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**Toyota Unintended Acceleration Incidents Occurring in Calendar Year 2011
Reported to NHTSA**

The attached document is comprised of Toyota UA incidents that occurred during calendar year 2011 that were reported to the NHTSA vehicle owner's complaint database.

Safety Research & Strategies defines unintended acceleration as any uncommanded torque to the wheels of a vehicle or incidents in which drivers report uncommanded engine RPMs increase while their vehicles transmissions are in the Park position.

NHTSA ODI Number: 10383245
Date of Incident: 20110101
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: CHESTERFIELD, VA

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED THAT SHE WAS EXPERIENCING PROBLEMS WITH HER VEHICLE AFTER NHTSA RECALL CAMPAIGN ID NUMBER: 10V017000, VEHICLE SPEED CONTROL ACCELERATOR PEDAL WAS REPAIRED. THE VEHICLE WOULD ACCELERATE SPORADICALLY, THE BRAKE PEDAL AND THE ENTIRE VEHICLE VIBRATED WHILE AT A STOP SIGN. THE VEHICLE WAS TAKEN TO THE DEALER WHO STATED THAT THE FAILURE WAS NORMAL. THE MANUFACTURER WAS NOT CONTACTED. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 35,000.

NHTSA ODI Number: 10373844
Date of Incident: 20110101
Vehicle: 2007 TOYOTA RAV4
Location of Incident: NORFORK, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA RAV4. THE CONTACT WAS APPROACHING A TRAFFIC STOP DRIVING 2 MPH WHEN THE VEHICLE ACCELERATED ABNORMALLY. THERE WAS AN UNUSUAL INCREASE IN ENGINE RPMS OF 7000. THE CONTACT ENGAGED THE BRAKE AND PLACED THE VEHICLE IN NEUTRAL. THE VEHICLE WAS NOT TAKEN TO THE DEALER FOR THE FAILURE OR DIAGNOSIS. THE APPROXIMATE FAILURE MILEAGE WAS 38,000 AND THE CURRENT MILEAGE WAS 38,015. UPDATED 03/24/11*LJ

NHTSA ODI Number: 10377728
Date of Incident: 20110103
Vehicle: 2009 TOYOTA RAV4
Location of Incident: GOLDSBORO, NC

NHTSA Summary:

HAD JUST PULLED SLOWLY INTO A PARKING SPACE, I TOOK MY FOOT OFF THE ACCELERATOR AND APPLIED THE BRAKE. AS I WAS APPLYING PRESSURE TO THE BRAKE, THE ENGINE SPED UP TO MORE THAN 7,000 RPM. (MY FOOT WAS NOT ON THE ACCELERATOR. IT WAS ON THE BRAKE ONLY.) I CONTINUED TO PRESS THE BRAKE WHICH STARTED TO SLIP, AND THEN I IMMEDIATELY PUT THE TRANSMISSION IN NEUTRAL. AS THE ENGINE REACHED MAXIMUM RPM'S, IT DIED BACK TO AN IDLE. THIS IDENTICAL INCIDENT HAPPENED TWICE WITHIN 10 MINUTES. MY PARENTS AND WIFE WERE IN THE CAR AND CAN VOUCH FOR ME. NOTE: TWO MONTHS PRIOR, THIS IDENTICAL INCIDENT OCCURRED WHILE I WAS STOPPING AT A BUSY INTERSECTION WHILE PREPARING TO TURN LEFT. THERE WAS A STOPPED VEHICLE IN FRONT OF ME WHICH I NEARLY HIT. MY WIFE WAS IN THE CAR AND CAN VOUCH FOR ME.

NHTSA ODI Number: 10393111
Date of Incident: 20110103
Vehicle: 2010 TOYOTA PRIUS
Location of Incident: OJAI, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA PRIUS. THE CONTACT STATED THAT AS SHE WAS ATTEMPTING TO PARK, THE VEHICLE SUDDENLY ACCELERATED AND SHE CRASHED INTO A FENCE. NO ONE WAS INJURED YET THE FRONT BUMPER WAS DAMAGED. THE POLICE WERE CONTACTED BUT A REPORT WAS NOT FILED. THE VEHICLE WAS TOWED TO

THE DEALER WHERE A SPECIAL RESEARCH TEAM WAS SENT TO INSPECT THE VEHICLE FAILURE. AFTER THE INSPECTION, THEY INFORMED THE CONTACT THAT THEY WERE UNABLE TO LOCATE A FAILURE WITHIN THE VEHICLE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS UNKNOWN.

NHTSA ODI Number: 10375179
Date of Incident: 20110104
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: SAUGUS, MA

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE DRIVING IN REVERSE SHE BARELY TAPPED THE ACCELERATOR PEDAL AND THE VEHICLE ACCELERATED AND CRASHED INTO ANOTHER VEHICLE. THE CONTACT STATED THAT THE BRAKES FAILED TO STOP THE VEHICLE. THE CONTACT WAS NOT INJURED BUT WAS TAKEN TO THE HOSPITAL. THE CONTACT CALLED THE MANUFACTURER WHO STATED THAT THEY WILL SEND A REPRESENTATIVE TO RETRIEVE THE BLACK BOX. THE CONTACT WAS CONCERNED SINCE A SEVERE CRASH COULD HAVE OCCURRED. THE FAILURE MILEAGE WAS 15,000.

NHTSA ODI Number: 10378322
Date of Incident: 20110104
Vehicle: 2005 TOYOTA TUNDRA
Location of Incident: MEADOWS PLACE, TX

NHTSA Summary:

UNINTENDED ACCELERATION OCCURRED WHEN PROCEEDING THROUGH AND INTERSECTION AT ABOUT 4:50 PM 01/04/2011. BRAKES WERE APPLIED BUT THE POWER OF THE TOYOTA TUNDA SR5 V8 ENGINE HAD ENOUGH POWER TO ACCELERATE UNINTENDED TO APPROXIMATELY 50 MPH EVEN THO THE BRAKES WERE APPLIED AS HARD AS IT COULD BE APPLIED. THE TRUCK CENTERED AN OAK TREE IN THE BLVD APPROXIMATELY 150-200 FT FROM THE INTERSECTION. THE TRUCK WAS TOTALED BY MY INSURANCE COMPANY. ONLY THE DRIVER WAS IN THE TRUCK AND NO OTHER VEHICLES AT THE TIME OF THE INCIDENT. THE DRIVER SUFFERED A BROKEN LEFT ARM AT THE ELBOW WHICH REQUIRED SURGERY.

NHTSA ODI Number: 10374849
Date of Incident: 20110105
Vehicle: 2005 TOYOTA SIENNA
Location of Incident: KAYSVILLE, UT

NHTSA Summary:

MY WIFE WAS DRIVING OUR 2005 TOYOTA SIENNA VAN TO PICK UP OUR SON FROM SCHOOL. AS SHE WAS PULLING INTO A PARKING SPACE, SHE PUSHED ON THE BRAKES TO SLOW DOWN FURTHER. HOWEVER, THE VAN DID NOT SLOW DOWN, BUT INSTEAD ACCELERATED, CAUSING THE VAN TO HIT A TREE AT THE END OF THE PARKING SPACE AND THE CAR ON THE OTHER SIDE OF THE TREE. SHE CONFIRMED THAT SHE ONLY HIT THE BRAKES, AND NOT THE ACCELERATOR. AFTER READING MULTIPLE ONLINE REPORTS OF OTHERS PUSHING ON THE BRAKES AND THE TOYOTA SIENNA VANS ACCELERATING, I DECIDED TO FILE THIS REPORT.

NHTSA ODI Number: 10403726
Date of Incident: 20110105
Vehicle: 2010 TOYOTA TUNDRA

Location of Incident: PEARLAND, TX

NHTSA Summary:

TOYOTA 2010 TUNDRA 4.6L DOUBLE CAB VEHICLE. EXTREMELY SENSATIVE GAS PEDAL. NEARLY IMPOSSIBLE TO ACCELERATE FROM COMPLETE OR SLOW ROLLING STOP WITHOUT LURCHING AHEAD QUICKLY. NEARLY IMPOSSIBLE TO ACCELERATE SMOOTHLY WITHOUT WHEEL SPIN IN WET OR SNOW COVERED ROADS MAKING THIS A SAFETY HAZZARD. IT IS ALSO A SAFETY HAZZARD BECAUSE I CANNOT BACK UP OR GO FORWARD SAFELY IN PARKING SITUATIONS OR PARKING LOTS. IF THERE IS ANYONE AHEAD OR BEHIND THE TRUCK - EVEN FOR A CONSIDERABLE DISTANCE, I DO NOT DRIVE THE TRUCK BECAUSE I CANNOT BE SURE IT WON'T MOVE AHEAD OR BEHIND UNCONTROLABLY. TOYOTA DEALER KNOWS OF THIS PROBLEM AND I HAVE NOTIFIED TOYOTA. DEALER RE-SYNKED GAS PEDAL TO ENGINE DRIVE BY WIRE COMPONENTS BUT PROBLEM STILL EXISTS. I SUSPECT IT IS A PROBLEM WITH THE DIGITAL ENCODER ON THE GAS PEDAL, THE COMPUTER SOFTWARE IN THE ECU, AND THE STEPPER MOTOR OPERATING THE THROTTLE BUTTERFLY ON THE AIR INTAKE. SERVICE MANAGER AT LOCAL DEALER WITNESSED MY DRIVING THE TRUCK AND SYMPTOMS, THEN DROVE THE TRUCK AND EXPERIENCED THE SYMPTOMS. HE OFFERED NO SOLUTION. THE PROBLEM IS NOT CONSTANT. SOMETIMES IT IS EXTREME, OTHER TIMES IT IS LESS. BUT THE GAS PEDAL IS ALWAYS VERY SENSITIVE. TRUCK WAS ACQUIRED USED WITH 6,700 MILES ON IT AND NOW HAS 8,000 MILES OF USE. ENGINE RUNS SMOOTHLY, STARTS QUICKLY, GETS RATED GAS MILEAGE, AND DRIVES SMOOTHLY ONCE IN MOTION.

NHTSA ODI Number: 10375134

Date of Incident: 20110106

Vehicle: 2005 TOYOTA COROLLA

Location of Incident: OAKLAND, CA

NHTSA Summary:

TL*THE CONTACT OWNS A 2005 TOYOTA COROLLA. WHILE DRIVING APPROXIMATELY 65 MPH, THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. THE DEALER THAT REPAIRED THE VEHICLE WAS NOTIFIED OF THE FAILURE. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 30,000. THE VIN WAS UNAVAILABLE.

NHTSA ODI Number: 10375409

Date of Incident: 20110106

Vehicle: 2011 TOYOTA AVALON

Location of Incident: FLORISSANT, MO

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA AVALON. THE CONTACT WAS INVOLVED IN A CRASH. THE CONTACT SUSTAINED MINOR BRUISES TO HER ARM AND KNEE. THE CONTACT ATTEMPTED TO PLACE TO VEHICLE INTO REVERSE WITH THE BRAKE DEPRESSED WHEN THE VEHICLE SUDDENLY ACCELERATED FORWARD WITHOUT WARNING CAUSING HER TO CRASH INTO A CHAIN LINK FENCE. THE VEHICLE WAS TAKEN TO THE DEALER WHO DID NOT PERFORM A DIAGNOSTIC TEST YET REFERRED THE CONTACT TO THE MANUFACTURER. THE MANUFACTURER INFORMED THE CONTACT THAT THEY WOULD BE SENDING OUT AN INVESTIGATOR TO INSPECT THE VEHICLE WITHIN THE NEXT THIRTY DAYS. THE CURRENT AND FAILURE MILEAGE WAS APPROXIMATELY 3,000. THE CONSUMER STATED SHE WAS BACKING THE VEHICLE OUT OF THE GARAGE, WHEN IT SUDDENLY ACCELERATED IN A FORWARD DIRECTION WITH HER FOOT STILL ON THE BRAKE. UPDATED EVOQ 02/22/11 THE CONSUMER STATED THE VEHICLE PUSHED IN THE FENCE AND THE FRONT PORTION OF THE VEHICLE WENT PARTIALLY UNDER IT. UPDATED EVOQ 03/04/11

NHTSA ODI Number: 10382988
Date of Incident: 20110107
Vehicle: 2010 LEXUS IS250
Location of Incident: ROCKVILLE, MD

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 LEXUS IS250. THE CONTACT WAS APPLYING THE BRAKES FROM APPROXIMATELY 5 MPH WHEN THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED INTO ANOTHER VEHICLE. THE CONTACT SHIFTED THE VEHICLE INTO PARK TO STOP THE VEHICLE. A POLICE REPORT WAS FILED BUT NO INJURIES WERE REPORTED. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER WHERE THEY WERE UNABLE TO DIAGNOSE THE FAILURE. THE CONTACT WAS UNAWARE IF ANY REPAIRS WERE PERFORMED. THE FAILURE MILEAGE WAS 6,800 AND THE CURRENT MILEAGE WAS UNKNOWN. UPDATED 03/29/11 *BF

NHTSA ODI Number: 10423235
Date of Incident: 20110108
Vehicle: 2005 LEXUS LS430
Location of Incident: Clackamas, OR

NHTSA Summary:

AS I WAS DRIVING ALONG THE ROAD, TWO MILES FROM MY HOUSE IN A RESIDENTIAL AREA. THE CAR SUDDENLY AND DRASTICALLY BEGAN TO ACCELERATE. I REMEMBER VIVIDLY PRESSING THE BRAKE PEDAL MULTIPLE TIMES BUT IT FAILED TO DECELERATE THE CAR AT ALL. AFRAID AS I WAS, I CEASED TO STEP ON THE BRAKE OR THE GAS PEDAL, THE CAR CONTINUED ACCELERATING AND KEPT GAINING MOMENTUM. AT THAT POINT, I WAS TRYING TO AVOID HITTING THE CARS IN FRONT AND INCOMING CARS FROM THE OTHER DIRECTION OF THE ROAD. I DROVE FOR ABOUT A HALF MILE ON AND OFF THE RIGHT SIDE CURBSIDE, AS CLIPPING MAILBOXES ALONG THE WAY. AT THAT POINT I REALIZED THAT I WOULD NOT BE ABLE TO STOP, DECELERATE, NOR CONTROL THE CAR. IN ATTEMPT THE AVOID DRIVING INTO THE MAIN ROAD THAT LED INTO A BUSY FOUR-WAY INTERSECTION, I PANICKED AND REMOVED MY SEAT BELT IN ATTEMPT TO EVACUATE THE CAR. THE CAR DOOR, HOWEVER WOULD NOT OPEN. I WAS IN COMPLETE SHOCK AND ALARMED AS THE CAR CONTINUED TO ACCELERATE AND AS IT DROVE INTO A HEAD-ON COLLISION WITH A TREE. FOLLOWING THE SEVERE IMPACT, I ENTIRELY LOST CONSCIOUSNESS. FOLLOWING THE ACCIDENT I SPENT 10 HOURS IN THE OPERATION ROOM, AND I HAD TO STAY FOR CARE IN THE HOSPITAL AND SKILL FACILITY FOR TWO AND HALF MONTHS. FROM THE ACCIDENT MY ARM WAS INJURED AND AFTER 8 MONTHS, AND IT STILL IMMOBILE. I'M STILL GOING THROUGH SERIES OF PHYSICAL THERAPY ON A WEEKLY BASIS. UPDATED IVOQ 09/14/11

NHTSA ODI Number: 10377084
Date of Incident: 20110108
Vehicle: 2005 TOYOTA CAMRY
Location of Incident: GLEN ALLEN, VA

NHTSA Summary:

ON JAN 8, 2011 I MADE A 2-HOUR ROUND TRIP ON A FEDERAL HIGHWAY. I USED CRUISE CONTROL ON MY 2005 TOYOTA CAMRY AT SPEEDS BETWEEN 65 & 70 MILES PER HOUR, DEPENDING ON POSTED SPEEDS. I THOUGHT I WAS SAFE USING CRUISE CONTROL BECAUSE 2005 MODELS ARE NOT AMONG VEHICLES RECALLED IN RECENT YEARS. AS I APPROACHED MY EXIT RAMP AT THE END OF MY TRIP I STEPPED ON THE BRAKES, BUT THE BRAKES DID NOT WORK. NOT ONLY DID THE BRAKES NOT WORK, BUT MY CAR LURCHED FORWARD & ACCELERATED TOWARD THE CAR IN FRONT OF MINE, AS IF I HAD HIT THE "RESUME" FEATURE AFTER HAVING HIT THE "CANCEL" FEATURE. BUT I HAD

NOT TOUCHED THOSE BUTTONS. IN FACT, I DO NOT USE THOSE BUTTONS. I USE THE BRAKES OR THE "ON/OFF" BUTTON TO TURN OFF SET SPEEDS BECAUSE USING THOSE FEATURES ALLOWS ME TO KEEP MY EYES ON THE ROAD. I PREFER TO USE THE "SET" FEATURE TO ENGAGE CRUISE CONTROL EACH TIME RATHER THAN THE "RESUME" CHOICE BECAUSE THE "SET" FEATURE PROVIDES SMOOTHER RIDES THAN THE "RESUME" FEATURE. I BARELY MISSED STRIKING THE CAR IN FRONT OF MINE AS I DOWNSHIFTED TO SLOW THE 2005 CAMRY. I CALLED THE TOYOTA DEALERSHIP FROM WHICH I BOUGHT THE CAR & SPOKE TO A MANAGER OF THE SERVICE DEPARTMENT. HE TOLD ME MY EXPERIENCE COULD NOT HAVE HAPPENED. I TOOK MY CAR TO THE DEALERSHIP & EXPLAINED THE PROBLEM TO A DIFFERENT PERSON. THE MANAGER OF THE SERVICE DEPARTMENT APPEARED AND INSISTED I AGREE TO PAY \$100 FOR TOYOTA TO LOOK AT THE CAR BECAUSE THE CAR WAS OUT OF WARRANTY. THE SAME REPRESENTATIVE THEN SUGGESTED I WAS TRYING TO GET FREE SERVICE FROM TOYOTA. I REFUSED TO PAY FOR AN INSPECTION, ASKED TO SPEAK TO HIS SUPERVISOR & ONLY THEN DID THE REP RELENT TO INSPECT THE CAR WITHOUT PAYMENT. THE LOCAL REPS REPORTED THEY COULD NOT DUPLICATE THE PROBLEM & CONCLUDED THE SYSTEMS WERE OPERATING AS DESIGNED. THE DEALER KEPT THE CAR 2 MORE DAYS SO AN INSPECTOR TRAVELING FROM DC COULD EXAMINE THE CAR. THE EXPERT REACHED THE SAME CONCLUSIONS AS LOCAL FOLKS. I DO NOT KNOW IF TOYOTA HAS REPORTED THIS INCIDENT.

NHTSA ODI Number: 10376703
Date of Incident: 20110109
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: MENA, AR

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT WAS DRIVING 5 MPH WHEN THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS UNABLE TO STOP THE UNINTENDED ACCELERATION AND CRASHED INTO A TREE WHICH CAUSED THE VEHICLE TO FLIP OVER. THE VEHICLE WAS DESTROYED. A POLICE REPORT WAS AVAILABLE. THE CONTACT SUSTAINED SEVERAL BRUISES AND LACERATIONS. THE VEHICLE WAS DESTROYED AND TOWED TO A LOCAL REPAIR FACILITY. THE DEALER WAS NOTIFIED OF THE FAILURE AND REFERRED THE CONTACT TO THE MANUFACTURER FOR FURTHER INVESTIGATION OF THE FAILURE. THE CONTACT DID NOT NOTIFY THE MANUFACTURER. THE VIN WAS UNAVAILABLE. THE CURRENT AND FAILURE MILEAGE WAS 27,000.

NHTSA ODI Number: 10376535
Date of Incident: 20110111
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: ACCOKEEK, MD

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE VEHICLE LUNGED FORWARD AS SHE TOOK HER FOOT OFF OF THE BRAKE PEDAL AND SHIFTED OUT OF PARK. THE VEHICLE WAS NOT TAKEN TO THE DEALER TO BE INSPECTED. THE MANUFACTURER WAS CONTACTED AND A CLAIM WAS FILED. SHE WAS INFORMED THAT A REPRESENTATIVE WOULD RETURN HER CALL WITHIN ONE BUSINESS DAY. THE FAILURE MILEAGE WAS 12,979. UPDATED 02/23/11*LJ

NHTSA ODI Number: 10411922
Date of Incident: 20110112
Vehicle: 2005 TOYOTA MATRIX

Location of Incident: LA JOLLA, CA

NHTSA Summary:

DRIVER ENTERS A SMALL PARKING LOT IN SAN DIEGO. DRIVER PULLS UP SLOWLY TO ONE OF FIVE PERPENDICULARS STALLS IN THE LOT. AS HE IS PRESSING BRAKES, THE VEHICLE TAKES OFF, HITS THE CONCRETE STOP AND THEN A FRAME WALL A FEW FEET AFTER THE STOP. THERE IS SOME DAMAGE TO THE BUMPER BUT NONE TO THE ENGINE OR RADIATOR. DRIVER HITS THE STEERING WHEEL. AIRBAGS DO NOT GO OFF. WALL IS DAMAGED. DRIVER PUTS THE VEHICLE IN REVERSE TO PULL BACK. THE CAR TAKES OFF AND LOUNGES BACKWARDS, JUMPS THE CURB FROM THE PARKING LOT TO THE STREET, AND STARTS MOVING BACKWARDS AT HIGH SPEED, SMOKING ITS FRONT TIRES AND DOING A "DONUT" WHERE THE FRONT WHEELS (THIS IS A FRONT WHEEL DRIVE) ARE SPINNING AND THE VEHICLE IS CIRCLING BACKWARDS. FINALLY AT HIGH SPEEDS, THE VEHICLE TRAVELS AND SLAMS BACKWARDS INTO A TOYOTA PICKUP TRUCK STOPPED AT THE RED LIGHT AND STOPS. THE BACKEND DAMAGE IS EXTENSIVE AND THE REAR LEFT WHEEL IS OUT OF ALIGNMENT. VEHICLE IS DECLARED A TOTAL. THIS IS A CASE OF SUDDEN UNINTENDED ACCELERATION.

NHTSA ODI Number: 10378109

Date of Incident: 20110112

Vehicle: 2009 TOYOTA MATRIX

Location of Incident: BAYONNE, NJ

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA MATRIX. WHILE STOPPED AT A TRAFFIC LIGHT, THE VEHICLE ACCELERATED. THE CONTACT APPLIED PRESSURE TO THE BRAKE PEDAL AND FELT RESISTANCE TO STOP. THE FAILURE OCCURRED TWICE. THE VEHICLE WAS REPAIRED PER RECALL NHTSA CAMPAIGN ID NUMBER: 10V023000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). THE FAILURE OCCURRED SIX MONTHS AFTER THE RECALL REPAIR. THE DEALER WAS CONTACTED AND STATED THAT THE MANUFACTURER NEEDED TO BE NOTIFIED. THE MANUFACTURER STATED THAT THEY WOULD PERFORM A TEST DRIVE AND CALL BACK TO SCHEDULE THE DATE. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 40,000.

NHTSA ODI Number: 10376701

Date of Incident: 20110112

Vehicle: 2009 TOYOTA COROLLA

Location of Incident: HIGHLAND VILLAGE, TX

NHTSA Summary:

ON JANUARY 12 2011 AT 3:45PM MY DAUGHTER WAS DRIVING HOME FROM SCHOOL AND UP THE DRIVEWAY TO PARK. HER 2009 TOYOTA COROLLA WOULD NOT STOP AND IT DROVE THROUGH A FLOWER BED AND INTO OUR HOME. THERE WAS EXTENSIVE DAMAGE TO HER VEHICLE AS WELL AS OUR HOME. THE AIR BAG DID NOT DEPLOY AND SHE WAS NOT INJURED. SHE CALLED ME IMMEDIATELY AND SAID "DADDY... THE CAR WOULD NOT STOP". SHE TOLD ME THAT SHE WAS DEPRESSING THE BREAK WITH ONE FOOT AND THEN BOTH FEET IN AN EFFORT TO GET THE CAR TO STOP. THE TOYOTA COROLLA ACCELERATOR AND BRAKE ISSUE ARE MORE THAN A COINCIDENCE. IF MY DAUGHTER IS INNOCENT OF NEGLIGENCE, I WOULD LIKE TO MAKE THOSE WHO ARE RESPONSIBLE PAY FOR THE DAMAGES THAT WE HAVE INCURRED AND CLEAR MY DAUGHTER'S NAME OF ANY WRONGDOING.

NHTSA ODI Number: 10430928

Date of Incident: 20110113

Vehicle: 2010 TOYOTA YARIS

Location of Incident: WATERTOWN, NY

NHTSA Summary:

2010 TOYOTA YARIS. CONSUMER STATES VEHICLE BECAME DYSFUNCTIONAL WHILE DRIVING *TGW CONSUMER SENT ADDITIONAL CORRESPONDENCE *TGW THE CONSUMER STATED SHE PULLED INTO A PARKING SPACE, PUT THE VEHICLE IN PARK, AND WHEN SHE WENT TO REMOVE THE KEYS, THE VEHICLE WOULD NOT SHUT OFF, THE MOTOR CONTINUED TO RACE, AS THE ACCELERATOR PEDAL WAS STUCK. THE VEHICLE KNOCKED OVER SOME BUSHES AND SIGNS AND THERE WAS DAMAGE TO THE VEHICLE. *JB UPDATED 10/18/11. *JB

NHTSA ODI Number: 10377138

Date of Incident: 20110114

Vehicle: 2010 TOYOTA PRIUS

Location of Incident: CUMBERLAND, RI

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA PRIUS. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 10 MPH, THE CONTACT ABRUPTLY APPLIED THE BRAKES IN AN ATTEMPT TO AVOID CRASHING INTO A VEHICLE AHEAD OF HER YET THE BRAKES DID NOT RESPOND. INSTEAD, THE VEHICLE ABNORMALLY ACCELERATED AND THE CONTACT CRASHED INTO THE PRECEDING VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALER WHOM PERFORMED A DIAGNOSED THAT WAS UNABLE TO LOCATE A FAILURE CODE. THE FAILURE MILEAGE WAS 5,800 AND THE CURRENT MILEAGE WAS 58,030.

NHTSA ODI Number: 10382218

Date of Incident: 20110115

Vehicle: 2010 TOYOTA RAV4

Location of Incident: SEATTLE, WA

NHTSA Summary:

ACCELERATED PROBLEM: I WAS ON MY WAY HOME FROM HAVING MAINTANCE WORK COMPLETED ON CAR. MY FIRST THOUGHT WAS THAT TOYOTA HAD DONE SOME THING THAT CREATED THIS PROBLEM. I WAS COASTING AND BRAKING COMING UP TO STOP LIGHT, WHICH WAS RED, I WAS GOING ABOUT 1-2 MILES PER HOUR, WHEN RPM'S WENT VERY HIGH. COULD NOT STOP CAR WITH ONE FOOT ON BRAKE, NEEDED TO USE BOTH FEET ON BRAKE PEDDLE TO GET CONTROL OF CAR, ALMOST HIT CAR IN FRONT OF ME. I WAS ABLE TO STOP CAR APPRX 1-2 FEET FROM CAR IN FRONT OF ME. BRAKES OR TIRES WERE MAKING VERY LOUD NOISE. MY WIFE SAID THAT TACT WAS STRAIGHT UP, WHICH IS IN THE AREA OF 7-8 THOUSAND RPM'S. MOTOR WAS VERY LOUD. ONCE I HAD CONTROL OF CAR I PUT THE CAR IN NEUTRAL AND CAR WAS STILL ROARING, I TURNED THE MOTOR OF. WHEN LIGHT TURNED GREEN AND CARS IN FRONT OF ME PULLED AWAY, I AGAIN STARTED MY CAR UP AND APPEARED TO RUNNING NORMAL. THE ONLY THING THAT I SAW WAS DIFFERENT WAS A SYMBOL CAME ON DASH BOARD, IN BOTTOM RIGHT SIDE. IT WAS IN YELLOW WITH A CAR AND WAVY TIRE TRACKS WHICH I WAS TOLD WAS THE ABS SYSTEM. THIS LIGHT STAYED ON FOR SEVERAL MINUTES AND WENT OUT. ON 01/17/2011, I TOOK THE CAR BACK TO TOYOTA OF LAKE CITY AND THEY SAID THAT EVERYTHING CHECKED OUT AND COULD NOT FIND ANY PROBLEM WITH CAR AND COULD NOT GET TO DUPLICATE AGAIN. I WAS TOLD THAT I COULD TAKE CAR HOME, BUT FOUND OUT LATER THAT ACCORDING TO TOYOTA RULES, I SHOULD NOT HAVE BEEN ABLE TO DRIVE CAR HOME. TECH WAS TRYING TO GET A HOLD OF TOYOTA HEAD QTRS, BUT I FOUND OUT LATER, TOYOTA HEAD QTRS WAS CLOSED. NOT HAPPY WITH THIS AND ASKED FOR FURTHER TESTS. I BROUGHT THE CAR BACK AGAIN ON 01/26/2011 AND WAS TOLD THAT FIELD TECHNICIAN RAN FURTHER TESTS ON CAR, TOYOTA HAD THE CAR FOR 2 DAYS. I WAS TOLD THAT EVERYTHING CHECKED OUT AND NOTHING

FURTHER COULD BE DONE. THEY NEEDED THE CAR TO ACCELERATE AGAIN, WHILE TOYOTA HAD THE CAR TO DETERMINE WHAT WENT WRONG.

NHTSA ODI Number: 10386098
Date of Incident: 20110115
Vehicle: 2011 TOYOTA CAMRY
Location of Incident: CUMBERLAND FORESIDE, ME

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA CAMRY. WHILE ATTEMPTING TO DECELERATE, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING CAUSING HER TO CRASH INTO A POLE. THE VEHICLE WAS TOWED TO THE DEALER. THE MANUFACTURER SENT AN INVESTIGATOR TO RETRIEVE THE BLACK BOX FROM THE VEHICLE HOWEVER, THEY WERE UNABLE TO DUPLICATE THE FAILURE. THE MANUFACTURER INFORMED THE CONTACT THAT THE CRASH WAS NOT CAUSED BY A MANUFACTURING DEFECT AND OFFERED NO FURTHER ASSISTANCE. THE MANUFACTURER DID NOT GIVE THE DEALER AUTHORIZATION TO REPAIR THE VEHICLE AND THE VEHICLE WAS NOT REPAIRED. THE CURRENT AND FAILURE MILEAGE WAS 6,000. UPDATED 03/24/11*LJ

NHTSA ODI Number: 10424150
Date of Incident: 20110115
Vehicle: 2006 TOYOTA COROLLA
Location of Incident: NORTH EASTON, MA

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA COROLLA. THE CONTACT STATED THAT THE VEHICLE ABNORMALLY ACCELERATED WHILE SITTING IDLE IN A PARKING SPACE. THE CONTACT WAS ABLE TO STOP THE ACCELERATION WHEN APPLYING THE BRAKES. THE FAILURE WAS EXPERIENCED TWICE. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC TESTING BUT THE TECHNICIAN WAS UNABLE TO DIAGNOSE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE VIN WAS NOT AVAILABLE. THE APPROXIMATE FAILURE MILEAGE WAS 75,000.

NHTSA ODI Number: 10377986
Date of Incident: 20110116
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: MANALAPAN, NJ

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA CAMRY. WHILE ATTEMPTING TO PARK, WITH THE BRAKES PRESSED, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING, CAUSING THE CONTACT TO HIT A TREE. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY REFUSED TO DIAGNOSE THE FAILURE. THE MANUFACTURER WAS INFORMED WHO TOOK A COMPLAINT. THE CONTACT WAS AWAITING AN INVESTIGATION FROM THE MANUFACTURER AND WAS INFORMED NOT TO HAVE THE VEHICLE REPAIRED UNTIL THE INVESTIGATION WAS COMPLETE. THE CURRENT AND FAILURE MILEAGES WERE 6,000. A POLICE REPORT WAS FILED.

NHTSA ODI Number: 10376939
Date of Incident: 20110116
Vehicle: 2006 TOYOTA PRIUS
Location of Incident: CROMPOND, NY

NHTSA Summary:

MY 2006 TOYOTA PRIUS WAS PARKED IN A DRIVEWAY. I POWERED IT ON THEN TRIED TO PUT IT IN DRIVE. THE SHIFT KEPT BOUNCING OUT OF DRIVE WITHOUT MY MOVING IT, INTO N, R AND FINALLY BACK INTO DRIVE AT WHICH POINT I RELEASED THE HAND BRAKE, THEN EASED MY FOOT OFF THE BRAKE PEDAL. I DID NOT PUSHED THE ACCELERATOR PEDAL IN ORDER TO TURN ONTO THE ROAD SLOWLY. BUT THE CAR SUDDENLY ACCELERATED REALLY FAST. AS IT DID SO THE RED TRIANGLE 'PROBLEM - CHECK ENGINE' SYMBOL CAME UP ON THE DASHBOARD. THE CAR WENT ACROSS THE ROAD AND INTO A NEIGHBOR'S FRONT YARD WHERE THERE WAS A LOT OF SNOW AND A SNOWDRIFT BY THE ROAD, AND RAN STRAIGHT INTO THE SNOWDRIFT WHICH STOPPED IT. I WAS THEN ABLE TO TURN OFF THE POWER. THE FOOT BRAKE HAD HAD NO EFFECT. THE CAR WAS HEADING ON A LINE AT RIGHT ANGLES TO THE HOUSE AND HAD THERE NOT BEEN THAT SNOWDRIFT THERE, WOULD HAVE HIT THE HOUSE HEAD-ON. THIS WAS NOT DRIVER ERROR, BUT 'UNCONTROLLED ACCELERATION'. THERE MAY BE A CONNECTION TO THE FOLLOWING BATTERY FAILURE: ON 1/11/11 A RECENTLY INSTALLED START-MOTOR BATTERY (INSTALLED 1/3/11) WENT DEAD, AFTER 1636 MILES, AND HAD ITSELF TO BE REPLACED. THE CAR IS NOW BEING CHECKED BY THE LOCAL TOYOTA SERVICE AND DEALERSHIP.

NHTSA ODI Number: 10376861
Date of Incident: 20110116
Vehicle: 2010 TOYOTA TUNDRA
Location of Incident: PHELAN, CA

NHTSA Summary:

I HAVE A UNATTENDED ACCELERATION PROBLEM IT HAS NOW HAPPENED 4 TIMES 3 TIME AFTER THE RECALL THE LATEST TIME WAS TODAY

NHTSA ODI Number: 10377911
Date of Incident: 20110119
Vehicle: 2003 TOYOTA AVALON
Location of Incident: RED BANK, NJ

NHTSA Summary:

TL* THE CONTACT OWNS A 2003 TOYOTA AVALON. THE CONTACT WAS DRIVING APPROXIMATELY 45 MPH WHEN THE VEHICLE EXHIBITED AN ABNORMAL INCREASE IN ENGINE RPMS. THE CONTACT WAS ABLE TO CORRECT THE FAILURE BY LIGHTLY TAPPING ON THE BRAKES. THE DEALER WAS CONTACTED AND ADVISED HIM TO BRING THE VEHICLE IN FOR INSPECTION IF THE FAILURE RECURRED. THE CONTACT STATED THAT THE VEHICLE WAS SERVICED LESS THAN 1,000 MILES AGO BY THE DEALER PRIOR TO THE FAILURE. THE VEHICLE WAS NOT FURTHER REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 91,900. UPDATED 03/07/11*LJ

NHTSA ODI Number: 10377961
Date of Incident: 20110120
Vehicle: 2009 TOYOTA TACOMA
Location of Incident: Aurora, MO

NHTSA Summary:

I STARTED MY TRUCK, OUTSIDE TEMPERATURE 22, PULLED IT INTO MY GARAGE AND PRESSED ON THE BRAKE TO EASE FORWARD AND THE TRUCK WOULD NOT STOP. I PRESSED AS HARD AS I COULD ON THE BRAKE BUT THE TRUCK CONTINUED FORWARD AND HIT THE FRONT WALL OF THE GARAGE. IT FELT LIKE IT WAS TRYING TO CONTINUE DRIVING FORWARD AGAINST THE GARAGE WALL. I PLACED IT INTO PARK AND AFTER CALMING DOWN BACKED IT OFF THE WALL.

NHTSA ODI Number: 10378331
Date of Incident: 20110121
Vehicle: 2008 TOYOTA RAV4
Location of Incident: STANHOPE, NJ

NHTSA Summary:

2008 4 CLY RAV4 SPORT WITH 24700 MILES. CONCERN: 1/20/11 THE MAINTENANCE LIGHT CAME ON AND AFTER DRIVING A FEW MILES THE CRUISE CONTROL LIGHT CAME ON BY ITSELF AND THE CAR BEGAN TO ACCELERATE. I HIT THE CRUISE BUTTON, LIGHT WENT OUT, NOT SURE IF I ALSO APPLIED THE BRAKES AND THE CAR DROVE NORMALLY. AFTER THE INCIDENT I DROVE THE CAR ABOUT ANOTHER 20 MILES WITH NO DUPLICATION OF THE PROBLEM. CONCERN: 1/21/11 START THE CAR AND THE MAINTENANCE LIGHT WAS ON. ABOUT 2 MINUTES INTO MY SNOW COVERED TRIP I APPLIED THE BRAKES AND ABS SYSTEM ACTIVATED AND WORKED AS NEEDED. I DROVE ANOTHER 5 MINUTES AND STOPPED AT A RED LIGHT. WITH MY FOOT ON THE BRAKE THE CRUISE LIGHT CAME ON THE CAR STARTED TO ACCELERATE. KEEPING MY FOOT ON THE BRAKE I PUSHED THE CRUISE BUTTON TO TRY AND DEACTIVATE IT. IT DIDN'T SEEM TO WORK SO I THEN PUT THE CAR IN NEUTRAL AND TURNED OFF THE KEY. RESTARTED THE CAR AND ONLY THE MAINTENANCE LIGHT WAS ON. THE CAR SEEMED OK AND I DROVE APPROXIMATELY ANOTHER 25 MILES AND GOT THE CAR TO THE DEALER. DEALER CAUSE/CORRECTION INFORMATION. 1/21/11 CHECK VEHICLES CRUISE CONTROL COMING ON BY ITSELF AND VEHICLE ACCELERATING. TECH ROAD TESTED VEHICLE AND MONITORED ALL SYSTEMS. TECH NOT ABLE TO DUPLICATE CONDITION WITH THE CRUISE CONTROL ACTIVATING ON IT OWN. TECH FOUND NO BULLETINS OR UPDATES FOR THE VEHICLE **
TECH/DEALER FOUND NO PROBLEM. ** THEY HAVE GIVEN ME A LOANER AND CONTACTED TOYOTA OF THE PROBLEM. SOMEONE FROM TOYOTA IS COMING 1/24-1/25/11 TO CHECK THE VEHICLE.

NHTSA ODI Number: 10378280
Date of Incident: 20110121
Vehicle: 1995 TOYOTA CAMRY
Location of Incident: PEORIA, IL

NHTSA Summary:

I WAS DRIVING MY 1995 TOYOTA CAMRY ON HIGHWAY, CLEAR DAY AND ROAD CONDITIONS AT 73 MPH, AND ALL OF A SUDDEN THE SPEED JUMPED TO 100 MPH WITHOUT ANY RIGHT PEDAL PUSH. I TOOK OFF MY LEG FROM THE RIGHT PEDAL EVEN THEN IT WAS CONTINUING TO GO AT 100 MPH, AND LUCKILY NO TRAFFIC WAS THERE AROUND ME, SO I TRIED TO APPLY BRAKES AND WASN'T ABLE TO GET THE SPEED DOWN, THEN PUT DOWN THE VEHICLE INTO PARKING AND SHUT DOWN MY ENGINE. WITH THIS THE VEHICLE STOPPED. I STARTED IT AGAIN AND DROVE ANOTHER 100 MILES BEFORE TAKING IT TO DEALER AND DID NOT SEE THIS PROBLEM. THE TOYOTA DEALER COULDN'T DIAGNOSE ANYTHING WRONG IN THE CAR AND SUGGESTED TO CLEAN FUEL INJECTORS BUT NOT SURE IF THIS IS GOING TO FIX THE PROBLEM OR NOT.

NHTSA ODI Number: 10378652
Date of Incident: 20110121
Vehicle: 2006 TOYOTA TACOMA
Location of Incident: SANGER, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA TACOMA. THE CONTACT WAS DRIVING APPROXIMATELY 65 MPH WHEN THE VEHICLE ABNORMALLY ACCELERATED UNTIL THE BRAKES WERE APPLIED. AFTER A FEW MOMENTS, THE CONTACT WAS ABLE TO CONTINUE DRIVING. THE VEHICLE WAS NOT TAKEN TO HAVE THE FAILURE DIAGNOSED.

THE CONTACT STATED THAT THE VEHICLE WAS PREVIOUSLY REPAIRED FOR THE RECALL ASSOCIATED WITH NHTSA CAMPAIGN ID NUMBER: 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE FAILURE AND CURRENT MILEAGE WAS 78,000. THE VIN WAS UNAVAILABLE.

NHTSA ODI Number: 10378313
Date of Incident: 20110122
Vehicle: 2008 TOYOTA RAV4
Location of Incident: NASHUA, NH

NHTSA Summary:

AT APPROXIMATELY 11:15AM SATURDAY JANUARY 22, I WAS STOPPED AT A STOP LIGHT ON SPIT BROOK ROAD IN NASHUA NH FOR ABOUT 30 SECONDS, WHEN MY LEASED TOYOTA RAV4L SUDDENLY REVED IT'S ENGINE AND STARTED TO MOVE FORWARD. AS IT DID, I PRESSED ON THE BRAKE AS HARD AS I COULD, AND THE CAR CONTINUED TO REV THE ENGINE AND SUDDENLY JUMPED FORWARD HITTING THE CAR THAT WAS ABOUT 6 FEET IN FRONT OF ME. AT THAT TIME, I PUT THE CAR IN PARK, STOPPED THE ENGINE AND CHECKED TO SEE IF THE WOMAN IN THE CAR AHEAD OF ME WAS HURT. SHE WAS NOT. HER CAR HAD NO DAMAGE TO IT. SHE WENT ON HER WAY. THERE IS MINOR DAMAGE TO THE FROM END OF THE RAV4, INCLUDING THE BUMPER AND GRILL. I GOT BACK INTO THE CAR, AND TOOK IT TO THE TOYOTA DEALER IN NASHUA NH, THAT WAS A MILE OR 2 AWAY, AND EXPLAINED TO THEM WHAT HAPPENED. THEY TRIED TO BLAME THIS ON THE FLOOR MAT ISSUE, AND THEN TRIED TO BLAME IT ON ME, SAYING THAT THEY THINK MY BOOT MIGHT HAVE BEEN ON THE ACCELERATOR. I TOLD THEM THAT WAS NOT THE CASE. THE CAR WAS STOPPED FOR ABOUT 30 SECONDS WHEN IT SUDDENLY REVED THE ENGINE AND ACCELERATED INTO THE CAR AHEAD OF ME. THE CAR WAS LEFT AT THE DEALER FOR THEM TO TAKE A LOOK AT ON MONDAY JANUARY 24TH, 2011. THEY TOLD ME THAT THEY WOULD LOOK INTO IT AND GET BACK TO ME.

NHTSA ODI Number: 10382019
Date of Incident: 20110122
Vehicle: 2009 LEXUS ES350
Location of Incident: DURANGO, TX

NHTSA Summary:

WHEN I WAS GOING TO PARK MY CAR IN THE BOX IN FRONT OF THE HOTEL ROOM, I TOUCHED THE ACCELERATOR SLIGHTLY TO ADVANCE THE TWO METERS DISTANT TO BE PROPERLY PARKED, THEN THE ACCELERATOR RUN IN HIGH SPEED THE BRAKES DID NOT RESPOND. TO REDUCE THE IMPACT, I TURNED THE WHEEL TO THE RIGHT AND CRASHED INTO THE HOTEL WALL. PEOPLE FROM LEXUS IS MAKING AN INVESTIGATION. THE QUESTION IS HOW CONFIDENT IS THAT INVESTIGATION. THE CAR WAS CHECK THE DAY BEFORE FOR 15,000 MILES CHECK. I LIVE NOW IN DURANGO, MEXICO AND JUST CAME TO HAVE MY CAR CHECKED.

NHTSA ODI Number: 10380469
Date of Incident: 20110123
Vehicle: 2010 TOYOTA RAV4
Location of Incident: NANUET, NY

NHTSA Summary:

I WAS DRIVING ALONE INTO THE GERMONDS VILLAGE CONDOMINIUM DEVELOPMENT LOCATED OFF EASTLYN DRIVE NEAR ROUTE 304 IN BARDONIA, NY. I DROVE SLOWLY INTO THE COMPLEX PARKING LOT. I TURNED RIGHT TO PARK IN A SPACE IN FRONT OF A GARBAGE COLLECTION STRUCTURE. WHILE ENTERING THIS SPACE, I WAS DRIVING VERY SLOWLY. I PLACED MY FOOT ON THE BRAKE TO STOP WHEN SUDDENLY THE CAR

ACCELERATED, MADE A "CHANGING-OF-GEAR TYPE SOUND" AND CATAPULTED INTO THE GARBAGE STRUCTURE AT A VERY HIGH RATE OF SPEED. THE STRUCTURE CAUSED THE CAR TO STOP. I PUT THE CAR INTO PARK AND SHUT THE ENGINE OFF. NOTABLY, NEITHER THE DRIVER SIDE OR PASSENGER SIDE AIRBAGS DEPLOYED. I WAS SHAKEN AND VERY SCARED BUT NOT INJURED. THE CAR SUSTAINED HEAVY DAMAGE TO THE FRONT END, FRONT RIGHT SIDE AND THE RIGHT FRONT TIRE. THE STRUCTURE (BRICK SIDES WITH GARAGE DOOR IN MIDDLE) ALSO SUSTAINED HEAVY DAMAGE ESPECIALLY THE BRICKS ON THE RIGHT SIDE THAT CRUMBLED. I NOTIFIED TOYOTA AND AWAIT THEIR ENGINEERING INSPECTION.

NHTSA ODI Number: 10378648
Date of Incident: 20110123
Vehicle: 2004 TOYOTA CAMRY
Location of Incident: Desoto, KS

NTHSA Summary:

WENT TO CAR WASH TO GET THE ROAD SALT OFF CAR. PUSHED IN THE CODE NUMBERS FOR THE AUTOMATED WASH. I HAD TO OPEN WINDOW STILL COULD NOT REACH SO OPENED DOOR ALSO. PUNCHED THE CODE CLOSED DOOR AND WINDOW. THE LIGHT TURNED GREEN AND THE DOOR BEGAN TO OPEN SO I TOOK CAR OUT OF PARK INTO DRIVE TO INCH FORWARD. AS SOON AS I LET OFF THE BRAKE PEDAL THE CAR SUDDENLY ACCELERATED FORWARD HITTING THE DOOR BEFORE IT COULD FULLY OPEN. I THOUGHT I WAS GOING TO SAIL RIGHT THROUGH THE WHOLE CAR WASH BUT MANAGED TO GET THE CAR STOPPED BY STANDING ON THE BRAKE BEFORE HITTING THE EXIT DOOR.

NHTSA ODI Number: 10380914
Date of Incident: 20110124
Vehicle: 2008 LEXUS ES350
Location of Incident: FREMONT, CA

NTHSA Summary:

I HAD ALMOST FINISHED PARKING MY '08 LEXUS ES 350 IN A PARKING PLACE AT A BUSINESS PARK WHEN IT SURGED FORWARD VERY FAST. I HAD NOT TOUCHED THE EXCELEATOR. I BRAKED HARD, BUT THE CAR WENT UP OVER A CEMENT DIVIDER AND CRASHED INTO THE CAR PARKED FACING ME. I HAD HAD THE CAR ONE AND HALF YEARS, AND THIS WAS THE FIRST TIME IT HAPPENED. I HAD IT TOWED TO THE LEXUS DEALERSHIP. AN INSPECTOR FOUND NOTHING WRONG EXTERNALLY, BUT THE EDR SHOWED I HAD NOT STEPPED ON THE ACCELERATOR BEFORE THE CRASH, ONLY THE BRAKE, AND YET IT HAD SURGED FORWARD. I HAD TAKEN THE CAR IN EARLIER FOR THE RECALL, AND HAD REMOVED THE MAT AND HAD SOMETHING ADDED TO THE SOFTWARE. I SOLD THE CAR BACK TO LEXUS IMMEDIATELY AS I NEVER WANTED TO STEP FOOT IN IT AGAIN. THIS IS A VERY DANGEROUS CAR, AND SOMETHING IS WRONG WITH THE ELECTRONICS TO CAUSE THIS.

NHTSA ODI Number: 10379761
Date of Incident: 20110124
Vehicle: 2010 TOYOTA RAV4
Location of Incident: OWASCO, NY

NTHSA Summary:

I WAS AT A COMPLETE STOP AT A RED LIGHT WITH MY FOOT ON THE BRAKE, I WAS STOPPED FOR AT LEAST 10 OR MORE SECONDS. WITH MY FOOT ON THE BRAKE THE RAV4 STARTED TO MOVE. I APPLIED MORE PRESSURE TO THE BRAKE PEDAL, BUT THE CAR CONTINUED FOWARD. I STRUCK THE CAR IN FRONT OF ME.THE ENGINE WAS REVING

LOUDLY.THE CAR CONTINUED FOWARD.I THEN PLACED BOTH FEET ON THE BRAKE PEDAL IN AN ATTEMPT TO STOP THE CAR,I STRUCK THE CAR A SECOND TIME. AT WHICH POINT I WAS ABLE TO GET THE CAR IN PARK. THE ENGINE CONTINUED TO REV FOR A SECOND THEN STOPPED.I MOVED THE CAR A SHORT DISTANCE TO A PARKING LOT.AN ACCIDENT REPORT WAS FILED WITH THE POLICE,AND THE CAR WAS TOWED TO THE TOYOTA DEALSHIP.TOYOTA WAS CONTACTED AND I AM AWAITING SPX SERVICE SOLUTIONS /EAA TO INSPECT THE CAR AND DOWNLOAD INFORMATION FROM THE EVENT DATA RECORDER.THE ROAD CONDITIONS WERE DRY,WEATHER CLEAR,AIR TEMP. WAS MINUS 6.

NHTSA ODI Number: 10378697
Date of Incident: 20110125
Vehicle: 2005 TOYOTA 4RUNNER
Location of Incident: IOWA CITY, IA

NTHSA Summary:

A 2005 TOYOTA 4RUNNER WAS BEING PARKED IN A GARAGE AND HAD COME ALMOST TO A COMPLETE STOP WHEN THE CAR ACCELERATED AND RAN INTO THE WALL. THE BRAKE WAS UNABLE TO STOP THE ACCELERATION.

