



Safety Research & Strategies, Inc.

340 Anawan Street / Suite 200

Rehoboth, MA 02769

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

www.safetyresearch.net

**Consumer Complaints to NHTSA Alleging UA in Toyota Vehicles
June 1, 2011-July 17, 2012**

The document below is comprised of consumer complaints to NHTSA alleging UA in Toyota vehicles, reported from June 1, 2011 to July 17, 2012. What follows is a brief descriptions of the methods used to identify those records:

1. We queried consumer complaints within that date range for all records containing Toyota in the MFR_NAME field **and** a COMPDESC coding of 'vehicle speed control' **or** any variants of the terms pedal, throttle, or accel* in the CDESCR field.
2. We then thoroughly reviewed each resulting record to determine whether or not the record actually reflected a UA incident. We have defined unintended acceleration as any incident in which the complainant reported an engine acceleration that was unintended – regardless of whether the car was in gear. Records determined to be reporting non-UA incidents were removed.
3. We reviewed all of the resulting records and combined records that we determined to be multiple reports of a single incident. We identified those reports using the date, location, and descriptions of the incidents.

Date Reported: 20110601
Date of Incident: 20110513
NHTSA ODI No.: 10404074
Vehicle Make 2007 TOYOTA TACOMA
Location of Incident: UNITY, NH

NHTSA Summary:

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

Date Reported: 20110601
Date of Incident: 20110529
NHTSA ODI No.: 10404009
Vehicle Make 2010 LEXUS RX350
Location of Incident: NEW CITY, NY

NHTSA Summary:

TL*THE CONTACT OWNS A 2010 LEXUS RX350. THE CONTACT STATED THERE WAS UNINTENDED ACCELERATION WHILE THE VEHICLE WAS PARKED IN THE GARAGE. AS THE VEHICLE WAS STARTED, THE RPM INCREASED UP TO 70 MPH. THE VEHICLE WAS TOWED TO THE DEALER WHERE THEY INSPECTED THE VEHICLE AND INFORMED THE CONTACT THAT THE ACCELERATOR PEDAL WAS STUCK TO THE FLOOR MAT. THE CONTACT STATED HE DOES NOT THINK IT WAS THE FLOOR MATS BECAUSE HE CHECKED THE FLOOR MATS PRIOR TO TAKING THE VEHICLE TO THE DEALER. THE DEALER COULD NOT FIND ANYTHING ELSE WRONG WITH THE VEHICLE. THE MANUFACTURER WAS CONTACTED AND A CLAIM WAS FILED. THE FAILURE MILEAGE WAS 1,600.

Date Reported: 20110602
Date of Incident: 20110425
NHTSA ODI No.: 10404166
Vehicle Make 1996 TOYOTA CAMRY
Location of Incident: BRISTOW, VA

NHTSA Summary:

WE HAD A SITUATION DESCRIBED BELOW. I SHALL BE GRATEFUL IF YOU COULD SHED SOME LIGHT ON IT. THIS INCIDENT INVOLVES TAYOTA CAMRY 1996. IT IS A CRITICAL SITUATION. YOUR ASSISTANCE WILL BE GREATLY APPRECIATED. THANK YOU, SHEKHAR KAUP DESCRIPTION OF THE ACCIDENT: MONDAY (4/25/2011) WAS THE TRASH COLLECTION DAY

AT OUR DEVELOPMENT. WE HAVE TWO CARS: CAMRY AND LEXUS. WE HAD TO PULL ONE CAR OUT TO BRING THE TRASH CAN IN. IT WAS APPROXIMATELY AROUND 6 P.M. MY WIFE VOLUNTEERED TO PULL THE CAR OUT, SO THAT I COULD BRING THE TRASH CAN IN. MY WIFE PULLED THE CAR OUT ON THE DRIVEWAY AND PARKED, STILL HER FOOT WAS ON THE BREAK. AS SHE WAS BRINGING THE GEAR TO DRIVE, AS SOON AS IT REACHED THE REVERSE GEAR, THE CAR SPEEDED BACKWARD IN AN UNCONTROLLABLE SPEED AND WITH IN SECONDS IT HIT AND SHATTERED OUR NEIGHBOR'S MAIL BOX AND ITS METAL POST. THE CAR STOPPED. I WAS STANDING AND WAS SHOCKED TO SEE WHAT WAS HAPPENING. SHE THOUGHT THAT SHE WAS IN OUR NEIGHBOR'S LAWN, AND WANTED TO BRING THE CAR TO THE SIDE OF THE ROAD. AS SOON AS SHE BROUGHT THE GEAR TO THE DRIVE, IT AGAIN RACED FORWARD IN HIGH UNCONTROLLABLE SPEED AND HIT OUR BRICK WALL OF OUR HOUSE AND WAS PINNED DOWN AND STOPPED. THE CAR WAS TOTALED, WRECKING THE FRONT AND THE BACK WITH TWO IMPACTS. BOTH AIRBAGS WERE DEPLOYED. SHE HAD HER SEAT BELT ON. THESE TWO DEVICES PROBABLY SAVED HER LIFE. SHE WAS TAKEN TO THE HOSPITAL BY AMBULANCE. POLICE ARRIVED AND ACCOMPANIED US TO THE HOSPITAL. WE SPENT FOUR TO FIVE HOURS IN THE HOSPITAL. REPORT ENCLOSED. SHE HAS SEEN HER PERSONAL PHYSICIAN. SHE HAS SEEN ORTHOPEDIC SURGEON. SHE IS ALSO GOING TO PHYSICAL THERAPY.

Date Reported: 20110602
Date of Incident: 20110525
NHTSA ODI No.: 10404210
Vehicle Make 2008 TOYOTA CAMRY
Location of Incident: JOPLIN, MO

NHTSA Summary:

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

Date Reported: 20110602
Date of Incident: 20110530
NHTSA ODI No.: 10404236
Vehicle Make 2011 TOYOTA RAV4

Location of Incident: WILLMINGTON, NC

NHTSA Summary:

TL*THE CONTACT OWNS A 2011 TOYOTA RAV4. WHILE THE VEHICLE WAS PARKED THE CONTACT DEPRESSED THE BRAKE PEDAL WHILE TURNING THE IGNITION ON AND THEN MOVED THE GEAR SHIFT FROM PARK TO REVERSE. THE ENGINE RPMs SUDDENLY BEGAN TO INCREASE AND INDICATED A HIGH READING. THE CONTACT LOOKED DOWN AT THE FLOOR MAT AND NOTICED THE FLOOR MAT WAS NOT IN THE WAY OF THE ACCELERATOR PEDAL; HOWEVER, THE ACCELERATOR DROPPED TO THE FLOOR BOARD. THE CONTACT SHUT THE VEHICLE OFF AND THE VEHICLE SHOOK VIOLENTLY. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THE TECHNICIANS WERE UNABLE TO DIAGNOSE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 3,200.

Date Reported: 20110603
Date of Incident: 20060603
NHTSA ODI No.: 10404382
Vehicle Make 1995 TOYOTA CAMRY
Location of Incident: NEW HAVEN, IN

NHTSA Summary:

TL- THE CONTACT OWNS A 1995 TOYOTA CAMRY. WHILE DRIVING APPROXIMATELY 71 MPH THE CRUISE CONTROL WOULD NOT DISENGAGE. THE CONTACT STATED HE DEPRESSED THE BRAKE PEDAL AND THE VEHICLE WOULD NOT STOP. THE CONTACT SHUT THE ENGINE OFF IN ORDER FOR THE VEHICLE TO STOP. THE FAILURE WAS INTERMITTENT AND OCCURRED APPROXIMATELY FIVE DIFFERENT TIMES. THE VEHICLE WAS NOT TAKEN TO THE DEALER FOR DIAGNOSTICS. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 163,000. DS

Date Reported: 20110605
Date of Incident: 20110529
NHTSA ODI No.: 10404500
Vehicle Make 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.

Date Reported: 20110605
Date of Incident: 20110529
NHTSA ODI No.: 10404500
Vehicle Make 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.

Date Reported: 20110607
Date of Incident: 20110307
NHTSA ODI No.: 10405437
Vehicle Make 2003 LEXUS LS430

Location of Incident: LAKE STEVENS, WA

NHTSA Summary:

TL* THE CONTACT OWNS A 2003 LEXUS LS430. THE CONTACT STATED THAT WHILE ENTERING INTO A PARKING SPACE WITH HER FOOT ON THE BRAKE AT 5 MPH, THERE WAS SUDDEN ACCELERATION AND THE VEHICLE CRASHED INTO A BUILDING. NO ONE WAS INJURED AND THE VEHICLE WAS DESTROYED. THE POLICE WERE CALLED AND A REPORT WAS FILED (#2771757). THE DEALER WAS CONTACTED WHO OFFERED NO ASSISTANCE. PRIOR TO THE ACCIDENT, THERE WAS AN ELECTRIC FAILURE. THE DEALER WAS CALLED WHO STATED UNLESS THE VEHICLE CONTINUED TO HAVE THE FAILURE, SHE COULD BRING IT IN, BUT IF THERE WAS NO MORE FAILURE SHE DID NOT HAVE TO BRING THE VEHICLE IN. THE INSURANCE COMPANY WAS CONTACTED. THE MANUFACTURER WAS CONTACTED AND OFFERED NO OTHER ASSISTANCE. THE FAILURE MILEAGE WAS 78,000.

Date Reported: 20110607

Date of Incident: 20110520

NHTSA ODI No.: 10405455

Vehicle Make 2002 TOYOTA CAMRY

Location of Incident: BELTON, MO

NHTSA Summary:

I PURCHASED A 2002 TOYOTA CAMRY BACK IN MARCH OF THIS YEAR FROM A PRIVATE AUTO SELLER. ON MAY 20TH WHILE SITTING AT A STOP SIGN IN NEUTRAL, MY RPM GAGE ALL OF A SUDDEN SURGED. I PRESSED ON THE GAS PEDAL TWICE TO SEE IF IT WAS STUCK SINCE I'D HEARD NEWS REPORTS THAT THIS WAS REPORTEDLY THE ISSUE ACCORDING TO TOYOTA WHEN OTHER INCIDENTS WERE REPORTED, BUT I THOUGHT THEY WERE WITH THE NEWER MODELS. NONETHELESS, WHEN I RELEASED THE PEDAL, THE GAGE CONTINUED SURGING. THANK GOODNESS I WAS IN NEUTRAL WHEN THE ACCELERATION STARTED BECAUSE THERE WERE CHILDREN IN THE AREA WHO WERE WAITING TO CATCH THEIR SCHOOL BUS. I DECIDED TO TURN OFF MY VEHICLE AND SAT FOR ABOUT TEN SECONDS, STARTED IT BACK UP AND IT WAS STILL SURGING FOR APPROXIMATELY ANOTHER THREE SECONDS, THEN FINALLY STOPPED AND WENT BACK TO NORMAL. AT THAT POINT, I TURNED BACK AROUND AND PARKED THE CAR AT MY HOME. FORTUNATELY, I HAVE ANOTHER VEHICLE I WAS ABLE TO DRIVE. THAT FOLLOWING TUESDAY I STOPPED AT A TOYOTA DEALERSHIP IN KANSAS CITY, KANSAS AND EXPLAINED TO THE SERVICE PARTS WORKER WHAT HAPPENED. HIS EXPLANATION WAS IT'S THE FLOOR MAT GETTING STUCK CAUSING THE ACCELERATION AND THAT I NEED TO PROVIDE MY VIN NUMBER FOR THEM TO LOOK IT UP. FIRST OF ALL, THIS WAS NOT A FLOOR MAT ISSUE. IF THAT WAS THE CASE THEN WHEN I PRESSED THE GAS PEDAL, IT SHOULD'VE COME UNSTUCK. IT'S OBVIOUS THAT THE DEALERSHIP WANTED TO GO THE ROUTE THAT'S GOING TO BE THE LEAST EXPENSIVE INSTEAD OF ACTUALLY LOOKING

INTO THE PROBLEM. UPON DOING SOME RESEARCH ONLINE, I CAME ACROSS A TECHNICAL BULLETIN MEMO FROM AUGUST 2002 THAT ADDRESSED THE ACCELERATION ISSUE STATING THAT IT WAS AN ELECTRONICS GLITCH. I E-MAILED TOYOTA'S CUSTOMER SERVICE DEPT. AND THE ONLY RESOLUTION THEY OFFERED WAS.....NOTHING. APPARENTLY THE WARRANTY HAS EXPIRED FOR THIS PARTICULAR ISSUE SO NOW I HAVE TO PAY FOR ANY REPAIRS DONE. DUE TO THE DANGEROUS NATURE OF THESE INCIDENTS, REPAIRS SHOULD BE AUTOMATIC AND NOT AT THE COST OF THE CONSUMER!

Date Reported: 20110608
Date of Incident: 20110606
NHTSA ODI No.: 10405548
Vehicle Make 2002 TOYOTA CAMRY SOLARA
Location of Incident: SAN JOSE, CA

NHTSA Summary:

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

Date Reported: 20110608
Date of Incident: 20110606
NHTSA ODI No.: 10405593, 10405599
Vehicle Make 2004 TOYOTA COROLLA
Location of Incident: MIAMI, FL

NHTSA Summary:

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

Date Reported: 20110608
Date of Incident: 20101217
NHTSA ODI No.: 10405579
Vehicle Make 2008 TOYOTA COROLLA
Location of Incident: HOLLYWOOD, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA COROLLA. THE CONTACT WAS DRIVING 25 MPH WHEN THERE WAS A SUDDEN ACCELERATION WITH THE VEHICLE. AS THE BRAKE WAS BEING DEPRESSED, THE VEHICLE WOULD NOT SLOW DOWN AND CRASHED HEAD INTO A CONCRETE WALL. THE CONTACT SUSTAINED VERY SERIOUS INJURIES TO THE BODY AND WAS TRANSPORTED TO A TRAUMA UNIT. THE CONTACT WAS THE ONLY OCCUPANT IN THE VEHICLE AND WAS WEARING HER SEAT BELT AT THE TIME OF THE FAILURE. THE VEHICLE WAS DESTROYED AND TOWED BY THE INSURANCE COMPANY. A POLICE REPORT WAS AVAILABLE IF NEEDED. THE DEALER AND MANUFACTURER WERE NOT CONTACTED. THE FAILURE MILEAGE WAS 90,000.

Date Reported: 20110609
Date of Incident: 20101110
NHTSA ODI No.: 10405762
Vehicle Make 1995 LEXUS ES300
Location of Incident: LAKEWOOD, CA

NHTSA Summary:

TL* LEXUS SUDDEN ACCELERATION COMMENTS: MY 1995 LEXUS ES300 HAD SUDDEN ACCELERATION PROBLEM ON NOVEMBER 1, 2010. AFTER THE PROBLEM WAS SOLVED BY CHANGING A PART THE ENGINE SEEMED TO BE OK, HOWEVER, ON FEBRUARY 28, 2011, WHEN THE ENGINE WAS STARTED NORMALLY WITH TRANSMISSION IN PARK, THE ENGINE ROARED SUDDENLY FOR A SECOND AND THEN RETURNED TO NORMAL IDLE. THE FAILURE MILEAGE WAS 167,825. THE CONTACT WANTS TO USE THE COMPLAINT THAT WAS SENT VIA EMAIL. UPDATED 06/24/11 *BF

Date Reported: 20110610
Date of Incident: 20110601
NHTSA ODI No.: 10405905
Vehicle Make 2007 LEXUS GS350
Location of Incident: CERRITOS, CA

NHTSA Summary:

WHILE ATTEMPTING TO ENTER A PLAZA BY MAKING A RIGHT TURN, I TRIED TO STEP ON THE BRAKES WHILE TURNING, BUT THE CAR JERKED INTO A SUDDEN ACCELERATION. SUDDENLY, THE CAR ACCELERATED BECAUSE THE BREAKS DIDN'T WORK. I CRASHED UP INTO THE CURB AND

INTO A TREE AND INTO A PARKED CAR. WITH SUCH IMPACT AND FORCE, MY CAR PUSHED THE PARKED CAR TO THE NEXT PARKING LANE, THUS DAMAGING THE CAR PARKED NEXT TO THE FIRST CAR I HIT. THEREFORE, THE FIRST CAR I HIT WAS COMPLETELY DESTROYED AND THE SECOND CAR HAD SOME DENTS AND DAMAGES. MY CAR IS STILL IN THE BODY SHOP AND STILL NEEDS TO BE FIXED.

Date Reported: 20110614
Date of Incident: 20040601
NHTSA ODI No.: 10406858
Vehicle Make 2000 TOYOTA CAMRY
Location of Incident: FOSTER CITY, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2000 TOYOTA CAMRY. WHILE DRIVING 10 MPH AND APPLYING THE BRAKES, THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED, CAUSING HER TO CRASH INTO ANOTHER VEHICLE. ALSO, THE CONTACT STATED THAT WHEN THE FAILURE OCCURRED, SHE WAS UNABLE TO CONTROL THE STEERING OF THE VEHICLE. THE FAILURE RECURRED TWICE. THE DEALER WAS NOT NOTIFIED AND THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE CURRENT MILEAGE WAS 151,000 AND THE APPROXIMATE FAILURE MILEAGE WAS UNKNOWN. UPDATED 08/11/11*LJ

Date Reported: 20110614
Date of Incident: 20070910
NHTSA ODI No.: 10406801
Vehicle Make 2007 TOYOTA COROLLA
Location of Incident: COSTA MESA, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA COROLLA. THE CONTACT WAS DRIVING APPROXIMATELY 30 MPH WHEN THE VEHICLE SUDDENLY ACCELERATED INDEPENDENTLY. THE CONTACT DEPRESSED THE BRAKE PEDAL BUT THE VEHICLE WOULD NOT STOP. THE VEHICLE THEN INDEPENDENTLY DECELERATED. THE CONTACT STATED THAT THE FAILURE RECURRED APPROXIMATELY NINE DIFFERENT TIMES AND WOULD ALSO OCCUR WHEN THE VEHICLE WAS COMPLETELY STOPPED. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THE TECHNICIAN ADVISED THAT THE FAILURE COULD BE RELATED TO THE RECALL UNDER NHTSA CAMPAIGN ID NUMBER: 10V384000 (ENGINE AND ENGINE COOLING). THE RECALL REPAIRS WERE PERFORMED ON THE VEHICLE. AFTER THE RECALL REPAIRS WERE PERFORMED, THE VEHICLE CONTINUED TO EXPERIENCE SUDDEN ACCELERATION. THE VEHICLE WAS NOT FURTHER REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 10.

Date Reported: 20110614
Date of Incident: 20110601
NHTSA ODI No.: 10406753
Vehicle Make 2006 TOYOTA TACOMA
Location of Incident: YARMOUTH, ME

NHTSA Summary:

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

Date Reported: 20110615
Date of Incident: 20110401
NHTSA ODI No.: 10408049
Vehicle Make 2011 TOYOTA COROLLA
Location of Incident: TOUGHKENAMON, PA

NHTSA Summary:

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

Date Reported: 20110616
Date of Incident: 20110604
NHTSA ODI No.: 10407058
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: WESTMONT, IL
NHTSA Summary:

2010 RAPID ACCELERATION WHEN PUSHING DOWN THE BRAKE PEDAL. THE DRIVERS FLOOR MAT WAS LOOSE & WHEN I PUSHED ON THE BRAKE MY HEELS PUSHED THE MAT INTO THE ACCELERATOR PEDAL. 3 TOYOTA DEALERS SAY NO RECALLS GROSSINGER - OAK BROOK / WESTMONT & LIBERTYVILLE...

Date Reported: 20110617
Date of Incident: 20110511
NHTSA ODI No.: 10407231
Vehicle Make 2008 TOYOTA PRIUS
Location of Incident: PLEASANT HILL, CA

NHTSA Summary:

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

Date Reported: 20110617
Date of Incident: 20110616
NHTSA ODI No.: 10407298
Vehicle Make 2009 TOYOTA RAV4
Location of Incident: LAKE MARY, FL

NHTSA Summary:

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

Date Reported: 20110618
Date of Incident: 20110616
NHTSA ODI No.: 10407331
Vehicle Make 2008 TOYOTA RAV4
Location of Incident: SIMI VALLEY, CA

NHTSA Summary:

YESTERDAY, JUNE 16, 2011, AS I WAS DRIVING MY TOYOTA 2008 RAV4 (35,500 MILES), THE CAR ACCELERATED UNCONTROLLABLY. THE CAR WAS STILL COLD -- IT WAS LESS THAN 2 MILES AFTER START-UP. OUTDOOR TEMP WAS ABOUT 65. NO RAIN OR INCLEMENT WEATHER. I APPROACHED A RED LIGHT VERY SLOWLY, AT LESS THAN 10 MPH. AS I WAS BRAKING, I BECAME AWARE THAT THE CAR WAS NOT STOPPING. I BRAKED HARDER AND COULD FEEL THE BREAKS ENGAGING, BUT UNDERNEATH THAT FEELING WAS THE FEELING OF THE CAR CONTINUING TO ACCELERATE AND FIGHT THE BRAKES. I GOT THE CAR STOPPED, BUT ONLY AFTER EXTREMELY HARD BRAKING. IF THERE HAD BEEN SOMEONE IN THE CROSS WALK IN FRONT OF ME, I'D HAVE HIT THEM. THE CAR WAS STILL TRYING TO TAKE OFF. I PUT THE TRANSMISSION IN PARK AND TOOK MY FOOT OFF THE BRAKE. BY NOW THE ENGINE WAS SCREAMING. I SAT THERE FOR A COUPLE OF SECONDS, FOOT NEITHER ON THE BRAKE NOR THE ACCELERATOR AND THE CAR SOUNDING AS IF IT WOULD SOON EXPLODE, AND FINALLY JUST TURNED THE CAR OFF AND CALLED A TOW TRUCK AND TOOK IT TO THE DEALERSHIP. THE SERVICE WRITER WAS COLD AND DISTANT, NON-VERBALLY MAKING SURE I UNDERSTOOD THAT HE THOUGHT I WAS EITHER LYING OR BLOWING THE INCIDENT OUT OF PROPORTION, WHILE AT THE SAME TIME SAYING NOTHING THAT COULD ACTUALLY BE QUOTED AS RUDE. A SPECIAL TECHNICIAN IS SUPPOSED TO COME OUT FROM TOYOTA TO LOOK AT THE VEHICLE. BASED UPON WHAT OTHERS HAVE EXPERIENCED, I EXPECT THE DEALERSHIP TO DO NOTHING. THE CAR IS CLEARLY UNSAFE, AND KNOWING THAT, I CANNOT EVER DRIVE IT AGAIN.

