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**Toyota Unintended Acceleration Incidents Occurring Post Recall Remedy
Reported to NHTSA**

The attached document is comprised of Toyota UA incidents that were reported to the NHTSA vehicle owner's complaint database from February 2010 to January 2012. All of these incident reports indicate that unintended acceleration occurred (or continued to occur) after the recall remedy was performed on the vehicle.

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

NHTSA ODI Number: 10319825
Date of Incident: 19010101
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: CHARLOTTE, NC

NHTSA Summary:

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

NHTSA ODI Number: 10323095
Date of Incident: 19010101
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: DERBY, KS

NHTSA Summary:

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

NHTSA ODI Number: 10349870
Date of Incident: 19010101
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: WASHINGTON, DC

NHTSA Summary:

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

NHTSA ODI Number: 10329857
Date of Incident: 20060422
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: MAYS LANDING, NJ

NHTSA Summary:

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

AND ANGRY OVER THIS SITUATION. I HAVE TO CONTINUE TO PAY MY CAR LOAN EVEN THOUGH I REFUSE TO DRIVE THIS CAR.

NHTSA ODI Number: 10315206
Date of Incident: 20070217
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: KALAMAZOO, MI

NHTSA Summary:

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

NHTSA ODI Number: 10318415
Date of Incident: 20070416
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: BISMARCK, ND

NHTSA Summary:

TL. THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT SINCE PURCHASE, THE DRIVER STATED THAT THE THROTTLE DID NOT SEEM TO BEHAVE NORMALLY; IT SEEMED TO BE VERY SENSITIVE BECAUSE IT WOULD RESPOND VIOLENTLY EVEN WITH THE SLIGHTEST TAP ON THE ACCELERATOR PEDAL. THE DRIVER EXPERIENCED THE PROBLEM EVERYTIME SHE DEPRESSED THE PEDAL. THE CONTACT TOOK THE VEHICLE TO THE DEALERSHIP AND THE DEALER REPAIRED THE VEHICLE ACCORDING TO RECALL 10V017000. HOWEVER, THE DRIVER STILL EXPERIENCED THE SAME PROBLEM. HE CALLED THE MANUFACTURER BUT COULD NOT GET THROUGH TO THE MANUFACTURER. THE VEHICLE HAD NOT BEEN REPAIRED AGAIN YET. THE CURRENT MILEAGE WAS APPROXIMATELY 23,400. THE FAILURE MILEAGE WAS APPROXIMATELY 11,700-BK

NHTSA ODI Number: 10324253
Date of Incident: 20080201
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: MARION, KS

NHTSA Summary:

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

THE CONSUMER STATED SHE IS STILL EXPERIENCING PROBLEMS WITH SUDDEN ACCELERATION. UPDATED 04/21/10.*JB

NHTSA ODI Number: 10324544
Date of Incident: 20080408
Vehicle: 2010 TOYOTA PRIUS
Location of Incident: WASHINGTON, DC

NHTSA Summary:

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

NHTSA ODI Number: 10438923
Date of Incident: 20081006
Vehicle: 2008 TOYOTA TACOMA
Location of Incident: MUNDELIEN, IL

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA TACOMA. THE CONTACT STATED THAT THE ENGINE RPMS WOULD RACE ABNORMALLY WHILE SITTING WITH THE BRAKES APPLIED AT A TRAFFIC STOP. THE CONTACT STATED THAT THE FAILURE WOULD RECUR IN SUCCESSION AND THE CONTACT WOULD SHIFT INTO NEUTRAL IN ORDER TO STOP THE FAILURE. THE VEHICLE WAS REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER: 09V388000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL) BUT THE FAILURE PERSISTED. THE VEHICLE WAS TAKEN TO THE DEALER BUT THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE CONTACT THEN SPOKE WITH THE MANUFACTURER BUT RECEIVED NO ASSISTANCE. THE FAILURE MILEAGE WAS UNKNOWN, BUT THE CURRENT MILEAGE WAS 39,000.

NHTSA ODI Number: 10383935
Date of Incident: 20081020
Vehicle: 2008 TOYOTA CAMRY
Location of Incident: ACCOVILLE, WV

NHTSA Summary:

TL*THE CONTACTS OWNS A 2008 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 55 MPH, THE VEHICLE ACCELERATED SUDDENLY. THE CONTACT STATED THE VEHICLE WAS TAKEN TO THE DEALER FOR RECALL 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) BUT THE VEHICLE CONTINUED TO EXPERIENCE SUDDEN ACCELERATION AFTER THE REPAIRS WERE MADE. THE CONTACT STATED THE ACCELERATION OCCURRED INTERMITTENTLY AT VARIOUS SPEEDS. THE VEHICLE WAS TAKEN BACK TO THE DEALER AFTER THE REPAIRS WERE MADE. THE TECHNICIANS STATED THEY COULD NOT DIAGNOSE THE FAILURE. THE MANUFACTURER WAS NOT CONTACTED. THE APPROXIMATE FAILURE MILEAGE WAS 60,000.

NHTSA ODI Number: 10334230
Date of Incident: 20090207
Vehicle: 2004 TOYOTA PRIUS
Location of Incident: MANHANTTAN BEACH, CA

NTHSA Summary:

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

NHTSA ODI Number: 10320545
Date of Incident: 20090316
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: AUGUSTA, GA

NTHSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING 50MPH THE VEHICLE HAD SUDDENLY BEGAN TO ACCELERATE WITHOUT WARNING, IN ORDER TO STOP THE VEHICLE THE CONTACT WAS ABLE TO USE THE VEHICLES BRAKES.THE VEHICLE WAS TAKEN TO THE DEALERSHIP WHERE THE CONTACT WAS INFORMED THAT THE FLOOR MATS WAS CAUSING THE ACCELERATION, HOWEVER THE CONTACT IS STILL EXPERIENCING THE FAILURES. THERE WERE NO PRIOR WARNINGS AND THE CURRENT AND FAILURE MILEAGES WERE 61000. BML

NHTSA ODI Number: 10320554
Date of Incident: 20090331
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: AUGUSTA, GA

NTHSA Summary:

I OWN A 2009 TOYOTA CAMRY HYBRID PURCHASED NEW 4/3/2008. AT THE END OF MARCH, 2009, I HAD THE FIRST OF FOUR (THUS FAR) ACCELERATOR RUNAWAY EVENTS. I WAS ABLE TO STOP THE CAR BY APPLYING EXTREMELY HARD BRAKE PRESSURE WITH BOTH FEET, TAKING SEVERAL SECONDS TO STOP THE CAR AS IT FISH-TAILED WILDLY ON THE ROAD. A COUPLE OF DAYS LATER, IT HAPPENED AGAIN. MY CAR WAS AT THE DEALERSHIP 4/3/2009. THEY TOLD ME THIS ACCELERATOR RUNAWAY WAS CAUSED BY MY FLOOR MAT CAUSING THE GAS PEDAL TO STICK. I REMOVED THE FLOOR MAT. APPROXIMATELY 6 WEEKS LATER, THE ACCELERATOR RUNAWAY EVENT HAPPENED TWICE MORE. THE FLOOR MAT WAS NOT IN THE CAR. I HAVE CALLED TOYOTA, BEEN TREATED LIKE I WAS DELUSIONAL AND THEN AS THE PUBLIC OUTCRY/PRESS RELEASES BEGAN LATER IN 2009, CONTACTED TOYOTA AGAIN. I FINALLY GOT MY SCHEDULED RECALL (AT MY PERSISTANCE--THE DEALERSHIPS NEVER CALLED ME TO SCHEDULE THIS) THEN AFTER I REQUESTED DETAILS OF THE PLANNED RECALL CHANGES, I FOUND OUT AFTER MY APPOINTMENT THEY SAID MY VEHICLE QUALIFIED ONLY FOR THEM TO CUT DOWN MY GAS PEDAL. NO SHIM ASSEMBLY TO THE GAS PEDAL AND NO SOFTWARE UPDATE AS I WAS TOLD "YOU ALREADY HAVE THE MOST CURRENT SOFTWARE". REALLY?! MY NOW MUTILATED GAS PEDAL ALLOWS MY FOOT TO CONSTANTLY SLIP OFF OF IT WHILE DRIVING AS IT IS SO SMALL. I AM SCARED OF MY VEHICLE AS THERE WAS NEVER A WARNING PRE-ACCELERATOR RUNAWAY & THERE IS NO "FIX" EITHER. NOT

THAT I WOULD TRUST TOYOTA AT THIS POINT. I HAVE COPIES OF ALL SERVICE TICKETS, INCLUDING THE 4/3/2009 TICKET WITH MY COMPLAINT OF THE GAS PEDAL STICKING" WRITTEN ON IT. THIS IS AVAILABLE TO YOU AS WELL AS A DETAILED FOUR PAGE LETTER OUTLINING EVERY STEP OF MY EVENTS. I SENT AN EMAIL & REC'D A RESPONSE FROM YOU, TITLED NOTIFICATION OF CASE CHANGE/CASE ESCALATION, CASE NO. 245586. I CALLED IN & SPOKE WITH A REPRESENTATIVE AND HE GAVE ME A CASE NO. TOO. TELEPHONE CALL CASE #10320545. PLEASE ADVISE MY NEXT STEP. THANK YOU.

NHTSA ODI Number: 10325623
Date of Incident: 20090522
Vehicle: 2006 TOYOTA AVALON
Location of Incident: ROCHESTER, NY

NHTSA Summary:

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

NHTSA ODI Number: 10315794
Date of Incident: 20090630
Vehicle: 2009 TOYOTA MATRIX
Location of Incident: EUGENE, OR

NHTSA Summary:

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

NHTSA ODI Number: 10410051
Date of Incident: 20090630
Vehicle: 2008 TOYOTA TACOMA
Location of Incident: INVERNESS, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA TACOMA. THE CONTACT STATED WITHIN A FEW DAYS OF RECEIVING NHTSA RECALL CAMPAIGN ID NUMBER : 09V388000(VEHICLE SPEED CONTROL:ACCELERATOR PEDAL); SHE EXPERIENCED THE VEHICLE LUNGING FORWARD WHEN SHE WAS AT A TRAFFIC LIGHT. THE VEHICLE WAS TAKEN BACK TO THE DEALER WHO ADVISED HER THAT THEY REPAIRED THE RECALL AND WOULD NOT OFFER HER ANY ASSISTANCE. A FEW MONTHS LATER SHE RECEIVED A RECALL IN REGARDS TO NHTSA CAMPAIGN ID NUMBER 11V148000(TIRES:PRESSURE MONITORING AND REGULATING SYSTEMS) AND WAS ADVISED BY THE DEALER THAT SHE DOESN'T HAVE

THE TIRES SPECIFIED IN THE RECALL. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS APPROXIMATELY 9,000. THE VIN WAS UNAVAILABLE.

NHTSA ODI Number: 10329773
Date of Incident: 20090701
Vehicle: 2009 TOYOTA MATRIX
Location of Incident: COLUMBUS, GA

NHTSA Summary:

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

NHTSA ODI Number: 10332179
Date of Incident: 20090704
Vehicle: 2008 LEXUS IS350
Location of Incident: OAKLAND, CA

NHTSA Summary:

I AM DRIVING A CAR WHICH HAS ACCELERATED UNINTENTIONALLY THREE TIMES. I WANT LEXUS TO BE RESPONSIBLE AND FIND OUT WHY MY CAR ACCELERATES RANDOMLY AND I WANT THEM TO FIX MY CAR. I ALSO WANT LEXUS TO ADMIT TO THIS SAFETY FLAW. I WISH THAT LEXUS WOULD BE PUNISHED FOR THIS SERIOUS BREACH IN CONCERN FOR PUBLIC SAFETY ALTHOUGH THAT IS NOT MY IMMEDIATE CONCERN. IN JULY OF 2009 THE CAR ACCELERATED WHEN THE BRAKES WERE APPLIED. THE CAR COULD NOT BE STOPPED BY APPLYING THE BRAKES ALONE AND ONLY STOPPED WHEN IT WAS PUT IN NEUTRAL AND HIT THE CAR IN FRONT OF US. LEXUS ATTRIBUTED THIS TO THE DRIVERÆS ðBIG FOOTö. IN DECEMBER OF 2009 WHILE LEAVING A PARKING LOT, THE CAR LEAPT ACROSS A SIDEWALK WHILE THE BRAKE WAS DEPRESSED, AND DID NOT STOP UNTIL IT WAS PUT IN NEUTRAL. LEXUS ATTRIBUTED THIS INCIDENT TO A MOVING FLOOR MAT. IN APRIL OF 2010, ONE WEEK AFTER LEXUS INSTALLED A ðBRAKE OVERRIDE OF ACCELERATORö, THE CAR ENGINE ACCELERATED INTO RED RPMS. THE OVERRIDE TOOK PLACE BUT CAR STRAINED AGAINST THE BRAKE AND ONLY STOPPED WHEN IT WAS PUT IN NEUTRAL. LEXUS SAID THE CAR DOESNÆT ðREGISTERö THIS OCCURRENCE SO TO LEXUS, APPARENTLY NOTHING HAPPENED. WHEN THE CAR ACCELERATED IN APRIL AFTER LEXUS HAD INSTALLED THE COMPUTER PROGRAM TO CREATE A BRAKE OVERRIDE OF THE ACCELERATOR, A ðFIELD TECHNICIAN CHECKED OUT THE CAR THOROUGHLY ö. I ASSUMED THAT THE COMPUTER FIX WOULD ALSO RECORD BRAKE/ACCELERATOR ACTION, BUT THAT WAS OBVIOUSLY NOT BUILT INTO THE MODIFICATION. THE FIELD TECHNICIAN SAID THAT ALL SYSTEMS IN THE CAR WERE FUNCTIONING AND THAT HE DROVE IT FOR 16 MILES AND THERE WERE NO PROBLEMS. THIS ACCELERATION HAS HAPPENED THREE TIMES IN TWO YEARS AND THE CAR HAS 25,000 MILES ON IT. IT IS INCONCEIVABLE TO ME THAT GIVEN THE SERIOUSNESS OF THE PROBLEM, A 16 MILE TEST DRIVE COULD BE CONSIDERED ADEQUATE

NHTSA ODI Number: 10345973
Date of Incident: 20090728
Vehicle: 2009 TOYOTA CAMRY HV
Location of Incident: LAKE HAVASU CITY, AZ

NHTSA Summary:

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

NHTSA ODI Number: 10350871
Date of Incident: 20090819
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: DURHAM, NC

NHTSA Summary:

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

NHTSA ODI Number: 10321866
Date of Incident: 20090831
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: WEST HARRISON, IN

NHTSA Summary:

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

NHTSA ODI Number: 10316756
Date of Incident: 20090927
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: LAWRENCEBURG, IN

NHTSA Summary:

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

NHTSA ODI Number: 10328501
Date of Incident: 20091013
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: BLOOMFIELD HILLS, MI

NHTSA Summary:

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

NHTSA ODI Number: 10312968
Date of Incident: 20091105
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: DEERFIELD BEACH, FL

NHTSA Summary:

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

NHTSA ODI Number: 10314579
Date of Incident: 20091208
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: APPLE VALLEY, CA

NHTSA Summary:

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

NHTSA ODI Number: 10325090
Date of Incident: 20091215
Vehicle: 2006 TOYOTA TACOMA
Location of Incident: VANCLEAVE, MS

NHTSA Summary:

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

NHTSA ODI Number: 10304867
Date of Incident: 20091230
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: NEW HOLLAND, PA

NHTSA Summary:

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

NHTSA ODI Number: 10318093
Date of Incident: 20100101
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: VILLA PARK, CA

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY HYBRID WITH AN AUTOMATIC START PRESS-BUTTON. WHILE TRAVELING AT SPEEDS OF APPROXIMATELY 60 MPH THE VEHICLE ABNORMALLY ACCELERATED TO SPEEDS OF 80 MPH WITHOUT WARNING OR DRIVER INTENT. HE THEN ATTEMPTED TO ABRUPTLY DEPRESS THE BRAKES WITH EXTREME FORCE, HOWEVER THE VEHICLE WOULD NOT DECREASE IN SPEED. HE THEN WAS ABLE TO MOVE THE VEHICLE INTO A SEPARATE LANE TO AVOID COLLIDING WITH ANOTHER VEHICLE. THE VEHICLE MAINTAINED 80 MPH AND THE CONTACT CONTINUED TO USE EXTREME FORCE ON THE BRAKES UNTIL THE VEHICLE SLOWLY BEGAN TO DECREASE IN SPEED. HE WAS ABLE TO MANEUVER THE VEHICLE INTO THE PULL-OFF LANE. THE VEHICLE HAD STALLED SOMETIME DURING THE ACCELERATION AND UPON SEVERAL ATTEMPTS, HE WAS ABLE TO RESTART THE ENGINE. THE DEALER WAS CONTACTED AND ADVISED THERE WAS NOTHING WRONG WITH THE VEHICLE AND THE ACCELERATION HE EXPERIENCED WAS NORMAL FOR A HYBRID VEHICLE. LATER, HE RECEIVED A RECALL LETTER PERTAINING TO HIS FLOOR MATS AND UNINTENDED ACCELERATION (SEE NHTSA

CAMPAIGN ID NUMBER: 09V388000: COMPONENT: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL), HOWEVER ONCE THE REPAIRS WERE MADE, THE CONTACT EXPERIENCED TWO ADDITIONAL UNINTENDED ACCELERATION INCIDENTS. THE FAILURE AND CURRENT MILEAGES WERE UNDER 8,400. *KMJ

NHTSA ODI Number: 10318917
Date of Incident: 20100101
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: BUFFALO, MN

NHTSA Summary:

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

NHTSA ODI Number: 10308467
Date of Incident: 20100108
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: FREEPORT, NY

NHTSA Summary:

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

NHTSA ODI Number: 10312557
Date of Incident: 20100114
Vehicle: 2009 TOYOTA MATRIX
Location of Incident: BRANDON, MS

NHTSA Summary:

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

NHTSA ODI Number: 10345388
Date of Incident: 20100115
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: MAIMI, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT STATED THAT THE RECALL TO REPAIR THE ACCELERATOR PEDAL UNDER RECALL 10V023000 WAS PERFORMED ON THE VEHICLE ON JANUARY 15, 2010 AND FEBRUARY 15, 2010. NEITHER OF THE REPAIRS WORKED AND THE VEHICLE IS STILL ACCELERATES. THE CONTACT

STATED THAT EVERY TIME THEY DRIVE THE VEHICLE NOW, THE VEHICLE ACCELERATES ON IT ON. THE FAILURE MILEAGE WAS 15 AND THE CURRENT MILEAGE WAS 3000.

NHTSA ODI Number: 10318461
Date of Incident: 20100120
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: MORENO VALLEY, CA

NHTSA Summary:

TL-THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATED THAT HER VEHICLE ACCELERATED WITHOUT WARNING AND SHE WOULD HAVE DIFFICULTY KEEPING THE VEHICLE UNDER CONTROL. THE ISSUE OCCURRED ON THREE DIFFERENT OCCASIONS. AFTER THE FIRST TWO FAILURE, SHE TOOK THE VEHICLE TO THE DEALERSHIP AND WAS TOLD THAT THE FLOOR MAT WAS THE CAUSE. LATER, SHE TOOK THE VEHICLE BACK TO THE DEALERSHIP FOR RECALL 10V017000 AND THE REPAIR WAS PERFORMED. HOWEVER, SHE STILL NOTICED SUDDEN ACCELERATION. SHE HAD TO PRESS HARD ON THE BRAKE PEDAL TO STOP THE VEHICLE. SHE HAD NOT SPOKEN WITH THE MANUFACTURER TO-DATE. THE VEHICLE HAD NOT BEEN REPAIRED AGAIN AT THE TIME OF THE COMPLAINT. THE CURRENT MILEAGE WAS APPROXIMATELY 4,700. THE FAILURE MILEAGE WAS APPROXIMATELY 700-BK

NHTSA ODI Number: 10321530
Date of Incident: 20100121
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: HOGANSFIELD, GA

NHTSA Summary:

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

NHTSA ODI Number: 10321713
Date of Incident: 20100122
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: HOGENSVILLE, GA

NHTSA Summary:

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

NHTSA ODI Number: 10318445
Date of Incident: 20100125

Vehicle: 2009 TOYOTA COROLLA

Location of Incident: DELPHI, IN

NHTSA Summary:

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

NHTSA ODI Number: 10326631

Date of Incident: 20100127

Vehicle: 2009 TOYOTA CAMRY

Location of Incident: NEW DURHAM, NH

NHTSA Summary:

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

NHTSA ODI Number: 10316591

Date of Incident: 20100203

Vehicle: 2010 TOYOTA CAMRY

Location of Incident: MURFREESBORO, TN

NHTSA Summary:

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

NHTSA ODI Number: 10323955

Date of Incident: 20100204

Vehicle: 2010 TOYOTA RAV4

Location of Incident: BATTLEBORO, NC

NHTSA Summary:

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

NHTSA ODI Number: 10334482

Date of Incident: 20100206

Vehicle: 2007 TOYOTA CAMRY

Location of Incident: PARAMUS, NJ

NHTSA Summary:

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

NHTSA ODI Number: 10318174

Date of Incident: 20100209

Vehicle: 2009 TOYOTA COROLLA MATRIX

Location of Incident: BREWSTER, MA

NHTSA Summary:

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

NHTSA ODI Number: 10308188

Date of Incident: 20100209

Vehicle: 2008 TOYOTA CAMRY

Location of Incident: SAN DIEGO, CA

NHTSA Summary:

TOYOTA SAFETY RECALL FOR FLOOR MAT REPAIRED BY TOYOTA SAN DIEGO. GAS PEDAL WAS CUT DOWN PER TOYOTA SPECS. UPON LEAVING TOYOTA SAN DIEGO TWICE WITHIN A FIFTEEN MIN PERIOD MY FOOT BECAME TRAPPED UNDER GAS PEDAL. DUE TO THE WET

CONDITIONS, WHEN I ACCELERATED THE VEHICLE MY FOOT WAS ABLE TO SLIP DOWN THE PEDAL WHICH THEN SPRUNG BACK TRAPPING MY FOOT UNDERNEATH THE PEDAL.