NHTSA ODI Number: 10384215
Date of Incident: 20110126
Vehicle: 2004 TOYOTA SOLARA
Location of Incident: LOS ANGELES, CA

NTHSA Summary:

I WAS DRIVING ON THE FREEWAY WHEN, WHILE CHANGING LANES TO THE SLOW LANE, THE ACCELERATOR PEDAL STUCK, I LOST CONTROL, AND THE CAR CAREENED OFF THE FREEWAY AND DOWN AND EMBANKMENT. THE CAR WAS SEVERELY DAMAGED BUT I WAS NOT INJURED.

NHTSA ODI Number: 10379973
Date of Incident: 20110126
Vehicle: 2003 TOYOTA HIGHLANDER
Location of Incident: FULLERTON, CA

NTHSA Summary:

TL*THE CONTACT OWNS A 2003 TOYOTA HIGHLANDER. WHILE DRIVING APPROXIMATELY 25 MPH, THE CONTACT APPLIED TO BRAKES BUT THE VEHICLE BEGAN TO ACCELERATE. THE CONTACT TRIED SEVERAL WAYS TO STOP THE VEHICLE (SHIFTING INTO NEUTRAL, USING THE EMERGENCY BRAKE) BUT THE VEHICLE CONTINUED TO REV. THE TIRES ALSO WERE SPINNING. THE CONTACT SHIFTED INTO NEUTRAL AGAIN AND TURNED THE VEHICLE OFF WHICH STOPPED IT. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHO STATED THAT THE TRANSMISSION DROPPED AND THE EXTRA FLOOR MAT CAUSED THE FAILURE. THE VEHICLE HAD NOT BEEN REPAIRED. THE VIN WAS UNAVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE 90,000. UPDATED 03/24/11*LJ

NHTSA ODI Number: 10379333
Date of Incident: 20110127
Vehicle: 2010 TOYOTA RAV4
Location of Incident: ANDOVER, NY

NTHSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA RAV 4. WHILE DRIVING APPROXIMATELY 5 MPH AND APPROACHING A RED LIGHT, THE CONTACT WAS APPLIED PRESSURE TO THE BRAKE

PEDAL BUT THE VEHICLE ACCELERATED. THE CONTACT STATED THE BRAKE PEDAL BECAME VERY STIFF. THE CONTACT WAS ABLE TO SHIFT THE GEAR INTO NEUTRAL AND STOP THE VEHICLE. THE CONTACT TURNED THE IGNITION OFF AND SWITCHED THE GEAR TO PARK. AFTER TURNING THE IGNITION ON, THE VEHICLE CONTINUED AS NORMAL. THE DEALER WAS CONTACTED AND REFERRED THE CONTACT TO THE MANUFACTURER. THE MANUFACTURER WAS CONTACTED AND STATED THE CONTACT NEEDED TO GO THROUGH ARBITRATION. THE FAILURE MILEAGE WAS 6,598.

NHTSA ODI Number: 10379391
Date of Incident: 20110127
Vehicle: 2006 TOYOTA RAV4
Location of Incident: NEWTON, NJ

NHTSA Summary:

TL* THE DRIVER OWNS A 2006 TOYOTA RAV4. AFTER DRIVING APPROXIMATELY 45 MPH THE DRIVER CAME TO A STOP. ONCE THE VEHICLE WAS STOPPED THE ENGINE BEGAN TO REV VERY LOUDLY AND THE DRIVER HAD TO APPLY HEAVY PRESSURE TO THE BRAKE PEDAL TO KEEP THE VEHICLE STOPPED. NUMEROUS LIGHTS BEGAN ILLUMINATING ON THE DASHBOARD. THE CONTACT WAS NOT THE DRIVER, SO THE SPECIFIC LIGHT NAMES WERE UNAVAILABLE. ONCE THE ENGINE STOPPED REVING THE VEHICLE HESITATED WHEN THE DRIVER ATTEMPTED TO ACCELERATE. THE VEHICLE WAS NOT TAKEN TO HAVE THE FAILURE DIAGNOSED. THE FAILURE AND CURRENT MILEAGE WAS 40,000. THE VIN WAS UNAVAILABLE.

NHTSA ODI Number: 10402827
Date of Incident: 20110127
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: SAN DIEGO, CA

NHTSA Summary:

IN JANUARY 2011, MY 2010 TOYOTA COROLLA LE EXPERIENCED WHAT HAS BEEN TERMED 'SUDDEN ACCELERATION'- WHILE I WAS BRAKING, THE ACCELERATOR ENGAGED BY ITSELF, GOING ALL THE WAY TO THE FLOOR. MY TOYOTA COROLLA IS THE NEWER DESIGN I BELIEVE, IT HAS NAILED DOWN FLOOR MATS, AND THE BRAKE PEDAL WAS ALREADY WORKED ON BY TOYOTA I BELIEVE IN OCTOBER 2010. I TOOK MY CAR TO TOYOTA, THEY SIMPLY ISSUED AN INSPECTION RESULT INDICATING THAT THE CAR 'CHECKED OUT TO FACTORY SPECIFICATIONS.' TOYOTA IS LYING ABOUT THE CAUSE OF SUDDEN ACCELERATION, AND CONTINUES TO DO SO. THE COMPANY WOULD RATHER SEE PEOPLE INJURED OR KILLED THAN DEAL WITH THE REAL PROBLEM(S).

NHTSA ODI Number: 10379813
Date of Incident: 20110127
Vehicle: 2007 TOYOTA RAV4
Location of Incident: PERTH AMBOY, NJ

NHTSA Summary:

TL*THE CONTACT OWNS A 2007 TOYOTA RAV 4. THE CONTACT STATED THAT WHILE DRIVING 45 MPH THE VEHICLE SUDDENLY ACCELERATED. HE APPLIED THE BRAKES IN ORDER TO STOP AT TRAFFIC LIGHT BUT INSTEAD THE SPEED INCREASED. THE CONTACT WAS ABLE TO STOP THE VEHICLE BY APPLYING THE EMERGENCY BRAKE. THE VEHICLE WAS TAKEN TO A DEALER WHO WAS NOT ABLE TO DUPLICATE THE FAILURE. THE MANUFACTURER WAS NOT CONTACTED. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 72,000 AND THE CURRENT MILEAGE WAS 72,900. UPDATED 3/21/11 *CN

NHTSA ODI Number: 10383276
Date of Incident: 20110128
Vehicle: 1996 TOYOTA AVALON
Location of Incident: CROZET, VA

NHTSA Summary:

TL*THE CONTACT OWNS A 1996 TOYOTA AVALON. THE CONTACT WAS INVOLVED IN A CRASH AND THE VEHICLE WAS DESTROYED. THE CONTACT HAD TO BE CUT OUT OF THE VEHICLE IN ORDER TO BE TRANSPORTED TO THE HOSPITAL VIA AMBULANCE. THE CONTACT SUSTAINED A FRACTURED HIP. THE CONTACT STATED THAT THE ACCELERATOR PEDAL REMAINED STUCK TO THE FLOOR WHEN THE PEDAL WAS ENGAGED WHICH CAUSED HIM TO CRASH INTO A BUILDING. BOTH THE DEALER AND MANUFACTURER WERE NOT NOTIFIED. THE FAILURE MILEAGE WAS 226,444. A POLICE REPORT WAS FILED. THE VIN WAS UNAVAILABLE.

NHTSA ODI Number: 10379575
Date of Incident: 20110128
Vehicle: 2000 LEXUS RX300
Location of Incident: HOUSTON, TX

NHTSA Summary:

I WENT INTO MY GARAGE AND GOT IN MY CAR (LEXUS RX300,2000). IT STARTED NORMALLY, BUT IT WOULD NOT SHIFT UNTIL I PRESSED THE OVERRIDE BUTTON AND PUT IT INTO REVERSE. AS SOON AS THE SHIFTER HIT (R) THE THROTTLE SEEMED TO GO WIDE OPEN AND THE CAR BOLTED OUT OF THE GARAGE. LUCKILY, SINCE MY FOOT WAS ON THE BRAKE ALMOST INSTANTLY I WAS ABLE TO STOP THE CAR BEFORE IT GOT OUT OF CONTROL. THE CAR TRAVELED ABOUT 30 FT BEFORE I COULD STOP IT. I THINK I PUT IT INTO PARK AND JUST SAT THERE AND TRIED TO CALM DOWN. I WAS TERRIFIED BECAUSE OF THE HORRIBLE CONSEQUENCES OF BLASTING OUT INTO THE STREET ETC. AFTER, CALMING DOWN I WAS ABLE TO CONTINUE ON WITH A GREAT DEAL OF TREPIDATION. AS I DROVE I WAS CONSTANTLY TRYING TO PLAN WHAT TO DO IF IT HAPPENED AGAIN. THIS WAS EXTREMELY DANGEROUS, IF THE CAR HAD GONE INTO DRIVE IT WOULD HAVE BLASTED INTO THE GARAGE WALL, OR WORSE. ADDENDUM: [XXX], I INSPECTED THE CAR AFTER THE INCIDENT AND COULD NOTHING WRONG. HOWEVER, I AM A CONTROLS SYSTEM ENGINEER AND IT CERTAINLY SOUNDED LIKE A CLASSIC BOUNDING/ BOUNDARY PROBLEM IN THE CONTROL SOFTWARE. BY THIS I MEAN THAT THE INPUTS TO THE CONTROL LOOP EXCEED THE ALLOWED VALUES. OR DUE TO SOME UNUSUAL SET OF INPUTS THERE IS AN OVERFLOW PROBLEM , WHERE THE LOOP DOES A CALCULATION THAT CAUSES THE VALUE TO CROSSOVER FROM ALL ONES TO ALL ZEROS, THIS OVERFLOW ISSUE CAN HAVE VERY UNEXPECTED RESULTS, LIKE RAILING THE CONTROLLED PARAMETER. IT TURNS OUT THAT THIS MODEL LEXUS ENGINE SEEMS TO HAVE A MECHANICAL THROTTLE LINKAGE, SO THE ONLY SOFTWARE CONTROLLED THROTTLE COMMANDS HAVE TO COME FROM THE CRUISE CONTROL BOX, SINCE IT ALSO HAS AN INDEPENDENT CABLE LINKAGE TO THE THROTTLE PLATE. I DISCONNECTED THE CRUISE CONTROL CABLE TO BE CERTAIN THIS COULD NOT RECUR. THIS IMPLIES THAT ANY TOYOTA WITH CRUISE CONTROL IS AT RISK, BUT IT SHOULD ALLOW A QUICK SAFETY FIX, JUST DISCONNECT THE CRUISE CABLE. INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6).

*TR

NHTSA ODI Number: 10383841, 10379714
Date of Incident: 20110129
Vehicle: 2005 LEXUS GX470
Location of Incident: KINGSTON, NY

NHTSA Summary:

S10 APPROPRIATE HANDLING - LETTER TO THE SECRETARY FROM COMPLAINT REGARDING SUDDEN ACCELERATION OF HIS 2005 TOYOTA LEXUS GX470 *KB THE CONSUMER STATED AS HER HUSBAND WAS ENTERING THE GARAGE, HE SLOWED DOWN TO MOVE AROUND A GARBAGE PAIL IN THE GARAGE. AT THAT MOMENT, THE VEHICLE SUDDENLY ACCELERATED AND HIT A STORAGE SHELF AND THEN CRASHED THROUGH THE REAR WALL OF THE GARAGE. THE SPEED OF THE VEHICLE CAUSED IT TO GO OVER THE FOUNDATION LIP OF THE REAR WALL. FORTUNATELY, THAT IS WHAT STOPPED THE VEHICLE FROM GOING FURTHER. THE CONSUMERS HUSBAND TRIED TO APPLY THE BRAKES DURING THE ACCELERATION, BUT THE VEHICLE WOULD NOT STOP. *JB

NHTSA ODI Number: 10379698
Date of Incident: 20110131
Vehicle: 2010 LEXUS RX350
Location of Incident: MALVERN, PA

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 LEXUS RX350. WHILE STOPPED, THE VEHICLE SURGED FORWARD AND STOPPED ON ITS OWN. DURING THE FAILURE, THE SLIPPING LIGHT ILLUMINATED ON THE INSTRUMENT PANEL. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER BUT THEY WERE UNABLE TO DIAGNOSE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 26,000.

NHTSA ODI Number: 10380708
Date of Incident: 20110131
Vehicle: 2005 TOYOTA PRIUS
Location of Incident: MENDON, UT

NHTSA Summary:

WE WERE TRAVELING ALONG A FAMILIAR COUNTRY ROAD ON A WARM SUNNY DAY. WHEN WE ARRIVED AT A RURAL STORE THERE WAS ONLY ONE OTHER CUSTOMER THERE. I SLOWLY EASED INTO THE DESIGNATED PARKING AREA WHICH WAS SITUATED ABOUT 17 INCHES ABOVE THE LAWN BELOW. I WAS PROBABLY TRAVELING LESS THAN ONE MILE AN HOUR. WHEN I BRAKED, THE CAR ACCELERATED AND PROPELLED ITSELF OVER THE BLOCKS AND RAILROAD TIES THAT ARE FOUND IN FRONT OF PARKING SPACES, AND WE LITERALLY FLEW ABOUT 7 FEET OUT AND DOWN ONTO THE GRASS STOPPING JUST A FEW FEET FROM A TREE AND A FENCE. WHILE IN THE AIR, ALL I HAD TIME TO DO WAS PUT MY FOOT DOWN HARD ON THE BRAKE BECAUSE THERE WAS NOT ENOUGH TIME TO TURN OFF THE ENGINE DURING THE 5 SECONDS THIS WAS HAPPENING. OUR FIRST REACTION WAS THAT I MIGHT HAVE HIT THE ACCELERATOR INSTEAD OF THE BRAKE, AND THOUGH I FOUND THIS INCONCEIVABLE BECAUSE I HAD NEVER DONE ANYTHING LIKE THAT BEFORE AND BECAUSE THE TWO PEDALS ARE SO DIFFERENT, I COULD NOT CONSIDER ANOTHER EXPLANATION. HOWEVER, AS TIME PASSED, WE CAME TO THE REALIZATION THAT THIS COULD NOT BEEN THE CASE BECAUSE EVEN IF I HAD PRESSED THE ACCELERATOR BY MISTAKE I WOULD HAVE HAD TO HAVE "FLOORED" IT TO GET THAT KIND OF ACCELERATION IN SUCH A SHORT DISTANCE, AND EVEN MISTAKING IT FOR THE BRAKE I WOULDN'T HAVE "FLOORED" THE BRAKE BECAUSE I WAS ONLY ABOUT 18 INCHES FROM WHERE I WAS TO STOP. EVEN UNDER NORMAL CIRCUMSTANCES, THE PRIUS JUST DOES NOT HAVE THIS IMMEDIATE KIND OF ACCELERATION WE EXPERIENCED. I CANNOT HELP BUT THINK ABOUT THIS EVENT OCCURRING AS I STOPPED AT A CROSSWALK. THIS IS A DANGEROUS AUTOMOBILE THAT I LOVED DRIVING FOR 5 YEARS, AND NOW I WILL NOT DRIVE AGAIN.

NHTSA ODI Number: 10386355
Date of Incident: 20110131

Vehicle: 2009 TOYOTA SIENNA

Location of Incident: SAINT PAUL, MN

NHTSA Summary:

MY WIFE WAS PULLING INTO A DAYCARE PARKING SPACE WITH OUR TWO KIDS, GOING 3 MPH (ACCORDING TO BLACK BOX READINGS) WHEN THE VEHICLE SUDDENLY BEGAN ACCELERATING. THE VEHICLE JUMPED THE CURB, HIT A RETAINING WALL HARD ENOUGH TO THROW IT BACKWARDS AND GET STUCK IN A SNOWBANK (LUCKILY), WHERE THE VEHICLE FINALLY STOPPED. MY WIFE WAS FLOORING THE BRAKE THE WHOLE TIME, WITH NO EFFECT. WE CONTACTED TOYOTA, WHO SENT OUT AN INSPECTOR WHO INSPECTED THE BRAKES AND ACCELERATOR. WEEKS LATER WE RECEIVED A LETTER FROM TOYOTA'S LEGAL DEPARTMENT SAYING THE INSPECTOR FOUND NOTHING WRONG WITH THE BRAKES OR ACCELERATOR, AND SINCE THIS IS NOT A MANUFACTURER DEFECT, THERE IS NOTHING FURTHER THEY CAN DO. THE TOYOTA DEALERSHIP SAID THEY FOLLOW TOYOTA'S ORDERS, SO THEY CANNOT HELP EITHER. WE'RE GOING TO HAVE TO SELL THIS AS I DON'T FEEL SAFE DRIVING IT.

NHTSA ODI Number: 10396689

Date of Incident: 20110201

Vehicle: 2011 TOYOTA PRIUS

Location of Incident: LONG ISLAND, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA PRIUS. WHILE DRIVING AT ANY SPEED, THE CONTACT STATED THAT THE VEHICLE WOULD SUDDENLY ACCELERATE FORWARD WHILE PRESSURE WAS BEING APPLIED TO THE BRAKES. THE DEALER ADVISED THE CONTACT TO BRING THE VEHICLE IN FOR DIAGNOSTIC TESTING. THE MANUFACTURER TOOK A COMPLAINT ON THE CONTACTS BEHALF BUT PROVIDED NO FURTHER ASSISTANCE. THE CURRENT MILEAGE WAS 2,000 AND THE FAILURE MILEAGE WAS 900.

NHTSA ODI Number: 10380212

Date of Incident: 20110201

Vehicle: 2009 TOYOTA COROLLA

Location of Incident: LIMESTONE, TN

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE DRIVING 35 MPH MERGING INTO ONCOMING TRAFFIC, SHE DEPRESSED THE ACCELERATOR PEDAL, IT WENT TO THE FLOOR AND BECAME STUCK. AFTER THE ACCELERATOR RELEASED ITSELF SHE DROVE TO THE SIDE OF THE ROAD AND CONTACTED THE DEALER. SHE TOOK THE VEHICLE TO THE DEALER WHO OFFERED NO ASSISTANCE AND INFORMED HER TO CONTACT THE MANUFACTURER SINCE THERE WERE NO RECALLS THAT INCLUDED HER VIN. THE MANUFACTURER INFORMED HER THAT A REPRESENTATIVE WOULD CONTACT HER WITHIN A COUPLE OF HOURS. SHE WAS INFORMED THAT THERE WERE NO RECALLS OR RELATED WARRANTIES ON HER VEHICLE. SHE RECEIVES A CALL BACK FROM THE MANUFACTURER WHO INFORMED HER TO TAKE THE VEHICLE BACK TO THE DEALER FOR INSPECTION. THE VIN WAS UNAVAILABLE. THE FAILURE MILEAGE WAS 57,000. UPDATED 3/21/11 *CN

NHTSA ODI Number: 10395661

Date of Incident: 20110202

Vehicle: 2006 TOYOTA HIGHLANDER

Location of Incident: HERNDON, VA

NHTSA Summary:

I HAD AN ACCIDENT WHEN I WAS DRIVING MY TOYOTA 2006 HIGHLANDER BECAUSE OF UNINTENDED ACCELERATION.

NHTSA ODI Number: 10382018
Date of Incident: 20110202
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: MINEOLA, NY

NHTSA Summary:

I WAS PARKING MY CAR WEDNESDAY EVENING. AS I WAS ABOUT TO FINISH PARKING MY CAR, THE ENGINE OUT OF NOWHERE MADE A LOUD VROOM AND ACCELERATED ON IT'S OWN AS I WAS PRESSING THE BRAKE. THE CAR HIT A SNOW BANK WHICH STOPPED THE CAR. FORTUNATELY NO ONE WAS INJURED.

NHTSA ODI Number: 10381284
Date of Incident: 20110203
Vehicle: 2003 TOYOTA SIENNA
Location of Incident: GAITHERSBURG, MD

NHTSA Summary:

TL*THE CONTACT OWNS A 2003 TOYOTA SIENNA. THE CONTACT WAS DRIVING WHEN THE VEHICLE SUDDENLY ACCELERATED. IT WENT THROUGH THE CONTACT'S GARAGE AND INTO THEIR LIVING ROOM. THE VEHICLE WAS DESTROYED. THERE WERE NO INJURIES. THE VIN WAS UNAVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE 112,000.

NHTSA ODI Number: 10380210
Date of Incident: 20110203
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: GREENDALE, WI

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE THE CONTACT HAD HER FOOT ON THE BRAKE PEDAL THE RPMS BEGAN TO INCREASE AND THE CONTACT NEEDED TO APPLY EXTREME PRESSURE TO THE BRAKE PEDAL IN ORDER TO CONTROL THE VEHICLE; HOWEVER, SHE TURNED THE VEHICLE OFF WHEN THE RPMS CONTINUED TO INCREASE. THE POLICE ASSISTED WITH MOVING THE VEHICLE TO THE SIDE OF THE ROAD. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER WHERE THEY WERE IN THE PROCESS OF DIAGNOSING THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 3,000.

NHTSA ODI Number: 10381888
Date of Incident: 20110205
Vehicle: 1994 LEXUS GS300
Location of Incident: WESTLAKE VILLAGE, CA

NHTSA Summary:

SUDDEN ACCELERATION. I WAS DRIVING IT ON US-101 WESTBOUND BEFORE KANAN ROAD EXIT (~4 MILES BEFORE DESTINATION EXIT), SLOWED DOWN AND CHANGED ONE LANE TO MOST RIGHT LANE. THE CAR SUDDENLY ACCELERATED OUT OF CONTROL. I APPLIED THE BRAKES IMMEDIATELY. THE CAR TURNED TO THE LEFT, MADE A SPIN COUNTERCLOCKWISE AND TRAVELED FROM MOST OF THE RIGHT LANE TO MOST OF THE LEFT LANE. FINALLY, I GOT IT STOPPED IN THE LEFT LANE, AFTER ITS REAR HIT THE FREEWAY CENTER DIVIDER. IT WAS IN THE OPPOSITE TRAFFIC DIRECTION. FORTUNATELY, NO OTHER VEHICLE WAS HIT. THE CAR HAS SEVERE DAMAGE IN THE REAR BUMPER, TRUNK, 2 REAR SIDE BODY, RIGHT FRONT WHEEL/TIRE AND SOME DAMAGE ON THE RIGHT SIDE BODY. IT'S NON-DRIVABLE, THOUGH ENGINE CAN STILL BE

STARTED. ON 02/06/11, I WENT BACK, PASSING BY THE SCENE. THE TRACE OF BLACK TIRE RUBBER (DUE TO BRAKING) IS CLEARLY SEEN FROM MOST RIGHT LANE TO MOST LEFT LANE. UPDATED 03/10/11 *BF UPDATED PORTABLE 02/24/11

NHTSA ODI Number: 10381113
Date of Incident: 20110207
Vehicle: 2008 TOYOTA RAV4
Location of Incident: OCEAN SIDE, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA RAV4. THE CONTACT WAS DRIVING 5 MPH AND CAME TO A STOP. AS HE SHIFTED THE VEHICLE INTO PARK, THE VEHICLE ABNORMALLY ACCELERATED AND THE ENGINE EXHIBITED AN INCREASE IN RPMS UP TO 7000. HE WAS ABLE TO STOP THE VEHICLE BY PLACING THE VEHICLE INTO NEUTRAL. THE VEHICLE WAS NOT INSPECTED FOR THE FAILURE NOR WAS IT REPAIRED. THE MANUFACTURER WAS CONTACTED AND OFFERED NO ASSISTANCE. THE FAILURE MILEAGE WAS APPROXIMATELY 26,500.

NHTSA ODI Number: 10380991
Date of Incident: 20110207
Vehicle: 2004 TOYOTA 4RUNNER
Location of Incident: FLORISSANT, MO

NHTSA Summary:

THIS MORNING I STOPPED AT THE END OF MY DRIVEWAY TO WAIT FOR THE GARAGE DOOR TO GO UP. I STEPPED ON THE BRAKE AND STOPPED. AFTER I WAS STOPPED MY 4RUNNER ACCELERATED HARD AND I HAD TO USE BOTH FEET ON THE BRAKE TO HOLD IT. I SHIFTED IN TO NEUTRAL AND THE ENGINE CONTINUED TO RACE. IT EVENTUALLY STOPPED AND I WAS ABLE TO PULL IN TO THE GARAGE AND PARK. IT WAS VERY FRIGHTENING. I WAS IN 4 WHEEL DRIVE MODE DUE TO SNOW AND ICE ON THE ROADS. AFTER I PARKED IN THE GARAGE, I SHIFTED BACK TO TWO WHEEL DRIVE.

NHTSA ODI Number: 10401384
Date of Incident: 20110208
Vehicle: 2010 LEXUS RX350
Location of Incident: AE, 00

NHTSA Summary:

IN A 2010 LEXUS RX 350 MY GRANDMOTHER WAS A PASSENGER IN WHICH THE VEHICLE WAS AT A STOP WAITING FOR AN APARTMENT COMPLEX SECURITY GATE TO OPEN. THE CAR SUDDENLY ACCELERATED TO SPEEDS ABOVE 60 MPH. THE VEHICLE CRASHED THROUGH TWO APARTMENT COMPLEX SECURITY GATES, WENT AIRBORNE OVER A BUSY STREET AND CAME TO REST AGAINST THE SIDE OF A BUILDING. TO OUR HORROR, MY GRANDMOTHER PERISHED IN THE ACCIDENT. WE ARE AWAITING THE INFORMATION FROM THE BLACK BOX. I HESITATE TO SAY TOO MUCH BECAUSE WE ARE STILL IN THE DECISION MAKING PROCESS OF HOW/IF TO PROCEED REGARDING LITIGATION. DO NOT PURCHASE, DRIVE OR RIDE IN ONE OF THESE VEHICLES.

NHTSA ODI Number: 10385062
Date of Incident: 20110208
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: BUFFALO, NY

NHTSA Summary:

2010 TOYOTA COROLLA. ATTORNEY WRITES ON BEHALF OF CLIENT WHO EXPERIENCED SUDDEN UNINTENDED ACCELERATION *TGW THE CONSUMER REMOVED HIS FOOT FROM THE ACCELERATOR AND APPLIED BOTH FEET TO THE BRAKE, AND BY USING THE EMERGENCY BRAKE, HE WAS ABLE TO PUT THE VEHICLE INTO NEUTRAL AND BROUGHT THE VEHICLE TO A SAFE STOP. *JB

NHTSA ODI Number: 10384478
Date of Incident: 20110209
Vehicle: 2006 TOYOTA RAV4
Location of Incident: RED OAK, TX

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA RAV4. THE CONTACT WAS WAITING TO ENTER A HIGHWAY WITH THE BRAKES DEPRESSED WHEN THE ENTIRE INSTRUMENT PANEL ILLUMINATED. THE VEHICLE THEN ABNORMALLY ACCELERATED AND SWERVED INTO TRAFFIC AS ANOTHER VEHICLE CRASHED INTO THE DRIVER SIDE OF HER VEHICLE. THE CONTACT SUSTAINED INJURIES TO THE HANDS AND ARMS. THE VEHICLE WAS TOWED TO THE DEALER BUT NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 65,132.

NHTSA ODI Number: 10383858
Date of Incident: 20110209
Vehicle: 2006 LEXUS GS300
Location of Incident: TEMPLE CITY, CA

NHTSA Summary:

I SLOWED DOWN TO PARK THE CAR AND WAS STEERING MY CAR INTO THE PARKING OPENING. AND AS THE CAR SLOWED DOWN TO ALMOST A STOP POSITION, AND ALL OF A SUDDEN JUST BEFORE IT STOPPED, THE CAR SUDDENLY ACCELERATED UNINTENTIONALLY WITH HIGH SPEED AND RAN OVER THE PARKING BLOCKS AND THEN OVER THE RAISED ISLAND IN FRONT OF ME. THEN IT CRASHED INTO THE CARS PARKED ON THE OPPOSITE SIDE OF THE RAISED ISLAND AND THEN IT STOPPED. IN 2009 I EXPERIENCED MY VEHICLE STARTED TO SHAKE OFTEN WHEN IT WAS IDLING WHEN THE VEHICLE WAS AT COMPLETE STOP POSITION. THE DEALER CHECKED THE ENGINE AND SAID THAT THEY COULD NOT FIND ANYTHING WRONG. THE PROBLEM, HOWEVER, CONTINUED AND THE ENGINE STARTED TO STALL INTERMITTENTLY WHEN THE ENGINE WAS IDLING WHILE THE VEHICLE WAS IN "STOP POSITION". AGAIN I WENT BACK TO THE DEALER TO CHECK THE ENGINE. AND AGAIN, I WAS INFORMED THAT NOTHING WAS WRONG WITH THE FUNCTIONS OF THE ENGINE. WHEN I WENT FOR 30,000-MILE SERVICE, I AGAIN EXPLAINED THE ENGINE'S PECULIAR BEHAVIOR TO THE DEALER, WHO THEN TOP-CLEANED MY ENGINE. THE PROBLEM, HOWEVER, KEPT HAPPENING AND THE ENGINE STALLED MORE OFTEN. I HAD TO GO BACK TO THE DEALER AND AT THIS TIME THEY TOP-CLEANED THE ENGINE AGAIN. SOON AFTER THE 30,000-MILE SERVICE, I NOTICED THE HARSH GEAR SHIFT DURING 30 TO 40 MPH TRANSMISSION SHIFT AND THE DEALER FOUND OUT THAT THE COMPUTER PROGRAMMING WAS IN ERROR AND RE-CALIBRATED IT. SOON AFTER, THE ACCIDENT HAPPENED.

NHTSA ODI Number: 10381259
Date of Incident: 20110209
Vehicle: 2008 TOYOTA PRIUS
Location of Incident: TERRE HAUTE, IN

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE DRIVING APPROXIMATELY 5 MPH, THE VEHICLE ACCELERATED AND CRASHED INTO THE GATE OF THE GARAGE. THE CONTACT TURNED THE IGNITION ON AND OFF AND WAS ABLE TO DRIVE THE VEHICLE.

THE VEHICLE ACCELERATED A SECOND TIME AND THE BRAKES WOULD NOT STOP THE VEHICLE. THE VEHICLE STOPPED AFTER THE GEAR WAS SHIFTED INTO NEUTRAL. THE VEHICLE WAS NOT TAKEN TO A DEALER. THE MANUFACTURER WAS CONTACTED AND STATED A CASE MANAGER WOULD BE ASSIGNED TO THE CASE AND RETURN THE CONTACT'S CALL WITHIN 24 HOURS. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 10,000.

NHTSA ODI Number: 10384552
Date of Incident: 20110210
Vehicle: 2006 TOYOTA HIGHLANDER
Location of Incident: SIERRA MADRE, CA

NHTSA Summary:

VEHICLE TOYOTA 2006 VIN #JTEDP21A260112643 HIGHLANDER LIMITED PRIOR COMPLAINT SENT TO TOYOTA & DOT 2/4/2010. AFTER A STOP WHEN ACCELERATOR SOMETIMES THERE IS A SECOND OR TWO PAUSE BEFORE THE ENGINE RESPONDS CAUSING A SUDDEN LURCH FORWARD. ADDITIONALLY WHEN DIVING AT IN TOWN SPEEDS AND THE ACCELERATOR IS RELEASED AND THEN A RESUMPTION OF PRESSURE ON IT THERE IS A SECOND OR TWO PAUSE BEFORE THE ENGINE ENGAGES, ALSO CAUSING A LURCH FORWARD. I HAVE LEARNED TO "EXPECT THE CONDITION" AND MAKE ALLOWANCES FOR IT, HOWEVER IT STILL CAUSES CONCERN AND POSSIBLY A DANGEROUS ACCELERATION. THE ACCELERATOR AND ENGINE ACTIVATION NEED TO BE CORRECTED FOR THIS "PAUSE AND LURCH FORWARD RESPONSE".

NHTSA ODI Number: 10382602
Date of Incident: 20110210
Vehicle: 2000 TOYOTA 4RUNNER
Location of Incident: MEDWAY, MA

NHTSA Summary:

TL*THE CONTACT OWNS A 2000 TOYOTA 4RUNNER. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 20-30 MPH, THE VEHICLE SUDDENLY ACCELERATED TO 40 MPH WHILE THE CONTACT'S FOOT WAS ON THE BRAKE PEDAL. THE VEHICLE CONTINUED TO ACCELERATE UNTIL THE CONTACT SHIFTED INTO NEUTRAL AND THEN PARK. THE RPMS ALSO INCREASED. THE CONTACT TURNED THE ENGINE OFF. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER WHO STATED THAT THE FAILURE WAS LOCATED AT THE THROTTLE CABLE. THE VEHICLE HAD NOT BEEN REPAIRED. THE CONTACT CALLED THE MANUFACTURER WHO TOOK A COMPLAINT; THE MANUFACTURER ALSO STATED THAT AN ENGINEER WOULD INSPECT THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 113,000.

NHTSA ODI Number: 10381667
Date of Incident: 20110210
Vehicle: 2006 LEXUS RX400H
Location of Incident: LAKEVILLE, MN

NHTSA Summary:

COMPONENT: ELECTRICAL SYSTEM:ALTERNATOR/GENERATOR/REGULATOR SUMMARY: AT A STEADY RATE OF SPEED ON THE HWY, THE CAR SURGES AND PULLS AND IS IMPOSSIBLE TO MAINTAIN A SMOOTH RIDE. WHEN BRAKING EXPERIENCE SHORT BURSTS OF ACCELERATION. I AM CONCERNED AS THIS SEEMS TO BE LEADING TO AN INVERTER FAILURE.

NHTSA ODI Number: 10381590

Date of Incident: 20110211
Vehicle: 2007 TOYOTA RAV4
Location of Incident: ARLINGTON, VA

NHTSA Summary:

UNEXPLAINED/UNEXPECTED ACCELERATION: WHILE STOPPED AT A TRAFFIC LIGHT, THE ENGINE SUDDENLY RACED. IF MY FOOT HAD NOT ALREADY BEEN ON THE BRAKE, THE CAR WOULD HAVE SURGED FORWARD. I KEEP MY FOOT ON THE BRAKE, PUT THE CAR IN NEUTRAL AND THEN TURNED THE ENGINE OFF. WHEN I RESTARTED THE VEHICLE, THE ACCELERATION HAD STOPPED. THIS HAS ONLY HAPPENED ONCE.

NHTSA ODI Number: 10399626
Date of Incident: 20110211
Vehicle: 2007 TOYOTA AVALON
Location of Incident: MIDDLETON, MA

NHTSA Summary:

TL*THE CONTACT OWNS A 2007 TOYOTA AVALON. THE CONTACT STATED THE VEHICLE WAS PREVIOUSLY REPAIRED FOR NHTSA CAMPAIGN ID NUMBER: 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE VEHICLE HAD SINCE SURGED FORWARD ON NUMEROUS OCCASIONS WHILE THE BRAKE PEDAL WAS DEPRESSED. DURING ONE OF THE FAILURES THE VEHICLE WAS TRAVELING APPROXIMATELY 69 MPH WITH THE CRUISE CONTROL ENGAGED, AND ACCELERATED TO A SPEED OF 80 MPH. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THEY WERE UNABLE TO DIAGNOSE THE FAILURE. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE BUT OFFERED NO ASSISTANCE. THE FAILURE MILEAGE WAS 35,800 AND THE CURRENT MILEAGE WAS 37,800.

NHTSA ODI Number: 10384119
Date of Incident: 20110211
Vehicle: 1996 TOYOTA TACOMA
Location of Incident: OILTON, OK

NHTSA Summary:

TL* THE CONTACT OWNS A 1996 TOYOTA TACOMA. THE CONTACT STATED THAT WHILE DRIVING AT LOW SPEEDS, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. HE THEN CRASHED INTO A TREE AND THE FRONTAL AIR BAGS DEPLOYED. THE CONTACT WAS UNINJURED. THE VEHICLE WAS NOT INSPECTED BY A DEALER NOR WAS IT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS APPROXIMATELY 245,000. THE VIN WAS UNAVAILABLE.

NHTSA ODI Number: 10402086
Date of Incident: 20110212
Vehicle: 2006 TOYOTA TACOMA
Location of Incident: MARTENSVILLE, 00

NHTSA Summary:

WHILE DRIVING MY 2006 TACOMA DOUBLE CAB 4X4 AUTOMATIC WITH 4X4 ENGAGED AND TRAVELLING 10 MPH THE TRUCK SUDDENLY LUNGED FORWARD AS THE ACCELERATOR STUCK CAUSING THE VEHICLE TO CRASH INTO A BUILDING. I HAVE NO FLOORMATS AND DID NOT HAVE MY FOOT ON THE GAS PEDAL. DEALER CHECKED AND SAID NO PROBLEM COULD BE FOUND

NHTSA ODI Number: 10384469
Date of Incident: 20110212

Vehicle: 2009 TOYOTA RAV4

Location of Incident: WALTHAM, MA

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA RAV 4. WHILE DRIVING APPROXIMATELY 6 MPH, THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED TO 20 MPH WITHOUT WARNING. THE CONTACT HAD TO USE BOTH FEET TO APPLY PRESSURE TO THE BRAKES IN ORDER TO KEEP THE VEHICLE FROM ACCELERATING. THE DEALER INFORMED THE CONTACT THAT IT WAS IMPOSSIBLE AND THE INCIDENT DID NOT OCCUR. THE DEALER OFFERED NO FURTHER ASSISTANCE. THE CONTACT DID NOT INFORM THE MANUFACTURER AND SINCE THE DEALER WAS UNABLE TO DUPLICATE A FAILURE, NO REPAIRS WERE PERFORMED. THE CURRENT MILEAGE WAS 21,000 AND THE FAILURE MILEAGE WAS 20,735.

NHTSA ODI Number: 10384766

Date of Incident: 20110212

Vehicle: 2004 TOYOTA TACOMA

Location of Incident: WARREN, AR

NHTSA Summary:

TL- THE CONTACT OWNS A 2004 TOYOTA TACOMA. WHILE DRIVING APPROXIMATELY 5 MPH THE CONTACT APPLIED PRESSURE TO THE BRAKE PEDAL AND THE VEHICLE ACCELERATED. THE VEHICLE CRASHED INTO A METAL POLE AND CAME TO A STOP. THERE WAS DAMAGE TO THE FRONT END OF THE VEHICLE. THERE WERE NO INJURIES. THE VEHICLE WAS TOWED TO AN INDEPENDENT MECHANIC. THE VEHICLE WAS REPAIRED. THE MANUFACTURER WAS CONTACTED AND A COMPLAINT WAS FILED. THE MANUFACTURER STATED THEY WOULD HAVE AN INSPECTOR INSPECT THE VEHICLE. THE APPROXIMATE FAILURE MILEAGE WAS 78,100. DS

NHTSA ODI Number: 10383990

Date of Incident: 20110214

Vehicle: 2009 TOYOTA RAV4

Location of Incident: WALTHAM, MA

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA RAV4. WHILE DRIVING APPROXIMATELY 5 MPH, THE VEHICLE ACCELERATED SUDDENLY TO APPROXIMATELY 25 MPH. THE CONTACT APPLIED PRESSURE TO THE BRAKE PEDAL AND WAS ABLE TO CONTROL THE VEHICLE AND COME TO A STOP. THE VEHICLE WAS TOWED TO THE DEALER. THE TECHNICIANS WERE UNABLE TO DIAGNOSE THE FAILURE. THE MANUFACTURER WAS CONTACTED AND STATED THE CONTACT COULD FILE FOR ARBITRATION BUT THEY COULD NOT PROVIDE FURTHER ASSISTANCE. THE APPROXIMATE FAILURE MILEAGE WAS 20,735.

NHTSA ODI Number: 10393814

Date of Incident: 20110215

Vehicle: 2008 TOYOTA CAMRY

Location of Incident: TAMARAC, FL

NHTSA Summary:

TL*THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE CONTACT STATED THE VEHICLE WAS TURNED ON IN PARK GEAR WHEN SHE GOT OUT OF IT; HOWEVER, ACCELERATED AND CRASHED INTO THEIR GARAGE. THE VEHICLE DID NOT STOP MOVING UNTIL IT HIT THE BACK WALL. THE VEHICLE ALSO DROVE OVER THE CONTACTS LEG WHEN IT ACCELERATED. THE CONTACT DID NOT MENTION IF A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED AND REPAIRED BY THE INSURANCE COMPANY. AFTER THE VEHICLE WAS REPAIRED, THE MANUFACTURER HAD THE VEHICLE INSPECTED BY A

LOCAL COMPANY WHO STATED THAT NOTHING WAS WRONG WITH IT. THE CONTACT TOOK THE VEHICLE TO THE DEALER FOR A RECALL REPAIR UNDER NHTSA CAMPAIGN ID NUMBER: 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) AND STATED THAT THE FAILURE STILL EXIST. THE VIN WAS UNKNOWN. THE FAILURE AND CURRENT MILEAGE WAS 11,000.

NHTSA ODI Number: 10410589
Date of Incident: 20110216
Vehicle: 2005 TOYOTA CAMRY
Location of Incident: TEMPLE HILLS, MD

NHTSA Summary:

TL* THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE DRIVING 30 MPH, THE VEHICLE ACCELERATED INDEPENDENTLY. THE CONTACT APPLIED THE BRAKES BUT THE VEHICLE DID NOT DECELERATE. THE CONTACT WAS UNABLE TO CONTROL THE VEHICLE AS IT ACCELERATED INTO ONCOMING TRAFFIC AND CRASHED HEAD-ON INTO A VEHICLE. THE AIR BAGS DID NOT DEPLOY AND THE CONTACT WAS TRANSPORTED TO THE HOSPITAL FOR TREATMENT OF A HEAD INJURY. THE VEHICLE WAS DESTROYED. THE DEALER AND THE MANUFACTURER WAS BOTH NOTIFIED BUT NO ASSISTANCE WAS OFFERED TO THE CONTACT. THE FAILURE AND CURRENT MILEAGE WAS 50,000.

NHTSA ODI Number: 10386502
Date of Incident: 20110216
Vehicle: 2004 TOYOTA RAV4
Location of Incident: NEWLAND, NC

NHTSA Summary:

TL* THE CONTACT OWNS A 2004 TOYOTA RAV4. THE CONTACT STARTED THE VEHICLE AND AS HE SHIFTED INTO REVERSE, A RAPID ACCELERATION OCCURRED CAUSING THE VEHICLE TO CRASH INTO A BUILDING. THE CONTACT SUSTAINED MINOR INJURIES TO THE NECK. A POLICE REPORT WAS FILED. THE VEHICLE WAS DESTROYED AND TOWED TO A COLLISION FACILITY. THE FAILURE MILEAGE WAS 62,000. UPDATED 04/07/11*LJ

NHTSA ODI Number: 10383188
Date of Incident: 20110217
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: SAN PEDRO, CA

NHTSA Summary:

I WAS AT A COMPLETE STOP BEHIND A GMC YUKON AS WE WAITED FOR TRAFFIC TO MOVE, I LIGHTLY TAPPED THE GAS PETAL AS OUR VEHICLES BEGAN TO MOVE & MY 2010 TOYOTA COROLLA LE LUNGED FORWARD AS IF I PRESSED FULL FORCE (WHICH I DID NOT) SLAMMING INTO THE YUKON. THE AIR BAGS DID NOT DEPLOY EITHER

NHTSA ODI Number: 10401102
Date of Incident: 20110218
Vehicle: 2006 TOYOTA AVALON
Location of Incident: PATASKALA, OH

NHTSA Summary:

TL*THE CONTACT OWNS A 2006 TOYOTA AVALON. WHILE ATTEMPTING TO PARK THE VEHICLE IT SUDDENLY ACCELERATED WITHOUT WARNING CAUSING HER TO CRASH INTO A WOODEN BOARD. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY CUT THE ACCELERATOR PEDAL. A COMPLAINT WAS FILED WITH THE MANUFACTURER ON THE CONTACTS BEHALF AND SHE HAD NOT RECEIVED A RESPONSE. THE CONTACT

DIDN'T MENTION IF ANYONE WAS INJURED. A POLICE REPORT WAS NOT FILED. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 50,000.

NHTSA ODI Number: 10392355
Date of Incident: 20110218
Vehicle: 2004 TOYOTA HIGHLANDER
Location of Incident: CARLISLE, MA

NHTSA Summary:

ON FEBRUARY, 18, 2011 AT APPROXIMATELY 1:30 P.M. I GOT INTO MY 2004 TOYOTA HIGHLANDER, WHICH WAS PARKED IN A PRIVATE PARKING LOT AT 1 MEETINGHOUSE RD. IN CHELMSFORD, MA. I TURNED THE KEY ON, STARTED THE CAR, AND PUT THE GEAR IN REVERSE TO BACK OUT OF THE PARKING SPACE. AS I TOUCHED THE ACCELERATOR PEDAL WITH MY RIGHT FOOT, THE CAR ACCELERATED UNCONTROLLABLY AT A SPEED THAT DID NOT CORRESPOND WITH THE PRESSURE I HAD PUT ON THE PEDAL. I IMMEDIATELY PUT MY FOOT ON THE BRAKES, BUT THERE WAS NO RESPONSE FROM THE BRAKE SYSTEM. THE STEERING WHEEL WAS TURNED TO BACK OUT IN A COUNTERCLOCKWISE DIRECTION, AND WITHIN NO MORE THAN 4 SECONDS, THE CAR CRASHED INTO A BUILDING APPROXIMATELY 20 FEET FROM WHERE THE CAR WAS INITIALLY PARKED. THE CAR WAS TOTALLY UNRESPONSIVE TO MY EFFORTS TO BRAKE SUBSEQUENT TO THIS SUDDEN AND INEXPLICABLE ACCELERATION. I'M LUCKY I WASN'T KILLED, BECAUSE MY VEHICLE WAS TOTALED.

NHTSA ODI Number: 10400355
Date of Incident: 20110219
Vehicle: 2008 LEXUS RX400H
Location of Incident: METHUEN, MA

NHTSA Summary:

2008 LEXUS RX400H. CONSUMER STATES UNINTENDED ACCELERATION *TGW THE CONSUMER STATED AS HE PULLED INTO THE DRIVEWAY BEHIND ANOTHER VEHICLE, SUDDENLY, THE VEHICLE ACCELERATED EVEN THOUGH HIS FOOT WAS ON THE BRAKE AND CONSEQUENTLY, HE HIT THE OTHER VEHICLE ON THE RIGHT REAR SIDE. DURING THE ACCIDENT, THE CONSUMER FELT A SIGNIFICANT POWER SURGE AND IT HAPPENED WHEN THE POWER WAS SWITCHING FROM BATTERY TO GASOLINE. PRIOR TO THE ACCIDENT, THE CONSUMER NOTICED POWER SURGES ON NUMEROUS OCCASIONS, SPECIFICALLY WHEN THE VEHICLE SWITCHED FROM BATTERY TO GASOLINE. *JB

NHTSA ODI Number: 10402056
Date of Incident: 20110221
Vehicle: 2003 TOYOTA 4RUNNER
Location of Incident: SAN DIEGO, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2003 TOYOTA 4-RUNNER. THE CONTACT STATED THAT THE VEHICLE WAS PARKED WHEN HE SHIFTED INTO DRIVE AND THE VEHICLE SURGED FORWARD UNTIL CRASHING INTO A CURB. A POLICE REPORT WAS NOT FILED AND THERE WERE NO INJURIES. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THE CONTACT WAS INFORMED THAT THE FUEL JETS WERE PLUGGED WITH CARBON, CAUSING THE FAILURE. THE VEHICLE WAS REPAIRED. THE FAILURE HAD NOT SINCE RECURRED. THE FAILURE MILEAGE WAS 62,160 AND THE CURRENT MILEAGE WAS 63,160.

NHTSA ODI Number: 10390273
Date of Incident: 20110222

Vehicle: 2007 TOYOTA CAMRY

Location of Incident: GULF SHORES, AL

NHTSA Summary:

TL*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT WAS DRIVING IN A PARKING LOT APPROXIMATELY 5 MPH, THE BRAKE PEDAL WAS ENGAGED AND THERE WAS AN UNEXPECTED ACCELERATION. THE BRAKES WERE APPLIED WITH FORCE REPEATEDLY; YET, THE VEHICLE FAILED TO SLOW DOWN CAUSING IT TO CRASH INTO A BRICK BUILDING. THE AIR BAGS FAILED TO DEPLOY. THE CONTACT SUFFERED A MINOR WHIPLASH INJURY; AND SUSTAINED BRUISES ON THE RIGHT FOOT. A POLICE REPORT WAS NOT FILED. THE VEHICLE SUSTAINED SUBSTANTIAL DAMAGE TO THE FRONT END. THERE WAS ALSO MINOR DAMAGE TO THE BUILDING. THE VEHICLE WAS TOWED TO AN INDEPENDENT MECHANIC FOR DIAGNOSTIC TESTING AND TO BE REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE MALFUNCTION. THE FAILURE MILEAGE WAS APPROXIMATELY 38,000.

NHTSA ODI Number: 10384179

Date of Incident: 20110222

Vehicle: 2004 TOYOTA SIENNA

Location of Incident: COPLEY, OH

NHTSA Summary:

TL* THE CONTACT OWNS 2004 TOYOTA SIENNA. THE CONTACT STATED THAT WHILE ATTEMPTING TO ENTER A PARKING SPACE, THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED INTO A CONCRETE WALL. THE AIR BAGS THEN DEPLOYED AND THE CONTACT SUSTAINED INJURIES TO THE KNEE AFTER STRIKING THE STEERING WHEEL. THE MANUFACTURER WAS NOT CONTACTED IN REGARDS TO THE FAILURE NOR WAS THE VEHICLE TAKEN TO THE DEALER FOR DIAGNOSIS. THE REPAIRS AND FAILURE WERE BEING HANDLED BY THE CONTACTS INSURANCE COMPANY. THE VEHICLE WAS TOWED TO AN AUTO REPAIR CENTER. THE FAILURE MILEAGE WAS 25,000.

NHTSA ODI Number: 10412166

Date of Incident: 20110223

Vehicle: 2010 TOYOTA TACOMA

Location of Incident: STERLING, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA TACOMA. THE CONTACT STATED SEVERAL TIMES THAT THE VEHICLE SUDDENLY ACCELERATED. THE DEALER PERFORMED THE MODIFICATION TO THE ACCELERATOR PEDAL UNDER NHTSA RECALL CAMPAIGN ID NUMBER: 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL), BUT THE CONTACT STATED THE FAILURE CONTINUED TO OCCUR. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 21,500 AND THE CURRENT MILEAGE WAS 26,000.