Date Reported: 20110620
Date of Incident: 20110606
NHTSA ODI No.: 10407530
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: OCEAN CITY, MD

NHTSA Summary:

TL*THE CONTACT OWNED A 2010 TOYOTA CAMRY. THE CONTACT STATED WHILE DRIVING APPROXIMATELY 25 MPH SHE APPLIED THE BRAKES BUT THE VEHICLE WOULD NOT STOP UNTIL IT CRASHED INTO A TREE. THE CONTACT DID NOT KNOW IF A POLICE REPORT WAS FILED. THE CONTACT SUSTAINED INJURIES AND WAS TAKEN TO THE HOSPITAL VIA HELICOPTER. THE VEHICLE WAS DESTROYED AND TOWED TO AN INSURANCE LOT. THE VEHICLE WAS NOT EXAMINED FOR THE CAUSE OF

FAILURE. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGE WAS 18,000. UPDATED 07/20/11*LJ

Date Reported: 20110622
Date of Incident: 20110608
NHTSA ODI No.: 10408501
Vehicle Make 2005 TOYOTA COROLLA
Location of Incident: LEHIGH ACRES, FL

NHTSA Summary:

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

Date Reported: 20110622
Date of Incident: 20110621
NHTSA ODI No.: 10408509
Vehicle Make 2010 LEXUS RX350
Location of Incident: MOREHEAD, KY

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 LEXUS RX350. THE CONTACT STATED WHILE DRIVING 70 MPH WITH THE CRUISE CONTROL ENGAGED THE VEHICLE SUDDENLY ACCELERATED UP TO 80 MPH. WHILE THE VEHICLE WAS ACCELERATING THE BRAKE MALFUNCTION LIGHT CAME ON. THE CONTACT SHIFTED THE VEHICLE INTO NEUTRAL AND CHOSE THE POWER BUTTON IN ORDER TO SHUT THE VEHICLE OFF AND DROVE ONTO THE EMERGENCY LANE. THE CONTACT STATED THE BRAKES WERE ALSO SMOKING ALTHOUGH NOTHING WAS STUCK UNDERNEATH THE ACCELERATOR PEDAL. THE CONTACT STATED THE LEXUS HELP SERVICE CENTER WAS NOT AVAILABLE AT THE TIME OF THE ACCELERATION. THE CONTACT CALLED THE DEALER BUT THE SERVICE DEPARTMENT WAS CLOSED. THE CONTACT CALLED THE MANUFACTURER REGARDING THE SUDDEN ACCELERATION AND THEY AUTHORIZED THAT THE VEHICLE TO BE TOWED TO A DEALER. THE DEALER STATED TO THE CONTACT, THE ACCELERATOR PEDAL WAS STUCK ON THE FLOOR BUT THE CONTACT STATED THE FLOOR MAT WAS NOT STUCK. THE VEHICLE WAS CURRENTLY UNDER GOING TEST WITH THE DEALER. THE FAILURE MILEAGE WAS 9,500.

Date Reported: 20110622
Date of Incident: 20101228
NHTSA ODI No.: 10408588
Vehicle Make 2004 LEXUS RX330
Location of Incident: BEREA, OH

NHTSA Summary:

2004 LEXUS RX330 TRANSMISSION JUMPS AND WILL ACCELERATE WHEN DEPRESSING BRAKE PEDAL. HAS ALMOST CAUSED A FEW ACCIDENTS. LEXUS WILL NOT HONOR ANY TSB'S DUE TO THE AGE OF THE VEHICLE. THERE ARE THOUSANDS AND THOUSANDS OF COMPLAINTS ABOUT THIS SAME ISSUE.

Date Reported: 20110622
Date of Incident: 20090814
NHTSA ODI No.: 10408460
Vehicle Make 2007 TOYOTA FJ CRUISER
Location of Incident: HOUSTON, TX

NHTSA Summary:

MY TOYOTA FJ CRUISER ACCELERATES BY ITSELF. TYPICALLY, WHEN IT IS STOPPED AND IDLING, LIKE AT A LIGHT OR STOP SIGN. IT DOES THIS WHEN EITHER I OR MY MOTHER IS DRIVING IT. THE PARTICULAR EVENT I WANT TO TELL YOU ABOUT HAPPENED IN AUGUST 2009. I WAS AT A STOPLIGHT, IN THE CENTER LANE, AND WAS GOING TO CHANGE LANES WHEN THE LIGHT CHANGED. I TURNED THE WHEEL TO THE LEFT BEFORE THE LIGHT CHANGED. WHEN I TOOK MY FOOT OFF THE BRAKE, THE VEHICLE ACCELERATED RAPIDLY INTO THE LEFT LANE. I DID NOT TOUCH THE GAS PEDAL. MY VEHICLE WAS STRUCK BY A PICKUP TRUCK APPROACHING IN THE LEFT LANE. THE YOUNG GIRL DRIVING THE PICKUP TRUCK WAS TALKING ON HER CELL PHONE AND DID NOT EXPECT MY VEHICLE TO MOVE IN FRONT OF HER SO FAST. DAMAGE TO MY VEHICLE WAS ABOUT \$1,800. I TOOK MY VEHICLE INTO A LOCAL SHOP FOR 30K SERVICE AND SHORTLY THEREAFTER AND THEY DID NOT FIND ANY PROBLEMS. I HAVE SEEN THAT TOYOTA CLAIMS THERE IS NO PROBLEM, BUT THIS IS A SERIOUS SAFETY PROBLEM. I REALLY NEVER KNOW WHEN MY VEHICLE IS GOING TO SURGE. I HAVE SENT A LETTER TO TOYOTA REQUESTING THEM TO FIX MY VEHICLE AND PAY FOR THE ACCIDENT. I HAVE NOT HEARD FROM THEM YET, BUT IT HAS ONLY BEEN A FEW DAYS.

Date Reported: 20110625
Date of Incident: 20110625
NHTSA ODI No.: 10408905
Vehicle Make 1998 TOYOTA 4RUNNER

Location of Incident: CHULUOTA, FL

NHTSA Summary:

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

Date Reported: 20110629
Date of Incident: 20110527
NHTSA ODI No.: 10409383
Vehicle Make 2002 TOYOTA CAMRY
Location of Incident: LITTLE ROCK, AR

NHTSA Summary:

TL* THE CONTACT OWNS A 2002 TOYOTA CAMRY. THE CONTACT WAS DRIVING 20 MPH WHEN SUDDENLY, THE VEHICLE ACCELERATED AND THE CONTACT WAS UNABLE TO STOP THE VEHICLE. THE CONTACT CRASHED

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

Date Reported: 20110630
Date of Incident: 20110427
NHTSA ODI No.: 10410134
Vehicle Make 2004 LEXUS ES 330
Location of Incident: SPRING, TX

NHTSA Summary:

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

Date Reported: 20110630
Date of Incident: 20100507
NHTSA ODI No.: 10411028
Vehicle Make 2010 TOYOTA PRIUS

Location of Incident: COTUIT, MA

NHTSA Summary:

I WAS MAKING A SHARP RIGHT TURN TO PULL INTO A PARKING SPACE, SLOWING TO A STOP. THE CAR SUDDENLY AND UNEXPECTEDLY ACCELERATED FORWARD OUT OF MY CONTROL. I APPLIED THE BRAKES AS HARD AS I COULD, WITH NO RESPONSE. AS THE CAR WAS RACING INTO A TREE, I SHUT OFF THE ENGINE BY PUSHING THE POWER BUTTON TO OFF. THE CAR KNOCKED DOWN A TREE AND CAME TO A STOP ON TOP OF IT.

Date Reported: 20110630

Date of Incident: 20090630

NHTSA ODI No.: 10410051

Vehicle Make 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.

Date Reported: 20110701

Date of Incident: 20110626

NHTSA ODI No.: 10410275

Vehicle Make 2010 TOYOTA TACOMA

Location of Incident: VALLEJO, CA

NHTSA Summary:

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

Date Reported: 20110702
Date of Incident: 20110403
NHTSA ODI No.: 10410310
Vehicle Make 2011 TOYOTA SIENNA
Location of Incident: KNOXVILLE, TN

NHTSA Summary:

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

Date Reported: 20110705
Date of Incident: 20110216
NHTSA ODI No.: 10410589
Vehicle Make 2005 TOYOTA CAMRY
Location of Incident: TEMPLE HILLS, MD

NHTSA Summary:

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

Date Reported: 20110705
Date of Incident: 20110608
NHTSA ODI No.: 10410487
Vehicle Make 2003 TOYOTA CAMRY
Location of Incident: CHICAGO, IL

NHTSA Summary:

TL* THE CONTACT OWNS A 2003 TOYOTA CAMRY. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 5 MPH INTO A PARKING SPACE, THE VEHICLE ACCELERATED WHEN THE BRAKE WAS DEPRESSED AND FAILED TO STOP. THE VEHICLE CRASHED INTO THE REAR PASSENGER'S SIDE DOOR OF AN UNOCCUPIED PARKED VEHICLE. THE CONTACT SUSTAINED BRUISES TO THE CHEST AREA AND SUFFERED INJURIES TO THE LOWER BACK AND LEFT WRIST. A POLICE REPORT WAS FILED. THE CONTACT WAS

ABLE TO DRIVE THE VEHICLE FROM THE SCENE. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 150,000.

Date Reported: 20110705
Date of Incident: 20110704
NHTSA ODI No.: 10410619
Vehicle Make 2006 TOYOTA HIGHLANDER HV
Location of Incident: SACRAMENTO, CA

NHTSA Summary:

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

Date Reported: 20110706
Date of Incident: 20110519
NHTSA ODI No.: 10410762
Vehicle Make 2006 LEXUS ES330
Location of Incident: YERINGTON, NV

NHTSA Summary:

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

Date Reported: 20110707
Date of Incident: 20110630
NHTSA ODI No.: 10411410
Vehicle Make 2005 TOYOTA CAMRY
Location of Incident: WEST PALM BEACH, FL

NHTSA Summary:

THE VEHICLE (PARKED IN 8TH OR 9TH SLOT) WAS GOING REVERSE AT 5 MPH(TOWARDS NE) IN A PARKING LOT OF AN L-SHAPED SHOPPING CENTER LOCATED ON NW CORNER OF INTERSECTING STREETS AT WHICH THE DRIVER HAVING PRESSED ON GAS PEDAL LIGHTLY CAUSING CAR UNINTENTIONALLY ACCELERATED, LURCHING TOWARDS NE SPINNING

TWICE LEAVING SKID MARKS ON PAVEMENT UNCONTROLLED, HITTING SPARE TIRE OF JEEP SUV PARKED IN SAME ROW OF CARS TOWARDS NE AND BOLTING BACKWARDS TO TREE ON PARKING ISLAND NEXT ROW NE AT WHICH TREE WAS UPROOTED FALLING ON 3RD CAR PARKED ON SECOND SLOT OF THAT ROW, 1992 CAMRY ,DAMAGING SLIGHTLY FRONT FENDER WHEN TREE LIMBS HIT IT; SOME TREE LIMBS FELL ON ROOF OF VEHICLE WITH SLIGHT DAMAGE.

Date Reported: 20110707
Date of Incident: 20110704
NHTSA ODI No.: 10410831
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: MERCERVILLE, NJ

NHTSA Summary:

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

Date Reported: 20110707
Date of Incident: 20110706
NHTSA ODI No.: 10410924
Vehicle Make 2002 TOYOTA CAMRY
Location of Incident: MILFORD, CT

NHTSA Summary:

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

Date Reported: 20110709

Date of Incident: 20110701
NHTSA ODI No.: 10411637
Vehicle Make 2010 LEXUS RX350
Location of Incident: NY, NY

NHTSA Summary:

ON 7/1/2011 AT 10.45PM.I WAS DRIVING MY LEXUS 2010 RX350 EASTBOUND ON THE LIE SERVICE ROAD IN GLEN COVE NY. I WAS TRAVELLING AT 35 TO 45 MPH,WHEN SUDDENLY MY "BRAKE MALFUNCTION LIGHT" STARTED FLASHING ON MY DASHBOARD. I INSTINCTIVELY TAPPED THE BRAKE, AND THE BRAKES DID NOT RESPOND. THEN THE CAR HAD UNINTENDED ACCELERATION,I THEN PRESSED ON THE BRAKES WITH ALL MY MIGHT, TO STOP THIS VEHICLE CAREERING OFF THE ROAD.WITH GODS GRACE I WAS ABLE TO STOP THE CAR BY DOWNSHIFTING GEARS. THIS IS THE FIRST TIME I HAVE EXPERIENCED THIS LIFE THREATENING PROBLEM. SO FAR LEXUS HAVE DISCREDITED THIS EXPERIENCE, BY CLAIMING THE MAT WAS STUCK UNDER THE ACCELERATOR AND OR BRAKE. I STRONGLY AND VEHEMENTLY DISAGREE WITH THEIR EVALUATION AND ANALYSIS. I INTEND TO TAKE THIS MATTER FURTHER WITH LEXUS

Date Reported: 20110710
Date of Incident: 20110709
NHTSA ODI No.: 10411645
Vehicle Make 2005 TOYOTA CAMRY
Location of Incident: OVERLAND PARK, KS

NHTSA Summary:

I HAVE BEEN AN EXTREMELY SAFE DRIVER FOR 21 YEARS. TWO INCIDENTS OF UNINTENDED ACCELERATION OCCURRED WITHIN ONE HOUR YESTERDAY AFTERNOON WITH MY 2005 CAMRY 2005 LE. UNTIL THIS TIME, THE CAR BEHAVED AND DROVE PERFECTLY FOR 6 YEARS. IT WAS A DRY AND HOT (93F) DAY, AND THE ROAD CONDITION WAS PERFECT IN BOTH CASES. THE FIRST TIME WAS DURING A 30-MPH CRUISING ALONG A SIDE STREET WHEN THE CAR SUDDENLY ACCELERATED BY ITSELF AND JERKED TOWARD ONE SIDE. I IMMEDIATELY CORRECTED THE PROBLEM BY BRAKING AND STEERING. THE SECOND TIME WAS AT A STOP SIGN ON A SIDE STREET. I WAS WAITING FOR THE OTHER CAR TO PASS BEFORE I COULD TURN LEFT WHEN THE CAR SUDDENLY TRIED TO ACCELERATED BY ITSELF EVEN THOUGH MY FOOT WAS FIRMLY PRESSING THE BRAKE. DURING THIS BRIEF STRUGGLE BETWEEN ME AND THE CAR, THE ENGINE MADE SOME LOW, GRINDING NOISE, AND THE CAR WAS ABLE TO MOVE FORWARD TWICE, ABOUT 6 INCHES EACH TIME, DESPITE MY HARD FOOT BRAKING. NO ACCIDENT WAS RESULTED IN EITHER CASE. I REPORTED THESE TWO INCIDENTS TO TOYOTA CUSTOMER CARE IMMEDIATELY AND WAS DIRECTED TO A LOCAL TOYOTA DEALERSHIP FOR INVESTIGATION. THE CAR IS CURRENTLY BEING EXAMINED BY A LOCAL DEALER FOR

POTENTIAL CAUSES. I AM AFRAID TO DRIVE THIS CAR IF THE DEFECT IS NOT REPAIRED. *TR

Date Reported: 20110711
Date of Incident: 20110616
NHTSA ODI No.: 10411736
Vehicle Make 2008 TOYOTA TUNDRA
Location of Incident: JETERVILLE, VA

NHTSA Summary:

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

Date Reported: 20110711
Date of Incident: 20090421
NHTSA ODI No.: 10411725
Vehicle Make 2003 TOYOTA RAV4
Location of Incident: JACKSONVILLE, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2003 TOYOTA RAV4. THE CONTACT STATED THE ACCELERATOR PEDAL BECAME STUCK INTERMITTENTLY WHILE DRIVING. THE CONTACT TOOK THE VEHICLE TO THE DEALER AND WAS TOLD THAT ALL TOYOTA VEHICLES ACCELERATOR PEDALS WERE STICKING. THE CONTACT WAS ALSO ADVISED THAT ACCELERATOR PEDAL, ENGINE CONTROL MODULE AND THROTTLE BODY WERE DEFECTIVE. THE FAILURE MILEAGE WAS UNKNOWN, BUT THE CURRENT MILEAGE WAS 165,000.

Date Reported: 20110711
Date of Incident: 20110628
NHTSA ODI No.: 10411760
Vehicle Make 2007 TOYOTA TUNDRA
Location of Incident: ROCKCHESTER, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA TUNDRA. THE CONTACT STATED THAT THE ACCELERATOR PEDAL BEGAN TO STICK WHILE DRIVING. THE DEALER DIAGNOSED THAT THE CONTACTS VEHICLE HAD THE SAME SYMPTOMS AS THE NHTSA CAMPAIGN ID NUMBER 10V017000 (VEHICLE

SPEED CONTROL ACCELERATOR PEDAL) RECALL. THE VIN WAS NOT A PART OF THE RECALL; THE FAILURE WAS IN THE PROCESS OF BEING REPAIRED. THE MANUFACTURER WAS NOT NOTIFIED OF THE FAILURE. THE FAILURE AND CURRENT MILEAGE WAS 62,000.

Date Reported: 20110712
Date of Incident: 20110709
NHTSA ODI No.: 10411952
Vehicle Make 2011 TOYOTA HIGHLANDER
Location of Incident: HEATHSVILLE, VA

NHTSA Summary:

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

Date Reported: 20110712
Date of Incident: 20110603
NHTSA ODI No.: 10411939
Vehicle Make 2011 TOYOTA COROLLA
Location of Incident: ELLICOTT CITY, MD

NHTSA Summary:

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

Date Reported: 20110712
Date of Incident: 20100730

NHTSA ODI No.: 10412006
Vehicle Make 2010 TOYOTA TACOMA
Location of Incident: MASTIC BEACH, NY

NHTSA Summary:

I HAVE A 2010 TOYOTA TACOMA 2WD. I HAVE A SAFETY PROBLEM INVOLVING THE ELECTRONIC THROTTLE CONTROL [ETC]. WHEN APPLYING SMALL PRESSURE TO THE ACCELERATOR AS YOU WOULD IN HEAVY STOP AND GO TRAFFIC, THE VEHICLE WILL SOMETIMES LUNGE FORWARD. THIS IS AN UNSAFE CONDITION AND QUITE FRIGHTENING. I HAVE APPEALED TO THE DEALER WHO TELLS ME THIS IS NORMAL. I HAVE HAD THE VEHICLE FISHTAIL WHILE ON A SLIPPERY SURFACE AS A RESULT OF THE UNINTENDED ACCELERATION [UA]. I ASK THAT TOYOTA FIND A WAY TO FIX THIS PROBLEM.

Date Reported: 20110712
Date of Incident: 20110112
NHTSA ODI No.: 10411922
Vehicle Make 2005 TOYOTA MATRIX
Location of Incident: LA JOLLA, CA

NHTSA Summary:

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

Date Reported: 20110713
Date of Incident: 20110223
NHTSA ODI No.: 10412166
Vehicle Make 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.

Date Reported: 20110713
Date of Incident: 20110712
NHTSA ODI No.: 10412090
Vehicle Make 2011 TOYOTA COROLLA
Location of Incident: LAWRENCEVILLE, NJ

NHTSA Summary:

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

[HTTP://WWW.COROLLAFORUM.COM/SHOWTHREAD.PHP?P=285#POST285](http://www.corollaforum.com/showthread.php?p=285#post285)

Date Reported: 20110714
Date of Incident: 20110706
NHTSA ODI No.: 10412285
Vehicle Make 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.