NHTSA ODI Number: 10318472
Date of Incident: 20100210
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: CORAL SPRINGS, FL

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY. SHE STATED SHE WAS ADVISED BY A NEWS SOURCE THAT THERE WERE RECALLS ON HER YEAR, MAKE AND MODEL VEHICLE AND CONTACTED THE MANUFACTURER TO VERIFY. THE MANUFACTURER STATED HER VEHICLE WAS AFFECTED BY THE RECALL AND REFERRED TO HER LOCAL DEALER FOR RECALL REPAIRS. THE DEALER REPLACED THE TIBIA PAD ASSEMBLY AND INSTALLED AN ACCELERATOR STOPPER UNDER NHTSA CAMPAIGN ID NUMBER: 09V388000:VEHICLE SPEED CONTROL:ACCELERATOR PEDAL. AFTER THE REPAIRS, THE VEHICLE WOULD FEEL AS IT WAS LUNGING AND PULLING ITSELF FORWARD. THE DEALER WAS CONTACTED AND ADVISED THERE WAS NOTHING THEY COULD DO WITH THAT PARTICULAR VEHICLE BUT DID OFFER TO SELL HER A DIFFERENT VEHICLE. NO ADDITIONAL REPAIRS WERE MADE. THE FAILURE MILEAGE WAS 6,486 AND THE CURRENT WAS 7,301. *KMJ

NHTSA ODI Number: 10314851
Date of Incident: 20100212
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: ENOSBURG FALLS, VT

NHTSA Summary:

THIS IS THE SECOND TIME I AM CONTACTING YOU REGARDING A COMPLAINT WITH MY 2010 COROLLA. I FIRST CALLED THE NHTSA 800 NUMBER WITH THIS WRITTEN COMPLAINT AND WAS TOLD I WOULD RECEIVE A HARD COPY IN TWO WEEKS (I HAVE YET TO RECEIVE IT). SO ONCE AGAIN I AM PUTTING THIS COMPLAINT IN WRITING, SO I HAVE PROOF THAT IT WAS FILED AND SENT. I HOPE THAT SOMETHING GETS DONE WITH IT ONCE AND FOR ALL. THE COMPLAINT IS REGARDING TOYOTA'S NEW PEDAL RECALL PART. IT DOES NOT CORRECT THE ACCELERATION PROBLEM. MY CAR ACCELERATED OVER 80 MPH ON FEB.12,2010. TOYOTA PUT IN THE RECALL PEDAL THAT MORNING AFTER I BROUGHT THE CAR THERE. ON THE WAY HOME FROM WORK ON FEB 12, THE CAR EXHIBITED MORE ACCELERATION ISSUES. THAT WAS WHEN I CALLED TO REPORT IT WITH THE NHTSA. THE CAR THEN ACCELERATED AGAIN ON FEB15 WITH THE NEW "PEDAL RECALL IN". I WAS DRIVING UP A LONG ONRAMP ONTO THE INTERSTATE AT APPROX. 35-40 MPH, AND THE CAR TOOK OFF TO OVER 80 MPH. I WAS INJURED. I CALLED AGAIN TO YOUR AGENCY TO REPORT THIS ON FEB15TH. I GOT THE CAR BACK FROM TOYOTA ON FEB 19TH. THEY SAID "THE CAR WAS FINE. IT IS NORMAL FOR COROLLAS TO ACCELERATE TO 80 MPH". THAT IS TOTAL BULL! THE CAR'S PEDAL STARTED STICKING ON SUNDAY, FEBRUARY 21. THIS CALLED MORE RPM & ACCELERATION PROBLEMS WITH THE CAR. ALSO THE BRAKES ARE GOING DOWN TO THE FLOOR. THE CAR HAS GONE THRU A 5 WAY INTERSECTIONS STOP LIGHT AND A STOP SIGN. I HAVE HAD TO USE THE EMERGENCY BRAKE TO STOP THE CAR.

NHTSA ODI Number: 10318068
Date of Incident: 20100212
Vehicle: 2008 TOYOTA CAMRY
Location of Incident: SHERMAN OAKS, CA
NHTSA Summary:

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

NHTSA ODI Number: 10322858
Date of Incident: 20100212
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: PALO ALTO, CA

NHTSA Summary:

TL- THE CONTACT OWNS A 2007 TOYOTA CAMRY. HE TOOK THE VEHICLE TO THE DEALER FOR THE ACCELERATOR REPAIR ON FEBRUARY 12, 2010, AND FEBRUARY 21, 2010, WHILE HIS DAUGHTER WAS DRIVING THE VEHICLE AND STARTED TO SLOW DOWN TO ATTEMPT TO TURN WITH HER FOOT ON THE BRAKE THE VEHICLE SUDDENLY ACCELERATED WITH HER FOOT ON THE BRAKE AT ALL TIME. THE VEHICLE PROCEEDED TO GO OVER THE CURB THE VEHICLE STOPPED WHEN IT COLLIDED INTO A FENCE. SHE DIDN'T RECEIVE ANY INJURIES. A POLICE REPORT WAS NOT TAKEN. THE VEHICLE WAS TOWED TO BODY SHOP, BUT AN INSPECTOR FROM TOYOTA HAD THE VEHICLE MOVED TO A DEALER FOR IT TO BE INSPECTED. THE FAILURE MILEAGE WAS 20,000 AND THE CURRENT MILEAGE 20,100. LI

NHTSA ODI Number: 10319850
Date of Incident: 20100212
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: SANTA ROSA, CA

NHTSA Summary:

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

NHTSA ODI Number: 10318594
Date of Incident: 20100213
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: YATESVILLE, PA

NHTSA Summary:

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

BY THE DEALERSHIP AT THE TIME OF THE COMPLAINT. THE CURRENT AND FAILURE MILEAGES WERE 8690.

NHTSA ODI Number: 10319199
Date of Incident: 20100214
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: PHILADELPHIA, PA

NHTSA Summary:

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

NHTSA ODI Number: 10316635
Date of Incident: 20100214
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: LAUDERHILL, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED SHE HAD NOT EXPERIENCED THE UNINTENDED ACCELERATION UNTIL SHE TOOK THE VEHICLE TO THE DEALER FOR THEM TO INSTALL A CHIP IN THE ACCELERATOR PEDAL. THE VEHICLE STARTED TO ACCELERATE AFTER SHE RETRIEVED IT FROM THE DEALER. THE VEHICLE WAS TOWED BACK TO THE DEALER. THE DEALER INFORMED THE CONTACT THAT THEY WILL BE RESETTING THE COMPUTER. THE TOYOTA MANUFACTURER HAD NOT BEEN CALLED AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS 41,000.

NHTSA ODI Number: 10319280
Date of Incident: 20100215
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: FISHKILL, NY

NHTSA Summary:

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

NHTSA ODI Number: 10316660
Date of Incident: 20100217
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: RICHMOND, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA CAMRY. SHE TOOK THE VEHICLE TO THE DEALER FOR THE ACCELERATOR REPLACEMENT ON FEBRUARY 17, 2010 A COUPLE DAYS LATER WHILE DRIVING AT 35 TO 40MPH AND ATTEMPTING TO SLOW DOWN, THE VEHICLE

SURGED FORWARD WITH A STRONG FORCE THAT CAUSED HER HEAD TO MOVE BACKWARD. SHE HAD PARKED THE VEHICLE AND STATED SHE WILL NOT DRIVE IT AGAIN. THE CONTACT STATED SHE WILL TAKE THE VEHICLE BACK TO THE DEALER. THE FAILURE MILEAGE WAS 6,462 AND THE CURRENT MILEAGE WAS 6,600.

NHTSA ODI Number: 10316340
Date of Incident: 20100218
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: SPRINGFIELD, IL

NHTSA Summary:

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

NHTSA ODI Number: 10317874
Date of Incident: 20100219
Vehicle: 2010 TOYOTA RAV4
Location of Incident: QUINCY, IL

NHTSA Summary:

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

NHTSA ODI Number: 10319133
Date of Incident: 20100219
Vehicle: 2010 TOYOTA TUNDRA
Location of Incident: WHEATLAND, MO

NHTSA Summary:

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

HER VEHICLE, BUT THAT IS HER ONLY MEANS OF TRANSPORTATION. THE APPROXIMATE FAILURE MILEAGE WAS 2000 AND THE CURRENT MILEAGE WAS 2100.DF

NHTSA ODI Number: 10316705
Date of Incident: 20100219
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

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

NHTSA ODI Number: 10316804
Date of Incident: 20100220
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: CHESTER, VA

NHTSA Summary:

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

NHTSA ODI Number: 10320418
Date of Incident: 20100220
Vehicle: 2009 TOYOTA TUNDRA
Location of Incident: AIKEN, SC

NHTSA Summary:

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

NHTSA ODI Number: 10317088
Date of Incident: 20100220
Vehicle: 2009 TOYOTA MATRIX
Location of Incident: NATCHITOCHE, LA

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA MATRIX. THE CONTACT STATED THAT THEY NEVER HAD AN ACCELERATION PROBLEM UNTIL AFTER HAVING THE VEHICLE REPAIRED. WHILE PULLING OUT OF A PARKING SPACE, AND DRIVING 10 MPH, THE VEHICLE JERKED FORWARD AND THEN SETTLED DOWN. THE RPM JUMPED UP AND THEN WENT BACK DOWN. THE FAILURE MILEAGE WAS 28213 AND THE CURRENT MILEAGE WAS 28500.

NHTSA ODI Number: 10323097
Date of Incident: 20100221
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: LEVITTOWN, PA

NHTSA Summary:

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

NHTSA ODI Number: 10316163
Date of Incident: 20100221
Vehicle: 2007 TOYOTA COROLLA
Location of Incident: WESLEY CHAPEL, FL

NHTSA Summary:

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

NHTSA ODI Number: 10319822
Date of Incident: 20100221
Vehicle: 2008 TOYOTA AVALON
Location of Incident: GARDEN CITY, NY

NHTSA Summary:

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

NHTSA ODI Number: 10320009
Date of Incident: 20100222
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: YORKTOWN HEIGHTS, NY

NHTSA Summary:

IN OCTOBER 2009 I BOUGHT A NEW 2010 TOYOTA COROLLA FROM SANSONE ROUTE 1 TOYOTA IN AVENEL NEW JERSEY. FEBRUARY 22 2010 I BROUGHT THE COROLLA TO THIS

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

NHTSA ODI Number: 10316616
Date of Incident: 20100223
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: CHICAGO, IL

NHTSA Summary:

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

NHTSA ODI Number: 10316718
Date of Incident: 20100223
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: SCARSDALE, NY

NHTSA Summary:

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

NHTSA ODI Number: 10316627
Date of Incident: 20100224
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: TROY, OH

NHTSA Summary:

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

PEDAL 9 DAYS BEFORE THE FAILURE OCCURRED. THE FAILURE MILEAGE WAS 12400 AND THE CURRENT MILEAGE 12491 .

NHTSA ODI Number: 10316610
Date of Incident: 20100224
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: BOYTON BEACH, FL

NHTSA Summary:

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

NHTSA ODI Number: 10317039
Date of Incident: 20100225
Vehicle: 2009 TOYOTA TACOMA
Location of Incident: MARSHALLTOWN, IA

NHTSA Summary:

I EXPERIENCED A CASE OF UNCONTROLLABLE ACCELERATION IN MY 2009 TOYOTA TACOMA. IT OCCURED ON FEB 25, 2010. I STARTED MY VEHICLE IN MY GARAGE NORMALLY. MY FOOT IS ON THE BRAKE. I LET IT IDLE FOR A SHORT WHILE UNTIL THE IDLE RATE WENT UNDER 1500 RPMS. I SHIFTED IT INTO REVERSE AND THE IDLE SPEED WENT UNDER 1000 RPMS. FOOT IS STILL ON THE BRAKE. I LET IT BACK OUT OF THE GARAGE ONTO THE DRIVEWAY AND THEN ONTO THE STREET TURNING THE WHEEL PARTIALLY TO ALIGN MYSELF INTO THE STREET TO BEGIN TO DRIVE AWAY. FOOT IS STILL ON THE BRAKE WHEN I SHIFTED INTO DRIVE. AS SOON AS I SHIFTED INTO DRIVE IT ACCELERATED UNCONTROLLABLY. MY FOOT IS STILL ON THE BRAKE , BUT I REALIZE THAT THE BRAKE WILL NOT STOP IT. I HAD TO MAKE A QUICK TURN TO AVOID RUNNING ONTO THE CURB/MAILBOX AND THEN I QUICKLY SHIFTED IT INTO NEUTRAL TO BRING IT TO A STOP. IT CAME TO A STOP AND I LOOK DOWN AT THE TRANSMISSION AND I ACTUALLY SHIFTED IT THROUGHT NEUTRAL INTO REVERSE. BUT, IT AT LEAST WAS STOPPED. I CONTACTED MY LOCAL TOYOTA DEALER IN AMES, IA AND THEY SAID TO BRING IT IN AND THEY WOULD TAKE A LOOK AT IT. I TOOK IT IN ON MAR 4, 2010. THEY SAID THEY RAN ALL SORTS OF DIAGNOSTICS ON IT AND IT CHECKED OUT FINE. THEY SAID THEY CONTACTED TOYOTA AND OPENED UP A CASE NUMER AND WOULD LET ME KNOW WHEN THEY KNEW SOMETHING MORE. MY VEHICLE WAS ON THE FLOOR MAT RECALL, BUT THE SAME DEALER LOOKED AT IT LAST YEAR AND SAID THE FLOOR MAT WAS FINE. IT WAS NOT ON THE FOOT PEDAL RECALL. I BELIEVE THIS IS AN ELECTRONIC PROBLEM THAT TOYOTA IS TRYING TO HIDE WITH THESE OTHER RECALLS. I HAVE NO CONFIDENCE THAT THIS PROBLEM WILL NOT OCCUR AGAIN AND BELIEVE TOYOTA NEEDS TO ADDRESS THIS ASAP.

NHTSA ODI Number: 10315232
Date of Incident: 20100225
Vehicle: 2008 TOYOTA AVALON
Location of Incident: ATLANTA, GA

NHTSA Summary:

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

NHTSA ODI Number: 10317367
Date of Incident: 20100225
Vehicle: 2006 TOYOTA AVALON
Location of Incident: MERIDIAN, MS

NHTSA Summary:

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

NHTSA ODI Number: 10324380
Date of Incident: 20100225
Vehicle: 2009 LEXUS ES350
Location of Incident: HOUSTON, TX

NHTSA Summary:

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

LEXUS REPEAT THIS TEST WITH ME INSIDE THE CAR TO WITNESS THEIR TEST. THEY HAVE REFUSED TO DO THIS. CAR WAS PURCHASED BRAND NEW FROM STERLING MCCALL LEXUS, HOUSTON IN DECEMBER 08. IT IS LEXUS 2009, ES 350. CAR IS BARELY USED SINCE WE BOUGHT IT 16 MONTHS AGO. IT HAS 3,300 MILES ON IT. ALL ROUTINE REQUIRED MAINTENANCE WAS PERFORMED BY DEALER. *TR

NHTSA ODI Number: 10315028
Date of Incident: 20100226
Vehicle: 2009 TOYOTA MATRIX
Location of Incident: ASHTABULA, OH

NHTSA Summary:

I HAVE A 2009 TOYOTA MATRIX. I PURCHASED IT IN NOVEMBER OF 2008. IN OCTOBER OF 2009 THE CAR HAD ROUGHLY 7000 MILES ON IT. I EXPERIENCED MY FIRST INCIDENT OF UNINTENDED ACCELERATION. I DROVE UP A HILL TO A STOP SIGN AND AS I BRAKED THE CAR LURCHED FORWARD. I PUT BOTH FEET ON THE BRAKE AND PUT THE CAR IN NEUTRAL. I THOUGHT THAT I MIGHT HAVE SOME HOW HAD MY FOOT ON THE GAS, SO I DID NOT THINK IT WAS A SERIOUS CONCERN. HOWEVER, I HAD TWO MORE SIMILAR INCIDENTS IN THE FOLLOWING MONTHS. BOTH PULLING UP TO STOP SIGNS. BOTH TIMES I HEARD THE ENGINE START TO ACCELERATE AND WAS ABLE TO CONTROL IT. WHEN I HEARD ABOUT THE TOYOTA RECALL I IMMEDIATELY CALLED AND HAD MY CAR SERVICED. THE TOYOTA DEALER DID RECALL WORK ON MY BRAKES AND GAS PEDAL ON FEBRUARY 10TH, 2010. ON FEBRUARY 26TH, I WAS DRIVING ABOUT 5 MPH IN A PARKING AREA WITH MY SON. I PUT MY FOOT ON THE BRAKE AND I FELT THE CAR PUSH FORWARD. I PUT MY OTHER FOOT ON THE BRAKE AS WELL. MY SON SAID "ITS DOING IT AGAIN MOM!" I PUT IT IN NEUTRAL AND WE BOTH HEARD THE ENGINE WIND OUT LIKE I HAD PUSHED THE GAS PEDAL TO THE FLOOR. THIS OBVIOUSLY MEANS THE RECALL "FIX" ISN'T WORKING! I CONTACTED MY DEALER AND AM GETTING A LOANER CAR. I AM VERY CONCERNED WHAT THIS MEANS IN TERMS OF FUTURE SAFETY AND MY MONETARY INVESTMENT IN THIS CAR.

NHTSA ODI Number: 10327454
Date of Incident: 20100226
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: IRVINGTON, NJ

NHTSA Summary:

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

NHTSA ODI Number: 10327399
Date of Incident: 20100226
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: GLENVIEW, IL

NHTSA Summary:

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

NHTSA ODI Number: 10316643

Date of Incident: 20100226
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: CHARLOTTE, NC

NHTSA Summary:

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

NHTSA ODI Number: 10316563
Date of Incident: 20100227
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: SENOIA, GA

NHTSA Summary:

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

NHTSA ODI Number: 10317202
Date of Incident: 20100227
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: WHITTIER, CA

NHTSA Summary:

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

NHTSA ODI Number: 10315071
Date of Incident: 20100227
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: GRETNA, NE

NHTSA Summary:

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

THE FAILURE WHEN THE COMPLAINT WAS FILED. THE VIN WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 65,000.

NHTSA ODI Number: 10316820
Date of Incident: 20100228
Vehicle: 2006 TOYOTA AVALON
Location of Incident: PORTLAND, OR

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA AVALON. THE CONTACT HAD THE REPAIR DONE ON FEB 17TH FOR THE RECALL ON THE ACCELERATOR PEDAL. THE CONTACT DID NOT HAVE A PROBLEM UNTIL THE REPAIR WAS DONE, WHICH WAS THE PLACEMENT OF A METAL SHIM THAT WAS PUT UNDER THE ACCELERATOR PEDAL. ON FEBRUARY 28 THERE WAS AN UNINTENDED ACCELERATION WITH THE VEHICLE. THE CONTACT WAS PARKING THE VEHICLE AND WHILE BACKING UP THE VEHICLE ACCELERATED, HE THEN SHIFTED THE VEHICLE INTO DRIVE AND IT WENT FORWARD AND HIT THE VEHICLE IN FRONT OF HIM. THE CONTACT THEN PUT THE VEHICLE IN NEUTRAL AND TURNED THE IT OFF AND IT STOPPED. THE VEHICLE DID NOT STOP REVVING UP UNTIL IT WAS TURNED OFF. NO ONE WAS INJURED, THERE WAS ONLY BUMPER DAMAGE. A POLICE OFFICER WAS THERE AND HE TOOK A REPORT. THE VEHICLE WAS TOWED TO THE DEALER AND CONTACT WAS TOLD TO FILE A CLAIM,#1003101250. THE FAILURE MILEAGE WAS 31,859.