NHTSA ODI Number: 10387589

Date of Incident: 20110223

Vehicle: 2007 TOYOTA 4RUNNER

Location of Incident: RAMSEY, NJ

NHTSA Summary:

THIS WAS THE FOURTH OCCURRENCE OF UNINTENDED ACCELERATION. EACH INCIDENT OCCURRED UPON SHIFTING FROM PARK INTO EITHER REVERSE OR DRIVE. THE ENGINE REVVED UP TO THE RED LINE UPON SHIFTING FROM A STOPPED POSITION. THIS OCCURRED WITH BOTH A COLD ENGINE AND A WARMED UP ENGINE. I SLAMMED ON THE BRAKE AND SHIFTED INTO NEUTRAL. THE ACCELERATOR PEDAL DID NOT DEPRESS.

PRESSING THE ACCELERATOR PEDAL IN NEUTRAL BROUGHT THE IDLE BACK TO A NORMAL LEVELS.

NHTSA ODI Number: 10384833
Date of Incident: 20110223
Vehicle: 2006 TOYOTA TACOMA
Location of Incident: MIDDLETOWN, CA

NHTSA Summary:

TL - THE CONTACT OWNS A 2006 TOYOTA TACOMA. THE CONTACT STATED THAT WHILE PULLING IN INTO A PARKING LOT THE VEHICLE SUDDENLY ACCELERATED. THE VEHICLE WAS STOPPED WHEN IT IMPACTED A HOUSE. THE DEALER WAS NOT CONTACTED. THE MANUFACTURER WAS CONTACTED WHO STATED THAT THEY WOULD SEND SOMEONE TO INSPECT THE VEHICLE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 54,000. PM

NHTSA ODI Number: 10384295
Date of Incident: 20110224
Vehicle: 2005 TOYOTA SIENNA
Location of Incident: APO, AE

NHTSA Summary:

2005 TOYOTA SIENNA UNCONTROLLED ACCELERATION ON THE HIGHWAY. MY WIFE WAS PASSING ANOTHER VEHICLE, AND WHEN SHE MERGED BACK INTO THE RIGHT LANE, THE VEHICLE MAINTAINED SPEED EVEN THOUGH SHE LET OFF OF THE ACCELERATOR. SHE MANAGED TO GET IT UNDER CONTROL WITHIN A FEW SECONDS. THIS IS THE 2ND TIME THAT THIS HAS HAPPENED. THE VEHICLE HAS 64,000 MILES.

NHTSA ODI Number: 10393196
Date of Incident: 20110225
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: LAGUNA NIGUEL, CA

NHTSA Summary:

2009 TOYOTA CAMRY. CONSUMER STATES UNINTENDED ACCELERATION *TGW THE CONSUMER STATED THE SUDDEN ACCELERATION HAPPENED TWICE, EVEN THOUGH THE CONSUMER HAD TAKEN THE VEHICLE TO THE DEALER IN 2010 FOR REPAIRS. UPDATED ADDED PHONE NUMBERS. 04/12/11. *JB

NHTSA ODI Number: 10384768
Date of Incident: 20110225
Vehicle: 2004 LEXUS ES 330
Location of Incident: SAN DIEGO, CA

NHTSA Summary:

ON 2/25/2011, I DROVE THE CAR 15 MINUTES ON THE I-5 FREEWAY TO LA JOLLA. THE CAR WAS THEN PARKED FOR 2 HOURS SO THE ENGINE WAS COLD. I STARTED IT, BACKED OUT OF PARKING PLACE, AND ACCELERATED SLIGHTLY TO PASS ANOTHER CAR BACKING UP. I WAS EXITING A CONDO COMPLEX AND SPEED WAS GENERALLY UNDER 10-15 MPH GOING OVER SPEED BUMPS. THE TOTAL DISTANCE TRAVELED WAS ABOUT 150 FEET ON GENTLE, 5 DEGREES?, DOWNHILL GRADE, GENERALLY COASTING WITH SLIGHT PRESSURE ON THE BRAKE PEDAL, TO REACH THE EXIT WHICH WAS AT A STREETLIGHT AT A BUSY STREET. THE LIGHT WAS RED SO I GENTLY INCREASED THE FORCE ON THE BRAKE PEDAL. I THEN SENSED THAT THE BRAKE WAS SUDDENLY NOT STOPPING THE CAR. I APPLIED AS MUCH FORCE AS POSSIBLE AND COULD NOT COME TO A COMPLETE

STOP. I SHIFTED THE CAR INTO NEUTRAL AND THE PRESSURE BEING APPLIED TO THE BRAKES STOPPED THE CAR INSTANTLY. THE ENGINE RACED LIKE I HAD NEVER EXPERIENCED BEFORE. I THEN TURNED THE IGNITION TO OFF. I SHIFTED THE TRANSMISSION INTO PARK. KNOWING OF THE PROBLEM WITH FLOOR MATS AND ACCELERATOR PEDAL PROBLEMS, I REACHED DOWN AND PULLED THE FLOOR MAT TOWARDS THE SEAT AND AWAY FROM BRAKE AND ACCELERATOR PEDALS. I RESTARTED THE CAR. THERE WERE NO FURTHER PROBLEMS.

NHTSA ODI Number: 10384747
Date of Incident: 20110226
Vehicle: 2008 TOYOTA CAMRY
Location of Incident: BRUNSWICK, GA

NHTSA Summary:

TL*THE CONTACT OWNS A 2008 TOYOTA CAMRY. WHEN THE CONTACT DROVE INTO THE DRIVEWAY, THE VEHICLE ACCELERATED AND CRASHED INTO A PARKED VEHICLE. THE CONTACT ADVISED THE MANUFACTURER OF THE FAILURE AND STATED THAT THERE WAS A RECALL FOR THE VEHICLE SPEED CONTROL. THE CONTACT WAS NOT THE ORIGINAL OWNER; THEREFORE, THEY COULD NOT CONFIRM IF THE RECALL REPAIR WAS PREVIOUSLY PERFORMED. THE CONTACT STATED THAT THIS WAS THE FIRST TIME THE FAILURE OCCURRED. THE FAILURE AND CURRENT MILEAGE WAS 56,000.

NHTSA ODI Number: 10384580
Date of Incident: 20110226
Vehicle: 2005 TOYOTA COROLLA
Location of Incident: SABANA GRANDE, PR

NHTSA Summary:

WHILE DRIVING MY 2005 TOYOTA COROLLA SUDDENLY ACCELERATED CAUSING ME TO LOOSE CONTROL AND CRASH.

NHTSA ODI Number: 10385628
Date of Incident: 20110227
Vehicle: 2006 SCION XB
Location of Incident: WESTPORT, CT

NHTSA Summary:

I WAS DRIVING VERY SLOWLY IN A PARKING LOT AND HAD BRAKED AT A 3 WAY. I TURNED SLOWLY WITH MY FOOT GENTLY ON THE GAS PEDAL TO GO INTO A PARKING SPACE AND THE CAR SUDDENLY ACCELERATED AND WENT INTO THE ABUTMENT OF THE PARKING SPACE. I WAS ABLE TO BRAKE.

NHTSA ODI Number: 10394592
Date of Incident: 20110301
Vehicle: 2002 TOYOTA AVALON
Location of Incident: CHICAGO, IL

NHTSA Summary:

2002 TOYOTA AVALON. S10 APPROPRIATE HANDLING- LETTER TO THE SECRETARY FROM COMPLAINT REGARDING TOYOTA PROBLEMS *TGW THE CONSUMER STATED WHEN SHE APPLIED THE BRAKE, THE VEHICLE FAILED TO STOP AND ON ONE OCCASION, SHE WENT THROUGH AN INTERSECTION. SHE ALSO STATED THE ACCELERATOR BECAME STUCK. THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM. *JB UPDATED 04/05/11

NHTSA ODI Number: 10393225
Date of Incident: 20110301
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: SPRINGFIELD, OR

NHTSA Summary:

2007 TOYOTA CAMRY. CONSUMER STATES DISTURBING HESITATION WHEN ACCELERATING FROM A STOP OR AT ABOUT 18-20 MPH.*TGW THE CONSUMER STATED IF THE ACCELERATOR WAS PUSHED ALL THE WAY TO THE FLOOR, THERE WAS STILL A DELAY, FOLLOWED BY AN ALARMING SURGE. THE CONSUMER HAS SINCE SOLD THE VEHICLE BACK TO THE DEALER. *JB

NHTSA ODI Number: 10390311
Date of Incident: 20110301
Vehicle: 2008 TOYOTA CAMRY
Location of Incident: AVERILL PARK, NY

NHTSA Summary:

WHILE DRIVING ON A TWO LANE HIGHWAY AT APPROXIMATELY 50 MPH, I BEGAN TO SLOW DOWN AS I APPROACHED A CAR PULLED OFF TO THE RIGHT HAND SIDE. MY CAR ACCELERATED. I HAD BOTH FEET ON THE BRAKE. THE CAR CONTINUED TO ACCELERATE. I'M GUESSING IT HIT 80 MPH. A FEW TERRIFYING SECONDS LATER, THE CAR WAS BACK UNDER CONTROL. NO ACCIDENT. NO DAMAGE. I BROUGHT THE CAR TO A LOCAL, REPUTABLE GARAGE AND THEY COULDN'T FIND ANYTHING WRONG WITH IT. I TRADED THE CAR IN LATER IN THE WEEK AND INFORMED THE LIA HONDA SALESPERSON ABOUT MY EXPERIENCE AND TOLD HIM THE CAR SHOULD NOT BE RESOLD BUT SHOULD BE SOLD FOR PARTS/SCRAP.

NHTSA ODI Number: 10400294
Date of Incident: 20110301
Vehicle: 2006 LEXUS RX400H
Location of Incident: LOGANSPORT, IN

NHTSA Summary:

UNEXPECTED VEHICLE ACCELERATION - LACK OF ADEQUATE BRAKING DURING DISENGAGEMENT OF HYBRID REGENERATIVE BRAKING.

NHTSA ODI Number: 10401728
Date of Incident: 20110301
Vehicle: 2008 TOYOTA YARIS
Location of Incident: WILLIAMSBURG, VA

NHTSA Summary:

I WAS DRIVING MY YARIS AND ATTEMPTED TO PASS ANOTHER VEHICLE ON A 4-LANE ROAD. I PRESSED ON THE ACCELERATOR PEDAL AS I ENTERED THE LEFT LANE AND NOTHING HAPPENED. THE PEDAL WENT HALFWAY DOWN, BUT THE ENGINE DID NOT RESPOND. AS I QUICKLY TRIED TO DECIDE WHAT TO DO AS A CAR IN THE LEFT LANE BEHIND ME CAME UP FAST, THE ENGINE RESPONDED UNEXPECTEDLY AND I SURGED FORWARD. THE NEXT TIME I DEPRESSED THE PEDAL, IT RESPONDED NORMALLY AT THE TOP OF ITS TRAVEL. HOWEVER, IT HAPPENED AGAIN ABOUT 3 WEEKS LATER WHEN I WAS STOPPED AT A RED LIGHT. THE LIGHT CHANGED AND I PRESSED ON THE ACCELERATOR. AGAIN, NO RESPONSE. THIS HAPPENED ON AND OFF UNTIL LAST WEEK WHEN IT STARTED TO BECOME MORE COMMON THAN THE NORMAL RESPONSE. SINCE I DIDN'T WANT TO PAY TOYOTA FOR AN EXPENSIVE FIX ONLY A FEW THOUSAND MILES AFTER MY WARRANTY RAN OUT, I RESOLVED TO GET USED TO IT. I ADJUSTED MY ACTIONS SO I DIDN'T EXPECT AN IMMEDIATE RESPONSE FROM THE CAR UNTIL THE

PEDAL GOT PART WAY DOWN TO THE FLOOR AND, THOUGH I'M SURE IT AFFECTED MY GAS MILEAGE, I COULD DEAL WITH IT. THEN YESTERDAY, AS I PULLED INTO MY GARAGE, THE PEDAL RESPONSE SUDDENLY WENT BACK TO NORMAL AND I ALMOST WENT THROUGH THE BACK OF THE GARAGE. I BOUGHT THIS CAR (AND ONE FOR MY WIFE AS WELL) BECAUSE OF TOYOTA'S REPUTATION FOR RELIABILITY AND ITS FUEL ECONOMY. NOW I DON'T KNOW WHAT TO EXPECT. I HAVE READ THAT LEXUS OWNERS HAVE REPORTED THE SAME PROBLEM. THIS IS ANNOYING, REDUCES GAS MILEAGE, AND COULD BE VERY DANGEROUS.

NHTSA ODI Number: 10386913
Date of Incident: 20110301
Vehicle: 2010 SCION XB
Location of Incident: LA PALMA, CA
NHTSA Summary:
UNINTENTIONAL ACCELERATION

NHTSA ODI Number: 10386785
Date of Incident: 20110301
Vehicle: 2006 TOYOTA AVALON
Location of Incident: 7538, FL
NHTSA Summary:
WHILE PARKING MY 2006 TOYOTA AVALON I PULLED INTO PARKING SPACE APPLIED BRAKES AND WAS ABOUT TO PLACE VEHICLE IN PARK WHEN IT SUDDENLY ACCELERATED AND STRUCK THE VEHICLE AHEAD OF ME CAUSING DAMAGE TO BOTH CARS. ALL THE RECALLS FROM TOYOTA ASSOCIATED WITH THIS PROBLEM HAVE BEEN COMPLETED PRIOR TO THIS ACCIDENT . THIS CAR HAS 32000 MILES , THIS IS THE FIRST TIME THIS HAS HAPPENED HOWEVER I FEAR IT IS NOT THE LAST , HAVE SCHEDULED CAR TO GO TO THE TOYOTA DEALERSHIP WE PURCHASED IT FROM

NHTSA ODI Number: 10386337
Date of Incident: 20110301
Vehicle: 2005 TOYOTA COROLLA
Location of Incident: OVIEDO, FL
NHTSA Summary:
TL* THE CONTACT OWNS A 2005 TOYOTA COROLLA. THE CONTACT WAS TRAVELING 45 MPH WHEN THE VEHICLE BEGAN TO ACCELERATE ABNORMALLY. THE CONTACT WAS UNABLE TO CONTROL THE VEHICLE AND CRASHED INTO A DITCH AS THE VEHICLE WAS FLIPPED. THE VEHICLE WAS TOWED TO A REPAIR SHOP BUT HAD NOT BEEN INSPECTED. THE CONTACT STATED THAT HE HAD NEVER EXPERIENCED THE TYPE OF FAILURE IN THE VEHICLE BEFORE. THE FAILURE AND CURRENT MILEAGE WAS 23,000. UPDATED 4/4/11
*CN

NHTSA ODI Number: 10386458
Date of Incident: 20110302
Vehicle: 2008 TOYOTA CAMRY HV
Location of Incident: DEXTER, MI
NHTSA Summary:
TL* THE CONTACT OWNS A 2008 TOYOTA CAMRY HYBRID. THE CONTACT WAS DRIVING 75 MPH WHEN THE VEHICLE INDEPENDENTLY ACCELERATED. THE CONTACT ATTEMPTED TO APPLY THE BRAKES BUT TO NO AVAIL. HE THEN ABRUPTLY DEPRESSED THE BRAKES, DROVE OFF THE ROAD AND SHUT THE ENGINE OFF. HE THEN RESTARTED THE VEHICLE

AND THE ENGINE RPMS WERE IDLING EXTREMELY HIGHER THAN NORMAL. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC TESTING AND THE CONTACT WAS ADVISED THAT THE FLOOR MAT CLIPS WERE FRACTURED AND CAUSED THE FAILURE. THE CONTACT DID NOT AGREE THAT THE FLOOR MATS WERE WHAT CAUSED THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 93,000. UPDATED 03/24/11*LJ

NHTSA ODI Number: 10390591
Date of Incident: 20110303
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: KEMP, TX

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE STOPPED AT A STOP SIGN APPLYING PRESSURE TO THE BRAKE PEDAL, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO THE REAR OF A PICKUP TRUCK. THE VEHICLE WAS TOWED TO A BODY SHOP WHERE IT WAS BEING INSPECTED BY THE CONTACTS INSURANCE COMPANY. THE DRIVER OF THE VEHICLE SUFFERED BUMPS, SCRAPES AND BRUISES DUE TO THE CRASH AND WAS TRANSPORTED TO THE HOSPITAL. THE DRIVER CONTINUED TO TAKE MEDICATION AND WAS UNDERGOING THERAPY FOR SEVERE PAIN IN HER RIGHT LEG. THE PASSENGER SUSTAINED SCRATCHES TO HIS ARM. A POLICE REPORT WAS FILED. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOT CONTACTED. THE APPROXIMATE FAILURE MILEAGE WAS 12,000. UPDATED 04/12/11 *BF

NHTSA ODI Number: 10386401
Date of Incident: 20110303
Vehicle: 1997 TOYOTA AVALON
Location of Incident: MONGOMERY, AL

NHTSA Summary:

TL* THE CONTACT OWNS A 1997 TOYOTA AVALON XLS. THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH AND MAKING A TURN. WHEN THE BRAKE PEDAL WAS ENGAGED, THE VEHICLE ABNORMALLY ACCELERATED TO 60 MPH. THE VEHICLE WOULD NOT STOP OR DECELERATE DESPITE THE CONTACTS BRAKING ATTEMPTS. THE CONTACT SHIFTED INTO NEUTRAL AND THE ENGINE WAS TURNED OFF IN ORDER TO STOP THE VEHICLE. THE CONTACT INSPECTED THE VEHICLE AND DISCOVERED THAT THE THROTTLE BODY CABLE DID NOT APPEAR TO BE STUCK OR DEFECTIVE. ONCE THE VEHICLE WAS RESTARTED, THE ENGINE RPMS RAPIDLY INCREASED TO 7500. AFTER WAITING FIVE MINUTES THE VEHICLE OPERATED AS NORMAL. THE CONTACT STATED THAT HE WOULD BE TAKING THE VEHICLE FOR DIAGNOSIS TO DETERMINE THE FAILURE. THE FAILURE MILEAGE WAS 297,000.

NHTSA ODI Number: 10389747
Date of Incident: 20110304
Vehicle: 2007 TOYOTA CAMRY HV
Location of Incident: HILLSDALE, NJ

NHTSA Summary:

DRIVER REPORTED UNINTENDED ACCELERATION, CAUSING CAR TO MOUNT CURB, STRIKE AND KNOCK OVER LAMPPOST, STRIKING MASONRY STEPS AND A CONCRETE POST. AFTER STRIKING CONCRETE POST, CAR REBOUNDED APPROX. 6 FEET. AIRBAGS DID NOT DEPLOY. DRIVERS FLOOR MAT WAS SECURED TO IT'S RETAINING PEGS, NOT IMPINGING THE ACCELERATOR IN ANY WAY.

NHTSA ODI Number: 10389738
Date of Incident: 20110304
Vehicle: 2006 TOYOTA MATRIX
Location of Incident: GRANTS PASS, OR

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA MATRIX. WHILE DRIVING APPROXIMATELY 40 MPH, THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT ATTEMPTED TO APPLY THE BRAKES BUT THE BRAKES WOULD NOT RESPOND. THE CONTACT THEN DEPRESSED THE ACCELERATOR PEDAL AND THE PEDAL FELL TO THE FLOORBOARD ABNORMALLY. THE CONTACT THEN STRUCK THE CURB AND CRASHED INTO A CONCRETE BARRIER AS THE VEHICLE WENT AIRBORNE AND CRASHED INTO A SECOND BARRIER CAUSING THE WHEELS TO FRACTURE FROM THE VEHICLE BEFORE COMING TO A STOP. THE AIR BAGS DID NOT DEPLOY. THE CONTACT SUSTAINED SEVERE HEADACHES AS A RESULT. THE VEHICLE WAS TOWED TO THE DEALER WHERE SHE WAS ADVISED THAT THE VEHICLE COULD BE REPAIRED. THE CONTACT STATED AFTER THE CRASH SHE RECEIVED A RECALL NOTICE UNDER NHTSA CAMPAIGN ID NUMBER: 10V384000 (ENGINE AND ENGINE COOLING). THE MANUFACTURER WAS NOT CONTACTED. THE APPROXIMATE FAILURE MILEAGE WAS 68,000.

NHTSA ODI Number: 10390711
Date of Incident: 20110305
Vehicle: 2007 LEXUS IS250
Location of Incident: ASHLAND, MA

NHTSA Summary:

ON 3/5/11 AT APPROXIMATELY 8:30 AM, I WAS IN A PARKING LOT TRAVELING AT ABOUT 5 MPH IN DRIVE WITH MY RIGHT FOOT LIGHTLY APPLYING THE BRAKE WHEN THE BRAKES SEEMED NOT TO HOLD AS THEY SHOULD AND THE ENGINE SUDDENLY INCREASED TO 4500 - 5500 RPM. I APPLIED INCREASED FORCE TO THE BRAKE PEDAL, PLACED THE GEAR SHIFT INTO PARK, AND NOTED THE RPMS CLIMBING ABOVE 5500. I THEN PRESSED THE START/STOP BUTTON AND THE ENGINE STOPPED. THIS EPISODE OCCURRED ON DRY, SMOOTH ASPHALT ON A CLEAR, COLD (30 DEGREE) DAY. THE ENGINE WAS AT NORMAL OPERATING TEMPERATURE, INITIALLY RUNNING AT NEAR IDLE (IN THE PARKING LOT), WITH THE GEAR SHIFT IN DRIVE, CRUISE CONTROL OFF, RADIO, CD, A/C, DEFROSTER WERE ALL OFF. HEAT AND FAN WERE ON WITH INTERIOR TEMP SET AT 74 DEGREES. THIS EPISODE HAS NOT REPEATED AS OF THE FILING OF THIS REPORT (4 DAYS POST-EVENT). NOTE: I WAS WEARING "SNEAKERS", NOT ANY TYPE OF OVERSIZED WINTER BOOTS. THE CAR MATS HAD BEEN PREVIOUSLY REPLACED BY THE DEALER AS A RESULT OF AN EARLIER RECALL; NO ADDITIONAL MATS WERE IN PLACE. ALL REQUIRED MAINTENANCE, UP TO AND INCLUDING 36,000 MILES, HAS BEEN PERFORMED BY THE DEALER.

NHTSA ODI Number: 10405437
Date of Incident: 20110307
Vehicle: 2003 LEXUS LS430
Location of Incident: LAKE STEVENS, WA

NHTSA Summary:

TL* THE CONTACT OWNS A 2003 LEXUS LS430. THE CONTACT STATED THAT WHILE ENTERING INTO A PARKING SPACE WITH HER FOOT ON THE BRAKE AT 5 MPH, THERE WAS SUDDEN ACCELERATION AND THE VEHICLE CRASHED INTO A BUILDING. NO ONE WAS INJURED AND THE VEHICLE WAS DESTROYED. THE POLICE WERE CALLED AND A REPORT WAS FILED (#2771757). THE DEALER WAS CONTACTED WHO OFFERED NO ASSISTANCE. PRIOR TO THE ACCIDENT, THERE WAS AN ELECTRIC FAILURE. THE DEALER WAS CALLED WHO STATED UNLESS THE VEHICLE CONTINUED TO HAVE THE FAILURE, SHE COULD BRING IT IN, BUT IF THERE WAS NO MORE FAILURE SHE DID NOT HAVE TO BRING THE

VEHICLE IN. THE INSURANCE COMPANY WAS CONTACTED. THE MANUFACTURER WAS CONTACTED AND OFFERED NO OTHER ASSISTANCE. THE FAILURE MILEAGE WAS 78,000.

NHTSA ODI Number: 10386934
Date of Incident: 20110307
Vehicle: 2011 TOYOTA CAMRY
Location of Incident: BROOKLYN, NY

NHTSA Summary:

JUST 5 SECOND AFTER PULLING OUT FROM PARKING SPACE, WHILE GOING AROUND THE SCHOOL BUS AND TRYING TO AVOID THE CAR GOING TOWARD ME, PUSHED THE ACCELERATOR PEDAL. THE CAR SPEED UP AT WHOLE POWER AND I WAS NOT ABLE TO STOP IT. IT FLIED APPROXIMATELY 90 FEET REACHING SPEED AT LEAST 50 MPH IN APPROXIMATELY 1-2 SECOND. I WAS TRYING TO PUSH THE PEDAL TO STOP IT, AND AT THE SAME TIME TRYING TO AVOID COLLISION WITH THE TRAFFIC IN FRONT OF ME, I MANAGED TO JUMP ON A CURB AND EVENTUALLY STOPPED AFTER HITTING A BUILDING AND AFTER MY CAR FLIPPED ON THE DRIVER SIDE. I STRONGLY BELIEVE SOMETHING, INSIDE THE CAR (EITHER MECHANICAL OR AUTOMATIC SYSTEM) PREVENTED ME STOPPING THE CAR TIMELY. THERE WAS NO INJURY, BUILDING WERE DAMAGED JUST SLIGHTLY, MY CAR WAS DESTROYED , BUT IT HAS A FULL COVERAGE. THE WHOLE CRASH WAS TAPPED BY A SECURITY CAMERA. IT CLEARLY SHOWS THE ACCELERATION OF THE CAR, WHICH EVERYBODY, WHO WATCHED IT, BELIEVE COULDN'T BE DONE BY PERSON, BUT MOSTLY BY A CAR ITSELF. THAT SIMPLY LOOKS FOR ME SOMETHING THE SAME AS IT WAS IN PREVIOUS TOYOTA RECALLS.

NHTSA ODI Number: 10394176
Date of Incident: 20110308
Vehicle: 2004 TOYOTA COROLLA
Location of Incident: SOUTHURY, CT

NHTSA Summary:

TL* THE CONTACT OWNS A 2004 TOYOTA COROLLA. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 6 MPH INTO A PARKING SPACE, THE VEHICLE LUNGED FORWARD WITH A SUDDEN INCREASE OF ACCELERATION. THE VEHICLE JUMPED A CURB AND CRASHED INTO A NEARBY BUILDING. THERE WAS NO PERSONAL INJURY AND A POLICE REPORT WAS FILED. THE EXTERIOR BODY OF THE VEHICLE SUSTAINED SEVERE DAMAGES AND WAS TOWED TO A LOCAL COLLISION SHOP. THE CAUSE OF THE FAILURE HAD NOT BEEN DETERMINED. THE FAILURE MILEAGE WAS 39,000.

NHTSA ODI Number: 10389874
Date of Incident: 20110309
Vehicle: 2010 LEXUS RX350
Location of Incident: EAST HADDAM, CT

NHTSA Summary:

I STARTED THE CAR, BACKED IT UP, PULLED FORWARD TURNING TO THE LEFT TO GO DOWN A DRIVEWAY WHEN THE CAR UNEXPECTEDLY ACCELERATED. I STOMPED ON THE BREAK BUT THE CAR DID NOT STOP. I FLEW OUT OF THE DRIVEWAY, ACROSS THE STREET AND HIT 3 TREES AND A ROCK BEFORE THE CAR STOPPED.

NHTSA ODI Number: 10390097
Date of Incident: 20110309
Vehicle: 2010 TOYOTA TACOMA
Location of Incident: MORTON, IL

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA TACOMA. THE CONTACT STATED THAT WHILE DRIVING 66 MPH, THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT ATTEMPTED TO APPLY THE BRAKES AS WELL AS THE EMERGENCY BRAKE BUT THE VEHICLE CONTINUED TO ACCELERATE. SHE THEN SHIFTED INTO NEUTRAL AND PARK IN ORDER TO STOP THE VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALER WHO WAS UNABLE TO DIAGNOSE THE FAILURE. THE MANUFACTURER WAS NOT CONTACTED. THE VEHICLE WAS NOT REPAIRED AND THE VIN WAS NOT AVAILABLE. THE FAILURE AND CURRENT MILEAGE WAS 7,000.

NHTSA ODI Number: 10389692
Date of Incident: 20110309
Vehicle: 2007 LEXUS ES350
Location of Incident: VANDALIA, MO

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT STATED THAT THE DRIVER WAS TRAVELING 70 MPH WHEN THE VEHICLE SUDDENLY ACCELERATED. THE DRIVER APPLIED CONSTANT, ABRUPT PRESSURE TO THE VEHICLE BUT TO NO AVAIL. IN ORDER TO STOP THE VEHICLE, THE DRIVER SHIFTED TO NEUTRAL WHICH CAUSED THE ENGINE TO EXHIBIT AN EXTREME INCREASE IN RPMS. SHE THEN INSPECTED THE ACCELERATOR PEDAL TO DETERMINE IF IT WAS STUCK BUT NOTICED THAT THE FLOOR MAT WAS ATOP THE PEDAL. THE VEHICLE WAS NOT TAKEN TO THE DEALER AND THE MANUFACTURER WAS NOT CONTACTED. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 61,489.

NHTSA ODI Number: 10396747
Date of Incident: 20110309
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: BAIROA PARK CAJUAS, PR

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE DRIVING IN REVERSE WITH THE BRAKE DEPRESSED THE VEHICLE SUDDENLY ACCELERATED WITH GREAT FORCE, AND CRASHED INTO THE REAR END OF A PARKED VEHICLE REAR PUSHING THE VEHICLE OUT OF THE PARKING SPACE. THE FAILURE MILEAGE WAS 36,000 AND THE CURRENT MILEAGE WAS 39,000.

NHTSA ODI Number: 10395334
Date of Incident: 20110312
Vehicle: 2010 LEXUS RX350
Location of Incident: WASHINGTON, DC

NHTSA Summary:

UNINTENDED ACCELERATION WITHOUT ABILITY TO BRAKE WITH MY LEXUS RX 350, AT 2 PM ON SATURDAY MARCH 12TH 2011 WITH 5 PASSENGERS. I WAS DRIVING AT AROUND 30 MPH. THE CHOICE WAS TO CRASH IN THE CAR AHEAD STOPPED AT A RED LIGHT OR GO ON THE SIDE WALK, UP A STEEP MOUNT AND CRASH IN A BRICK WALL. THIS IS WHAT I DID. NOBODY WAS HURT. POLICE WAS CALLED AND THE CAR WAS TOWED. CAR WAS INSPECTED BY TOYOTA, NO CAUSE WAS FOUND, CAR WAS REPAIRED AT A GEICO APPROVED REPAIRED SHOP, AND I AM NOW ASKING THE LEXUS DEALER POHANKA TO ALLOW ME TO RETURN THE CAR AND BREAK MY LEASE. IN GOOD CONSCIENCE ALTHOUGH NO ONE WAS HURT, I AM NOT WILLING TO RISK A MORE SERIOUS ACCIDENT AFTER MY EXPERIENCE. WE WOULD HAVE GOTTEN HURT AT A HIGHER SPEED. THIS WAS

MY FIRST EVER CRASH DRIVING 20,000 MILES PER YEAR, DRIVING FOR MORE THAN 35 YEARS. THERE IS NO DOUBT SOMETHING OUTSIDE OF MY CONTROL HAPPENED.

NHTSA ODI Number: 10393848
Date of Incident: 20110313
Vehicle: 2011 TOYOTA RAV4
Location of Incident: WOLLASTON, MA

NHTSA Summary:

TL*THE CONTACT OWNS A 2011 TOYOTA RAV4. WHILE THE VEHICLE WAS PARKED THE CONTACT SHIFTED THE VEHICLE INTO REVERSE. SLIGHT PRESSURE WAS APPLIED TO THE ACCELERATOR PEDAL AND THE VEHICLE SURGED BACKWARDS UNTIL CRASHING. THE VEHICLE WAS STOPPED AND SHIFTED INTO DRIVE. UPON APPLYING SLIGHT PRESSURE TO THE ACCELERATOR PEDAL THE VEHICLE SURGED FORWARD UNTIL IT CRASHED AGAIN. THE VEHICLE WAS THEN SHUT OFF. A POLICE REPORT WAS NOT FILED BUT THE DRIVER SUFFERED INJURIES. THE VEHICLE WAS TOWED TO AN INDEPENDENT REPAIR SHOP WHERE THEY WERE UNABLE TO DIAGNOSE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 2,000.

NHTSA ODI Number: 10390201
Date of Incident: 20110313
Vehicle: 2005 TOYOTA AVALON
Location of Incident: NAPLES, FL

NHTSA Summary:

TL*THE CONTACT OWNS A 2005 TOYOTA AVALON. THE CONTACT STATED THAT WHILE DRIVING AT LOW SPEEDS AND IN REVERSE OUT OF A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED IN REVERSE AND CRASHED INTO ANOTHER VEHICLE. SHE APPLIED THE BRAKES AS HARD AS SHE COULD BUT THE VEHICLE WOULDN'T STOP. NO ONE WAS INJURED. THE POLICE WERE NOT NOTIFIED. THE VEHICLE WAS TOWED TO A DEALER AND THEY ARE WAITING FOR AN INSPECTOR TO DIAGNOSE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS APPROXIMATELY 48,000. THE VIN WAS UNAVAILABLE.

NHTSA ODI Number: 10402397
Date of Incident: 20110314
Vehicle: 2005 TOYOTA AVALON
Location of Incident: ANNAPOLIS, MD

NHTSA Summary:

TL* THE CONTACT OWNS A 2005 TOYOTA AVALON. THE CONTACT STATED THAT WHILE REVERSING 3 MPH FROM A PARKING SPACE, THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED INTO TWO PARKED VEHICLES. THE VEHICLE WAS THEN SHIFTED INTO DRIVE YET THE VEHICLE THEN ACCELERATED FORWARD BEFORE CRASHING INTO ANOTHER VEHICLE AND A LIGHT POLE. BOTH OF THE FRONT AIR BAGS DEPLOYED, CAUSING INJURIES AND BRUISES TO THE DRIVER AND THE PASSENGER. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO THE DEALER AND DEEMED AS DESTROYED. THE CONTACT STATED THAT JUST PRIOR TO THE CRASH, THE VEHICLE WAS SERVICED BY THE DEALER FOR ROUTINE MAINTENANCE. THE CONTACT REFERENCED NHTSA CAMPAIGN ID NUMBER: 10V017000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL) BUT COULD NOT CONFIRM IF THE VEHICLE WAS INCLUDED IN THE RECALL AS THE MANUFACTURER WAS NOT CONTACTED. THE FAILURE MILEAGE WAS 40,000.

NHTSA ODI Number: 10431054

Date of Incident: 20110314
Vehicle: 2007 TOYOTA COROLLA
Location of Incident: MIAMI, FL

NHTSA Summary:

2007 TOYOTA COROLLA. CONSUMER STATES UNINTENDED ACCELERATION *TGW THE CONSUMER STATED AS SHE WAS PULLING INTO A PARKING SPACE, WITH HER FOOT ON THE BRAKE AND ALMOST TO THE PARKING BUMPER, WHEN ALL OF A SUDDEN SHE HEARD A CLICK SOUND FROM THE VEHICLE AND THEN A LOUD NOISE. SHE TOOK HER FOOT OFF THE BRAKE, BUT THE VEHICLE JUMPED THE BUMPER AND WENT THROUGH SOME GRASS TO A DRIVEWAY AND RE-ENTERED THE PARKING LOT. THE CONSUMER WAS ABLE TO PUT THE VEHICLE IN NEUTRAL AND CRASHED INTO A TREE. THE VEHICLE WAS TOTALED. THE CONSUMER SUFFERED BACK INJURIES. *JB

NHTSA ODI Number: 10390164
Date of Incident: 20110314
Vehicle: 2000 LEXUS ES300
Location of Incident: LAFAYETTE, OR

NHTSA Summary:

MY 2000 LEXUS ES300 WAS HAVING ISSUES WITH THE RMP RAMPING UP HIGH WHEN THE ENGINE IS WARM UP ESPECIALLY WHEN I ACCELERATE AT A DEAD STOP. AS OF TODAY THE ACCELERATOR STICK WHEN I WAS CRUISING 55 ON THE HIGHWAY AND HAD A HARD TIME STOPPING MY CAR. I HAD TO PULL OVER INTO A GRAVEL ROAD WITH MY FOOT ON THE BRAKE HARD AND PUTTING IT ON PARK. FINALLY MY CAR SKIDDED AND STOP. I'M AFRAID IT MIGHT HAPPEN AGAIN AND NEXT TIME I WON'T BE SO FORTUNATE TO STOP MY VEHICLE LIKE I DID TODAY. I JUST NEED TO KNOW WHAT I CAN DO AS FOR MY VEHICLE GOES. IS THERE A RECALL ON THE MODEL OF MY CAR OR ANY LEXUS OR TOYOTAS WITH THE SAME ISSUE? IF THERE IS WHAT IS YOUR SUGGESTION I SHOULD DO TO GET MY VEHICLE FIX.

NHTSA ODI Number: 10396294
Date of Incident: 20110315
Vehicle: 2005 TOYOTA CAMRY SOLARA
Location of Incident: BAYAMON, PR

NHTSA Summary:

WHEN CAR MOVING IN A LITTLE UP HILL AT 25 MPH WITH ACCELERATOR SLIGHTLY DEPRESS ENGINE SURGED FORWARD SUDDENLY LOSING CONTROL OF THE VEHICLE ROLLING OUT OF THE ROAD AN CRASH IN A CONCRETE BARRIER RESULTING DRIVER INJURED AND THE FRONT END OF THE CAR BODY DAMAGED. AT THE MOMENT OF THE INCIDENT THE CAR CONTINUED MOVING FORWARD DRAGGING THE BRAKES THAT WERE FULLY APPLIED TO TRY TO STOP THE CAR. A WITNESS DRIVING BEHIND THE CAR SAW ALL THE STOP LIGHTS OF THE CAR BLINKING BUT THE CAR CONTINUED MOVING FORWARD INSTEAD OF STOPPING. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 48916.

NHTSA ODI Number: 10390416
Date of Incident: 20110315
Vehicle: 2010 LEXUS IS250
Location of Incident: SAN ANTONIO, TX

NHTSA Summary:

TL* THE CONTACT WAS LOANED A 2010 LEXUS IS 250. THE CONTACT STATED WHILE DRIVING 65 MPH, THE VEHICLE SUDDENLY ACCELERATED TO 80 MPH. THE CONTACT HAD TO SHIFT THE VEHICLE INTO NEUTRAL TO BRING THE VEHICLE TO A STOP. THE

MANUFACTURER WAS CONTACTED AND ADVISED THAT THE VEHICLE BE TOWED FOR INSPECTION. THE VEHICLE WAS TOWED BY THE MANUFACTURER TO AN UNDISCLOSED LOCATION. THE CONTACT WAS UNAWARE OF THE LOCATION OF THE VEHICLE AND STATED THAT HE DID NOT FEEL SAFE WHEN OPERATING THE VEHICLE. THE FAILURE MILEAGE WAS UNKNOWN.

NHTSA ODI Number: 10390520
Date of Incident: 20110317
Vehicle: 2005 LEXUS ES330
Location of Incident: EL SEGUNDO, CA

NHTSA Summary:

LEXUS EXCELLERATED FROM 70 TO 85 MPH.ON FREEWAY BRAKE AND EMERGENCY BRAKES WOULD NOT WORK OR SLOW THE CAR DOWN. PUT THE CAN IN NEUTRAL AND WENT UP ELVATED A FREEWAY TRANSITION ROAD. CAR WAS AT 4RPMS.

NHTSA ODI Number: 10390536
Date of Incident: 20110317
Vehicle: 2009 TOYOTA MATRIX
Location of Incident: LAWRENCE, KS

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA MATRIX. THE CONTACT STATED THAT WHILE DRIVING 55 MPH WITH THE CRUISE CONTROL ENGAGED THE VEHICLE THEN STARTED TO ACCELERATE VERY FAST ON ITS OWN. THE CRUISE CONTROL DISENGAGED WHEN THE VEHICLE SLOWED DOWN ORIGINALLY, BUT WHEN THE CONTACT STARTED TO ACCELERATE THE CRUISE CONTROL CAME BACK ON CAUSING THE VEHICLE TO RAPIDLY ACCELERATE. THE CONTACT WAS UNAWARE OF WHAT SPEED THE VEHICLE WAS TRAVELING. WHEN THE CONTACT MANUALLY DISENGAGED THE CRUISE CONTROL, THEY WERE ABLE TO PUT THE VEHICLE IN NEUTRAL AND APPLY THE BRAKES IN ORDER TO SLOW THE VEHICLE DOWN. THE VEHICLE BEGAN TO RESPOND AS IF IT WANTED TO ACCELERATE. THE CONTACT CHECKED THE FLOOR MATS AFTER STOPPING AND NOTICED THAT THEY WERE NOT STUCK AROUND THE ACCELERATOR PEDAL. THE VEHICLE WAS NOT INSPECTED. THE FAILURE AND CURRENT MILEAGE WAS 19,000. UPDATED 04/15/11*LJ

NHTSA ODI Number: 10392618
Date of Incident: 20110318
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: LAGUNA BEACH, CA

NHTSA Summary:

AS I WAS BRAKING FOR A RED LIGHT AND JUST BEFORE I CAME TO A COMPLETE STOP, MY 2009 COROLLA (DRIVEN ONLY 6,700 MILES) SUDDENLY ACCELERATED. I HAD TO PUSH DOWN ON THE BRAKE WITH ALL MY FORCE TO KEEP THE CAR FROM SURGING INTO THE CAR AHEAD OF US, WITH THE MOTOR RACING AS FAST AS I HAVE EVER HEARD IT. I PUT THE CAR INTO NEUTRAL AND TURNED IT OFF. WHEN I STARTED UP AGAIN, THE MOTOR RAN PROPERLY. IF MY FOOT HAD NOT ALREADY BEEN ON THE BRAKE WHEN THE CAR SURGED, HOWEVER, I NEVER WOULD HAVE BEEN ABLE TO STOP IT FROM CRASHING. THE CAR WAS TOWED TO THE DEALERSHIP, AND TWO DAYS LATER A TOYOTA ENGINEER SAID THERE WAS NOTHING WRONG WITH IT. I AM NOW AFRAID TO DRIVE THE CAR. AND THERE MOST DEFINITELY WAS SOMETHING WRONG WITH IT WHEN IT SURGED. HOW CAN I BE SURE IT WILL NOT HAPPEN AGAIN?

NHTSA ODI Number: 10395175

Date of Incident: 20110322
Vehicle: 2007 TOYOTA TACOMA
Location of Incident: BELLA VISTA, AR

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA TACOMA. THE CONTACT STATED THAT AS THE VEHICLE WAS SHIFTED INTO DRIVE, THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED. THERE WERE NO INJURIES. THE VEHICLE WAS TOWED TO AN INDEPENDENT REPAIR SHOP WHERE A THIRD PARTY ENGINEER AUTHORIZED BY THE MANUFACTURER EXAMINED THE VEHICLE. THE ENGINEER WAS UNABLE TO DIAGNOSE THE FAILURE. THE CONTACT STATED THAT THE VEHICLE WAS REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER 09V388000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL) PRIOR TO THE CRASH. THE VEHICLE WAS REPAIRED FOR THE BODY DAMAGES. THE FAILURE AND CURRENT MILEAGE WAS UNKNOWN. THE VIN WAS UNAVAILABLE.

NHTSA ODI Number: 10394442
Date of Incident: 20110325
Vehicle: 2008 TOYOTA TACOMA
Location of Incident: SANTA COREETA, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA TACOMA. THE CONTACT WAS ATTEMPTING TO ENTER A PARKING SPACE WITH THE BRAKES DEPRESSED. AS THE CONTACT REMOVED HIS FOOT FROM THE BRAKE PEDAL, THE ENGINE EXHIBITED AN ABNORMAL INCREASE IN RPMS AND THE VEHICLE PROCEEDED TO ACCELERATE SLOWLY. THE CONTACT APPLIED THE BRAKES BUT TO NO AVAIL. THE VEHICLE THEN ACCELERATED OVER A CURB AND CRASHED INTO A BUILDING. THE CONTACT NOTICED SKID MARKS FROM THE REAR DRIVER SIDE TIRE THAT INDICATED THAT BRAKES WERE DEPRESSED DURING THE FAILURE. THE VEHICLE WAS THEN TOWED TO A DEALER. THE CONTACT STATED THAT THE VEHICLE WAS NOT REPAIRED BECAUSE THE DEALER WAS UNABLE TO DETERMINE THE CAUSE OF FAILURE. THE FAILURE AND CURRENT MILEAGE WAS 39,000.

NHTSA ODI Number: 10394155
Date of Incident: 20110325
Vehicle: 2006 TOYOTA AVALON
Location of Incident: APPELEGATE, OR

NHTSA Summary:

TL*THE CONTACT OWNS A 2006 TOYOTA AVALON LIMITED. WHEN THE CONTACT ATTEMPTED TO MAKE A LEFT TURN WITH HIS FOOT ON THE BRAKE PEDAL THE RPMS INCREASED, THE VEHICLE CONTINUED TO ACCELERATE INTO THE INTERSECTION. HE ENGAGED THE BRAKES WITH EXTREME PRESSURE, TURNED THE ENGINE OFF AND PLACED THE VEHICLE IN PARK. HE RESTARTED THE VEHICLE AND IT FUNCTIONED NORMALLY. THE CONTACT STATED THAT THIS WAS THE FIRST AND ONLY TIME THE FAILURE OCCURRED. THE VEHICLE WAS TAKEN TO THE DEALER ON MARCH 26, 2011. THE DEALER WAS UNABLE TO LOCATE THE FAILURE BUT MODIFIED THE BRAKE CYLINDER. THE CONTACT STATED THAT HE FILED A COMPLAINT WITH THE MANUFACTURER. THE VEHICLE WAS REPAIRED. THE FAILURE MILEAGE WAS 9,500 AND THE CURRENT MILEAGE WAS 9,590.

NHTSA ODI Number: 10396408
Date of Incident: 20110325
Vehicle: 2006 TOYOTA AVALON
Location of Incident: APPELEGATE, OR

NHTSA Summary:

2006 TOYOTA AVALON. CONSUMER STATES UNINTENDED ACCELERATION *TGW THE CONSUMER STATED WHILE STOPPED AT A LIGHT WITH HIS FOOT ON THE BRAKE, THE ENGINE SUDDENLY REVVED UP AND THE VEHICLE ACCELERATED HALF WAY INTO THE INTERSECTION. HE KEPT HIS FOOT ON THE BRAKE AS HARD AS POSSIBLE. HE WAS ABLE TO PUT THE GEAR IN PARK AND SHUT OFF THE ENGINE. WHEN THE LIGHT TURNED GREEN, HE RESTARTED THE ENGINE WITH NO PROBLEMS. THE VEHICLE WAS TAKEN TO THE DEALER THE NEXT DAY WHERE THEY PERFORMED A MODIFICATION TO THE BRAKE MASTER CYLINDER. *JB

NHTSA ODI Number: 10395179
Date of Incident: 20110327
Vehicle: 2005 TOYOTA AVALON
Location of Incident: CORONA, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2005 TOYOTA AVALON. THE CONTACT WAS DRIVING 60-65 MPH WHEN THE VEHICLE ABNORMALLY ACCELERATED. THE BRAKES WERE DEPRESSED INTO THE FLOORBOARD AND THE PARKING BRAKE WAS ENGAGED BUT TO NO AVAIL AND THE VEHICLE CONTINUED TO ACCELERATE. THE CONTACT WAS CONCERNED THAT HE WOULD CRASH INTO ANOTHER VEHICLE AND EXITED AN OFF RAMP WHERE HE CRASHED IN AN OPEN FIELD. THE VEHICLE WAS DESTROYED. THE CONTACT SUSTAINED INTERNAL INJURIES AND A FRACTURE TO BOTH THE LEFT AND RIGHT RIBS. THE VEHICLE WAS DESTROYED. A PASSENGER SUSTAINED INJURIES TO THE RIBS AND VERTEBRA. A POLICE REPORT WAS FILED. THE CONTACT STATED THAT HE HAD NEVER EXPERIENCED THE FAILURE PRIOR TO THE DATE OF THE CRASH. THE APPROXIMATE FAILURE AND CURRENT MILEAGE WAS 62,000.

NHTSA ODI Number: 10393021
Date of Incident: 20110327
Vehicle: 2007 TOYOTA RAV4
Location of Incident: SPRINGDALE, MD

NHTSA Summary:

2007 TOYOTA RAV4, SUDDEN ACCELERATION WHILE WAITING AT A STOP LIGHT. WITHOUT ANY WARNING THE VEHICLE STARTED TO ACCELERATE, EVEN THOUGH FOOT WAS FIRMLY ON THE BRAKE PEDAL THE VEHICLE BEGAN PULLING FORWARD AND THROUGH A STOP LIGHT. AS VEHICLE WAS PULLING FORWARD SHIFTED TO NEUTRAL, ONLY THEN DID THE VEHICLE'S MOTION STOP. ENGINE CONTINUED TO REV TO VERY HIGH RPMS FOR ABOUT 30 SECONDS, THE RPMS THEN CAME BACK DOWN TO NORMAL. DROVE VEHICLE 10 MILES TO GET HOME TERRIFIED THAT IT WOULD HAPPEN AGAIN.

NHTSA ODI Number: 10394116
Date of Incident: 20110329
Vehicle: 2006 TOYOTA SOLARA
Location of Incident: ARLINGTON, VA

NHTSA Summary:

TL*THE CONTACT OWNS A 2006 TOYOTA SOLARA. THE CONTACT STATED THAT WHILE DRIVING INTO A PARKING SPACE AT 1 MPH WITH HER FOOT ON THE BRAKES THE VEHICLE SUDDEN ACCELERATED. THE VEHICLE DROVE ON THE CURB AND SHE CRASHED INTO A PARKED VEHICLE. NO ONE WAS INJURED. THE FRONT BUMPER WAS DAMAGED ON BOTH VEHICLES. A POLICE REPORT WAS FILED. THE MANUFACTURER WAS CONTACTED AND TOWED THE VEHICLE TO THE DEALERSHIP. THE VEHICLE WILL BE INSPECTED BY THE DEALER AND A REPORT WAS FILED. THE FAILURE MILEAGE WAS 60,000.