Date Reported: 20110715
Date of Incident: 20110713
NHTSA ODI No.: 10413078
Vehicle Make 2011 TOYOTA SIENNA
Location of Incident: MANTEO, NC

NHTSA Summary:

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

Date Reported: 20110715
Date of Incident: 20110715
NHTSA ODI No.: 10412382
Vehicle Make 2006 TOYOTA COROLLA
Location of Incident: ROANOKE, VA

NHTSA Summary:

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

Date Reported: 20110717
Date of Incident: 20110705
NHTSA ODI No.: 10413236
Vehicle Make 2011 TOYOTA COROLLA

Location of Incident: GLEN ALLEN, VA

NHTSA Summary:

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

Date Reported: 20110718

Date of Incident: 20110702

NHTSA ODI No.: 10413398

Vehicle Make 2009 TOYOTA RAV4

Location of Incident: FARIBAULT, MN

NHTSA Summary:

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

Date Reported: 20110718

Date of Incident: 20110527

NHTSA ODI No.: 10413368

Vehicle Make 2009 TOYOTA RAV4

Location of Incident: WEST CHESTER, OH

NHTSA Summary:

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

Date Reported: 20110719
Date of Incident: 20110611
NHTSA ODI No.: 10413545
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: BRONX, NY

NHTSA Summary:

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

Date Reported: 20110719
Date of Incident: 20110620
NHTSA ODI No.: 10414271, 10420272
Vehicle Make 2003 TOYOTA COROLLA
Location of Incident: SLAYTON, MN

NHTSA Summary:

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

Date Reported: 20110720

Date of Incident: 20090719
NHTSA ODI No.: 10413742
Vehicle Make 2006 TOYOTA TACOMA
Location of Incident: PEPEEKEO, HI

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA TACOMA. THE CONTACT STATED WHILE DRIVING APPROXIMATELY 55 MPH THE VEHICLE SUDDENLY ACCELERATED UP TO 65 MPH. THE CONTACT WAS ABLE TO STOP THE VEHICLE BY APPLYING EXTREME PRESSURE TO THE BRAKE PEDALS. THE VEHICLE WAS NOT INSPECTED BY A DEALER NOR WAS IT REPAIRED. THE DEALER WAS CONTACTED AND ADVISED HIM THAT THE FLOOR MAT MAY HAVE CAUSED THE FAILURE. THE DRIVER CHANGED THE FLOOR MATS TO A FLATTER VERSION. THE FAILURE CONTINUED TO OCCUR ON AN INTERMITTENT BASIS FOR THREE YEARS. THE FAILURE MILEAGE WAS APPROXIMATELY 3,000. UPDATED 9/13/11 *CN

Date Reported: 20110721
Date of Incident: 20110704
NHTSA ODI No.: 10413992
Vehicle Make 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 ACCLERATE. 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

Date Reported: 20110721
Date of Incident: 20110717
NHTSA ODI No.: 10413927
Vehicle Make 2011 TOYOTA 4RUNNER
Location of Incident: HARRISBURG, NC

NHTSA Summary:

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

Date Reported: 20110722
Date of Incident: 20110619
NHTSA ODI No.: 10414671
Vehicle Make 2002 TOYOTA CAMRY
Location of Incident: PENSACOLA, FL

NHTSA Summary:

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

Date Reported: 20110724
Date of Incident: 20110518
NHTSA ODI No.: 10414927
Vehicle Make 2011 TOYOTA COROLLA
Location of Incident: HYDE PARK, NY

NHTSA Summary:

I PURCHASED THE CAR 4/22/11, TWO WEEKS LATER IT BEGAN JERKING AND BUCKING. I THOUGHT IT WS ME SO AT FIRST I DID NOT SAY ANYTHING. AFTER SOME TIME IT BECAME A REGULAR OCCURENCE. THEN ON 2 OCCAIONS IT ACCELERATED ON IT'S OWN. EVEN WHEN I APPLIED THE BRAKES IT WAS NOT SLOWING DOWN. FINALLY IT DID BUT I WAS SCARED I WAS NOT GOING TO BE ABLE TO STOP. I TOOK THE CAR TO THE DEALER AND, OF COURSE, IT DID NOT DO IT. THEY CHECKED IT AND TOLD ME ALL WAS NORMAL. TWO DAYS LATER THE JERKING AND BUCKING RETURNED

AND IT DROVE ITSELF AGAIN JUST THE OTHER DAY. THE JERKING AND BUCKING OCCURS BETWEEN 40 AND 50 MPH. HOWEVER, THE OTHER DAY IT OCCURED AT 35 AND 55. WHEN THIS HAPPENS THE TACH. DIPS AND DIVES AND THE MPG GAUGE DROPS TO 99.9 . NO WARNING LIGHTS COME ON. THIS CAR SCARES ME !!!!!!!! I HAVE FOUND OTHER PEOPLE COMPLAINING OF THE SAME PROBLEM AND DOING ALL THE SAME THINGS I AM DOING INCLUDING THIS REPORT BUT TO NO AVAIL. TOYOTA IS DOING NOTHING ABOUT THIS PROBLEM. I CALLED THEM TO REPORT THIS ON TUESDAY 7/19/11 THEY GAVE ME A CASE # AND TOLD ME A MANAGER WOULD CALL ME BY FRIDAY. I RECEIVED NO CALL.

Date Reported: 20110725
Date of Incident: 20110531
NHTSA ODI No.: 10415045
Vehicle Make 2009 TOYOTA RAV4
Location of Incident: WEST CHESTER, OH

NHTSA Summary:

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

IN MY AREA. THIS WAS A FORM LETTER THAT SOMEONE USED FOR SOMEONE ELSE & FAILED TO CHANGE THE FIELDS IN THE LETTER. I NEED ANYONES HELP WHETHER IT BE CLASS ACTION OR A LAWYER TO DO CONTINGENCY WORK. PLEASE POST IF ANYONE HAS HAD THIS ACCELERATION PROBLEM. LETS NOT LET TOY. GET BY.

Date Reported: 20110731
Date of Incident: 20110725
NHTSA ODI No.: 10417314
Vehicle Make 2011 TOYOTA RAV4
Location of Incident: THE VILLAGES, FL

NHTSA Summary:

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

Date Reported: 20110801
Date of Incident: 20110401
NHTSA ODI No.: 10417330
Vehicle Make 2011 TOYOTA COROLLA
Location of Incident: SANANTONIO, TX

NHTSA Summary:

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

Date Reported: 20110801
Date of Incident: 20110729
NHTSA ODI No.: 10416505
Vehicle Make 2000 TOYOTA CAMRY
Location of Incident: WALNUT CREEK, CA

NHTSA Summary:

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

Date Reported: 20110801
Date of Incident: 20110730
NHTSA ODI No.: 10416456
Vehicle Make 2010 TOYOTA PRIUS
Location of Incident: MOORHEAD, MN

NHTSA Summary:

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

Date Reported: 20110802
Date of Incident: 20110801
NHTSA ODI No.: 10416797

Vehicle Make 2008 TOYOTA RAV4
Location of Incident: WAPPINGER FALLS, NY

NHTSA Summary:

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

Date Reported: 20110804
Date of Incident: 20110803
NHTSA ODI No.: 10417087
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: TAMPA, FL

NHTSA Summary:

ON AUGUST 3, 2011 EVERYTHING WAS NORMAL. I STOPPED FOR FUEL. I THEN STARTED THE ENGINE AND SHIFTED INTO DRIVE WITH MY FOOT ON THE BRAKE. THE ENGINE BEGAN RACING AND MAKING LOUD STRANGE NOISES. THE STEERING WHEEL WAS SHAKING IN MY HANDS. I

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

Date Reported: 20110807
Date of Incident: 20110805
NHTSA ODI No.: 10417863
Vehicle Make 2006 TOYOTA HIGHLANDER HV
Location of Incident: DENTON, TX

NHTSA Summary:

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

Date Reported: 20110808
Date of Incident: 20110728
NHTSA ODI No.: 10417947
Vehicle Make 2005 TOYOTA AVALON
Location of Incident: LANCASTER, OH

NHTSA Summary:

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

Date Reported: 20110809
Date of Incident: 20110805
NHTSA ODI No.: 10418256
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

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

Date Reported: 20110809
Date of Incident: 20110806
NHTSA ODI No.: 10418174
Vehicle Make 2010 TOYOTA PRIUS
Location of Incident: TYTY, GA

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA PRIUS. THE CONTACT STATED THAT AS THE ENGINE WAS STARTED, THE VEHICLE SUDDENLY ACCELERATED AND CAUSED THE CONTACT TO CRASH INTO A PARKED VEHICLE. NO ONE WAS INJURED. THE POLICE WERE CALLED AND A REPORT WAS FILED. THE INSURANCE COMPANY WAS CALLED AND HAD THE VEHICLE TOWED. THERE WAS EXTENSIVE DAMAGE TO THE VEHICLE BUT THE CONTACT WAS AWAITING AN ASSESSMENT OF THE DAMAGES

FROM THE INSURANCE COMPANY. THE MANUFACTURER HAD NOT YET BEEN CONTACTED. THE VIN WAS UNAVAILABLE. THE FAILURE MILEAGE WAS 20,000.

Date Reported: 20110811
Date of Incident: 20110804
NHTSA ODI No.: 10418506
Vehicle Make 2002 LEXUS ES300
Location of Incident: Missouri City, TX

NHTSA Summary:

TL* THE CONTACT OWNS A 2002 LEXUS ES300. THE CONTACT STATED THAT WHILE AT A STAND STILL AND DEPRESSING THE BRAKE PEDAL, THE VEHICLE SUDDENLY ACCELERATED. THE VEHICLE CONTINUED TO ACCELERATE UNTIL CRASHING INTO THE VEHICLE IN FRONT OF THE CONTACT. AS A RESULT, THE CONTACT EXPERIENCED PAIN ON THE RIGHT SHOULDER, CHEST AND UPPER ARM. THE DRIVER OF THE VEHICLE THAT WAS CRASHED INTO WAS TRANSPORTED BY AMBULANCE TO THE HOSPITAL BECAUSE SHE EXPERIENCED BACK PAIN. THE POLICE REPORTED TO THE SCENE AND A REPORT WAS FILED. THE VEHICLE SUSTAINED DAMAGE TO THE FRONT END AND WAS TOWED TO AN AUTO BODY SHOP. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE AND A COMPLAINT WAS FILED. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 74,000. UPDATED 08/30/11

Date Reported: 20110812
Date of Incident: 20110811
NHTSA ODI No.: 10419128
Vehicle Make 2007 TOYOTA TACOMA
Location of Incident: SHELTON, WA

NHTSA Summary:

WHILE ON A CAMPING TRIP MY 2007 TOYOTA TACOMA SUFFERED A SUDDEN UNINTENDED ACCELERATION EVENT. WHILE APPLYING THE BRAKES AND COMING TO A STOP THE TACOMA SUDDENLY ACCELERATED AND FLEW OVER TWO GOOD SIZE BOULDERS A CAST IRON FIRE PIT AND CAME TO A REST AFTER HITTING A SOLID CONCRETE PICNIC TABLE. A REPORT WAS FILED WITH COHO CAMPGROUND HOSTS ACTING AS TO GO ON FILE WITH THE WASHINGTON STATE FORESTRY DEPARTMENT. THIS EVEN OCCURRED AT THE WYNOOCHEE DAM AND RESERVOIR LOCATED IN THE PACIFIC NORTHWEST OF WASHINGTON STATE. THE TRUCK WAS REMANDED TO TOYOTA OF OLYMPIA WASHINGTON AND THE INSURANCE CARRIER WAS NOTIFIED. THE TRUCK WAS DUE FOR THE WELL DOCUMENTED TOYOTA FLOOR MAT, GAS PEDAL AND BRAKING ACCELERATION OVERRIDE MODIFICATION. NOW LISTEN CAREFULLY HERE...THE FLOOR MATS WERE HEAVY DUTY RUBBER NON-TOYOTA

BRAND MATS. THEY WERE NOT IMPEDING THE GAS PEDAL IN ANY WAY SHAPE OR FORM. THE TRUCK ACCELERATED INSTANTLY WHILE BRAKING AND ALMOST AT A DEAD STOP. REVIEW OF NHTSA FINDINGS ON THIS ISSUE ARE SHOCKING. I DID NOT HIT THE ACCELERATOR BY MISTAKE, THERE IS A HUGE DIFFERENCE IN THE SIZE, FEEL AND CONSISTENCY OF THESE TWO INCREDIBLY DIFFERENT PEDALS. MANY CHILDREN AND CAMPERS WERE PRESENT IN THIS CAMPGROUND, THE SHEER LUCK THAT NO ONE WAS KILLED IS A MATTER OF FATE. THE FACT I AM WRITING YOU FROM MY LIVING ROOM AND NOT A JAIL CELL WHILE BEING HELD FOR VEHICULAR MANSLAUGHTER IS A MIRACLE. THIS IS NOT DRIVER ERROR, YOU HAVE A BUNCH OF 4 WHEEL TIME BOMBS OUT THERE TRAVERSING THE NATIONS HIGHWAYS. WITH OVER 30 YEARS IN TECHNICAL ELECTRONIC SYSTEMS I ASSURE YOU THIS TRUCK ACCELERATED FROM AN ALMOST DEAD STOP WHILE MY RIGHT FOOT WAS ON THE GIGANTIC BREAK PEDAL, NOT THE LITTLE TINY GAS PEDAL. HEAR ME, BELIEVE ME..... END OF STORY.

Date Reported: 20110815
Date of Incident: 20110814
NHTSA ODI No.: 10419523
Vehicle Make 2009 TOYOTA RAV4
Location of Incident: ORLANDO, FL

NHTSA Summary:

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

Date Reported: 20110817

Date of Incident: 20110816
NHTSA ODI No.: 10419830
Vehicle Make 2003 TOYOTA CAMRY
Location of Incident: COLTS MECK, NJ

NHTSA Summary:

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

Date Reported: 20110817
Date of Incident: 20110721
NHTSA ODI No.: 10419763
Vehicle Make 2004 TOYOTA CAMRY
Location of Incident: VAN NUYS, CA

NHTSA Summary:

SUDDEN UNINTENDED ACCELERATION. UPDATED 09/23/11

Date Reported: 20110817
Date of Incident: 20100110
NHTSA ODI No.: 10419821
Vehicle Make 2008 TOYOTA CAMRY HV
Location of Incident: WINTHROP, MA

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA CAMRY HYBRID. THE CONTACT STATED AS HE WAS MAKING A RIGHT TURN ABOUT 5 MPH THE VEHICLE SUDDENLY ACCELERATED OUT OF CONTROL CROSS THE MEDIAN STRIP AND FLIPPED OVER. THE DRIVER AND THE PASSENGER SUSTAINED EXTENSIVE INJURIES TO THEIR BODIES. THE VEHICLE WAS DESTROYED. A POLICE REPORT WAS AVAILABLE IF NEEDED. THE MANUFACTURER WAS CONTACTED AND A COMPLAINT WAS FILED. THE MANUFACTURER DENIED THE CLAIM AND STATED THE CRASH WAS THE CONTACT'S FAULT. THE INSURANCE COMPANY WAS CONTACTED WHO TOWED THE VEHICLE. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 5,000.

Date Reported: 20110817
Date of Incident: 20110601
NHTSA ODI No.: 10420277
Vehicle Make 2007 TOYOTA CAMRY

Location of Incident: KANSAS CITY, MO

NHTSA Summary:

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

Date Reported: 20110818

Date of Incident: 20110801

NHTSA ODI No.: 10420027

Vehicle Make 2008 SCION XD

Location of Incident: PERRYVILLE, MD

NHTSA Summary:

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

Date Reported: 20110818

Date of Incident: 20110818

NHTSA ODI No.: 10420012

Vehicle Make 1997 LEXUS ES300

Location of Incident: HUNTINGTON BEACH, CA

NHTSA Summary:

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

Date Reported: 20110819

Date of Incident: 20110815

NHTSA ODI No.: 10420744

Vehicle Make 2004 TOYOTA CAMRY SOLARA

Location of Incident: CANOVANAS, PR

NHTSA Summary:

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

Date Reported: 20110822

Date of Incident: 20110820

NHTSA ODI No.: 10421008

Vehicle Make 2010 TOYOTA SIENNA

Location of Incident: CEDAR HILL, TX

NHTSA Summary:

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

Date Reported: 20110822

Date of Incident: 20110821

NHTSA ODI No.: 10420978

Vehicle Make 2004 TOYOTA AVALON

Location of Incident: WEST MANSFIELD, OH

NHTSA Summary:

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

Date Reported: 20110822

Date of Incident: 20110821

NHTSA ODI No.: 10421077

Vehicle Make 2011 TOYOTA SIENNA

Location of Incident: NICEVILLE, FL

NHTSA Summary:

SUDDEN UNCOMMANDED ACCELERATION WHILE STOPPED FOR A RED LIGHT.

Date Reported: 20110823

Date of Incident: 20110817

NHTSA ODI No.: 10421110

Vehicle Make 2011 TOYOTA CAMRY

Location of Incident: MAYWOOD, NJ

NHTSA Summary:

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

Date Reported: 20110823

Date of Incident: 20110819

NHTSA ODI No.: 10422048

Vehicle Make 2005 LEXUS RX330

Location of Incident: SEATTLE, WA

NHTSA Summary:

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

Date Reported: 20110825
Date of Incident: 20110801
NHTSA ODI No.: 10421496
Vehicle Make 2009 TOYOTA YARIS
Location of Incident: PORTLAND, OR

NHTSA Summary:

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

Date Reported: 20110825
Date of Incident: 20110824
NHTSA ODI No.: 10421465
Vehicle Make 2004 TOYOTA COROLLA
Location of Incident: OROSI, CA

NHTSA Summary:

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

Date Reported: 20110826
Date of Incident: 20110823
NHTSA ODI No.: 10421590
Vehicle Make 2007 TOYOTA TUNDRA
Location of Incident: WILLOW CREEK, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA TUNDRA. WHILE DRIVING APPROXIMATELY 55 MPH, THE CONTACT DEPRESSED THE ACCELERATOR PEDAL AND THE ACCELERATOR WOULD NOT DISENGAGE. THE VEHICLE BEGAN TO ACCELERATE RAPIDLY AND THE CONTACT DEPRESSED THE BRAKE PEDAL WITH BOTH FEET BUT THE VEHICLE WOULD NOT RESPOND. THE CONTACT PLACED THE VEHICLE IN NEUTRAL AND THE VEHICLE CAME TO A STOP. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTICS. THE TECHNICIANS STATED THEY WERE UNABLE TO

DIAGNOSE THE FAILURE BECAUSE THE BLACK BOX IN THE VEHICLE WOULD NOT HAVE RECORDED THE SUDDEN ACCELERATION UNLESS A CRASH OCCURRED. THE VEHICLE WAS INCLUDED IN NHTSA CAMPAIGN ID NUMBERS: 09V388000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL) AND NHTSA CAMPAIGN ID NUMBER: 10V017000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). THE RECALL REPAIRS WERE NOT PERFORMED AT THE CONTACTS REQUEST. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 116,921.

Date Reported: 20110827
Date of Incident: 20110804
NHTSA ODI No.: 10423269
Vehicle Make 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.

Date Reported: 20110829
Date of Incident: 20110829
NHTSA ODI No.: 10422398
Vehicle Make 2001 LEXUS RX300
Location of Incident: BROOKLYN, NY

NHTSA Summary:

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

Date Reported: 20110829

Date of Incident: 20101229
NHTSA ODI No.: 10422432
Vehicle Make 2006 TOYOTA HIGHLANDER
Location of Incident: CAMARILLO, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA HIGHLANDER. THE CONTACT STATED THAT THE VEHICLE WOULD MOMENTARILY SURGE FORWARD WHEN THE BRAKES WERE APPLIED. THE FAILURE OCCURRED ON AN INTERMITTENT BASIS. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER, WHERE THE CONTACT WAS INFORMED THAT A BRAKE MODULE AND THE TRANSMISSION WERE DEFECTIVE. THE VEHICLE WAS REPAIRED, BUT THE FAILURE RECURRED. THE VEHICLE WAS TAKEN BACK TO THE DEALER, WHERE THE CONTACT WAS INFORMED THAT CLIPS ON THE FLOOR MATS WERE RESPONSIBLE FOR THE FAILURE. THE VEHICLE WAS AGAIN REPAIRED, BUT THE FAILURE CONTINUED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE, BUT OFFERED NO ASSISTANCE. THE FAILURE MILEAGE WAS APPROXIMATELY 55,000 AND THE CURRENT MILEAGE WAS 60,000.

Date Reported: 20110829
Date of Incident: 20110813
NHTSA ODI No.: 10423389
Vehicle Make 2002 TOYOTA CAMRY
Location of Incident: CROCKETT, CA

NHTSA Summary:

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

Date Reported: 20110829
Date of Incident: 20110823
NHTSA ODI No.: 10422394
Vehicle Make 2003 TOYOTA SEQUOIA
Location of Incident: HIALEAH, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2003 TOYOTA SEQUOIA. WHILE DRIVING APPROXIMATELY 40 MPH THE VEHICLE SUDDENLY ACCELERATED AND THE STEERING WHEEL LOCKED CAUSING THE VEHICLE TO CRASH INTO A WALL AT HIS RESIDENCE. THE VEHICLE WAS TOWED TO AN AUTO BODY REPAIR SHOP. A POLICE REPORT WAS FILED. THE VEHICLE WAS NOT

REPAIRED. THE VIN WAS NOT AVAILABLE. THE CONTACT PREVIOUSLY EXPERIENCED A FAILURE WITH THE REAR AXLE DETACHING FROM THE VEHICLE. THE REAR AXLE WAS REPLACED AND THE VEHICLE WAS REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS UNKNOWN.