NHTSA ODI Number: 10316165
Date of Incident: 20100228
Vehicle: 2008 TOYOTA CAMRY
Location of Incident: SCOTTSDALE, AZ

NHTSA Summary:

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

NHTSA ODI Number: 10314352
Date of Incident: 20100301
Vehicle: 2008 TOYOTA TUNDRA
Location of Incident: PLYMOUTH, PA

NHTSA Summary:

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

NHTSA ODI Number: 10316605
Date of Incident: 20100301
Vehicle: 2005 TOYOTA AVALON
Location of Incident: TRENTON, NC

NHTSA Summary:

TL* THE CONTACT OWNS A 2005 TOYOTA AVALON. HE TOOK THE VEHICLE TO THE DEALER MARCH 1, 2010 FOR THE ACCELERATOR REPLACEMENT. WITHIN TEN MINUTES OF

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

NHTSA ODI Number: 10316346
Date of Incident: 20100301
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: WALDORF, MD

NHTSA Summary:

ON MARCH 1 AT 5:15PM I WAS ON I-295 HEADED HOME AND MY 2009 TOYOTA CAMRY LE ACCELERATED AFTER I HAD ALL THREE RECALLS DONE AT THE TOYOTA OF WALDORF. AS I WAS COMING UP TO A S500 MERCEDEZ I ATTEMPTED TO SLOW MY CAR DOWN ONCE I PRESSED THE BRAKE, I FELT THE CAR SWITCHED TO A HIGHER GEAR, I CONTINUES TO PRESS THE BRAKE AS HARD AS I COULD, FINALLY I PULLED OFF THE ROAD TO THE LEFT INTO THE GRASS WHERE I THEN THREW IT IN NEUTRAL TIL IT SLOWED DOWN. I THEN CUT IT OFF AND CALLED TOYOTA TO COMPLAIN. THE SERVICE MANAGER ASKED WOULD I LIKE IT TOWED AND I REPLIED " WHAT DO YOU THINK?" I EXPLAINED TO HER THAT I HAD ALL THE RECALLED DONE ON MY CAR AND I DON'T UNDERSTAND HOW THIS HAPPENED. AFTER THEY TOWED MY CAR THE NEXT MORNING I CALLED TO COMPLAIN TO THE GM THEY THEN TRANSFER ME OVER TO ANOTHER SERVICE MANAGER AFTER I WAITED FOR THE GM FOR SEVERAL MINUTES. THIS SERVICE MANAGER TELLS ME THEY ARE TRYING TO FIGURE OUT WHATS WRONG AND OFFERED ME A RENTAL CAR. I WENT TO PICK UP THE RENTAL AND I REALIZED AFTER I GOT HOME THAT THERE WERE SEVERAL DIFFERENT MODELS NOT JUST MINE THAT WERE INVOLVED IN THIS RECALL SO I DECIDED TO LOOK UP THIS 2010 TACOMA THAT THEY GAVE ME AND SURE ENOUGH IT WAS ON THE LIST. I DECIDED TO PARK THIS CAR AND RIDE TO THE METRO WHICH DROPS ME OFF HALF OF A MILE FROM MY JOB. I WOULD RATHER TAKE THIS HASSLE THAN TO DRIVE ANY OF THESE RECALL VEHICLES FROM TOYOTA. I HAVE A FAMILY THAT I HAVE TO PROTECT AND IF THIS IS HOW THE "TOYOTA FAMILY" CARE FOR ITS CUSTOMERS THEN I CHOOSE TO NOT DEAL WITH THIS "FAMILY" IN THE FUTURE. I AM REQUESTING FROM TOYOTA THAT THEY PUT ME IN A CAR OF EQUAL VALUE EVEN IF ITS USED AND ONE THAT IS NOT ON THE RECALL LIST. TO ALL THAT HAVE A RECALL MODEL FROM TOYOTA I RECOMMEND THAT YOU BE VERY CAUTIOUS OF THE REPAIRS DONE AND DRIVE EVEN SAFER THAN BEFORE. I HAVE BEEN ON THE PHONE TWICE TODAY WITH THE CORPORATE OFFICE ATTEMPTING TO SPEAK WITH SOMEONE AND BOTH TIMES I WAS PLACED ON HOLD FOR 30 MINUTES AND STILL COULDN'T REACH ANYONE.

NHTSA ODI Number: 10316441
Date of Incident: 20100301
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: DE PERE, WI

NHTSA Summary:

1. REGULAR DRIVING UNDER NORMAL CONDITION, SOMETIMES FOR SEVERAL MINUTES, SOMETIMES FOR A FEW SECONDS. 2. SPEED CONTROL DOES NOT SEEM TO BE

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

NHTSA ODI Number: 10318516
Date of Incident: 20100302
Vehicle: 2008 LEXUS ES350
Location of Incident: OAKLAND, CA

NHTSA Summary:

TL- THE CONTACT OWNS A 2008 LEXUS ES350. UPON STARTING, THE VEHICLE WOULD SHAKE VIOLENTLY AND THE ENGINE WOULD ROAR LOUDLY. THE CHECK ENGINE LIGHT WAS ALSO ILLUMINATED. THE VEHICLE WAS TOWED TO THE DEALER WHERE THEY COULD NOT DUPLICATE THE FAILURE, HOWEVER THEY DID PERFORM AN OPEN RECALL CAMPAIGN ON THE VEHICLE (NNHTSA CAMPAIGN ID NUMBER: 09V388000: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). THE ACCELERATOR PEDAL WAS SHAVED DOWN AND A BRAKE OVERRIDE SYSTEM WAS INSTALLED UNDER THE RECALL CAMPAIGN. SHE NOTICED THAT EVEN WHEN SLIGHTLY DEPRESSING THE ACCELERATOR PEDAL, THE VEHICLE WOULD RAPIDLY PICK UP SPEEDS BEYOND WHAT IT SHOULD. SHE WAS VERY UNCOMFORTABLE WITH THE VEHICLE AND THE RATE IN WHICH IT WOULD PICK UP RAPID SPEEDS WITHOUT DRIVER INTENT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 12,000. *KMJ

NHTSA ODI Number: 10316757
Date of Incident: 20100302
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: FITZGERALD, GA

NHTSA Summary:

TL*THE CONTACT OWNS A 2007 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING 30 MPH THE VEHICLE SUDDENLY BEGAN TO ACCELERATE CAUSING THE VEHICLE TO CRASH INTO A DITCH, THE VEHICLE WAS STILL ACCELERATING WHILE IT WAS STUCK IN THE DITCH WHICH CAUSED THE FRONT END OF THE VEHICLE TO CATCH ON FIRE. NO ONE WAS INJURED DURING THE INCIDENT. A POLICE REPORT WAS FILED. FOUR DAYS PRIOR TO THE RECENT INCIDENT THE CONTACT HAD TAKEN THE VEHICLE TO THE DEALERSHIP AND THE NHTSA CAMPAIGN ID NUMBER, 09V388000 AND 10V017000 WERE PERFORMED ON THE VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 26000.

NHTSA ODI Number: 10316033
Date of Incident: 20100302
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: BUFORD, GA

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE DRIVER STATED THAT THE RPMS INCREASED EXCESSIVELY WHILE DRIVING 35 MPH. THE DRIVER DEPRESSED THE BRAKE PEDAL AND THE VEHICLE ACCELERATED. A DIFFERENT DRIVER STATED THAT SHE WAS AT A TRAFFIC LIGHT AND AFTER DEPRESSING THE ACCELERATOR PEDAL LIGHTLY THE VEHICLE ACCELERATED. THE CONTACT WAS ALSO DRIVING 15 MPH AND THE VEHICLE FAILED TO COME TO A COMPLETE STOP AFTER SHE DEPRESSED THE BRAKE PEDAL. THE VEHICLE WAS A PART OF A RELATED RECALL; HOWEVER, THE DEALER HAD PERFORMED

THE RECALL REPAIR PRIOR TO THE FAILURE. THE CONTACT DOES NOT AGREE THAT IT WAS REPAIRED SINCE SHE EXPERIENCED THE SURGE AFTER IT SHOULD HAVE BEEN REPAIRED. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 15000 AND THE CURRENT MILEAGE WAS 16000. UPDATED 03/09/10 *BF

NHTSA ODI Number: 10316811
Date of Incident: 20100302
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: COLUMBIA, MO

NHTSA Summary:

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

NHTSA ODI Number: 10316162
Date of Incident: 20100302
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: MILPITAS, CA

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA COROLLA. WHEN THE BRAKES WERE APPLIED TO STOP THE VEHICLE, THE VEHICLE SUDDENLY BEGAN TO ACCELERATE WITHOUT WARNING, IN ORDER TO STOP THE ACCELERATION THE CONTACT HAD TO PUMP THE BRAKES TWICE. RECALL ID NUMBER: 10V017000-VEHICLE SPEED CONTROL.ACCELERATOR PEDAL REPAIR WAS PERFORMED ON HIS VEHICLE PRIOR TO THE RECENT FAILURE. THERE WERE NO PRIOR WARNINGS. THE VEHICLE HAS NOT BEEN DIAGNOSED BY THE DEALER. THE CURRENT AND FAILURE MILEAGES WERE 19000.

NHTSA ODI Number: 10316042
Date of Incident: 20100302
Vehicle: 2007 LEXUS ES350
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

I DRIVE A LEXUS 350 2007 THAT WAS JUST PUT THROUGH THE RECALL REPAIR LAST WEEK. IT STILL ACCELERATES WITHOUT ME PUSHING THE PEDAL. JUST SUDDENLY REVS UP. IT'S NOT THE PEDAL LIKE TOYOTA SAYS. THE PEDAL DOES NOT MOVE.

NHTSA ODI Number: 10317713
Date of Incident: 20100302
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: DOWNEY, CA

NHTSA Summary:

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

NHTSA ODI Number: 10321329

Date of Incident: 20100303
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: WOBURN, MA

NHTSA Summary:

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

NHTSA ODI Number: 10316958
Date of Incident: 20100303
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: ROSEVILLE, CA

NHTSA Summary:

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

NHTSA ODI Number: 10323054
Date of Incident: 20100303
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: ATLANTA, GA

NHTSA Summary:

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

NHTSA ODI Number: 10317323
Date of Incident: 20100303
Vehicle: 2007 TOYOTA AVALON
Location of Incident: SHIRLEY, NY

NHTSA Summary:

2007 TOYOTA AVALON - I HAD NO PROBLEM WITH MY AVALON UNTIL THE LOCAL TOYOTA DEALERSHIP INSTALLED THE RECALLS. UPON DEPARTING THE DEALERSHIP, AFTER COMPLETION OF THE RECALLS, I FOUND MY AVALON WOULD NOT DRIVE BELOW 55 MPH (ENGIN RPM WOULD NOT GO BELOW 1800 RPM) AS IF THE CRUISE CONTROL WAS ON BUT IT WAS NOT! I RETURNED TO THE DEALERSHIP AND THE SERVICE MANAGER WAS ABLE TO DUPLICATE THE PROBLEM. THE DEALERSHIP KEPT THE AVALON OVER NIGHT AND THE NEXT DAY WAS UNABLE TO DUPLICATE THE PROBLEM! TOYOTA ENGINEERING INDICATED, TO ME, THAT THEY THOUGHT THIS WAS A COMPUTER ISSUE WITH THE

COMPUTER LEARNING MY DRIVING HABITS, SOUNDS STRANGE TO ME! THE NEWLY INSTALLED BRAKE OVERRIDE DID WORK PROPERLY. TOYOTA RETURNED THE AVALON TO ME BUT I AM ONLY USING IT WHEN I HAVE TO AS MY FAMILY DOES NOT WANT TO RIDE IN IT.

NHTSA ODI Number: 10322735
Date of Incident: 20100303
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: RADCLIFF, KY

NHTSA Summary:

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

NHTSA ODI Number: 10316882
Date of Incident: 20100304
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: LUBBOCK, TX

NHTSA Summary:

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

NHTSA ODI Number: 10316763
Date of Incident: 20100304
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: LAKE OSWEGO, OR

NHTSA Summary:

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

NHTSA ODI Number: 10316914
Date of Incident: 20100304
Vehicle: 2008 TOYOTA AVALON
Location of Incident: HUDSON, OH

NHTSA Summary:

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

NHTSA ODI Number: 10316733
Date of Incident: 20100304
Vehicle: 2005 TOYOTA AVALON
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

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

NHTSA ODI Number: 10316861
Date of Incident: 20100304
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: CORIDON, IN

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING 5 MPH, THE VEHICLE HAD SUDDENLY SURGED FORWARD WITHOUT WARNING. THE CONTACT WAS ABLE TO STOP THE ACCELERATION BY APPLYING PRESSURE TO THE BRAKES. PRIOR TO THE RECENT FAILURE, THE CONTACT HAS HAD THE NHTSA CAMPAIGN ID NUMBER: 09V388000 AND 10V017000 REPAIRS PERFORMED ON HIS VEHICLE. THE CURRENT AND FAILURE MILEAGES WERE 28000.

NHTSA ODI Number: 10318033
Date of Incident: 20100305
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: NEW ROCHELLA, NY

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA CAMRY. SHE STATED THAT SHE RECEIVED A RECALL NOTICE FOR THE REPAIR OF THE ACCELERATOR PETAL. WHEN SHE PICKED UP THE VEHICLE SHE WAS DRIVING AT 60MPH WHEN THE VEHICLE ACCELERATED ON ITS OWN WHEN SHE PRESSED ON THE BRAKES THEY DID NOT WORK. SHE THEN PUT IT IN

NEUTRAL AND WAS ABLE TO STOP THE VEHICLE. THE VEHICLE WAS TAKEN BACK TO THE DEALER WHERE THEY STATED THAT COULD NOT DUPLICATE THE PROBLEM. THE VEHICLE HAD NOT EXPERIENCED THE ACCELERATION BEFORE TAKING IN FOR THE RECALL. NO OTHER REPAIRS WERE DONE . THE FAILURE AND CURRENT MILEAGE WAS 10400.CV

NHTSA ODI Number: 10327521
Date of Incident: 20100305
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: DAYTON, OH

NHTSA Summary:

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

NHTSA ODI Number: 10321391
Date of Incident: 20100305
Vehicle: 2009 TOYOTA TUNDRA
Location of Incident: BROOKFIELD, NY

NHTSA Summary:

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

NHTSA ODI Number: 10317193
Date of Incident: 20100305
Vehicle: 2010 TOYOTA RAV4
Location of Incident: SHARON, MA

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA RAV4. THE CONTACT WAS DRIVING APPROXIMATELY 35 MPH; PROCEEDING TO A STOP SIGN. WHILE BRAKING THERE WAS A SURGE OF UNINTENDED ACCELERATION. THE ENGINE BEGAN TO REVV. THE VEHICLE RESUMED TO NORMAL OPERATION. THE AUTHORIZED DEALER WAS NOTIFIED AND RECOMMENDED THE VEHICLE BE TOWED FOR DIAGNOSTIC TESTING. A RECALL REPAIR WAS PERFORMED PRIOR TO THE PURCHASE OF THE VEHICLE. THE RECALL WAS UNDER NHTSA CAMPAIGN ID 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT . THE FAILURE MILEAGE WAS 345.

NHTSA ODI Number: 10317342
Date of Incident: 20100305
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: PHOENIX, AZ

NHTSA Summary:

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

NHTSA ODI Number: 10320788
Date of Incident: 20100306
Vehicle: 2009 TOYOTA RAV4
Location of Incident: FLOWER MOUND, TX

NHTSA Summary:

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

NHTSA ODI Number: 10323177
Date of Incident: 20100306
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: SIMPSONVILLE, SC

NHTSA Summary:

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

DISCOVERED THE DOORS WERE LOCKED. THE CONSUMER BELIEVED THE ELECTRONIC DOOR LOCKING SYSTEM WAS BEING RANDOMLY ACTIVATED. *JB

NHTSA ODI Number: 10318389
Date of Incident: 20100306
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

TL- THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE THE CONTACT WAS DRIVING 25MPH THE VEHICLE HAD SUDDENLY ACCELERATED WITHOUT WARNING DUE TO THE ACCELERATOR PEDAL STICKING TO THE FLOOR OF THE VEHICLE. THE ACCELERATION CAUSED THE CONTACT TO CRASH INTO THE REAR OF THE VEHICLE IN FRONT OF HER. NO ONE WAS INJURED DURING THE CRASH AND A POLICE REPORT WAS FILED FOR THE INCIDENT. PRIOR TO THE RECENT FAILURE THE CONTACT HAD TAKEN THE VEHICLE TO THE DEALERSHIP WHERE RECALL NHTSA CAMPAIGN ID NUMBER: 10V017000 AND 10V023000 WERE PERFORMED ON THE VEHICLE. THE CONTACT ALSO NOTICED AFTER HAVING THE RECALL PERFORMED THE VEHICLE HAD BEGUN TO ACCELERATE VERY HARD. THE CURRENT AND FAILURE MILEAGES WERE 150. BML

NHTSA ODI Number: 10317653
Date of Incident: 20100306
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: COLUMBUS, NJ

NHTSA Summary:

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

NHTSA ODI Number: 10321744
Date of Incident: 20100307
Vehicle: 2006 TOYOTA AVALON
Location of Incident: SNOQUALMIE, WA

NHTSA Summary:

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

NHTSA ODI Number: 10317718
Date of Incident: 20100307
Vehicle: 2008 TOYOTA CAMRY
Location of Incident: ELBURN, IL

NHTSA Summary:

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

NHTSA ODI Number: 10317980
Date of Incident: 20100308
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: SARASOTA, FL

NHTSA Summary:

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

NHTSA ODI Number: 10324552
Date of Incident: 20100308
Vehicle: 2010 TOYOTA RAV4
Location of Incident: EUGENE, OR

NHTSA Summary:

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

NHTSA ODI Number: 10317657
Date of Incident: 20100308
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: BUCKEYE, AZ

NHTSA Summary:

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

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

NHTSA ODI Number: 10319689
Date of Incident: 20100308
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: WHITING, NJ

NHTSA Summary:

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

NHTSA ODI Number: 10319282
Date of Incident: 20100309
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: INGLESIDE, TX

NHTSA Summary:

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

NHTSA ODI Number: 10321073
Date of Incident: 20100309
Vehicle: 2006 TOYOTA AVALON
Location of Incident: YUMA, AZ

NHTSA Summary:

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

NHTSA ODI Number: 10318746
Date of Incident: 20100309

Vehicle: 2010 TOYOTA COROLLA

Location of Incident: HICKSVILLE, NY

NHTSA Summary:

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

NHTSA ODI Number: 10329694

Date of Incident: 20100309

Vehicle: 2010 TOYOTA CAMRY

Location of Incident: CHICOPEE, MA

NHTSA Summary:

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

NHTSA ODI Number: 10320934

Date of Incident: 20100310

Vehicle: 2007 TOYOTA CAMRY

Location of Incident: RICHMOND, VA

NHTSA Summary:

ATTN: DEFECTS INVESTIGATIONS OFFICE. 2007 TOYOTA CAMRY WITH 38721 MILES THAT IS OWNED BY AND USED AS AN UNDERCOVER POLICE VEHICLE ACCELERATED WITHOUT EXPLANATION ON MARCH 10, 2010. THE OPERATOR, WHO IS A SWORN OFFICER, ADVISES THAT HIS FOOT WAS NOT ON THE ACCELERATOR AND THE VEHICLE INCREASED IN SPEED AND ENGINE REVOLUTIONS WITHOUT EXPLANATION. THE EVENT OCCURRED OVER THE COURSE OF APPROXIMATELY 1/10TH OF A MILE REACHING SPEEDS JUST OVER 60 MPH. THE ACCELERATION EVENT CORRECTED ITSELF. THERE WAS NO INJURY OR CRASH ASSOCIATED WITH THE EVENT. THE VEHICLE IN QUESTION HAD COMPLETED A TOYOTA RECALL SERVICE PROGRAM # SSC90L TO ADDRESS ACCELERATION ISSUES WITH THIS MODEL VEHICLE ON MARCH 2, 2010. THE VEHICLE WAS RETURNED TO THE HENRICO POLICE ON MARCH 3, 2010. THE EXTREMELY SHORT PERIOD OF TIME BETWEEN THE RECALL SERVICE AND THIS SUDDEN UNANTICIPATED ACCELERATION EVENT GIVES REASON TO BELIEVE THAT THE RECALL SERVICE WAS NOT EFFECTIVE IN CORRECTING THE ACCELERATION ISSUES ASSOCIATED WITH TOYOTA BRAND VEHICLES. THE VEHICLE WAS PARKED SHORTLY AFTER THE EVENT AND IS CURRENTLY SECURED BY THE HENRICO POLICE. THE VEHICLE HAS NOT BEEN DRIVEN OR EXAMINED BY ANY PARTIES SINCE THE OCCURRENCE OF THIS ACCELERATION EVENT. IN LIGHT OF THE FACT THAT THIS VEHICLE HAD RECENTLY COMPLETED THE REQUIRED ACCELERATION RECALL SERVICE AND HAS BEEN SECURED SINCE THE DATE OF THE OCCURRENCE, THIS AGENCY

BELIEVES THAT THIS VEHICLE IS AN IDEAL CANDIDATE FOR EXAMINATION BY THE OFFICE OF DEFECTS INVESTIGATIONS TO DETERMINE THE ORIGIN OF THIS UNANTICIPATED ACCELERATION EVENT. THE VEHICLE IN QUESTION IS OUTFITTED WITH TOYOTA BRAND FLOOR MATS WHICH ARE TETHERED TO ANCHORS IN THE FLOORBOARD OF THE VEHICLE.