NHTSA ODI Number: 10393656
Date of Incident: 20110329
Vehicle: 2005 TOYOTA TACOMA
Location of Incident: VENICE, FL

NHTSA Summary:

I EXPERIENCED SUDDEN UNINTENDED ACCELERATION IN MY 2005 TACOMA PICKUP WHILE PARKING. I WAS TURNING LEFT INTO A PARKING SPOT AND APPLYING THE BRAKE WHEN THE TACOMA SUDDENLY ACCELERATED JUMPING THE PARKING CURVE. I STOPPED THE VEHICLE BY APPLYING HEAVY PRESSURE ON THE BRAKE PEDAL AND THROWING THE AUTOMATIC DRIVE INTO NEUTRAL AND THEN PARK. I CHECKED TO SEE IF I COULD HAVE BEEN STEPPING ON THE ACCELERATOR BY MISTAKE BUT THE LOUD RUBBER SCREECHING OF THE TIRES WERE A SURE INDICATION THAT MY BRAKES WERE BEING APPLIED AS THE CAR SURGED FORWARD. ALSO I INSPECTED THE FLOOR MAT (WHICH HAD ALREADY BEEN INSPECTED BY TOYOTA) AND SAW THAT THERE WAS NO INTERFERENCE WITH THE ACCELERATOR. I IMMEDIATELY BROUGHT THE CAR TO THE DEALERSHIP BUT THEY JUST REFERRED ME TO TOYOTA USA VIA A PHONE NUMBER. I HAVE CALLED TOYOTA USA AND REPORTED THE INCIDENCE. I DEFINITELY BELIEVE THERE IS A DEFECT IN THIS CAR AND THIS NEEDS TO BE ADDRESS. THIS IS DANGEROUS. THIS IS NOT THE FIRST TIME THIS HAS OCCURRED. IN 2006 I WENT TO THE DEALERSHIP AND ASKED IF THERE WAS A RECALL OR SERVICE BULLETIN REGARDING THIS PROBLEM. THEY SAID THERE WAS NONE AT THAT TIME. I REGRET NOT PURSUING IT FURTHER BECAUSE IT APPEARS THAT TOYOTA HAS DONE LITTLE TO REMEDY THE SITUATION. THANK YOU

NHTSA ODI Number: 10395208
Date of Incident: 20110401
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: STAFFORD, TX

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 55 MPH, THE CONTACT STATED THAT THE VEHICLE WOULD VIOLENTLY JERK AND SUDDENLY ACCELERATE WITHOUT WARNING. THE VEHICLE WOULD ALSO SHIFT GEARS INDEPENDENTLY BETWEEN SECOND AND FOURTH GEARS. WHEN THE FAILURE WOULD OCCUR, THE ENGINE WOULD EXHIBIT AN ABNORMAL INCREASE IN RPMS AND WOULD FLUCTUATE BACK AND FORTH. THE VEHICLE WAS TOWED TO THE DEALER WHERE SHE WAS INFORMED THAT SHE WOULD NEED TO REPLACE THE TRANSMISSION. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 93,000.

NHTSA ODI Number: 10408049
Date of Incident: 20110401
Vehicle: 2011 TOYOTA COROLLA
Location of Incident: TOUGHKENAMON, PA

NHTSA Summary:

INTERMITTENT DECELERATION ISSUE: WHILE DRIVING AND I TAKE MY FOOT OFF THE GAS TO SLOW DOWN, THE CAR MAINTAINS THE SPEED AND DOES NOT DECELERATE UNTIL I PUT MY FOOT ON THE BRAKE, SOMETIMES I HAVE TO PUMP BRAKE TO BRING SPEED DOWN. FOR LACK OF BETTER DESCRIPTION, IT FEELS LIKE THE CAR IS ON CRUISE CONTROL. I HAVE BEEN BACK TO THE TOYOTA DEALER THREE TIMES AND AFTER TEST DRIVING AND RUNNING DIAGNOSTIC TESTING, WAS TOLD THIS IS ¿NORMAL¿?

NHTSA ODI Number: 10417330
Date of Incident: 20110401
Vehicle: 2011 TOYOTA COROLLA
Location of Incident: SANANTONIO, TX

NHTSA Summary:

MY BRAND NEW CAR (53 MILES ON IT) SEEMS TO LOOSE POWER WHEN YOU ARE DRIVING AT 40 TO 50 MPH. I HAVE MY FOOT ON THE ACCELERATOR MAINTAINING THE SPEED AND IT FEELS AS IF SOMEONE ELSE IS STEPPING ON THE BRAKE. YOU CAN FEEL THE SURGE OF THE POWER LOSS .IT DROPS QUICKLY BY ITSELF. ALSO WHEN MAINTAINING THE SPEED OF 60 TO 65 ON THE FREEWAY I WILL LET OFF THE ACCELERATOR AND MY CAR MAINTAINS THAT SPEED AS IF I HAD THE CRUISE CONTROL ON.IT DRIVES QUITE A DISTANCE BEFORE EVER SLOWING DOWN. I TOOK IT TO DEALER BUT THEY SAID NOTHING WAS WRONG. BECAUSE I KNOW THERE IS A PROBLEM!!!! AND IF THEY TOOK IT FOR A DRIVE AS THEY SAID THEY DID (SEVERAL TIMES) THERE IS NO WAY THEY COULD NOT HAVE NOTICED THE BOGGING DOWN OF THE ENGINE.

NHTSA ODI Number: 10410310
Date of Incident: 20110403
Vehicle: 2011 TOYOTA SIENNA
Location of Incident: KNOXVILLE, TN

NHTSA Summary:

WE HAVE A 2011 TOYOTA SIENNA XLE THAT HAS ACCELERATION ISSUES. WHILE IN CRUISE CONTROL, WHEN THE VEHICLE NEEDS TO ACCELERATE TO REGAIN SPEED OR UP A SLOPE, THE ENGINE RACES TO 5000-5500 RPM BEFORE SPEEDING UP. ALSO, ON SOME LEFT TURNS THE ENGINE NEARLY DIES. THE DEALER SAYS THE ENGINE RACING PROBLEM IS NORMAL AND PART OF THE ENGINEERING. BIG PROBLEM

NHTSA ODI Number: 10394195
Date of Incident: 20110404
Vehicle: 2010 TOYOTA SIENNA
Location of Incident: MARTINEZ, GA

NHTSA Summary:

WHILE TRYING TO PARK MY 2010 TOYOTA SIENNA WITH ONE FOOT ON THE BRAKE THE VEHICLE ACCELERATED INTO A SIGN POST AND INTO THE VACUUM AT THE CAR WASH. THE VEHICLE'S BRAKES WENT SOFT AND UNRESPONSIVE EVEN WITH BOTH FEET ON THE PEDAL, IT ONLY STOPPED WHEN IT COULD NOT GO ANY FURTHER AND I WAS ABLE TO PUT THE VEHICLE IN NEUTRAL. THERE WAS DAMAGE TO THE DRIVER SIDE FRONT QUARTER PANEL AS WELL AS PROPERTY DAMAGE. I SIMPLY COULD NOT STOP THE VEHICLE.

NHTSA ODI Number: 10395770
Date of Incident: 20110408
Vehicle: 2005 TOYOTA HIGHLANDER
Location of Incident: RAMSEY, MN

NHTSA Summary:

RUN AWAY THROTTLE AND NO ABILITY TO BRAKE 2005 TOYOTA HIGHLANDER CAUSING CRASH INTO HOUSE WALL AND FRONT END DAMAGE TO CAR I TOOK FOOT OF GAS PEDDEL AND MOVED TO BRAKE CAR CONTINUED AT SAME SPEED IT WAS TRAVELING AND BRAKE PEDDLE WAS APPLIED HARD AND NO EFFECT. CAR STRUCK HOUSE AND PUSHED ON THE WALL A MOMENT THEN DROPPED TO IDLE

NHTSA ODI Number: 10395749
Date of Incident: 20110410
Vehicle: 1998 TOYOTA RAV4
Location of Incident: ELLICOTT CITY, MD

NHTSA Summary:

THE BRAKES FAILED TO WORK TWICE AND THE VEHICLE LURCHED FORWARD INSTEAD INTO DRIVE. THIS WAS AT LOW SPEED WHEN ATTEMPTING TO COME TO A COMPLETE STOP AT A RED LIGHT. WHEN THE FIRST BRAKING ATTEMPT FAILED, THE BRAKE WAS PUMPED A SECOND TIME AND IT FAILED TO STOP AND ACCELERATED INSTEAD. FIRM PRESSURE WAS APPLIED TO THE BRAKE PEDAL A THIRD TIME AND THIS DID PROMPT THE VEHICLE TO STOP BUT IT WAS CLOSE TO REAR-ENDING ANOTHER CAR ALREADY STOPPED AT THE LIGHT.

NHTSA ODI Number: 10397969
Date of Incident: 20110411
Vehicle: 2010 LEXUS IS250
Location of Incident: BROOKLINE, MA

NHTSA Summary:

I WAS TURNING INTO A 10 FEET DEEP STRIP PARKING LOT AND THE LEXUS IS250 (2010) I WAS DRIVING SUDDENLY ACCELERATED AND CRASHED INTO A PARKED CAR. I DO NOT RECALL EITHER STEPPING ON THE ACCELERATOR OR THE BRAKE. THE DISTANCE FROM TURNING INTO THE PARKING LOT AND THE CAR I HIT WAS APPROXIMATELY 5 FEET. I DID NOT HAVE TIME TO REACT. THE AIRBAGS OPENED AND THE FRONT WAS MASSIVELY DAMAGED.

NHTSA ODI Number: 10396071
Date of Incident: 20110413
Vehicle: 2005 TOYOTA COROLLA
Location of Incident: INDPLS, IN

NHTSA Summary:

MY 2005 TOYOTA COROLLA SUDDENLY ACCELARATED AS I WAS PULLING INTO A PARKING SPACE AT A GROCERY STORE IN JAN. 2011 AND AGAIN WHILE PULLING INTO MY GARAGE ON 4/13/11 THIS TIME DOING A LOT OF DAMAGE IN MY GARAGE.

NHTSA ODI Number: 10395754
Date of Incident: 20110413
Vehicle: 2008 TOYOTA AVALON
Location of Incident: CENTRAL ISLIP, NY

NHTSA Summary:

TL*THE DRIVER OWNED A 2008 TOYOTA AVALON. WHILE DRIVING APPROXIMATELY 5 MPH THE VEHICLE ACCELERATED AND CRASHED INTO A BUILDING. THE POLICE ARRIVED AND A REPORT WAS FILED. THE VEHICLE WAS TOWED; YET, THE CONTACT DOES NOT KNOW WHAT FACILITY IT WAS TOWED TO. THE DRIVER WAS TRANSPORTED TO THE HOSPITAL. SOMEONE INSIDE THE BUILDING WAS ALSO INJURED. THE MANUFACTURER WAS NOT CONTACTED. THE VIN WAS UNAVAILABLE. THE APPROXIMATE FAILURE MILEAGE WAS 30,000.

NHTSA ODI Number: 10402761
Date of Incident: 20110414
Vehicle: 2005 TOYOTA TACOMA
Location of Incident: MOUNDS VIEW, MN

NHTSA Summary:

DROVE ABOUT 12 MILES FROM MY HOME TO MY DOCTORS OFFICE, AND WAS ATTEMPTING TO PULL INTO A PARKING SPACE. I HAD TO BACK UP A FEW FEET TO GET A BETTER ANGLE TO ENTER THE PARKING SPACE. WHEN SHIFTING FROM REVERSE INTO DRIVE, WITH MY FOOT ON THE BRAKE, THE PICKUP SUDDENLY ACCELERATED TO ITS MAXIMUM RPM. I HIT A CAR IN THE PARKING SPACE NEXT TO WHERE I WAS ATTEMPTING TO PARK, AND WITH MY FOOT ON THE BRAKE PUSHED THE CAR OUT OF THE PARKING LOT. I WAS ABLE TO FINALLY GET THE GEAR SHIFT INTO PARK, AND THE ENGINE WAS STILL AT MAXIMUM RPM. I TURNED THE IGNITION SWITCH OFF AND CALLED THE POLICE. THE POLICE NOTED THAT SKID MARKS INDICATED THE BRAKE WAS APPLIED THROUGHOUT THE EVENT AND DECLARED THE VEHICLE UNSAFE TO DRIVE AND ORDERED IT IMPOUNDED. IT WAS HAULED TO A BODY SHOP FOR ABOUT \$1700 IN BUMPER REPLACEMENT COST AND THEN HAULED TO A NEARBY TOYOTA DEALER FOR INSPECTION. THEY CLAIMED TO FIND NOTHING WRONG. I COMPLAINED TO TOYOTA AND THEY HAD AN INDEPENDENT INSPECTOR TO GO OVER THE VEHICLE AND THEY SENT ME A LETTER SAYING THAT THEY COULD FIND NOTHING WRONG WITH THE ACCELERATOR OR BRAKES. FURTHER COMPLAINTS TO TOYOTA AND OUR INSURANCE COMPANY HAVE YIELDED NO RESULTS. MY NECK WAS INJURED IN THE ACCIDENT AND WE HAVE ASKED TOYOTA TO BUY THE PICKUP BACK FROM US, AND SO FAR THEY HAVE REFUSED.

NHTSA ODI Number: 10400814
Date of Incident: 20110414
Vehicle: 2011 TOYOTA RAV4
Location of Incident: TAFT, TN

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA RAV4. THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED. THE VEHICLE WAS TAKEN TO THE DEALER WHO WAS UNABLE TO DUPLICATE THE FAILURE. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE WHO ONLY OFFERED TO FILE A REPORT AND REFERRED THE CONTACT TO THE DEALER. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 2,346 AND CURRENT MILEAGE WAS 2,380.

NHTSA ODI Number: 10396998
Date of Incident: 20110417
Vehicle: 2011 TOYOTA RAV4
Location of Incident: SEAFORD, NY

NHTSA Summary:

TL-THE CONTACT OWN A 2011 TOYOTA RAV4. WHILE STOPPED AT THE TRAFFIC LIGHT WITH THE BRAKE DEPRESSED THE RPM INCREASED THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO THE VEHICLE IN-FRONT REAR END. THE FIRST FAILURE WAS EXPERIENCED IN A SCHOOL PARKING LOT THE VEHICLE STOPPED WHEN IT CRASHED AGAINST THE CURVE. THE MANUFACTURER TOOK A REPORT 1104180049 AND WILL HAVE AN ENGINEER INSPECT THE VEHICLE. THERE WAS NOT INJURIES TO REPORT. THE VEHICLE HAS NOT BEEN REPAIRED. THE FAILURE AND THE CURRENT MILES WAS 7,500. LI

NHTSA ODI Number: 10397495
Date of Incident: 20110419
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: PALO ALTO, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHILE ATTEMPTING TO PARK WITH THE ACCELERATOR DEPRESSED, THE CONTACT NOTICED THAT THE ACCELERATOR PEDAL REMAINED STUCK TO THE FLOOR, CAUSING THE CONTACT TO CRASH INTO A TREE. THE CONTACT WAS UNINJURED. THE DEALER ADVISED THE CONTACT TO NOTIFY THE MANUFACTURER OF THE FAILURE. THE MANUFACTURER WAS SENDING AN INVESTIGATOR TO INSPECT THE VEHICLE FOR THE CAUSE OF THE FAILURE. THE APPROXIMATE FAILURE WAS 33,500. UPDATED 05/20/11*LJ

NHTSA ODI Number: 10398746
Date of Incident: 20110420
Vehicle: 2006 TOYOTA AVALON
Location of Incident: RIDGE, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA AVALON. WHILE ATTEMPTING TO PARK AT APPROXIMATELY 5 MPH, THE VEHICLE SUDDENLY ACCELERATED ABNORMALLY. THE CONTACT WAS UNABLE TO CONTROL THE ACCELERATION AND CRASHED INTO ANOTHER VEHICLE. A POLICE REPORT WAS FILED AND THE VEHICLE WAS ABLE TO BE DRIVEN FROM THE SCENE OF THE CRASH. THE CONTACT WAS UNINJURED. THE MANUFACTURER WAS CONTACTED BY THE INSURANCE COMPANY AND NOTIFIED OF THE FAILURE. THE VEHICLE WAS INCLUDED IN NHTSA CAMPAIGN ID NUMBER: 09V388000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL) AND HAD REPAIRS PERFORMED PRIOR TO THE CRASH. THE VEHICLES WAS REPAIRED FOR THE BODY DAMAGE BUT NOT DIAGNOSED OR REPAIRED FOR THE ACCELERATION FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 33,000. UPDATED 06/01/11*LJ

NHTSA ODI Number: 10397170
Date of Incident: 20110422
Vehicle: 2008 TOYOTA PRIUS
Location of Incident: HARWICH, MA

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA PRIUS. THE CONTACT STATED THAT WHILE ATTEMPTING TO PARK, THE VEHICLE SUDDENLY ACCELERATED. IN ADDITION, WHILE SHIFTING INTO REVERSE, THE VEHICLE WOULD NOT RESPOND. THE VEHICLE WAS THEN SHIFTED INTO DRIVE AND THE VEHICLE RAPIDLY ACCELERATED AND CRASHED INTO A TREE. THERE WERE NO INJURIES AND A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO THE DEALER WHERE THE CONTACT WAS AWAITING A DIAGNOSIS OF THE FAILURE. THE MANUFACTURER WAS THEN CONTACTED WHO REFERRED HIM BACK TO THE DEALER. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 30,000. UPDATED 05/24/11*LJ UPDATED 05/25/11

NHTSA ODI Number: 10399357
Date of Incident: 20110422
Vehicle: 2010 TOYOTA PRIUS
Location of Incident: REDDING, CT

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA PRIUS. THE CONTACT STATED THEY CRASHED INTO A WALL BECAUSE OF HAVING THE BRAKE PEDAL ENGAGED. THE CONTACT STATED THE ACCELERATOR PEDAL AND BRAKE PEDAL WAS NOT POSITIONED PROPERLY. THE CONTACT TRIED TO STOP THE VEHICLE AND HIS FOOT CONTINUED TO SLIDE OFF OF THE ACCELERATOR AND BRAKE PEDAL. THE MANUFACTURER INSPECTED THE VEHICLE AND STATED THE SPACE BETWEEN THE ACCELERATOR AND BRAKE PEDAL MEET THEIR SPECIFICATIONS. THE FAILURE AND CURRENT MILEAGES WERE 2,600.

NHTSA ODI Number: 10397154
Date of Incident: 20110422
Vehicle: 2004 TOYOTA CAMRY
Location of Incident: SEVERN SPRING, MD

NTHSA Summary:

TL* THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT STATED THAT WHEN SHIFTED INTO REVERSE, THE VEHICLE ABNORMALLY ACCELERATED WITHOUT WARNING. HE ENGAGED THE EMERGENCY BRAKE BUT THE VEHICLE CONTINUED TO ACCELERATE. THE VEHICLE THEN ABRUPTLY MADE A NINETY DEGREE TURN AND CONTINUED TO ACCELERATE FORWARD. AFTER ACCELERATING FOR MORE THAN TWO HUNDRED FEET, THE CONTACT WAS ABLE TO IDLE THE VEHICLE. THE CONTACT SUSTAINED AN INJURED SHOULDER AS A RESULT OF THE INTENSITY OF THE ACCELERATION AND TURN. THE VEHICLE WAS TAKEN TO THE DEALER WHO ADVISED THE CONTACT THAT THE VEHICLE WAS FUNCTIONING AS NORMAL. THE MANUFACTURER TOOK A COMPLAINT AND THE CONTACT WAS AWAITING A RESPONSE. THE VEHICLE WAS NOT REPAIRED. THE CURRENT MILEAGE WAS 55,000 AND THE FAILURE MILEAGE WAS UNKNOWN.

NHTSA ODI Number: 10404166
Date of Incident: 20110425
Vehicle: 1996 TOYOTA CAMRY
Location of Incident: BRISTOW, VA

NTHSA Summary:

WE HAD A SITUATION DESCRIBED BELOW. I SHALL BE GRATEFUL IF YOU COULD SHED SOME LIGHT ON IT. THIS INCIDENT INVOLVES TAYOTA CAMRY 1996. IT IS A CRITICAL SITUATION. YOUR ASSISTANCE WILL BE GREATLY APPRECIATED. THANK YOU, SHEKHAR KAUP DESCRIPTION OF THE ACCIDENT: MONDAY (4/25/2011) WAS THE TRASH COLLECTION DAY AT OUR DEVELOPMENT. WE HAVE TWO CARS: CAMRY AND LEXUS. WE HAD TO PULL ONE CAR OUT TO BRING THE TRASH CAN IN. IT WAS APPROXIMATELY AROUND 6 P.M. MY WIFE VOLUNTEERED TO PULL THE CAR OUT, SO THAT I COULD BRING THE TRASH CAN IN. MY WIFE PULLED THE CAR OUT ON THE DRIVEWAY AND PARKED, STILL HER FOOT WAS ON THE BREAK. AS SHE WAS BRINGING THE GEAR TO DRIVE, AS SOON AS IT REACHED THE REVERSE GEAR, THE CAR SPEEDED BACKWARD IN AN UNCONTROLLABLE SPEED AND WITH IN SECONDS IT HIT AND SHATTERED OUR NEIGHBOR'S MAIL BOX AND ITS METAL POST. THE CAR STOPPED. I WAS STANDING AND WAS SHOCKED TO SEE WHAT WAS HAPPENING. SHE THOUGHT THAT SHE WAS IN OUR NEIGHBOR'S LAWN, AND WANTED TO BRING THE CAR TO THE SIDE OF THE ROAD. AS SOON AS SHE BROUGHT THE GEAR TO THE DRIVE, IT AGAIN RACED FORWARD IN HIGH UNCONTROLLABLE SPEED AND HIT OUR BRICK WALL OF OUR HOUSE AND WAS PINNED DOWN AND STOPPED. THE CAR WAS TOTALED, WRECKING THE FRONT AND THE BACK WITH TWO IMPACTS. BOTH AIRBAGS WERE DEPLOYED. SHE HAD HER SEAT BELT ON. THESE TWO DEVICES PROBABLY SAVED HER LIFE. SHE WAS TAKEN TO THE HOSPITAL BY AMBULANCE. POLICE ARRIVED AND ACCOMPANIED US TO THE HOSPITAL. WE SPENT FOUR TO FIVE HOURS IN THE HOSPITAL. REPORT ENCLOSED. SHE HAS SEEN HER PERSONAL PHYSICIAN. SHE HAS SEEN ORTHOPEDIC SURGEON. SHE IS ALSO GOING TO PHYSICAL THERAPY.

NHTSA ODI Number: 10410134
Date of Incident: 20110427
Vehicle: 2004 LEXUS ES 330
Location of Incident: SPRING, TX

NTHSA Summary:

I HAD NO PROBLEMS WITH MY 2004 LEXUS 300SE UNTIL I RAN THROUGH A BUILDING. MY CAR ONLY HAD 16,000 MILES ON IT AND I NEVER EXPERIENCED BRAKING PROBLEMS, EXCELERATION PROBLEMS OR ANYTHING OF THE SORT. I DID CALL THE DEALERSHIP WHEN RECALLS WERE VERY BIG NEWS IN THE MEDIA BUT WAS TOLD MY MODEL WAS NOT ON ANY LISTS FOR RECALL. I DROVE MY CAR TO THE TAILOR SHOP...I TURNED IN THE SHOPPING CENTER WITH NO PROBLEM..I TURNED INTO THE PARKING PLACE IN FRONT OF THE TAILOR SHOP AND THE CAR WOULD NOT STOP. I PRESSED THE BRAKE BUT THE CAR JUST WENT INTO LUNGE MODE AND INSTEAD OF STOPPING WENT FASTER. I HAD MY BRAKE PRESSED ALL THE WAY TO THE FLOORBOARD. THANK GOD THE LADY IN THE TAILOR SHOP WAS IN THE BACK OF THE STORE BECAUSE MY CAR DID NOT COME TO REST UNTIL IT WAS INSIDE THE STORE AND PINNED AT A WALL. PEOPLE CAME OUT FROM OTHER STORES..SMOKE EVERYWHERE...THEY CAME TO MY WINDOW AND TOLD ME TO TURN THE KEY OFF. THE WHEELS WERE STILL SPINNING BUT MY FOOT WAS NOT ON THE ACCELERATOR - THE WHEELS CAME TO A STOP WHEN I TURNED OFF THE IGNITION. MY CAR WAS CONSIDERED A TOTAL LOSS. DAMAGE TO THE BLDG INCLUDED ALL OF THEIR FRONT GLASS AND INTERIOR. I DON'T KNOW A FINAL FIGURE ON THE THIRD PARTY DAMGE. MY INSURANCE COVERED THE CLAIM BUT I TRULY FEEL THIS IS A LEXUS ISSUE AND THEY SHOULD BE HELD RESPONSIBLE AS THE ACCELERATOR APPARENTLY STUCK AND NOTHING WOULD STOP IT UNTIL I TURNED OFF THE ENGINE.

NHTSA ODI Number: 10398214
Date of Incident: 20110428
Vehicle: 2004 LEXUS ES 330
Location of Incident: FLUSHING, NY

NTHSA Summary:

TL*THE CONTACT OWNS A 2004 LEXUS ES 330. THE CONTACT STATED AS HE STARTS THE ENGINE THE RPMS INCREASED EXCESSIVELY AND REMAINED THAT WAY AS HE MOVED THE GEAR SHIFT OUT OF PARK. THE VEHICLE WOULD JUMP FORWARD CAUSING THE ACCELERATOR PEDAL TO STICK AND THE VEHICLE WOULD NOT ACCELERATE. WHILE PARKING THE VEHICLE WITH THE BRAKE ENGAGED AND THE GEAR SHIFT WAS IN REVERSE, THE VEHICLE ACCELERATED FORWARD. THE FAILURE CAUSED THE CONTACT TO CRASH INTO THE GARAGE AND DAMAGE THE FRONT BUMPER. NO ONE WAS INJURED. THE VEHICLE WAS NOT TAKEN TO THE DEALER. THE MANUFACTURER WILL BE CONTACTED AT A LATER DATE. THE FAILURE MILEAGE WAS 41,000. UPDAT ED 06/03/11
*BF

NHTSA ODI Number: 10425379
Date of Incident: 20110430
Vehicle: 2004 TOYOTA CAMRY
Location of Incident: SALEM, MA

NTHSA Summary:

TL* THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT WAS REVERSING FROM A PARKING SPACE WHEN THE VEHICLE ABNORMALLY ACCELERATED TO 45 MPH AND CONTINUED TO DRIVE IN CIRCLES. THE CONTACT STATED THE VEHICLE DID NOT STOP UNTIL IT CRASHED INTO ANOTHER VEHICLE AND THE BRAKES WERE DEPRESSED. THE CONTACT STATED THAT THE VEHICLE WAS TOWED BY THE POLICE AND WAS DECLARED AS DESTROYED. THE VEHICLE WAS NOT INSPECTED FOR THE FAILURE. THE FAILURE MILEAGE WAS 63,600.

NHTSA ODI Number: 10401111
Date of Incident: 20110430
Vehicle: 2010 TOYOTA RAV4

Location of Incident: LAKEWOOD, FL

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA RAV4. THE CONTACT STATED WHILE DRIVING APPROXIMATELY 15 MPH THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING OVER A CURB AND CAME TO A STOP WHEN IT CRASHED INTO A SIGN. THE CONTACT RECEIVED NHTSA CAMPAIGN ID NUMBER: 10V017000 VEHICLE SPEED CONTROL ACCELERATOR PEDAL NOTICE AFTER THE CRASH OCCURRED. THE MANUFACTURER FILED REPORT 1105090968 AND STATED THAT AN ENGINEER WOULD INSPECT THE VEHICLE. THE PASSENGERS RIGHT ARM WAS INJURED. THE POLICE DEPARTMENT CASE NUMBER 20119885 WAS FILED. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 5,000 AND THE CURRENT MILEAGE WAS 5,200.

NHTSA ODI Number: 10401338

Date of Incident: 20110501

Vehicle: 2007 TOYOTA TACOMA

Location of Incident: ORLANDO, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA TACOMA. THE CONTACT STATED THAT WHILE DRIVING 5 MPH AND ATTEMPTING A TURN, THE VEHICLE ABNORMALLY ACCELERATED WITHOUT WARNING AND THE CONTACT CRASHED INTO A DITCH. THE VEHICLE WAS THEN INSPECTED BY A DEALER AND THEY ADVISED HIM THAT AN INSPECTOR WOULD COME AND DIAGNOSE THE FAILURE. THE CONCLUSION FROM THE INSPECTION WAS THAT THERE WERE NO MECHANICAL ERRORS. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS APPROXIMATELY 92,000.

NHTSA ODI Number: 10398724

Date of Incident: 20110502

Vehicle: 2007 TOYOTA AVALON

Location of Incident: RIVERSIDE, CA

NHTSA Summary:

WHILE PULLING INTO A PARKING PLACE, AS I LIFTED MY FOOT FROM THE ACCELERATOR TO BEGIN BRAKING, MY 2007 TOYOTA AVALON, WHICH HAD ALREADY HAD THE RECALL FIX PERFORMED LAST YEAR, SUDDENLY ACCELERATED AND LEFT FORWARD RUNNING INTO THE BUILDING WALL THAT WAS ABOUT 5 FEET IN FRONT OF THE PARKING SLOT. THE CAR CAME TO AN ABRUPT STOP, AT WHICH TIME MY FOOT WAS CLEARLY ON THE BRAKE. I JUST SAT STILL FOR A FEW MINUTES, SORT OF IN A SLIGHT SHOCK OF WONDERING "WHAT THE H... JUST HAPPENED?" MY LEFT KNEE, ELBOW AND RIGHT SHOULDER IMMEDIATELY BECAME PAINFUL, BUT NOTHING SEEMED TOO BAD SO I PUT THE CAR IN REVERSE AND BACKED AWAY FROM THE WALL INTO THE PROPER POSITION IN THE PARKING SLOT. THE CAR APPEARED TO RUN OKAY, I RAN THROUGH ALL THE GEARS WITH NO PROBLEMS, CHECKED THE BRAKES, THEN TURNED OFF THE ENGINE AND GOT OUT. I WAS EXPECTING TO FIND SERIOUS FRONT END DAMAGE, BUT THE ONLY THING BESIDES PAINT SCATCHES WAS A BENT LICENSE PLATE FRAME. I CHECKED FOR LEAKS UNDER THE HOOD, AND FINDING NOTHING APPEARING DAMAGED THERE I DROVE SLOWLY HOME,(ABOUT 5 MILES). TWICE I FELT A SLIGHT SHUTTER WHEN MOVING MY FOOT FROM ACCELERATOR TO BRAKE WHEN PREPARING TO STOP. MY HUSBAND TOOK THE CAR TO THE DEALERSHIP THE NEXT DAY; HE FELT THE SAME "SHUTTTER" ON THE WAY TO THE DEALERSHIP(20 MILES). THE MECHANIC WAS UNABLE TO FIND ANYTHING WRONG, ANY EVIDENCE OF AN INCIDENT IN THE SENSORS AND I WAS TOLD BY THE SERVICE DEPT. ASST. MANAGER THAT NOTHING COULD BE DONE UNTIL IT HAPPENS AGAIN. SO, BASICALLY, TOYOTA SAYS I HAVE TO HAVE A MAJOR ACCIDENT BEFORE THEY CAN DO ANYTHING ABOUT THIS.I AM NOT APPARENTLY SERIOUSLY INJURED AT THIS TIME, BUT THE PAST 3 DAYS I'VE BEEN VERY UNCOMFORTABLE AND I'VE GONE

THROUGH DANGEROUS AMOUNTS OF TYLENOL. WE'LL SEE WHAT THE NEXT FEW DAYS BRINGS. I HAVE A DOCTOR'S APPOINTMENT NEXT WEEK FOR A REGULAR CHECKUP JUST IN CASE. I DO NOT WANT TO DRIVE THIS CAR AGAIN. MY HUSBAND WILL PROBABLY BE BRAVE ENOUGH TO DO IT, BUT I DOUBT THAT I WILL.

NHTSA ODI Number: 10403093
Date of Incident: 20110502
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: NEW HARTFORD, NY

NHTSA Summary:

2007 TOYOTA CAMRY. CONSUMER WRITES TO EXPRESS DISCONTENT REGARDING POOR MILEAGE AND ACCELERATION ISSUES *TGW THE CONSUMER STATED THE ENGINE IDLES VERY HIGH AND RUNNING HOT. THE CONSUMER STATED HE RECENTLY HIT ANOTHER VEHICLE, WHEN IT ACCELERATED OUT OF CONTROL. *JB

NHTSA ODI Number: 10401997
Date of Incident: 20110502
Vehicle: 2010 TOYOTA TACOMA
Location of Incident: MASTIC BEACH, NY

NHTSA Summary:

LTR ON BEHALF OF CONCERNING THE SAFETY OF HIS 2010 TOYOTA TACOMA PICKUP TRUCK DUE TO MECHANICAL ERRORS WITH THE ACCELERATOR AND BRAKE PEDAL; REPLY ATTN BILAL MALIK/PATCHOGUE DISTRICT OFFICE; DOT # 2011-1195 *TGW THE CONSUMER STATED WHEN THE ACCELERATOR PEDAL WAS APPLIED LIGHTLY FROM A STOP, THE VEHICLE WOULD SOMETIMES LURCH FORWARD ENOUGH TO THROW HIS HEAD BACK INTO THE HEADREST. ON SLIPPERY ROAD SURFACES THE VEHICLE FISHTAILED. ALSO, WHEN THE BRAKE PEDAL WAS APPLIED, IT WOULD TRAVEL CLOSELY TO THE FLOOR, LOWER THAN THE ACCELERATOR PEDAL. THE CONSUMER STATED THE ACCELERATOR AND BRAKE PEDAL WERE DESIGNED TOO CLOSE TOGETHER AND SOMETIMES HIS FOOT WOULD HIT THE ACCELERATOR PEDAL WHILE ATTEMPTING TO BRAKE. *JB

NHTSA ODI Number: 10400016
Date of Incident: 20110505
Vehicle: 2005 TOYOTA CAMRY
Location of Incident: RANCHO PALOS VERDES, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2005 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 2 MPH AND ATTEMPTING TO PARK ,THE VEHICLE SUDDENLY ACCELERATED INDEPENDENTLY. THE CONTACT DEPRESSED THE BRAKE PEDAL BUT THE VEHICLE WOULD NOT SLOW DOWN UNTIL THE VEHICLE WAS SHIFTED INTO PARK YET THE VEHICLE CRASHED INTO A WALL IN THE PARKING LOT. THE CONTACT WAS UNINJURED. THE VEHICLE WAS THEN TOWED TO AN AUTO BODY CENTER WHERE THE TECHNICIANS WERE UNABLE TO DIAGNOSE THE CAUSE OF THE SUDDEN ACCELERATION. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 69,000.

NHTSA ODI Number: 10399472
Date of Incident: 20110505
Vehicle: 2009 TOYOTA RAV4
Location of Incident: STRONGSVILLE, OH

NHTSA Summary:

A 2009 TOYOTA RAV 4 V6 LIMITED. WHILE DRIVING AT LOW SPEEDS APPROXIMATELY 5 TO 10 MPH, VEHICLE SUDDENLY ACCELERATED UPON BRAKING WITHOUT WARNING. THIS IS VERY SCARRY SINCE BRAKING DISTANCE CAN NOT BE DETERMINED AND HAS CAUSED NEAR ACCIDENTS. THIS HAS HAPPEND ABOUT 6 TO 8 TIMES AND WAS REPORTED TO THE DEALER ON 3 OCCASIONS NEAR 5,000 AND 25,000 AND 27,000 MILES. APPLYING PRESSURE TO THE BRAKES IN ORDER TO KEEP THE VEHICLE FROM ACCELERATING INCREASED THE ACCELERATION. THE TOYOTA SERVICE DEALER REVIEWED AND TEST DROVE THE RAV 4 TWICE. ON THE LAST OCCASION, THE VEHICLE WAS KEPT OVER NIGHT FOR A TOYOTA REGIONAL MANAGER TO INVESTIGATE AT 27,000 MILES. THE REGIONAL MANAGER, AFTER OUR DISCUSSION, INDICATED HE WOULD FILE A REPORT WITH TOYOTA. NEITHER THE DEALER SERVICE MANAGER NOR THE TOYOTA REGIONAL MANAGER WERE ABLE TO DUPLICATE THE ACCELERATION WHEN THE BRAKES WERE APPLIED. NO REPAIRS WERE PERFORMED, HOWEVER THE LAST ACCELERATION UPON APPLYING BRAKES DID OCCUR AFTER THE PEDAL RECALL. THE REGIONAL MANAGER REVIEWED THE PEDAL RECALL INSTALLATION AND ASSURED ME IT WAS PERFORMED CORRECTLY. BOTH THE DEALER SERVICE MANAGER AND THE TOYOTA REGIONAL MANAGER INFORMED ME THE ACCELERATION COULD BE USER ERROR SINCE THE BRAKE IS CLOSE TO THE ACCELERATOR. THE BRAKE AND ACCELERATOR COULD BE BOTH DEPRESSED AT THE SAME TIME. THEY WERE BOTH ABLE TO DO THIS, HIT THE BRAKE AND THE ACCELERATOR WITH ONE FOOT WHEN BRAKING. THE DEALER SERVICE MANAGER THE SHOWED ME HOW OTHER MODELS HAVE THE BRAKE AND ACCELERATOR FURTHER APART. WHEN ASKED ABOUT A BRAKE OVER RIDE, THE REGIONAL MANAGER STATED THE COMPUTER UPDATE ON A 2009 RAV4 V6 COULD NOT BE ADAPTED TO OVER RIDE ACCELERATION WHEN BRAKING. THE DEALER SERVICE MANAGER AND TOYOTA REGIONAL MANAGER OFFERED NO FURTHER ASSISTANCE.

NHTSA ODI Number: 10428551
Date of Incident: 20110505
Vehicle: 2003 TOYOTA PRIUS
Location of Incident: Chambersburg, PA

NHTSA Summary:

CUSTOMER STATES VEHICLE BEGAN RACING WILDLY, ACTING LIKE TRANSMISSION WAS NOT ENGAGED. DRIVER STATED AS NOT DEPRESSING THE ACCELERATOR DURING THE ALLEGED EVENT. CUSTOMER WAS DRIVING ON STEEP UPHILL GRADES AT APPROXIMATELY 45 MPH. VEHICLE WAS SHUT OFF AND RESTARTED. VEHICLE PROCEEDED TO OPERATE WITH 6-7 REOCCURRENCES THROUGHOUT 100 MILES OF DRIVING AT HIGHWAY SPEEDS. CUSTOMER STATES THAT THIS HAS NEVER HAPPENED BEFORE HOWEVER 6 MONTHS EARLIER THE VEHICLE WOULD NOT START AND WOULD STALL REPEATEDLY. CUSTOMER STATES VEHICLE AS RELATIVELY TROUBLE FREE WITH A HISTORY OF ROUTINE MAINTENANCE AS WELL AS REPLACEMENT OF THE REAR WHEEL BEARINGS. (NOTE: THIS RECORD WAS RECEIVED VIA TELPHONE BY AN ODI INVESTIGATOR RATHER THAN THROUGH OUR HOTLINE OR ONLINE FORM. IT HAS BEEN ADDED TO OUR COMPLAINT FILE IN RESPONSE TO A THIRD PARTY REQUEST.)

NHTSA ODI Number: 10401485
Date of Incident: 20110506
Vehicle: 1994 TOYOTA CAMRY
Location of Incident: SCARBOROUGH, ONTARIO CANADA, 00

NHTSA Summary:

EXPERIENCED TWO TIMES WITH UNWANTED SUDDEN ACCELERATION WITH TOYOTA CAMRY '94(MADE IN US MODEL) IN MAY 2011: WHILE DRIVING 30MPH, ALL OF A SUDDEN, THE SPEEDOMETER WAS UP LIKE CRAZY (6000-7000RPM) AND WHILE APPLYING BRAKE

ON IT WHICH DIDN'T SEEM TO RESPONSE AND I HAD TO APPLY THE BRAKE VERY HARD TO MAKE THE CAR STOP AND HAD TO TURN OFF THE ENGINE.

NHTSA ODI Number: 10399579
Date of Incident: 20110507
Vehicle: 2006 TOYOTA TUNDRA
Location of Incident: MURRYSVILLE, PA

NHTSA Summary:

TL*THE CONTACT OWNS A 2006 TOYOTA TUNDRA. THE CONTACT STATED WHILE DRIVING AND ATTEMPTING TO SLOW DOWN, THE VEHICLE SUDDENLY BEGAN TO ACCELERATE. A LOUD NOISE WAS ALSO HEARD INSIDE THE CABIN. THE CONTACT SHIFTED INTO PARK TO STOP THE VEHICLE. THE CONTACT SHIFTED BACK INTO DRIVE AND THE VEHICLE PERFORMED NORMALLY. THE VEHICLE HAD NOT BEEN INSPECTED OR REPAIRED. THE MANUFACTURER WAS NOTIFIED AND A COMPLAINT WAS FILED. THE FAILURE MILEAGE WAS 81,100 AND THE CURRENT MILEAGE WAS 81,150.

NHTSA ODI Number: 10399537
Date of Incident: 20110508
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: CARLSBAD, CA

NHTSA Summary:

2009 TOYOTA CAMRY HAD A UNCONTROLLED SUDDEN ACCELERATION INCIDENT WHILE MY WIFE, DAUGHTER, 9 WEEK OLD GRANDSON, AND TWO NEICES WERE IN THE CAR. SHE WAS MAKING A LEFT TURN WHEN THROTTLE LOCKED ON FULL POWER. MY WIFE APPLIED THE BRAKES BUT DID SLOW CAR TO MUCH SO SHE PLACED IN NEUTRAL, COASTING INTO A SHOPPING AS THE ENGINE KEPT RACING. SHE CHECK THE FLOOR MAT BUT NO PROBLEM THEN STOMPED THE THROTTLE A COUPLE OF TIME UNTIL THE ENGINE RPM RETURNED TO NORMAL. SHE THEN PLACE THE CAR IN DRIVE THEN PARKED THE CAR INTO A PARKING STALL. SHE RECALLED THE SMELLING ORDER HOT ENGINE AND HOT BRAKES. VEHICLE WAS DRIVEN HOME AND IS BEING TAKEN TO TOYOTA 05/09/11 FOR INSPECTION AS INSTRUCTED BY SERVICE ADVISOR.

NHTSA ODI Number: 10400576
Date of Incident: 20110509
Vehicle: 2005 TOYOTA HIGHLANDER
Location of Incident: HAYWARD, CA

NHTSA Summary:

I OWN 2005 TOYOTA HIGHLANDER ON MAY 09,2011 I WAS GETTING ON THE FREE WAY AND ACCELERATED TO MERGE INTO THE FREEWAY , I REALIZED THAT THE CAR WAS GOING FULL SPEED AND THAT THE GAS PEDAL HAD GOTTEN STUCK. I WAS ABLE TO EXIT AND PRESS THE BRAKE WITH BOTH FEET, PUSHED IN THE EMERGENCY BRAKE AND PULLED OUT THE KEY. I DON'T KNOW HOW I WAS ABLE TO STOP THE CAR AND WAS LUCKY TO FIND AN EXIT THAT GAVE ME MORE TIME TO STOP THE CAR. THE HEATER, AIR CONDITION, RADIO AND CD PLAYER ALL ORIGINAL STOPPED WORKING ONE YEAR AGO. I HAD THE CAR TOWED TO THE HAYWARD TOYOTA DEALER AND THEY KEPT IT UNTIL MAY 11,2011.THE MANAGER FROM THE SERVICES DEPARTMENT CALLED ME TO INFORM ME THAT IT WAS READY TO BE PICKED UP AND THAT I NEEDED TO PAY THEM \$120.00 FOR RUNNING THE TESTS ON THE CAR. HE STATED THAT NOTHING WAS FOUND AND THAT I NEEDED TO PICK THE CAR UP. I HAVE TWO YOUNG CHILDREN AND I HAD A BAD SCARE AND COULD HAVE ENDED IN A TERRIBLE ACCIDENT, UNTIL TODAY I HAVE NIGHTMARES OF THE INDECENT. I STATED MY CONCERN TO THE MANAGER THAT I DID NOT FEEL SAFE DRIVING THE CAR WITH MY CHILDREN AND LOVED ONES. HE SAID THAT I COULD TRADE

IT IN. I INFORMED HIM THAT I STILL PAY THE CAR AND HAVE A LOAN BALANCE OF \$15,000.00 WITH THE BANK I AM DRIVING A RENTAL CAR AND HAVE TO PAY \$19.00 PER DAY BECAUSE THE TOYOTA SERVICE MANAGER COULD NOT GIVE ME A RENTER CAR FOR LESS THAN \$25.00 PER DAY. I AM A SINGLE MOTHER WITH TWO CHILDREN AND CAN NOT AFFORD A NEW CAR LOAN. I AM REQUESTING THAT TOYOTA PAYS ME THE BLUE BOOK VALUE OF OF MY CAR AND TAKE THEIR CAR BACK. I DO NOT FEEL SAFE DRIVING MY CAR AND I AM VERY CONCERN OF THE SAFETY OF MY FAMILY. I ASK THAT YOU PLEASE TAKE TIME TO INVESTIGATE MY URGENT MATTER. THANK YOU VERY MUCH
BLANCA E. GONZALEZ

NHTSA ODI Number: 10400986
Date of Incident: 20110510
Vehicle: 2005 TOYOTA CAMRY
Location of Incident: FREDERICKSBURG, VA

NHTSA Summary:

TL*THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT STATED WHEN HE STOPPED AT A TRAFFIC LIGHT WITH HIS FOOT ON THE BRAKES THE RPMS INCREASED EXCESSIVELY; HE THEN THRUST THE GEAR INTO NEUTRAL. APPROXIMATELY FOUR SECONDS LATER THE VEHICLE RETURNED TO NORMAL. THE MANUFACTURER INFORMED HIM TO CONTACT ANOTHER DIVISION WITHIN TOYOTA WHO INSPECTS THE ACCELERATOR FAILURE; HOWEVER, THEY WERE NOT NOTIFIED. THE FAILURE MILEAGE WAS 77,000.

NHTSA ODI Number: 10429734
Date of Incident: 20110510
Vehicle: 2009 TOYOTA RAV4
Location of Incident: BALTIMORE, MD

NHTSA Summary:

ON MAY 10, 2011 I EXPERIENCED SUDDEN UNINTENDED ACCELERATION AND THEN INTERMITTENTLY UNTIL ON AUGUST 31, 2011 I EXPERIENCED 3 EVEN MORE DRAMATIC UNINTENDED ACCELERATIONS WITHIN ABOUT 40 MINUTES. I TOOK THE CAR TO MY NEARBY MECHANIC WHO TOLD ME THIS WAS SOMETHING THAT REQUIRES THE ATTENTION OF TOYOTA DEALER. THE LOCAL DEALER CALLED IN A TOYOTA REGIONAL SPECIALIST IN UNINTENDED ACCELERATION WHO CONCLUDED AFTER TESTS THAT EVERYTHING APPEARS TO BE NORMAL. HE DID INDICATE THAT BRAKING CAN ACTUALLY CAUSE REVVING WHICH SOUNDS LIKE UNINTENDED ACCELERATION & PERHAPS THAT IS WHAT I EXPERIENCED. HE ALSO SAID THAT TOYOTA IS CONSIDERING BUILDING FUTURE MODELS WITH GREATER DISTANCE BETWEEN THE ACCELERATOR AND BRAKE PEDALS & THEY MAY ALSO ELEVATE THE BRAKE PEDAL SO THERE IS MORE SEPARATION BETWEEN THESE 2 PEDALS AND THUS LESS LIKELIHOOD OF ONE'S FOOT DRIFTING BETWEEN THEM. IN CONCLUSION, THERE REMAINS IN MY MIND AN UNCERTAINTY AS TO WHAT HAS BEEN THE CAUSE OF THE UNINTENDED AND SCARY ACCELERATION I EXPERIENCED. IT MAY HAVE BEEN CAUSED BY ACCELERATOR PEDAL OR IRONICALLY BY THE USE OF THE BRAKE PEDAL. IF THE LATTER, PERHAPS TOYOTA NEEDS TO MAKE AN APPROPRIATE MODIFICATION SO THAT NEITHER PEDAL CAN CAUSE UNINTENDED ACCELERATION.

NHTSA ODI Number: 10401859
Date of Incident: 20110510
Vehicle: 2002 LEXUS ES300
Location of Incident: ORLAND PARK, IL

NHTSA Summary:

I WAS STOPPED AT A RED LIGHT APPROXIMATELY 3-4 FT. BEHIND A UTILITY TRUCK. SUDDENLY THE CAR SURGED FORWARD AND HIT THE REAR END OF THE TRUCK IN FRONT OF ME.

NHTSA ODI Number: 10407231
Date of Incident: 20110511
Vehicle: 2008 TOYOTA PRIUS
Location of Incident: PLEASANT HILL, CA

NHTSA Summary:

TL*THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE THE CONTACT WAS DRIVING LESS THAN 20 MPH WHEN HE ATTEMPTED TO PARK THE VEHICLE AND IT UNEXPECTEDLY ACCELERATED UPON ENGAGING THE BRAKE PEDAL. THE VEHICLE FAILED TO STOP AND CRASHED INTO A CEMENT GARAGE WALL. THERE WERE NO INJURIES. A POLICE REPORT WAS NOT FILED. THE FRAME AND FRONT END OF THE VEHICLE WERE SEVERELY DAMAGED. THE CONTACT WAS ABLE TO DRIVE THE VEHICLE FROM THE SCENE. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR BODY DAMAGE AND TO BE REPAIRED. THE CAUSE OF FAILURE WAS NOT DETERMINED. THERE WAS A PRIOR RECALL REPAIR PERFORMED THAT WAS RELATED TO THE DEFECT UNDER NHTSA CAMPAIGN ID NUMBER 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 35,000. UPDATED 08/31/11*LJ

NHTSA ODI Number: 10404074
Date of Incident: 20110513
Vehicle: 2007 TOYOTA TACOMA
Location of Incident: UNITY, NH

NHTSA Summary:

TL*THE CONTACT OWNS A 2007 TOYOTA TACOMA S45. THE CONTACT STATED THAT WHILE SITTING IDLE AND WAITING WITH HIS FOOT ON THE BRAKE PEDAL THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A POLE. THE DRIVER DID NOT SUSTAIN ANY INJURIES. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO AN INDEPENDENT MECHANIC AND INSPECTED BY A MANUFACTURERS ENGINEER WHO HAD NOT PROVIDED A RESPONSE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS APPROXIMATELY 71,900.

NHTSA ODI Number: 10402883
Date of Incident: 20110516
Vehicle: 2011 TOYOTA SIENNA
Location of Incident: CANTON, MA

NHTSA Summary:

TL*THE CONTACT OWNS A 2011 TOYOTA SIENNA. THE CONTACT WAS DRIVING 10 MPH INTO THE RESIDENTS DRIVEWAY WHEN PRESSURE WAS APPLIED TO THE BRAKE PEDAL AND THE VEHICLE UNEXPECTEDLY ACCELERATED WITH THE RPMS RAPIDLY INCREASING. THE VEHICLE FAILED TO SLOW DOWN AND CRASHED INTO THE STONE STRUCTURE OF THE GARAGE. THE FRONT SEAT PASSENGER SUFFERED A MINOR INJURY TO THE SHOULDER. THE FRONT PASSENGER SIDE FENDER WAS DAMAGED. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER. A POLICE REPORT WAS FILED. THE CAUSE OF FAILURE WAS NOT DETERMINED. THE MANUFACTURER WAS NOTIFIED OF THE UNINTENDED ACCELERATION. THE APPROXIMATE FAILURE MILEAGE WAS 20,400.