Date Reported: 20110829
Date of Incident: 20110825
NHTSA ODI No.: 10422424
Vehicle Make 2005 TOYOTA COROLLA
Location of Incident: MIAMI, FL

NHTSA Summary:

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

Date Reported: 20110829
Date of Incident: 20110828
NHTSA ODI No.: 10422487
Vehicle Make 2008 TOYOTA TUNDRA
Location of Incident: GLASGOW, KY

NHTSA Summary:

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

Date Reported: 20110830
Date of Incident: 20110711
NHTSA ODI No.: 10422661
Vehicle Make 2011 LEXUS GS
Location of Incident: SEATTLE, WA

NHTSA Summary:

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

Date Reported: 20110901
Date of Incident: 20110822
NHTSA ODI No.: 10423718
Vehicle Make 2007 TOYOTA 4RUNNER
Location of Incident: WAXHAW, NC

NHTSA Summary:

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

Date Reported: 20110904
Date of Incident: 20110108
NHTSA ODI No.: 10423235

Vehicle Make 2005 LEXUS LS430

Location of Incident: Clackamas, OR

NHTSA Summary:

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

Date Reported: 20110906

Date of Incident: 20101116

NHTSA ODI No.: 10423868

Vehicle Make 2010 TOYOTA COROLLA

Location of Incident: WASHINGTON, DC

NHTSA Summary:

I AM WRITING ON BEHALF OF MY MOTHER WHO WAS INJURED IN AN AUTOMOBILE ACCIDENT ON NOVEMBER 16, 2010. MY MOTHER WAS DRIVING A LOANER CAR PROVIDED BY A TOYOTA DEALERSHIP LOCATED IN SUFFOLK COUNTY, NEW YORK. WHEN MY MOTHER WAS DRIVING THE VEHICLE OFF THE CAR LOT, THE VEHICLE ACCELERATED AND SHE HIT AN ONCOMING VEHICLE. MY MOTHER SURFFERED A FRACTURED STERNUM AND WAS HOSPITALIZED FOR 4 DAYS. ON FEBRUARY 8, 2011, THE VEHICLE WAS INSPECTED FOR DEFECTS BY TOYOTA MOTOR SALES, USA. THE CONCLUSION WAS THAT THE VEHICLE WAS OPERATING PROPERLY AND, THERE WAS NO MALFUNCTIONS NOTED. PRIOR TO THE INSPECTION BY TOYOTA, MY NEPHEW LOCATED THIS SAME VEHICLE ON LINE, USING THE VIN#, IT WAS NOTED THAT THE VEHICLE HAD PREVIOUSLY BEEN

INVOLVED IN AN ACCIDENT, AND THE ACCIDENT WAS CAUSED BY ACCELERATION PROBLEMS. I AM ASKING THAT YOUR AGENCY INVESTIGATE THIS MATTER. IT APPEARS THAT THERE IS SOME DISCREPANCY BETWEEN THE CURRENT INSPECTION AND THE PREVIOUS FACTS/ACCIDENT ASSOCIATED WITH THIS VEHICLE. I ORIGINALLY SENT THIS LETTER TO YOU AGENCY ON APRIL 13, 2011. YOUR AGENCY RESPONDED ON AUGUST 31, 2011 WITH THE FOLLOWING NOTATION, NVS-216 MEC, REF. NO. 10397716

Date Reported: 20110906
Date of Incident: 20110904
NHTSA ODI No.: 10423944
Vehicle Make 2005 LEXUS ES330
Location of Incident: ST AUGUSTINE, FL

NHTSA Summary:

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

Date Reported: 20110907
Date of Incident: 20070301
NHTSA ODI No.: 10424817
Vehicle Make 9999 TOYOTA CAMRY
Location of Incident: VALLEY VILLAGE, CA

NHTSA Summary:

TOYOTA CAMRY. S10 APPROPRIATE HANDLING- LETTER TO THE SECRETARY FROM RE TOYOTA GAS PEDAL *TGW THE CONSUMER STATED HE WAS INVOLVED IN TWO ACCIDENTS, DUE TO A STICKY ACCELERATOR PEDAL. *JB

Date Reported: 20110907
Date of Incident: 20110115
NHTSA ODI No.: 10424150
Vehicle Make 2006 TOYOTA COROLLA
Location of Incident: NORTH EASTON, MA

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA COROLLA. THE CONTACT STATED THAT THE VEHICLE ABNORMALLY ACCELERATED WHILE SITTING IDLE IN A PARKING SPACE. THE CONTACT WAS ABLE TO STOP THE ACCELERATION WHEN APPLYING THE BRAKES. THE FAILURE WAS

EXPERIENCED TWICE. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC TESTING BUT THE TECHNICIAN WAS UNABLE TO DIAGNOSE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE VIN WAS NOT AVAILABLE. THE APPROXIMATE FAILURE MILEAGE WAS 75,000.

Date Reported: 20110907
Date of Incident: 20110825
NHTSA ODI No.: 10424021
Vehicle Make 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.

Date Reported: 20110911
Date of Incident: 20110911
NHTSA ODI No.: 10424676
Vehicle Make 2003 TOYOTA RAV4
Location of Incident: ROGERSVILLE, TN

NHTSA Summary:

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

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

Date Reported: 20110912
Date of Incident: 20100923
NHTSA ODI No.: 10425071
Vehicle Make 1998 TOYOTA TACOMA
Location of Incident: SAN MATEO, CA

NHTSA Summary:

MY WIFE STOPPED AT THE EDGE OF OUR DRIVEWAY TO LET A PEDESTRIAN PASS AND THEN PROCEED TO ENTER THE DRIVEWAY BY MAKING A RIGHT TURN. AS SHE ACCELERATED TO ENTERED THE DRIVEWAY, THE TACOMA TOOK OFF WITH THE ENGINE SCREAMING AT A VERY HIGH RPM AND, DESPITE HER EFFORTS TO STOP THE TRUCK BY PRESSING HARD ON THE BRAKE, SHE CRASHED INTO THE GARAGE AND EAST WALL OF THE HOUSE. DESPITE THE ENORMOUS DAMAGE TO THE FRONT END OF THE VEHICLE, IT IS A TOTAL, I THINK, THE AIR BAGS NEVER DEPLOYED. OBVIOUSLY THE TACOMA SUFFERED FROM THE SAME ACCELERATOR PROBLEM THAT HAS PLAGUED TOYOTA UNITS. MY WIFE, THE DRIVER, SUFFERED BRUISED RIBS AND A HEADACHE. FIRE AND POLICE RESPONDED TO EMERGENCY CALL.

Date Reported: 20110912
Date of Incident: 20110909
NHTSA ODI No.: 10425026
Vehicle Make 2004 LEXUS RX330
Location of Incident: JACKSONVILLE, FL

NHTSA Summary:

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

Date Reported: 20110913
Date of Incident: 20110711

NHTSA ODI No.: 10425185
Vehicle Make 2002 LEXUS RX300
Location of Incident: CENTREVILLE, VA

NHTSA Summary:

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

Date Reported: 20110913
Date of Incident: 20110819
NHTSA ODI No.: 10425322
Vehicle Make 2005 LEXUS RX
Location of Incident: SEATTLE, WA

NHTSA Summary:

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

OFF AS SOON AS I COULD BUT GIVEN THE FACT THAT THE TOTAL TRAVEL LENGTH WAS AROUND 30 FEET THIS WAS NOT POSSIBLE. THIS IS A KNOW PROBLEM WITH TOYOTA!! WE LOVE OUR CAR BUT WE ARE NOW AFRAID OF IT. MY INSURANCE RATES WILL BE GOING UP BECAUSE OF A FACTORY DEFECT AND ALL I HAVE SEEN ARE EXCUSES IN REGARDS TO THIS PROBLEM.

Date Reported: 20110913
Date of Incident: 20110910
NHTSA ODI No.: 10425257
Vehicle Make 2011 TOYOTA CAMRY
Location of Incident: SEASIDE, OR

NHTSA Summary:

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

Date Reported: 20110914
Date of Incident: 20110430
NHTSA ODI No.: 10425379
Vehicle Make 2004 TOYOTA CAMRY
Location of Incident: SALEM, MA

NHTSA Summary:

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

Date Reported: 20110915
Date of Incident: 20110914
NHTSA ODI No.: 10425586

Vehicle Make 2011 TOYOTA YARIS

Location of Incident: LOS ANGELES, CA

NHTSA Summary:

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

Date Reported: 20110919

Date of Incident: 20110815

NHTSA ODI No.: 10426337

Vehicle Make 2004 TOYOTA COROLLA

Location of Incident: WATERFORD, CA

NHTSA Summary:

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

Date Reported: 20110920

Date of Incident: 20110919

NHTSA ODI No.: 10426439

Vehicle Make 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 REVVING 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

Date Reported: 20110920
Date of Incident: 20110912
NHTSA ODI No.: 10426483
Vehicle Make 2007 TOYOTA COROLLA
Location of Incident: MIDDLEBORO, MA

NHTSA Summary:

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

Date Reported: 20110920
Date of Incident: 20110919
NHTSA ODI No.: 10426408
Vehicle Make 2008 TOYOTA PRIUS
Location of Incident: PITTSBURGH, PA

NHTSA Summary:

WHILE ENTERING A HIGHWAY ONRAMP IN MY COMPANY'S 2008 TOYOTA PRIUS, THE CAR SUDDENLY BEGAN ACCELERATING OUT OF CONTROL WITHOUT APPLICATION OF THE GAS PEDAL. I HAD TO PRESS HARD ON

THE BRAKE JUST TO HOLD THE CAR AT 65 MPH. THE CAR WAS SURGING AND LUNGING FORWARD, AND I WORRIED I WOULDN'T BE ABLE TO FIND A PLACE TO PULL OVER BEFORE LOSING CONTROL COMPLETELY. FOR THE NEXT 5-10 MINUTES, AS I APPROACHED TRAFFIC IN FRONT OF ME, THE CAR CONTINUED TO ACCELERATE, EVEN THOUGH I HAD MY FOOT ON THE BRAKE THE ENTIRE TIME. AT ONE POINT I NOTICED THE CAR WAS REACHING SPEEDS IN EXCESS OF 95 MPH. A LOUD RATTLING NOISE ENSUED AND AN ELECTRICAL SMELL FILLED THE CAR. EVENTUALLY, THE BRAKE COMPLETELY FAILED TO HAVE ANY EFFECT, AND, BARELLING DOWN THE HIGHWAY AT 90 MPH, I PUT THE CAR IN NEUTRAL, BUT IT CONTINUED TO ACCELERATE. AT THIS POINT I HAD MY RIGHT FOOT ON THE BRAKE PEDAL AND DEPRESSED THE PARKING BREAK ALL THE WAY TO THE FLOOR WITH MY LEFT FOOT, THIS SLOWED THE CAR SLIGHTLY, BUT NOT ENOUGH TO REGAIN CONTROL. FINALLY, I TURNED THE CAR OFF COMPLETELY, AND WITH MY HAZARD LIGHTS ON, MANAGED TO PULL THE CAR AWAY FROM TRAFFIC AND OFF ON THE SHOULDER OF THE HIGHWAY, WHERE I COASTED FOR A LONG DISTANCE, SPEEDS DECREASING GRADUALLY UNTIL EVENTUALLY IT STOPPED. SMOKE AND A BURNING ELECTRICAL SMELL FILLED THE CAR. I FILED A POLICE REPORT WITH AN OFFICER WHO HAPPENED TO ALSO BE ON THE SHOULDER, GIVING SOMEONE A SPEEDING TICKET. MY COMPANY TOWED THE CAR TO A DEALERSHIP, AND AN INVESTIGATION IS SUPPOSEDLY UNDERWAY, THOUGH I'M NOT OPTIMISTIC ABOUT ANY SORT OF RESOLUTION BASED ON THE TESTIMONIES I HAVE READ FROM OTHERS WHO HAVE EXPERIENCED THE SAME THING. LUCKILY, IN MY CASE, THIS DIDN'T RESULT IN AN ACCIDENT, AND NOONE WAS KILLED.

Date Reported: 20110921
Date of Incident: 20110806
NHTSA ODI No.: 10426661
Vehicle Make 2006 TOYOTA HIGHLANDER HV
Location of Incident: MISSION VIEJO, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA HIGHLANDER HYBRID. THE CONTACT WAS DRIVING APPROXIMATELY 2 MPH AND ATTEMPTING TO PARK IN A RESIDENTIAL GARAGE. WITH THE BRAKES APPLIED, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO THE GARAGE WALL. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTICS WHERE THE TECHNICIANS PERFORMED THE REPAIR UNDER NHTSA CAMPAIGN ID NUMBER: 06V253000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). THE MANUFACTURER SENT AN ENGINEER TO INSPECT THE VEHICLE FOR THE UNINTENDED ACCELERATION FAILURE. THE INSPECTOR DETERMINED THERE WAS NO ABNORMAL FAILURE AND THAT THE VEHICLE WAS FUNCTIONING

PROPERLY. THE VEHICLE WAS NOT FURTHER REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 83,000.

Date Reported: 20110921
Date of Incident: 20110913
NHTSA ODI No.: 10426631
Vehicle Make 2005 TOYOTA COROLLA
Location of Incident: MARIETTA, GA

NHTSA Summary:

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

Date Reported: 20110921
Date of Incident: 20110919
NHTSA ODI No.: 10426586
Vehicle Make 1999 TOYOTA CAMRY
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 1999 TOYOTA CAMRY. THE CONTACT STATED THAT WHEN DEPRESSING THE BRAKES AND SHIFTING GEARS, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A WALL. THE DRIVER SUSTAINED MINOR INJURIES TO THE CHEST AND BOTH KNEES AFTER THE AIRBAGS DEPLOYED. THE POLICE WERE CALLED AND A REPORT WAS AVAILABLE. THE VEHICLE WAS TOWED TO AN INDEPENDENT MECHANIC AND PENDING AN INVESTIGATION. THE FAILURE MILEAGE WAS APPROXIMATELY 105,000. UPDATED 10/12/11 *BF

Date Reported: 20110922
Date of Incident: 20110921
NHTSA ODI No.: 10426725
Vehicle Make 2007 TOYOTA MATRIX
Location of Incident: ST. LOUIS, MO

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA MATRIX. THE CONTACT STATED THAT THE VEHICLE ABNORMALLY ACCELERATED WHILE THE BRAKES WERE APPLIED. THE CONTACT WAS UNABLE TO CONTROL THE VEHICLE AND CRASHED INTO A BUILDING. THE CONTACT SUSTAINED INJURIES AND WAS TRANSPORTED TO THE HOSPITAL. A POLICE REPORT WAS FILED.

NEITHER THE DEALER NOR THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 31,000.

Date Reported: 20110927
Date of Incident: 20110924
NHTSA ODI No.: 10427557
Vehicle Make 2011 TOYOTA SIENNA
Location of Incident: SHORT HILLS, NJ

NHTSA Summary:

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

Date Reported: 20110928
Date of Incident: 20110617
NHTSA ODI No.: 10427766
Vehicle Make 2011 TOYOTA CAMRY
Location of Incident: ORANGE, CA

NHTSA Summary:

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

Date Reported: 20110930
Date of Incident: 20110925
NHTSA ODI No.: 10428019
Vehicle Make 2004 TOYOTA 4RUNNER
Location of Incident: BAKERSVILLE, CA
NHTSA Summary:

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

Date Reported: 20110930
Date of Incident: 20110930
NHTSA ODI No.: 10428038
Vehicle Make 2000 TOYOTA CAMRY
Location of Incident: LONGWOOD, FL

NHTSA Summary:

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

Date Reported: 20111003
Date of Incident: 20111002
NHTSA ODI No.: 10428358
Vehicle Make 1999 TOYOTA CAMRY SOLARA
Location of Incident: HERNDON, VA

NHTSA Summary:

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

Date Reported: 20111004

Date of Incident: 20101001
NHTSA ODI No.: 10428661
Vehicle Make 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.

Date Reported: 20111005
Date of Incident: 20110510
NHTSA ODI No.: 10429734
Vehicle Make 2009 TOYOTA RAV4
Location of Incident: BALTIMORE, MD

NHTSA Summary:

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

Date Reported: 20111005
Date of Incident: 20110629
NHTSA ODI No.: 10428779
Vehicle Make 2007 TOYOTA TUNDRA
Location of Incident: MIDWEST CITY, OK

NHTSA Summary:

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

Date Reported: 20111005
Date of Incident: 20110925
NHTSA ODI No.: 10428833
Vehicle Make 2008 TOYOTA TACOMA
Location of Incident: SANTA CLARA, CA

NHTSA Summary:

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

Date Reported: 20111007
Date of Incident: 20110924
NHTSA ODI No.: 10429134
Vehicle Make 2007 TOYOTA TACOMA
Location of Incident: DANVILLE, VA

NHTSA Summary:

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

Date Reported: 20111013
Date of Incident: 20111009
NHTSA ODI No.: 10430029
Vehicle Make 2007 LEXUS ES350
Location of Incident: ACWORTH, GA

NHTSA Summary:

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

Date Reported: 20111013
Date of Incident: 20111012
NHTSA ODI No.: 10430071
Vehicle Make 2002 LEXUS ES
Location of Incident: SALEM, NH

NHTSA Summary:

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

Date Reported: 20111014
Date of Incident: 20110829
NHTSA ODI No.: 10430169
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: GREENSVILLE, NC

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT WAS DRIVING APPROXIMATELY 15 MPH ATTEMPTING TO MAKE A TURN AND

WHILE THE BRAKES WERE ENGAGED THERE WAS AN UNEXPECTED ACCELERATION CAUSING THE CONTACT TO CRASH INTO ANOTHER VEHICLE. THERE WERE NO INJURIES. A POLICE REPORT WAS FILED. THE FRONT END OF THE VEHICLE SUSTAINED DAMAGES. THE CONTACT PLANNED TO TAKE THE VEHICLE TO THE DEALER FOR A DIAGNOSTIC TEST AND TO BE REPAIRED. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 74,000.

Date Reported: 20111017
Date of Incident: 20110113
NHTSA ODI No.: 10430928
Vehicle Make 2010 TOYOTA YARIS
Location of Incident: WATERTOWN, NY

NHTSA Summary:

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

Date Reported: 20111017
Date of Incident: 20111016
NHTSA ODI No.: 10430527
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: VISALIA, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT STATED THAT UPON SHIFTING INTO DRIVE, FROM NEUTRAL GEAR, THE VEHICLE SURGED FORWARD UNTIL IT CRASHED INTO ANOTHER VEHICLE. THE AIR BAGS DID NOT DEPLOY. THE CONTACT WAS TAKEN TO THE HOSPITAL TO TREAT MINOR INJURIES. THE VEHICLE WAS TOWED TO A TOW YARD. THE FAILURE WAS NOT DIAGNOSED AND THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 31,300.