NHTSA ODI Number: 10318842
Date of Incident: 20100310
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: ENON, OH

NHTSA Summary:

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

NHTSA ODI Number: 10321625
Date of Incident: 20100311
Vehicle: 2007 TOYOTA CAMRY HV
Location of Incident: MIAMI, FL

NHTSA Summary:

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

NHTSA ODI Number: 10321267
Date of Incident: 20100311
Vehicle: 2010 TOYOTA RAV4
Location of Incident: LAKEWOOD, NJ

NHTSA Summary:

ON 1/28/10 AS I SLOWED FOR A TRAFFIC LIGHT THE RAV4 STARTED TO HIGHLY REV UP. (MY FOOT WAS ON THE BRAKE NOT ON THE ACCELERATOR) YET IT SOUNDED AS IF IT WAS GOING TO SPEED UP FOR NO REASON. IT DIDN'T ACTUALLY ACCELERATE. I WAS ABLE TO THROW THE GEAR INTO PARK AND IT STOPPED. THAT SAME DAY I BROUGHT IT TO THE DEALER AND THEY SAID THEY FIXED IT AS PER THE RECALL. ON 3/11/10 I WAS TALKING WITH SOMEONE WHO WAS OUTSIDE THE VEHICLE. I WAS AT A FULL STOP WITH MY FOOT ON THE BRAKE BUT STILL IN DRIVE. THE SAME HIGH REVING AGAIN HAPPENED. I AGAIN THREW THE GEAR INTO PARK AND THE REVING STOPPED. I BROUGHT THE VEHICLE BACK TO THE DEALER. THEY INSPECTED THE VEHICLE AND THEY HAD A TOYOTA FIELD TECH INSPECT THE VEHICLE. THEY FOUND NOTHING WRONG WITH THE PEDAL. I HAVE WITNESSES TO BOTH EVENTS. THERE IS SOME PROBLEM IF IT ISN'T THE PEDAL, IT IS SOMETHING ELSE. VEHICLES DON'T REV BY THEMSELVES. I REFUSE TO DRIVE THE VEHICLE AND I HAVE NOTIFIED TOYOTA. PLEASE ADVISE AND HELP ME I LIKE THE VEHICLE OTHERWISE.

NHTSA ODI Number: 10320533

Date of Incident: 20100312
Vehicle: 2010 TOYOTA HIGHLANDER
Location of Incident: ELLENBURG DEPOT, NY

NHTSA Summary:

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

NHTSA ODI Number: 10320735
Date of Incident: 20100312
Vehicle: 2005 TOYOTA AVALON
Location of Incident: MENLO PARK, CA

NHTSA Summary:

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

NHTSA ODI Number: 10320673
Date of Incident: 20100313
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: LAURINBURG, NC

NHTSA Summary:

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

NHTSA ODI Number: 10320689
Date of Incident: 20100313
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: LAURINBURG, NC

NHTSA Summary:

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

FAILURE OCCURRED AFTER THE RECALL REMEDY REPAIR. CURRENTLY, THE VEHICLE IS AT AN AUTHORIZED DEALER FOR SERVICE REPAIR. THE FAILURE MILEAGE WAS 9,672. JS

NHTSA ODI Number: 10320417
Date of Incident: 20100314
Vehicle: 2005 TOYOTA AVALON
Location of Incident: BENNINGTON, NE

NHTSA Summary:

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

NHTSA ODI Number: 10325137
Date of Incident: 20100315
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: SYLVANIA, OH

NHTSA Summary:

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

NHTSA ODI Number: 10320766
Date of Incident: 20100315
Vehicle: 2007 TOYOTA AVALON
Location of Incident: DENVER, IA

NHTSA Summary:

TL- THE CONTACT OWNS A 2007 TOYOTA AVALON XL SEDAN. THE VEHICLE WAS TAKEN TO THE DEALER FOR RECALL, REGARDING THE ACCELERATOR PEDAL DEFECT. THE DEALER FIXED THE ACCELERATION PEDAL. AFTER THE REPAIRS WERE MADE DUE TO THE RECALL, THE CONTACT STATED THE DRIVER OF THE VEHICLE WAS DRIVING APPROXIMATELY 2 MPH WHEN THE VEHICLE ACCELERATED. THE CONTACT GAINED CONTROL OF THE VEHICLE BY PUTTING THE VEHICLE IN NEUTRAL AND APPLYING THE BREAK. THE CONTACT STATED THAT THE MASTER CRUISE CONTROL WAS ON IN THE

VEHICLE WHEN THE VEHICLE ACCELERATED. THE CONTACT STATED THAT THE WEATHER WAS NOT A FACTOR. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC AND TESTING. THE DEALER STATED TO THE CONTACT THAT THERE IS A SECOND ACCELERATOR RECALL INVOLVING A CHIP. THE CONTACT STATED THAT THE VEHICLE IS STILL AT THE DEALER. THE APPROXIMATE FAILURE MILEAGE WAS 35,000. THE APPROXIMATE CURRENT MILEAGE WAS 35,000. RG

NHTSA ODI Number: 10320082
Date of Incident: 20100315
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: NORTH ANDOVER, MA

NTHSA Summary:

TL-THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED SHE HAD THE RECALL REPAIR DONE AND ON THE WAY HOME FROM THE DEALERSHIP DRIVING OVER 8MPH THE VEHICLE ACCELERATED THREE TIMES WITHOUT HER PRESSING THE ACCELERATED PEDAL. THE VEHICLE KEPT ON DECELERATING AND ACCELERATING WITHOUT HER ASSISTING THE PEDAL. THE VEHICLE WILL BE TAKEN BACK TO THE DEALER SHE ALSO STATED SHE NEVER HAD THIS PROBLEM BEFORE THE FIX. THE TOYOTA MANUFACTURE WAS CALL AND STATED THE EXPERIENCE IS UNIQUE AND HAS NOT HAPPEN TO ANY OTHER TOYOTA FIXES AND SHE IS ON HER OWN. THE FAILURE MILEAGE WAS 19,500....MW

NHTSA ODI Number: 10320774
Date of Incident: 20100317
Vehicle: 2009 TOYOTA MATRIX
Location of Incident: DEERFIELD, IL

NTHSA Summary:

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

NHTSA ODI Number: 10320660
Date of Incident: 20100317
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: CARY, NC

NTHSA Summary:

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

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

NHTSA ODI Number: 10322553
Date of Incident: 20100317
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: LITTLE NECK, NY

NHTSA Summary:

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

NHTSA ODI Number: 10320946
Date of Incident: 20100318
Vehicle: 2008 TOYOTA AVALON
Location of Incident: YORBA LINDA, CA

NHTSA Summary:

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

NHTSA ODI Number: 10320920
Date of Incident: 20100318
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: WESTERVILLE, OH

NHTSA Summary:

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

NHTSA ODI Number: 10321506

Date of Incident: 20100319
Vehicle: 2005 TOYOTA AVALON
Location of Incident: MIDDLETOWN, NJ

NHTSA Summary:

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

NHTSA ODI Number: 10321399
Date of Incident: 20100319
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: WILMINGTON, DE

NHTSA Summary:

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

NHTSA ODI Number: 10321512
Date of Incident: 20100321
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: GREENFIELD, WI

NHTSA Summary:

TL- THE CONTACT OWNS 2007 TOYOTA CAMRY SE. THE CONTACT WAS DRIVING 25MPH AND THEN DEPRESSED THE BRAKE TO STOP AT A RED LIGHT. INSTEAD OF THE VEHICLE BRAKING IT ACCELERATED. THE VEHICLE REVVED UP GOING AS FAST AS 60MPH. THE VEHICLE CRASHED INTO ANOTHER VEHICLE. BOTH DRIVERS OF THE VEHICLE AND THE OTHER VEHICLE SUSTAIN INJURIES. THE POLICE CAME TO THE SCENE AND A REPORT WAS TAKEN. THE VEHICLE WAS TOWED TO THE CONTACT HOME. THE CONTACT VEHICLE WAS REPAIRED UNDER RECALL FOR THE ACCELERATION FAILURE 5 DAYS BEFORE THE ACCIDENT OCCURED. THE APPROXIMATE CURRENT 25300 AND FAILURE MILEAGE WERE 25300. DF

NHTSA ODI Number: 10322824
Date of Incident: 20100322
Vehicle: 2007 TOYOTA TUNDRA
Location of Incident: TRACY, CA

NHTSA Summary:

TL- CONTACT OWNS A 2007 TOYOTA TUNDRA. CONTACT RECEIVED A RECALL NOTICE TO PUT SHIMS IN ACCELERATOR. ON MARCH 22, 2010 VEHICLE WAS TAKEN TO HAVE REPAIRS DONE. DRIVER HAD NO PROBLEMS WITH ACCELERATOR UNTIL THE RECALL REMEDY. SINCE SHIMS INSTALLED THE VEHICLE ACCELERATOR REVS UP AND SLOWS DOWN EVEN WITH STEADY PRESSURE ON THE ACCELERATOR PEDAL. CONTACT

CONTACTED DEALER AND TOYOTA USA AND STATED THAT HE WANTED A NEW PEDAL AND DEALER AND TOYOTA USA ADVISED THAT THEY "DO NOT GIVE OUT NEW PEDALS. FAILURE MILEAGE WAS 13,600. CURRENT MILEAGE IS 13,630. RD

NHTSA ODI Number: 10329370
Date of Incident: 20100323
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: LEXINGTON, KY

NHTSA Summary:

AFTER TOYOTA RECALLED AND WORKED ON MY GAS PEDAL, IT GOT STUCK ONCE, WHICH LITERALLY CAUSED ME TO BUMP SLIGHTLY INTO A CAR IN FRONT OF ME) THEN ESCALATED ON ITS OWN SPORADICALLY. ONE DEALER AGENT TOLD ME WOULD SUBMIT PAPERWORK AND IT WOULD TAKE AN HOUR TO CHECK, AND THE GAS PEDAL WOULD BE REPLACED. WHEN I TRIED TO BRING THE CAR TO BE CHECKED AND WORKED ON, HE SAID NOT COME TILL HE CALLED WHEN HE WAS READY. FOR 1-2 WEEKS HE NEVER CALLED. WHEN I WENT TO ASK, THEY SAID THE CAR WAS NOT TO BE WORKED ON FOR A WHILE. I CALLED CUSTOMER SERVICE TO CHANGE TO ANOTHER DEALERSHIP. THIS DEALERSHIP ASKED ME TO WAIT FOR 2 WEEKS, AND SAID WOULD NEED TO KEEP MY CAR FOR TWO WEEKS TO CHECK. I CALLED TWICE BUT NO ONE CALLED BACK. I FINALLY WENT TO A DEALERSHIP WHERE I HAPPENED TO BE NEAR WHERE I WORKED ONE DAY. THEY CHECKED TO MAKE SURE MY CAR WAS OKAY AT LEAST THEN. I ASKED THEM HELP ME PUT MY CARPET IN PLACE AS AFTER DETAILING THE FIRST DEALERSHIP DID NOT PUT THEM BACK IN ORDER AS THEY WERE WET. THIS DEALERSHIP PUT HOOK ON MY CARPET TO MAKE SURE THEY WERE IN PLACE AS I DID NOT HAVE THE HOOK AS THEY WERE SUPPOSED TO BE, AND ADVISED ME TO CALL CUSTOMER SERVICE, NOT KNOWING I HAVE ALREADY CALLED AND THEY WERE REFERRING ME TO DEALERSHIP THAT TOOK FOREVER. I WAS BY ANOTHER DEALERSHIP WHERE I WORKED THE NEXT DAY. THEY CHECKED, AND ORDERED THE GAS PEDAL IMMEDIATELY. IN JUST 2-3 DAYS THEY TOLD ME THEY HAD THE PART AND HAD ME OVER AND GOT MY CAR FIXED. THE CARPET IN THE DRIVER SEAT IS FIXED, BUT NOT THE OTHERS YET. THE GAS PEDAL OF MY CAR WAS A RISK TO THE SAFETY OF ME AND MY CAR AND OTHER PEOPLE AND CARS AROUND ME. THE DELAY OF THE FIRST TWO DEALERSHIPS AND CUSTOMER SERVICE SEEM TO NOT CARE FOR THE URGENT NEED FOR THE PEDAL TO BE REPLACED IMMEDIATELY TO ENSURE ABSOLUTE SAFETY. THE LATTER TWO DEALERSHIP WERE HELPFUL TO SPOT THE PROBLEM OF MY CARPET AND TOOK PREVENTIVE MEASURE IMMEDIATELY, AND THEN GOT THE GAS PEDAL REPLACED IMMEDIATELY. SHOULD TAKE CARE OF PROBLEM BETTER.

NHTSA ODI Number: 10322297
Date of Incident: 20100324
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: AVENTURA, FL

NHTSA Summary:

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

NHTSA ODI Number: 10370169

Date of Incident: 20100325
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: COHOES, NY

NHTSA Summary:

EMAIL FROM THE OFFICE OF CONGRESSMAN ON BEHALF OF CONSTITUENT RE ACCELERATION PROBLEMS IN TOYOTA CAMRY MODELS. *KB THE CONSUMER STATED THE RECALL WAS PERFORMED ON FEB 5, 2010 REGARDING THE SUDDEN ACCELERATION PROBLEM. HOWEVER, ON MARCH 25, 2010 AS THE CONSUMER REMOVED THE GEAR FROM PARK TO DRIVE, WITH HIS FOOT ON THE BRAKE, THE VEHICLE BEGAN TO ACCELERATE AND ROAR, THE RPM'S HAD REDLINED AND THE VEHICLE BEGAN TO MOVE FORWARD AND THE BRAKES WOULD NOT STOP THE VEHICLE FROM MOVING FORWARD. THE CONSUMER PUT THE GEAR IN NEUTRAL AND THE VEHICLE WAS STILL ACCELERATING. THE CONSUMER THEN IMMEDIATELY SHIFTED THE GEAR INTO PARK AND THE VEHICLE CAME TO A SCREECHING HALT. THE CONSUMER TOOK THE VEHICLE TO THE DEALER FOR AN INSPECTION. HOWEVER, THE INSPECTION REVEALED NOTHING WRONG WITH THE VEHICLE. ALSO, THE TIRES HAD TO BE REPLACED DUE TO EXCESS WEAR, DESPITE THE TIRE ROTATIONS THAT WERE PERFORMED EVERY 5,000. *JB

NHTSA ODI Number: 10323041
Date of Incident: 20100325
Vehicle: 2010 TOYOTA RAV4
Location of Incident: MALIBU, CA

NHTSA Summary:

UNINTENDED ACCELERATION OF TOYOTA RAV4 WITH "FIXED" ACCELERATOR PEDAL WITHIN 50 MILES OF DRIVING: ON COMING TO TRAFFIC STOP ENGINE REVVED UP TO AN AUDIBLE HIGH SPEED. TO PREVENT A COLLISION I APPLIED INTENSIVE PRESSURE TO BRAKE PEDAL WHILE SETTING HAND BRAKE. CAR STILL SEEMED TO BE IN FORWARD ROLL MODE, SO I PUSHED GEAR SHIFT FROM DRIVE THRU NEUTRAL, REVERSE AND INTO PARK. ENGINE SPEED RETURNED TO NORMAL IDLE WITHOUT FURTHER INCIDENT. I THEN DROVE 40 SOME MILES TO RETURN HOME. ON 3/27 I TOOK CAR TO THE DEALER TO REPORT THAT THE ACCELERATOR PEDAL MODIFICATION WAS A FAILURE. I TOOK DELIVERY OF THIS NEW CAR ON 7/31/09. WITHIN ABOUT 300 DRIVING MILES OF ACCUMULATED MILEAGE, THE 1ST UNINTENDED ACCELERATION OCCURRED REQUIRED ADDED PRESSURE TO BRAKE PEDAL & USE OF HAND(EMERGENCY) BRAKE TO STOP CAR & END ABNORMAL ENGINE SPEED. GEAR SHIFT REMAINED IN DRIVE. I HAD 3 TO 4 SUCH INCIDENTS WITHIN APPROX. 2400 MILES COMPRISING 40-50 TRIPS, NONE LONGER THAN 100 MILES. MOST OF MY DRIVING IS HIGHWAY TYPE, WHICH DOES REQUIRE INTERMITTENT BUT INFREQUENT TRAFFIC STOPS. ABOUT 200 MILES OCCURRED IN CITY-TYPE CONDITIONS (FREQUENT TRAFFIC STOPS) WHICH WERE SPREAD OVER ABOUT 12 OF THE AFORESAID TRIPS. ALL THE UA SITUATIONS OCCURRED UNDER THE CITY-TYPE CONDITIONS. I MADE SEVERAL TRIPS TO THE DEALER TO REPORT THE INCIDENTS AND TO OBTAIN HELP. AFTER THE 1ST ONE THE SERVICE DEPARTMENT CHECKED THE CAR & FOUND NOTHING WITH THE CAR'S SAFE OPERABILITY. I TOOK THE CAR BACK FOR SERVICE AFTER THE INCIDENT WHICH WAS POST SAFETY RECALL PEDAL MODIFICATION. THE RESPONSE WAS THAT THIS WAS THE FIRST THAT THEY HAD HEARD OF A "FIX" FAILURE. TOYOTA APPEARS TO CLING TO THE STICKY FLOOR MAT OR SIMULTANEOUS PRESSURE TO ACCELERATOR AND BRAKE PEDALS.