NHTSA ODI Number: 10402806

Date of Incident: 20110516
Vehicle: 2005 TOYOTA COROLLA
Location of Incident: SCHAUMBURG, IL

NHTSA Summary:

TL*THE CONTACT OWNS A 2005 TOYOTA COROLLA. THE CONTACT STATED WHILE DRIVING APPROXIMATELY 5 MPH THE VEHICLE SURGED FORWARD UNTIL CRASHING INTO A CEMENT POST. A POLICE REPORT WAS NOT FILED AND THERE WERE NO INJURIES. THE VEHICLE WAS DRIVEN TO HER RESIDENCE BEFORE BEING TOWED TO AN AUTHORIZED DEALER WHERE THEY WERE UNABLE TO DIAGNOSE THE FAILURE. THE VEHICLE WAS REPAIRED FOR THE BODY DAMAGE BY AN INSURANCE AGENCY. THE MANUFACTURER SENT AN INVESTIGATOR TO EXAMINE THE VEHICLE BUT WAS ALSO UNABLE TO DIAGNOSE THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 23,000.

NHTSA ODI Number: 10414927
Date of Incident: 20110518
Vehicle: 2011 TOYOTA COROLLA
Location of Incident: HYDE PARK, NY

NHTSA Summary:

I PURCHASED THE CAR 4/22/11, TWO WEEKS LATER IT BEGAN JERKING AND BUCKING. I THOUGHT IT WS ME SO AT FIRST I DID NOT SAY ANYTHING. AFTER SOME TIME IT BECAME A REGULAR OCCURENCE. THEN ON 2 OCCAIONS IT ACCELERATED ON IT'S OWN. EVEN WHEN I APPLIED THE BRAKES IT WAS NOT SLOWING DOWN. FINALLY IT DID BUT I WAS SCARED I WAS NOT GOING TO BE ABLE TO STOP. I TOOK THE CAR TO THE DEALER AND, OF COURSE, IT DID NOT DO IT. THEY CHECKED IT AND TOLD ME ALL WAS NORMAL. TWO DAYS LATER THE JERKING AND BUCKING RETURNED AND IT DROVE ITSELF AGAIN JUST THE OTHER DAY. THE JERKING AND BUCKING OCCURS BETWEEN 40 AND 50 MPH. HOWEVER, THE OTHER DAY IT OCCURED AT 35 AND 55. WHEN THIS HAPPENS THE TACH. DIPS AND DIVES AND THE MPG GAUGE DROPS TO 99.9 . NO WARNING LIGHTS COME ON. THIS CAR SCARES ME !!!!!!!!! I HAVE FOUND OTHER PEOPLE COMPLAINING OF THE SAME PROBLEM AND DOING ALL THE SAME THINGS I AM DOING INCLUDING THIS REPORT BUT TO NO AVAIL. TOYOTA IS DOING NOTHING ABOUT THIS PROBLEM. I CALLED THEM TO REPORT THIS ON TUESDAY 7/19/11 THEY GAVE ME A CASE # AND TOLD ME A MANAGER WOULD CALL ME BY FRIDAY. I RECEIVED NO CALL.

NHTSA ODI Number: 10402303
Date of Incident: 20110519
Vehicle: 2011 TOYOTA CAMRY
Location of Incident: FLUSHING, NY

NHTSA Summary:

WHILE BACKING OUT OF THE DRIVEWAY, THE CAR SUDDENLY ACCELERATED BEYOND MY CONTROL. THE CAR ACCELERATED ACROSS THE STREET AND ONTO THE SIDEWALK AND CRASHED INTO THE FENCE OF A SCHOOLYARD ACROSS THE STREET FROM MY HOUSE. WE NARROWLY MISSED CHILDREN PLAYING. THE BACK OF THE CAR IS TOTALED. THANKFULLY, NO ONE WAS HURT. THE CAR IS NOW LOCATED IN A BODY SHOP SUGGESTED BY GIECO, MY INSURANCE CARRIER. WE ARE ASKING THEM NOT TO PROCEED WITH REPAIRS UNTIL WE CONTACT THIS AGENCY AND TOYOTA AMERICA.

NHTSA ODI Number: 10410762
Date of Incident: 20110519
Vehicle: 2006 LEXUS ES330
Location of Incident: YERINGTON, NV

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 LEXUS ES330. THE CONTACT WAS ATTEMPTING TO PARK WHEN THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A BUILDING. THE AIR BAGS DID NOT DEPLOY AND THE CONTACT SUSTAINED WHIPLASH. THE VEHICLE WAS TOWED TO A LOCAL BODY SHOP WHICH WAS PROVIDED BY THE INSURANCE COMPANY WHERE THE VEHICLE WAS REPAIRED. THE MANUFACTURER SENT AN ENGINEER TO EXAMINE THE VEHICLE YET THE ENGINEER WAS UNABLE TO DIAGNOSE A FAILURE. THE CONTACT BELIEVED THE VEHICLE WAS UNSAFE TO DRIVE AND FEARED THAT THE FAILURE WOULD RECUR WITHOUT WARNING. THE FAILURE MILEAGE WAS 60,366.

NHTSA ODI Number: 10405455
Date of Incident: 20110520
Vehicle: 2002 TOYOTA CAMRY
Location of Incident: BELTON, MO

NHTSA Summary:

I PURCHASED A 2002 TOYOTA CAMRY BACK IN MARCH OF THIS YEAR FROM A PRIVATE AUTO SELLER. ON MAY 20TH WHILE SITTING AT A STOP SIGN IN NEUTRAL, MY RPM GAGE ALL OF A SUDDEN SURGED. I PRESSED ON THE GAS PEDAL TWICE TO SEE IF IT WAS STUCK SINCE I'D HEARD NEWS REPORTS THAT THIS WAS REPORTEDLY THE ISSUE ACCORDING TO TOYOTA WHEN OTHER INCIDENTS WERE REPORTED, BUT I THOUGHT THEY WERE WITH THE NEWER MODELS. NONETHELESS, WHEN I RELEASED THE PEDAL, THE GAGE CONTINUED SURGING. THANK GOODNESS I WAS IN NEUTRAL WHEN THE ACCELERATION STARTED BECAUSE THERE WERE CHILDREN IN THE AREA WHO WERE WAITING TO CATCH THEIR SCHOOL BUS. I DECIDED TO TURN OFF MY VEHICLE AND SAT FOR ABOUT TEN SECONDS, STARTED IT BACK UP AND IT WAS STILL SURGING FOR APPROXIMATELY ANOTHER THREE SECONDS, THEN FINALLY STOPPED AND WENT BACK TO NORMAL. AT THAT POINT, I TURNED BACK AROUND AND PARKED THE CAR AT MY HOME. FORTUNATELY, I HAVE ANOTHER VEHICLE I WAS ABLE TO DRIVE. THAT FOLLOWING TUESDAY I STOPPED AT A TOYOTA DEALERSHIP IN KANSAS CITY, KANSAS AND EXPLAINED TO THE SERVICE PARTS WORKER WHAT HAPPENED. HIS EXPLANATION WAS IT'S THE FLOOR MAT GETTING STUCK CAUSING THE ACCELERATION AND THAT I NEED TO PROVIDE MY VIN NUMBER FOR THEM TO LOOK IT UP. FIRST OF ALL, THIS WAS NOT A FLOOR MAT ISSUE. IF THAT WAS THE CASE THEN WHEN I PRESSED THE GAS PEDAL, IT SHOULD'VE COME UNSTUCK. IT'S OBVIOUS THAT THE DEALERSHIP WANTED TO GO THE ROUTE THAT'S GOING TO BE THE LEAST EXPENSIVE INSTEAD OF ACTUALLY LOOKING INTO THE PROBLEM. UPON DOING SOME RESEARCH ONLINE, I CAME ACROSS A TECHNICAL BULLETIN MEMO FROM AUGUST 2002 THAT ADDRESSED THE ACCELERATION ISSUE STATING THAT IT WAS AN ELECTRONICS GLITCH. I E-MAILED TOYOTA'S CUSTOMER SERVICE DEPT. AND THE ONLY RESOLUTION THEY OFFERED WAS.....NOTHING. APPARENTLY THE WARRANTY HAS EXPIRED FOR THIS PARTICULAR ISSUE SO NOW I HAVE TO PAY FOR ANY REPAIRS DONE. DUE TO THE DANGEROUS NATURE OF THESE INCIDENTS, REPAIRS SHOULD BE AUTOMATIC AND NOT AT THE COST OF THE CONSUMER!

NHTSA ODI Number: 10402840, 10402848
Date of Incident: 20110520
Vehicle: 2007 TOYOTA YARIS
Location of Incident: MT SHASTA, CA

NHTSA Summary:

TL*THE CONTACT OWNS A 2007 TOYOTA YARIS. THE CONTACT STATED THAT WHILE DRIVING INTO A PARKING SPACE THE VEHICLE SUDDENLY ACCELERATED. HE TRIED TO ENGAGE THE BRAKES BUT THE VEHICLE DID NOT STOP UNTIL IT CRASH INTO A

BUILDING. NONE OF THE AIR BAGS DEPLOYED. A POLICE REPORT WAS FILED. NO ONE WAS INJURED. THE VEHICLE WAS TOWED TO A LOCAL MECHANIC WHO WAS UNABLE TO DIAGNOSE THE FAILURE. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE VEHICLE IDENTIFICATION NUMBER WAS NOT AVAILABLE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 100,000.

NHTSA ODI Number: 10402606
Date of Incident: 20110524
Vehicle: 2005 TOYOTA SIENNA
Location of Incident: MONMOUTH JUNCTION, NJ

NHTSA Summary:

MY WIFE HAD SUDDEN ACCELERATION ISSUE WITH OUR 2005 TOYOTA SIENNA LE MINI-VAN. WHEN SHE WAS DROPPING OUR SON OUTSIDE OUR APARTMENT COMPLEX AT UNDER 15 MPH, CAR MAGICALLY ACCELERATED AND ENDED UP HITTING A TREE. FRONT PASSENGER WAS TOTALLY DAMAGED AND CAR IS TOTALED. WE HAD APPROX 65K MILES ON MINIVAN.

NHTSA ODI Number: 10404210
Date of Incident: 20110525
Vehicle: 2008 TOYOTA CAMRY
Location of Incident: JOPLIN, MO

NHTSA Summary:

TL- THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE CONTACT WAS IN A CRASH. THE CONTACT STATED SHE WAS LEAVING A PARKING SPACE, PUT THE VEHICLE IN DRIVE AND BEFORE SHE COULD PLACE HER FOOT ON THE ACCELERATOR THE VEHICLE DROVE OUT OF CONTROL AND HIT A TREE. THE VEHICLE WAS TOWED TO A BODY SHOP. THE VEHICLE WAS IN THE PROCESS OF REPAIR. THE PASSENGER OF THE VEHICLE WAS TAKEN TO THE HOSPITAL FOR CHEST PAINS. A POLICE REPORT WAS FILED. NEITHER THE MANUFACTURER OR DEALER WERE CONTACTED. THE FAILURE AND CURRENT MILEAGE WAS 42,000. NW

NHTSA ODI Number: 10444425
Date of Incident: 20110526
Vehicle: 2005 TOYOTA PRIUS
Location of Incident: Pasadena, CA

NHTSA Summary:

I ROLLED SLOWLY (<1 MPH) UPHILL TO THE PARKING SLOT (L.A. CODE, 2% GRADE DOWN AWAY FROM BUILDINGS) UP TO THE PARKING CEMENT STOP, AND WAS READY TO SHUT IT DOWN. THE ENGINE STARTED TO RACE, ABOUT TO GO OVER THE CEMENT STOP WHEN I PUT MY FOOT ON THE BRAKE. THE CAR CONTINUED OVER THE CEMENT STOP. I PUSHED HARDER ON THE BRAKE AND THE CAR STARTED TO DRIVE OVER THE SIDEWALK. THEN THE CAR DROVE THROUGH THE PLATE GLASS OF THE STUDIO AND THEN CAME TO A STOP INSIDE. I PUT THE CAR INTO NEUTRAL AND TRIED TO TURN THE CAR 'OFF'. THE CAR'S ENGINE WAS STILL ON AFTER SEVERAL TRIES TO TURN IT OFF AND I HAD MY FOOT OFF THE BRAKE AND ON THE FLOOR. THEN THE CAR TOOK A TURN TO THE LEFT AND DROVE THROUGH THE WALL (MY FOOT WAS STILL ON THE FLOOR). I GOT OUT OF THE CAR WITHOUT TAKING IT OUT OF NEUTRAL AND IT WAS STILL "ON". I TOOK THE KEY WITH ME TO THE MIDDLE OF THE ROOM (I USED THE KEYLESS IGNITION) SO THE CAR SHOULD HAVE "CHIMED" BECAUSE; THE PASSENGER SIDE DOOR WAS OPEN, I WAS OUT OF THE CAR, AND THE CAR WAS STILL LEFT "ON". HOWEVER, THE CAR DID NOT CHIME (INDICATING IT DID NOT DETECT I WAS 12 FEET AWAY). MY TEACHER CAME UP TO THE SHATTERED GLASS WINDOW OF THE STUDIO AT THE SAME TIME THE SECURITY OFFICER

FOR THE MINI MALL A FEW MINUTES AFTER I GOT OUT OF THE CAR. I WAS LOOKING FOR MY INSURANCE CARD IN MY PURSE WHEN THE THREE OF US WITNESSED THE CAR "REV" AGAIN AND THE WALL BEGAN TO SHATTER WITH PLASTER AND WOODEN STUDS FALLING AROUND THE CAR WITH NO ONE DRIVING (THE CAR WAS IN NEUTRAL). BECAUSE OF THE MOVEMENT OF THE CAR, WITHOUT A DRIVER AND IN THE WALL, THE SECURITY GUARD TRIED TO GET PEOPLE OUT OF THE BUILDING. THE TOWING COMPANY COULD NOT 'PULL' THE VEHICLE OUT OF THE WALL WITH THEIR TOW TRUCK FOR MORE THEN 20 MINUTES SO, I GAVE MY CAR KEY TO THE POLICE OFFICER AND HE GAVE IT TO THE TOWING COMPANY. THE MAN FROM THE TOWING COMPANY DROVE THE CAR OUT OF THE WALL AND OUT OF THE STUDIO.

NHTSA ODI Number: 10409383
Date of Incident: 20110527
Vehicle: 2002 TOYOTA CAMRY
Location of Incident: LITTLE ROCK, AR

NHTSA Summary:

TL* THE CONTACT OWNS A 2002 TOYOTA CAMRY. THE CONTACT WAS DRIVING 20 MPH WHEN SUDDENLY, THE VEHICLE ACCELERATED AND THE CONTACT WAS UNABLE TO STOP THE VEHICLE. THE CONTACT CRASHED INTO ANOTHER VEHICLE AND SUSTAINED MINOR CHEST INJURES FROM THE SEAT BELT. THE CONTACT WAS ABLE TO DRIVE THE VEHICLE FROM THE CRASH SITE AS THE VEHICLE EXHIBITED AN ABNORMAL TICKING AND RATTLING. THE VEHICLE WAS SHUT OFF AND TOWED TO THE LOCAL DEALER. AN INVESTIGATOR WAS SENT BY THE MANUFACTURER TO FURTHER INSPECT THE FAILURE WHO WAS UNABLE O LOCATE OR DUPLICATE A FAILURE. THE MANUFACTURE WOULD NOT ASSIST, STATING THAT NO FAILURES WERE DISCOVERED WITHIN THE VEHICLE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 165,000.

NHTSA ODI Number: 10413368
Date of Incident: 20110527
Vehicle: 2009 TOYOTA RAV4
Location of Incident: WEST CHESTER, OH

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA RAV4. THE CONTACT STATED THAT THE VEHICLE ACCELERATED WHILE ATTEMPTING TO MAKE A LEFT TURN. THE CONTACT WAS UNABLE TO STOP THE VEHICLE AND THE STEERING WHEEL LOCKED AS THE BRAKE PEDAL DEPRESSED TO THE FLOOR. THE VEHICLE CONTINUED TO ACCELERATE FORWARD UNTIL CRASHING INTO A PARKED VEHICLE. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER WHERE IT WAS AWAITING REPAIRS. THE MANUFACTURER EXAMINED THE VEHICLE, AND STATED THAT THERE WAS NO FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 22,900. UPDATED 08/22/11*LJ

NHTSA ODI Number: 10404009
Date of Incident: 20110529
Vehicle: 2010 LEXUS RX350
Location of Incident: NEW CITY, NY

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 LEXUS RX350. THE CONTACT STATED THERE WAS UNINTENDED ACCELERATION WHILE THE VEHICLE WAS PARKED IN THE GARAGE. AS THE VEHICLE WAS STARTED, THE RPM INCREASED UP TO 70 MPH. THE VEHICLE WAS TOWED TO THE DEALER WHERE THEY INSPECTED THE VEHICLE AND INFORMED THE CONTACT THAT THE ACCELERATOR PEDAL WAS STUCK TO THE FLOOR MAT. THE CONTACT STATED HE DOES NOT THINK IT WAS THE FLOOR MATS BECAUSE HE CHECKED

THE FLOOR MATS PRIOR TO TAKING THE VEHICLE TO THE DEALER. THE DEALER COULD NOT FIND ANYTHING ELSE WRONG WITH THE VEHICLE. THE MANUFACTURER WAS CONTACTED AND A CLAIM WAS FILED. THE FAILURE MILEAGE WAS 1,600.

NHTSA ODI Number: 10403768
Date of Incident: 20110529
Vehicle: 2005 TOYOTA HIGHLANDER
Location of Incident: BOWIE, MD

NHTSA Summary:

TL* THE CONTACT OWNS A 2005 TOYOTA HIGHLANDER. THE CONTACT STATED THAT THE VEHICLE WAS STARTED AND AS THE CONTACT SHIFTED INTO DRIVE, THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED INTO A HOUSE. A POLICE REPORT WAS FILED BUT NO INJURIES WERE REPORTED. THE VEHICLE WAS NOT YET TAKEN TO HAVE THE FAILURE DIAGNOSED OR REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 79,000.

NHTSA ODI Number: 10404500
Date of Incident: 20110529
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: BATTLE GROUND, IN

NHTSA Summary:

I WAS PARKING MY 2007 TOYOTA CAMRY BEHIND A JEEP WAGONEER THAT WAS HEADED FORWARD IN A PARKING LOT. I WAS ALMOST AT THE STOPPING POINT WITH MY FOOT ON THE BRAKE AND WITHIN A FOOT OR SO OF STOPPING, WHEN MY CAR SUDDENLY LURCHED FORWARD WITH EXTREME FORCE, PUSHING THE JEEP WAGONEER ABOUT 8-10 FEET FORWARD. MY CAR CONTINUED ACCELERATING AND THE PASSENGER SIDE OF MY CAR SEVERELY CRASHED AGAINST THE SIDE OF THE SUV THAT WAS PARKED NEXT TO THE JEEP WAGONEER. MY CAR FINALLY CAME TO REST. MY 2007 TOYOTA CAMRY WAS PART OF THE THE RECALL IN 2010 AND I HAD MY CAR IN FOR THE RECALL REPAIR IN FEB. 2010. PRIOR TO HEARING ANYTHING ABOUT TOYOTA'S SUDDEN ACCELERATION PROBLEMS, I HAD A SIMILAR EXPERIENCE WITH THE SAME VEHICLE AROUND MID-2009 (UNCERTAIN OF DATE). AT THAT TIME, I WAS AGAIN TURNING SLOWLY INTO A PARKING SPACE AND ALMOST AT THE STOPPING POSITION WHEN THE CAR ROARED FORWARD, JUMPING THE CURB OF THE PARKING LOT AND GOING TOWARDS THE RIGHT ON A GRASSY KNOLL. THERE WERE NO INJURIES NOR ANY CAR DAMAGE, SO I DID NOT REPORT IT AND DID NOT UNDERSTAND THE CAUSE OF THE INCIDENT UNTIL I BEGAN LEARNING OF TOYOTA'S SUDDENT ACCELERATION PROBLEMS.

NHTSA ODI Number: 10404236
Date of Incident: 20110530
Vehicle: 2011 TOYOTA RAV4
Location of Incident: WILLMINGTON, NC

NHTSA Summary:

TL*THE CONTACT OWNS A 2011 TOYOTA RAV4. WHILE THE VEHICLE WAS PARKED THE CONTACT DEPRESSED THE BRAKE PEDAL WHILE TURNING THE IGNITION ON AND THEN MOVED THE GEAR SHIFT FROM PARK TO REVERSE. THE ENGINE RPMS SUDDENLY BEGAN TO INCREASE AND INDICATED A HIGH READING. THE CONTACT LOOKED DOWN AT THE FLOOR MAT AND NOTICED THE FLOOR MAT WAS NOT IN THE WAY OF THE ACCELERATOR PEDAL; HOWEVER, THE ACCELERATOR DROPPED TO THE FLOOR BOARD. THE CONTACT SHUT THE VEHICLE OFF AND THE VEHICLE SHOOK VIOLENTLY. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THE TECHNICIANS WERE UNABLE TO

DIAGNOSE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 3,200.

NHTSA ODI Number: 10415045
Date of Incident: 20110531
Vehicle: 2009 TOYOTA RAV4
Location of Incident: WEST CHESTER, OH

NHTSA Summary:

2009 TOYOTA RAV4 LEAKED FLUID. I LOST CONTROL OF CAR, STEERING, BRAKES & CAR ACCELERATED AT A RAPID PACE ON ITS OWN. I WAS TURNING LEFT AT ABOUT 20MPH HIT ANOTHER CAR ACCELERATED FAST WITH NO CONTROL WAS HEADED FOR A BUILDING WHEN RIGHT TIRE WENT OVER A CONCRETE PARKING BLOCK LEFT SIDE WAS ON GRASS WHEN THE LEFT FRONT WHEEL SNAPPED OFF & THE CAR STOPPED. THE CAR WAS REPAIRED & PAID FOR BY MY INSURANCE CO. AS WELL AS THE OTHER CAR INVOLVED. THE CAR HAD EXTENSIVE DAMAGE TO THE SUSPENSION. I WAS NOT CITED BY POLICE BECAUSE IT WAS OBVIOUS THE FLUID FOLLOWED MY CAR UNTIL IT STOPPED. I DON'T AGREE WITH THE NHTSA FINDINGS ON TOYOTA'S ACCELERATION PROBLEMS. THE PEOPLE "TESTING" THE PROBLEM SHOULD DRIVE ONE OF THESE TOYOTAS WHEN IT ACCELERATES & FEEL THE FEAR I HAD DURING THIS ACCIDENT. THANK THE LORD I WAS NOT ON THE EXPRESSWAY. I WANT TO ENTER A CLASS ACTION SUIT AGAINST TOYOTA BECAUSE I AM A SENIOR CITIZEN & LIVING ON A FIXED INCOME. I LIVE IN OHIO. I HAVE DRIVEN 52 YRS. & HAVE RECEIVED 1 TICKET 15 YRS. AGO FOR FAILING TO STOP AT A STOP SIGN. I AM DISAPPOINTED OUR GOVERNMENT IS IGNORING THIS COMPLAINT AGAINST TOYOTA ACCELERATION. I HURT MY SHOULDER TRYING TO GET THE JAMMED DOOR OPEN BUT IT IS GETTING BETTER WITH THERAPY. TOYOTA TOOK THEIR "EVENT DATA RECORDER" OUT OF MY CAR GAVE ME A FLASH DRIVE WITH THE CODES ON IT BUT TOYOTA IS THE ONLY ONE WHO CAN DECIPHER THEIR CODES. YOU MUST TAKE THEIR WORD FOR THE CODING DECIPHER. MY CAR HAD 22,922 MILES ON IT STILL UNDER 3 YRS WARRENTY & THEY DENIED MY CLAIM. I RECEIVED A LETTER STATING THIS BUT THE LETTER HAD WRONG INFORMATION IN IT. THEY HAD THE WRONG TOYOTA DEALER I USED ON THE RECALLS THE WRONG DATE I TOOK MY CAR FOR THE RECALL. THE DEALER ISN'T EVEN IN MY AREA. THIS WAS A FORM LETTER THAT SOMEONE USED FOR SOMEONE ELSE & FAILED TO CHANGE THE FIELDS IN THE LETTER. I NEED ANYONES HELP WHETHER IT BE CLASS ACTION OR A LAWYER TO DO CONTINGENCY WORK. PLEASE POST IF ANYONE HAS HAD THIS ACCELERATION PROBLEM. LETS NOT LET TOY. GET BY.

NHTSA ODI Number: 10406753
Date of Incident: 20110601
Vehicle: 2006 TOYOTA TACOMA
Location of Incident: YARMOUTH, ME

NHTSA Summary:

LETTER FROM SENATOR SNOWE ON BEHALF OF CONSTITUENT RE PROBLEMS WITH HIS 2006 TOYOTA TACOMA *TGW THE CONSUMER STATED ON THREE SEPARATE OCCASIONS, THE ACCELERATOR BECAME LODGED UNDER THE FLOOR MAT. THE FIRST INCIDENT CAUSED SEVERE DAMAGED TO THE VEHICLE. THE SECOND INCIDENT HAPPENED TO THE CONSUMERS WIFE. SHE WAS ABLE TO GET THE VEHICLE TO A SAFE STOP WITHOUT INCIDENT. THE THIRD TIME THE INCIDENT HAPPENED THE CONSUMER ATTEMPTED TO APPLY THE BRAKE, BUT THE VEHICLE ACCELERATED OUT OF CONTROL AND CRASHED INTO A STONE WALL AND THE VEHICLE FLIPPED OVER AND LANDED ON ITS SIDE. THE CONSUMER STATED TOYOTA CONTINUED TO TELL HIM NOTHING WAS WRONG WITH THE VEHICLE. MONTHS LATER THE CONSUMER RECEIVED A RECALL NOTICE REGARDING THE PROBLEM, ONLY FOR THE CLAIM TO BE DENIED, BECAUSE HE COULDN'T REMEMBER WHAT SIDE THE MATS WERE ON. *JB

NHTSA ODI Number: 10405905
Date of Incident: 20110601
Vehicle: 2007 LEXUS GS350
Location of Incident: CERRITOS, CA

NHTSA Summary:

WHILE ATTEMPTING TO ENTER A PLAZA BY MAKING A RIGHT TURN, I TRIED TO STEP ON THE BRAKES WHILE TURNING, BUT THE CAR JERKED INTO A SUDDEN ACCELERATION. SUDDENLY, THE CAR ACCELERATED BECAUSE THE BREAKS DIDN'T WORK. I CRASHED UP INTO THE CURB AND INTO A TREE AND INTO A PARKED CAR. WITH SUCH IMPACT AND FORCE, MY CAR PUSHED THE PARKED CAR TO THE NEXT PARKING LANE, THUS DAMAGING THE CAR PARKED NEXT TO THE FIRST CAR I HIT. THEREFORE, THE FIRST CAR I HIT WAS COMPLETELY DESTROYED AND THE SECOND CAR HAD SOME DENTS AND DAMAGES. MY CAR IS STILL IN THE BODY SHOP AND STILL NEEDS TO BE FIXED.

NHTSA ODI Number: 10420277
Date of Incident: 20110601
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: KANSAS CITY, MO

NHTSA Summary:

2007 TOYOTA CAMRY UNINTENDED ACCELERATION. CONSUMER STATES VEHICLE SUDDENLY ACCELERATED THROUGH A FENCE. *KB THE CONSUMER STATED HIS WIFE WAS SLOWLY TURNING INTO A DRIVEWAY, WHEN THE VEHICLE SUDDENLY ACCELERATED TO ABOUT 60 MPH. THE VEHICLE FINALLY STOPPED ON AN EMBANKMENT IN THE BACKYARD. THE CONSUMER STATED THE RECALLS THAT WERE DONE ON THE VEHICLE, DIDN'T RESOLVE THE ACCELERATION PROBLEM. *JB

NHTSA ODI Number: 10411939
Date of Incident: 20110603
Vehicle: 2011 TOYOTA COROLLA
Location of Incident: ELLICOTT CITY, MD

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA COROLLA. THE CONTACT WAS DRIVING 25 MPH WHEN THE VEHICLE SPEED INCREASED AND DECREASED INDEPENDENTLY. WHEN THE SPEED OF THE VEHICLE INDEPENDENTLY DECREASE, THE ACCELERATOR PEDAL WOULD BECOME HARDER TO DEPRESS. THE VEHICLE WAS TO THE DEALER WHO INSPECTED AND TESTED THE FAILURE BUT WAS UNABLE TO DUPLICATE OR DIAGNOSE THE FAILURE. THE REPRESENTATIVE WAS SENT BY THE MANUFACTURER TO FURTHER INSPECT THE VEHICLE BUT THE REPRESENTATIVE WAS ALSO UNABLE TO DUPLICATE OR DIAGNOSE THE FAILURE. THE MANUFACTURER WAS CONTACTED ONCE AGAIN AND STATED THAT THEY WOULD SEND A SECOND REPRESENTATIVE TO THE CONSUMER STATED THE PROBLEM WOULD OCCUR UP TO 65 MPH.

NHTSA ODI Number: 10407058
Date of Incident: 20110604
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: WESTMONT, IL

NHTSA Summary:

2010 RAPID ACCELERATION WHEN PUSHING DOWN THE BRAKE PEDAL. THE DRIVERS FLOOR MAT WAS LOOSE & WHEN I PUSHED ON THE BRAKE MY HEELS PUSHED THE MAT

INTO THE ACCELERATOR PEDAL. 3 TOYOTA DEALERS SAY NO RECALLS GROSSINGER - OAK BROOK / WESTMONT & LIBERTYVILLE...

NHTSA ODI Number: 10407530
Date of Incident: 20110606
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: OCEAN CITY, MD

NHTSA Summary:

TL*THE CONTACT OWNED A 2010 TOYOTA CAMRY. THE CONTACT STATED WHILE DRIVING APPROXIMATELY 25 MPH SHE APPLIED THE BRAKES BUT THE VEHICLE WOULD NOT STOP UNTIL IT CRASHED INTO A TREE. THE CONTACT DID NOT KNOW IF A POLICE REPORT WAS FILED. THE CONTACT SUSTAINED INJURIES AND WAS TAKEN TO THE HOSPITAL VIA HELICOPTER. THE VEHICLE WAS DESTROYED AND TOWED TO AN INSURANCE LOT. THE VEHICLE WAS NOT EXAMINED FOR THE CAUSE OF FAILURE. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGE WAS 18,000. UPDATED 07/20/11*LJ

NHTSA ODI Number: 10405548
Date of Incident: 20110606
Vehicle: 2002 TOYOTA CAMRY SOLARA
Location of Incident: SAN JOSE, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2002 TOYOTA CAMRY SOLARA. THE CONTACT STATED WHILE DRIVING APPROXIMATELY 5 MPH INTO A PARKING SPACE, THE BRAKE WAS ENGAGED AND A SUDDEN UNINTENTIONAL ACCELERATION OCCURRED. THE VEHICLE FAILED TO SLOW DOWN AFTER REPEATEDLY APPLYING THE BRAKE PEDAL AS A RESULT TO CRASHING INTO A BUILDING. THERE WAS NO PERSONAL INJURY. A POLICE REPORT WAS NOT FILED. THE VEHICLE WAS DRIVEN FROM THE SCENE AND TAKEN TO AUTHORIZED DEALER WHERE THEY WERE UNABLE TO LOCATE THE PROBLEM. THE VEHICLE SUSTAINED MINOR BODY DAMAGE AND HAD NOT BEEN REPAIRED. THE MANUFACTURER WAS MADE AWARE OF THE UNINTENDED ACCELERATION. THE FAILURE MILEAGE WAS 82,600.

NHTSA ODI Number: 10405593, 10405599
Date of Incident: 20110606
Vehicle: 2004 TOYOTA COROLLA
Location of Incident: MIAMI, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2004 TOYOTA COROLLA. THE CONTACT WAS DRIVING 5 MPH ATTEMPTING TO PARK WHEN THERE WAS AN UNUSUAL INCREASE IN ENGINE RPMS AND THE VEHICLE THEN ACCELERATED ABNORMALLY. SHE THEN CRASHED INTO A TREE WHILE DEPRESSING THE BRAKES. THE POLICE WERE CALLED AND A REPORT WAS FILED. THE CONTACT DID NOT SUSTAIN ANY INJURIES. THE VEHICLE WAS THEN TOWED TO AN INDEPENDENT MECHANIC AND WAS PENDING AN INVESTIGATION. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 43,100.

NHTSA ODI Number: 10408501
Date of Incident: 20110608
Vehicle: 2005 TOYOTA COROLLA
Location of Incident: LEHIGH ACRES, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2005 TOYOTA COROLLA. WHILE DRIVING APPROXIMATELY 5 MPH THE VEHICLE SUDDENLY ACCELERATED ON ITS OWN. THE CONTACT DEPRESSED THE BRAKE PEDAL BUT THE BRAKES WOULD NOT RESPOND. THE VEHICLE DID NOT STOP ACCELERATING UNTIL IT CRASHED INTO A WALL AT THE CONTACTS HOME. WHEN THE CONTACT PLACED THE VEHICLE IN REVERSE IT ACCELERATED A SECOND TIME AND CRASHED INTO THE A NEIGHBORS HOME. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO AN AUTO COLLISION SHOP. THE VEHICLE WAS NOT REPAIRED. THE VEHICLE WAS DESTROYED. THE APPROXIMATE FAILURE MILEAGE WAS 42,500.

NHTSA ODI Number: 10410487
Date of Incident: 20110608
Vehicle: 2003 TOYOTA CAMRY
Location of Incident: CHICAGO, IL

NHTSA Summary:

TL* THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH INTO A PARKING SPACE, THE VEHICLE ACCELERATED WHEN THE BRAKE WAS DEPRESSED AND FAILED TO STOP. THE VEHICLE CRASHED INTO THE REAR PASSENGER'S SIDE DOOR OF AN UNOCCUPIED PARKED VEHICLE. THE CONTACT SUSTAINED BRUISES TO THE CHEST AREA AND SUFFERED INJURIES TO THE LOWER BACK AND LEFT WRIST. A POLICE REPORT WAS FILED. THE CONTACT WAS ABLE TO DRIVE THE VEHICLE FROM THE SCENE. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 150,000.

NHTSA ODI Number: 10413545
Date of Incident: 20110611
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: BRONX, NY

NHTSA Summary:

TL* THE CONTACT OWNED A 2009 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 20 MPH, THE VEHICLE SUDDENLY ACCELERATED TO 55 MPH. AS THE DRIVER WAS ATTEMPTING TO BRAKE, THE VEHICLE CRASHED AND FLIPPED THREE TIMES BEFORE LANDING IN A DITCH. THE POLICE WERE NOTIFIED AND A REPORT WAS AVAILABLE. THE DRIVER SUFFERED MINOR INJURIES AND WAS TRANSPORTED TO THE HOSIPTAL VIA AMBULANCE. THE VEHICLE WAS TOWED TO AN INDEPENDENT MECHANIC AND THEY DEEMED THE VEHICLE AS BEING DESTROYED. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS APPROXIMATELY 55,700. UPDATED 09/27/11*LJ

NHTSA ODI Number: 10407331
Date of Incident: 20110616
Vehicle: 2008 TOYOTA RAV4
Location of Incident: SIMI VALLEY, CA

NHTSA Summary:

YESTERDAY, JUNE 16, 2011, AS I WAS DRIVING MY TOYOTA 2008 RAV4 (35,500 MILES), THE CAR ACCELERATED UNCONTROLLABLY. THE CAR WAS STILL COLD -- IT WAS LESS THAN 2 MILES AFTER START-UP. OUTDOOR TEMP WAS ABOUT 65. NO RAIN OR INCLEMENT WEATHER. I APPROACHED A RED LIGHT VERY SLOWLY, AT LESS THAN 10 MPH. AS I WAS BRAKING, I BECAME AWARE THAT THE CAR WAS NOT STOPPING. I BRAKED HARDER AND COULD FEEL THE BREAKS ENGAGING, BUT UNDERNEATH THAT FEELING WAS THE FEELING OF THE CAR CONTINUING TO ACCELERATE AND FIGHT THE BRAKES. I GOT THE CAR STOPPED, BUT ONLY AFTER EXTREMELY HARD BRAKING. IF THERE HAD BEEN SOMEONE IN THE CROSS WALK IN FRONT OF ME, I'D HAVE HIT THEM. THE CAR

WAS STILL TRYING TO TAKE OFF. I PUT THE TRANSMISSION IN PARK AND TOOK MY FOOT OFF THE BRAKE. BY NOW THE ENGINE WAS SCREAMING. I SAT THERE FOR A COUPLE OF SECONDS, FOOT NEITHER ON THE BRAKE NOR THE ACCELERATOR AND THE CAR SOUNDING AS IF IT WOULD SOON EXPLODE, AND FINALLY JUST TURNED THE CAR OFF AND CALLED A TOW TRUCK AND TOOK IT TO THE DEALERSHIP. THE SERVICE WRITER WAS COLD AND DISTANT, NON-VERBALLY MAKING SURE I UNDERSTOOD THAT HE THOUGHT I WAS EITHER LYING OR BLOWING THE INCIDENT OUT OF PROPORTION, WHILE AT THE SAME TIME SAYING NOTHING THAT COULD ACTUALLY BE QUOTED AS RUDE. A SPECIAL TECHNICIAN IS SUPPOSED TO COME OUT FROM TOYOTA TO LOOK AT THE VEHICLE. BASED UPON WHAT OTHERS HAVE EXPERIENCED, I EXPECT THE DEALERSHIP TO DO NOTHING. THE CAR IS CLEARLY UNSAFE, AND KNOWING THAT, I CANNOT EVER DRIVE IT AGAIN.

NHTSA ODI Number: 10411736
Date of Incident: 20110616
Vehicle: 2008 TOYOTA TUNDRA
Location of Incident: JETERVILLE, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA TUNDRA. THE CONTACT STATED THAT THE ACCELERATOR PEDAL BECAME STUCK WHILE THE CONTACT WAS DRIVING 40 MPH. THE CONTACT TURNED THE VEHICLE OFF AND THEN BACK ON IN ORDER FOR IT TO RESET ITSELF AND BEGAN TO FUNCTION NORMALLY. THE DEALERS DIAGNOSIS INDICATED THAT THERE WAS NO FAILURE. THE MANUFACTURER WAS NOTIFIED BUT DID NOT OFFER ANY ASSISTANCE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 29,800 AND THE CURRENT MILEAGE WAS 30,000.

NHTSA ODI Number: 10407298
Date of Incident: 20110616
Vehicle: 2009 TOYOTA RAV4
Location of Incident: LAKE MARY, FL

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA RAV-4. THE CONTACT STATED WHILE DRIVING, THE VEHICLE ACCELERATED ON ITS OWN. THE CONTACT APPLIED THE BRAKE PEDAL AND THE VEHICLE SURGED UP TO 5000 RPMS. THE CONTACT SHIFTED THE VEHICLE IN NEUTRAL; IT STOPPED MOVING, BUT THE ENGINE BEGAN MAKING A LOUD NOISE UNTIL THE CONTACT TURNED THE VEHICLE COMPLETELY OFF. THE MANUFACTURER RECOMMENDED THAT THE CONTACT TOW THE VEHICLE TO THE DEALERSHIP FOR INSPECTION. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 19,000.

NHTSA ODI Number: 10427766
Date of Incident: 20110617
Vehicle: 2011 TOYOTA CAMRY
Location of Incident: ORANGE, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA CAMRY. THE CONTACT STATED WHILE DRIVING APPROXIMATELY 35 TO 40 MPH DOWN HILL, THE VEHICLE SUDDENLY ACCELERATED UP TO 75 MPH. THE RPMS INCREASED UP TO 5 OR 6 FOR APPROXIMATELY ONE MINUTE. THE DRIVER PLACED THE VEHICLE INTO NEUTRAL AND THEN BACK INTO DRIVE IN ORDER FOR THE VEHICLE TO SLOW DOWN. THE VEHICLE WAS TAKEN TO THE DEALER WHO ADVISED HER THAT THEY WERE UNABLE TO DUPLICATE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS APPROXIMATELY 4,500.

NHTSA ODI Number: 10414671
Date of Incident: 20110619
Vehicle: 2002 TOYOTA CAMRY
Location of Incident: PENSACOLA, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2002 TOYOTA CAMRY. THE CONTACT WAS EXITING A RESIDENTIAL DRIVEWAY AT 10 MPH WHEN THE VEHICLE ABNORMALLY ACCELERATED AND CAUSED THE CONTACT TO CRASH INTO A MAILBOX. THE MANUFACTURER INSPECTED THE VEHICLE AND WAS UNABLE TO LOCATE A FAILURE. THE CONTACT PREVIOUSLY EXPERIENCED UNINTENDED ACCELERATION IN 2010 WHILE ATTEMPTING TO PARK. THE VEHICLE ACCELERATED AND THE CONTACT CRASHED INTO TWO VEHICLES. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 58,000. UPDATED 08-29/11 *BF

NHTSA ODI Number: 10414271, 10420272
Date of Incident: 20110620
Vehicle: 2003 TOYOTA COROLLA
Location of Incident: SLAYTON, MN

NHTSA Summary:

2003 TOYOTA COROLLA. CONSUMER STATES PROBLEMS WITH VEHICLE ACCELERATING. *TGW THE CONSUMER STATED SHE WAS TRAVELING AT THE POSTED SPEED LIMIT, WHEN THE SIGN AHEAD INDICATED TO REDUCE SPEED AHEAD. THE CONSUMER REDUCED HER SPEED TO THE POSTED LIMIT BY PRESSING DOWN ON THE BRAKE. AS SHE ATTEMPTED TO BRAKE, THE VEHICLE CONTINUED TO INCREASE IN SPEED AND A LOUD NOISE WAS PRESENT. THE CONSUMER STATED SHE CONTINUED TO PRESS HARDER ON THE BRAKE AND SHE COULD FEEL THE ABS ACTIVATING. THE ABS SOUNDED LIKE A HIGH PITCHED NOISE AND PULSATING VERY FAST. THE CONSUMER FINALLY CAME TO A COMPLETE STOP, BEFORE GOING THROUGH AN INTERSECTION. HOWEVER, THE ENGINE WAS EMITTING A LOUD ROARING SOUND. THE CONSUMER SHIFTED THE GEAR FROM DRIVE 1 TO DRIVE 2 AND THE VEHICLE SHUDDERED. SHE TRIED TO SHIFT TO PARK, BUT AS SHE GOT TO REVERSE THE VEHICLE TRIED TO BUCK, SO SHE PUT THE GEAR IN NEUTRAL AND TURNED OFF THE VEHICLE. *JB UPDATED 08/10/11. *JB THE DEALERSHIP MAINTAINED THE PROBLEM WAS THE DRIVER SIDE FLOOR MAT AND DRIVER ERROR. UPDATED 08/23/11.*JB UPDATED 09/29/11.*JB UPATED 10/11/11. *JB

NHTSA ODI Number: 10408509
Date of Incident: 20110621
Vehicle: 2010 LEXUS RX350
Location of Incident: MOREHEAD, KY

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 LEXUS RX350. THE CONTACT STATED WHILE DRIVING 70 MPH WITH THE CRUISE CONTROL ENGAGED THE VEHICLE SUDDENLY ACCELERATED UP TO 80 MPH. WHILE THE VEHICLE WAS ACCELERATING THE BRAKE MALFUNCTION LIGHT CAME ON. THE CONTACT SHIFTED THE VEHICLE INTO NEUTRAL AND CHOSE THE POWER BUTTON IN ORDER TO SHUT THE VEHICLE OFF AND DROVE ONTO THE EMERGENCY LANE. THE CONTACT STATED THE BRAKES WERE ALSO SMOKING ALTHOUGH NOTHING WAS STUCK UNDERNEATH THE ACCELERATOR PEDAL. THE CONTACT STATED THE LEXUS HELP SERVICE CENTER WAS NOT AVAILABLE AT THE TIME OF THE ACCELERATION. THE CONTACT CALLED THE DEALER BUT THE SERVICE DEPARTMENT WAS CLOSED. THE CONTACT CALLED THE MANUFACTURER REGARDING THE SUDDEN ACCELERATION AND THEY AUTHORIZED THAT THE VEHICLE TO BE TOWED TO A DEALER. THE DEALER

STATED TO THE CONTACT, THE ACCELERATOR PEDAL WAS STUCK ON THE FLOOR BUT THE CONTACT STATED THE FLOOR MAT WAS NOT STUCK. THE VEHICLE WAS CURRENTLY UNDER GOING TEST WITH THE DEALER. THE FAILURE MILEAGE WAS 9,500.

NHTSA ODI Number: 10408905
Date of Incident: 20110625
Vehicle: 1998 TOYOTA 4RUNNER
Location of Incident: CHULUOTA, FL

NHTSA Summary:

I HAVE OWNED THIS VEHICLE FOR OVER 7 YEARS. TODAY, THE ONLY OCCASION OF THE FOLLOWING OCCURRED. DRIVING I-95 IN NORTH FLORIDA AT APPROX. 72 MPH, I REMOVED MY FOOT FROM THE ACCELERATOR TO BEGIN A LANE CHANGE AS I APPROACHED A SLOWER VEHICLE TO THE FRONT. THE ACCELERATOR, OF ITS OWN ACCORD, PRESSED ITSELF TO THE FLOOR AND THE VEHICLE BEGAN TO ACCELERATE ON ITS OWN, REACHING A SPEED OF 93 MPH WITHIN A FEW SECONDS. I APPLIED THE BRAKES, WHICH WERE TOTALLY INEFFECTIVE; THE VEHICLE CONTINUED TO INCREASE IN SPEED. I CAME WITHIN A FEW FEET OF REAR-ENDING THE CAR I HAD BEGUN TO GO AROUND, AND JUST BEFORE IMPACT I TURNED OFF THE IGNITION, WHICH CUT OFF THE MOTOR. I MOVED FROM THE MIDDLE LANE TO THE SHOULDER OF THE ROAD, AND WHILE COASTING, TURNED THE KEY BACK TO THE 'ON' POSITION, WITHOUT STARTING THE MOTOR. INSTANTLY THE MOTOR REVVED ON ITS OWN TO TACH REDLINE, AND I TURNED THE KEY TO THE 'ACC' POSITION; THE MOTOR SHUT OFF. THIS OCCURRED THREE TIMES, AND THE ENTIRE TIME THE ACCELERATOR PEDAL WAS PRESSED TO THE FLOOR. IT WAS NOT STUCK UNDER THE FLOOR MAT, AS I CHECKED THIS WHILE COASTING. THE PEDAL COULD NOT BE PRIED UP BY MY TOE, BUT WAS STUCK FAST. I HAD REDUCED SPEED TO ABOUT 30 MPH. AFTER 1/2 MI COASTING, THE PEDAL RETURNED TO THE NORMAL POSITION ON ITS OWN, AND I WAS ABLE TO START THE CAR. IT DROVE NORMALLY THE ENTIRE WAY HOME, ABOUT 60 MILES. IF I HAD PANICKED AND NOT TURNED OFF THE ENGINE WITHIN THE FEW SECONDS I HAD, I WOULD HAVE CERTAINLY IMPACTED THE CAR IN FRONT OF ME WHICH WOULD HAVE RESULTED IN A CRASH IN EXCESS OF 90MPH. THERE WAS TRAFFIC AROUND ME AT THAT POINT, AND IT WOULD HAVE RESULTED IN A MULTIPLE-CAR CRASH. THIS IS MY WIFE'S CAR AND I CANNOT LET HER DRIVE THE CAR AGAIN. I FIND NO RECALLS, BUT THIS SITUATION MOST CERTAINLY WAS VERY REAL, AND VERY DANGEROUS. THIS IS NOT TO BE DISMISSED BY CALLING IT 'DRIVER ERROR', OR A PEDAL STUCK UNDER A MAT. I STAYED RATIONAL, AND CONTROLLED THE SITUATION. DO SOMETHING MEANINGFUL BEFORE SOMEONE ELSE DIES, NHTSA.

NHTSA ODI Number: 10410275
Date of Incident: 20110626
Vehicle: 2010 TOYOTA TACOMA
Location of Incident: VALLEJO, CA

NHTSA Summary:

2010 TOYOTA TACOMA SR5 SPONTANEOUSLY ACCELERATES WHEN STOPPED. THIS HAS OCCURRED TWICE SINCE WE BOUGHT THE TRUCK ON 5-30-11. AFTER THE FIRST INCIDENT (6-26) WE REPORTED IT TO THE DEALER AND TOOK THE TRUCK IN FOR INSPECTION. NOTHING WAS FOUND. THE DEALER REMOVED THE DRIVER'S FLOOR MAT. AFTER THE SECOND INCIDENT (6/29), WE CALLED THE DEALER AND THE DEALER SAID THEY WOULD CONTACT TOYOTA AND CALL US BACK. AS OF 7-01-11, WE HAVE NOT HEARD BACK FROM THE DEALER. NOW AT A STOP, WE PUT THE TRUCK IN NEUTRAL TO PREVENT AN ACCIDENT.

NHTSA ODI Number: 10411760

Date of Incident: 20110628
Vehicle: 2007 TOYOTA TUNDRA
Location of Incident: ROCKCHESTER, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA TUNDRA. THE CONTACT STATED THAT THE ACCELERATOR PEDAL BEGAN TO STICK WHILE DRIVING. THE DEALER DIAGNOSED THAT THE CONTACTS VEHICLE HAD THE SAME SYMPTOMS AS THE NHTSA CAMPAIGN ID NUMBER 10V017000 (VEHICLE SPEED CONTROL ACCELERATOR PEDAL) RECALL. THE VIN WAS NOT A PART OF THE RECALL; THE FAILURE WAS IN THE PROCESS OF BEING REPAIRED. THE MANUFACTURER WAS NOT NOTIFIED OF THE FAILURE. THE FAILURE AND CURRENT MILEAGE WAS 62,000.