Date Reported: 20111018
Date of Incident: 20110314
NHTSA ODI No.: 10431054
Vehicle Make 2007 TOYOTA COROLLA
Location of Incident: MIAMI, FL

NHTSA Summary:

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

Date Reported: 20111018
Date of Incident: 20110929
NHTSA ODI No.: 10430687
Vehicle Make 2010 LEXUS RX350
Location of Incident: LIVERMORE, CA

NHTSA Summary:

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

Date Reported: 20111018
Date of Incident: 20111017
NHTSA ODI No.: 10430607
Vehicle Make 2005 TOYOTA CAMRY
Location of Incident: FOREST HILLS, NY

NHTSA Summary:

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

Date Reported: 20111020

Date of Incident: 20111014
NHTSA ODI No.: 10432246
Vehicle Make 1996 TOYOTA CAMRY
Location of Incident: OAKTON, VA

NHTSA Summary:

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

Date Reported: 20111025
Date of Incident: 20111001
NHTSA ODI No.: 10433292
Vehicle Make 2007 LEXUS ES350
Location of Incident: SPRING VALLEY, CA

NHTSA Summary:

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

Date Reported: 20111025
Date of Incident: 20111024
NHTSA ODI No.: 10432824
Vehicle Make 2010 TOYOTA PRIUS
Location of Incident: WEST ORANGE, NJ

NHTSA Summary:

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

Date Reported: 20111025
Date of Incident: 20111024
NHTSA ODI No.: 10432709
Vehicle Make 2011 TOYOTA SIENNA
Location of Incident: SELINGROVE, PA

NHTSA Summary:

I HAVE LOVED MY 2011 TOYOTA SIENNA FOR 5-6 MOS. NOW. UPON BACKING UP IN MY FLAT DRIVEWAY AREA ON 10/24/11, AT A SLOW RATE TYPICAL TO BACKING UP IN A DRIVEWAY, I FOUND MY VAN PROPELLING VERY FAST STRAIGHT BACK/IN REVERSE. THIS TOOK THE VEHICLE DOWN OVER A SLIGHT HILL OF OUR YARD INTO A LARGE PINE TREE. THE THICK SPRUCE TREE HAS A HUGE HOLE/OPENING/DAMAGED AREA AND MY ENTIRE BACK OF THE VAN IS VERY DAMAGED, ENTIRE REAR WINDOW BUSTED INTO HUNDREDS OF SMALLER PIECES, ITEMS IN THE CAR PROJECTED ONTO THE GROUND BEHIND US. THE LIFTGATE, REAR WINDOW AND BUMPER ARE VERY CAVED IN AND DAMAGED. I CAN ONLY DESCRIBE THIS AS SECONDS OF TOTAL CONFUSION, SPEED, LACK OF CONTROL, SHOCK. I'M FEELING LIKE THE VAN IS "POSSESSED", AND I WILL NOT DRIVE IT AT ALL AGAIN. I DID NOT WITNESS ANY INDICATORS OF ANY ACCELERATOR ISSUES IN THE 5-6 MOS. I'VE OWNED IT. I WOULD BE LYING IF I SAID I WAS POSITIVE I WAS STILL BACKING UP OR IF I WAS IN THE PROCESS OF PREPARING TO BRAKE AND SHIFT INTO DRIVE TO PULL FORWARD AND OUT OF MY DRIVEWAY. THIS HAPPENED SO QUICKLY FOR DOING SOMETHING AT SUCH A VERY SLOW REVERSE SPEED, THAT THE DETAILS IN THAT SECOND IT ALL CHANGED AND ACCELERATED, I CAN NOT SAY FOR SURE WHAT SPECIFICS WERE BEING DONE AT THAT VERY MOMENT OF DRASTIC CHANGE IN SPEED. I'VE ALWAYS LOVED TOYOTAS. WE'VE HAD A FEW NOW. THIS IS THE LAST ONE I WILL BUY BECAUSE I JUST CAN NOT EXPLAIN WHY OR WHAT OCCURRED TO MAKE IT GO FROM SINGLE DIGITS IN REVERSE TO VERY QUICKLY SPEEDING IN REVERSE. I'M TALKING 12 YARDS OF SPACE WHERE IT WENT FROM NORMAL, SLOW BACKING UP TO INCREDIBLY FAST, THEN IMPACT. I CAN'T SAY IF THE CAR EVEN STALLED WHEN IT STOPPED. I CAN'T RECALL IF I SHUT IF OFF. I WAS FAR MORE CONCERNED ABOUT GETTING OUT AND CHECKING ON MY 4 YEAR OLD WHO WAS LUCKILY UNHARMED IN HER 5 POINT HARNESS HIGH BACK CAR SEAT. I KNOW IT SOUNDS ODD-IT WAS MORE ODD THAN ANYONE CAN IMAGINE!

Date Reported: 20111026
Date of Incident: 20111019
NHTSA ODI No.: 10432937
Vehicle Make 2010 TOYOTA PRIUS
Location of Incident: ALISO VIEJO, CA
NHTSA Summary:

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

Date Reported: 20111027
Date of Incident: 20110828
NHTSA ODI No.: 10433028
Vehicle Make 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.

Date Reported: 20111027
Date of Incident: 20111026
NHTSA ODI No.: 10433038
Vehicle Make 2000 TOYOTA CAMRY
Location of Incident: OVERLAND PARK, KS

NHTSA Summary:

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

Date Reported: 20111028
Date of Incident: 20110826
NHTSA ODI No.: 10433457
Vehicle Make 1996 TOYOTA CAMRY
Location of Incident: PINELLAS PARK, FL

NHTSA Summary:

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

Date Reported: 20111031
Date of Incident: 20110801
NHTSA ODI No.: 10433736
Vehicle Make 2004 TOYOTA 4RUNNER
Location of Incident: PONTATHOULA, LA
NHTSA Summary:

TL* THE CONTACT OWNS A 2004 TOYOTA 4RUNNER. THE CONTACT STATED THAT THE FLOOR MAT BECAME TRAPPED UNDER THE ACCELERATOR PEDAL AND CAUSED THE VEHICLE TO UNINTENTIONALLY ACCELERATE. THE VEHICLE WAS TAKEN TO THE DEALER FOR REPAIRS UNDER NHTSA CAMPAIGN ID NUMBER: 11V113000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE DEALER DID NOT PERFORM THE RECALL BECAUSE THE CONTACT WANTED THE VEHICLE FLOOR MAT REPLACED. THE MANUFACTURER WAS CONTACTED AND THEY ADVISED THAT ONLY THE ALL WEATHER FLOOR MAT WAS REPLACED WITH THE ACCELERATOR PEDAL RECALL. THE FAILURE AND THE CURRENT MILEAGE WAS 170,000.

Date Reported: 20111101
Date of Incident: 20111004
NHTSA ODI No.: 10433853
Vehicle Make 2004 TOYOTA CAMRY SOLARA
Location of Incident: CHARLESTON, SC

NHTSA Summary:

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

Date Reported: 20111103
Date of Incident: 20111013
NHTSA ODI No.: 10434092
Vehicle Make 2006 LEXUS ES330
Location of Incident: DECATUR, GA

NHTSA Summary:

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

Date Reported: 20111106
Date of Incident: 20111030
NHTSA ODI No.: 10434709
Vehicle Make 2008 TOYOTA TUNDRA
Location of Incident: MONSON, MA

NHTSA Summary:

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

Date Reported: 20111107
Date of Incident: 20111102
NHTSA ODI No.: 10434796
Vehicle Make 2005 LEXUS GS430
Location of Incident: OWINGS MILLS, MD

NHTSA Summary:

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

Date Reported: 20111113
Date of Incident: 20110808
NHTSA ODI No.: 10435380
Vehicle Make 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.

Date Reported: 20111114
Date of Incident: 20111111
NHTSA ODI No.: 10435529
Vehicle Make 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.

Date Reported: 20111122
Date of Incident: 20111101
NHTSA ODI No.: 10437018
Vehicle Make 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

Date Reported: 20111205
Date of Incident: 20111123
NHTSA ODI No.: 10438653
Vehicle Make 2008 TOYOTA RAV4
Location of Incident: ROCKVILLE, MD

NHTSA Summary:

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

Date Reported: 20111205
Date of Incident: 20111115
NHTSA ODI No.: 10438609
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: SAN FRANCISCO, CA

NHTSA Summary:

WITH THE VEHICLE IN PARK AND THE BRAKE PEDAL DEPRESSED, THE ENGINE REVED IMMEDIATELY TO AROUND 6000 RPM WHEN STARTED. I TURNED OFF THE ENGINE WITHOUT SHIFTING OUT OF PARK, GOT OUT OF

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

Date Reported: 20111207
Date of Incident: 20081006
NHTSA ODI No.: 10438923
Vehicle Make 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.

Date Reported: 20111207

Date of Incident: 20110701
NHTSA ODI No.: 10438856
Vehicle Make 2011 TOYOTA COROLLA
Location of Incident: SEAFORD, NY

NHTSA Summary:

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

Date Reported: 20111208
Date of Incident: 20111020
NHTSA ODI No.: 10439073
Vehicle Make 2005 TOYOTA PRIUS
Location of Incident: GULFPORT, FL

NHTSA Summary:

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

Date Reported: 20111210
Date of Incident: 20111208
NHTSA ODI No.: 10439252
Vehicle Make 2000 TOYOTA ECHO
Location of Incident: COLUMBUS, OH

NHTSA Summary:

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

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

Date Reported: 20111211
Date of Incident: 20111119
NHTSA ODI No.: 10439339
Vehicle Make 2004 TOYOTA CAMRY
Location of Incident: DELRAY BEACH, FL

NHTSA Summary:

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

Date Reported: 20111212
Date of Incident: 20101201
NHTSA ODI No.: 10439442
Vehicle Make 2003 TOYOTA 4RUNNER
Location of Incident: WEST MALBOURNE, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2003 TOYOTA 4RUNNER. THE CONTACT STATED THAT WHILE DRIVING 5 MPH, THE VEHICLE ACCELERATED WITHOUT ANY WARNING. THE CONTACT MENTIONED THAT THE FAILURE RECURRED ON THREE OCCASIONS. THE VEHICLE WAS TAKEN TO THE DEALER WHO WAS UNABLE TO DIAGNOSE THE FAILURE. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE BUT PROVIDED NO ASSISTANCE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 70,000 AND THE CURRENT MILEAGE WAS 92,000.

Date Reported: 20111212
Date of Incident: 20111209
NHTSA ODI No.: 10439381
Vehicle Make 2006 TOYOTA TACOMA
Location of Incident: CONCORD, CA

NHTSA Summary:

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

Date Reported: 20111213
Date of Incident: 20111208
NHTSA ODI No.: 10439685
Vehicle Make 1997 TOYOTA CAMRY
Location of Incident: MCLEAN, VA

NHTSA Summary:

BACKING DOWN ACCESS ROAD TO PARKING LOT, BOAT RAMP AND RECREATION AREA. HAD FOOT ON THE BRAKE WHEN SUDDEN ACCELERATION ENDANGERED CAR AND DRIVER. DIRECTED CAR INTO THE SIDE OF A PARKED TRUCK TO AVOID CRASHING INTO AREA WHERE PEOPLE WERE WORKING, AND ALSO TO AVOID GOING INTO RIVER WHICH

WAS VERY CLOSE BY. BACK END OF CAR STRUCK SIDE OF TRUCK THEN CAR BOUNCED OFF CAREENED TOWARD RIVER WITH ACCELERATOR STILL JAMMED. PRESSED FOOT DOWN HARD ON BRAKE AND PULLED UP E BRAKE UNTIL CAR FINALLY STALLED.

Date Reported: 20111213
Date of Incident: 20111210
NHTSA ODI No.: 10439767
Vehicle Make 2011 TOYOTA HIGHLANDER
Location of Incident: NEW PORT RICHEY, FL

NHTSA Summary:

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

Date Reported: 20111214
Date of Incident: 20111211
NHTSA ODI No.: 10439994
Vehicle Make 2008 TOYOTA HIGHLANDER HV
Location of Incident: BRONX, NY

NHTSA Summary:

I WAS ON A SLIGHT INCLINE, AS I WAS APPROACHING A TRAFFIC LIGHT, I HIT THE BRAKES. WHILE I THOUGHT THE VEHICLE WAS GOING TO STOP, IT BEGAN TO ACCELERATE. I HIT THE BRAKES NUMEROUS TIMES AND EVENTUALLY CAME TO A STOP. WHEN I BROUGHT MY VEHICLE TO TOYOTA, THEY SIMPLY DISMISSED THE ISSUE INDIRECTLY SAYING I DIDN'T KNOW HOW TO DRIVE. I WAS THEN LOWBALLED WHEN I ATTEMPTED TO SELL THE VEHICLE BACK TO THEM. I'VE NOTICED STEVE WOZNIAK HAS BEEN ABLE TO RECREATE THE INCIDENT.

Date Reported: 20111214
Date of Incident: 20111212
NHTSA ODI No.: 10439862
Vehicle Make 2008 TOYOTA HIGHLANDER
Location of Incident: SEARCY, AR
NHTSA Summary:

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

Date Reported: 20111215
Date of Incident: 20111215
NHTSA ODI No.: 10440030
Vehicle Make 2007 LEXUS GX470
Location of Incident: LEEWOOD, KS

NHTSA Summary:

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

Date Reported: 20111215
Date of Incident: 20111215
NHTSA ODI No.: 10440070
Vehicle Make 2012 TOYOTA CAMRY
Location of Incident: GERMANTOWN, MD

NHTSA Summary:

I ENTER INTO A PARKING LOT BEHIND A CLUSTER OF HOMES, A CAR WAS BEHIND ME AND THE DRIVER INDICATED THAT I WAS GOING AT LESS

THAN 3-5 MILES PER HOUR. I PARK THE CAR AND ALL OF THE SUDDEN THE CAR ACCELERATED, WENT OVER THE PARKING BUMP AND OVER A WOOD SAFETY WALL, OVER SOME BUSHES AND LANDED 2 FEET DOWN, DAMAGING THE HOMES AND A COUPLE OF HEATING UNITS. I PRESSED THE BRAKE BUT THE CAR KEPT ON ACCELERATING. THIS CAR SHOULD NOT BE IN THE MARKET.

Date Reported: 20111216
Date of Incident: 20111110
NHTSA ODI No.: 10440163
Vehicle Make 2007 TOYOTA YARIS
Location of Incident: JOLIET, IL

NHTSA Summary:

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

Date Reported: 20111220
Date of Incident: 20100901
NHTSA ODI No.: 10440732
Vehicle Make 2009 LEXUS GS350
Location of Incident: PORT WASHINGTON, NY

NHTSA Summary:

2009 LEXUS GS 350. CONSUMER STATES UNINTENDED ACCELERATION ON SEVERAL OCCASIONS. *TGW THE CONSUMER STATED THE FIRST TIME HE EXPERIENCED SUDDEN ACCELERATION, HE WAS PULLING OUT OF HIS DRIVEWAY, WHEN THE VEHICLE SURGED FORWARD UNCONTROLLABLY. HE APPLIED THE BRAKE, BUT COULD ONLY STOP THE VEHICLE BY PUTTING THE GEAR INTO NEUTRAL. FORTUNATELY, THERE WAS ADEQUATE SPACE AND TIME TO TAKE ACTION AND AVOID AN ACCIDENT. THE CONSUMER TOOK THE VEHICLE TO THE DEALER, BUT THEY WERE UNABLE TO DUPLICATE THE PROBLEM. THE SECOND EVENT TOOK PLACE NEARLY A YEAR LATER, AS THE CONSUMER WAS PULLING INTO A PARKING SPACE, WHEN THE VEHICLE SUDDENLY SURGED FORWARD UNCONTROLLABLY. THE CONSUMER DID NOT HAVE TIME OR ADEQUATE SPACE AND CONSEQUENTLY, HE STRUCK A BIKE RACK AND SEVERAL BICYCLES. A POLICE REPORT WAS FILED. THE THIRD EVENT HAPPENED LESS THAN 24 HOURS AFTER PICKING THE VEHICLE UP FROM THE REPAIR SHOP. THE CONSUMER WAS BRAKING TO SLOW DOWN AS HE WAS COMING OFF A BRIDGE RAMP. ABOUT TWO-THIRDS OF THE WAY DOWN,

THE VEHICLE BEGAN TO SURGE ONCE MORE. HE INADVERTENTLY STUCK THE SIDE OF AN UNOCCUPIED PARKED TRUCK TO AVOID REAR-ENDING A CAR WAITING THE TURN OF A TRAFFIC LIGHT. THE POLICE REPORT STATED THE PROBLEM WAS DUE TO A DEFECTIVE ACCELERATOR PEDAL. THE CONSUMER STATED HE PAID AN EARLY TERMINATION FEE OF \$3,000 AND RETURNED THE VEHICLE TO LEXUS. *JB

Date Reported: 20111222
Date of Incident: 20101117
NHTSA ODI No.: 10440972
Vehicle Make 2004 TOYOTA CAMRY
Location of Incident: MANCHESTER, NJ

NHTSA Summary:

TL* THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE HAD A RECURRING FAILURE WITH UNINTENDED ACCELERATION. THE FAILURE WOULD OCCUR WHEN DRIVING AT ANY SPEED. THE CONTACT CRASHED INTO A PILLAR AND DAMAGED THE FRONT PASSENGER SIDE FENDER. THE VEHICLE WAS TOWED TO THE DEALER WHERE THE DEALER WAS UNABLE TO DUPLICATE OR DIAGNOSE THE FAILURE. THE MANUFACTURER ADVISED THE CONTACT THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 95,000 AND THE CURRENT MILEAGE WAS 101,600.

Date Reported: 20111223
Date of Incident: 20110901
NHTSA ODI No.: 10441117
Vehicle Make 2011 TOYOTA COROLLA
Location of Incident: LAKELAND, TN

NHTSA Summary:

MORE NOTICEABLE AT HIGHWAY SPEEDS. TAKE FOOT OFF ACCELERATOR PEDAL, CAR MAINTAINS CONSTANT SPEED AS IF CRUISE CONTROL IN ENGAGED (CRUISE CONTROL WAS NOT ACTIVATED). UNABLE TO COAST TO REDUCE SPEED. HAVE TO FIRMLY PRESS BREAK PEDAL TO DISENGAGE. TAKEN TO DEALER FOR SERVICE. TOYOTA SERVICING DEALER ADVISED ME THAT THE CARE WAS OPERATING PROPERLY AND THAT THIS WAS A DESIGNED SAFETY FEATURE.

Date Reported: 20111228
Date of Incident: 20111122
NHTSA ODI No.: 10441502
Vehicle Make 2002 LEXUS RX300
Location of Incident: HOPEWELL, VA

NHTSA Summary:

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

Date Reported: 20111228
Date of Incident: 20111227
NHTSA ODI No.: 10441571
Vehicle Make 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 REVING 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.

Date Reported: 20111230
Date of Incident: 20111205
NHTSA ODI No.: 10441714
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: NEWARK, DE

NHTSA Summary:

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

Date Reported: 20111230
Date of Incident: 20111229
NHTSA ODI No.: 10441768
Vehicle Make 2005 TOYOTA CAMRY
Location of Incident: MADISON, MS

NHTSA Summary:

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

Date Reported: 20111231
Date of Incident: 20111226
NHTSA ODI No.: 10441934
Vehicle Make 2011 Lexus ES350
Location of Incident: Hamilton, VA

NHTSA Summary:

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

Date Reported: 20120101
Date of Incident: 20111228
NHTSA ODI No.: 10442031
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: LEESBURG, VA

NHTSA Summary:

I WAS STOPPED AT A STOPLIGHT AT ABOUT 4:00 PM WITH MY FOOT FULLY ON THE BRAKE. WHILE WAITING FOR THE LIGHT TO CHANGE, THE CAR WENT INTO A HIGH IDLE. I PRESSED THE BRAKE PEDAL FIRMLY, BUT THE CAR WAS LURCHING, TRYING TO ACCELERATE. I PUT THE CAR INTO PARK AND IT MADE A HORRIBLE NOISE. IT STAYED IN HIGH IDLE FOR SEVERAL MORE SECONDS, BUT THEN SEEMED TO KICK ITSELF OUT OF THAT IDLE. I THOUGHT THE CAR MAY HAVE DIED. THE LIGHT TURNED GREEN, SO I GENTLY PUT IT INTO DRIVE (AGAIN THINKING THAT IT MAY HAVE DIED), BUT IT WAS STILL RUNNING, SO I DROVE ACROSS THE INTERSECTION, WENT TO A PARKING LOT, AND CALLED THE DEALER. THE SERVICE ADVISOR SAID THAT I SHOULD HAVE THE CAR TOWED IN (AT MY EXPENSE), WHICH WAS NOT ACCEPTABLE TO ME. I CALLED THE TOYOTA 800 NUMBER AND THEY ALSO SAID THAT THEY WOULD NOT PAY FOR ANY OF THE EXPENSES. THEY SAID THAT IF SOMETHING WAS FOUND WRONG WITH THE CAR, THEY WOULD REIMBURSE ME. I DROVE THE CAR TO THE DEALERSHIP THAT NIGHT. THE ADVISOR TOLD ME THAT THEY WOULD NEED TO KEEP THE CAR UNTIL THE REGIONAL MANAGER COULD COME,

WHICH WOULD BE SEVERAL DAYS. THEY CALLED ME THE NEXT AFTERNOON TO SAY THAT THE DEALERSHIP HAD RUN ALL TESTS, AND FOUND NOTHING WRONG WITH THE CAR, AND THAT THEY HAD NEVER HEARD OF THE RAV 4 HAVING THIS ISSUE. THEY SAID THEY COULD KEEP THE CAR UNTIL THE REGIONAL MANAGER COULD COME, WHICH WAS NOW ESTIMATED TO BE 2-3 WEEKS. THEY SAID HE WOULD RUN THE EXACT SAME TESTS ON THE VEHICLE AS THEY HAD RUN. I WENT AND PICKED UP THE VEHICLE. I WENT INTO THE DEALERSHIP YESTERDAY AND MET WITH THE SERVICE AND SALES MANAGERS. THEY ADVISED ME THAT THOUGH THEY WERE NOT SAYING THEY DIDN'T BELIEVE ME ABOUT THE INCIDENT, THEY COULD NOT DUPLICATE THE PROBLEM, SO THERE WAS NOTHING ELSE THEY COULD DO, EXCEPT TO HELP ME GET OUT OF MY LEASE AND INTO ANOTHER TOYOTA VEHICLE. I OPTED TO TRADE MY RAV 4 IN AND AM NOW LEASING A CAMRY.