NHTSA ODI Number: 10323968
Date of Incident: 20100329
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: MARIETTA, GA
NHTSA Summary:

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

NHTSA ODI Number: 10323247
Date of Incident: 20100331
Vehicle: 2010 TOYOTA RAV4
Location of Incident: ROCHESTER, MN

NHTSA Summary:

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

NHTSA ODI Number: 10323276
Date of Incident: 20100401
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: LAKE WALES, FL

NHTSA Summary:

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

NHTSA ODI Number: 10326251
Date of Incident: 20100402
Vehicle: 2009 TOYOTA MATRIX
Location of Incident: WOODSTOCK, GA

NHTSA Summary:

I WAS ATTEMPTING A LEFT TURN AND HAD BEGUN TO ACCELERATE BUT THEN DECIDED TO NOT TURN, I TOOK MY FOOT OFF THE GAS PEDAL AND IT CONTINUED TO ACCELERATE, I'M NOT SURE IF I WAS ABLE TO APPLY THE BRAKE AND GET ANY RESULTS

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

NHTSA ODI Number: 10387528
Date of Incident: 20100404
Vehicle: 2007 TOYOTA TUNDRA
Location of Incident: FREDERICKSBURG, TX

NHTSA Summary:

2007 TOYOTA TUNDRA. CONSUMER STATES SUDDEN UNINTENDED ACCELERATION *TGW THE CONSUMER STATED HE RECEIVED A RECALL NOTICE FOR THE ACCELERATOR PEDAL REINFORCEMENT BAR INSTALLATION. ONE MONTH AFTER THE RECALL REPAIRS WERE PERFORMED, WHILE DRIVING ON THE INTERSTATE, THE VEHICLE SUDDENLY REDLINED AND WENT SIDEWAYS IN THE MIDDLE OF A FOUR-LANE HIGHWAY. THE CONSUMER STATED HE TRAVELING AT 65 MPH, WHEN SUDDENLY THE VEHICLE ACCELERATED TO 95 MPH. THE CONSUMER MANAGED TO CORRECT THE DIRECTION OF THE TRUCK AND THE ACCELERATION SUDDENLY STOPPED AND HE REGAINED CONTROL OF THE VEHICLE. DURING THAT TIME, THE CRUISE CONTROL WAS NOT ACTIVATED. THE DEALER INSPECTED THE COMPUTER AND REPLACED THE ACCELERATOR PEDAL. *JB

NHTSA ODI Number: 10326416
Date of Incident: 20100407
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: GREENSBORO, NC

NHTSA Summary:

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

NHTSA ODI Number: 10324372
Date of Incident: 20100407
Vehicle: 2010 TOYOTA TUNDRA
Location of Incident: PLACENTIA, CA

NHTSA Summary:

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

NHTSA ODI Number: 10328848
Date of Incident: 20100413
Vehicle: 2008 TOYOTA CAMRY
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

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

NHTSA ODI Number: 10326045
Date of Incident: 20100415
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: HACIENDA HEIGHTS, CA

NHTSA Summary:

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

NHTSA ODI Number: 10327805

Date of Incident: 20100421
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: ROCKVILLE CENTER, NY

NHTSA Summary:

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

NHTSA ODI Number: 10326865
Date of Incident: 20100421
Vehicle: 2007 LEXUS ES350
Location of Incident: MILL VALLEY, CA

NHTSA Summary:

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

NHTSA ODI Number: 10327500
Date of Incident: 20100425
Vehicle: 2007 TOYOTA AVALON
Location of Incident: EAST PROVIDENCE, RI

NHTSA Summary:

TL*THE CONTACT OWNS A 2007 TOYOTA AVALON. THE CONTACT WAS DRIVING APPROXIMATELY 45 MPH WHEN THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT ENGAGED THE BRAKE PEDAL AND THE VEHICLE CAME TO A COMPLETE STOP. HE TURNED OFF THE ENGINE AND RESTARTED THE VEHICLE; AFTER TWO SEPARATE ATTEMPTS, THE RPMS INCREASED EXCESSIVELY. HE RESTARTED THE VEHICLE AND IT BEHAVED NORMALLY AFTER FIVE TO TEN MINUTES. PRIOR TO THE FAILURE, THE CONTACT HAD THE VEHICLE REPAIRED ACCORDING TO RECALLS 09V388000, VEHICLE SPEED CONTROL, ACCELERATOR PEDAL AND 10V017000. THE REPAIR DID NOT CORRECT THE FAILURE. THE CONTACT WILL TAKE THE VEHICLE TO THE DEALER SINCE THE COMPLAINT WAS FILED. THE FAILURE MILEAGE WAS APPROXIMATELY 26,000.

NHTSA ODI Number: 10328231
Date of Incident: 20100425
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: JAMESVILLE, WI

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED THAT HE TOOK HIS VEHICLE TO AN AUTHORIZED DEALER IN MARCH 2010 FOR THE REPAIRS ASSOCIATED WITH RECALLS 09V388000 & 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). HE HAD NOT EXPERIENCED ANY FAILURES BEFORE THE REPAIRS WERE MADE. ON MARCH 25, 2010, THE VEHICLE SUDDENLY ACCELERATED WHILE HIS FOOT WAS ON THE

BRAKE PEDAL. THE CONTACT CONTINUED APPLYING PRESSURE TO THE BRAKES AND WAS ABLE TO SHIFT INTO NEUTRAL GEAR WHICH STOPPED THE VEHICLE FROM ACCELERATING. THE VEHICLE WAS TAKEN TO THE DEALER AND A TECHNICIAN FROM CHICAGO INSPECTED IT; HOWEVER, THE TECHNICIAN COULD NOT FIND THE CAUSE OF THE FAILURE. THE CONTACT REQUESTED A REPLACEMENT VEHICLE DUE TO SAFETY RISK WITH THE CURRENT VEHICLE. THE FAILURE MILEAGE WAS APPROXIMATELY 16,000. THE CURRENT MILEAGE WAS 16,040.

NHTSA ODI Number: 10341801
Date of Incident: 20100426
Vehicle: 2008 LEXUS ES350
Location of Incident: BOGART, GA

NHTSA Summary:

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

NHTSA ODI Number: 10327793
Date of Incident: 20100427
Vehicle: 2007 LEXUS ES350
Location of Incident: BELOIT, WI

NHTSA Summary:

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

NHTSA ODI Number: 10329103
Date of Incident: 20100503
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: MAUMEE, OH

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED HE THE ACCELERATOR PEDAL WAS REPLACED UNDER NHTSA CAMPAIGN ID NUMBER: 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). ON A LATER DATE, WHILE DRIVING WITH THE CRUISE CONTROL SET AT 65 MPH, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS ABLE TO STOP THE ACCELERATION WITHOUT INCIDENT. THE DEALER ADVISED BRINGING THE VEHICLE BACK IN FOR FURTHER INSPECTION. THERE WERE NO ADDITIONAL REPAIRS MADE TO THE VEHICLE AS OF YET. THE CURRENT AND FAILURE MILEAGES WERE 15,000.

NHTSA ODI Number: 10331339
Date of Incident: 20100506
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: CLEVELAND, TN

NHTSA Summary:

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

NHTSA ODI Number: 10329268
Date of Incident: 20100506
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: HOUSTON, TX

NHTSA Summary:

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

NHTSA ODI Number: 10329556
Date of Incident: 20100506
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: LARGO, FL

NHTSA Summary:

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

NHTSA ODI Number: 10330112
Date of Incident: 20100508
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: LA PLATA, MD

NHTSA Summary:

ON LISTED DATE AT APPROXIMATELY 0940, MY MOTHER IN LAW WAS OPERATING MY 2007 TOYOTA CAMRY IN LA PLATA, MD. AS SHE PULLED LEFT INTO A PARKING SPACE SHE REMOVED HER FOOT FROM THE ACCELERATOR AND PLACED IN ON THE BRAKE AND WENT TO PLACE THE VEHICLE INTO PARK. AT THAT TIME, THE VEHICLE LURCHED AGGRESSIVELY FORWARD, JUMPING SEVERAL FEET INTO THE GRASS AT THAT LOCATION. SHE WAS ABLE TO STOP THE VEHICLE SINCE HER FOOT WAS ON THE BRAKE, PLACE IN INTO REVERSE AND PARK IT WITHOUT FURTHER INCIDENT. SHE REPORTED IT TO ME IMMEDIATELY. SHE HAD MY TWO YOUNG CHILDREN IN THE VEHICLE AND KNEW THAT I HAD AN UNWANTED ACCELERATION INCIDENT IN JAN. 2008. THAT INCIDENT (ACCELERATOR WAS STUCK TO FLOOR- REPORTED TO NHTSA (REF ODI #10214714), WAS INVESTIGATED BY SCOTT YON OF NHTSA WHO ALSO PERSONALLY INSPECTED THE VEHICLE. THE RECALL REPAIR WAS COMPLETED ON THE VEHICLE IN APRIL 2010. THIS INCIDENT OCCURRED AFTER REPAIRS WERE PERFORMED.

NHTSA ODI Number: 10331035
Date of Incident: 20100510
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: POTOMAC, MD

NHTSA Summary:

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

NHTSA ODI Number: 10330064
Date of Incident: 20100511
Vehicle: 2007 TOYOTA TUNDRA
Location of Incident: NILES, OH

NHTSA Summary:

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

NHTSA ODI Number: 10334936
Date of Incident: 20100514
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: MONTICELLO, NY

NHTSA Summary:

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

NHTSA ODI Number: 10342998
Date of Incident: 20100518
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: WACO, TX

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATED WHILE TRYING TO PARK, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS ABLE TO REGAIN CONTROL OF THE VEHICLE BY DEPRESSING THE BRAKE. THE CONTACT STATED THE DEALER REPAIRED THE VEHICLE UNDER NHTSA RECALL CAMPAIGN ID NUMBER: 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) YET THE FAILURE RECURRED SEVERAL TIMES. THE VEHICLE WAS NOT FURTHER REPAIRED. THE FAILURE MILEAGE WAS APPROXIMATELY 500 AND THE CURRENT MILEAGE WAS APPROXIMATELY 1,900.

NHTSA ODI Number: 10330952
Date of Incident: 20100518
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: ST. PETER, IL

NHTSA Summary:

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

NHTSA ODI Number: 10331819
Date of Incident: 20100522
Vehicle: 2009 TOYOTA MATRIX
Location of Incident: DOVER, DE

NHTSA Summary:

MY HUSBAND AND I WERE ON INTERSTATE 495 OF THE WASHINGTON BELTWAY SITTING IN A 3 MILE BACKUP WHERE 5 LANES WERE MERGING INTO ONE. MY FOOT WAS FIRMLY ON THE BRAKE LEAVING PLENTY OF ROOM FROM THE CAR IN FRONT OF ME. ALL OF A SUDDEN I REALIZED THAT THE CAR WAS INCHING FORWARD AND THE BRAKE WOULD NOT STOP THE ACCELERATION. MY HUSBAND REALIZED WHAT WAS HAPPENING AND LOOKED DOWN AND KNEW THAT MY FOOT WAS FIRMLY ON THE BRAKE. ALL OF A SUDDEN, IT JUST STOPPED AS FAST AS IT STARTED. WE CAME WITHIN INCHES OF HITTING THE CAR IN FRONT OF US. AS I SAT IN THAT MESS OF A TRAFFIC JAM AND SAW THE AMOUNT OF CELL PHONES BEING USED, IT HIT ME. DID ALL THESE PHONES START THAT CAR TO MOVE? THIS MATRIX 2009 ONLY HAS 22,700 MILES ON IT BUT I WILL BE TAKING IT TO THE TOYOTA DEALERSHIP AND TOYOTA WILL BE RECEIVING A LETTER FROM ME WITH THE DETAILS. THE RECALL WORK ON THE ACCELERATOR WAS DONE 2 MONTHS AGO. I HAVE ALSO MADE A COMPLAINT TO THE DEALERSHIP THAT THE CAR SEEMS TO DO SOMETHING BETWEEN 20 AND 40 MILES PER HOUR WHEN YOU ARE DECELERATING. I CAN'T TELL EXACTLY WHAT IT IS DOING BECAUSE IT SEEMS TO JERK. THE DEALERSHIP PUT IT ON THE COMPUTER AND SAID NOTHING WAS WRONG. IT MAY BE UNRELATED TO THE OTHER PROBLEM BUT IT IS ONE MORE THING THAT I HAVE NOTICED ABOUT THIS CAR. AS A NOTE, MY HUSBAND AND I HAVE HAD TOYOTAS FOREVER AND CURRENTLY

HAVE A 2004 COROLLA AND TRADED IN THE 2006 CORALLA FOR THIS MATRIX. WE HAVE NEVER HAD ANY TROUBLE WHATSOEVER WITH OUR TOYOTAS UNTIL NOW.

NHTSA ODI Number: 10332230
Date of Incident: 20100523
Vehicle: 2008 TOYOTA TUNDRA
Location of Incident: MABSCOTT, WV

NHTSA Summary:

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

NHTSA ODI Number: 10331968
Date of Incident: 20100524
Vehicle: 2009 TOYOTA RAV4
Location of Incident: SEATTLE, WA

NHTSA Summary:

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

NHTSA ODI Number: 10332697
Date of Incident: 20100525
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: ALBANY, OR

NHTSA Summary:

TL-THE CONTACT OWNED A 2007 TOYOTA CAMRY. WHILE PULLING INTO A PARK SPACE DRIVING 5 MPH THE VEHICLE JERKED AND ACCELERATED OVER A CEMENT BLOCK AND OVER THE CURVE. SHE STATED SHE CRASHED INTO A CEMENT WALL. SHE GOT OUT OF THE VEHICLE TO CHECK IT THEN GOT BACK INTO THE VEHICLE A DROVE 2 MILES TO HER

FIENDS HOME. SHE STATED NO POLICE REPORT WAS FILED BUT SHE FILED A ACCIDENT REPORT WITH THE DEPARTMENT OF MOTOR VEHICLES. THE CONTACT STATED SHE HAD MINOR INJURIES. THE VEHICLE WAS CHECKED BY A INSURANCE ADJUSTER AND SHE WAS TOLD THE VEHICLE WAS DESTROYED. SHE REFERENCE RECALL NHTSA CAMPAIGN ID NUMBER: 09V388000 VEHICLE SPEED CONTROL:ACCELERATOR PEDAL, NHTSA CAMPAIGN ID NUMBER: 07E082000 COMPONENT: EQUIPMENT. SHE STATED THAT SHE HAD THE RECALL WORK PERFORMED BEFORE THE FAILURE. THE FAILURE AND CURRENT MILEAGE WAS 38300. VWB

NHTSA ODI Number: 10340128
Date of Incident: 20100602
Vehicle: 2006 TOYOTA AVALON
Location of Incident: MARGATE, FL

NTHSA Summary:

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

NHTSA ODI Number: 10342709
Date of Incident: 20100605
Vehicle: 2008 TOYOTA AVALON
Location of Incident: COLORADO SPRING, CO

NTHSA Summary:

TL*THE CONTACT OWNS A 2008 TOYOTA AVALON. WHILE DRIVING APPROXIMATELY 15 TO 20 MPH, THE CONTACT DEPRESSED THE BRAKES WHILE DRIVING OVER A SPEED BUMP AND THE VEHICLE ACCELERATED OVER A CURB AND ONTO SOMEONES PROPERTY. THE VEHICLE CRASHED INTO A FENCE AND SOME SMALL TREES. THE CONTACT PLACED THE VEHICLE IN PARK AND SHUT THE ENGINE OFF. THE CONTACT WAS NOT INJURED. A POLICE REPORT WAS FILED. THE CONTACT WAS ABLE TO DRIVE THE VEHICLE TO HER RESIDENCE ALTHOUGH THE FRONT PASSENGER TIRE WAS FLAT. THE VEHICLE WAS REPAIRED FOUR MONTHS PRIOR TO THE FAILURE UNDER NHTSA CAMPAIGN ID NUMBER: 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR). THE VEHICLE WAS NOT FURTHER REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 44,767.

NHTSA ODI Number: 10335201
Date of Incident: 20100607
Vehicle: 2009 TOYOTA MATRIX
Location of Incident: YOUNGSTOWN, OH

NTHSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA MATRIX. THE CONTACT STATED WHILE BRAKING AND SLOWING THE VEHICLE TO 5 MPH FOR A TRAFFIC STOP, THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED INTO THE REAR OF A TRUCK. THE AIR BAGS DID NOT DEPLOY UPON IMPACT AND THE CONTACT SUSTAINED MINOR UNKNOWN INJURIES. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO A LOCAL REPAIR FACILITY. THE CONTACT STATED THE VEHICLE WAS PREVIOUSLY REPAIRED UNDER NHTSA RECALL CAMPAIGN ID NUMBER: (10V023000) FOR POSSIBLE UNINTENDED ACCELERATION FAILURES IN FEBRUARY 2010. THE CONTACT HAD COMPLAINED ABOUT INCIDENTS OF SUDDEN ABNORMAL ACCELERATION FOLLOWING REPAIRS AND THE VEHICLE WAS TAKEN BACK TO THE DEALER. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE MANUFACTURER STATED THERE WERE NO FAILURE IF THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE AND WOULD NOT PROVIDE ANY ASSISTANCE. THE FAILURE AND CURRENT MILEAGES WERE 27,000. 2009 TOYOTA MATRIX. THE

CONSUMER WAS INVOLVED IN AN ACCIDENT DUE TO VEHICLE SPEED CONTROL. THE CONSUMER STATED HE COMPLAINED IN THE SUMMER OF 2009, THE VEHICLE WAS NOT STOPPING PROPERLY, AND HE FELT AS THOUGH THE VEHICLE WAS ACCELERATING DURING CERTAIN MANEUVERS. BUT, THE DEALER CLAIMED THEY HAD HEARD OF NO SUCH PROBLEM. THE CONSUMER THEN LEARNED OF A RECALL IN FEBURARY 2010 AND WENT TO THE DEALER FOR THE REPAIR. HOWEVER, THE CONSUMER STATED AFTER THE RECALL WAS DONE, HE STILL EXPERIENCED PROBLEMS WITH THE VEHICLE ACCELERATING. UPDATED EVOQ 07/08/10 *JB

NHTSA ODI Number: 10336449
Date of Incident: 20100613
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: WINONNA, MN

NTHSA Summary:

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

NHTSA ODI Number: 10339062
Date of Incident: 20100616
Vehicle: 2010 TOYOTA AVALON
Location of Incident: LEESBURG, FL

NTHSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA AVALON. THE CONTACT STATED HE WAS DRIVING WITH THE CRUISE CONTROL SET TO APPROXIMATE SPEEDS OF 74 MPH. HE ENGAGED THE BRAKES AND THE WHEN ATTEMPTING TO RESET THE CRUISE CONTROL, THE VEHICLE ABNORMALLY ACCELERATED TO SPEEDS OF 95 MPH. HE WAS ABLE TO DEACTIVATE THE CRUISE CONTROL AND APPLIED THE BRAKES TO STOP THE ACCELERATION. THE MANUFACTURER ADVISED THE CONTACT TO HAVE THE DEALER INSPECT THE VEHICLE FOR THE FAILURE. THE CONTACT STATED BEFORE THE FAILURE, THE VEHICLE WAS REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER: 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE FAILURE MILEAGE WAS APPROXIMATELY 1,800 AND THE CURRENT MILEAGE WAS APPROXIMATELY 6,000.

NHTSA ODI Number: 10344918
Date of Incident: 20100616
Vehicle: 2007 TOYOTA AVALON
Location of Incident: BELTON, TX

NTHSA Summary:

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

NOT EXAMINED TO DETERMINE THE CAUSE OF FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 38,000. THE VIN WAS UNAVAILABLE.

NHTSA ODI Number: 10367142
Date of Incident: 20100617
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: RINCON, GA

NHTSA Summary:

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

NHTSA ODI Number: 10339524
Date of Incident: 20100621
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: SALINAS, PR

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE VEHICLE WAS TAKEN TO THE DEALER FOR REPAIRS UNDER NHTSA RECALL CAMPAIGN ID NUMBER: 10V023000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) IN MARCH 2010. ON JUNE 21ST WHILE DRIVING AT 45 MPH, THE VEHICLE BEGAN TO VIBRATE ABNORMALLY AND ACCELERATED UP TO 55 MPH. THE CONTACT SHIFTED INTO NEUTRAL AND APPLIED THE EMERGENCY BRAKE UNTIL THE VEHICLE CAME TO A COMPLETE STOP. THE VEHICLE CONTINUED TO EXCESSIVELY VIBRATE WHILE STOPPED. THE DEALER PERFORMED A DIAGNOSTIC AND FOUND THERE WAS A COMPUTER MALFUNCTION. THE VEHICLE WAS LEFT WITH THE DEALER WHERE THE CONTACT WAS AWAITING FURTHER DIAGNOSTIC TESTING OF THE VEHICLE. THE VEHICLE WAS NOT YET REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 24,800.

NHTSA ODI Number: 10342196
Date of Incident: 20100624
Vehicle: 2008 LEXUS ES350
Location of Incident: OCEANSIDE, CA

NHTSA Summary:

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

NHTSA ODI Number: 10341268

Date of Incident: 20100627
Vehicle: 2010 TOYOTA RAV4
Location of Incident: NORTH SALT LAKE CITY, UT

NHTSA Summary:

ON SUNDAY, JUNE 27 2010, WE WERE TRAVELING DOWN A CROWDED CANYON IN OUR 2010 TOYOTA RAV4. (WE PREVIOUSLY BROUGHT THE VEHICLE IN TO OUR LOCAL DEALERSHIP PURSUANT TO THE SAFETY RECALL.) MY HUSBAND WAS DRIVING WHILE I WAS SEATED BESIDE OUR TODDLER IN THE BACK SEAT. ALL OF A SUDDEN IT SOUNDED LIKE SOMEBODY FLOORED THE ACCELERATOR. MY HUSBAND BECAME ALARMED AS HE NOTICED THE RPMS IMMEDIATELY RAMPED UP. WE LURCHED FORWARD. MY HUSBAND'S FOOT WAS NOT EVEN ON THE ACCELERATOR. FORTUNATELY, SINCE MY HUSBAND WAS ABOUT TO BRAKE, WE WERE ABLE TO NARROWLY AVOID A COLLISION WITH THE VEHICLE AHEAD OF US. WE CONTACTED OUR LOCAL DEALERSHIP TO INSPECT THE NEW TOYOTA. THEY COULDN'T IDENTIFY THE CAUSE OF THE INCIDENT, BUT THEY DID INDICATE THAT IT MAY HAVE BEEN A FLOOR MAT PROBLEM. WE EXPLAINED THAT THE ACCELERATOR DID NOT SEEM STUCK AND THAT WE WERE TRAVELING AT AN EXTREMELY SLOW RATE OF SPEED AND THEN UNINTENTIONALLY ACCELERATED. WE CONTINUED TO BE CONCERNED AND SO WE CONTACTED TOYOTA. THEY EXPLAINED THAT THE DEVICE INSTALLED PURSUANT TO THE SAFETY RECALL WAS INTENDED TO ASSIST THE ACCELERATOR IN RETURNING TO AN IDLE POSITION. HOWEVER, AS WE EXPLAINED, THE ACCELERATOR WAS IN AN IDLE POSITION WHEN THIS INCIDENT OCCURRED. WE CONTINUE TO BE SCARED TO DEATH TO DRIVE OUR NEW TOYOTA RAV4. THIS MATTER HAS RECENTLY BEEN REFERRED TO ARBITRATION.