NHTSA ODI Number: 10428779
Date of Incident: 20110629
Vehicle: 2007 TOYOTA TUNDRA
Location of Incident: MIDWEST CITY, OK

NHTSA Summary:

AFTER THE DEALER COMPLETED THE ACCELERATOR RECALL, MY TRUCK NOW HAS A SLIGHT STALL WHEN TAKING OFF AND IF THERE IS ANY ROUGHNESS IN DRIVING SURFACE, THE TRUCK DOES THIS LURCHING/ACCELERATION AT EACH BUMP. IT'S ALMOST LIKE WHEN THEY REPROGRAMMED THE ACCELERATOR, THEY MADE IT TOO SENSITIVE. I WASN'T HAVING A PROBLEM WITH THE PEDAL PRIOR TO THEIR "FIX" BUT THEY FORCED ME TO HAVE THE "REPAIR" DONE.

NHTSA ODI Number: 10411410
Date of Incident: 20110630
Vehicle: 2005 TOYOTA CAMRY
Location of Incident: WEST PALM BEACH, FL

NHTSA Summary:

THE VEHICLE (PARKED IN 8TH OR 9TH SLOT) WAS GOING REVERSE AT 5 MPH(TOWARDS NE) IN A PARKING LOT OF AN L-SHAPED SHOPPING CENTER LOCATED ON NW CORNER OF INTERSECTING STREETS AT WHICH THE DRIVER HAVING PRESSED ON GAS PEDAL LIGHTLY CAUSING CAR UNINTENTIONALLY ACCELERATED, LURCHING TOWARDS NE SPINNING TWICE LEAVING SKID MARKS ON PAVEMENT UNCONTROLLED, HITTING SPARE TIRE OF JEEP SUV PARKED IN SAME ROW OF CARS TOWARDS NE AND BOLTING BACKWARDS TO TREE ON PARKING ISLAND NEXT ROW NE AT WHICH TREE WAS UPROOTED FALLING ON 3RD CAR PARKED ON SECOND SLOT OF THAT ROW, 1992 CAMRY ,DAMAGING SLIGHTLY FRONT FENDER WHEN TREE LIMBS HIT IT; SOME TREE LIMBS FELL ON ROOF OF VEHICLE WITH SLIGHT DAMAGE.

NHTSA ODI Number: 10411637
Date of Incident: 20110701
Vehicle: 2010 LEXUS RX350
Location of Incident: NY, NY

NHTSA Summary:

ON 7/1/2011 AT 10.45PM.I WAS DRIVING MY LEXUS 2010 RX350 EASTBOUND ON THE LIE SERVICE ROAD IN GLEN COVE NY. I WAS TRAVELLING AT 35 TO 45 MPH,WHEN SUDDENLY MY "BRAKE MALFUNCTION LIGHT" STARTED FLASHING ON MY DASHBOARD. I INSTINCTIVELY TAPPED THE BRAKE, AND THE BRAKES DID NOT RESPOND. THEN THE CAR HAD UNINTENDED ACCELERATION,I THEN PRESSED ON THE BRAKES WITH ALL MY MIGHT, TO STOP THIS VEHICLE CAREERING OFF THE ROAD.WITH GODS GRACE I WAS ABLE TO STOP THE CAR BY DOWNSHIFTING GEARS. THIS IS THE FIRST TIME I HAVE

EXPERIENCED THIS LIFE THREATENING PROBLEM. SO FAR LEXUS HAVE DISCREDITED THIS EXPERIENCE, BY CLAIMING THE MAT WAS STUCK UNDER THE ACCELERATOR AND OR BRAKE. I STRONGLY AND VEHEMENTLY DISAGREE WITH THEIR EVALUATION AND ANALYSIS. I INTEND TO TAKE THIS MATTER FURTHER WITH LEXUS

NHTSA ODI Number: 10438856
Date of Incident: 20110701
Vehicle: 2011 TOYOTA COROLLA
Location of Incident: SEAFORD, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA COROLLA. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 40-60 MPH AND RELEASING, THE ACCELERATOR PEDAL WAS RELEASED BUT THE VEHICLE DID NOT DECREASE IN SPEED. THE VEHICLE WAS TAKEN TO A DEALER WHERE THEY ADVISED HIM THAT THE VEHICLE WAS PERFORMING IN THAT MANNER FOR ECONOMICAL REASONS. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS CONTACTED AND THEY OFFERED NO ASSISTANCE. THE FAILURE MILEAGE WAS APPROXIMATELY 200.

NHTSA ODI Number: 10413398
Date of Incident: 20110702
Vehicle: 2009 TOYOTA RAV4
Location of Incident: FARIBAULT, MN

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA RAV 4. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 50 MPH, THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT REMOVED THE FLOOR MAT WHICH DISENGAGED THE ACCELERATOR PEDAL. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY WERE UNABLE TO DIAGNOSE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 53,000.

NHTSA ODI Number: 10410619
Date of Incident: 20110704
Vehicle: 2006 TOYOTA HIGHLANDER HV
Location of Incident: SACRAMENTO, CA

NHTSA Summary:

I WAS PARKING MY HIGHLANDER HYBRID IN A PARKING GARAGE, IT STARTED TO ACCELERATE AS I STARTED TO PUT ON MY BRAKES. I HIT THE CONCRETE WALL. THE RADIATOR, BUMPER AND HOOD AS DAMAGED. THE AIR BAGS DID NOT DEPLOY.

NHTSA ODI Number: 10413992
Date of Incident: 20110704
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: WALTHAM, MA

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED WHILE MOVING SLOWLY IN TRAFFIC AT 1 MPH, THE VEHICLE RPM INCREASED EXCESSIVELY. HE STARTED TO DEPRESS THE BRAKE PEDAL FIRMLY SO THAT THE VEHICLE WOULD NOT ACCELERATE. THE RPM STARTED TO SLOWLY DECREASE. THE VEHICLE WAS TAKEN TO THE DEALER WHO STATED THAT THEY COULD NOT FIND ANY PROBLEMS WITH THE VEHICLE SPEED CONTROL, AND ALL FIXES WERE IN PLACE FOR ALL THE RECALLS THAT PERTAIN TO THE VEHICLE. THEY INFORMED HIM THAT THEY PUT A BRAKE TO IDLE FIX

IN, SO AS SOON AS THE VEHICLE RPM INCREASED, HE COULD DEPRESS THE BRAKE AND THE VEHICLE WOULD GO TO IDLE. THIS FIX DID NOT WORK. THE MANUFACTURER WAS CONTACTED AND A CLAIM WAS FILED. A REPRESENTATIVE WOULD BE SENT OUT TO THOROUGHLY INSPECT HIS VEHICLE. THE FAILURE MILEAGE WAS 29,000. WHEN THE CONSUMER PUT HIS FOOT ON THE BRAKE, HE NOTICED THE VEHICLE WAS MOVING FORWARD. THE CONSUMER HAD TO APPLY THE BRAKE HARDER. UPDATED 09/12/11

NHTSA ODI Number: 10410831
Date of Incident: 20110704
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: MERCERVILLE, NJ

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE DRIVING APPROXIMATELY 50 MPH, AN UNEXPECTED ACCELERATION OCCURRED AND THE VEHICLE SPEED RAPIDLY INCREASED TO 85 MPH AND ABOVE. THE VEHICLE FAILED TO SLOW DOWN. THE CONTACT APPLIED THE BRAKE PEDAL REPEATEDLY AND SHIFTED THE GEAR INTO NEUTRAL UNTIL THE SPEED RATE REDUCED TO 30 MPH. THE VEHICLE WAS MOVED OFF THE ROADWAY. THE PARKING BRAKE WAS ENGAGED AND THE GEAR WAS SHIFTED FROM NEUTRAL INTO PARK AS THE VEHICLE CAME TO A COMPLETE STOP. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER FOR DIAGNOSIS. THE CONTACT WAS WAITING UPON A RESPONSE FROM THE DEALER TO THE CAUSE OF FAILURE. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 1,000. THE VIN WAS UNAVAILABLE.

NHTSA ODI Number: 10413236
Date of Incident: 20110705
Vehicle: 2011 TOYOTA COROLLA
Location of Incident: GLEN ALLEN, VA

NHTSA Summary:

I PURCHASED A NEW 2011 TOYOTA COROLLA, AND IMMEDIATELY NOTICED AN ISSUE WITH VEHICLE SPEED CONTROL. THE VEHICLE MAINTAINS SPEED/RPM EVEN AFTER REMOVING YOUR FOOT FROM THE ACCELERATOR. THE ISSUE IS MOST VISIBLE WHEN THE CAR IS TRAVELLING IN EXCESS OF 40 MPH AND THE TRANSMISSION IS IN THE HIGHEST GEAR. ACCORDING TO THE DEALER THIS IS EXPECTED BEHAVIOR. IN MY VIEW IT IS A SIGNIFICANT SAFETY ISSUE SINCE THE CAR DOES NOT SLOW DOWN. THIS ISSUE IS NOT SPORADIC, BUT RATHER PERSISTENT... IT ALWAYS BEHAVES THIS WAY.

NHTSA ODI Number: 10412285
Date of Incident: 20110706
Vehicle: 2010 TOYOTA RAV4
Location of Incident: ROCHESTER, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA RAV4. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 25 MPH, APPROACHING A STOP SIGN, THE BRAKES WERE ENGAGED FIRMLY AND THE ENGINE BEGAN TO REV FOR APPROXIMATELY EIGHT SECONDS. THE CONTACT DROVE HOME WITH CAUTION AT AN EXTREMELY LOW SPEED. THE VEHICLE WAS THEN TOWED TO AN AUTHORIZED DEALER FOR DIAGNOSIS. THE VEHICLE HAD BEEN PREVIOUSLY REPAIRED UNDER A RECALL RELATED TO THE DEFECT. THE NHTSA CAMPAIGN ID NUMBER WAS 10V017000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). THE CONTACT WAS DISPLEASED TO KNOW THAT THE REMEDY WAS NOT SUFFICIENT. THE MANUFACTURER AND DEALER WERE NOTIFIED OF THE FAILURE AND THE CONTACT WAS INFORMED THAT A FIELD ENGINEER WOULD

INVESTIGATE THE ACCELERATION PROBLEM. THE APPROXIMATE FAILURE MILEAGE WAS 6,300. THE VIN WAS UNAVAILABLE.

NHTSA ODI Number: 10410924
Date of Incident: 20110706
Vehicle: 2002 TOYOTA CAMRY
Location of Incident: MILFORD, CT

NHTSA Summary:

TL* THE CONTACT OWNED A 2002 TOYOTA CAMRY. THE CONTACT STATED WHILE DRIVING APPROXIMATELY 55 MPH THE VEHICLE SURGED FORWARD UNTIL CRASHING INTO A CONCRETE DIVIDER. A POLICE REPORT WAS FILED AND THE DRIVER SUFFERED MINOR INJURIES. THE VEHICLE WAS DESTROYED AND TOWED TO A TOWING COMPANY. THE FAILURE WAS NOT DIAGNOSED OR REPAIRED. THE FAILURE AND CURRENT MILES WERE 75,000. THE VIN WAS UNAVAILABLE.

NHTSA ODI Number: 10411952
Date of Incident: 20110709
Vehicle: 2011 TOYOTA HIGHLANDER
Location of Incident: HEATHSVILLE, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA HIGHLANDER. THE CONTACT WAS SITTING AT A COMPLETE STOP WITH THE BRAKES DEPRESSED. ONCE THE BRAKES WERE RELEASED, THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED INTO ANOTHER VEHICLE, CAUSING THAT VEHICLE TO CRASH INTO A THIRD VEHICLE. THERE WERE NO INJURIES. THE MANUFACTURER WAS CONTACTED THEY ADVISED THE CONTACT TO TAKE THE VEHICLE TO THE DEALER TO BE DIAGNOSED. THE VEHICLE WAS NOT REPAIRED. THE FAILURE WAS BEING INVESTIGATED BY THE CONTACT'S INSURANCE AGENCY. THE FAILURE AND CURRENT MILEAGE WAS 1500. UPDATED 09/27/11 *BF

NHTSA ODI Number: 10411645
Date of Incident: 20110709
Vehicle: 2005 TOYOTA CAMRY
Location of Incident: OVERLAND PARK, KS

NHTSA Summary:

I HAVE BEEN AN EXTREMELY SAFE DRIVER FOR 21 YEARS. TWO INCIDENTS OF UNINTENDED ACCELERATION OCCURRED WITHIN ONE HOUR YESTERDAY AFTERNOON WITH MY 2005 CAMRY 2005 LE. UNTIL THIS TIME, THE CAR BEHAVED AND DROVE PERFECTLY FOR 6 YEARS. IT WAS A DRY AND HOT (93F) DAY, AND THE ROAD CONDITION WAS PERFECT IN BOTH CASES. THE FIRST TIME WAS DURING A 30-MPH CRUISING ALONG A SIDE STREET WHEN THE CAR SUDDENLY ACCELERATED BY ITSELF AND JERKED TOWARD ONE SIDE. I IMMEDIATELY CORRECTED THE PROBLEM BY BRAKING AND STEERING. THE SECOND TIME WAS AT A STOP SIGN ON A SIDE STREET. I WAS WAITING FOR THE OTHER CAR TO PASS BEFORE I COULD TURN LEFT WHEN THE CAR SUDDENLY TRIED TO ACCELERATED BY ITSELF EVEN THOUGH MY FOOT WAS FIRMLY PRESSING THE BRAKE. DURING THIS BRIEF STRUGGLE BETWEEN ME AND THE CAR, THE ENGINE MADE SOME LOW, GRINDING NOISE, AND THE CAR WAS ABLE TO MOVE FORWARD TWICE, ABOUT 6 INCHES EACH TIME, DESPITE MY HARD FOOT BRAKING. NO ACCIDENT WAS RESULTED IN EITHER CASE. I REPORTED THESE TWO INCIDENTS TO TOYOTA CUSTOMER CARE IMMEDIATELY AND WAS DIRECTED TO A LOCAL TOYOTA DEALERSHIP FOR INVESTIGATION. THE CAR IS CURRENTLY BEING EXAMINED BY A LOCAL DEALER FOR POTENTIAL CAUSES. I AM AFRAID TO DRIVE THIS CAR IF THE DEFECT IS NOT REPAIRED.

*TR

NHTSA ODI Number: 10415391
Date of Incident: 20110710
Vehicle: 2011 TOYOTA CAMRY HV
Location of Incident: ELMSFORD, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA CAMRY HYBRID. THE CONTACT WAS DRIVING 55 MPH AND ATTEMPTED TO ENGAGE THE BRAKES BUT THE VEHICLE DID NOT STOP AND EXHIBITED AN ABNORMAL NOISE. AS A RESULT, SHE CRASHED INTO THE REAR OF ANOTHER VEHICLE. A POLICE REPORT WAS NOT FILED AND NO INJURIES WERE REPORTED. THE VEHICLE WAS TOWED TO THE DEALER WHO DIAGNOSED THAT THE FAILURE WAS DUE TO HER DEPRESSING THE ACCELERATOR AND BRAKE PEDALS SIMULTANEOUSLY. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE WHO SENT AN ENGINEER TO FURTHER INSPECT THE VEHICLE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 2,600.

NHTSA ODI Number: 10422661
Date of Incident: 20110711
Vehicle: 2011 LEXUS GS
Location of Incident: SEATTLE, WA

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 LEXUS GS 350. THE CONTACT STATED THAT WHILE ENTERING A PARKING SPACE, THE VEHICLE ACCELERATED CRASHED INTO A WALL. A POLICE REPORT WAS NOT FILED AND THERE WERE NO INJURIES. THE DEALER AND MANUFACTURER DIAGNOSED THAT THERE WAS NO FAILURE WITHIN THE VEHICLE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 1,900.

NHTSA ODI Number: 10425185
Date of Incident: 20110711
Vehicle: 2002 LEXUS RX300
Location of Incident: CENTREVILLE, VA

NHTSA Summary:

WHILE PULLING INTO A PARKING SPACE IN MY OFFICE PARKING LOT, I HAD AN UNATTENDED ACCELERATION WHILE MY FOOT WAS ON THE BRAKE. THE CAR LUNGED OVER THE CURB, UP A SLIGHT INCLINE, HIT A SMALL TREE WHICH KNOCKED DOWN THE PERIMETER FENCE. I CALLED THE LEXUS DEALERSHIP AND THEY GAVE ME AN 800 NUMBER TO CALL. I REPORTED WHAT HAPPENED AND THEY SENT A TOW TRUCK TO BRING MY CAR TO THE DEALERSHIP BECAUSE I WAS AFRAID TO DRIVE IT. AT THE DEALERSHIP THEY INDICATED TO ME THAT I WAS NOT SUPPOSE TO BRING IT TO THEM SO I HAD THE MANAGER DRIVE IT TO THEIR COLLISION PLACE WHERE I HAD THE BUMPER REPAIRED. MY INSURANCE COMPANY DID NOT PAY FOR A RENTAL REPLACEMENT. THE REPAIR COST ME \$250 (MY DEDUCTIBLE) + THE RENTAL CAR COST OF APPROX. \$210.00. MY INSURANCE PAID FOR THE TREE AND FENCE REPAIR OF ABOUT \$2,000+. MY CAR WAS SUBSEQUENTLY INSPECTED BY TOYOTA'S INSPECTION COMPANY. IT TOOK ABOUT 3-4 HOURS AND THE END RESULT WAS THAT THE CAR DID NOT HAVE ANY DEFECTS. I CONTINUE TO BE CONCERNED ABOUT WHETHER OR NOT THIS WILL HAPPEN AGAIN AND MAINTAIN A LARGE DISTANCE BETWEEN VEHICLES. IN 2007 MY CAR HAD A SIMILIR PROBLEM WHEN IT ACCELERATED TO A HIGH SPEED BECAUSE THE THROTTLE GOT STUCK DUE TO A MECHANIC'S SERVICE ERROR WHEN WORKED ON THE DAY BEFORE. SINCE TOYOTA SAID MY VEHICLE IS OKAY, I HAD TO PAY THE ALMOST \$500 FOR THE REPAIR AND RENTAL CAR AND MY INSURANCE WILL PROBABLY GO UP DUE TO THE

PAYMENT MADE TO MY COMPANY FOR THE TREE AND FENCE REPAIR. I THINK THE THROTTLE HAS A FAULTY DESIGN AND I TOLD TOYOTA THAT THIS WAS MY OPINION.

NHTSA ODI Number: 10412090
Date of Incident: 20110712
Vehicle: 2011 TOYOTA COROLLA
Location of Incident: LAWRENCEVILLE, NJ

NHTSA Summary:

2011 TOYOTA COROLLA MAINTAINS THE SPEED/RPM WHEN THE FOOT IS OFF THE ACCELERATOR PEDAL. IT HAPPENS AT ALL SPEED, BUT IT MOSTLY VISIBLE AT 60MPH AND ABOVE. THE CAR WILL MAINTAIN THE SPEED, AS IF THE CRUISE CONTROL WAS ENGAGED! WHEN GOING DOWNHILL, EVEN BRAKING IS NOT ENOUGH AND I HAD TO RESULT TO PLACING AUTOMATIC TRANSMISSION INTO NEUTRAL, IN ORDER TO DROP THE SPEED. LAWRENCE TOYOTA (NJ) TECHNICIAN/MECHANIC TEST DROVE MY CAR AND CONFIRMED THAT VEHICLE WAS NOT OPERATING NORMALLY. YET, AFTER THEY (DEALERSHIP) CONTACTED TOYOTA SUPPORT IN CALIFORNIA, I WAS TOLD THAT VEHICLE OPERATES NORMALLY?! TOYOTA REFUSES TO TAKE RESPONSIBILITY AND FIX/RECALL 2011 COROLLA'S. THIS IS A BIG SAFETY ISSUE. SOMEONE WILL CRASH THEIR CAR AND POSSIBLY DIE BECAUSE THE CAR WON'T DECELERATE, WHEN FOOT IS OF THE ACCELERATOR PEDAL. HERE IS A LINK TO A FORUM WHERE OWNERS OF 2011 TOYOTA COROLLA DESCRIBE EXACTLY THE SAME SAFETY ISSUE WITH THE CAR. [HTTP://WWW.COROLLAFORUM.COM/SHOWTHREAD.PHP?P=285#POST285](http://www.corollaforum.com/showthread.php?p=285#post285)

NHTSA ODI Number: 10412309
Date of Incident: 20110713
Vehicle: 2008 TOYOTA SIENNA
Location of Incident: STATEN ISLAND, NY

NHTSA Summary:

MY 2008 SIENNA HESITATES WHEN GAS PEDAL IS PRESSED AFTER SLOWING DOWN. THE ENGINE REVS FAST (ENGINE IS LOUD) BUT CAR DOES NOT RESPOND ACCORDINGLY BY MOVING AHEAD UNTIL A COUPLE OF SECONDS LATER. USUALLY I WOULD RELEASE THE GAS PEDAL TO PREVENT THE ENGINE REV FROM GOING VERY HIGH. THIS HAPPENS INTERMITTENTLY. DEALER COULD NOT REPLICATE THE PROBLEM AND SERVICE MANAGER EXPLAINED THAT WAS PROBABLY CAUSED BY A DELAY IN TRYING TO GET THE CORRECT SHIFT. THERE WAS NO TSB ON THE PROBLEM ACCORDING TO THE MANAGER.

NHTSA ODI Number: 10413078
Date of Incident: 20110713
Vehicle: 2011 TOYOTA SIENNA
Location of Incident: MANTEO, NC

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA SIENNA. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 25 MPH, SHE APPLIED THE BRAKES AND THE PEDAL DEPRESSED TO THE FLOOR. THE VEHICLE WOULD NOT STOP UNTIL CRASHING INTO ANOTHER VEHICLE. A POLICE REPORT WAS FILED, BUT NO INJURIES WERE REPORTED. THE VEHICLE WAS TOWED TO AN INDEPENDENT REPAIR SHOP WHERE THE CONTACT WAS AWAITING DIAGNOSIS OF THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 4,800. UPDATED 08/10/11*LJ UPDATED 08/12/11.
*JB

NHTSA ODI Number: 10412382
Date of Incident: 20110715
Vehicle: 2006 TOYOTA COROLLA
Location of Incident: ROANOKE, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA COROLLA. THE CONTACT STATED THAT THE VEHICLE WAS STOPPED WITH THE BRAKES ENGAGED WHEN IT SURGED FORWARD UNTIL THE PARKING BRAKE WAS ENGAGED AND THE IGNITION WAS SHUT OFF. THE VEHICLE WAS NOT TAKEN TO HAVE THE FAILURE DIAGNOSED OR REPAIRED. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 70,000. THE VIN WAS UNAVAILABLE.

NHTSA ODI Number: 10413927
Date of Incident: 20110717
Vehicle: 2011 TOYOTA 4RUNNER
Location of Incident: HARRISBURG, NC

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA 4RUNNER. THE CONTACT STATED THAT THE CRUISE CONTROL WAS SET TO 70 MPH, AND WHEN THE VEHICLE BEGAN TO TRAVEL DOWNHILL, IT ACCELERATED TO SPEEDS OF 80 TO 85 MPH. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THE CONTACT WAS INFORMED THAT THE VEHICLE WAS OPERATING AS INTENDED AND THE VEHICLES SPEED WOULD EXCEED WHATEVER THE CRUISE CONTROL WAS ENGAGED TO WHEN TRAVELING DOWNHILL. THE CONTACT WAS ALSO INFORMED THAT THE SPEED WAS SUPPOSED TO VARY BY 3 TO 8 MPH. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE AND INFORMED THE CONTACT THAT THE VEHICLE WAS OPERATING AS DESIGNED. THE FAILURE MILEAGE AND CURRENT MILEAGES WERE 5,600.

NHTSA ODI Number: 10419763
Date of Incident: 20110721
Vehicle: 2004 TOYOTA CAMRY
Location of Incident: VAN NUYS, CA

NHTSA Summary:

SUDDEN UNINTENDED ACCELERATION. UPDATED 09/23/11

NHTSA ODI Number: 10417314
Date of Incident: 20110725
Vehicle: 2011 TOYOTA RAV4
Location of Incident: THE VILLAGES, FL

NHTSA Summary:

I RENTED THIS CAR FROM HERTZ IN CHICAGO. ILLINOIS. HERTZ VEHICLE NUMBER 02298/5188636, RENTED FROM 7/21 TO 7/26, 2011. THERE WERE THREE INCIDENTS ON 7/25/2011 THAT THE CAR ACCELERATED WHILE I HAD MY FOOT ON THE BRAKE. IN EACH INCIDENT I WAS STOPPED AT A TRAFFIC LIGHT WITH MY RIGHT FOOT ON THE BRAKE PEDAL. WHILE MY FOOT WAS ON THE BRAKE, THE ENGINE SPEED UP AND I HAD TO APPLY EXTREME PRESSURE ON THE BRAKE TO PREVENT THE CAR FROM MOVING FORWARD. IN ONE INCIDENT I COULD ONLY STOP THE CAR FROM MOVING FORWARD BY SHIFTING INTO NEUTRAL AND WATCHING THE TACHOMETER RED LINE. THE CAR OPERATED NORMALLY AFTER THE LIGHT TURNED TO GREEN AND I WAS ABLE TO THROUGH THE CAR INTO DRIVE AND PRESS DOWN ON THE ACCELERATOR PEDAL. I REPORTED IT TO HERTZ, BUT I DON'T KNOW THAT THEY DID ANYTHING.

NHTSA ODI Number: 10417947
Date of Incident: 20110728
Vehicle: 2005 TOYOTA AVALON
Location of Incident: LANCASTER, OH

NHTSA Summary:

TL* THE CONTACT OWNS A 2005 TOYOTA AVALON. THE CONTACT STATED THAT WHILE DRIVING WITH THE CRUISE CONTROL SET AT 55 MPH, THE VEHICLE SURGED FORWARD TO 70 MPH WITHOUT WARNING. THE FAILURE WAS EXPERIENCED TWICE. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER, BUT THE VEHICLE WAS NOT EXAMINED TO DETERMINE THE CAUSE OF FAILURE. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 100,000 AND THE CURRENT MILEAGE WAS 103,000. THE VIN WAS NOT AVAILABLE.

NHTSA ODI Number: 10416505
Date of Incident: 20110729
Vehicle: 2000 TOYOTA CAMRY
Location of Incident: WALNUT CREEK, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2000 TOYOTA CAMRY LE. THE CONTACT STATED THE VEHICLE ACCELERATED UNEXPECTEDLY; HOWEVER, HIS FOOT WAS NOT ON THE ACCELERATOR OR BRAKE PEDAL. THE VEHICLE ACCELERATED WHILE MAKING A TURN, AS A RESULT THE VEHICLE COASTED WHILE THE RPMS INCREASED EXCESSIVELY AND THE BRAKES WERE APPLIED REPEATEDLY. THE VEHICLE WAS TOWED TO THE OWNERS HOME. THE VEHICLE WAS NOT TAKEN TO THE DEALER, BUT THE MANUFACTURER WAS CONTACTED. THE VIN DID NOT QUALIFY FOR RECALL UNDER NHTSA CAMPAIGN ID NUMBER : 01V012000 (VEHICLE SPEED CONTROL). THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 136,000.

NHTSA ODI Number: 10416456
Date of Incident: 20110730
Vehicle: 2010 TOYOTA PRIUS
Location of Incident: MOORHEAD, MN

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA PRIUS. WHILE DRIVING APPROXIMATELY 71 MPH WITH THE CRUISE CONTROL ACTIVATED THE VEHICLE BEGAN TO ACCELERATE AND DECELERATE ON ITS OWN. THE CRUISE CONTROL LIGHT ILLUMINATED AND BEGAN TO FLASH ON THE INSTRUMENT PANEL ERRATICALLY. THE VEHICLE HAD A DYNAMIC RADAR CRUISE CONTROL FEATURE WHICH RECOGNIZED WHEN THERE WAS A VEHICLE IN CLOSE PROXIMITY AND WAS ALSO ILLUMINATED; HOWEVER, THERE WAS NOT A VEHICLE WITHIN CLOSE PROXIMITY. THE CONTACT DEPRESSED THE BRAKE PEDAL BUT THE VEHICLE WOULD NOT STOP UNTIL THE CRUISE CONTROL WAS MANUALLY DEACTIVATED. THE CONTACT HAD NOT USED THE CRUISE CONTROL FEATURE SINCE THE FAILURE OCCURRED. THE VEHICLE WAS NOT TAKEN TO THE DEALER FOR DIAGNOSTIC TESTING. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 18,250. UPDATED 09/28/11*LJ

NHTSA ODI Number: 10421496
Date of Incident: 20110801
Vehicle: 2009 TOYOTA YARIS
Location of Incident: PORTLAND, OR

NHTSA Summary:

THE TOYOTA YARIS HAS A DRIVE-BY-WIRE SYSTEM THAT RESULTS IN A DELAYED RESPONSE OF ABOUT TWO TO THREE SECONDS WHEN THE ACCELERATOR PEDAL IS APPLIED. I HAVE A 2009 MODEL, BUT HAVE BEEN INFORMED BY A FRIEND WHO HAS A 2011 YARIS THAT THE SAME ISSUE IS PRESENT. THE DELAYED ACCELERATOR RESPONSE IS NOT ONLY UNNERVING, IT IS DANGEROUS IN A PARKING SITUATION. I CALLED TOYOTA CORPORATE CUSTOMER RELATIONS, WHO REFERRED ME TO A DEALER. I SPOKE TO TWO SERVICE MANAGERS IN PORTLAND, OR WHO BOTH INDICATED THIS PROBLEM CAN ONLY BE REPAIRED WITH A SOFTWARE PATCH, WHICH IS NOT AVAILABLE.

NHTSA ODI Number: 10416797
Date of Incident: 20110801
Vehicle: 2008 TOYOTA RAV4
Location of Incident: WAPPINGER FALLS, NY

NHTSA Summary:

MY 2008 TOYOTA RAV4 ACCELERATED WHEN THE BRAKE WAS APPLIED ON TWO SEPARATE OCCASIONS RECENTLY. ONE INSTANCE TOOK PLACE ON OR ABOUT JUNE 30, 2011, THE SECOND TIME HAPPENED ON OR ABOUT MONDAY, AUGUST 1, 2011. THE FIRST TIME, TOYOTA CLAIMED THAT THE NON-BRAKING/UNEXPECTED ACCELERATION PROBLEM WAS CAUSED BY FLOOR MATS I PUT IN THE CAR. I BOUGHT THESE FOR THE CAR BECAUSE I FELT THE ONES TOYOTA ORIGINALLY PROVIDED WERE NOT SAFE (HEELS ON MY SHOES, THOUGH FLAT, KEPT GETTING CAUGHT IN THE DEEP RIDGES OF THEIR MATS, MAKING IT DIFFICULT TO MANEUVER). AFTER SPEAKING WITH THE TOYOTA 'S MECHANICS, I THREW OUT MY MATS AND REPLACED THEM WITH NEW TOYOTA MATS RECOMMENDED BY THE DEALERSHIP. ABOUT ONE MONTH LATER THE SAME THING HAPPENED AGAIN. WHEN I APPLIED MY FOOT TO THE BRAKE, INSTEAD OF THIS ACTION STOPPING THE CAR, THE CAR ACCELERATED AND MOVED FORWARD. THE FIRST TIME THIS HAPPENED, MY CAR WAS APPROACHING A STOP SIGN AT THE BOTTOM OF A HILL LEADING TO MY COMPLEX'S EXIT. AS I NEARED THE STOP SIGN IN FRONT OF A VERY BUSY ROADWAY, I STARTED APPLYING MY BRAKES. THE CAR DID NOT SLOW DOWN. ALTHOUGH I PUSHED DOWN HARDER & HARDER ON THE BRAKE IN A DESPERATE EFFORT TO STOP THE CAR, IT CONTINUED TO MOVE FORWARD. MY RAV4 WENT ONTO THE ROADWAY, NARROWLY MISSING A TRUCK IN ONCOMING TRAFFIC. THE SECOND TIME I WAS IN A PARKING LOT. I THINK THERE IS SOMETHING SIGNIFICANTLY WRONG WITH THIS CAR AND DO NOT BELIEVE IT TO BE SAFE. THE MECHANIC AT TOYOTA, BEFORE EVEN EXAMINING THE CAR, CLAIMED IT WAS "HUMAN ERROR." I HAVE DRIVEN MANY CARS IN MY LIFETIME AND HAVE NEVER HAD THIS HAPPEN TO ME BEFORE. IT IS MY SINCERE HOPE THAT THE NHTSA & DOT WILL LOOK INTO THIS AND OTHER RELATED MATTERS. IT APPEARS THERE ARE MANY PEOPLE HAVING BRAKE PROBLEMS WITH THESE CARS. I TRULY BELIEVE PEOPLE'S LIVES ARE IN DANGER. I'M AFRAID TO HAVE MY GRANDDAUGHTERS TRAVEL IN MY CAR!

NHTSA ODI Number: 10433736
Date of Incident: 20110801
Vehicle: 2004 TOYOTA 4RUNNER
Location of Incident: PONTATHOULA, LA

NHTSA Summary:

TL* THE CONTACT OWNS A 2004 TOYOTA 4RUNNER. THE CONTACT STATED THAT THE FLOOR MAT BECAME TRAPPED UNDER THE ACCELERATOR PEDAL AND CAUSED THE VEHICLE TO UNINTENTIONALLY ACCELERATE. THE VEHICLE WAS TAKEN TO THE DEALER FOR REPAIRS UNDER NHTSA CAMPAIGN ID NUMBER: 11V113000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE DEALER DID NOT PERFORM THE RECALL BECAUSE THE CONTACT WANTED THE VEHICLE FLOOR MAT REPLACED. THE MANUFACTURER WAS CONTACTED AND THEY ADVISED THAT ONLY THE ALL WEATHER

FLOOR MAT WAS REPLACED WITH THE ACCELERATOR PEDAL RECALL. THE FAILURE AND THE CURRENT MILEAGE WAS 170,000.

NHTSA ODI Number: 10420027
Date of Incident: 20110801
Vehicle: 2008 SCION XD
Location of Incident: PERRYVILLE, MD

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 SCION XD. THE CONTACT WAS ATTEMPTING A TURN WHILE DRIVING 5 MPH WHEN THE VEHICLE ACCELERATED UNEXPECTEDLY AND CRASHED INTO A BUILDING. THE BRAKES FAILED TO BRING THE VEHICLE TO A COMPLETE STOP. A POLICE REPORT WAS FILED. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE AND THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 3,190 AND THE CURRENT MILEAGE WAS 3,195. UPDATED 10/11/11 *BF

NHTSA ODI Number: 10417087
Date of Incident: 20110803
Vehicle: 2010 TOYOTA RAV4
Location of Incident: TAMPA, FL

NHTSA Summary:

ON AUGUST 3, 2011 EVERYTHING WAS NORMAL. I STOPPED FOR FUEL. I THEN STARTED THE ENGINE AND SHIFTED INTO DRIVE WITH MY FOOT ON THE BRAKE. THE ENGINE BEGAN RACING AND MAKING LOUD STRANGE NOISES. THE STEERING WHEEL WAS SHAKING IN MY HANDS. I IMMEDIATELY SHIFTED BACK INTO PARK AND TURNED THE ENGINE OFF. I RESTARTED THE ENGINE AND EVERYTHING WAS NORMAL. ON AUGUST 4, 2011, I TOOK THE RAV4 TO QUALITY IMPORTS, A DEALER IN FORT WALTON BEACH, FLORIDA. THE DEALER WANTED ME TO SEE TOYOTA'S SIDE OF THE STORY. WITH CONSIDERABLE EFFORT ON HIS PART, HE UNINSTALLED THE VERY HEAVY SEMI RIGID AFTERMARKET RUBBER MAT AND REINSTALLED IT TO REST ON THE ACCELERATOR. HE THEN SAID, "THIS IS PROBABLY WHAT HAPPENED." THIS VERY HEAVY SEMI RIGID FLOOR MAT IS PRECISELY CONTOURED TO SNUGLY FIT IN THE EXACT CONTOURS OF THE FLOOR BOARD. THERE IS NO ROOM FOR THIS MAT TO MOVE, BECAUSE IT FITS SO SNUGLY WITHIN THE CONFINES OF THE MOLDED CONTOURS. THE RUBBER MAT HAS NEVER MOVED IN OVER 6,000 MILES OF DRIVING. I HAVE A CLEAR SOFT VINYL MAT ON TOP OF THE HEAVY SEMI RIGID MAT; THE VINYL MAT THAT HAS NEVER BEEN ANY TROUBLE. ALSO, THE ACCELERATOR PEDAL HANGS ABOVE THE FLOOR MAT THUS MAKING IT IMPOSSIBLE FOR A MAT TO SLIDE ON TOP OF THE PEDAL. THE DEALER THEN INSTRUCTED ME LEAVE AND OBTAIN INSTRUCTIONS BY CALLING THE TOYOTA CUSTOMER EXPERIENCE CENTER. I CALLED 800 331 4331; I WAS GIVEN CASE NUMBER 1108040789. THE TOYOTA REPRESENTATIVE ASKED ME HOW FAST I WAS GOING. I TOLD HIM I WAS STANDING STILL WITH MY FOOT ON THE BRAKE; HE RESPONDED, "I GUESS YOU DON'T KNOW HOW FAST YOU WERE GOING." HE INSTRUCTED ME TO WAIT FOR A CASE WORKER TO CONTACT ME.

NHTSA ODI Number: 10418506
Date of Incident: 20110804
Vehicle: 2002 LEXUS ES300
Location of Incident: Missouri City, TX

NHTSA Summary:

TL* THE CONTACT OWNS A 2002 LEXUS ES300. THE CONTACT STATED THAT WHILE AT A STAND STILL AND DEPRESSING THE BRAKE PEDAL, THE VEHICLE SUDDENLY ACCELERATED. THE VEHICLE CONTINUED TO ACCELERATE UNTIL CRASHING INTO THE

VEHICLE IN FRONT OF THE CONTACT. AS A RESULT, THE CONTACT EXPERIENCED PAIN ON THE RIGHT SHOULDER, CHEST AND UPPER ARM. THE DRIVER OF THE VEHICLE THAT WAS CRASHED INTO WAS TRANSPORTED BY AMBULANCE TO THE HOSPITAL BECAUSE SHE EXPERIENCED BACK PAIN. THE POLICE REPORTED TO THE SCENE AND A REPORT WAS FILED. THE VEHICLE SUSTAINED DAMAGE TO THE FRONT END AND WAS TOWED TO AN AUTO BODY SHOP. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE AND A COMPLAINT WAS FILED. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 74,000. UPDATED 08/30/11

NHTSA ODI Number: 10423269
Date of Incident: 20110804
Vehicle: 2005 TOYOTA AVALON
Location of Incident: LEWISBURG, PA

NHTSA Summary:

VEHICLE EXPERIENCED AN UNEXPLAINED ACCELERATION WHILE PULLING INTO A PARKING SPACE CAUSING THE VEHICLE TO CRASH THROUGH A FENCE AND UNDERNEATH A PARKED CONSTRUCTION TRACTOR TRAILER. VEHICLE ACCELERATED WITH ENOUGH FORCE TO MOVE THE PARKED CONSTRUCTION TRAILER SEVERAL INCHES, SHATTERING THE WINDSHIELD OF THE VEHICLE, AND REQUIRED EXTENSIVE REPAIRS TO THE VEHICLE OF APPROXIMATELY \$6,000. AUBREY ALEXANDER TOYOTA OF SELINGSGROVE, PA PERFORMED THE "UNEXPLAINED ACCELERATION RECALL" OF THIS VEHICLE IN MARCH 2010. WE PURCHASED THIS VEHICLE NEW IN 2005 AND PRIOR TO THIS INCIDENT WE NEVER EXPERIENCED ANY UNEXPLAINED ACCELERATION.

NHTSA ODI Number: 10418256
Date of Incident: 20110805
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE ATTEMPTING TO PARK, THE VEHICLE SUDDENLY ACCELERATED. THE VEHICLE WAS TAKEN TO A DEALER WHO WAS UNABLE TO DUPLICATE THE FAILURE AND ADVISED THAT THE FAILURE COULD HAVE BEEN CAUSED BY THE FLOOR MATS. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE AND THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND THE CURRENT MILEAGE WAS 34,715.

NHTSA ODI Number: 10417863
Date of Incident: 20110805
Vehicle: 2006 TOYOTA HIGHLANDER HV
Location of Incident: DENTON, TX

NHTSA Summary:

I WAS DRIVING OUR 2006 TOYOTA HIGHLANDER HYBRID UP THE DRIVEWAY AND AROUND TO THE BACK OF OUR HOME WHERE WE HAVE A REAR ENTRY GARAGE. AS I TURNED IN THE DRIVEWAY I STARTED TO SLOW/STOP THE CAR SO I COULD BACKUP TO PULL INTO THE GARAGE THE CAR ACCELERATED SUDDENLY STRIKING A SMALL TREE IN THE YARD DOING A LOT OF DAMAGE TO THE LEFT FRONT, LEFT FRONT WHEEL AND LEFT QUARTER PANEL. IT'S POSSIBLY TOTALLED. IT WAS AS IF A SOMETHING SIEZED THE CAR AND SUDDENLY PULLED IT FORWARD AT A HIGH RATE OF SPEED. IF THE TREE HAD NOT STOPPED THE CAR I WOULD HAVE STRUCK THE HOUSE. NO AIRBAGS DEPLOYED. I AM BRUISED AND SORE BUT OTHERWISE OK. I HAD BEEN RUNNING ON BATTERY THROUGH OUR NEIGHBORHOOD AND UP THE DRIVEWAY BUT AFTER IT HAPPENED I NOTICED THE ENGINE WAS NOW RUNNING SO I DON'T KNOW IF THE SURGE

WAS THE RESULT OF THE GAS ENGINE KICKING IN OR SOME OTHER SUDDEN ACCELERATION PROBLEM.

NHTSA ODI Number: 10418174
Date of Incident: 20110806
Vehicle: 2010 TOYOTA PRIUS
Location of Incident: TYTY, GA

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA PRIUS. THE CONTACT STATED THAT AS THE ENGINE WAS STARTED, THE VEHICLE SUDDENLY ACCELERATED AND CAUSED THE CONTACT TO CRASH INTO A PARKED VEHICLE. NO ONE WAS INJURED. THE POLICE WERE CALLED AND A REPORT WAS FILED. THE INSURANCE COMPANY WAS CALLED AND HAD THE VEHICLE TOWED. THERE WAS EXTENSIVE DAMAGE TO THE VEHICLE BUT THE CONTACT WAS AWAITING AN ASSESSMENT OF THE DAMAGES FROM THE INSURANCE COMPANY. THE MANUFACTURER HAD NOT YET BEEN CONTACTED. THE VIN WAS UNAVAILABLE. THE FAILURE MILEAGE WAS 20,000.

NHTSA ODI Number: 10426661
Date of Incident: 20110806
Vehicle: 2006 TOYOTA HIGHLANDER HV
Location of Incident: MISSION VIEJO, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA HIGHLANDER HYBRID. THE CONTACT WAS DRIVING APPROXIMATELY 2 MPH AND ATTEMPTING TO PARK IN A RESIDENTIAL GARAGE. WITH THE BRAKES APPLIED, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO THE GARAGE WALL. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTICS WHERE THE TECHNICIANS PERFORMED THE REPAIR UNDER NHTSA CAMPAIGN ID NUMBER: 06V253000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). THE MANUFACTURER SENT AN ENGINEER TO INSPECT THE VEHICLE FOR THE UNINTENDED ACCELERATION FAILURE. THE INSPECTOR DETERMINED THERE WAS NO ABNORMAL FAILURE AND THAT THE VEHICLE WAS FUNCTIONING PROPERLY. THE VEHICLE WAS NOT FURTHER REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 83,000.

NHTSA ODI Number: 10435380
Date of Incident: 20110808
Vehicle: 2007 TOYOTA TACOMA
Location of Incident: SHELTON, WA

NHTSA Summary:

2007 TOYOTA TACOMA SUA (SUDDEN UNINTENDED ACCELERATION) MY INCIDENT STARTED FROM A NEAR STANDSTILL WITH MY RIGHT FOOT FIRMLY ON THE BRAKE. AS A FORMALLY TRAINED OBSERVER AND TROUBLESHOOTER OF AIRCRAFT ELECTRONIC SYSTEMS, IT IS MY OPINION THAT THIS VEHICLE DELIVERED UNINITIATED STIMULUS TO THE ELECTRONIC THROTTLE CONTROL SYSTEM. I AM 100% POSITIVE ABOUT THIS FINDING AS I PERSONALLY EXPERIENCED THIS FAILURE WITH A CLEAR MIND AND EXCELLENT VANTAGE POINT. I WAS FINALLY ABLE TO STOP THIS VEHICLE AFTER VIOLENT AND AGGRESSIVE BRAKING WAS APPLIED WHILE CONTACTING A CEMENT PICNIC TABLE. THIS FINALLY OCCURRED JUST SHORT OF A 267 FOOT CLIFF/HILL POINTING INTO A RESERVOIR. THIS IS MY SECOND ENTRY INTO THE NHTSA DATABASE CONCERNING THE UNINTENDED ACCELERATION OF A 2007 TOYOTA TACOMA. I HAVE NOW BEEN THROUGH THE ENTIRE TOYOTA PROCESS AND HAVE HAD ALL RECALLS AND INVESTIGATIONS PERFORMED. DAMAGE FROM THE ACCIDENT DUE TO SUA HAS BEEN REPAIRED. TOYOTA FINDINGS WERE CONCLUSIVE. "COULD NOT DUPLICATE". THIS

MEANS THEY DO NOT HAVE TO DO ANYTHING AT ALL. I HAVE TO DATE ENGAGED IN EXTENSIVE RESEARCH OF THIS PHENOMENON AND I AM SHOCKED AS TO THE FINDINGS RECENTLY ANNOUNCED BY RAY LAHOOD AND NASA THAT EXONERATES ELECTRONICS AS A POSSIBLE ISSUE. I HAVE BEEN SUPPORTING, MAINTAINING AND TROUBLESHOOTING ELECTRONIC PROBLEMS SINCE 1980 AND CONSIDER MYSELF A CREDIBLE PROFESSIONAL TECHNICIAN. THIS WAS DEFINITELY AN ELECTRONIC GHOST IN THE MACHINE.

NHTSA ODI Number: 10419128
Date of Incident: 20110811
Vehicle: 2007 TOYOTA TACOMA
Location of Incident: SHELTON, WA

NHTSA Summary:

WHILE ON A CAMPING TRIP MY 2007 TOYOTA TACOMA SUFFERED A SUDDEN UNINTENDED ACCELERATION EVENT. WHILE APPLYING THE BRAKES AND COMING TO A STOP THE TACOMA SUDDENLY ACCELERATED AND FLEW OVER TWO GOOD SIZE BOULDERS A CAST IRON FIRE PIT AND CAME TO A REST AFTER HITTING A SOLID CONCRETE PICNIC TABLE. A REPORT WAS FILED WITH COHO CAMPGROUND HOSTS ACTING AS TO GO ON FILE WITH THE WASHINGTON STATE FORESTRY DEPARTMENT. THIS EVEN OCCURRED AT THE WYNOOCHEE DAM AND RESERVOIR LOCATED IN THE PACIFIC NORTHWEST OF WASHINGTON STATE. THE TRUCK WAS REMANDED TO TOYOTA OF OLYMPIA WASHINGTON AND THE INSURANCE CARRIER WAS NOTIFIED. THE TRUCK WAS DUE FOR THE WELL DOCUMENTED TOYOTA FLOOR MAT, GAS PEDAL AND BRAKING ACCELERATION OVERRIDE MODIFICATION. NOW LISTEN CAREFULLY HERE...THE FLOOR MATS WERE HEAVY DUTY RUBBER NON-TOYOTA BRAND MATS. THEY WERE NOT IMPEDING THE GAS PEDAL IN ANY WAY SHAPE OR FORM. THE TRUCK ACCELERATED INSTANTLY WHILE BRAKING AND ALMOST AT A DEAD STOP. REVIEW OF NHTSA FINDINGS ON THIS ISSUE ARE SHOCKING. I DID NOT HIT THE ACCELERATOR BY MISTAKE, THERE IS A HUGE DIFFERENCE IN THE SIZE, FEEL AND CONSISTENCY OF THESE TWO INCREDIBLY DIFFERENT PEDALS. MANY CHILDREN AND CAMPERS WERE PRESENT IN THIS CAMPGROUND, THE SHEER LUCK THAT NO ONE WAS KILLED IS A MATTER OF FATE. THE FACT I AM WRITING YOU FROM MY LIVING ROOM AND NOT A JAIL CELL WHILE BEING HELD FOR VEHICULAR MANSLAUGHTER IS A MIRACLE. THIS IS NOT DRIVER ERROR, YOU HAVE A BUNCH OF 4 WHEEL TIME BOMBS OUT THERE TRAVERSING THE NATIONS HIGHWAYS. WITH OVER 30 YEARS IN TECHNICAL ELECTRONIC SYSTEMS I ASSURE YOU THIS TRUCK ACCELERATED FROM AN ALMOST DEAD STOP WHILE MY RIGHT FOOT WAS ON THE GIGANTIC BREAK PEDAL, NOT THE LITTLE TINY GAS PEDAL. HEAR ME, BELIEVE ME..... END OF STORY.

NHTSA ODI Number: 10423389
Date of Incident: 20110813
Vehicle: 2002 TOYOTA CAMRY
Location of Incident: CROCKETT, CA

NHTSA Summary:

AFTER WAITING IN LINE AT A FAST FOOD OUTLET FOR ABOUT FIVE MINUTES, MY TOYOTA CAMRY'S ENGINE SUDDENLY ACCELERATED TO VERY HIGH RPMS. ONLY MY QUICK REACTION TO APPLY THE BRAKES AS HARD AS I COULD KEPT US FROM HITTING THE CAR AHEAD. THE PASSENGER REACTED BY PULLING THE EMERGENCY BRAKE. SHUTTING OFF THE IGNITION STOPPED THE ENGINE. IT RESTARTED NORMALLY AND SEEMED TO BE FINE.