Date Reported: 20120102
Date of Incident: 20111218
NHTSA ODI No.: 10442060
Vehicle Make 2008 TOYOTA CAMRY SOLARA
Location of Incident: HOUSTON, TX

NHTSA Summary:

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

INITIALLY INCLUDED IN THE RECALLS FOR THE ACCELERATOR ISSUE, 2008 CAMRYS WERE AND A SOLARA IS BASICALLY A 2-DOOR CAMRY. THE RECALL SHOULD BE LOOKED AT FOR THE SOLARAS AS WELL. I DO NOT WANT TO BE DRIVING A CAR THAT CAN ENDANGER ME OR ANYONE ELSE ON THE ROAD. THIS INCIDENT, AS FRIGHTENING AS IT WAS, LUCKILY TOOK PLACE WHEN I WAS NOT ALREADY AT A HIGHER SPEED AND WAS IN A PARKING LOT. IT HAD THE POTENTIAL TO BE MUCH WORSE.

Date Reported: 20120102
Date of Incident: 20100422
NHTSA ODI No.: 10442072
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: ST HELENA, CA

NHTSA Summary:
ON SEVERAL OCCASIONS THE CRUISE CONTROL DID NOT DISENGAGE, EITHER WHEN THE BRAKES WERE APPLIED OR THE LEVER PULLED. IT HAS ACCELERATED AT LEAST TWICE WHILE APPROACHING SLOWED TRAFFIC, AHEAD.

Date Reported: 20120103
Date of Incident: 20111226
NHTSA ODI No.: 10442165
Vehicle Make 2006 TOYOTA 4RUNNER
Location of Incident: SANTA ROSA BEACH, FL

NHTSA Summary:
TL* THE CONTACT OWNS A 2006 TOYOTA 4RUNNER. THE CONTACT STATED THAT AS HE STARTED THE VEHICLE, THE ENGINE RPMS INCREASED EXCESSIVELY WITH THE BRAKES DEPRESSED. THE VEHICLE WAS TAKEN TO THE DEALER WHO RAN A DIAGNOSTIC TEST BUT WAS UNABLE TO DIAGNOSE ANY FAILURE CODES. THE DEALER OFFERED NO ASSISTANCE. THE MANUFACTURER WAS NOT NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS 59,000.

Date Reported: 20120103
Date of Incident: 20111226
NHTSA ODI No.: 10442165
Vehicle Make 2006 Toyota 4Runner
Location of Incident: Santa Rosa Beach,

NHTSA Summary:
TL* THE CONTACT OWNS A 2006 TOYOTA 4RUNNER. THE CONTACT STATED THAT AS HE STARTED THE VEHICLE, THE ENGINE RPMS INCREASED EXCESSIVELY WITH THE BRAKES DEPRESSED. THE VEHICLE WAS TAKEN TO THE DEALER WHO RAN A DIAGNOSTIC TEST BUT WAS

UNABLE TO DIAGNOSE ANY FAILURE CODES. THE DEALER OFFERED NO ASSISTANCE. THE MANUFACTURER WAS NOT NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS 59,000.

Date Reported: 20120104
Date of Incident: 20120104
NHTSA ODI No.: 10442387
Vehicle Make 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.

Date Reported: 20120106
Date of Incident: 20120102
NHTSA ODI No.: 10442616
Vehicle Make 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.

Date Reported: 20120106
Date of Incident: 20111208
NHTSA ODI No.: 10442624
Vehicle Make 2008 TOYOTA ES
Location of Incident: TULSA, OK

NHTSA Summary:

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

Date Reported: 20120106
Date of Incident: 20111108
NHTSA ODI No.: 10442672
Vehicle Make 2010 TOYOTA MATRIX
Location of Incident: COLUMBIA, SC

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA MATRIX. THE CONTACT STATED THAT WHILE STOPPED AT A TRAFFIC STOP, THE VEHICLE EXHIBITED AN ABNORMAL INCREASE IN ENGINE RPMS. THE CONTACT TOOK THE VEHICLE TO THE DEALER FOR DIAGNOSTIC TESTING WHERE THE DEALER COULD NOT DUPLICATE THE PROBLEM. THE VEHICLE WAS NOT REPAIRED AND THE FAILURE PERSISTED. THE FAILURE MILEAGE WAS 5,800.

Date Reported: 20120110
Date of Incident: 20120102
NHTSA ODI No.: 10443364
Vehicle Make 2001 TOYOTA CAMRY
Location of Incident: STREAMWOOD, IL

NHTSA Summary:

THE ACCELERATOR PEDAL STICKS. EVERY TIME I COME TO A HALT FOR ABOUT 20SECS TO 1 MINUTE. I HAVE TO PUSH HARD A COUPLE OF TIMES OR MORE TO RELEASE THE PEDAL FROM THE STUCK POSITION. THE CAR THEN GOES INTO SUDDEN ACCELERATION. THIS HAS BEEN HAPPENING

FOR ABOUT 6 MONTHS AND HAS GOTTEN PROGRESSIVELY WORSE. I NOTICED THE SAME PROBLEM WITH MY 2007 TOYOTA CAMRY ACCELERATOR PEDAL.

Date Reported: 20120112
Date of Incident: 20111207
NHTSA ODI No.: 10443564
Vehicle Make 2009 TOYOTA YARIS
Location of Incident: ROCHESTER, NY

NHTSA Summary:

TL-THE CONTACT OWNS A 2009 TOYOTA YARIS. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 30 MPH APPROACHING A TRAFFIC STOP SIGNAL, THE BRAKE PEDAL WAS ENGAGED AND THE VEHICLE BEGAN TO INCREASE ACCELERATION. THE VEHICLE PROCEEDED THROUGH THE TRAFFIC SIGNAL. THE BRAKE PEDAL WAS APPLIED REPEATEDLY WITH FORCE; HOWEVER THERE WAS NO REDUCTION IN THE SPEED. THE VEHICLE WAS DRIVEN OFF THE ROAD INTO A DITCH IN ORDER TO STOP. THE CONTACT WAS ABLE TO RESUME WITH EXTREME CAUTION. ONE YEAR AGO, THE IDENTICAL FAILURE OCCURRED. THE VEHICLE HAD NOT BEEN DIAGNOSED OR REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE UNINTENDED ACCELERATION. THE APPROXIMATE FAILURE MILEAGE WAS 16,000. JS

Date Reported: 20120112
Date of Incident: 20120105
NHTSA ODI No.: 10443591
Vehicle Make 2005 TOYOTA CAMRY SOLARA
Location of Incident: NAPA, CA

NHTSA Summary:

ON JAN. 5, 2012 AROUND 10:00 A.M. I WAS ACCELERATING UP HILL AT THE SPEED OF 50 MPG. WHEN I LET UP ON THE GAS PEDAL MY CAR CONTINUED TO ACCELERATE. I STARTED APPLYING THE BRAKES BUT IT DIDN'T HELP. AS THE CAR KEPT GOING FASTER I WENT INTO A PANIC MODE APPLYING THE BRAKES, PULLING BACK ON THE EMERGENCY BRAKES AS FAR AS I COULD, AND TRYING TO SHIFT INTO NEUTRAL OR PARK OR ANYTHING TO GET MY CAR TO STOP. I WENT OFF THE ROAD AT THE SAME TIME I GOT IT INTO PARK. STOPPING ABRUPTLY I JUMPED FROM THE CAR THE WHEELS STILL SPINNING AND SMOKE PUORING FORM THE WHEEL WELLS. I WAS PRETTY HYSTERICAL FROM MY ORDEAL BUT HAD THE SENSE TO REACH IN AND TURN OFF THE KEY. I CALLED MY HUSBAND AND SAT DOWN AND CRIED UNTIL HE GOT THERE. WE HAD THE CAR TOWED TO TOYOTA IN NAPA CA. AND YESTERDAY (JAN. 11, 2011) THEY CALLED TO SAY THEY CAN'T FIND ANYTHING WRONG AND WE CAN PICK UP THE CAR ANYTIME WE WANT. PLEASE HELP ME !!!! THIS WASN'T JUST A FIGUMENT OF MY

IMAGINATION. IT HAPPENED FOR SOME REASON. DO THEY REALLY THINK I EVER WANT TO DRIVE THIS CAR AGAIN??? I FEEL VERY GRATEFUL TO WALK AWAY WITH MY LIFE. IF THERE HAD BEEN MORE TRAFFIC OR NO PLACE TO GO OFF THE ROAD OR IN A WORSE CASE SENERIO DRIVING THE 10 MILE MOUNTAIN ROAD FROM TOWN TO MY HOUSE I PROBABLY WOULDN'T HAVE. I FEEL THE NEED TO TELL AS MANY PEOPLE AS I CAN TO SAVE SOME ONE ELSE FROM THIS.

Date Reported: 20120117
Date of Incident: 20111025
NHTSA ODI No.: 10444118
Vehicle Make 2006 TOYOTA COROLLA
Location of Incident: Mt. Prospect, IL

NHTSA Summary:

MY 2006 TOYOTA COROLLA WAS ON A RECALL LIST FOR THE ECM. I WAS WATCHING THE CAR'S BEHAVIOR CLOSELY FOR WARNING SIGNS/ PROBLEMS RELATED TO THE ECM. SURPRISINGLY INSTEAD OF PROBLEMS STARTING, HARSH SHIFTING OR STOPPING WHILE DRIVING (ALL LISTED AS POSSIBLE "SYMPTOMS" OF ECM ISSUES)- THE OPPOSITE PROBLEM OCCURRED. MY CAR TRIED TO ACCELERATE WHEN STOPPED! WHEN FULLY STOPPED AT TRAFFIC LIGHTS/STOP SIGNS, WITH MY FOOT ON THE BRAKE PEDAL, ALL OF A SUDDEN, MY CAR ENGINE REVVED AND THE CAR TRIED TO ACCELERATE. I QUICKLY PUSHED DOWN EVEN HARDER ON THE BRAKE PEDAL TO STAY STOPPED AND NOT CRASH INTO THE CAR IN FRONT OF ME OR GO THE INTERSECTION. OTHER INSTANCES OCCURRED WHEN PARKING AFTER A SHORT DRIVE DOING ERRANDS. AGAIN, THE ENGINE REVVED UP AND ATTEMPTED TO ACCELERATE WHILE STOPPED, PREPARING TO PUT THE CAR INTO PARK... AND ONCE AGAIN I HAD TO HOLD IT WITH THE BRAKE. THESE "BEHAVIORS" HAPPENED SO FREQUENTLY THAT I FINALLY RESORTED TO PUTTING THE CAR IN NEUTRAL TO BE SAFE WHEN I WAS STOPPED. I ALSO REMEMBERED FROM NEWS REPORTS THAT CAR MATS COULD POSSIBLY SHIFT AND INTERFERE WITH PEDALS SO I HAD REMOVED MY MATS (ORIGINAL MATS ATTACHED TO HOOKS) TO ENSURE THEY COULD NOT BE AN ISSUE ALTHOUGH IT SEEMED OBVIOUS THEY HAD NEVER MOVED OFF THEIR HOOKS TOWARDS THE PEDALS. I CALLED CUSTOMER SERVICE AT TOYOTA CORPORATE TO SEEK THEIR ADVICE AND FULLY DESCRIBED THE PROBLEM AS I HAVE HERE. THEY SAID TOYOTA MECHANICS WOULD HAVE TO GET THE CAR TO REPLICATE THE PROBLEM IN ORDER TO FIX IT. I ASSURED THEM IT WAS REALLY HAPPENING, BUT IT WAS NOT PREDICTABLE. SOON AFTER THIS, MY LOCAL TOYOTA DEALERSHIP CALLED TO LET ME KNOW THAT THERE WAS AN OPENING FOR ME TO COME IN AND HAVE MY CAR LOOKED AT SINCE THEY HAD BEEN MADE AWARE THAT I WAS HAVING A PROBLEM WITH MY BRAKES ! I LET THEM KNOW THAT MY BRAKES WERE NOT THE

PROBLEM BUT WAS WITH ACCELERATION WHEN I WAS STOPPED WITH MY FOOT ON THE BRAKE.

Date Reported: 20120118
Date of Incident: 20110601
NHTSA ODI No.: 10444352
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: NORTHPORT, ME

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA RAV. THE CONTACT ADVISED THAT THE VEHICLE ACCELERATED WITHOUT ACTIVATION OR WARNING. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE MANUFACTURER WAS AWARE OF THE FAILURE. NO REPAIRS WERE PERFORMED. THE CURRENT MILEAGE WAS 23,500 AND THE FAILURE MILEAGE WAS 14,000.

Date Reported: 20120118
Date of Incident: 20120116
NHTSA ODI No.: 10444371
Vehicle Make 2007 TOYOTA SCION TC
Location of Incident: VINTON, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA SCION TC. THE CONTACT WAS DRIVING APPROXIMATELY 25 MPH AND DEPRESSING THE BRAKE PEDAL WHEN THE RPMS INCREASED EXCESSIVELY AND THE VEHICLE WOULD NOT RESPOND. THE CONTACT LOST CONTROL OF THE VEHICLE AND CRASHED INTO THE REAR OF ANOTHER VEHICLE. NO ONE WAS INJURED. THE VEHICLE WAS TAKEN TO THE DEALER, BUT THE DEALER WAS UNABLE TO DIAGNOSE THE FAILURE. THE MANUFACTURER WAS NOT CONTACTED AND THE VEHICLE WAS NOT REPAIRED. THE CURRENT MILEAGE WAS 69,000 AND THE FAILURE MILEAGE WAS 63,385. UPDATED 3/14/12*LJ

Date Reported: 20120118
Date of Incident: 20120116
NHTSA ODI No.: 10444437
Vehicle Make 2010 Toyota RAV4
Location of Incident: Cypress, Texas

NHTSA Summary:

STOPPED AT A RED LIGHT. CAR STARTED MOVING FORWARD. THOUGHT SOMEONE WAS PUSHING CAR FROM BEHIND. ENGINE REVVED UP AND WE WERE MOVING INTO THE INTERSECTION AND THE LIGHT WAS STILL RED. PUSHED VERY HARD ON BRAKE AND QUICKLY PUT CAR IN NEUTRAL.

ENGINE REVVED TO ABOUT 6,500 RPM IN NEUTRAL, THEN BACK TO NORMAL.

Date Reported: 20120119
Date of Incident: 20120118
NHTSA ODI No.: 10444584
Vehicle Make 2002 TOYOTA HIGHLANDER
Location of Incident: ROSENBERG, TX

NHTSA Summary:

TL* THE CONTACT OWNS A 2002 TOYOTA HIGHLANDER. THE CONTACT WAS DRIVING 60 MPH WHEN THE VEHICLE SUDDENLY ACCELERATED WITHOUT ANY WARNING. THE CONTACT DEPRESSED THE BRAKE PEDAL BUT THE VEHICLE FAILED TO STOP. THE CONTACT HAD TO COMPLETELY TURN OFF THE ENGINE IN ORDER TO GET THE VEHICLE TO STOP. THE VEHICLE WAS TOWED TO A DEALER WHO DIAGNOSED THAT THE ACCELERATOR CABLE WAS STUCK IN THE FORWARD POSITION AND NEEDED TO BE REPLACED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE WHO DID NOT OFFER ANY ASSISTANCE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND THE CURRENT MILEAGE WAS 210,000.

Date Reported: 20120120
Date of Incident: 20110112
NHTSA ODI No.: 10444622
Vehicle Make 2011 TOYOTA RAV4
Location of Incident: CRAGSMOOR, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA RAV-4. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 50 MPH AND DEPRESSING THE BRAKES TO MAKE A RIGHT TURN, THE VEHICLE CONTINUED TO ACCELERATE. AFTER ABRUPTLY APPLYING THE BRAKES AND SHIFTING INTO NEUTRAL, THE VEHICLE BEGAN TO DECELERATE WITH THE ENGINE EXHIBITING AN EXTREMELY LOUD NOISE. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY ADVISED HIM THAT THEY WERE UNABLE TO DIAGNOSE THE FAILURE AND TO HAVE AN INVESTIGATOR FURTHER INSPECT THE VEHICLE. THE VEHICLE WAS TAKEN FOR A TEST DRIVE BY THE INVESTIGATOR WHO ENDED UP INVOLVED IN A CRASH AND DESTROYED THE VEHICLE, PREVENTING A THOROUGH INVESTIGATION OF THE FAILURE. THE MANUFACTURER WAS CONTACTED AND THEY REPLACED THE CONTACT'S VEHICLE WITH A NEW ONE. THE FAILURE MILEAGE WAS APPROXIMATELY 150. THE VIN WAS UNAVAILABLE.

Date Reported: 20120120
Date of Incident: 20090731

NHTSA ODI No.: 10444706
Vehicle Make 2006 TOYOTA HIGHLANDER HYBRID
Location of Incident: BETHESDA, MD

NHTSA Summary:

WHEN I BRAKE AND HAVE MY FOOT FIRMLY AND GRADUALLY DEPRESSING THE BRAKE PEDAL, THE CAR SLOWS BUT THERE ARE THESE ONE SECOND INSTANCES WHEN THE CAR CONTINUES TO COAST/LUNGE FORWARD AS IF IT IS NOT GOING TO STOP. THESE PROBLEMS OCCUR BETWEEN 25 MPH AND 30 MPH AND ALSO SOMETIMES AT 5 MPH. THIS CREATES AN UNSAFE FEELING THAT I AM NOT IN CONTROL OF THE CAR.
*TT

Date Reported: 20120123
Date of Incident: 20111125
NHTSA ODI No.: 10444932
Vehicle Make 2008 TOYOTA RAV4
Location of Incident: VIRGINIA BEACH, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA RAV 4. THE CONTACT WAS DRIVING 52 MPH WHEN A ROARING NOISE EMITTED FROM THE ACCELERATOR PEDAL AFTER BEING DEPRESSED AND THE VEHICLE INCREASED IN SPEED UNEXPECTEDLY. THE FAILURE CAUSED ANOTHER VEHICLE TO CRASH INTO THE CONTACT FROM THE REAR. THE CRASH CAUSED NO INJURIES AND A POLICE REPORT WAS FILED. THE VEHICLE WAS TAKEN TO THE DEALER AND THE MANUFACTURER WAS CONTACTED. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND THE CURRENT MILEAGES WERE 54,000.

Date Reported: 20120123
Date of Incident: 20120123
NHTSA ODI No.: 10444928
Vehicle Make 2005 TOYOTA TUNDRA
Location of Incident: ORINDA, CA

NHTSA Summary:

AFTER STOPPING AT A RED LIGHT. MADE RIGHT TURN UPHILL. TRUCK ACCELERATED QUICKLY LIKE IT WAS FLOORED. ATTEMPTED TO BRAKE EASILY TO SLOW DOWN. TRUCK SPUN 180 ON PAVEMENT, CRASHING SIDWAYS INTO ISLAND DIVIDER. RIGHT REAR WHEEL WAS SHEERED OFF. TRUCK WAS STOPPED BY REAR BUMPER SMASHING INTO LIGHT STANDARD. SHEERED WHEEL HAD GRIND MARKS AS WHEELS WERE STILL UNDER POWER. THIS WAS POINTED OUT AT SCENE BY LAW ENFORCEMENT. I AM A RETIRED FIREFIGHTER USED TO DRIVING EMERGENCY EQUIPMENT. MY TRUCK ACCELERATED ON ITS OWN. *TR

Date Reported: 20120125
Date of Incident: 20090114
NHTSA ODI No.: 10445204
Vehicle Make 2008 TOYOTA TUNDRA
Location of Incident: BROUSSARD, LA

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA TUNDRA. THE CONTACT STATED THAT THE ENGINE WOULD EXHIBIT AN ABNORMALLY HIGH INCREASE IN RPMS AT STARTUP AND THE MOTOR WOULD RACE LOUDLY. THE VEHICLE WAS TAKEN TO THE DEALER WHO ADVISED THAT THE FAILURE COULD POSSIBLY HAVE BEEN RELATED TO THE AIR INJECTION PUMP OR THE AIR SWITCH DEVICE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 75,000.