NHTSA ODI Number: 10341015
Date of Incident: 20100701
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: INGLESIDE, IL

NHTSA Summary:

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

NHTSA ODI Number: 10341231
Date of Incident: 20100702
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: CHICAGO, IL

NHTSA Summary:

TL*THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE VEHICLE WAS PREVIOUSLY SERVICED FOR THE RECALL ASSOCIATED WITH NHTSA ID NUMBER 10V017000. WHILE APPLYING THE BRAKES AT A VERY LOW SPEED THE VEHICLE SURGED FORWARD RESULTING IN A CRASH. THE VEHICLE WAS NOT EXAMINED BY THE DEALER TO DETERMINE WHAT CAUSED THE FAILURE TO OCCUR. THE FAILURE AND CURRENT MILEAGES WERE 10,000.

NHTSA ODI Number: 10347750
Date of Incident: 20100707

Vehicle: 2004 TOYOTA PRIUS

Location of Incident: MESA, AZ

NHTSA Summary:

2004 TOYOTA PRIUS WITH UNINTENDED ACCELERATION. *KB THE CONSUMER STATED HE EXPERIENCED SUDDEN ACCELERATION AFTER THE RECALL WAS PERFORMED. THE CONSUMER ALSO STATED SOMEONE ELSE DROVE HER VEHICLE AND HE EXPERIENCED SLUGGISH ACCELERATION OF THE VEHICLE. A MESSAGE FLASHED QUICKLY, BUT HE WAS UNABLE TO READ IT. *JB

NHTSA ODI Number: 10341972

Date of Incident: 20100707

Vehicle: 2007 TOYOTA CAMRY

Location of Incident: MIAMI, FL

NHTSA Summary:

TL*THE CONTACT OWNS A 2007 TOYOTA CAMRY LE. SHE REFERENCED NHTSA RECALL CAMPAIGN ID NUMBER: 09V388000, VEHICLE SPEED CONTROL:ACCELERATOR PEDAL. SHE STATED THAT THE RECALL WORK WAS PERFORMED EARLIER THIS YEARS; HOWEVER, THE VEHICLE HAD ACCELERATED TWICE SINCE THE RECALL WORK WAS DONE. SHE CALLED THE DEALER AFTER SHE EXPERIENCED THE FIRST FAILURE AND THEY ADVISED HER THAT THE RECALL WORK HAD ALREADY BEEN PERFORMED. WHILE DRIVING APPROXIMATELY 45 MPH , THE VEHICLE ACCELERATED. SHE ENGAGED THE BRAKES AND THE VEHICLE SLOWED DOWN. THE VEHICLE WAS NOT REPAIRED. THE CONTACT WAS NOT THE ORIGINAL OWNER. THE APPROXIMATE FAILURE MILEAGE WAS 30,000 AND THE CURRENT MILEAGE WAS 54,225.

NHTSA ODI Number: 10342385

Date of Incident: 20100708

Vehicle: 2010 TOYOTA HIGHLANDER

Location of Incident: WAYNE, NJ

NHTSA Summary:

ON JULY 8 2010, MY 2010 TOYOTA HIGHLANDER HAD SUDDEN ACCELERATION PROBLEM WHEN I STOPPED AND BRAKED FOR THE TRAFFICE LIGHT. THIS HIGHLANDER HAS ONLY ABOUT 6,600 MILES ON IT AND IT NEVER HAD THE SUDDEN ACCELERATION PROBLEM BEFORE. THE DEALER HAD INSTALLED THE RECALL FIXES. UPDATED 07/19/10*BF
UPDATED IVOQ 07/21/10.*JB

NHTSA ODI Number: 10342580

Date of Incident: 20100710

Vehicle: 2008 TOYOTA CAMRY

Location of Incident: MILWAUKEE, WI

NHTSA Summary:

TL*THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE CONTACT WAS AT A TRAFFIC LIGHT WITH HIS FOOT ON THE BRAKE WHEN SUDDENLY THE VEHICLE SURGED FOUR FEET INTO TRAFFIC AND STOPPED. A CRASH DID NOT OCCUR AS A RESULT OF THE FAILURE. ON THE SAME DAY, THAT AFTERNOON, WHILE AT A STOP SIGN WITH HIS FOOT ON THE BRAKE PEDAL, THE CONTACT STATED THAT THE VEHICLE BEGAN TO SURGE AGAIN AND LUNGE SEVERAL INCHES FORWARD. THE CONTACT SHIFTED INTO NEUTRAL GEAR AND THE RPMS INCREASED EXCESSIVELY WHILE HIS FOOT WAS ON THE BRAKE PEDAL. HE THEN SHIFTED INTO PARK GEAR AND THE VEHICLE BEGAN MAKING A LOUD NOISE; HE SHIFTED BACK TO NEUTRAL AND WAS ABLE TO CONTINUE TO DRIVE FORWARD. THE VEHICLE HAD PREVIOUSLY BEEN SERVICED FOR ALL RECALLS RELATED TO VEHICLE SPEED CONTROL. THE CONTACT WILL SCHEDULE AN APPOINTMENT WITH

THE DEALER TO INSPECT THE VEHICLE. THE CONTACT HAD NOT CALLED THE MANUFACTURER WHEN THE COMPLAINT WAS FILED. THE CURRENT MILEAGE WAS APPROXIMATELY 30,650. THE FAILURE MILEAGE WAS 30,532.

NHTSA ODI Number: 10342933
Date of Incident: 20100713
Vehicle: 2004 TOYOTA PRIUS
Location of Incident: ASTORIA, NY

NHTSA Summary:

2004 TOYOTA PRIUS ACCELERATES DUE TO GAS PEDAL GETTING STUCK IN THE FLOOR MAT. THIS MORNING I WAS DRIVING MY TOYOTA PRIUS 2004 THAT I BOUGHT FROM THE ORIGINAL OWNER WHO MENTIONED ALL RECALL ISSUES WERE ADDRESSED BY TOYOTA DEALERSHIP. HE MENTIONED THE DEALER SHAVED OFF THE GAS PEDAL TO MAKE IT SHORTER. BUT TODAY, WHILE ON I 495 GOING EASTWARDS JUST BEFORE ENTERING THE HOV LANE, I PRESSED THE GAS PEDAL ALL THE WAY DOWN TO OVER TAKE ANOTHER SLOW VEHICLE. THE CAR ENGINE KEPT RAISING NOISE, AND CAR STARTED TO ACCELERATE ON ITS OWN. I BRAKED, THE CAR SLOWED A BIT BUT ENGINE KEPT RUNNING FAST... I REALIZED THIS IS POTENTIALLY SAME ISSUE THAT PEOPLE REPORTED ON PRESS AND WITH LOT OF STRUGGLE TRYING TO BRAKE AND SLOW DOWN, REALIZED AND PUT THE CAR INTO N, NEUTRAL POSITION. I AM LUCKY TO KNOW THIS FROM MEDIA REPORTS, OTHERWISE I WOULD HAVE BEEN ANOTHER DEAD GUY ON A PRIUS! WHILE I WAS STILL ON HIGHWAY, NEEDING TO MAINTAIN SPEED I PUT THE CAR BACK ON DRIVE MODE, D AND THE PROBLEM CONTINUED. I REALIZED, I CAN LIFT THE GAS PEDAL WITH MY LEFT FOOT, AND SUCCEEDED IN UNTANGLING THE PEDAL FROM THE FLOOR MAT. AFTER I DID THAT IT WAS FINE. I ARRIVED AT WORK, BUT WITH EXTREME SHOCK AND DISAPPOINTMENT. I AM WONDERING HOW THIS PROBLEM CAN STILL REMAIN AFTER A RECALL REPAIR IS DONE ON THIS VEHICLE. THIS IS COMPLETELY UNACCEPTABLE AND MY LIFE WAS IN TOTAL RISK AND I SURVIVED TODAY PURELY BECAUSE OF MY TECHNICAL SKILLS AND KNOWLEDGE ABOUT THIS CAR ISSUE. I AM AN ENGINEER IN PROFESSION, A MECHANICAL ENGINEER WITH A MASTERS DEGREE AND I UNDERSTOOD HOW TO REACT. IF IT WAS FOR MY OTHER FAMILY MEMBERS IN THIS SITUATION THE OUTCOME WOULD HAVE BEEN TOTALLY DIFFERENT. I AM VERY VERY DISAPPOINTED WITH TOYOTA CORPORATION AND ALSO WITH YOU, THE NHTSA FOR NOT MAKING SURE THAT ALL PRIUS OUT THERE ARE SAFETY COMPLIANT. THIS IS REALLY TERRIBLE ! ...BECAUSE ITS A KNOWN ISSUE, AND OLD ISSUE THAT SHOULD HAVE BEEN CORRECTED. [XXX] INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6). *TR

NHTSA ODI Number: 10355335
Date of Incident: 20100718
Vehicle: 2008 LEXUS ES350
Location of Incident: EL PASO, TX

NHTSA Summary:

S10 APPROPRIATE HANDLING-LETTER FROM REGARDING TOYOTA COMPLAINT *TGW 2008 LEXUS ES350 THE CONSUMER STATED AS HIS WIFE TURNED INTO A PARKING SPACE IN A PARKING LOT, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO ANOTHER VEHICLE. THE CONSUMER STATED THE RECALL WAS PERFORMED PRIOR TO THE CRASH. *JB UPDATED 09/20/10*JB

NHTSA ODI Number: 10344969
Date of Incident: 20100719
Vehicle: 2010 TOYOTA RAV4

Location of Incident: BAY VILLAGE, OH

NHTSA Summary:

AT APPROXIMATELY 5:00 PM ON JULY 19TH, 2010, OUR TOYOTA RAV 4 (MODEL YEAR 2010 MILEAGE 6450) EXPERIENCED AN INCIDENT OF UNINTENDED ACCELERATION. DRIVING HOME WITH 4 MEMBERS OF THE FAMILY, WE APPROACHED AN INTERSECTION AND THE DRIVER BEGAN TO APPLY THE BRAKE. THE ROADWAY WAS CROWDED, SO OUR SPEED WAS FORTUNATELY MINIMAL (APPROXIMATELY 25 MPH). WHILE APPLYING THE BRAKE, THE ENGINE SUDDENLY BEGAN TO REV AT A HIGH RATE, THE DRIVER SAID THE CAR WAS NOT RESPONDING WELL TO THE BRAKE AND WE MAY NOT STOP IN TIME AS WE APPROACHED THE INTERSECTION. INSTINCTIVELY, I LOOKED AT THE DRIVER'S FOOT TO SEE IF THERE WAS SOME PROBLEM WITH HIM HITTING THE GAS PEDAL, BUT COULD CLEARLY SEE BOTH FEET AND ONLY THE BRAKE BEING APPLIED. THE DRIVER PUMPED THE BRAKE, LIFTING HIS FOOT FROM THE BRAKE AND REAPPLYING; WE JOLTED FORWARD HE LIFTED HIS FOOT FROM THE BRAKE OF THE REVING CAR AND THEN REAPPLIED THE BRAKE. THE ENGINE SUDDENLY SLOWED AND RETURNED TO A NORMAL IDLE AND WE WERE ABLE TO STOP WITHOUT HITTING ANYONE. WE DID NOT FILE A POLICE REPORT, BUT CONTACTED THE DEALER THE FOLLOWING MORNING AND WERE INSTRUCTED TO BRING THE CAR IN FOR INSPECTION THE FOLLOWING DAY. NOT SURPRISINGLY, AS THEY APPEAR INCAPABLE OF DETECTING THE PROBLEM WITH THEIR DIAGNOSTICS, NO PROBLEM WAS FOUND AND WE WERE ASKED TO RECLAIM THE CAR A FEW DAYS LATER. WE TOLD THE DEALERSHIP THAT WE CONSIDER THIS LEASED CAR TO BE UNSAFE AND DO NOT WANT ANYTHING TO DO WITH THE CAR AND WISHED TO RETURN IT AS IT IS CLEARLY DEFECTIVE. 4 MEMBERS OF MY FAMILY WITNESSED THE EVENT AND NO ONE IS GETTING IN THE CAR AGAIN. THE TOYOTA DEALERSHIP'S CUSTOMER SERVICE REPRESENTATIVE SAID THEY ARE ONLY DEALER, THEY ARE NOT THE MANUFACTURERS AND WE HAD TO ADDRESS ANY CONCERNS REGARDING A RETURN TO THE MANUFACTURER, IN THEIR OPINION IT CHECKED OUT FINE. THE CAR HAD ALREADY BEEN SERVICED BY THE DEALER SEVERAL MONTHS PRIOR, TO ADDRESS THE RAV 4 RECALL FOR THE UNINTENDED ACCELERATION PROBLEM. CLEARLY IN OUR CASE THEIR FIX DID NOT FIX THE PROBLEM.

NHTSA ODI Number: 10344320

Date of Incident: 20100719

Vehicle: 2010 TOYOTA RAV4

Location of Incident: CEDARHURST, NY

NHTSA Summary:

INCIDENT = CAR 2010 TOYOTA RAV4 UNINTENDED ACCELERATION HAPPENED 3 TIMES. FIRST TIME IT HAPPENED BEFORE I BROUGHT CAR TO SERVICE STATION FOR RECALL REPAIR. SECOND TIME IT WAS AFTER RECALL. THIRD TIME HAPPENED JUST ON JULY 18 2010 ABOUT 9 PM. I WAS STANDING AT TRAFIC LIGHT WHEN RPM WENT UP AND CAR START MOVING FORWARD. I PUT IT IN NEUTRAL AND HAD TO TURN OFF THE IGNITION BECAUSE RPM STILL WERE VERY HIGH. PLEASE ADVISE WHAT SHOULD I DO. MY WIFE AND KIDS DRIVING MY CAR SOMETIMES AND I KNOW FOR SURE THAT THEY WOULD GET IN AN ACCIDENT IF THAT PROBLEM HAPPENS WITH THEM. DAMAGE RESULTING = MORAL DISTRESS FOR ME. MY WIFE EXPERIENCED THAT ALL 3 TIMES, VERY DEPRESSED AND SCARED TO EVEN BE IN THE CAR, NEVER MIND DRIVING IT. CAR WAS SERVICED IN MILLENNIUM TOYOTA FOR ACCELERATION RECALL. I NEED AN ADVICE WHERE CAN I CHECK THIS CAR BECAUSE IT LOOKS LIKE TOYOTA IS UNABLE TO IDENTIFY THE SOURCE OF THE PROBLEM. I ALSO WOULD LIKE TO GET DATA RELATED TO INCIDENT FROM THE CAR COMPUTER BY SECOND PARTY BEFORE TOYOTA WOULD DO THE SERVICE BECAUSE WHEN I BROUGHT MY CAR FOR RECALL I WAS TOLD THAT THEY HAD TO FLASH THE COMPUTER. MY UNDERSTANDING OF FLASHING COMPUTER IS THAT MEMORY WAS FLASHED AND OLD INFORMATION IS NOT RECOVERABLE. PLEASE ADVISE.

NHTSA ODI Number: 10345584
Date of Incident: 20100725
Vehicle: 2010 TOYOTA CAMRY
Location of Incident: JOHNSON CITY, TN

NHTSA Summary:

2010 TOYOTA CAMRY BOUGHT 2 MONTHS BEFORE RECALL NEWS / 5,000 MILES / HAD RECALL WORK DONE AT A TOYOTA DEALERSHIP ON MARCH 4, 2010 / ON JULY 25, 2010 WHILE IN LINE AT DRIVE-THROUGH, I HAD MY FOOT ON THE BRAKE WAITING MY TURN IN LINE. SUDDENLY, THE ENGINE BEGAN TO REV, EVEN THOUGH I DIDN'T HAVE MY FOOT ON THE ACCELERATOR BUT DID HAVE MY FOOT ON THE BRAKE. THE BACK TIRES BEGAN SPINNING, AND ALTHOUGH I WAS MASHING DOWN ON THE BRAKES AS HARD AS I COULD, THE VEHICLE MOVED FORWARD (PRODUCING SKID MARKS) AND HIT THE TRUCK IN FRONT OF ME. MY CAMRY PUSHED INTO THE TRUCK'S TRAILER HITCH, BENDING THE REBAR IN THE FRONT OF MY CAR, WHICH PUSHED UP THE RADIATOR, ETC. THERE WAS A WITNESS WHO WAS STANDING NEXT TO THE DRIVE-IN WINDOW BECAUSE THE RESTAURANT HAD MESSED UP HIS ORDER. HE REPORTED TO THE OFFICER THAT CAME TO THE SCENE THAT HE HEARD THE CAMRY'S ENGINE START REVVING, AND WHEN HE LOOKED TO SEE WHY, HE COULD SEE THAT I WAS TRYING TO GET THE CAR TO STOP. OBVIOUSLY, THE TOYOTA CAMRY RECALL WORK IS NOT EFFECTIVE. MY GRANDDAUGHTER (WHO WAS IN THE CAR) AND I COULD HAVE BEEN KILLED IF THIS HAD HAPPENED AT HIGHER SPEED.

NHTSA ODI Number: 10345715
Date of Incident: 20100727
Vehicle: 2007 TOYOTA AVALON
Location of Incident: WINTER HARBOR, ME

NHTSA Summary:

VEHICLE WAS STOPPED, ENGINE RUNNING, TRANSMISSION IN DRIVE, DRIVER'S FOOT ON BRAKE. SUDDENLY THE VEHICLE REVVED TO ABOUT 2000 RPM. AS FOOT REMAINED ON BRAKE, THE BRAKES HELD THE CAR FROM MOVING FORWARD. DRIVER PUT TRANSMISSION IN PARK AND SHUT ENGINE OFF. NO MOVEMENT, NO DAMAGE, NO INJURY. VEHICLE WAS RESTARTED AND DRIVEN HOME WITHOUT INCIDENT. OWNER MADE APPOINTMENT WITH TOYOTA DEALER FOR INSPECTION. VEHICLE WAS A 2007 TOYOTA AVALON LIMITED WHICH WAS RECALLED FOR SUA AND WAS ALLEGEDLY CORRECTED BY A TOYOTA DEALER IN MARCH, 2010. INCIDENT OCCURRED ON 7-27-10. *TR

NHTSA ODI Number: 10347340
Date of Incident: 20100802
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: MADISON, WI

NHTSA Summary:

DRIVING 2010 TOYOTA COROLLA MANUAL TRANS ON INTERSTATE ON 8/2/10 AT 2:30 P.M. HAD CRUISE CONTROL ON GOING 70 MPH. ENGAGED CLUTCH, SHIFTED TO NEUTRAL AND BRAKED IN PREPARATION TO STOP FOR TRAFFIC JAM AHEAD. BRAKE DID NOT ENGAGE AND VEHICLE CONTINUED AT 70 MPH WITHOUT TOUCHING ACCELERATOR. CONTINUED ATTEMPTS TO BRAKE, DOWNSHIFT, TURN OFF CRUISE CONTROL WITH NO DECREASE IN SPEED. INITIALLY UNABLE TO DOWNSHIFT BUT THEN DID GET INTO LOWER GEAR BUT WITH NO RESULTING DECREASE IN SPEED, NOR DID THE ENGINE MAKE ANY NOISE INDICATING THAT I HAD DOWNSHIFTED. I WAS ABLE TO GET ONTO SHOULDER WHERE I CONTINUED TO GO 70 MPH. I THEN GOT OFF AT AN EXIT THAT HAD AN INCLINE. PART WAY UP THE HILL FELT SOMETHING DISENGAGE AND THE CAR SLOWED- NOT JUST DUE TO THE INCLINE I THINK. I WAS THEN ABLE TO PUT ON EMERGENCY BRAKE AND THE

CAR STOPPED. AFTER SEVERAL MINUTES I TRIED THE BRAKES AGAIN AND THEY WORKED. I DID NOT RENEGAGE THE CRUISE CONTROL AFTER THIS. PLEASE NOTE THAT THIS OCCURRED AFTER I HAD TAKEN THE CAR IN FOR BOTH TOYOTA RECOMENDED RECALLS REGARDING THE FLOOR MATS AND PUTTING A MODIFICATION IN THE GAS PEDAL. WHEN I WENT IN FOR RECALLS I ASKED ABOUT PLACEMENT OF A COMPUTER BRAKE OVERRIDE SYSTEM AND WAS FIRST TOLD THAT FIX WAS NOT YET AVAILABLE, THEN TOLD IT WAS NOT RELEVANT TO MY CAR, AND, AFTER THE ABOVE EVENT TOLD AGAIN THAT TOYOTA DID NOT YET HAVE THE TECHNOLOGY AVAILABLE TO DO THIS FIX ON COROLLAS. THE DEALERSHIP HAVE THUS FAR BEEN UNPLEASANT AND SUGGESTING THAT I MIGHT NOT BE TELLING THE TRUTH.