NHTSA ODI Number: 10419523
Date of Incident: 20110814

Vehicle: 2009 TOYOTA RAV4

Location of Incident: ORLANDO, FL

NHTSA Summary:

ON 8-14-2011 MY HUSBAND WAS DRIVING OUR RAV4. WE HAD JUST LEFT A RESIDENTIAL HOUSE AND HAD BEEN DRIVING THROUGH THE NEIGHBORHOOD AT APPROXIMATELY 30 MPH (MAXIMUM). AS WE APPROACHED THE RED STOPLIGHT AT THE NEIGHBORHOOD EXIT, HE TOOK HIS FOOT OFF THE ACCELERATOR TO GRADUALLY COME TO A STOP. THE VEHICLE WAS THEN MOVING AT LESS THAN 5 MILES PER HOUR. WHEN HE PUSHED HIS FOOT MORE FIRMLY ON THE BRAKE TO COME TO A COMPLETE STOP, THE ENGINE STARTING RACING WILDLY. HE THEN PUT THE VEHICLE IN NEUTRAL AND TURNED OFF THE ENGINE. WHEN HE RESTARTED THE CAR EVERYTHING WORKED FINE. A VISUAL INSPECTION VERIFIED THAT THE FLOOR MAT WAS NOWHERE NEAR THE GAS PEDAL AND THE GAS PEDAL MOVED PERFECTLY (NOT STUCK). CONSIDERING THE CIRCUMSTANCES, I CANNOT BELIEVE THAT EITHER THE FLOOR MAT OR A STUCK GAS PEDAL CAUSED THIS ACCELERATION. FORTUNATELY (AT LEAST THIS TIME), THE WARNINGS FROM TOYOTA AND DISCUSSIONS ON THE INTERNET HAD MENTALLY PREPARED US TO SAFELY RESPOND IN THE EVENT THAT THIS TYPE OF SITUATION OCCURRED, BUT IF AN UNINFORMED DRIVER HAD BEEN DRIVING THE CAR, IT IS VERY LIKELY THAT THEY WOULD HAVE SLAMMED INTO THE CAR IN FRONT OF THEM.

NHTSA ODI Number: 10420744

Date of Incident: 20110815

Vehicle: 2004 TOYOTA CAMRY SOLARA

Location of Incident: CANOVANAS, PR

NHTSA Summary:

TL* THE CONTACT OWNS A 2004 TOYOTA CAMRY SOLARA. THE CONTACT STATED WHILE PARKING THE VEHICLE IT SUDDENLY ACCELERATED, AS A RESULT THE VEHICLE FELL MORE THAN 20 FEET DOWN A CLIFF AND NONE OF THE AIR BAGS DEPLOYED. A POLICE REPORT WAS FILED. THE DRIVER SUSTAINED MINOR BRUISES AND LACERATIONS ON BOTH HANDS. THE VEHICLE WAS NOT TAKEN TO THE DEALER. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE VEHICLE WAS DESTROYED. THE FAILURE AND CURRENT MILEAGE WAS 84,000.

NHTSA ODI Number: 10426337

Date of Incident: 20110815

Vehicle: 2004 TOYOTA COROLLA

Location of Incident: WATERFORD, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2004 TOYOTA COROLLA. THE CONTACT WAS DRIVING WITH THE CRUISE CONTROL SET TO APPROXIMATELY 70 MPH. WHEN THE BRAKES WERE APPLIED TO DISABLE THE CRUISE CONTROL, THE VEHICLE WOULD NOT RESPOND AND INSTEAD, ACCELERATED ABNORMALLY. THE BRAKE PEDAL FELL INTO THE FLOORBOARD AND THE CONTACT APPLIED THE EMERGENCY PARKING BRAKE BUT THE VEHICLE STILL WOULD NOT RESPOND AND THE CONTACT CRASHED INTO THE REAR OF A VEHICLE. THE VEHICLE WAS TOWED TO A DEALER AND THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE MANUFACTURER HAD AN ENGINEER INSPECT THE VEHICLE WHO WAS UNABLE TO DUPLICATE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 66,771.

NHTSA ODI Number: 10419830

Date of Incident: 20110816

Vehicle: 2003 TOYOTA CAMRY

Location of Incident: COLTS MECK, NJ

NHTSA Summary:

TL* THE CONTACT OWNS A 2003 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE DRIVING AT A LOW SPEED AND PARKING HER VEHICLE, IT SUDDENLY ACCELERATED. THE VEHICLE CRASHED INTO A GLASS WINDOW OF A BUSINESS. NO ONE WAS INJURED IN THE CRASH. THE POLICE WERE CONTACTED. THE VEHICLE WAS TOWED TO A INDEPENDENT MECHANIC WHERE THE CAUSE OF THE FAILURE IS PENDING AN INVESTIGATION. THE MANUFACTURER HAD NOT BEEN CONTACTED. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 115,000.

NHTSA ODI Number: 10421110

Date of Incident: 20110817

Vehicle: 2011 TOYOTA CAMRY

Location of Incident: MAYWOOD, NJ

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA CAMRY. WHILE DEPRESSING THE BRAKE PEDAL AND ATTEMPTING TO MERGE INTO A PARKING SPACE AT APPROXIMATELY 20 MPH THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A BRICK WALL. THERE WAS DAMAGE TO THE BUILDING AND TO THE FRONT END OF THE VEHICLE. THE AIR BAGS DID NOT DEPLOY. A POLICE REPORT WAS FILED. THE CONTACT SUSTAINED INJURIES TO HER NECK AND SOUGHT MEDICAL ATTENTION FROM HER DOCTOR. THE VEHICLE WAS TOWED TO AN AUTO BODY REPAIR SHOP. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE AND STATED A CASE MANAGER WOULD FOLLOW UP WITH THE CONTACT. THE APPROXIMATE FAILURE MILEAGE WAS 2,500.

NHTSA ODI Number: 10420012

Date of Incident: 20110818

Vehicle: 1997 LEXUS ES300

Location of Incident: HUNTINGTON BEACH, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 1997 LEXUS ES300. THE CONTACT STATED THAT WHILE SHIFTING INTO DRIVE, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A TREE. THE DRIVER RECEIVED BRUISES FROM THE AIR BAG DEPLOYMENT AND THE VEHICLE WAS TOWED TO AN INDEPENDENT MECHANIC WHERE THE CONTACT WAS ADVISED THAT THE ACCELERATOR PEDAL HAD BECOME JAMMED AND COULD NOT BE RELEASED. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 96,500. THE VIN WAS UNAVAILABLE.

NHTSA ODI Number: 10422048

Date of Incident: 20110819

Vehicle: 2005 LEXUS RX330

Location of Incident: SEATTLE, WA

NHTSA Summary:

WHILE BACKING OUT OF MY PARKING PLACE IN OUR UNDERGROUND GARAGE I PUT ON THE BRAKE TO GO FROM REVERSE TO DRIVE. WHEN I PUT THE VEHICLE IN DRIVE THE ENGINE RACED UP AND THE CAR SURGED FORWARD. I WAS ONLY 15 FEET FROM A BRICK WALL OF WHICH I HIT AT AN ANGLE. I BOUNCED OFF THIS WALL AND WENT 10 FEET FURTHER HEAD ON INTO ANOTHER WALL. I DID NOT TOUCH THE GAS PEDAL, THE MATS ARE RUBBER AND WERE NOT A PROBLEM. THE VEHICLE JUST SUDDENLY ACCELERATED. THE AIR BAGS DID NOT DEPLOY AND I SHUT THE ENGINE OFF AS SOON AS I COULD BUT GIVEN THE FACT THAT THE TOTAL TRAVEL LENGTH WAS AROUND 30 FEET THIS WAS

NOT POSSIBLE. THIS IS A KNOW PROBLEM WITH TOYOTA!! WE LOVE OUR CAR BUT WE ARE NOW AFRAID OF IT. MY INSURANCE RATES WILL BE GOING UP BECAUSE OF A FACTORY DEFECT AND ALL I HAVE SEEN ARE EXCUSES IN REGARDS TO THIS PROBLEM.

NHTSA ODI Number: 10425322
Date of Incident: 20110819
Vehicle: 2005 LEXUS RX
Location of Incident: SEATTLE, WA

NHTSA Summary:

WHILE BACKING OUT OF MY PARKING PLACE IN OUR UNDERGROUND GARAGE I PUT ON THE BRAKE TO GO FROM REVERSE TO DRIVE. WHEN I PUT THE VEHICLE IN DRIVE THE ENGINE RACED UP AND THE CAR SURGED FORWARD. I WAS ONLY 15 FEET FROM A BRICK WALL OF WHICH I HIT AT AN ANGLE. I BOUNCED OFF THIS WALL AND WENT 10 FEET FURTHER HEAD ON INTO ANOTHER WALL. I DID NOT TOUCH THE GAS PETAL, THE MATS ARE RUBBER AND WERE NOT A PROBLEM. THE VEHICLE JUST SUDDENLY ACCELERATED. THE AIR BAGS DID NOT DEPLOY AND I SHUT THE ENGINE OFF AS SOON AS I COULD BUT GIVEN THE FACT THAT THE TOTAL TRAVEL LENGTH WAS AROUND 30 FEET THIS WAS NOT POSSIBLE. THIS IS A KNOW PROBLEM WITH TOYOTA!! WE LOVE OUR CAR BUT WE ARE NOW AFRAID OF IT. MY INSURANCE RATES WILL BE GOING UP BECAUSE OF A FACTORY DEFECT AND ALL I HAVE SEEN ARE EXCUSES IN REGARDS TO THIS PROBLEM.

NHTSA ODI Number: 10421008
Date of Incident: 20110820
Vehicle: 2010 TOYOTA SIENNA
Location of Incident: CEDAR HILL, TX

NHTSA Summary:

MY WIFE WAS RETURNING HOME WITH HER 2011 TOYOTA SIENNA VAN. SHE PULLED INTO THE DRIVEWAY, TOOK HER FOOT OFF THE GAS AND PUT ON THE BRAKE BUT THE VAN ACCELERATED RIGHT INTO MY 2011 FORD FUSION, CAUSING A LOT OF DAMAGE. I WON'T KNOW EXACTLY HOW MUCH UNTIL THE BODY SHOP CALLS ME TOMORROW. OF COURSE I KNOW THE SIENNA WASN'T EVEN ON TOYOTA'S RECALL, BUT I HAVE SEEN MANY REPORTS OF THE SAME PROBLEM ON LINE. MY WIFE IS NOW AFRAID TO DRIVE THE VEHICLE AND WE DON'T KNOW WHAT TO DO?

NHTSA ODI Number: 10420978
Date of Incident: 20110821
Vehicle: 2004 TOYOTA AVALON
Location of Incident: WEST MANSFIELD, OH

NHTSA Summary:

TL* THE CONTACT OWNS A 2004 TOYOTA AVALON. THE CONTACT STATED THAT WHILE ENTERING A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED. THE VEHICLE WAS NOT TAKEN TO THE DEALER FOR INSPECTION OF THE FAILURE AND THE MANUFACTURER WAS NOT MADE AWARE OF THE DEFECT. THE VEHICLE WAS NOT REPAIRED. THE VIN WAS NOT AVAILABLE. THE FAILURE AND CURRENT MILEAGE WAS 140,000.

NHTSA ODI Number: 10421077
Date of Incident: 20110821
Vehicle: 2011 TOYOTA SIENNA
Location of Incident: NICEVILLE, FL

NHTSA Summary:

SUDDEN UNCOMMANDED ACCELERATION WHILE STOPPED FOR A RED LIGHT.

NHTSA ODI Number: 10423718
Date of Incident: 20110822
Vehicle: 2007 TOYOTA 4RUNNER
Location of Incident: WAXHAW, NC

NTHSA Summary:

WHILE TRAVELING UNDER CRUISE CONTROL AT 55- 60 MPH ON A RURAL 2 LANE HIGHWAY IN NC, I CAME UPON A VEHICLE IN MY LANE TRAVELING AT A SLOWER RATE OF SPEED. AS I APPROACHED THE VEHICLE, I ACCELERATED TO PASS. WHILE PASSING I COULD TELL THAT THE VEHICLE FELT LIKE IT WAS MOVING FASTER THAN THE 60 - 65 MPH IT SHOULD HAVE BEEN FOR THE AMOUNT OF GAS I GAVE IT, BUT I WAS CONCENTRATING ON COMPLETING THE PASS AND DID NOT LOOK AT THE SPEEDOMETER. AFTER PASSING AND PULLING BACK INTO MY LANE, I DEPRESSED THE BRAKE TO SLOW DOWN. MY VEHICLE SLOWED SLIGHTLY BUT FELT ODD, LIKE IT WAS PULLING. WHEN I REMOVED MY FOOT FROM THE BRAKE, MY VEHICLE BEGAN RAPIDLY ACCELERATING ON ITS OWN, QUICKLY GETTING TO ABOUT 70 - 75 MPH BEFORE I DEPRESSED THE BRAKE AGAIN. AGAIN THE VEHICLE SLOWED SLIGHTLY BUT FELT ODD, LIKE IT WAS PULLING. WHEN I REMOVED MY FOOT FROM THE BRAKE, MY VEHICLE AGAIN RAPIDLY ACCELERATED ON ITS OWN, AT WHICH POINT I REALIZED SOMETHING WAS WRONG AND DEPRESSED THE BRAKE HARDER. THE VEHICLE PULLED HARDER THIS TIME AND STARTED VIBRATING SEVERELY. I REMOVED MY FOOT FROM THE BRAKE AND THE VEHICLE AGAIN BEGAN ACCELERATING. I SHIFTED TO NEUTRAL AND BROUGHT THE CAR TO A STOP ON THE SIDE OF THE ROAD. OVER THE NEXT ~ 20 MINUTES I TRIED ~ 4 - 5 TIMES TO CRANK THE CAR. EACH TIME THE ENGINE IMMEDIATELY REVVED SUCH THAT THE TACHOMETER ALMOST INSTANTLY HIT RED ZONE, AND I CUT THE ENGINE OFF. I CALLED TOYOTA'S "800" PHONE NUMBER, AND THEY TOLD ME TO GET THE CAR TO A TOYOTA DEALER. BEFORE CALLING A TOW TRUCK, I TRIED CRANKING THE CAR ONE MORE TIME, AND THAT TIME THE ENGINE CRANKED NORMALLY.

NHTSA ODI Number: 10421590
Date of Incident: 20110823
Vehicle: 2007 TOYOTA TUNDRA
Location of Incident: WILLOW CREEK, CA

NTHSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA TUNDRA. WHILE DRIVING APPROXIMATELY 55 MPH, THE CONTACT DEPRESSED THE ACCELERATOR PEDAL AND THE ACCELERATOR WOULD NOT DISENGAGE. THE VEHICLE BEGAN TO ACCELERATE RAPIDLY AND THE CONTACT DEPRESSED THE BRAKE PEDAL WITH BOTH FEET BUT THE VEHICLE WOULD NOT RESPOND. THE CONTACT PLACED THE VEHICLE IN NEUTRAL AND THE VEHICLE CAME TO A STOP. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTICS. THE TECHNICIANS STATED THEY WERE UNABLE TO DIAGNOSE THE FAILURE BECAUSE THE BLACK BOX IN THE VEHICLE WOULD NOT HAVE RECORDED THE SUDDEN ACCELERATION UNLESS A CRASH OCCURRED. THE VEHICLE WAS INCLUDED IN NHTSA CAMPAIGN ID NUMBERS: 09V388000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL) AND NHTSA CAMPAIGN ID NUMBER: 10V017000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). THE RECALL REPAIRS WERE NOT PERFORMED AT THE CONTACTS REQUEST. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 116,921.

NHTSA ODI Number: 10422394
Date of Incident: 20110823
Vehicle: 2003 TOYOTA SEQUOIA

Location of Incident: HIALEAH, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2003 TOYOTA SEQUOIA. WHILE DRIVING APPROXIMATELY 40 MPH THE VEHICLE SUDDENLY ACCELERATED AND THE STEERING WHEEL LOCKED CAUSING THE VEHICLE TO CRASH INTO A WALL AT HIS RESIDENCE. THE VEHICLE WAS TOWED TO AN AUTO BODY REPAIR SHOP. A POLICE REPORT WAS FILED. THE VEHICLE WAS NOT REPAIRED. THE VIN WAS NOT AVAILABLE. THE CONTACT PREVIOUSLY EXPERIENCED A FAILURE WITH THE REAR AXLE DETACHING FROM THE VEHICLE. THE REAR AXLE WAS REPLACED AND THE VEHICLE WAS REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS UNKNOWN.

NHTSA ODI Number: 10421465

Date of Incident: 20110824

Vehicle: 2004 TOYOTA COROLLA

Location of Incident: OROSI, CA

NHTSA Summary:

I WAS ABOUT TO STOP WHEN VEHICLE SUDDENLY ACCELERATED. LUCKILY THERE NO ONE OR PROPERTY IN THE WAY BEFORE I COULD GET THE CAR TO STOP. PROBLEM ONLY OCCURRED ONCE. WILL STOP DRIVING THE CAR FOR NOW.

NHTSA ODI Number: 10424021

Date of Incident: 20110825

Vehicle: 2007 TOYOTA CAMRY

Location of Incident: MONTEREY PARK, CA

NHTSA Summary:

SUDDEN UNINTENDED ACCELERATION ON AUGUST 25TH 2011 AT APPROXIMATELY 1:00 PM, MY DAD WAS DRIVING TO GARVEY RANCH PARK LOCATED AT (781 S ORANGE AVE, MONTEREY PARK, CA 91755) AS PART OF HIS DAILY ROUTINE. HE HAD ALREADY PULLED INTO THE PARKING LOT AND WAS GETTING READY TO PARK HIS CAR FACING NORTH BOUND. ALL OF A SUDDEN THE CAR ACCELERATED OUT OF NOWHERE AND HOPED THE PARKING CURB STILL FACING NORTHBOUND. IN ORDER TO AVOID ANY CAUSALITIES AND PREVENT HITTING ANY OF THE CHILDREN NEAR THE PLAYGROUND, HE WAS ABLE TO STEER THE CAR AND MADE A U-TURN AT ABOUT 150 DEGREES. AT THIS POINT HE WAS FACING SOUTH BOUND OF THE PARKING LOT AND THE CAR CONTINUED TO ACCELERATE AT HIGH SPEEDS. HIS CAR THEN HOPPED THE CURB ON THE SOUTH SIDE OF THE PARKING LOT. ONCE THE CAR HOPPED THE PARKING CURB ON THE SOUTH SIDE, IT CONTINUED TO HOP OVER A COUPLE OF RAISED CONCRETE BLOCKS THAT DELINEATE A PATH ONTO THE HILLSIDE JUST SOUTH OF THE PARKING LOT. DUE TO THE STEEPNESS OF THE HILL, IT PREVENTED THE CAR FROM GOING ANY FURTHER AND THE CAR CRASHED IN BETWEEN TWO TREES LOCATED ON THE HILLSIDE. WE HAD ALREADY TAKEN THE CAR TO LONGO TOYOTA DUE TO THE ACCELERATION RECALL BACK ON MARCH 13 2010. I COULDN'T BELIEVE THE CAR STILL HAD MECHANICAL ISSUES AFTER WE HAD IT SERVICED IT FOR THE RECALL AND WAS GLAD THAT MY DAD DID NOT SUSTAIN A VERY SERIOUS INJURY. THE CAR IS AVAILABLE FOR INSPECTION IF AN NHTSA OFFICIAL WOULD LIKE TO INSPECT THE CAR.

NHTSA ODI Number: 10422424

Date of Incident: 20110825

Vehicle: 2005 TOYOTA COROLLA

Location of Incident: MIAMI, FL

NHTSA Summary:

I MET WITH AN ACCIDENT RECENTLY OWING TO UNCONTROLLED ACCELERATION OF VEHICLE. BEFORE THIS ACCIDENT I WITNESSED THIS PROBLEM IN THE PAST AND I CONTACTED THE TOYOTA DEALER THEY TOOK SOME TIME AND SAID THAT THEY COMPLETED THE RECALL PROCEDURE BUT THE CHECK ENGINE SIGN WAS STILL ILLUMINATED AS BEFORE. AND I STILL EXPERIENCED UNCONTROLLED ACCELERATION OF THE VEHICLE.

NHTSA ODI Number: 10433457
Date of Incident: 20110826
Vehicle: 1996 TOYOTA CAMRY
Location of Incident: PINELLAS PARK, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 1996 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE WOULD FREQUENTLY EXHIBIT AN ABNORMAL INCREASE IN ENGINE RPM'S. IN ADDITION, THE EMERGENCY BRAKE WAS INOPERABLE. WHILE DRIVING AND ATTEMPTING TO AVOID A CRASH, THE BRAKES WERE DEPRESSED BUT THERE WAS NO RESPONSE. THE CONTACT HAD TO STEER ABRUPTLY TO AVOID THE CRASH BUT THE VEHICLE THEN ABNORMALLY ACCELERATED. THE CONTACT WAS UNABLE TO STOP THE ACCELERATION UNTIL CRASHING INTO THE REAR OF ANOTHER VEHICLE. THE VEHICLE WAS DESTROYED. THE VEHICLE WAS NOT INSPECTED FOR THE FAILURES. THE FAILURE MILEAGE WAS 122,000.

NHTSA ODI Number: 10422487
Date of Incident: 20110828
Vehicle: 2008 TOYOTA TUNDRA
Location of Incident: GLASGOW, KY

NHTSA Summary:

DRIVING ALONG APPROXIMATELY 25 MPH DEPRESSED ACCELATOR PEDAL SLIGHTLY TOOK FOOT OFF PEDAL VEHICLE CONTINUED TO ACCELERATE INCREASING SPEED. I IMMEDIATELY DEPRESSED BRAKE PLACING VEHICLE INTO NETURAL THEN AGAIN PRESSING ON THE ACCELATOR AND RELEASING IT. THE ENGINE REVED BACK TO NORMAL. I THEN PLACED IT BACK INTO DRIVE WITHOUT FURTHER INCIDENT. THIS WAS THE SECOND TIME THIS OCCURED SINCE PURCHASE OF THIS VEHICLE IN 2007. THIS WAS THE FIRST INCIDENT SINCE TOYOTA HAD HONORED THE RECALL RELEATING TO THE ACCELATOR AND FIXED IT, I CALLED THE TOYOTA DEALERSHIP TODAY AND WILL BE TAKING MY TRUCK IN FOR THEM TO LOOK AT TOMMORROW.

NHTSA ODI Number: 10433028
Date of Incident: 20110828
Vehicle: 2009 TOYOTA RAV4
Location of Incident: SIOUX FALLS, SD

NHTSA Summary:

ON SUNDAY, AUGUST 28, 2011 AT APPROXIMATELY 12 IN THE AFTERNOON, I WAS DRIVING MY FAMILY'S 2009 TOYOTA RAV4 WITH MY WIFE AND INFANT SON, EASTBOUND ON HIGHWAY 44 BETWEEN WINNER, SD AND PLATTE, SD. WITH THE VEHICLE'S CRUISE CONTROL SET AT THE SPEED LIMIT OF 65 MPH, I CHANGED LANES AND BEGAN TO PASS THE TRUCK AHEAD OF OUR VEHICLE ON THIS TWO-LANE COUNTRY ROAD. INCREASING THE VEHICLE'S SPEED TO 70 MPH TO COMPLETE THE PASS OF THE OTHER VEHICLE AND RETURN TO THE EASTBOUND LANE, THE TOYOTA RAV4 UNINTENTIONALLY ACCELERATED TO SPEEDS IN EXCESS OF 85 MPH. AT THE TIME OF THE SUDDEN UNINTENDED ACCELERATION, THE PEDAL AREA WAS CHECKED AND CONFIRMED TO BE CLEAR OF ANY OBSTRUCTIONS, INCLUDING THE VEHICLE'S DRIVER-SIDE FLOOR MAT.

WITH THE CRUISE CONTROL OFF AND THE BRAKES CAUTIOUSLY APPLIED, THE TOYOTA RAV4 WOULD NOT SLOW DOWN FROM ITS STATE OF SUDDEN UNINTENDED ACCELERATION. IT WAS DETERMINED THAT THE ONLY WAY TO TAKE BACK CONTROL OF THE VEHICLE WAS BY COMPLETELY PRESSING THE BRAKES TO THE FLOOR; HOWEVER, THE DECREASE IN SPEED WAS GRADUAL AT BEST, AND THE ENGINE CONTINUED TO REV OUT OF CONTROL. THE VEHICLE'S BRAKES WERE FULLY ENGAGED IN THIS WAY UNTIL THE VEHICLE STALLED OUT, PARTIALLY ONTO THE SHOULDER OF THE ROAD AT A SPEED JUST UNDER 10 MPH. AGAIN AT THIS TIME, THE PEDAL AREA WAS CHECKED AND CONFIRMED TO BE CLEAR OF ANY OBSTRUCTIONS, INCLUDING THE VEHICLE'S DRIVER-SIDE FLOOR MAT. OVER THE LAST TWO YEARS, THE VEHICLE HAS HAD THREE ACCELERATOR PEDAL RECALL REPAIRS AND ONE FLOOR MAT RECALL REPAIR COMPLETED AND IS NOT REPROGRAMMABLE FOR THE BRAKE OVERRIDE SYSTEM THAT IS BEING INSTALLED IN THE NEWEST TOYOTA MODELS. WITH NO CRASH RESULTING FROM THE AUG. 28 INCIDENT, THE VEHICLE WAS REJECTED FOR AN INSPECTION OR ANY FURTHER SERVICES. AS THIS WAS A VERY SCARY AND TRAUMATIC SITUATION FOR MY FAMILY, THE TOYOTA RAV4 HAS NOT BEEN OPERATED UNDER THE SAME DRIVING CONDITIONS SINCE THE INCIDENT.

NHTSA ODI Number: 10422398
Date of Incident: 20110829
Vehicle: 2001 LEXUS RX300
Location of Incident: BROOKLYN, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 2001 LEXUS RX300. THE CONTACT STATED THAT WHILE ATTEMPTING TO PARK, THE VEHICLE SUDDENLY ACCELERATED FORWARD AND CRASHED INTO A BRICK WALL. THE AIR BAGS DID NOT DEPLOY. THE VEHICLE SUSTAINED FRONT END DAMAGE AND THE CONTACT SUFFERED MINOR INJURIES AS HER BREAST HIT THE STEERING WHEEL. THE INSURANCE COMPANY WAS NOT NOTIFIED. NEITHER THE DEALER, NOR THE MANUFACTURER, WERE MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 73,000.

NHTSA ODI Number: 10430169
Date of Incident: 20110829
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: GREENSVILLE, NC

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 15 MPH ATTEMPTING TO MAKE A TURN AND WHILE THE BRAKES WERE ENGAGED THERE WAS AN UNEXPECTED ACCELERATION CAUSING THE CONTACT TO CRASH INTO ANOTHER VEHICLE. THERE WERE NO INJURIES. A POLICE REPORT WAS FILED. THE FRONT END OF THE VEHICLE SUSTAINED DAMAGES. THE CONTACT PLANNED TO TAKE THE VEHICLE TO THE DEALER FOR A DIAGNOSTIC TEST AND TO BE REPAIRED. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 74,000.

NHTSA ODI Number: 10441117
Date of Incident: 20110901
Vehicle: 2011 TOYOTA COROLLA
Location of Incident: LAKELAND, TN

NHTSA Summary:

MORE NOTICEABLE AT HIGHWAY SPEEDS. TAKE FOOT OFF ACCELERATOR PEDAL, CAR MAINTAINS CONSTANT SPEED AS IF CRUISE CONTROL IS ENGAGED (CRUISE CONTROL

WAS NOT ACTIVATED). UNABLE TO COAST TO REDUCE SPEED. HAVE TO FIRMLY PRESS BREAK PEDAL TO DISENGAGE. TAKEN TO DEALER FOR SERVICE. TOYOTA SERVICING DEALER ADVISED ME THAT THE CARE WAS OPERATING PROPERLY AND THAT THIS WAS A DESIGNED SAFETY FEATURE.

NHTSA ODI Number: 10423944
Date of Incident: 20110904
Vehicle: 2005 LEXUS ES330
Location of Incident: ST AUGUSTINE, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2005 LEXUS ES330. THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING WHILE THE VEHICLE WAS IN PARK GEAR AND THE BRAKE PEDAL WAS ENGAGED. THE DEALER NOR MANUFACTURER WERE NOTIFIED. THE FAILURE WAS NOT DIAGNOSED AND THE VEHICLE WAS NOT REPAIRED. THE CURRENT AND FAILURE MILEAGE WAS 83,000.

NHTSA ODI Number: 10425026
Date of Incident: 20110909
Vehicle: 2004 LEXUS RX330
Location of Incident: JACKSONVILLE, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2004 LEXUS RX330. THE CONTACT WAS DRIVING 5 MPH WHEN THE VEHICLE ABNORMALLY ACCELERATED AND CAUSED THE CONTACT TO CRASH INTO A LIGHT POLE. THE CONTACT SUSTAINED INJURIES BUT WAS NOT TRANSPORTED TO THE HOSPITAL. A POLICE REPORT WAS FILED. THE DRIVER SUSTAINED INJURY BUT WAS NOT SEEN BY A PHYSICIAN. THE VEHICLE WAS TOWED FOR REPAIRS. NEITHER THE DEALER NOR THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE FAILURE AND CURRENT MILEAGE WAS 111,000.

NHTSA ODI Number: 10425257
Date of Incident: 20110910
Vehicle: 2011 TOYOTA CAMRY
Location of Incident: SEASIDE, OR

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA CAMRY. WHILE DRIVING 15 MPH, THERE WAS SUDDEN ACCELERATION AND AS THE CONTACT DEPRESSED THE BRAKES, THE VEHICLE DROVE OVER THE CURB AND STOPPED IN AN EMPTY PARKING LOT. THE VEHICLE WAS ABLE TO BE DRIVEN FROM THE SCENE AND THERE WERE NO INJURIES. THE INSURANCE COMPANY WAS CONTACTED. THERE WERE DAMAGES TO THE BOTTOM OF THE VEHICLE FROM THE DEBRIS OF TREES THE VEHICLE TRAVELED OVER WHILE IN THE PARKING LOT. THE VEHICLE WAS TOWED TO THE DEALER AND THE MANUFACTURER WAS CONTACTED. THE MANUFACTURER STATED THAT THEY WOULD SEND OUT A REPRESENTATIVE TO INSPECT THE VEHICLE. THE VIN WAS UNAVAILABLE. THE FAILURE MILEAGE WAS 26,000.

NHTSA ODI Number: 10424676
Date of Incident: 20110911
Vehicle: 2003 TOYOTA RAV4
Location of Incident: ROGERSVILLE, TN

NHTSA Summary:

PULLING INTO PARKING SPACE, VEHICLE SUDDENLY ACCELERATED. HAD I NOT ALREADY HAD MY FOOT ON BRAKE PEDAL TO STOP, DAMAGE TO OTHER VEHICLE

WOULD HAVE BEEN MUCH WORSE. WITNESS' SAID VEHICLE LURCHED UPWARD JUST BEFORE ACCELERATION. I SLAMMED IT INTO PARK AND CUT ENGINE TO MAKE IT STOP. AFTERWARDS, TRYING TO GET IT HOME, WHEN I TOOK FOOT OFF GAS PEDAL, THE CAR WOULD SHUTTER AND ALMOST DIE, CAUSING ME TO HAVE TO PUT IT INTO NEUTRAL AND REV ENGINE TO KEEP IT FROM DYING.

NHTSA ODI Number: 10426483
Date of Incident: 20110912
Vehicle: 2007 TOYOTA COROLLA
Location of Incident: MIDDLEBORO, MA

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA COROLLA. THE CONTACT STATED THAT THE VEHICLE ABNORMALLY AND RAPIDLY ACCELERATED. THE CONTACT CRASHED INTO THE REAR OF THE OTHER VEHICLE. THE DRIVER SUSTAINED SPINAL AND NECK INJURIES AND WAS TRANSPORTED TO THE HOSPITAL. A POLICE REPORT WAS FILED. THE VEHICLE WAS TAKEN TO AN AUTO BODY SHOP AND WAS IN THE PROCESS OF REPAIR. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGE WAS 80,000.

NHTSA ODI Number: 10426631
Date of Incident: 20110913
Vehicle: 2005 TOYOTA COROLLA
Location of Incident: MARIETTA, GA

NHTSA Summary:

TL* THE CONTACT OWNS A 2005 TOYOTA COROLLA. THE CONTACT WAS REVERSING FROM A RESIDENTIAL DRIVE-WAY. AS THE CONTACT SHIFTED INTO DRIVE FROM REVERSE, THE VEHICLE ABNORMALLY ACCELERATED. THE VEHICLE TRAVELED OVER THE CURVE AND THROUGH A FENCE BEFORE CRASHING INTO A TREE. THE VEHICLE WAS DESTROYED AND WAS NOT INSPECTED TO DETERMINE THE CAUSED OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 37,000.

NHTSA ODI Number: 10425586
Date of Incident: 20110914
Vehicle: 2011 TOYOTA YARIS
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA YARIS. THE CONTACT WAS ATTEMPTING TO PARK WHEN THE VEHICLE ACCELERATED ABNORMALLY. THE CONTACT ATTEMPTED TO STOP THE VEHICLE BY ABRUPTLY APPLYING THE BRAKES BUT THE VEHICLE WOULD NOT STOP UNTIL CRASHING INTO A POLE. THE VEHICLE WAS NOT DESTROYED. THE VEHICLE WAS LATER TAKEN TO A PRIVATE REPAIR SHOP AND THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 100,000.

NHTSA ODI Number: 10426586
Date of Incident: 20110919
Vehicle: 1999 TOYOTA CAMRY
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 1999 TOYOTA CAMRY. THE CONTACT STATED THAT WHEN DEPRESSING THE BRAKES AND SHIFTING GEARS, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A WALL. THE DRIVER SUSTAINED MINOR INJURIES

TO THE CHEST AND BOTH KNEES AFTER THE AIRBAGS DEPLOYED. THE POLICE WERE CALLED AND A REPORT WAS AVAILABLE. THE VEHICLE WAS TOWED TO AN INDEPENDENT MECHANIC AND PENDING AN INVESTIGATION. THE FAILURE MILEAGE WAS APPROXIMATELY 105,000. UPDATED 10/12/11 *BF

NHTSA ODI Number: 10426408
Date of Incident: 20110919
Vehicle: 2008 TOYOTA PRIUS
Location of Incident: PITTSBURGH, PA

NHTSA Summary:

WHILE ENTERING A HIGHWAY ONRAMP IN MY COMPANY'S 2008 TOYOTA PRIUS, THE CAR SUDDENLY BEGAN ACCELERATING OUT OF CONTROL WITHOUT APPLICATION OF THE GAS PEDAL. I HAD TO PRESS HARD ON THE BRAKE JUST TO HOLD THE CAR AT 65 MPH. THE CAR WAS SURGING AND LUNGING FORWARD, AND I WORRIED I WOULDN'T BE ABLE TO FIND A PLACE TO PULL OVER BEFORE LOSING CONTROL COMPLETELY. FOR THE NEXT 5-10 MINUTES, AS I APPROACHED TRAFFIC IN FRONT OF ME, THE CAR CONTINUED TO ACCELERATE, EVEN THOUGH I HAD MY FOOT ON THE BRAKE THE ENTIRE TIME. AT ONE POINT I NOTICED THE CAR WAS REACHING SPEEDS IN EXCESS OF 95 MPH. A LOUD RATTLING NOISE ENSUED AND AN ELECTRICAL SMELL FILLED THE CAR. EVENTUALLY, THE BRAKE COMPLETELY FAILED TO HAVE ANY EFFECT, AND, BARELLING DOWN THE HIGHWAY AT 90 MPH, I PUT THE CAR IN NEUTRAL, BUT IT CONTINUED TO ACCELERATE. AT THIS POINT I HAD MY RIGHT FOOT ON THE BRAKE PEDAL AND DEPRESSED THE PARKING BREAK ALL THE WAY TO THE FLOOR WITH MY LEFT FOOT, THIS SLOWED THE CAR SLIGHTLY, BUT NOT ENOUGH TO REGAIN CONTROL. FINALLY, I TURNED THE CAR OFF COMPLETELY, AND WITH MY HAZARD LIGHTS ON, MANAGED TO PULL THE CAR AWAY FROM TRAFFIC AND OFF ON THE SHOULDER OF THE HIGHWAY, WHERE I COASTED FOR A LONG DISTANCE, SPEEDS DECREASING GRADUALLY UNTIL EVENTUALLY IT STOPPED. SMOKE AND A BURNING ELECTRICAL SMELL FILLED THE CAR. I FILED A POLICE REPORT WITH AN OFFICER WHO HAPPENED TO ALSO BE ON THE SHOULDER, GIVING SOMEONE A SPEEDING TICKET. MY COMPANY TOWED THE CAR TO A DEALERSHIP, AND AN INVESTIGATION IS SUPPOSEDLY UNDERWAY, THOUGH I'M NOT OPTIMISTIC ABOUT ANY SORT OF RESOLUTION BASED ON THE TESTIMONIES I HAVE READ FROM OTHERS WHO HAVE EXPERIENCED THE SAME THING. LUCKILY, IN MY CASE, THIS DIDN'T RESULT IN AN ACCIDENT, AND NOONE WAS KILLED.

NHTSA ODI Number: 10426439
Date of Incident: 20110919
Vehicle: 2010 TOYOTA RAV4
Location of Incident: ENDICOTT, NY

NHTSA Summary:

ON A PUBLIC MAIN STREET TRAVELING 35-45 MPH, STARTED TO BRAKE TO STOP FOR A LIGHT CHANGING FROM YELLOW TO RED. AS THE BRAKE WAS APPLIED, THE ENGINE BEGAN TO REV TO 5000 RPM. THE BRAKES WERE HOLDING BACK THE CAR, BUT THE ACCELERATION WAS PERSISTENT. THE CAR BARELY STOPPED BEFORE ENTERING THE INTERSECTION, BUT THE ENGINE REMAINED AT WHAT APPEARED TO BE FULL THROTTLE. I SHIFTED THE STOPPED VEHICLE INTO PARK ON THIS AUTOMATIC TRANSAXLE VEHICLE. THE ENGINE/TRANSAXLE MADE A SIGNIFICANT "BANG" AS IT WAS SHIFTED, THE ENGINE STOPPED REVING AND THE ACCELERATOR PEDAL SHOT BACK TOWARD MY LEG HITTING MY ANKLE. AT NO TIME DID MY RIGHT FOOT LEAVE THE BRAKE PEDAL. IN FACT, I WAS PRESSING THE BRAKE WITH ALL MY STRENGTH TO COMPLETE THE STOP. THIS IS THE THIRD TIME SOMETHING LIKE THIS HAS BEEN REPORTED BY FAMILY MEMBERS. IT WAS MY FIRST DIRECT EXPERIENCE WITH IT AND THE VEHICLE IS JUST OVER A YEAR OLD. IT HAS BEEN INTO THE DEALER FOR THIS REASON AND RECEIVED A

RECALL UPGRADE SEVERAL MONTHS AGO DURING A ROUTINE FREE MAINTENANCE VISIT. I HAVE CONTACTED TOYOTA DIRECTLY TO TERMINATE MY LEASE ON THIS AND ANOTHER EXACT SAME MAKE/MODEL/YEAR LEASED THE SAME DAY. I FEEL THAT TOYOTA HAS NOT FIXED THE ISSUES FROM 2010 AND THAT ADJUSTMENTS TO THE FLOOR MATS AND ACCELERATOR PEDAL ARE NOT ADDRESSING WHAT IS REALLY WRONG. THE FACT THAT BOTH VEHICLES WERE SUPPOSED TO HAVE RECEIVED "REPROGRAMMING" TO SOLVE THIS ISSUE LEADS ME TO BELIEVE THERE IS A SOFTWARE PROBLEM THAT REMAINS UNDISCOVERED. UPDATED 10/03/11 *TR

NHTSA ODI Number: 10426725
Date of Incident: 20110921
Vehicle: 2007 TOYOTA MATRIX
Location of Incident: ST. LOUIS, MO

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA MATRIX. THE CONTACT STATED THAT THE VEHICLE ABNORMALLY ACCELERATED WHILE THE BRAKES WERE APPLIED. THE CONTACT WAS UNABLE TO CONTROL THE VEHICLE AND CRASHED INTO A BUILDING. THE CONTACT SUSTAINED INJURIES AND WAS TRANSPORTED TO THE HOSPITAL. A POLICE REPORT WAS FILED. NEITHER THE DEALER NOR THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 31,000.

NHTSA ODI Number: 10429134
Date of Incident: 20110924
Vehicle: 2007 TOYOTA TACOMA
Location of Incident: DANVILLE, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE DRIVING 35 MPH, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING, CAUSING HER TO CRASH INTO A TREE. THE VEHICLE CONTINUED TO ACCELERATE UNTIL THE CONTACT PLACED THE VEHICLE INTO PARK. NEITHER THE DEALER NOR THE MANUFACTURER WERE NOTIFIED OF THE FAILURE, NOR WAS THE VEHICLE DIAGNOSED OR REPAIRED. THE CURRENT AND FAILURE MILEAGES WERE 41,000.

NHTSA ODI Number: 10427557
Date of Incident: 20110924
Vehicle: 2011 TOYOTA SIENNA
Location of Incident: SHORT HILLS, NJ

NHTSA Summary:

VEHICLE WAS IN PARK ON A FLAT STREET. I WANTED TO MOVE THE VEHICLE FORWARD, SO I DEPRESSED THE BRAKE, AND BEGAN SHIFTING THE (AUTOMATIC) SHIFTER TO DRIVE. THE GEAR SHIFT LEVER NEVER MADE IT TO THE DRIVE POSITION. AS I MOVED THE LEVER, THE CAR SHOT BACKWARDS, STRIKING A VEHICLE BEHIND ME WITH TREMENDOUS FORCE. I HAVE HAD THE SAME MODEL CAR FOR OVER 7 YEARS AND NEVER HAD THIS HAPPEN. I CANNOT FIGURE OUT HOW OR WHY THE CAR ACCELERATED (FORCEFULLY) IN REVERSE AS I WAS SHIFTING INTO DRIVE.

NHTSA ODI Number: 10428833
Date of Incident: 20110925
Vehicle: 2008 TOYOTA TACOMA
Location of Incident: SANTA CLARA, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA TACOMA. THE CONTACT STATED THAT UPON APPLYING THE BRAKES AND STOPPING, THE ENGINE ATTEMPTED TO SURGE FORWARD AND THERE WAS AN INCREASE IN ENGINE RPMS. THE VEHICLE WAS SHIFTED INTO PARK AND SHUT OFF. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER AND THEY COULD NOT DIAGNOSE THE FAILURE. AN UNKNOWN REPAIR WAS PERFORMED ON THE VEHICLE. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 28,835.

NHTSA ODI Number: 10428019
Date of Incident: 20110925
Vehicle: 2004 TOYOTA 4RUNNER
Location of Incident: BAKERSVILLE, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2004 TOYOTA 4RUNNER. WHILE DRIVING 30 MPH, THE CONTACT STATED SHE APPLIED PRESSURE TO THE ACCELERATOR PEDAL WHEN IT EXTENDED TO THE FLOOR AND REMAINED STUCK. SHE APPLIED PRESSURE TO THE BRAKES; HOWEVER, THE VEHICLE DID NOT STOP. SHE ACTIVATED THE EMERGENCY BRAKE AND SHIFTED INTO NEUTRAL GEAR AND THE VEHICLE CAME TO A STOP. SHE WAS ABLE TO RESTART THE VEHICLE; HOWEVER, IT WOULD NOT ACCELERATE. THE VEHICLE WAS TOWED TO THE DEALER WHERE SHE WAS INFORMED THAT THE REAR DIFFERENTIAL HAD LOCKED AND FAILED. NO REPAIRS WERE PERFORMED. THE CURRENT AND FAILURE MILEAGE WAS 67,262.

NHTSA ODI Number: 10430687
Date of Incident: 20110929
Vehicle: 2010 LEXUS RX350
Location of Incident: LIVERMORE, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 LEXUS RX350. THE CONTACT STATED THAT WHILE STOPPED WITH THE BRAKES APPLIED, THE VEHICLE SURGED FORWARD APPROXIMATELY TWO TO THREE FEET. HEAVY PRESSURE WAS APPLIED TO THE BRAKES TO STOP THE VEHICLE. THE VEHICLE WAS LATER TAKEN TO AN AUTHORIZED DEALER, BUT THEY COULD NOT DIAGNOSE A FAILURE. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE AND THE VEHICLE WAS SOLD BACK TO THE DEALER. THE FAILURE MILEAGE WAS 28,500.

NHTSA ODI Number: 10428038
Date of Incident: 20110930
Vehicle: 2000 TOYOTA CAMRY
Location of Incident: LONGWOOD, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2000 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 35 MPH WHEN THE VEHICLE ABNORMALLY ACCELERATED. THE BRAKES WERE APPLIED BUT THE VEHICLE CONTINUED TO ACCELERATE RAPIDLY. THE CONTACT CRASHED INTO ANOTHER VEHICLE. THERE WAS NO PERSONAL INJURY AND A POLICE REPORT WAS FILED OF THE INCIDENT. THE VEHICLE WAS TOWED TO THE RESIDENCE. THE MANUFACTURER WAS NOT MADE AWARE OF THE PROBLEM. THE APPROXIMATE FAILURE MILEAGE WAS 100,000.

NHTSA ODI Number: 10433292

Date of Incident: 20111001
Vehicle: 2007 LEXUS ES350
Location of Incident: SPRING VALLEY, CA

NHTSA Summary:

2007 LEXUS ES350. CONSUMER STATES SUDDEN UNINTENDED ACCELERATION *TGW THE CONSUMER STATED HIS WIFE WAS DRIVING THE VEHICLE, WHEN IT SUDDENLY ACCELERATED FORWARD ON ITS OWN, AS SHE WAS ENTERING A PARKING SPACE, RESULTING IN DAMAGE TO THE VEHICLE.*JB

NHTSA ODI Number: 10428358
Date of Incident: 20111002
Vehicle: 1999 TOYOTA CAMRY SOLARA
Location of Incident: HERNDON, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 1999 TOYOTA CAMRY SOLARA. THE CONTACT STATED THAT WHILE DRIVING 24 MPH, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A CURB. THE CONTACT SUFFERED MINOR INJURIES AND WAS TAKEN TO THE HOSPITAL FOR TREATMENT. THE VEHICLE WAS TOWED TO AN INDEPENDENT REPAIR SHOP, BUT THE FAILURE WAS NOT YET DIAGNOSED. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 130,000. THE VIN WAS NOT AVAILABLE.

NHTSA ODI Number: 10433853
Date of Incident: 20111004
Vehicle: 2004 TOYOTA CAMRY SOLARA
Location of Incident: CHARLESTON, SC

NHTSA Summary:

TL* THE CONTACT OWNS A 2004 TOYOTA CAMRY SOLARA. THE CONTACT STATED THAT WHILE DRIVING AT LOW SPEEDS, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT DEPRESSED THE BRAKES AND THE VEHICLE CONTINUED TO ACCELERATE, CRASHING INTO A FENCE AND THEN A HOUSE. THE VEHICLE WAS TOWED TO A LOCAL MECHANIC WHERE THE VEHICLE WAS REPAIRED FOR THE FRONT BUMPER AND THE RADIATOR WAS REPLACED. THE MANUFACTURER WAS CONTACTED AND A CLAIM WAS FILED. THE VIN WAS NOT AVAILABLE. THE FAILURE AND THE CURRENT MILEAGE WAS 26,000.

NHTSA ODI Number: 10430029
Date of Incident: 20111009
Vehicle: 2007 LEXUS ES350
Location of Incident: ACWORTH, GA

NHTSA Summary:

TL-THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 65 MPH WHEN THE VEHICLE SUDDENLY ACCELERATED ON ITS OWN. AFTER TRYING TO DECELERATE FOR A FEW MINUTES THE VEHICLE FINALLY SLOWED DOWN. THE VEHICLE WAS INSPECTED BY A DEALER AND THEY ADVISED HER THAT THE SHE NEEDED A TRANSMISSION. THE VEHICLE WAS REPAIRED FOR THE TRANSMISSION. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 74,000. THE VIN WAS UNAVAILABLE. TB

NHTSA ODI Number: 10430071
Date of Incident: 20111012

Vehicle: 2002 LEXUS ES

Location of Incident: SALEM, NH

NHTSA Summary:

I WAS BACKING INTO A PARKING SPACE AT MY TOWN'S TRANSFER STATION. AS I CAME TO A STOP, I BEGAN TO SHIFT INTO PARK WITH MY FOOT ON THE BREAK, THE CAR SUDDENLY ACCELERATED OUT OF MY CONTROL. THE VEHICLE SMASHED INTO A THREE FOOT CONCRETE WALL COMING TO A STOP. THE CAR SUFFERED EXTENSIVE BACK END DAMAGE. I WAS TAKEN BY AMBULANCE TO A LOCAL HOSPITAL FOR XRAYS OF MY NECK AND SPINE. THANKFULLY I AM NOT INJURED. THIS VEHICLE WAS NOT UNDER MY CONTROL. IT WAS AS IF IT HAD A MIND OF IT'S OWN. I AM A CLEAR HEADED, FORTY EIGHT YEAR OLD FEMALE. I HAVE A PERFECT DRIVING RECORD. THIS WAS THE RESULT OF SOMETHING OUT OF MY CONTROL. I BELIEVE THIS 2002 LEXUS ES 300 IS A DANGEROUS CAR. I HAVE ONLY HAD THE VEHICLE FOR TWO YEARS. IT WAS PURCHASED AS A SECOND CAR FOR MY HUSBAND. THE CAR DOES NOT HAVE FLOOR MATS NOR DID I CONFUSE THE ACCELERATOR AND BRAKE.

NHTSA ODI Number: 10434092

Date of Incident: 20111013

Vehicle: 2006 LEXUS ES330

Location of Incident: DECATUR, GA

NHTSA Summary:

TL- THE CONTACT OWNS A 2006 LEXUS ES 330. THE CONTACT SHIFTED FROM DRIVE TO REVERSE WHEN THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED INTO A STEEL BEAM. THE VEHICLE BEGAN SMOKING AFTER THE CRASH AND THE CONTACT SUSTAINED MODERATE INJURIES. THE AIR BAGS FAILED TO DEPLOY AT IMPACT. THE VEHICLE WAS NOT TAKEN TO THE DEALER FOR INSPECTION OR REPAIRS AND THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE VEHICLE WAS DESTROYED. THE FAILURE AND THE CURRENT MILEAGE WAS 60,000. KMJ

NHTSA ODI Number: 10432246

Date of Incident: 20111014

Vehicle: 1996 TOYOTA CAMRY

Location of Incident: OAKTON, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 1996 TOYOTA CAMRY. THE CONTACT WAS DRIVING 45 MPH WHEN THE VEHICLE SUDDENLY ACCELERATED. THE BRAKE WAS DEPRESSED AND THE GEAR WAS PLACED IN NEUTRAL BUT THE ENGINE RPMS INCREASED TO 5000. THE CONTACT NOTICED THAT THE ACCELERATOR PEDAL DID NOT RETURN TO IDLE POSITION AND REMAINS STUCK IN OPEN THROTTLE. THE VEHICLE WAS NOT TAKEN TO THE DEALER TO BE DIAGNOSED OR REPAIRED. THE FAILURE AND THE CURRENT MILEAGE WAS 185,257.