Date Reported: 20120126
Date of Incident: 20111004
NHTSA ODI No.: 10445439
Vehicle Make 2010 LEXUS RX350
Location of Incident: NEWTOWN, CT

NHTSA Summary:

ON OCT 5, 2011 AT 7:45 AM , I WAS TRAVELING ON A ONE LANE ROAD EACH WAY IN RURAL CONNECTICUT (35 MPH ZONE). I DECIDED TO PASS A CAR THAT WAS TRAVELING WELL BELOW THE SPEED LIMIT WHEN MY LEXUS RX350 LURCHED FORWARD SUDDENLY AND THEN HAD A HUGE BURST OF ACCELERATING SPEED. I APPLIED MY FOOT TO THE BRAKES AND THE CAR SLOWED VERY SLIGHTLY, BUT STARTED TO BUCK A LITTLE AND THEN ONCE AGAIN FELT LIKE IT KICKED INTO A HIGHER GEAR. MY DASHBOARD WAS FLASHING " BRAKE FAILURE" AS I LOOKED DOWN AND SAW THAT MY FOOT WAS FIRMLY PLANTED DOWN ON THE BRAKES. FORTUNATELY, THERE WERE FEW CARS ON THE ROAD AND ONLY ONCE DID I HAVE TO PASS A CAR ON A BLIND CURVE HOPING NO ONE WAS APPROACHING FROM THE OTHER WAY, SO AS TO AVOID RAMMING A CAR IN FRONT OF ME. I HAD RESOLVED IN MY MIND THAT I WAS GOING TO CRASH, AND WAS TRYING TO FIND A PLACE TO TAKE THE CAR OFF THE ROAD WHILE TRYING TO MINIMIZE INJURY TO ME. I STOPPED LOOKING AT MY SPEED, BUT IT WAS CLEARLY IN EXCESS OF 60 MPH IN A 35 MPH ZONE. I WAS LUCKY THAT DAY, SINCE THERE WERE FEW CARS ON THE ROAD AND THE STRETCH OF ROAD I WAS ON WAS FAIRLY STRAIGHT. I DROVE THIS WAY FOR ABOUT 1.5 MILES WHEN IT THEN OCCURRED TO ME TO SHIFT THE CAR INTO NEUTRAL. ONCE I DID THIS THE CAR EVENTUALLY REDUCED SPEED TO ABOUT 5-10 MPH. I THREW THE CAR INTO PARK AND JUMPED OUT OF THE VEHICLE, WHICH AT THIS POINT WAS ENGULFED IN SMOKE FROM THE FAILED BRAKES. LEXUS BLAMED THE INCIDENT ON A STUCK ACCELERATOR PAD, ALTHOUGH THEY ADMITTED WHEN THE CAR CAME

TO THEIR SHOP THE PAD WAS NOT STUCK. I KNOW FACTUALLY THAT THE PAD WAS NOT STUCK, SINCE I LOOKED DOWN AT MY FEET DURING THE EPISODE AND SAW MY FOOT ON THE BRAKE, AND THE ACCELERATOR PAD IN ITS NORMAL POSITION. THIS WAS CLEARLY AN INCIDENT OF SUDDEN ACCELERATION. LEXUS ALLOWED ME TO BREAK MY LEASE AND LEASE A 2012, WHICH NOW HAS A BRAKE OVERRIDE SYSTEM (AS OF 2011 MODELS) .
*TR

Date Reported: 20120126
Date of Incident: 20120101
NHTSA ODI No.: 10445446
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: HOUSTON, TX

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 5 MPH AND DEPRESSING THE BRAKE PEDAL, THE VEHICLE SUDDENLY ACCELERATED AND CRASHED INTO A COMMERCIAL BUILDING. THERE WERE NO INJURIES DUE TO THE CRASH. THE POLICE WERE NOTIFIED AND A REPORT WAS AVAILABLE. THE VEHICLE WAS THEN TOWED TO AN AUTHORIZED DEALER AND WAS PENDING AN INVESTIGATION. THE FAILURE AND CURRENT MILEAGES WERE APPROXIMATELY 20,000.

Date Reported: 20120126
Date of Incident: 20120117
NHTSA ODI No.: 10445487
Vehicle Make 2001 TOYOTA HIGHLANDER
Location of Incident: ALPHARETTA, GA

NHTSA Summary:

TL* THE CONTACT OWNS A 2001 TOYOTA HIGHLANDER. THE CONTACT STATED THAT WHILE STOPPED AT A STOP LIGHT, THE VEHICLE SUDDENLY ACCELERATED ON ITS OWN AND CRASHED INTO THE VEHICLE STOPPED IN FRONT OF THE CONTACT. THERE WERE NO DAMAGES TO EITHER VEHICLE. THE VEHICLE WAS TOWED TO THE DEALER FOR DIAGNOSTIC TEST, BUT THE MANUFACTURER WOULD NOT ALLOW A TECHNICIAN TO INSPECT IT. THE MANUFACTURER STATED THAT THEY WOULD SEND AN ENGINEER TO EXAMINE THE VEHICLE. THE VEHICLE WAS NOT YET EXAMINED OR REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 125,000.

Date Reported: 20120126
Date of Incident: 20120121
NHTSA ODI No.: 10445451
Vehicle Make 2010 LEXUS RX350

Location of Incident: SHORT HILLS, NJ

NHTSA Summary:

ON 1/21/12 AS I WAS DRIVING I SLOWED DOWN PREPARING TO BRAKE FOR A TRAFFIC SIGNAL. A SCHOOL BUS WAS IN FRONT OF US, STOPPED. AS I STEPPED ON THE BRAKE, THE ENGINE REVVED UP AND THE CAR CONTINUED TO MOVE FORWARD. I QUICKLY PUT THE CAR IN PARK AND TURNED OFF THE ENGINE. WE WERE INCHES FROM THE SCHOOL BUS. THIS SHOULD NOT HAVE HAPPENED. IT WAS FRIGHTENING!! THE PROBLEM OCCURRED AGAIN ABOUT 10 MINUTES IN A STOPPED POSITION AND THE CAR CONTINUED TO MOVE FORWARD. THE TACHOMETER WENT INTO THE RED ZONE. THE DEALER AND MANUFACTURER WERE INFORMED. UPDATED IVOQ 03/29/12 *TR

Date Reported: 20120126
Date of Incident: 20120125
NHTSA ODI No.: 10445415
Vehicle Make 2006 TOYOTA RAV4
Location of Incident: WABASH, IN

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA RAV4. THE CONTACT WAS DRIVING 30 MPH WHEN THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. THE CONTACT LOST CONTROL OF THE VEHICLE AND DROVE ONTO A DIRT ROAD. THE VEHICLE CONTINUED TO ACCELERATE WITH THE BRAKE PEDAL DEPRESSED AS THE VEHICLE TURNED AROUND SEVERAL TIMES. THE CONTACT WAS ABLE TO TURN THE VEHICLE OFF AND THE VEHICLE WAS TOWED TO LOCAL BODY SHOP. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND THE CURRENT MILEAGE WAS 70,000.

Date Reported: 20120126
Date of Incident: 20120125
NHTSA ODI No.: 10445422
Vehicle Make 2010 LEXUS RX350
Location of Incident: VILLA PARK, IL

NHTSA Summary:

I WENT OUT TO GRAB A BITE TO EAT FOR MY DAUGHTER AND I CAME TO A STOP LIGHT AT A MAJOR INTERSECTION. I RECEIVED THE TURN ARROW SO I ACCELERATED THRU THE TURN AND THEN PUNCHED THE GAS TO MAKE IT THRU THE NEXT LIGHT THAT WILL TURN RED IF YOU DON'T GIVE IT A LITTLE GAS TO GET THRU IT. I MAKE IT THRU THE LIGHT AND GET IN THE RIGHT LANE TO SLOW DOWN TO MAKE MY TURN AND MY BRAKES DON'T WORK AND MY CAR STARTS ACCELERATING ON ITS OWN. I HAVE NO CONTROL OF THE SPEED SO I THROW THE CAR IN NEUTRAL AND KEEP SLAMMING THE BRAKES WHILE THE BRAKE MALFUNCTION LIGHT APPEARS. I???M NOT SURE HOW MY CAR SLOWS DOWN AND I MAKE A

RIGHT TURN INTO A PARKING LOT AND MY ENGINE IS STILL SOUNDING LIKE IT IS ACCELERATING AND I AM IN NEUTRAL. MY CAR ROLLED TO A STOP, I SHUT IT DOWN AND CALLED THE LEXUS LINE. THE HAD A TOWING COMPANY OUT WITHIN AN HOUR AND THE TOW TRUCK DRIVER TOLD ME THIS IS AT LEAST THE 10TH TIME HE HAS HAULED THIS TYPE OF CAR FOR THE SAME THING. *TR

Date Reported: 20120127
Date of Incident: 20111121
NHTSA ODI No.: 10445613
Vehicle Make 2006 LEXUS IS250
Location of Incident: RICHMOND, CA

NHTSA Summary:

CAR PARKED PARALLEL TO CURB. OPENED DOOR, GOT INTO DRIVER'S SEAT, FASTENED SEAT BELT, TURNED ON IGNITION, AS NORMAL. SHIFTED FROM PARK INTO DRIVE, IMMEDIATELY ENGINE BEGAN TO "REV UP" UNCONTROLLED, BASED ON SOUND FROM ENGINE. AFTER A FEW SECONDS OF INCREASING PITCH OF ENGINE NOISE, CAR JUMPED THE CURB, OVER THE ADJACENT SIDE WALK, AND SLAMMED INTO THE BRICK WALL IN FRONT OF MY HOUSE, SLID ALONG THE WALL, AND CAR ENDED UP AGAINST THE FENCE OF NEXT DOOR NEIGHBOR. CAR MOVED ABOUT 6 FEET IN 2-3 SECONDS. RIGHT HAND AND WRIST OF DRIVER WAS INJURED ON IMPACT, TRAPEZIUM BONE BROKEN IN HALF, AND A PORTION OF BONE SMASHED INTO LITTLE PIECES. HAND AND WRIST MUSCLES AND TENDONS STRAINED. SURGERY WAS REQUIRED TWO WEEKS LATER TO PUT 4 METAL RODS IN WRIST TO ASSIST HEALING. IN CAST FOR TOTAL OF 8+ WEEKS. MANY SESSIONS OF OCCUPATIONAL THERAPY WILL BE NEEDED TO RESTORE WRIST AND HAND FUNCTION, SOME LOSS OF FUNCTION IS ANTICIPATED, AND ARTHRITIS IN WRIST MAY RESULT. CAR DAMAGE INCLUDED FRONT BUMPER, FRONT GRILL, FRONT SPOILER, GRILL ASSEMBLY, HEADLAMP, HEAD LAMP ASSEMBLY, FOG LAMPS, RT FRONT WHEEL, RIGHT FRONT LOWER ARM CONTROL, RIGHT, LEFT OUTER TIE ROD. *TR

Date Reported: 20120129
Date of Incident: 20120128
NHTSA ODI No.: 10445754
Vehicle Make 2003 LEXUS ES
Location of Incident: SILVER SPING, MD

NHTSA Summary:

VEHICLE ACCELERATED WITHOUT WARNING WHEN IT WAS PUT IN REVERSE, CAUSING IT TO HIT A PARKED CAR IN BACK OF IT. THE ACCELERATION WAS INSTANTANEOUS AND VERY FAST. AS A RESULT,

THE DRIVER DID NOT HAVE TIME TO REACT BEFORE THE VEHICLE
SLAMMED INTO THE PARKED CAR.

Date Reported: 20120130
Date of Incident: 20120119
NHTSA ODI No.: 10445896
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: RICHMOND, ME

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT WAS DRIVING 60 MPH WHEN THE VEHICLE BEGIN TO ACCELERATE ABNORMALLY TO 80 MPH. THE CONTACT TOOK THE VEHICLE TO THE DEALER FOR A DIAGNOSTIC TEST WHERE THE DEALER ADVISED THE CONTACT THAT THE DIAGNOSTIC DID NOT GENERATE ANY FAILURE CODES FOR THE VEHICLE. THE CONTACT DID NOT CALL THE MANUFACTURER AND THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 32,000.

Date Reported: 20120202
Date of Incident: 20120110
NHTSA ODI No.: 10446220
Vehicle Make 2010 TOYOTA PRIUS
Location of Incident: JERICHO, NY

NHTSA Summary:

THE PRIUS SEEMS TO ACCELERATE WHILE STEPPING ON THE BRAKE AT SLOW SPEEDS--THE CAR FEELS LIKE IT JERKS FORWARD. THIS USUALLY HAPPENS WHILE I AM ON A ROAD WITH POTHOLES.

Date Reported: 20120203
Date of Incident: 20110608
NHTSA ODI No.: 10446607
Vehicle Make 2007 TOYOTA AVALON
Location of Incident: WOOSTER, OH

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA AVALON. THE CONTACT STATED THAT WHILE PARKING, THE VEHICLE SUDDENLY ACCELERATED. THE VEHICLE WAS TAKEN TO THE DEALER, WHO WAS UNABLE TO DUPLICATE THE FAILURE. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 78,000. UPDATED 03/05/12*LJ UPDATED 03/08/12

Date Reported: 20120203

Date of Incident: 20120202
NHTSA ODI No.: 10446378
Vehicle Make 2012 TOYOTA CAMRY
Location of Incident: VIRGINIA BEACH, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2012 TOYOTA CAMRY. THE CONTACT WAS DRIVING 50 MPH WHEN THE VEHICLE INCREASED RPMS UNEXPECTEDLY AND THE CONTACT LOST CONTROL OF THE VEHICLE. THE VEHICLE WAS NOT TAKEN TO THE DEALER AND THE MANUFACTURER WAS NOT CONTACTED. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 1,300 AND THE CURRENT MILEAGE WAS 1,306.

Date Reported: 20120203
Date of Incident: 20120202
NHTSA ODI No.: 10446611
Vehicle Make 2008 TOYOTA AVALON
Location of Incident: RALEIGH, NC

NHTSA Summary:

DRIVER WAS PULLING INTO A PARKING SPACE WHEN THE CAR HAD UNEXPECTED, SUDDEN ACCELERATION AND HIT A CONCRETE WALL. DRIVER WAS WEARING A SEAT BELT; AIR BAGS DEPLOYED. THE PERSON WAS UNINJURED EXCEPT FOR CHEST BRUISES. THE CAR HAD BEEN TAKEN IN WHEN IT WAS RECALLED AND WAS "FIXED" IN RESPONSE TO 2 RECALL NOTICES BY THE DEALER ON MARCH 4, 2010. THE FRONT OF THE CAR IS BASHED IN, HOOD IS BENT UPWARD, RADIATOR DAMAGED AND THE FRONT DOORS JAMMED. MEN HAD TO FORCE THE DRIVER SIDE DOOR OPEN TO GET THE DRIVER FROM THE CAR. TOYOTA AND THE INSURANCE COMPANY HAVE BEEN NOTIFIED BUT NEITHER HAVE HAD TIME TO EXAMINE THE CAR.

Date Reported: 20120207
Date of Incident: 20111204
NHTSA ODI No.: 10447021
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: GARDEN CITY SOUTH, NY

NHTSA Summary:

ON DECEMBER 4, 2011, WITH MY WIFE AND RETURNING FROM A VISIT TO OUR CHILDREN, I WAS DRIVING OUR 2009 CAMRY EAST FROM BROOKLYN IN THE LEFT LANE ABOUT A MILE ONTO THE JACKIE ROBINSON PARKWAY AT ABOUT 4:30 P.M., VISIBILITY VERY GOOD AND ROAD DRY. TRAFFIC WAS HEAVY BUT MOVING ABOUT 35-40 M.P.H. WHEN IT SLOWED A LITTLE IN FRONT OF ME I PUT ON THE BRAKE-- BUT THE CAR SPEEDED UP. I REPEATED THE BRAKING AND THE CAR SPEEDED UP EVEN MORE. THESE TWO ATTEMPTED BRAKING OCCURRED IN ABOUT 5 SECONDS. I SAW WE

WOULD CRASH INTO THE CAR AHEAD. I TRIED TO STEER MAINLY INTO THE SPACE BETWEEN THAT CAR AND THE ONE IN THE RIGHT LANE SO AS TO MINIMIZE DAMAGE TO THEM, BUT THE CAR IN FRONT OF ME WENT A LITTLE FASTER. OUR CAR, HAVING HIT THE RIGHT-LANE CAR IN ITS LEFT REAR, WENT PAST THAT CAR AND INTO THE OPENED-UP SPACE AND THE SHOULDER, AND INTO AN ABOUT THREE-PLUS-FOOT CONCRETE RETAINING WALL, HITTING IT AT AN ANGLE WITH THE RIGHT FRONT OF OUR CAR, WHICH MOUNTED THE WALL ON OUR RIGHT-HAND WHEELS AND CAME TO A STOP THERE. AIR BAGS HAD NOT DEPLOYED BUT TENSIONED SEATBELTS HIT US HARD IN THE CHESTS. WE MANAGED TO GET MY DOOR OPEN AND GET OUT. THE CAR WAS TOTALED, WITH ABOUT 12,000 MILES ON IT, ALWAYS CAREFULLY MAINTAINED. I WOULD ADD THAT WHEN TOYOTA RECALLED THE CAR IN 2010 I BROUGHT IT IN FOR THE ADJUSTMENTS AND WAS INTERESTED TO LEARN FROM THE MECHANIC AT THE DEALERSHIP THAT THE ADJUSTMENTS WOULD TAKE AWHILE BECAUSE THEY REQUIRED MODIFICATIONS TO THE CAR'S COMPUTER. ALSO, I AS WELL AS MY WIFE HAVE BEEN DRIVING, EACH OF US FOR NEARLY 50 YEARS, WITH EXEMPLARY RECORDS, AND NEITHER OF US HAS EVER PRESSED THE GAS PEDAL WHEN WE MEANT TO STEP ON THE BRAKES. WE ARE WRITING TO YOU IN THE HOPE THAT STILL OTHER TOYOTA CUSTOMERS WILL NOT HAVE TO SUFFER THE UPSET THAT WE STILL FEEL, OR OF COURSE WORSE. (I SENT THIS TO YOU VIA PDF EARLIER TODAY.) *TR

Date Reported: 20120209
Date of Incident: 20120117
NHTSA ODI No.: 10447234
Vehicle Make 2011 TOYOTA CAMRY
Location of Incident: HUDDLESTON, VA

NHTSA Summary:

THE DRIVER WAS IN PARKING LOT OF REHAB CENTER PICKING UP PATIENT AND SAYS THE CAR LOST CONTROL GOING 6 MILES PER HOUR RAN INTO THE REHAB CENTER INCURRING OVER \$10,000 IN DAMAGES TO THE CAR NOT INCLUDING DAMAGES TO THE REHAB CENTER FRONT GLASS DOOR. THE 2011 TOYOTA CAMRY PURCHASED IN SEPTEMBER OF 2011 NEW FROM THE LOT AT MECHANICSVILLE VA TOYOTA DEALERSHIP. WE CALLED THE TOYOTA MAIN OFFICE AND THEY SENT OUT A REPRESENTATIVE FOR INSPECTION OF THE CAR ON JANUARY 26TH OR 27TH 2012 PRIOR TO ANY WORK BEING DONE TO REPAIR THE CAR. WE HAVE NOT HEARD BACK FROM TOYOTA AS IT TAKES UP TO 30 DAYS. THE CAR IS CURRENTLY UNDER FULL REPAIR FROM THE COLLISION. *TR

Date Reported: 20120212
Date of Incident: 20120203

NHTSA ODI No.: 10447672
Vehicle Make 2002 TOYOTA CAMRY
Location of Incident: FRESH MEADOWS, NY

NHTSA Summary:

IN A PARKING LOT, PICKING UP A FRIEND. WENT TO DRIVE HER HOME. AS I DEPRESSED THE GAS PEDAL, IT SUDDENLY FLOORED ITSELF, ENGINE ROARED, AND THE CAR BEING IN DRIVE, LURCHED FORWARD TOWARDS A ROW OF PARKED CARS. I QUICKLY PUT THE CAR IN REVERSE, BUT THE CAR THEN LURCHED BACKWARDS..... QUICKLY SHIFTED INTO NEUTRAL AND KILLED THE ENGINE. ASKED MY FRIEND TO GET OUT OF THE CAR. STARTED THE ENGINE, WHICH CONTINUED TO ROAR AT HIGH RPM. I THEN PUMPED THE PEDAL A FEW TIMES, AND THE RAR AND RPM'S SUBSIDED. I MOTIONED TO MY FRIEND TO GET IN, AND SLOWLY DROVE HOME. IMMEDIATELY CALLED A NEABY TOYOTA DEALER. ARRANGEMENT WERE MADE AND THE CAR WAS TOWED TO THE DEALER ON MONDAY, FEB. 6, 2012 (I WAS AFRAID TO DRIVE IT.) [XXX] INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6). *TR

Date Reported: 20120213
Date of Incident: 20120129
NHTSA ODI No.: 10447756
Vehicle Make 2009 TOYOTA COROLLA MATRIX
Location of Incident: COPIAGUE, NY

NHTSA Summary:

FROM MY APARTMENT PARKING SPACE I HAD TO MAKE A U TURN. GENTLY PUT MY FOOT ON ACCELERATOR, APPROX. @2MPH, TURNING RIGHT, MATRIX BEGAN TO GO FASTER, PUT MY FOOT QUICKLY ON THE BRAKE, THE CAR ACCELERATED AT A HIGHER SPEED CRASHING ME INTO A BRICK WALL, ALL WITHIN PARKING AREA. ESTIMATE OF DAMAGE WAS \$6,000.00, FRAME SEVERELY BENT, BUMPER & HOOD DESTROYED. SIDE FRONT FENDERS HAVE TO BE REPLACED. UNDERCARRIAGE DAMAGED. THE FRONT IMPACT WAS VERY FAST, NO AIR BAG WENT OFF. REAR SIDE PANELS POPPED OFF. *TR

Date Reported: 20120214
Date of Incident: 20111213
NHTSA ODI No.: 10447937
Vehicle Make 2005 LEXUS LS430
Location of Incident: SAN FRANCISCO, CA

NHTSA Summary:

DRIVING INTO THE GARAGE TO PARK, THE CAR JERKED AND SUDDENLY ACCELERATED. CRASHED INTO THE SHELVINGS, PLUMBING TOOLS AND

PARTS. PUSHING EVERYTHING AGAINST THE REAR WALL WHICH WAS DAMAGED.