NHTSA ODI Number: 10348120
Date of Incident: 20100804
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: TAUNTON, MA

NHTSA Summary:

TL- THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT STATED THAT WHILE TURNING INTO A PARKING LOT WITH HIS FOOT ON THE BRAKE ALL OF A SUDDEN THE VEHICLE ACCELERATED ON IT'S OWN WITH HIS FOOT ON THE BRAKE THE WHOLE TIME. THE VEHICLE BARELY MISSED STRIKING A PEDESTRIAN AND THEN CRASHED INTO A STORE WALL. THE CONVENIENCE STORE WHERE THIS OCCURRED HAS THE INCIDENT ON TAPE. TOYOTA WAS CONTACTED AND FILED CASE # 1008061785. THIS IS THE THIRD OCCURANCE, IT HAPPENED TWO TIMES BEFORE THE RECALL REMEDY FOR NHTSA CAMPAIGN ID NUMBER: 10V023000, VEHICLE SPEED CONTROL ACCELERATOR PEDAL AND THIS THIRDOCCURENCE WAS AFTER THE RECALL REMEDY. THE VEHICLE IS CURRENTLY AT THE OWNERS HOME, AND HE WILL NOT DRIVE IT. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 9,000. RD

NHTSA ODI Number: 10352333
Date of Incident: 20100805
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: HAUPPAUGE, NY

NHTSA Summary:

MY WIFE WAS PULLING INTO A PARKING SPOT AND ALL OF A SUDDEN THE CAR ACCELERATED VERY QUICKLY, SHE WAS UICKM ENOUGH TO TURN THE WHEEL SHARPLY TO THE RIGHT AND HIT THE FRONT LEFT FENDER ON THE WALL OF THE BUILDING, SHE ALSO HIT A PARKING SIGN ON THE RIGHT FRONT FENDER. THE DAMAGE TO THE CAR WAS OVER \$7500. NO AIR BAGS WERE ACTIVATED. THIS IS A 2009 TOYOTA CAMRY THAT WE HAD BROUGHT INTO THE DEALERSHIP FOR A RECALL IN APRIL OF 2010. MY WIFE DOES NOT BELIEVE SHE STEPPED ON THE GAS PEDAL BUT THAT THE CAR JUST SUDDENLY ACCELERATED.

NHTSA ODI Number: 10348348
Date of Incident: 20100807
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: LIVINGSTON, NJ

NHTSA Summary:

MY 2009 TOYOTA CAMRY'S ACCELERATION WAS STUCK AT 3000 RPM FOR A ABOUT 5 SECONDS EVEN AFTER I HIT BREAK MULTIPLE TIMES. THIS HAPPENED AFTER TOYOTA RECALL FIX.

NHTSA ODI Number: 10349159
Date of Incident: 20100812
Vehicle: 2008 TOYOTA PRIUS
Location of Incident: DEKALB, IL

NHTSA Summary:

TL-THE CONTACT OWNS A 2008 TOYOTA PRIUS. WHILE DRIVING APPROXIMATELY 5 MPH INTO A PARKING SPACE. THE CONTACT ENGAGED THE BRAKE PEDAL AND THE ENGINE REVVED EXTREMELY HIGH WITH AN INCREASE IN THE ACCELERATION. THE VEHICLE WOULD NOT STOP AND TRAVELED OVER A CEMENT PARKING BLOCK. THE VEHICLE CONTINUED TO ACCELERATE AND CRASHED INTO A BRICK WALL. THE AIR BAGS FAILED TO DEPLOY WITH THE IMPACT INVOLVED. THERE WAS NO PERSONAL INJURY. A POLICE REPORT WAS FILED OF THE INCIDENT. THE ESTIMATED COST FOR THE BRICK WALL DAMAGES WAS \$2,500. THE VEHICLE WAS REPAIRED UNDER THE NHTSA CAMPAIGN ID NUMBER 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) IN JUNE OF 2010. THE CONTACT STATED THE REMEDY DID NOT CORRECT THE PROBLEM. THE VEHICLE WAS TOWED TO A COLLISION CENTER. THE FAILURE MILEAGE WAS APPROXIMATELY 30,000. JS

NHTSA ODI Number: 10351280
Date of Incident: 20100818
Vehicle: 2007 TOYOTA TUNDRA
Location of Incident: MESA, AZ

NHTSA Summary:

TL-THE CONTACT OWNS A 2007 TOYOTA TUNDRA. WHILE DRIVING APPROXIMATELY 25 MPH HE STATED THE VEHICLE ACCELERATED WITHOUT HIS FOOT ON THE ACCELERATOR AND HE T-BONED ANOTHER VEHICLE. THE CONTACT STATED HE DOES NOT REMEMBER WHAT HAPPEN. NO POLICE REPORT WAS FILED. ONE PASSENGER HAD INJURIES TO THE NECK, BACK AND HEAD. THE TUNDRA HAD MAJOR FRONT END DAMAGE. THE OTHER VEHICLE HAD DAMAGES TO THE DRIVER SIDE. THE VEHICLE HAS NOT BEEN REPAIRED. THE CONTACT STATED THE FAILURE HAS OCCURRED AT LEAST 6 TIMES. HE STATED HE HAD THE RECALL WORK PERFORMED BUT THE VEHICLE CONTINUED TO ACCELERATE AFTER THE RECALL WORK WAS PERFORMED. HE STATED HE TOOK THE VEHICLE BACK TO THE DEALER AFTER THE RECALL WORK WAS PERFORMED AND THEY COULD NOT LOCATE THE FAILURE. THE APPROXIMATE FAILURE AND CURRENT MILEAGE WERE 59,500. VWB

NHTSA ODI Number: 10351813
Date of Incident: 20100820
Vehicle: 2010 TOYOTA COROLLA
Location of Incident: TOURRANCE, CA

NHTSA Summary:

TL-THE CONTACT OWNS A 2010 TOYOTA COROLLA. WHILE DRIVING 15-20 MPH SHE ENGAGED THE BRAKE TO ALLOW MERGING TRAFFIC TO GO AND THE VEHICLE ACCELERATED. SHE STATED SHE ENGAGED THE BRAKES HARDER AND TURNED THE VEHICLE TO THE LEFT TO AVOID AN ISLAND AND THE VEHICLE STOPPED. SHE THEN DROVE HOME AND CALLED THE POLICE ABOUT THE FAILURE. A POLICE REPORT WAS FILED, NO ONE WAS INJURED AND NO DAMAGES TO THE VEHICLE. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER AND THEY WERE UNABLE TO DUPLICATE THE FAILURE. THE CONTACT STATED THAT THE DEALER SHAVED THE ACCELERATOR PEDAL. THE CONTACT STATED SHE HAD THE RECALL WORK PERFORMED EARLIER IN FEBRUARY 26,2010. SHE STATED THE RECALL WAS FOR THE ACCELERATOR PEDAL REINFORCEMENT BAR INSTALLATION. THE CONTACT DOES NOT FEEL SAFE DRIVING THE VEHICLE. THE FAILURE MILEAGE WAS 2,248 AND THE CURRENT MILEAGE WAS 2,263. VWB

NHTSA ODI Number: 10352925
Date of Incident: 20100823
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: NEW CASTLE, PA

NHTSA Summary:

WHILE COMING TO A STOP IN MY DRIVEWAY MY 2009 TOYOTA CAMRY HAD SUDDEN SURGE WITH MY FEET ON THE BRAKE. THE CAR RAN AWAY AND HIT MY HOUSE, BIRD BATHS, SMOKER ON TRAILER, WENT INTO NEIGHBORS DRIVEWAY AND HIT A VAN AND FINALLY CAME TO REST IN A HEDGE ROW. THE PHYSICAL EVIDENCE AND POLICE REPORT SHOW THE BRAKES WERE ON. THE GAS PEDAL WAS REPLACED IN MARCH UNDER THE RECALL. IT HAD NOTHING TO DO WITH THE SUDDEN ACCELERATION. *TR

NHTSA ODI Number: 10352734
Date of Incident: 20100827
Vehicle: 2008 TOYOTA CAMRY
Location of Incident: PALATINE, IL

NHTSA Summary:

TL- THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE VEHICLE WAS TAKEN TO THE DEALER FOR RECALL 09V388000 VEHICLE SPEED CONTROL: ACCELERATOR PEDAL JUNE 2010 WITH 55,000 MILES. ON AUGUST 27, 2010 WHILE APPROACHING THE INTERSECTION AT 35MPH THE CHECK ENGINE LIGHT ILLUMINATED SHE HEARD A NOISE UNDER THE HOOD THE VEHICLE STALLED AFTER A FEW SECOND THE VEHICLE SUDDENLY ACCELERATED WITH HER FOOT ON THE BRAKE. THE VEHICLE WILL TAKE TO THE DEALER TO BE DIAGNOSED. THE FAILURE AND THE CURRENT MILEAGE WAS 60,000. LI

NHTSA ODI Number: 10355298
Date of Incident: 20100901
Vehicle: 2005 TOYOTA AVALON
Location of Incident: LASALLE, IL

NHTSA Summary:

TL* THE CONTACT OWNS A 2005 TOYOTA AVALON. THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH AND ATTEMPTING TO PARK. THE BRAKE PEDAL WAS ENGAGED AND THE VEHICLE ABNORMALLY ACCELERATED. THE VEHICLE WOULD NOT STOP UNTIL THE IGNITION WAS TURNED OFF. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR DIAGNOSIS AND THE COMPUTER SOFTWARE WAS UPDATED. THE VEHICLE WAS PREVIOUSLY REPAIRED UNDER NHTSA CAMPAIGN ID NUMBERS 09V388000 AND 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE FAILURE OCCURRED AFTER THE RECALL REMEDY WAS PERFORMED ON THE VEHICLE. THE CONTACT HAD CONCERNS WITH THE POTENTIAL SAFETY HAZARD. THE FAILURE MILEAGE WAS APPROXIMATELY 61,000.

NHTSA ODI Number: 10354504
Date of Incident: 20100903
Vehicle: 2008 TOYOTA TACOMA
Location of Incident: DUDLEY, MA

NHTSA Summary:

TL*THE CONTACT OWNS A 2008 TOYOTA TACOMA. THE VEHICLE WAS TAKEN TO THE DEALER FOR RECALL 09V388000 VEHICLE SPEED CONTROL: ACCELERATOR PEDAL ON SEPTEMBER 3, 2010. AFTER THE VEHICLE WAS REPAIRED THE GASOLINE PEDAL BECAME STUCK TWICE WHILE DRIVING BETWEEN 90 AND 50 MPH. HE WAS ABLE TO SHIFT INTO

NEUTRAL GEAR AND MOVE ONTO THE EMERGENCY LANE. THE VEHICLE WAS PARKED AT THE CONTACTS HOME. THE DEALER WILL SEND A FACTORY REPRESENTATIVE TO THE INVESTIGATE THE FAILURE. THE FAILURE MILEAGE WAS 20,973 AND THE CURRENT MILEAGE WAS 21,173.

NHTSA ODI Number: 10373341
Date of Incident: 20100913
Vehicle: 2008 TOYOTA CAMRY
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

TL-THE CONTACT OWNS A 2008 TOYOTA CAMRY. THE CONTACT STATED AFTER HAVE RECALLS 09V388000, AND RECALL 10V017000, VEHICLE SPEED CONTROL:ACCELERATOR PEDAL THAT THE CONTACT HAD A FAILURE SHORTLY AFTER THE RECALLS. THE RECALLS WERE PERFORMED ON THE VEHICLE IN 2010. WHILE DRIVING APPROXIMATELY 10 MPH IN A PARKING LOT THE VEHICLE ACCELERATED ON ITS OWN AND THE CONTACT AVOIDED A BUILDING AND CRASHED INTO A PARKED TRUCK. THE CONTACT HAD INJURIES TO HIS LEG, FACE AND ARM AND WAS TAKEN TO THE HOSPITAL. A POLICE REPORT WAS FILED. THE VEHICLE WAS DESTROYED. THE CONTACT DID NOT KNOW THE DAMAGES TO THE OTHER VEHICLE. THE CONTACT FILED A COMPLAINT WITH THE MANUFACTURE. THE FAILURE MILEAGE WAS UNKNOWN. VWB

NHTSA ODI Number: 10356689
Date of Incident: 20100914
Vehicle: 2008 TOYOTA TACOMA
Location of Incident: LAKEPORT, CA

NHTSA Summary:

WE HAVE BEEN HAVING TROUBLE WITH MY 2008 TOYOTA TACOMA TRUCK WITH THE ENGINE REVING WHEN WE FIRST START IT UP. WE TOOK IT TO THE DEALER. THEY SAID THAT THIS IS "NORMAL" LAST WEEK WE TOOK IT IN DUE TO A SAFETY RECALL NOTICE FOR SUDDEN ACCELERATION PROBLEMS THAT TOYOTA CLAIMS IS DUE TO FLOORMATS. DEALER CUT DOWN THE ACCELATOR PEDAL, REPROGRAMMED THE COMPUTER CONTROL SYSTEM, ROTATED THE TIRES. UPON PULLING OUT OF THE DEALERSHIP THE STEERING WHEEL VIBRATED (SIDE TO SIDE) AND CAR BUCKED (FRONT TO BACK) THERE WERE LOUD GRINDING AND BANGING NOISES. CAR PULLED STRONGLY TO THE LEFT. I TOOK MY FOOT OFF OF THE ACCELERATOR. INSTEAD OF SLOWING, THE ENGINE SUDDENLY REVED UP. DUE TO ONCOMING TRAFFIC ON BOTH SIDES OF US, I FOCUSED ON STEERING US OUT OF TROUBLE BY KEEPING US IN OUR LANE. I DID NOT APPLY BRAKE. I HAD THOUGHT THAT WITHOUT GAS, THE CAR WOULD GRADUALLY SLOW DOWN ON ITS OWN. INSTEAD OF SLOWING THE ENGINE REVED UP! TRUCK SUDDENLY LURCHED 90 DEGREES TO LEFT, JERKED STEERING WHEEL OUR OF MY HANDS VEHICLE LURCHED INTO THE ONCOMING TRAFFIC LANE, WHOLE FRONT PASSENGER SIDE TIRE ASSEMBLY CAME OFF AND HEADED ONE WAY AND THE TRUCK WENT THE OTHER. WE WERE THROWN FORWARD, DOWN AND TO THE RIGHT. THE VEHICLE KEPT MOVING UNTIL WE CRASHED INTO CONCRETE ENTERANCE/EXIT OF DEALERSHIP. I PUT ON EMERGENCY BRAKE. DEALER SAYS "SIMPLE HUMAN ERROR MECHANIC FORGOT TO TIGHTEN BOLTS ON TIRE" I THINK THIS GOES WAY BEYOND A TIRE PROBLEM. THEY MESSED WITH COMPUTER CONTROL SYSTEM AND THE ACCELERATOR PEDAL. I CAN'T SEE HOW TIRES CAUSE ENGINES TO REV UP.

NHTSA ODI Number: 10358947
Date of Incident: 20100921
Vehicle: 2009 TOYOTA RAV4

Location of Incident: AUBURN, NY

NHTSA Summary:

I AM WRITING TO COMPLAIN ABOUT TWO ACCELERATION PROBLEMS RECENTLY EXPERIENCED WITH MY 2009 TOYOTA RAV4 VEHICLE. ONE INVOLVED RAPID ACCELERATION EXPERIENCES AND THE OTHER A STICKING ACCELERATOR. (12,500 MILES) (I PREVIOUSLY COMPLAINED ABOUT A STICKING ACCELERATOR AFTER ONLY 1000 MILES AND INVOLVED IN THE ACCELERATOR RECALL.) ON SEPTEMBER 21ST, I HAD A RAPID ACCELERATION WITH MY 2009 RAV4 WHILE MY FOOT WAS FIRMLY ON THE BRAKE PEDAL. MY WIFE WAS ALSO PRESENT AND WAS VERY FRIGHTENED BY THE EXPERIENCE SINCE IT OCCURRED WHEN TURNING A CORNER NEAR A PERSON HOLDING A PIZZA SIGN. I WAS THANKFULLY ABLE TO CONTROL THE VEHICLE WITH FIRM BRAKING. THE SUDDEN BURST OF ACCELERATION STOPPED AFTER ABOUT A 2 SECOND PERIOD OF TIME. DUE TO THIS EXPERIENCE, MY WIFE NOW REFUSES TO DRIVE THE VEHICLE . ON SEPTEMBER 22ND, I AGAIN HAD A RAPID ACCELERATION ON TWO DIFFERENT OCCASIONS. IN BOTH OCCASIONS I WAS BEGINNING TO GO STRAIGHT SO I WAS ABLE TO CONTINUE AFTER THE 2 SECOND BURST OF SPEED. ON SEPTEMBER 23RD, I EXPERIENCED A STICKING ACCELERATOR PEDAL EVEN AFTER THE ACCELERATOR WAS REPAIRED THROUGH A RECALL ON THE VEHICLE. I WAS TRAVELLING AROUND 45 MPH WHEN APPROACHING A STOP SIGN AND WAS ABLE TO CONTROL THE VEHICLE WITH STEADY, FIRM BRAKING. ON SEPTEMBER 24TH, THE VEHICLE WAS EXAMINED BY THE DEALER. I WAS MET WITH CONSIDERABLE RESISTANCE AND DEFENSIVE COMMENTS. THE SERVICE MANAGER SHARPLY STATED TO ME THAT "THERE HAS BEEN NO EVIDENCE OF ANY ACCELERATION PROBLEMS WITH TOYOTA VEHICLES AND ALL THE PROBLEMS WERE DUE TO DRIVER'S FAULTS." HE CONTINUED THAT "ALL THE LAWSUITS WILL BE THROWN OUT OF COURT SOON." A WORKER PERFORMED A BRIEF DRIVE OF THE VEHICLE AND COMPUTER EXAMINATION OF THE SYSTEMS. THEY FOUND NOTHING TO INDICATE ANY SYSTEM WAS DEFECTIVE. DUE TO THE ATTITUDE OF THE SERVICE MANAGER AND THE FACT THAT THE VEHICLE WAS NOT REPAIRED, WE HAVE TRADED THE VEHICLE TO A DIFFERENT DEALER AND PURCHASED ANOTHER VEHICLE AFTER A CONSIDERABLE FINANCIAL LOSS ON THIS VEHICLE.