NHTSA ODI Number: 10430527

Date of Incident: 20111016

Vehicle: 2010 TOYOTA COROLLA

Location of Incident: VISALIA, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT STATED THAT UPON SHIFTING INTO DRIVE, FROM NEUTRAL GEAR, THE VEHICLE SURGED FORWARD UNTIL IT CRASHED INTO ANOTHER VEHICLE. THE AIR BAGS DID NOT DEPLOY. THE CONTACT WAS TAKEN TO THE HOSPITAL TO TREAT MINOR INJURIES. THE VEHICLE WAS TOWED TO A TOW YARD. THE FAILURE WAS NOT DIAGNOSED AND THE VEHICLE WAS NOT REPAIRED.

THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 31,300.

NHTSA ODI Number: 10430607
Date of Incident: 20111017
Vehicle: 2005 TOYOTA CAMRY
Location of Incident: FOREST HILLS, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT WAS DRIVING INTO A PARKING SPACE WHEN THE VEHICLE ACCELERATED AND CRASHED INTO THE DOOR OF A STORE. THE CONTACT STATED THE FAILURE OCCURRED BEFORE IN A SIMILAR SITUATION, BUT THE VEHICLE WAS NOT INVOLVED IN A CRASH. THE CONTACT WAS CONCERNED THAT THIS WAS A SAFETY ISSUE. THE VEHICLE WAS TOWED TO A COLLISION REPAIR SHOP WHERE IT HAD NOT BEEN INSPECTED. THE FAILURE AND CURRENT MILEAGE WAS 50,000.

NHTSA ODI Number: 10432937
Date of Incident: 20111019
Vehicle: 2010 TOYOTA PRIUS
Location of Incident: ALISO VIEJO, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA PRIUS. THE CONTACT WAS BRAKING IN AN ATTEMPT TO ENTER A PARKING SPACE WHEN THE BRAKE PEDAL BECAME STUCK. THE VEHICLE THEN ACCELERATED ABNORMALLY AND THE VEHICLE CRASHED INTO A CONCRETE WALL. THE VEHICLE BOUNCED BACK AS THE ACCELERATION CONTINUED AND THE VEHICLE THEN CRASHED INTO THE CONCRETE WALL A SECOND TIME. THE CONTACT POWERED THE VEHICLE OFF IN ORDER TO STOP THE ABNORMAL ACCELERATION. THE VEHICLE WAS TOWED TO THE DEALER FOR REPAIR AND INSPECTION. THE CONTACT WAS AWAITING A DIAGNOSIS OF THE FAILURE. THE FAILURE MILEAGE WAS NOT AVAILABLE.

NHTSA ODI Number: 10439073
Date of Incident: 20111020
Vehicle: 2005 TOYOTA PRIUS
Location of Incident: GULFPORT, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2005 TOYOTA PRIUS. THE CONTACT STATED THAT WHILE THE VEHICLE WAS PARKED, THE VEHICLE ACCELERATED FORWARD AND CRASHED INTO TWO VEHICLES AND A WALL. THERE WERE NO INJURIES AND THE VEHICLE WAS NOT DESTROYED. THE VEHICLE WAS TAKEN TO THE DEALER AND THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE FAILURE AND THE CURRENT MILEAGE WAS UNKNOWN.

NHTSA ODI Number: 10432709
Date of Incident: 20111024
Vehicle: 2011 TOYOTA SIENNA
Location of Incident: SELINGROVE, PA

NHTSA Summary:

I HAVE LOVED MY 2011 TOYOTA SIENNA FOR 5-6 MOS. NOW. UPON BACKING UP IN MY FLAT DRIVEWAY AREA ON 10/24/11, AT A SLOW RATE TYPICAL TO BACKING UP IN A DRIVEWAY, I FOUND MY VAN PROPELLING VERY FAST STRAIGHT BACK/IN REVERSE.

THIS TOOK THE VEHICLE DOWN OVER A SLIGHT HILL OF OUR YARD INTO A LARGE PINE TREE. THE THICK SPRUCE TREE HAS A HUGE HOLE/OPENING/DAMAGED AREA AND MY ENTIRE BACK OF THE VAN IS VERY DAMAGED, ENTIRE REAR WINDOW BUSTED INTO HUNDREDS OF SMALLER PIECES, ITEMS IN THE CAR PROJECTED ONTO THE GROUND BEHIND US. THE LIFTGATE, REAR WINDOW AND BUMPER ARE VERY CAVED IN AND DAMAGED. I CAN ONLY DESCRIBE THIS AS SECONDS OF TOTAL CONFUSION, SPEED, LACK OF CONTROL, SHOCK. I'M FEELING LIKE THE VAN IS "POSSESSED", AND I WILL NOT DRIVE IT AT ALL AGAIN. I DID NOT WITNESS ANY INDICATORS OF ANY ACCELERATOR ISSUES IN THE 5-6 MOS. I'VE OWNED IT. I WOULD BE LYING IF I SAID I WAS POSITIVE I WAS STILL BACKING UP OR IF I WAS IN THE PROCESS OF PREPARING TO BRAKE AND SHIFT INTO DRIVE TO PULL FORWARD AND OUT OF MY DRIVEWAY. THIS HAPPENED SO QUICKLY FOR DOING SOMETHING AT SUCH A VERY SLOW REVERSE SPEED, THAT THE DETAILS IN THAT SECOND IT ALL CHANGED AND ACCELERATED, I CAN NOT SAY FOR SURE WHAT SPECIFICS WERE BEING DONE AT THAT VERY MOMENT OF DRASTIC CHANGE IN SPEED. I'VE ALWAYS LOVED TOYOTAS. WE'VE HAD A FEW NOW. THIS IS THE LAST ONE I WILL BUY BECAUSE I JUST CAN NOT EXPLAIN WHY OR WHAT OCCURRED TO MAKE IT GO FROM SINGLE DIGITS IN REVERSE TO VERY QUICKLY SPEEDING IN REVERSE. I'M TALKING 12 YARDS OF SPACE WHERE IT WENT FROM NORMAL, SLOW BACKING UP TO INCREDIBLY FAST, THEN IMPACT. I CAN'T SAY IF THE CAR EVEN STALLED WHEN IT STOPPED. I CAN'T RECALL IF I SHUT IF OFF. I WAS FAR MORE CONCERNED ABOUT GETTING OUT AND CHECKING ON MY 4 YEAR OLD WHO WAS LUCKILY UNHARMED IN HER 5 POINT HARNESS HIGH BACK CAR SEAT. I KNOW IT SOUNDS ODD-IT WAS MORE ODD THAN ANYONE CAN IMAGINE!

NHTSA ODI Number: 10432824
Date of Incident: 20111024
Vehicle: 2010 TOYOTA PRIUS
Location of Incident: WEST ORANGE, NJ

NHTSA Summary:

I DEPRESSED THE BREAK PEDAL AND, INSTEAD OF SLOWING DOWN, MY CAR SURGED FORWARD FOR ABOUT 20 FEET BEFORE BRAKES ENGAGED AND THE CAR STOPPED --- JUST BEFORE THE INTERSECTION (RED LIGHT).I BARELY AVOIDED HITTING A TRUCK IN FRONT OF ME (I WAS ABLE TO DRIVE AROUND).ROAD SURFACE WAS DRY,WITHOUT ANY POTHOLES,BUMPS,ETC. I TOOK THE CAR TO THE TOYOTA SERVICE CENTER.AFTER CHECKING MY CAR THEY INFORMED ME THAT THE COMPUTER DID NOT DETECT ANY MALFUNCTIONS, THE TEST DRIVE WAS ALSO UNEVENTFUL,SO THAT NOTHING COULD BE DONE TO RESOLVE THE PROBLEM. THIS CAR'S BREAKING IS OBVIOUSLY UNPREDICTABLE AND IT IS ,WITHOUT A DOUBT, NOT SAFE TO DRIVE,

NHTSA ODI Number: 10444118
Date of Incident: 20111025
Vehicle: 2006 TOYOTA COROLLA
Location of Incident: Mt. Prospect, IL

NHTSA Summary:

MY 2006 TOYOTA COROLLA WAS ON A RECALL LIST FOR THE ECM. I WAS WATCHING THE CAR'S BEHAVIOR CLOSELY FOR WARNING SIGNS/ PROBLEMS RELATED TO THE ECM. SURPRISINGLY INSTEAD OF PROBLEMS STARTING,HARSH SHIFTING OR STOPPING WHILE DRIVING (ALL LISTED AS POSSIBLE "SYMPTOMS" OF ECM ISSUES)- THE OPPOSITE PROBLEM OCCURRED. MY CAR TRIED TO ACCELERATE WHEN STOPPED! WHEN FULLY STOPPED AT TRAFFIC LIGHTS/STOP SIGNS, WITH MY FOOT ON THE BRAKE PEDAL,ALL OF A SUDDEN, MY CAR ENGINE REVVED AND THE CAR TRIED TO ACCELERATE.I QUICKLY PUSHED DOWN EVEN HARDER ON THE BRAKE PEDAL TO STAY STOPPED AND NOT CRASH INTO THE CAR IN FRONT OF ME OR GO THE INTERSECTION. OTHER INSTANCES

OCCURRED WHEN PARKING AFTER A SHORT DRIVE DOING ERRANDS. AGAIN,THE ENGINE REVVED UP AND ATTEMPTED TO ACCELERATE WHILE STOPPED,PREPARING TO PUT THE CAR INTO PARK... AND ONCE AGAIN I HAD TO HOLD IT WITH THE BRAKE.THESE"BEHAVIORS" HAPPENED SO FREQUENTLY THAT I FINALLY RESORTED TO PUTTING THE CAR IN NEUTRAL TO BE SAFE WHEN I WAS STOPPED. I ALSO REMEMBERED FROM NEWS REPORTS THAT CAR MATS COULD POSSIBLY SHIFT AND INTERFERE WITH PEDALS SO I HAD REMOVED MY MATS(ORIGINAL MATS ATTACHED TO HOOKS) TO ENSURE THEY COULD NOT BE AN ISSUE ALTHOUGH IT SEEMED OBVIOUS THEY HAD NEVER MOVED OFF THEIR HOOKS TOWARDS THE PEDALS. I CALLED CUSTOMER SERVICE AT TOYOTA CORPORATE TO SEEK THEIR ADVICE AND FULLY DESCRIBED THE PROBLEM AS I HAVE HERE.THEY SAID TOYOTA MECHANICS WOULD HAVE TO GET THE CAR TO REPLICATE THE PROBLEM IN ORDER TO FIX IT. I ASSURED THEM IT WAS REALLY HAPPENING, BUT IT WAS NOT PREDICTABLE. SOON AFTER THIS,MY LOCAL TOYOTA DEALERSHIP CALLED TO LET ME KNOW THAT THERE WAS AN OPENING FOR ME TO COME IN AND HAVE MY CAR LOOKED AT SINCE THEY HAD BEEN MADE AWARE THAT I WAS HAVING A PROBLEM WITH MY BRAKES ! I LET THEM KNOW THAT MY BRAKES WERE NOT THE PROBLEM BUT WAS WITH ACCELERATION WHEN I WAS STOPPED WITH MY FOOT ON THE BRAKE.

NHTSA ODI Number: 10433038
Date of Incident: 20111026
Vehicle: 2000 TOYOTA CAMRY
Location of Incident: OVERLAND PARK, KS

NHTSA Summary:

DRIVING 70MPH ON THE HIGHWAY, I ACCELERATED SLIGHTLY TO PASS ANOTHER VEHICLE. THE ACCELERATOR GOT STUCK AND THE SPEED KEPT INCREASING. I TRIED APPLYING THE BRAKES, BUT THE CAR STARTED TO LOSE CONTROL. I SWERVED AROUND CARS AND TRIED TO MANEUVER TO AN EXIT RAMP. THE CAR WAS NOW GOING 95 MPH. I WAS UNABLE TO CONTROL THE EXIT AND THE CAR HIT THE GUARD RAILS AND FLIPPED OVER.

NHTSA ODI Number: 10434709
Date of Incident: 20111030
Vehicle: 2008 TOYOTA TUNDRA
Location of Incident: MONSON, MA

NHTSA Summary:

ON 10-30-11 AT APPROXIMATELY 4:35 PM I PARKED MY 2008 TOYOTA TACOMA IN FRONT OF STEVE'S SMALL ENGINE, A BUSINESS LOCATED IN MONSON MA. AFTER PLACING THE VEHICLE IN PARK, THE TRUCK ACCELERATOR STUCK OPEN AND THE TRUCK LEAPED AHEAD WHILE I HAD MY FOOT OFF THE ACCELERATOR AND WAS DEPRESSING THE BRAKE AS HARD AS I COULD PUSH IT TOWARD THE FLOOR. MY VEHICLE STRUCK A PARKED PICKUP TRUCK IN THE TAILGATE. I IMMEDIATELY CALLED THE MONSON POLICE DEPT. AND REPORTED THE EVENT. THE MONSON POLICE RESPONDED AND A POLICE REPORT WAS FILED.

NHTSA ODI Number: 10437018
Date of Incident: 20111101
Vehicle: 2005 TOYOTA TACOMA
Location of Incident: DARDENNE PRAIRIE, MO

NHTSA Summary:

2005 TOYOTA TACOMA. CONSUMER STATES UNINTENDED ACCELERATION *TGW THE CONSUMER STATED APPROXIMATELY 2 1/2 YEARS AGO, HE EXPERIENCED HIS FIRST

SUDDEN ACCELERATION PROBLEM. THE CONSUMER STATED AS HE HAD HIS RIGHT FOOT ON THE BRAKE, THE VEHICLE FELT AS THOUGH IT WANTED TO CONTINUE TO MOVE FORWARD. WHEN THE CONSUMER ARRIVED HOME, HE CHECKED THE FLOOR MAT, BUT IT WAS FOUND TO BE PROPERLY SECURED. THE CONSUMER RECEIVED A SAFETY RECALL NOTICE REGARDING SUDDEN ACCELERATION ISSUES. WHEN HE CONTACTED THE DEALER, HE WAS INFORMED THE PARTS WERE NOT AVAILABLE AND HE WOULD RECEIVE A CALL WHEN THEY ARRIVED. THE SECOND OCCURRENCE HAPPENED WHILE DRIVING 10 MPH. THE CONSUMER HAD HIS FOOT ON THE BRAKE PEDAL, WHEN THE ENGINE SUDDENLY BEGIN TO REVVED UP WITH THE REAR WHEELS SPINNING AND HOPPING WHILE SLOWLY MOVING FORWARD. THE CONSUMER TURNED THE IGNITION IN THE OVER DRIVE POSITION AND THERE WAS SOME DIFFICULTY TRYING TO PLACE THE SHIFTER IN THE PARK POSITION. THE CONSUMER FINALLY TOOK THE VEHICLE TO THE DEALER TO HAVE THE RECALL PERFORMED. HOWEVER, TWO MONTHS LATER, WHILE SLOWING DOWN, WITH HIS FOOT ON THE BRAKE, THE ENGINE BEGAN TO REV AGAIN. THE CONSUMER EXPERIENCED UNWANTED ACCELERATION SEVERAL MORE TIMES. *JB

NHTSA ODI Number: 10434796
Date of Incident: 20111102
Vehicle: 2005 LEXUS GS430
Location of Incident: OWINGS MILLS, MD

NHTSA Summary:

TL-THE CONTACT OWNS A 2005 LEXUS GS430. THE CONTACT STATED THAT THE VEHICLE WAS STOPPED AND SHE WAS APPLYING THE BRAKES WHEN IT SURGED FORWARD ABNORMALLY. THE VEHICLE CONTINUED TO SURGE FORWARD UNTIL CRASHING INTO A LIGHT POST. THE VEHICLE WAS NOT TAKEN TO HAVE THE FAILURE DIAGNOSED OR REPAIRED. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 50,000. THE VIN WAS UNAVAILABLE. KMJ

NHTSA ODI Number: 10440163
Date of Incident: 20111110
Vehicle: 2007 TOYOTA YARIS
Location of Incident: JOLIET, IL

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA YARIS. THE CONTACT STATED THAT THE CRUISE CONTROL DEACTIVATION SWITCH WOULD NOT DISENGAGE THE CRUISE CONTROL SYSTEM. THE CONTACT HAD TO PUT THE VEHICLE IN NEUTRAL TO DISENGAGE THE CRUISE CONTROL. THE CONTACT TOOK THE VEHICLE TO DEALER BUT THE VEHICLE WAS NEITHER DIAGNOSED FOR THE FAILURE NOR REPAIRED. THE FAILURE MILEAGE WAS 150,000.

NHTSA ODI Number: 10435529
Date of Incident: 20111111
Vehicle: 2009 TOYOTA TACOMA
Location of Incident: INDIANAPOLIS, IN

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA TACOMA. THE CONTACT RECEIVED NOTIFICATION OF NHTSA CAMPAIGN ID NUMBER: 09V388000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL) AND THE VEHICLE WAS TAKEN TO THE DEALER FOR REPAIRS. ONE YEAR LATER, THE CONTACT EXPERIENCED AN ABNORMAL ACCELERATION WHILE SHIFTING INTO DRIVE WITH THE BRAKES DEPRESSED. HE WAS ABLE TO STOP THE ACCELERATION FAILURE BY SHIFTING INTO NEUTRAL AND SHUTTING OFF THE VEHICLE. ONCE THE VEHICLE WAS RESTARTED, THE FAILURE RECURRED. THE VEHICLE WAS

TAKEN TO THE DEALER WHO WAS UNABLE TO DUPLICATE THE FAILURE HOWEVER, THE DEALER ADVISED THAT HE WOULD BE SENDING FOR AN INVESTIGATOR TO FURTHER INSPECT THE VEHICLE. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE CURRENT AND THE FAILURE MILEAGES WERE 15,322.

NHTSA ODI Number: 10438609
Date of Incident: 20111115
Vehicle: 2010 TOYOTA RAV4
Location of Incident: SAN FRANCISCO, CA

NHTSA Summary:

WITH THE VEHICLE IN PARK AND THE BRAKE PEDAL DEPRESSED, THE ENGINE REVVED IMMEDIATELY TO AROUND 6000 RPM WHEN STARTED. I TURNED OFF THE ENGINE WITHOUT SHIFTING OUT OF PARK, GOT OUT OF THE CAR, AND VISUALLY CHECKED THE FLOORMAT. IT WAS NOT TOUCHING THE THROTTLE PEDAL AND THE THROTTLE PEDAL DID NOT APPEAR TO BE DEPRESSED. AFTER APPROXIMATELY 1 MINUTE I STARTED THE ENGINE A SECOND TIME AND THE SAME THING OCCURRED. I THEN WAITED APPROXIMATELY 5 MINUTES, PUMPED THE THROTTLE PEDAL SEVERAL TIMES, THEN STARTED THE VEHICLE A THIRD TIME. THIS TIME THE VEHICLE STARTED NORMALLY (ENGINE IDLING). I THEN DROVE HOME WITHOUT FURTHER REVING ISSUES AND HAVE NOT HAD ANY REOCCURENCE SINCE THE INCIDENT DATE. I TOOK THE VEHICLE TO A LOCAL TOYOTA DEALERSHIP FOR SERVICE THE NEXT DAY AND WAS TOLD THAT IT WAS A FLOORMAT ISSUE, AND MY DRIVERSIDE FLOORMAT WAS REMOVED BY THE DEALERSHIP. I DISAGREE WITH THIS ASSESSMENT. IT IS IMPORTANT TO NOTE THAT BEFORE I HAD THE REVING ISSUE UPON STARTING THE VEHICLE, MY LAST INTERACTION WITH THE VEHICLE WAS TO HAVE MY FOOT COMPLETELY OFF THE GAS PEDAL AS I WAS STEERING THE CAR INTO A PARKING SPACE, WHEN I WAS USING ONLY THE BRAKE PEDAL TO MODERATE MY SPEED, WITH NO THROTTLE PEDAL PRESSURE BEING APPLIED BY ME, AND WITH THE ENGINE IDLING, AS IS NORMAL. DO NOT SEE HOW THIS COULD BE A RESIDUAL STUCK THROTTLE PEDAL ISSUE WHEN I RETURNED TO MY AUTOMOBILE AND STARTED THE ENGINE TO DRIVE AWAY. THE ONLY OTHER FACTOR WHICH MAY (OR MAY NOT) BE RELEVANT WAS THAT WHEN I TURNED THE ENGINE OFF AFTER PARKING, I DID NOT FIRST TURN THE RADIO OFF, WHICH I USUALLY DO. I BELIEVE I WAS TUNED TO A SATELLITE STATION AT THAT TIME (XM).

NHTSA ODI Number: 10439339
Date of Incident: 20111119
Vehicle: 2004 TOYOTA CAMRY
Location of Incident: DELRAY BEACH, FL

NHTSA Summary:

SATURDAY AFTERNOON 19 NOV 2011, THE ACCELERATOR ON MY 2004 4-CYLINDER CAMRY BECAME UNCONTROLLABLE -- INEXPLICABLY SLOWING TO A CRAWL AND/OR SURGING FORWARD SEEMINGLY INDEPENDENT OF HOW HARD I DEPRESSED THE GAS PEDAL. I BARELY GOT TO A LOCAL MECHANIC WITHOUT BEING HIT FROM BEHIND OR SMASHING INTO THE VEHICLE IN FRONT OF ME. THE MECHANIC TOLD ME THE ACCELERATOR PEDAL SENSOR HAD DIED, AND REPLACED IT AT A COST IN EXCESS OF \$600!!! I'VE SEEN REPORTS THAT THIS IS RELATIVELY COMMON IN THIS "FLY-BY-WIRE" DESIGN AND AM VERY CONCERNED THAT TOYOTA HAS NOT RECALLED THIS MODEL TO CORRECT THE PROBLEM. NO WAY SHOULD SUCH AN ISSUE ARISE AFTER ONLY 40000 MILES ON MY CAR. I CONTACTED TOYOTA ABOUT REIMBURSING ME FOR CORRECTING THIS SAFETY DESIGN DEFECT, AND BOTH THE LOCAL DEALER AND TOYOTA CUSTOMER CARE TOLD ME IN NO UNCERTAIN TERMS WHERE TO GO -- THE LOCAL DIRECTOR OF OPERATIONS ALMOST LITERALLY TELLING ME TO F...O..!

NHTSA ODI Number: 10441502
Date of Incident: 20111122
Vehicle: 2002 LEXUS RX300
Location of Incident: HOPEWELL, VA

NHTSA Summary:

TL- THE CONTACT OWNS A 2002 LEXUS RX300. THE CONTACT STATED THAT WHILE PARKING VEHICLE, THERE WAS AN ABNORMAL INCREASE IN ENGINE RPMS AS THE VEHICLE ACCELERATED INDEPENDENTLY. THE VEHICLE JUMPED THE CURB AND CRASHED INTO A FENCE BEFORE COMING TO A COMPLETE STOP. THE AIR BAGS DID NOT DEPLOY AND THE CONTACT SUFFERED INJURIES TO THE RIGHT SHOULDER. THE VEHICLE WAS NOT DESTROYED. THE CONTACT CALLED THE MANUFACTURER AND THE MANUFACTURER SENT A TECHNICIAN TO EXAMINE THE VEHICLE FAILURE. THE TECHNICIAN STATED THAT BECAUSE THERE WERE TWO FLAT TIRES ON THE VEHICLE DUE TO THE SUDDEN ACCELERATION, THE VEHICLE COULD NOT BE PROPERLY EXAMINED. THE FAILURE MILEAGE WAS 135,000. KMJ

NHTSA ODI Number: 10438653
Date of Incident: 20111123
Vehicle: 2008 TOYOTA RAV4
Location of Incident: ROCKVILLE, MD

NHTSA Summary:

AS I WAS BRAKING MY FOOT PRESSED THE ACCELERATOR AT THE SAME TIME I WAS BREAKING. I NOTICED THE ENGINE SPEEDING UP. I MOVED THE GEAR SHIFT TO NEUTRAL TO SLOW THE VEHICLE. I WAS THEN ABLE TO MOVE MY FOOT TO ONLY THE BRAKE PEDAL TO STOP. THERE WAS NO ACCIDENT.

NHTSA ODI Number: 10441714
Date of Incident: 20111205
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: NEWARK, DE

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT WAS DRIVING 55 MPH WHEN THE BRAKES WERE APPLIED BUT THE BRAKES DID NOT RESPOND AND THE VEHICLE ABNORMALLY ACCELERATED. THE FRONT TIRES RELEASED SMOKE AND THE VEHICLE WAS TURNED AROUND SEVERAL TIMES BEFORE COMING TO A STOP IN A DIRT AREA. THE FRONT TIRES, ROTORS AND CABLES WERE DAMAGED. THE VEHICLE WAS TAKEN TO THE DEALER WHO PERFORMED A DIAGNOSTIC AND LOCATED THE FAILURE AT THE ACCELERATOR PEDAL. THE VEHICLE WAS REPAIRED. THE DEALER MODIFIED THE ACCELERATOR, REPLACED THE ROTORS AND THE CABLES. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE FAILURE AND THE CURRENT MILEAGE WAS 124,000. KMJ

NHTSA ODI Number: 10443564
Date of Incident: 20111207
Vehicle: 2009 TOYOTA YARIS
Location of Incident: ROCHESTER, NY

NHTSA Summary:

TL-THE CONTACT OWNS A 2009 TOYOTA YARIS. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 30 MPH APPROACHING A TRAFFIC STOP SIGNAL, THE BRAKE PEDAL WAS ENGAGED AND THE VEHICLE BEGAN TO INCREASE ACCELERATION. THE VEHICLE PROCEEDED THROUGH THE TRAFFIC SIGNAL. THE BRAKE PEDAL WAS APPLIED

REPEATEDLY WITH FORCE; HOWEVER THERE WAS NO REDUCTION IN THE SPEED. THE VEHICLE WAS DRIVEN OFF THE ROAD INTO A DITCH IN ORDER TO STOP. THE CONTACT WAS ABLE TO RESUME WITH EXTREME CAUTION. ONE YEAR AGO, THE IDENTICAL FAILURE OCCURRED. THE VEHICLE HAD NOT BEEN DIAGNOSED OR REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE UNINTENDED ACCELERATION. THE APPROXIMATE FAILURE MILEAGE WAS 16,000. JS

NHTSA ODI Number: 10442624
Date of Incident: 20111208
Vehicle: 2008 TOYOTA ES
Location of Incident: TULSA, OK

NHTSA Summary:

WHILE DRIVING, I PUSHED GAS PEDAL DOWN TO ACCELARATE QUICKLY. ENGINE REVED TO HIGH RPM AND CAR ACCELERATED AND RPM STAYED HIGH IN SPITE OF LETTING OFF OF GAS PEDAL. INITIALLY I PUT CAR IN NEUTRAL AND ENGINE CONTINUED AT HIGH RPM. I TAPPED HARD ON GAS PEDAL AND PEDAL RELEASED. THIS RECURRED AGAIN WHEN I PUSHED DOWN ON PEDAL. APPEARED TO BE DUE TO LEXUS FLOOR MAT CATCHING ON BOTTOM OF GAS PEDAL. I CALLED LEXUS DEALER AND WAS TOLD THIS HAD NEVER BEEN REPORTED. (I HAD ALREADY HAD THE RECALLED PEDAL REPLACEMENT DONE). I PULLED THE FLOOR MAT BACK TO PREVENT THE EDGE CATCHING ON THE PEDAL. APPROXIMATELY ONE MONTH LATER THE PROBLEM RECURRED--PRESUMABLY BECAUSE THE MAT HAS SLOWLY PUSHED FORWARD OVER THE LAST MONTH.

NHTSA ODI Number: 10439685
Date of Incident: 20111208
Vehicle: 1997 TOYOTA CAMRY
Location of Incident: MCLEAN, VA

NHTSA Summary:

BACKING DOWN ACCESS ROAD TO PARKING LOT, BOAT RAMP AND RECREATION AREA. HAD FOOT ON THE BRAKE WHEN SUDDEN ACCELERATION ENDANGERED CAR AND DRIVER. DIRECTED CAR INTO THE SIDE OF A PARKED TRUCK TO AVOID CRASHING INTO AREA WHERE PEOPLE WERE WORKING, AND ALSO TO AVOID GOING INTO RIVER WHICH WAS VERY CLOSE BY. BACK END OF CAR STRUCK SIDE OF TRUCK THEN CAR BOUNCED OFF CAREENED TOWARD RIVER WITH ACCELERATOR STILL JAMMED. PRESSED FOOT DOWN HARD ON BRAKE AND PULLED UP E BRAKE UNTIL CAR FINALLY STALLED.

NHTSA ODI Number: 10439252
Date of Incident: 20111208
Vehicle: 2000 TOYOTA ECHO
Location of Incident: COLUMBUS, OH

NHTSA Summary:

THE VEHICLE DISPLAYED PROBLEMS TWICE IN A 24-HOUR PERIOD AS FOLLOWS:THURSDAY, DECEMBER 8TH, 2011: WHILE ATTEMPTING TO LEAVE A PARKING LOT IN REVERSE (WITHOUT MY FOOT ON THE ACCELERATOR), THE CAR ENGINE SURGED AS IF THE ACCELERATOR WERE PRESSED DOWN TO THE FLOOR. I IMMEDIATELY PRESSED HARD ON THE BRAKES TO PREVENT THE CAR FROM MOVING BACKWARD UNCONTROLLABLY AT A HIGH SPEED. I THEN PUT THE CAR IN PARK AND THE ENGINE WAS STILL RUNNING HARD, BUT IT QUIETED A LITTLE. I TRIED PUTTING THE CAR IN DRIVE TO TEST THAT FUNCTIONALITY, AND IT SEEMED TO BE UNAFFECTED. I SHUT OFF THE ENGINE AFTER PUTTING THE CAR IN PARK, RE-STARTED IT, AND TRIED TO MOVE AGAIN IN REVERSE. THIS RESULTED IN THE AFOREMENTIONED ENGINE SURGE. I DECIDED TO DRIVE THE CAR AROUND THE PARKING LOT TO TEST FOR DRIVEABILITY

AND THERE WERE NO ISSUES AT THIS POINT WITH THE CAR MOVING FORWARD. FRIDAY, DECEMBER 9TH, 2001: DROVE THE CAR TO WORK IN THE MORNING AFTER LETTING IT RUN FOR ABOUT TEN MINUTES DUE TO COLD OUTDOOR TEMPERATURES. AFTER DRIVING THE CAR FOR ABOUT THREE MILES, THE ENGINE BEGAN SURGING ONCE MY SPEED WAS REDUCED TO ABOUT 25 MPH AND CONTINUED TO RUN HARD WHEN THE CAR WAS STOPPED AT TRAFFIC LIGHTS. I HAD TO PRESS VERY HARD ON THE BRAKE TO PREVENT THE CAR FROM MOVING FORWARD AT AN UNCONTROLLED SPEED, WHICH POTENTIALLY COULD HAVE RESULTED IN INJURY OF MYSELF, ANOTHER DRIVER, OR PROPERTY. I WAS ABLE TO CAREFULLY GET THE CAR TO MY WORKPLACE, WHERE I PLACED THE CAR IN PARK. THE ENGINE CONTINUED TO RUN HARD, AS IF THE ACCELERATOR WERE PRESSED DOWN WITH SIGNIFICANT PRESSURE. I DECIDED TO TEST THE FUNCTIONALITY OF THE REVERSE GEAR AGAIN; IT PERFORMED EXACTLY AS IT DID ON DECEMBER 8TH, ONLY MORE SO. WHEN PUTTING THE CAR IN PARK, THE ENGINE DID NOT RELAX AND I WAS FORCED TO SHUT OFF THE CAR COMPLETELY. BECAUSE OF THESE MALFUNCTIONS, I WAS UNABLE TO DRIVE THE CAR HOME. NOTE: I DO NOT HAVE FACTORY FLOOR MATS.

NHTSA ODI Number: 10439381
Date of Incident: 20111209
Vehicle: 2006 TOYOTA TACOMA
Location of Incident: CONCORD, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE DRIVING APPROXIMATELY 20 MPH, THE VEHICLE UNEXPECTEDLY INCREASED ACCELERATION UPON ENGAGING THE BRAKE PEDAL. THE VEHICLE FAILED TO REDUCE SPEED AND CRASHED INTO THE REAR END OF A VEHICLE. A POLICE REPORT WAS NOT FILED OF THE INCIDENT. THERE WAS NO PERSONAL INJURY. THE CONTACT'S FRONT BUMPER WAS DAMAGED AND WOULD NEED TO BE REPLACED. AN APPOINTMENT WAS SCHEDULED FOR THE NECESSARY REPAIRS. THE MANUFACTURER WAS NOTIFIED OF THE PROBLEM. THE APPROXIMATE FAILURE MILEAGE WAS 35,600.

NHTSA ODI Number: 10439767
Date of Incident: 20111210
Vehicle: 2011 TOYOTA HIGHLANDER
Location of Incident: NEW PORT RICHEY, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA HIGHLANDER. THE CONTACT STATED THAT THE VEHICLE ABNORMALLY ACCELERATED WITHOUT HER DEPRESSING THE ACCELERATOR PEDAL. THE VEHICLE CRASHED INTO A BARN. THERE WERE NO INJURIES BUT THE VEHICLE HAD EXTENSIVE DAMAGES TO THE FRONT BUMPER AND SIDES. THE POLICE WERE CONTACTED AND CALLED TO THE SCENE TO ASSIST. THE VEHICLE WAS TOWED TO AN AUTO CENTER FOR REPAIRS. THE MANUFACTURER WAS NOTIFIED WHO FILED A CLAIM ON BEHALF OF THE CONTACT. THE FAILURE MILEAGE WAS 9,000.

NHTSA ODI Number: 10439994
Date of Incident: 20111211
Vehicle: 2008 TOYOTA HIGHLANDER HV
Location of Incident: BRONX, NY

NHTSA Summary:

I WAS ON A SLIGHT INCLINE, AS I WAS APPROACHING A TRAFFIC LIGHT, I HIT THE BRAKES. WHILE I THOUGHT THE VEHICLE WAS GOING TO STOP, IT BEGAN TO ACCELERATE. I HIT THE BRAKES NUMEROUS TIMES AND EVENTUALLY CAME TO A STOP. WHEN I BROUGHT MY VEHICLE TO TOYOTA, THEY SIMPLY DISMISSED THE ISSUE

INDIRECTLY SAYING I DIDN'T KNOW HOW TO DRIVE. I WAS THEN LOWBALLED WHEN I ATTEMPTED TO SELL THE VEHICLE BACK TO THEM. I'VE NOTICED STEVE WOZNIAK HAS BEEN ABLE TO RECREATE THE INCIDENT.

NHTSA ODI Number: 10439862
Date of Incident: 20111212
Vehicle: 2008 TOYOTA HIGHLANDER
Location of Incident: SEARCY, AR

NHTSA Summary:

I WAS PARKED IN FRONT OF A SUBWAY RESTAURANT IN A STRIP MALL AT APPROXIMATELY 7:30 P.M. AFTER EATING, MY FAMILY AND I LEFT THE RESTAURANT AND GOT INTO OUR TOYOTA HIGHLANDER. I PUT THE CAR IN REVERSE AND BACKED OUT OF MY PARKING SPOT JUST A FEW FEET. (IT IS A VERY NARROW PARKING LOT AND FACES A VERY BUSY STREET.) I BUMPED INTO A CONCRETE POLE THAT WAS BEHIND ME, THAT I COULD NOT SEE BECAUSE OF THE DARKNESS. I THEN PUT THE CAR IN DRIVE, SO THAT I COULD PULL BACK UP INTO MY ORIGINAL PARKING SPOT AND RENEGOTIATE HOW I WAS GOING TO BACK OUT. AS SOON AS I APPLIED A LITTLE PRESSURE TO THE ACCELERATOR, THE CAR SUDDENLY SEEMED TO JUMP FORWARD. BEFORE I COULD EVEN PROCESS WHAT WAS HAPPENING, THE CAR ACCELERATED VERY, VERY QUICKLY AND I SLAMMED INTO THE BRICK WALL OF THE SUBWAY. THERE WAS NOT EVEN TIME FOR ME TO THINK ABOUT APPLYING THE BRAKE, IT HAPPENED SO FAST. I FELT LIKE I HAD LOST COMPLETE CONTROL OF THE VEHICLE. THANKFULLY, NO ONE WAS HURT, BUT THERE WAS PROPERTY DAMAGE TO THE BUILDING AND SOME TO MY CAR. I'VE BEEN DRIVING FOR 25 YEARS AND HAVE NO HISTORY OF TICKETS OR ACCIDENTS. I DO NOT DRINK AND WAS NOT DRINKING ON THE NIGHT THIS HAPPENED. I WAS NOT UNDER THE INFLUENCE OF ANY KIND OF MEDICATION OR ILICIT SUBSTANCES.

NHTSA ODI Number: 10440030
Date of Incident: 20111215
Vehicle: 2007 LEXUS GX470
Location of Incident: LEEWOOD, KS

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 LEXUS GX470. THE CONTACT STATED THAT WHILE IN PARK, THE ENGINE RPM'S RACED TO 7500. THE CONTACT HAD TO TURN THE VEHICLE OFF AND RESTART IT IN ORDER TO CORRECT THE FAILURE. THE VEHICLE WAS NOT INSPECTED BY A DEALER NOR REPAIRED. THE MANUFACTURER WAS NOT CONTACTED. THE FAILURE AND THE CURRENT MILEAGES WERE APPROXIMATELY 51,000. THE VIN WAS UNAVAILABLE.

NHTSA ODI Number: 10440070
Date of Incident: 20111215
Vehicle: 2012 TOYOTA CAMRY
Location of Incident: GERMANTOWN, MD

NHTSA Summary:

I ENTER INTO A PARKING LOT BEHIND A CLUSTER OF HOMES, A CAR WAS BEHIND ME AND THE DRIVER INDICATED THAT I WAS GOING AT LESS THAN 3-5 MILES PER HOUR. I PARK THE CAR AND ALL OF THE SUDDEN THE CAR ACCELERATED, WENT OVER THE PARKING BUMP AND OVER A WOOD SAFETY WALL, OVER SOME BUSHES AND LANDED 2 FEET DOWN, DAMAGING THE HOMES AND A COUPLE OF HEATING UNITS. I PRESSED THE BRAKE BUT THE CAR KEPT ON ACCELERATING. THIS CAR SHOULD NOT BE IN THE MARKET.

NHTSA ODI Number: 10442060
Date of Incident: 20111218
Vehicle: 2008 TOYOTA CAMRY SOLARA
Location of Incident: HOUSTON, TX

NHTSA Summary:

WAS REVERSING OUT OF A PARKING SPACE IN MY 2008 SOLARA AND WHEN I WENT TO SHIFT INTO DRIVE, THE CAR LURCHED SEVERAL TIMES AND THEN ACCELERATED. WHEN THE CAR TOOK OFF, I WAS UNABLE TO STOP IT ACCELERATING USING THE BRAKES. A PASSENGER PULLED UP ON THE PARKING BRAKE, LAUNCHING US INTO A SERIES OF TIGHT SPINS AND COLLIDING WITH CONCRETE BUMPERS IN THE LOT. WE WERE ABOUT TO HEAD OUT INTO A MAJOR ROADWAY WHEN THEY DID SO. ONCE OUT OF THE SPINS, THE CAR HAD COME TO ENOUGH OF A HALT THAT I COULD SHIFT INTO PARK AND TURN THE CAR OFF. IT WAS ONLY WHEN THE CAR WAS TURNED OFF THAT THE FRONT WHEELS (FWD) STOPPED TRYING TO TURN. WHEN WE EXAMINED THE CAR, THE ACCELERATOR WAS STUCK IN A DEPRESSED POSITION. THE WEATHER HAS BEEN FINE AND DRY FOR SEVERAL DAYS PREVIOUSLY, SO THE PAVEMENT WAS NOT WET. AS THE INCIDENT HAPPENED OVER ~15 SECONDS, WE CANNOT GIVE AN APPROXIMATE MPH THAT THE CAR SPED UP TO, BUT IT WAS AT LEAST 30MPH. AMAZINGLY, MY PASSENGERS AND I WALKED AWAY WITHOUT A SCRATCH AND SO DID EVERYONE ELSE IN THE PARKING LOT. HOWEVER, THE SOLARA NEEDS EXTENSIVE BODY WORK BEYOND THE OBVIOUS ACCELERATOR ISSUE DUE TO THE COLLUSIONS. TOYOTA HAS SENT AN ENGINEER OUT TO LOOK AT THE CAR, BUT HAS NOT GIVEN ANY SUPPORT OTHERWISE. THE ENGINEER INFORMED ME THAT HE FOUND NOTHING WRONG WITH THE CAR, BUT HE DID NOT EXAMINE THE POWERTRAIN IN DETAIL. TOYOTA HAS INFORMED ME THAT IT WILL BE 30 DAYS BEFORE THEY GIVE ME AN OFFICIAL REPORT. WHILE THE SOLARAS WERE NOT INITIALLY INCLUDED IN THE RECALLS FOR THE ACCELERATOR ISSUE, 2008 CAMRYS WERE AND A SOLARA IS BASICALLY A 2-DOOR CAMRY. THE RECALL SHOULD BE LOOKED AT FOR THE SOLARAS AS WELL. I DO NOT WANT TO BE DRIVING A CAR THAT CAN ENDANGER ME OR ANYONE ELSE ON THE ROAD. THIS INCIDENT, AS FRIGHTENING AS IT WAS, LUCKILY TOOK PLACE WHEN I WAS NOT ALREADY AT A HIGHER SPEED AND WAS IN A PARKING LOT. IT HAD THE POTENTIAL TO BE MUCH WORSE.

NHTSA ODI Number: 10441934
Date of Incident: 20111226
Vehicle: 2011 Lexus ES350
Location of Incident: Hamilton, VA

NHTSA Summary:

AT ABOUT 2:00 PM ON DEC 26, 2011, WHILE PARKING IN A PUBLIC COVERED GARAGE, I TURNED INTO THE PARKING SPACE, POSITIONED MY CAR, AND WAS ABOUT TO TURN OFF THE ENGINE WHEN THE CAR LURCHED FORWARD, HITTING THE CONCRETE WALL IN FRONT OF ME. THE PASSENGER IN MY CAR, MY 21 YEAR OLD DAUGHTER, ALSO A LICENSED DRIVER, FELT THE CAR LURCH AND ACCELERATE FORWARD. SINCE I HAD REACHED A GOOD PARKING POSITION, I AM CERTAIN THAT I HAD MY FOOT ON THE BREAK AND WOULD NOT HAVE BEEN TRYING TO ACCELERATE. THE INJURY TO MY FOOT, FROM ALL INDICATIONS, SHOWS THAT MY FOOT WAS ON THE BREAK. I HAD IT X-RAYED ON DEC 27 AT A PATIENT FIRST MEDICAL FACILITY AND ALSO WAS SEEN ON DEC 28, BY MY FAMILY PHYSICIAN. HE EXAMINED MY FOOT AND INDICATED THAT MY ANKLE SPRAIN WAS INJURED AS I WAS BREAKING; IT WOULD NOT HAVE SUSTAINED THAT INJURY IF MY ANKLE WOULD HAVE BEEN ON THE ACCELERATOR.

NHTSA ODI Number: 10441571
Date of Incident: 20111227

Vehicle: 2010 TOYOTA RAV4
Location of Incident: GARDEN GROVE, CA
NHTSA Summary:

AT APPROXIMATELY 18:30 ON DECEMBER 27, 2011, I EXPERIENCED AN UNINTENDED ACCELERATION EVENT IN MY 2010 TOYOTA RAV4. I WAS STOPPING FOR A RED LIGHT ON PACIFIC COAST HIGHWAY IN SEAL BEACH, CALIFORNIA AT THE CORNER OF FIRST STREET WHEN I NOTICED IT WAS DIFFICULT TO APPLY THE BRAKE, AND THE CAR DID NOT APPEAR TO WANT TO STOP. I APPLIED THE BRAKE MORE FORCEFULLY AND WAS EVENTUALLY ABLE TO STOP IN THE LEFT HAND TURN LANE, HOWEVER THE CAR KEPT LURCHING FORWARD AS IF IT WANTED TO BREAK FREE OF THE BRAKE. HAVING HEARD THE WIDESPREAD PUBLICITY REGARDING THE UNINTENDED ACCELERATION PROBLEM IN TOYOTA VEHICLES, AND HAVING PREVIOUSLY EXPERIENCED THE PROBLEM ON ONE OCCASION OVER A YEAR EARLIER, I THOUGHT THIS MIGHT BE THE ISSUE. I PUT THE CAR INTO PARK AND THE ENGINE IMMEDIATELY REVVED UP TO AN ALARMING RATE. I TURNED OFF THE IGNITION IN PANIC BEFORE I WAS ABLE TO LOOK AT THE TACHOMETER. HOWEVER, JUDGING BY THE SOUND AND LATER EXPERIMENTATION WITH REVVING WHILE PARKED, I BELIEVE THE RPM MUST HAVE BEEN IN THE 4000-5000 RANGE AT THE TIME OF THE INCIDENT. I WAS PARTICULARLY SHAKEN BY THIS EVENT BECAUSE I HAD ALREADY HAD THE RECALL SERVICE PERFORMED THAT WAS SUPPOSEDLY INTENDED TO ADDRESS THE UNINTENDED ACCELERATION ISSUE. THIS RECALL SERVICE WAS PERFORMED MAY 10, 2011 AT DESERT TOYOTA IN TUCSON, ARIZONA. I HAD EXPERIENCE THE UNINTENDED ACCELERATION ISSUE ONCE BEFORE, BUT IT WAS NOT NEARLY AS DRAMATIC. I DO NOT RECALL THE DETAILS, BUT IT WAS IN SOUTHERN ARIZONA IN EARLY 2011 AND MY MEMORY IS THAT TAPPING THE ACCELERATOR AND BRAKE PEDALS RESTORED THE CAR'S OPERATION TO NORMAL FAIRLY QUICKLY. I WAS LITTLE CONCERNED ABOUT IT HAPPENING AGAIN SINCE THE RECALL SERVICE HAD BEEN PERFORMED.

NHTSA ODI Number: 10442031
Date of Incident: 20111228
Vehicle: 2010 TOYOTA RAV4
Location of Incident: LEESBURG, VA
NHTSA Summary:

I WAS STOPPED AT A STOPLIGHT AT ABOUT 4:00 PM WITH MY FOOT FULLY ON THE BRAKE. WHILE WAITING FOR THE LIGHT TO CHANGE, THE CAR WENT INTO A HIGH IDLE. I PRESSED THE BRAKE PEDAL FIRMLY, BUT THE CAR WAS LURCHING, TRYING TO ACCELERATE. I PUT THE CAR INTO PARK AND IT MADE A HORRIBLE NOISE. IT STAYED IN HIGH IDLE FOR SEVERAL MORE SECONDS, BUT THEN SEEMED TO KICK ITSELF OUT OF THAT IDLE. I THOUGHT THE CAR MAY HAVE DIED. THE LIGHT TURNED GREEN, SO I GENTLY PUT IT INTO DRIVE (AGAIN THINKING THAT IT MAY HAVE DIED), BUT IT WAS STILL RUNNING, SO I DROVE ACROSS THE INTERSECTION, WENT TO A PARKING LOT, AND CALLED THE DEALER. THE SERVICE ADVISOR SAID THAT I SHOULD HAVE THE CAR TOWED IN (AT MY EXPENSE), WHICH WAS NOT ACCEPTABLE TO ME. I CALLED THE TOYOTA 800 NUMBER AND THEY ALSO SAID THAT THEY WOULD NOT PAY FOR ANY OF THE EXPENSES. THEY SAID THAT IF SOMETHING WAS FOUND WRONG WITH THE CAR, THEY WOULD REIMBURSE ME. I DROVE THE CAR TO THE DEALERSHIP THAT NIGHT. THE ADVISOR TOLD ME THAT THEY WOULD NEED TO KEEP THE CAR UNTIL THE REGIONAL MANAGER COULD COME, WHICH WOULD BE SEVERAL DAYS. THEY CALLED ME THE NEXT AFTERNOON TO SAY THAT THE DEALERSHIP HAD RUN ALL TESTS, AND FOUND NOTHING WRONG WITH THE CAR, AND THAT THEY HAD NEVER HEARD OF THE RAV 4 HAVING THIS ISSUE. THEY SAID THEY COULD KEEP THE CAR UNTIL THE REGIONAL MANAGER COULD COME, WHICH WAS NOW ESTIMATED TO BE 2-3 WEEKS. THEY SAID HE WOULD RUN THE EXACT SAME TESTS ON THE VEHICLE AS THEY HAD RUN. I WENT AND PICKED UP THE VEHICLE. I WENT INTO THE DEALERSHIP YESTERDAY AND MET WITH THE SERVICE AND SALES MANAGERS. THEY ADVISED ME THAT THOUGH THEY WERE NOT

SAYING THEY DIDN'T BELIEVE ME ABOUT THE INCIDENT, THEY COULD NOT DUPLICATE THE PROBLEM, SO THERE WAS NOTHING ELSE THEY COULD DO, EXCEPT TO HELP ME GET OUT OF MY LEASE AND INTO ANOTHER TOYOTA VEHICLE. I OPTED TO TRADE MY RAV 4 IN AND AM NOW LEASING A CAMRY.

NHTSA ODI Number: 10441768
Date of Incident: 20111229
Vehicle: 2005 TOYOTA CAMRY
Location of Incident: MADISON, MS

NHTSA Summary:

I STOPPED MY CAR AT MY MAILBOX AT THE FOOT OF MY 45% INCLINE SHORT DRIVEWAY AND PUT IT IN PARK WITH THE ENGINE RUNNING. AFTER GETTING OUT TO GET MY MAIL, I RE-ENTERED THE CAR, PUT THE CAR IN DRIVE, AND TOUCHED THE ACCELERATOR. THE CAR ENGINE "ROARED" MORE LOUDLY THAN I HAD EVER HEARD AND LUNGED FORWARD UPHILL TOWARDS MY BRICK HOME. I SLAMMED THE BRAKE PEDAL ONE TIME AS HARD AS I COULD AND THE CAR STOPPED. I HAD NOT EXPECTED IT TO STOP. THERE WAS NOT COLLISION, BUT THANK GOD I DID NOT KILL OR INJURE SOME INNOCENT PERSON OR MYSELF. I NOW REFUSE TO DRIVE THE CAR, WHICH IS A REAL PROBLEM FOR ME AND MY FAMILY. I UNDERSTAND YOUR AGENCY HAS FAILED TO FORCE TOYOTA TO INCLUDE THE 2005 MODEL IN YOUR RECALL TO INSTALL NEW BRAKING SYSTEM OVERRIDE. THIS IS UNCONSCIONABLE.
