN SO HAD CAR TOWED.

**Additional Summary:**

**Toyota ID Number:**  
**NHTSA ODI Number:** 10353391  
**Date of Incident:** 20100901  
**Vehicle:** 2009 TOYOTA COROLLA  
**Location of Incident:** WINDSOR, CA

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2009 TOYOTA COROLLA SPORT. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 70 MPH, THERE WAS AN UNINTENDED INCREASE OF ACCELERATION. THE BRAKES WERE ENGAGED AND THE VEHICLE CONTINUED TO TRAVEL AT AN EXCESSIVELY HIGH SPEED RATE. THE VEHICLE TRAVELED UNCONTROLLABLY OFF OF THE ROAD INTO A CEMENT BARRIER. THE CONTACT SUSTAINED WHIPLASH INJURY. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER. THE FAILURE MILEAGE WAS UNDER 20,000. JS

**Additional Summary:**

**Toyota ID Number:** 1009011318, 1009011505  
**NHTSA ODI Number:** 10353576  
**Date of Incident:** 20100901  
**Vehicle:** 2010 TOYOTA CAMRY  
**Location of Incident:** WEST MEMPHIS, AR

**NHTSA Summary:**

TL- THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE PARKING THE VEHICLE WITH HER FOOT ON THE BRAKE THE VEHICLE ACCELERATED WITHOUT DRIVER INTENT. THE VEHICLE RAN OVER SOME BUSHES AND CRASHED INTO A BRICK WALL. UPON IMPACT WITH THE WALL THE VEHICLE WAS STILL TRYING TO ACCELERATE. THE OWNER PUT THE VEHICLE IN REVERSE AND THE ACCELERATION STOPPED. THE VEHICLE WAS DRIVEN TO HER INSURANCE COMPANY AND THEN SHE

C-2396

**Safety Research & Strategies**

*Update Report: Toyota Sudden Unintended Acceleration: Appendix C*

DROVE IT HOME. TOYOTA WAS CONTACTED AND THEY SAID THEY WILL SEND AN INVESTIGATOR OUT TO INSPECT HER VEHICLE. TOYOTA CASE # 1009011318, REFERENCE # 1009011505. THE POLICE RESPONDED AND WROTE A REPORT, WHICH IS AVAILABLE. THE FAILURE MILEAGE WAS APPROXIMATELY 20,400. RD

**Additional Summary:**

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**Toyota ID Number:**  
**NHTSA ODI Number:** 10354017  
**Date of Incident:** 20100905  
**Vehicle:** 2007 TOYOTA AVALON  
**Location of Incident:** DALLAS, TX

**NHTSA Summary:**  
SUDDEN ACCELERATION INCIDENT. MY 2007 TOYOTA AVALON HAD ALL RECALL WORK DONE IN MARCH 2010. THE CAR HAS AROUND 20,000 MILES ON IT. ON 9/5/2010 I WAS PULLING INTO A PARKING SPACE WITH MY FOOT ON THE BRAKE PEDAL WHEN THE CAR SUDDENLY ACCELERATED INTO THE CURB. I WAS PRESSING AS HARD AS POSSIBLE ON THE BRAKE, BUT THE CAR WOULD NOT STOP UNTIL I HIT THE CURB AND PUT THE GEAR IN PARK. IN THE PAST, I HAVE HAD PROBLEMS WITH THE TRANSMISSION "HANGING" WHEN TURNING INTO AN ALLEY OR UP A GARAGE RAMP, BUT THIS IS THE FIRST INSTANCE OF SUDDEN ACCELERATION I'VE HAD.

**Additional Summary:**

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**Toyota ID Number:** 1009201240  
**NHTSA ODI Number:**  
**Date of Incident:** 20100914  
**Vehicle:** 2008 TOYOTYA TACOMA  
**Location of Incident:** LAKEPORT, CA

**NHTSA Summary:**  
**Additional Summary:**  
Starting car up from cold in park the vehicle revs – dealer has advised in the past that this is NORMAL.

Floor Mats Recall Received – Took to dealer – cut down acc pedal, ecm software updated, and rotated tires –

Leaving the dealership on Tuesday, September 14, 2010 made left hand turn – grinding medal noise under the car – took foot off of gas – could not pull to right or left because of traffic – engine making a “bucking – revving” noise – car pulling strongly to the left – suddenly took off on its own lurched to the left – no steering – engine revved up really high – hanging onto wheel – husband in passenger seat – car pulling so strongly to the left – car took off – continued moving across the oncoming traffic lane – wheel came off – vehicle dropped down and it continued going – right leg is bruised – she wasn’t braking at all – thought braking would make it worse – Airbags did not deploy - Technician didn’t put the bolts on the tire - Taken by ambulance to hospital - Injury - full body whiplash - Husband seems to be OK.

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C-2397

Safety Research & Strategies

Update Report: Toyota Sudden Unintended Acceleration: Appendix C