NHTSA ODI Number: 10381120

Date of Incident: 20100927

Vehicle: 2006 TOYOTA TACOMA

Location of Incident: SELINGSGROVE, PA

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 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. APPROXIMATELY ONE MONTH LATER WHILE THE CONTACT WAS DRIVING IN REVERSE, THE CONTACT ATTEMPTED TO SHIFT INTO DRIVE WITH THE BRAKES DEPRESSED WHEN THE VEHICLE EXHIBITED AN UNUSUALLY LOUD NOISE. THE VEHICLE THEN ABNORMALLY ACCELERATED. THE VEHICLE WAS TOWED TO THE DEALER WHERE THEY PERFORMED A DIAGNOSTIC TEST YET THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE DEALER REPURCHASED THE VEHICLE FROM THE CONTACT. THE VIN WAS UNAVAILABLE. THE CURRENT AND FAILURE MILEAGE WAS APPROXIMATELY 37,000. UPDATED 03/07/11*LJ

NHTSA ODI Number: 10428661

Date of Incident: 20101001

Vehicle: 2006 TOYOTA AVALON

Location of Incident: BAYSIDE, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA AVALON. THE CONTACT RECEIVED NOTIFICATION OF NHTSA CAMPAIGN ID NUMBER: 10V017000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) AND TOOK THE VEHICLE TO THE DEALER FOR REPAIRS. AFTER RECEIVING THE VEHICLE BACK FROM THE DEALER, THE VEHICLE ABNORMALLY ACCELERATED. THE VEHICLE WAS TAKEN BACK TO THE DEALER AND THEY ADVISED HIM THAT THEY HAD IN FACT REPAIRED THE RECALLED COMPONENT. THE MANUFACTURER WAS CONTACTED AND THEY OFFERED NO ASSISTANCE. THE FAILURE MILEAGE WAS APPROXIMATELY 40,000. THE VIN WAS UNAVAILABLE.

NHTSA ODI Number: 10359655
Date of Incident: 20101005
Vehicle: 2009 TOYOTA CAMRY
Location of Incident: NEW ORLEANS, LA

NHTSA Summary:

MY DAUGHTER WAS EXITING A PARKING GARAGE ON A DESCENDING RAMP GOING AT THE MOST ABOUT 10 MPH IN OUR 2009 TOYOTA CAMRY. SHE HAD HER FOOT ON THE BRAKE PEDAL. THERE WERE CARS IN FRONT OF HER. THE CAR SUDDENLY ACCELERATED. SHE PUSHED HARD ON THE BRAKE AND THE BRAKE PEDAL WENT TO THE FLOOR TO NO EFFECT. SHE TURNED INTO THE GARAGE WALL TO STOP THE CAR SO AS NOT TO RUN INTO THE VEHICLES AHEAD OF HER. WHEN SHE EXITED THE CAR TO GET HELP THE BRAKE PEDAL WAS COMPLETELY ON THE FLOOR OF THE VEHICLE. SHE HAD TAKEN THE VEHICLE IN FOR THE REQUIRED RECALL REPAIRS IN APRIL 2010. WE HAVE INSTITUTED INVESTIGATION PROCEDURES WITH TOYOTA. UPDATED 10/22/10 *BF UPDATED 10/26/10*JB

NHTSA ODI Number: 10360054
Date of Incident: 20101009
Vehicle: 2009 LEXUS ES350
Location of Incident: LAKELAND, LA

NHTSA Summary:

TL*THE CONTACT OWNS A LEXUS ES 350. THE CONTACT STATED THAT THE DRIVER WAS TURNING INTO A PARKING SPACE WHEN THE VEHICLE SUDDENLY ACCELERATED, JUMPED A CURB AND HIT A PARKED VEHICLE. THERE WAS A MINOR INJURY AS A RESULT OF THE ACCIDENT (SOMEONE IN ANOTHER VEHICLE). THE VEHICLE HAD PREVIOUSLY BEEN REPAIRED ACCORDING TO RECALL 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). A POLICE REPORT WAS FILED. THE CONTACT FILED A COMPLAINT WITH THE MANUFACTURER WHO STATED THAT SOMEONE WOULD GET BACK WITH HIM. THE CONTACT WAS CURRENTLY AWAITING THE CALL BACK. THE VEHICLE HAD NOT BEEN REPAIRED. THE CURRENT AND FAILURE MILEAGES WERE UNKNOWN.

NHTSA ODI Number: 10360412
Date of Incident: 20101014
Vehicle: 2006 TOYOTA TACOMA
Location of Incident: FAYETTEVILLE, NC

NHTSA Summary:

TL*THE CONTACT OWNS A 2006 TOYOTA TACOMA. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER FOR REPAIR FOR RECALL 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE DEALER REPAIRED THE VEHICLE BY SHORTENING THE PEDAL. AFTER THE CONTACT PICKED THE VEHICLE UP, SHE WAS SHIFTING FROM DRIVE TO PARK WHEN THE VEHICLE SUDDENLY ACCELERATED INTO THE GARAGE. THE CONTACT INJURED HER BACK. THERE WAS NO POLICE REPORT FILED. THE CONTACT

CALLED THE DEALER IN REGARDS TO THE FAILURE (WHAT WAS DISCUSSED WAS UNKNOWN). THE MANUFACTURER HAD NOT BEEN NOTIFIED. THE FAILURE MILEAGE WAS 64,703.

NHTSA ODI Number: 10365905
Date of Incident: 20101028
Vehicle: 2008 TOYOTA TUNDRA
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

UNINTENDED ACCELERATION. I WAS IN A STOP POSITION WAITING FOR TRAFFIC SIGNAL TO CHANGE, WHEN THE VEHICLE WANTED TO ACCELERATE ON IT OWN THRU THE INTERSECTION, WHILE MY FOOT WAS ON THE BRAKE. THE TRAFFIC SIGNAL WAS STILL RED FOR ME. THE ENGINE INDICATOR LIGHT WAS ON, VSC OFF, TRACTION CONTROL SYSTEM INDICATOR WAS ALSO LITE. MULTI-INFORMATION DISPLAY MPG GALLON GUAG WAS GETTING STUCK AT 60MILES PER GALLON. TIRE PRESSURE SENSOR KEEP COMING ON. VEH. STARTED TO IDLE ROUGH. I TOOK MY VEH. TO THE TOYOTA DEALER FOR INSPECTION AND SERVICE. THEY KEEP MY VEH. FROM APPROX FROM OCT 29,10 TO NOV.6,10. TOYOTA DEALER RESPONSE WAS THAT THE ENGINE HAD A SEVERE MISFIRE THAT MAY HAVE BEEN TAKEN FOR A SLIGHT SURGE. THE #1 & 3 FUEL INJECTORS REPLACED. ACCELERATION PEDAL REPLACED. ON NOV. 13,10 THE VEH. HAD UNINTENDED ACCERATION ON TWO SEPARATE OCCOCASION WHEN PARKING VEH. IN DRIVEWAY. THE VEHICLE WAS BURNING RUBBER WHILE I HAD FOOT ON BRAKE, BECAUSE WE WOULD HAVE GONE THRU GARAGE DOOR. I CALLED THE TOYOTA DEALER FROM LOCATION, WHO MADE AN APPOINTMENT FOR 11-15-10 AT 7AM. DEALER STATED THAT TOYOTA WAS COMMING DOWN ON THURSDAY 11-18-10 TO INSPECT VEHICLE. I DID NOT HEAR A BACKFIRE FROM ENGINE ON IST INCIDENT. 2ND INCIDENT HAD TWO PASSENGERS,, AND TWO WORKERS WAITING AT LOCATION WHO WITNESED BOTH INCIDENTS.

NHTSA ODI Number: 10363755
Date of Incident: 20101030
Vehicle: 2007 LEXUS ES350
Location of Incident: TORRANCE, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT WAS DRIVING 5 MPH AND PREPARING TO STOP AT A LIGHT WHEN THE VEHICLE SURGED FORWARD. THE CONTACT STATED THAT THE ENGINE EXHIBITED AN UNUSUAL INCREASE IN RPMS WHEN THE FAILURE OCCURRED. THE LOCAL DEALER WAS CONTACT AND THEY REFERRED THE CONTACT TO THE MANUFACTURER. THE CONTACT STATED THAT HE RECEIVED NOTIFICATION OF NHTSA CAMPAIGN ID NUMBER: 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE CONTACT STATED THAT THE RECALL REPAIR WAS PERFORMED PRIOR TO THE FAILURE. THE VEHICLE WAS NOT FURTHER INSPECTED OR REPAIRED. THE FAILURE MILEAGE WAS 14,000.

NHTSA ODI Number: 10369494
Date of Incident: 20101111
Vehicle: 2009 TOYOTA COROLLA
Location of Incident: SOUTHBEND, IN

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT WAS INVOLVED IN A CRASH. WHILE PULLING INTO A PARKING SPACE DRIVING APPROXIMATLEY 1 MPH, THE CONTACT STATED THAT SHE HEARD A LOUD NOISE WHEN THE VEHICLE ACCELERATED

WITHOUT WARNING CAUSING HER TO HIT A CONCRETE POST. THE VEHICLE HAD PREVIOUSLY BEEN REPAIRED UNDER NHTSA CAMPAIGN ID: (10V017000 -VEHICLE SPEED CONTROL: ACCELERATOR PEDAL); HOWEVER, THE VEHICLE CONTINUED TO ACCELERATE. THE DEALER WAS NOTIFIED, BUT OFFERED NO ASSISTANCE. THE MANUFACTURE WAS INFORMED AND THE CONTACT IS AWAITING THE RESULTS FROM THE INVESTIGATION. A POLICE REPORT WAS AVAILABLE. THE VEHICLE WAS NOT REPAIRED. THE CURRENT AND FAILURE MILEAGES WAS APPROXIMATELY 10,000. BW

NHTSA ODI Number: 10365780
Date of Incident: 20101114
Vehicle: 2007 TOYOTA PRIUS
Location of Incident: ASHEVILLE, NC

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA PRIUS. THE CONTACT STATED THAT WHILE DRIVING 2 MPH, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS UNABLE TO STOP THE UNINTENDED ACCELERATION AS THE VEHICLE PROCEEDED OVER A SLAB OF CONCRETE BARRIERS AND CRASHED INTO THE BRICK WALL OF A BUILDING. THE AIR BAGS DID NOT DEPLOY AND THE CONTACT SUSTAINED MODERATE INJURIES. A POLICE REPORT WAS AVAILABLE. THE VEHICLE WAS PREVIOUSLY REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER: 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL) PRIOR TO THE CRASH. THE CONTACT CALLED THE MANUFACTURER AND WAS AWAITING A RESPONSE. THE CURRENT AND FAILURE MILEAGE WAS APPROXIMATELY 17,000.

NHTSA ODI Number: 10373386
Date of Incident: 20101124
Vehicle: 2005 TOYOTA PRIUS
Location of Incident: DAVENPORT, IA

NHTSA Summary:

IN DECEMBER 2010, 2005 TOYOTA PRIUS WAS TAKEN TO DEALER FOR PEDAL MODIFICATION AS PART OF THE FLOOR MAT ACCELERATOR PEDAL ENTRAPMENT RECALL. THE DEALER DID NOT EXPLAIN THAT PEDAL WAS ACTUALLY BEING SHORTENED BY CUTTING OFF 1/4 INCH AT THE BOTTOM. AFTER THE RECALL MODIFICATION WAS COMPLETED, ACCELERATOR PEDAL BECAME STUCK ON AFTER-MARKET FLOOR MAT THAT HAD BEEN IN PLACE IN THE VEHICLE SINCE DECEMBER 2005. DEALER DID NOT MENTION THIS POSSIBILITY AT THE TIME OF THE RECALL FIX. (PRIOR TO MODIFICATION, VEHICLE OWNER HAD CHECKED TO MAKE SURE THAT FLOOR MAT WAS PROPERLY ANCHORED AND THAT THERE WAS NO WAY FOR ACCELERATOR TO BECOME TRAPPED.) IN THIS CASE, THE MODIFICATION INTENDED TO PREVENT FLOOR MAT ENTRAPMENT ACTUALLY CAUSED THE PEDAL TO BECOME STUCK.

NHTSA ODI Number: 10368059
Date of Incident: 20101124
Vehicle: 2007 LEXUS ES350
Location of Incident: RED OAK, TX

NHTSA Summary:

MY 2007 LEXUS HYPER ACCELERATED. I HAD THE RE-CALL WORK DONE ON THIIIS. IT WAS AS IF THE CAR HAD A MIND OF IT'S OWN IT WAS DAMAGED AND I WAS HURT

NHTSA ODI Number: 10367974
Date of Incident: 20101127

Vehicle: 2009 TOYOTA TACOMA

Location of Incident: GAINESVILLE, GA

NTHSA Summary:

WHILE DRIVING MY 2009 TOYOTA TACOMA SPORT PICK-UP TRUCK IN A LOWES HOME IMPROVEMENT CENTER PARKING LOT TODAY (11/27/10 AT 2:25 PM), MY TACOMA BEGAN A VERY RAPID ACCELERATION AS I PUT MY FOOT ON THE BRAKE TO SLOW DOWN ROUNDING AN ISLE TURN IN THE LOT AND PREPARING TO PARK THE VEHICLE. I APPLIED IMMEDIATE HEAVY PRESSURE ON THE BRAKE SINCE A TOYOTA PRIUS WAS RIGHT IN FRONT OF ME AND I DID NOT WANT TO HIT IT. DURING MY BRAKING THE REAR TIRE(S) WAS SPINNING AND SCREAMING ON THE PAVEMENT. THE TRUCK MOVED FORWARD ABOUT 5 FEET AND THEN THE MOTOR SHUT OFF AS I WAS REACHING TO TURN OFF THE IGNITION. WHEW! THIS HAPPENED IN ALL OF A SPAN OF MAYBE 4 TO 5 SECONDS. THANK GOD I HAD JUST RECENTLY TAKEN THE TRUCK IN FOR A RECALL WHERE THE DEALER CUT BACK THE ACCELERATOR PEDAL AND INSTALLED NEW SOFTWARE TO SHUT OFF THE ENGINE WHEN THE BRAKE WAS APPLIED. THIS NEW SOFTWARE SAVED MY BUTT AND THAT OF THE PRIUS TOO. WHO KNOWS THE DAMAGE THAT MIGHT HAVE BEEN DONE WITHOUT IT. THIS IS MY (THE TACOMA'S) 3RD RAPID ACCELERATION INCIDENT AND 3RD TIME I AM REPORTING TO THE NHTSA. FIRST REPORT WAS ON 12/03/09 ID: 174319. THIS TIME I WAS PARKED WITH THE MOTOR RUNNING. UPON MOVING THE SHIFT LEVER FROM P TO N THE MOTOR RAPIDLY ACCELERATED. SINCE THE CAR WAS IN NEUTRAL I WAS ABLE TO SHUT OFF THE IGNITION. I TOOK THE TRUCK TO THE DEALER THE NEXT DAY AND THEY "FOUND NO PROBLEM". RIGHT! MY SECOND REPORT TO THE NHTSA WAS ON 4/14/10 OID: 10325627. SAME PROBLEM AS WITH THE FIRST REPORT TO THE NHTSA. I DID NOT TAKE IT TO THE DEALER THIS TIME BECAUSE I KNEW THAT THEY WOULD "NOT FIND ANYTHING." FOR THIS LATEST INCIDENT I AM TAKING THE TRUCK IN ON MONDAY MORNING, 11/29/10 AT THE DEALER'S REQUEST TO ME TODAY. REGARDLESS OF WHAT THE DEALER MAY SAY TO ME OR DOES, I AM GETTING RID OF THE TACOMA. IT HAS BECOME TOO DANGEROUS TO DRIVE. I AM LUCKY MY WIFE WAS NOT DRIVING THE TACOMA WHEN THIS LAST INCIDENT HAPPENED.

NHTSA ODI Number: 10371978

Date of Incident: 20101201

Vehicle: 2007 TOYOTA TUNDRA

Location of Incident: METAIRIE, LA

NTHSA Summary:

TL-THE CONTACT OWNS A 2007 TOYOTA TUNDRA. THE VEHICLE WAS PREVIOUSLY REPAIRED FOR THE RECALL ASSOCIATED WITH NHTSA CAMPAIGN ID NUMBER 10V017000, VEHICLE SPEED CONTROL:ACCELERATOR PEDAL. WHILE DRIVING APPROXIMATELY 20 MPH THE CONTACT DEPRESSED THE ACCELERATOR TO THE FLOOR AND THE VEHICLE BEGAN TO ACCELERATE. WHEN PRESSURE WAS RELEASED FROM THE ACCELERATOR PEDAL THE VEHICLE CONTINUED TO SURGED FORWARD. THE CONTACT WAS NOT SURE WHETHER THE ACCELERATOR PEDAL WAS STUCK TO THE FLOOR OR NOT DURING THE FAILURE. PRESSURE WAS THEN APPLIED TO THE BRAKE PEDAL BUT THE VEHICLE CONTINUED TO SURGE FORWARD UNTIL IT WAS SHIFTED INTO NEUTRAL. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THEY WERE IN THE PROCESS OF DIAGNOSING THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 23,000. SM.

NHTSA ODI Number: 10375286

Date of Incident: 20101224

Vehicle: 2010 TOYOTA RAV4

Location of Incident: BAY VILLAGE, OH

NTHSA Summary:

ON DECEMBER 24, 2010 MY FATHER EXPERIENCED A THIRD INCIDENT OF UNINTENDED ACCELERATION IN HIS 2010 TOYOTA RAV. DESPITE HAVING ALREADY PREFORMED ALL THE NECESSARY RECALL FIXES, EXTENSIVE TESTING BY 2 TOYOTA DEALERSHIPS AND EVEN HAVING THE ENTIRE GAS PEDAL REPLACED, THE CAR MALFUNCTIONED. THE ENGINE BEGAN TO REV AT A HIGH RATE AS HE SLOWED FOR A 4-WAY STOP. HIS FOOT WAS FIRMLY ON THE BRAKE, NOT THE GAS PEDAL AS TOYOTA LIKES TO CONTEND. THE BRAKE WAS NOT FULLY RESPONSIVE AND HE HAD TO LIFT HIS FOOT FROM THE BRAKE AND DEPRESS IT A SECOND TIME TO BRING THE CAR TO A STOP, THOUGH THE ENGINE CONTINUED TO RACE. HIS FOOT WAS NOT TOUCHING THE ACCELERATOR. HE WAS FORTUNATE TO BE DRIVING AT A SLOW ENOUGH SPEED AND TRAFFIC WAS LIGHT AT THE TIME SO HE WAS ABLE TO AVOID AN ACCIDENT. HE CONTACTED THE DEALERSHIP AND THEY HAVE TESTED THE CAR (AGAIN) AND STILL CAN NOT FIND ANY PROBLEM (AGAIN). NOW THEY SAID THEY NEED TO KEEP THE CAR FOR 4 MORE WEEKS TILL A REP ARRIVES IN THE AREA FOR MORE TESTING.

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: 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: 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: 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: 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: 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: 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: 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: 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: 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: 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 PERTAINS 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 FILE. A REPRESENTATIVE WOULD BE SENT OUT TO THOROUGHLY INSPECT HIS VEHICLE. THE FAILURE MILEAGE WAS 29,000. WHEN THE CONSUMER PUT HIS 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: 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: 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: 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: 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: 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: 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 CONTTINUED 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: 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: 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: 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: 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: 10442616
Date of Incident: 20120102
Vehicle: 2007 TOYOTA CAMRY
Location of Incident: TALLAHASSEE, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE DRIVING INTO A PARKING AREA, THE VEHICLE SUDDENLY ACCELERATED AND JUMPED A CURB. THE VEHICLE CAME TO A STOP WHEN IT CRASHED INTO A TREE. THE CONTACT SUFFERED INJURIES TO THE BREAST AND NECK. THE VEHICLE WAS THEN TOWED TO A LOCAL BODY SHOP AND THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE CONTACT ALSO STATED THAT THE VEHICLE WAS PREVIOUSLY REPAIRED UNDER THE RECALL ASSOCIATED WITH NHTSA CAMPAIGN ID NUMBER 09V388000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). THE FAILURE AND CURRENT MILEAGES WERE 42,000.

NHTSA ODI Number: 10442387
Date of Incident: 20120104
Vehicle: 2007 TOYOTA AVALON
Location of Incident: FLOURTOWN, PA

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA AVALON. THE CONTACT STATED THAT WHILE DRIVING 15 MPH, HE APPLIED THE BRAKES AND THERE WAS AN INCREASE IN THE ENGINE RPMS. THE CONTACT APPLIED EXTREME FORCE TO THE BRAKE PEDAL IN ORDER TO CONTROL THE VEHICLE. THE VEHICLE CAME TO A STOP AFTER PLACING IT IN NEUTRAL. THE CONTACT AND A NEARBY POLICE OFFICER INSPECTED THE FLOOR MATS, BUT FOUND NO EVIDENCE OF THEM INTERFERING WITH THE ACCELERATOR PEDAL. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE AND REFERRED THE CONTACT TO THE DEALER FOR A DIAGNOSTIC TEST. THE VEHICLE WAS NOT TAKEN TO THE DEALER. THE CONTACT ALSO STATED THAT PRIOR TO THE FAILURE, THE VEHICLE WAS TAKEN TO THE DEALER TO BE REPAIRED UNDER THE RECALL ASSOCIATED WITH NHTSA CAMPAIGN ID NUMBER 09V388000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 66,000. THE VIN WAS NOT AVAILABLE.