Date Reported: 20120214
Date of Incident: 20120201
NHTSA ODI No.: 10447642
Vehicle Make 2004 TOYOTA PRIUS
Location of Incident: ORANGE, CA

NHTSA Summary:

2004 TOYOTA PRIUS. CONSUMER STATES UNINTENDED ACCELERATION *TGW THE CONSUMER STATED THE SUDDEN ACCELERATION HAPPENED THREE TIMES, OVER A SIX YEAR SPAN. HE MANAGED TO PUT THE VEHICLE IN NEUTRAL, COAST TO THE SIDE OF THE ROAD, AND TURNED THE VEHICLE OFF. ONCE THE VEHICLE WAS RESTARTED, ALL WORKED FINE. THE CONSUMER STATED A FEW WEEKS AGO HIS VEHICLE WAS ABOUT TO REACH 300,000 MILES, AS HE REACHED FOR HIS CAMERA, HE REALIZED THE ODOMETER NEVER WENT PAST 299,999 MILES. HOWEVER, WITHIN FIVE MILES, THE VEHICLE SUDDENLY LOST POWER BRAKES, THE AIR CONDITION STOPPED WORKING, THE HYBRID DRIVE SHUT OFF AND THE FAN FOR THE HYBRID BATTERY CAME ON, AS WELL AS YELLOW AND RED LIGHTS APPEARED ON THE DASH. ALSO, TWO WARNING GRAPHICS APPEARED ON THE NAVIGATION SCREEN, ONE INDICATING TROUBLE. THE CONSUMER PULLED OVER, AND SHUT THE ENGINE OFF. HE THEN RESTARTED THE VEHICLE AND EVERYTHING WENT BACK TO NORMAL. IT APPEARED THAT BY SHUTTING OFF THE ENGINE AND RESTARTING IT, CAUSED THE MAIN COMPUTER REBOOT. THE CONSUMER STATED IT CONTINUED SEVERAL MORE TIMES, UNTIL HE ARRIVED HOME. THE DEALER INFORMED THE CONSUMER THE VEHICLE WAS A LARGE COMPUTER, AND WHEN ONE COMPONENT STOPS WORKING, SUCH AS THE ODOMETER, OTHER COMPONENTS CEASE TOO. THE DEALER EXPLAINED AN ODOMETER LIMIT WAS PLACED ON THE VEHICLE BY THE FACTORY.
*JB

Date Reported: 20120214
Date of Incident: 20120214
NHTSA ODI No.: 10447963
Vehicle Make 2006 TOYOTA CAMRY
Location of Incident: BLOOMINGTON, IN

NHTSA Summary:

I WAS PULLING INTO A PARKING SPACE IN A PARKING LOT. MY FOOT WAS ON THE BRAKE PEDAL TO SLOW DOWN IN ORDER TO TURN INTO THE PARKING SPACE AND STOP IN THE SPACE. I HAD ALREADY MADE A RIGHT TURN AND WAS MOST OF THE WAY INTO THE PARKING SPACE WHEN MY CAR SUDDENLY ACCELERATED JUMPING THE CURB, GOING

DOWN INTO A 8 FT. DEEP DITCH AND COMING HALF WAY UP THE OTHER SIDE. *TR

Date Reported: 20120216
Date of Incident: 20111103
NHTSA ODI No.: 10448197
Vehicle Make 2012 TOYOTA HIGHLANDER
Location of Incident: REDDING, CA

NHTSA Summary:

WHILE PULLING INTO PARKING SPACE IN PRIVATE SHOPPING MALL AT SLOW RATE OF SPEED THE VEHICLE SUDDENLY AND WITHOUT WARNING RAPIDLY ACCELERATED FORWARD INTO VEHICLE PARKED DIRECTLY IN FRONT OF MY VEHICLE. MY VEHICLE WENT UP AND OVER PARKED VEHICLE CAUSING DAMAGE TO BOTH VEHICLES. NO ONE WAS HURT IN THIS ACCIDENT AND NO POLICE REPORT WAS MADE AS IT WAS ON PRIVATE PROPERTY. COMPLAINT WAS MADE TO TOYOTA WHO INVESTIGATED AND TOYOTA DETERMINED THAT NO VEHICLE DEFECT OR DESIGN EXISTED AND REFUSED TO OFFER ANY ASSISTANCE. MY WIFE WHO WAS DRIVING THE VEHICLE HAS NEVER HAD AN ACCIDENT AND SWEARS AS TO THE FACTS. SHE DID NOT CONTRIBUTE AT ALL TO THIS ACCIDENT. TOYOTA IS MARKETING A DEFECTIVE VEHICLE WHICH WILL EVENTUALLY AND UNFORTUNATELY RESULT IN DEATH OR SERIOUS INJURY IF THEY ARE NOT NOW HELD ACCOUNTABLE.

Date Reported: 20120216
Date of Incident: 20120209
NHTSA ODI No.: 10448166
Vehicle Make 1996 TOYOTA AVALON
Location of Incident: BRONX, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 1996 TOYOTA AVALON. THE CONTACT STATED THAT WHILE IN REVERSE WITH THE BRAKE PEDAL DEPRESSED, THE VEHICLE ACCELERATED SUDDENLY AND WITHOUT WARNING. THE CONTACT WAS UNABLE TO REGAIN CONTROL OF THE VEHICLE, CRASHING INTO THE FRONT OF A PARKED VEHICLE. THERE WERE NO INJURIES. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND THE CURRENT MILEAGE WAS 97,909.

Date Reported: 20120216
Date of Incident: 20120216
NHTSA ODI No.: 10448226
Vehicle Make 2011 TOYOTA AVALON
Location of Incident: RALEIGH, NC

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA AVALON. THE CONTACT STATED THAT WHILE DRIVING 2 MPH AND ENTERING A RESIDENTIAL GARAGE, THE VEHICLE ABNORMALLY ACCELERATED WITHOUT WARNING. THE CONTACT STATED THAT HE WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE BY SHIFTING TO NEUTRAL. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE WHO STATED TO THE CONTACT THAT THEY WOULD CONTACT HIM AT A LATER DATE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND THE CURRENT MILEAGE WAS 5,000.
UPDATED 03/14/12 *BF

Date Reported: 20120217
Date of Incident: 20120213
NHTSA ODI No.: 10448315
Vehicle Make 2004 TOYOTA CAMRY
Location of Incident: WAYNE, NJ

NHTSA Summary:

TL* THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE DRIVING 1 MPH, THE VEHICLE ACCELERATED ABNORMALLY WITH THE BRAKES APPLIED. THE VEHICLE CRASHED INTO A BUILDING AND THERE THE CONTACT SUSTAINED MINOR INJURIES. THE VEHICLE WAS TOWED TO AN AUTO BODY SHOP AND A POLICE REPORT WAS FILED. THE DEALER WAS CONTACTED AND A CLAIM WAS FILED. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE FAILURE AND THE CURRENT MILEAGE WAS 105,000.

Date Reported: 20120221
Date of Incident: 20120220
NHTSA ODI No.: 10448868
Vehicle Make 2008 TOYOTA RAV4
Location of Incident: RALEIGH, NC

NHTSA Summary:

I WAS CROSSING A PARKING LOT AND PULLING OUT INTO A STREET. I STOPPED THEN PULLED FORWARD, SO I COULD SEE IF ANY CARS WERE APPROACHING. A CAR WAS APPROACHING SO I PRESSED THE BRAKES, THEN THE CAR SURGED FORWARD. IT FELT LIKE WHEN THE CRUISE CONTROL ACCELERATES. BECAUSE A CRASH WAS IMMINENT, I DECIDED MY BEST CHANCE WAS TO MOVE MY FOOT TO THE GAS PETAL AND SPEED UP. I DROVE THE CAR STRAIGHT AND THEN TO THE LEFT. THE OTHER DRIVER LAID ON HIS HORN, SLOWED DOWN AND DROVE ON. I PURCHASED THIS CAR IN EARLY NOVEMBER 2011 FROM FRED ANDERSON TOYOTA. IT APPEARS TO NEVER HAVE BEEN WRECKED. IT HAD AROUND 23,300 MILES ON IT AT TIME OF PURCHASE. THAT NIGHT OF 02/21, I CHECKED CONSUMER REPORTS ONLINE AND FOUND THAT THERE HAD

BEEN A RECALL ON 2008 TOYOTA RAV4. THE NEXT MORNING, I REMOVED THE FLOOR MAT FROM THE DRIVER'S SIDE FLOOR. IT DID NOT APPEAR TO HAVE BEEN MOVED BEFORE. THERE ARE 2 HOLES AT THE BACK OF THE MAT AND ONE OF THE HOLES HAD A BLACK RUBBER HOOK DEVICE HOLDING IT TO THE FLOOR. THE OTHER HOLE (BACK RIGHT SIDE) DID NOT HAVE A HOOK. WHEN I ENTERED THE VIN ON THE TOYOTA WEBSITE, IT SHOWED A REPAIR ORDER FOR A CAR WITH 30,599 MILES ON 11/08/2012. MY CAR STILL DOES NOT HAVE THAT MANY MILES. I DON'T THINK A REPAIR HAS BEEN DONE ON MY CAR. MY NOTES SHOW THAT I BOUGHT THE CAR ON 11/05/2011.

Date Reported: 20120225
Date of Incident: 20120216
NHTSA ODI No.: 10449306
Vehicle Make 2007 TOYOTA RAV4
Location of Incident: CANTON, IL

NHTSA Summary:

A CAR PULLED OUT OF DRIVEWAY AND I TOUCHED THE BRAKE PEDAL AND MY ENGINE INCREASED ACCELERATION WHEN IT SHOULD HAVE SLOWED ACCELERATION AND I PUSHED MY CAR INTO NEUTRAL AND I PULLED CRUISE CONTROL LEVER TOWARDS ME AND THE ENGINE SLOWED DOWN-MY CAR HAD BEEN SET TO CRUISE AT 52 MPH. AFTER THE INCIDENT I SHUT THE CRUISE CONTROL OFF AS I WAS HEADING INTO TOWN. I THEN PULLED INTO BIG SCOOP(CANTON,IL BUSINESS) PARKING LOT GOING LESS THAN 5 MPH-A LADY WALKED IN FRONT OF MY CAR AND I TOUCHED THE BRAKE AND AGAIN I EXPERIENCED UNWANTED ACCELERATION AND AGAIN I WAS QUICK IN SHOVING CAR INTO NEUTRAL PREVENTING A SERIOUS INJURY. I WENT HOME AND CALLED FORT TOYOTA IN PEKIN, IL AND I TOOK CAR IN FEB, 17, 2012 AT NOON. THEY HAD THEIR TOP MECHANIC CHECK IT OUT-HE SAID HE COULD FIND NOTHING WRONG. THEY CALLED TOYOTA'S HEADQUARTERS AND THEY TOLD THEM IT WAS A FLOORMAT ISSUE. THEY TOLD ME THAT AND I TOLD THEM IT HAD NOTHING TO DO WITH THE FLOORMATS BUT RATHER AFTER TOUCHING THE BRAKE PEDAL IS WHEN I RECEIVED UNWANTED ACCELERATION IN BOTH INCIDENTS. THEY ASKED ME SEVERAL QUESTIONS ABOUT THAT AND THEY GAVE ME TOYOTA'S HEADQUARTERS NUMBER AND GAVE ME A RENTAL CAR TO USE. WHEN I CALLED THEIR HEADQUARTERS THEY SAID IT WAS A FLOORMAT ISSUE AND THAT WAS THEIR FINAL STATEMENT ON THE MATTER. I TOLD THEM IT WAS A BRAKE ISSUE BUT THEY STUCK TO FLOORMATS AS THE CAUSE AND THAT IS WHY I'M REPORTING THIS MATTER TO YOU AS I FEEL FOR THE SAFETY OF ALL DRIVERS; THIS ISSUE NEEDS TO BE RESOLVED BY ANY AUTOMAKER WITH UNWANTED ACCELERATION PROBLEMS. A FIRST STEP IS TO ADMIT THAT THEY HAVE THE PROBLEM THEN GOOD(SAFE) THINGS WILL RESULT. THANK YOU FOR HEARING ME OUT. IT IS APPRECIATED VERY

MUCH,[XXX]. INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6). *TR

Date Reported: 20120227
Date of Incident: 20100400
NHTSA ODI No.: 10449447
Vehicle Make 2007 Lexus IS250
Location of Incident: ,
NHTSA Summary:

Date Reported: 20120227
Date of Incident: 20100410
NHTSA ODI No.: 10449447
Vehicle Make 2007 LEXUS IS
Location of Incident: NEW YORK, NY
NHTSA Summary:

I WAS DRIVING ON A LOCAL COUNTRY ROAD AT ABOUT 15-20 MPH (HAVING JUST COME OUT OF A SHARP TURN). WHEN I STEPPED ON THE ACCELERATOR AFTER THE TURN, IT SUDDENLY BEGAN TO "GUN", AT WHICH POINT I STEPPED ON THE BRAKE AND TO MY HORROR GOT NO RESPONSE. I KEPT MY FOOT ON THE BRAKE, BUT THE ACCELERATOR CONTINUED TO REV OR GUN HORRIFYINGLY AND THE CAR CONTINUED TO SPEED UP. AT ANOTHER SHARP TURN I WENT OFF THE ROAD AND SIDESWIPE A TREE, DROVE THROUGH THE BEDROOM OF A HOUSE (IN ONE WALL AND OUT THE OTHER) AND FINALLY STOPPED IN ANOTHER TREE. AFTER AN HOUR OF POLICE, FIRE, AND OTHER EMERGENCY PERSONNEL ATTEMPTING TO EXTRICATE ME FROM THE CAR, THEY HAD TO REMOVE THE ROOF OF THE CAR TO GET ME OUT OF THE VEHICLE. I WAS AIRLIFTED TO THE NEAREST HOSPITAL WITH A TRAUMA CENTER, WHERE I WAS DIAGNOSED WITH A FRACTURED STERNUM, THREE BROKEN RIBS, TWO FRACTURED VERTEBRAE, AND A LACERATED LIVER. I WAS IN THE HOSPITAL FOR THREE DAYS, AFTER WHICH I WAS RELEASED WITH A CUSTOM-FITTED BACK BRACE THAT I WAS REQUIRED TO WEAR FOR THE NEXT SIX WEEKS. FORTUNATELY, I WAS NOT PERMANENTLY INJURED, BUT I SUFFER BACK PAIN REGULARLY AS A RESULT OF THE FRACTURED VERTEBRAE.

Date Reported: 20120227
Date of Incident: 20120126
NHTSA ODI No.: 10449869
Vehicle Make 2007 TOYOTA PRIUS
Location of Incident: MILWAUKEE, WI
NHTSA Summary:

SUDDEN ACCELERATION WHILE ENTERING ONE OF THE STATE OF WISCONSIN EMISSION TESTING CENTERS FOR ANNUAL REQUIRED TEST. I HAD 10 TO 15 SECONDS TO RESPOND AFTER THE CAR TOOK OFF. I PLACED BOTH FEET ON THE BRAKE AND THE CAR WOULD NOT STOP, AS THERE WAS NO TIME TO TRY ANYTHING ELSE. I HAD TO CHOOSE TO HIT THE TESTING CENTER OR A POST; I MADE A CONSCIOUS DECISION TO HIT THE POST. THE AIR BAG DEPLOYED. INSURER DECLARED PRIUS A TOTAL LOSS. CAR HAD 2009 RECALL FOR FLOOR MATS AND ACCELERATOR AT TOYOTA DEALER. PICTURE AFTER CRASH, SHOWED THE FLOOR MATS IN PLACE. CAR HAD 50,000 MILE MAINTENANCE AT DEALER 11 DAYS PRIOR TO CRASH. UPDATED 02/28/12 *BF

Date Reported: 20120228
Date of Incident: 20120224
NHTSA ODI No.: 10449870
Vehicle Make 2005 TOYOTA COROLLA
Location of Incident: CONCORD, CA

NHTSA Summary:

CAR WAS AT A DEAD STOP (STOP SIGN) WHEN ENGINE REVVED AND CAR WANTED TO ACCELERATE WHILE FOOT WAS OFF GAS AND ON BREAK. SHIFTED CAR INTO PARK TO STOP. SHUT CAR OFF. THIRD TIME THIS HAS HAPPENED IN LAST 12 MONTHS.

Date Reported: 20120228
Date of Incident: 20120228
NHTSA ODI No.: 10449547
Vehicle Make 2008 TOYOTA HIGHLANDER
Location of Incident: ST CLAIR SHORES, MI

NHTSA Summary:

UPON STARTING MY CAR, THE [VSC OFF], [CHECK ENGINE], AND ABS LIGHTS REMAINED LIT. ACCELERATION WAS SLOW AND ROUGH, AND THE GENERAL ENGINE [FEEL] WAS WRONG. I STOPPED CAR AND RESTARTED WITH NO EFFECT. WHILE DRIVING, THE LIGHTS EXTINGUISHED FOR A MOMENT, AND AT THAT POINT PERFORMANCE TEMPORARILY IMPROVED - THIS CAUSED A SURGE IN ACCELERATION. BUT THE SAME LIGHTS CAME ON A MOMENT LATER AND PERFORMANCE, ONCE AGAIN, FAILED. FORTUNATELY I WAS NOT IN TRAFFIC WHEN THE SURGE OCCURRED.

Date Reported: 20120229
Date of Incident: 20120224
NHTSA ODI No.: 10449667
Vehicle Make 2012 TOYOTA RAV4

Location of Incident: POUGHKEEPSIE, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 2012 TOYOTA RAV4. THE CONTACT STATED THAT UPON SHIFTING INTO DRIVE, THERE WAS A RAPID INCREASE IN THE ENGINE RPMs AND THE VEHICLE BEGAN TO SURGE FORWARD. THE CONTACT APPLIED EXCESSIVE PRESSURE TO THE BRAKE PEDAL, BUT THE ENGINE CONTINUED TO REV. ANOTHER INDIVIDUAL OPENED THE DOORS AND TURNED OFF THE IGNITION. THE VEHICLE WAS THEN TOWED TO AN AUTHORIZED DEALER AND THEY WERE UNABLE TO DIAGNOSE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE AND OFFERED NO ASSISTANCE. THE FAILURE MILEAGE WAS 1,009.

Date Reported: 20120229

Date of Incident: 20120220

NHTSA ODI No.: 10449760

Vehicle Make 2000 TOYOTA CAMRY

Location of Incident: MULLICIA HILL, NJ

NHTSA Summary:

TL* THE CONTACT OWNS A 2000 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE ATTEMPTING TO ACCELERATE, THE ACCELERATOR PEDAL BECAME STUCK. THE CONTACT STATED THAT THE FAILURE OCCURRED SEVERAL TIMES AND THAT SHE HAD TO CONTINUOUSLY TAP THE ACCELERATOR PEDAL IN ORDER TO DISENGAGE IT. THE VEHICLE WAS NOT TAKEN TO THE DEALER. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE WHO DID NOT OFFER ANY ASSISTANCE SINCE THE VEHICLE WAS NOT INCLUDED IN NHTSA CAMPAIGN ID NUMBER: 01V012000 (VEHICLE SPEED CONTROL). THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 132,000.

Date Reported: 20120301

Date of Incident: 20110309

NHTSA ODI No.: 10450016

Vehicle Make 2008 TOYOTA CAMRY HV

Location of Incident: CARY, NC

NHTSA Summary:

MY WIFE AND I WERE DRIVING OUR 2008 TOYOTA CAMRY HYBRID ON CARY PARKWAY IN CARY, NC. I WAS AT THE WHEEL AND COASTING WITH NO FOOT ON THE GAS OR BRAKE AND NOTICED THE ENGINE ACCELERATING SLIGHTLY. IT WAS NOT A SCARY SITUATION BECAUSE THE ROAD WAS OPEN IN FRONT OF ME AND THE SPEED WAS NOT FAST BUT I COULD TELL THE ENGINE WAS NOT COASTING AND SLOWING DOWN AS EXPECTED AND I TOLD MY WIFE. I TAPPED THE GAS PEDAL AND THEN THE CAR STARTED TO COAST AND SLOW AS EXPECTED. IT HAS NEVER

HAPPENED AGAIN AND I KNOW IF I REPORTED IT TO MY DEALER THEY WOULD TELL ME THAT THEY COULD NOT FIND ANYTHING WRONG SO I HAVEN'T BOTHERED. IT FELT LIKE THE THROTTLE WAS MECHANICALLY STUCK. I SHOULD MENTION THAT THIS CAR HAD A DEFECTIVE WELD IN THE RIGHT FRONT AND WHEN THE CAR WAS NEW AND STARTED CREAKING, THE DEALER HAD IT TAKEN TO A BODY SHOP AND A BAD WELD UNDER THE RIGHT FRONT FENDER WAS REPAIRED.

Date Reported: 20120301
Date of Incident: 20110718
NHTSA ODI No.: 10449946
Vehicle Make 2010 TOYOTA YARIS
Location of Incident: HOWELL, NJ

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA YARIS. THE CONTACT STATED THAT WHILE DRIVING 20 MPH, THE VEHICLE SURGED FORWARD AND CAUSED A CRASH. THE DRIVER SUSTAINED INJURIES AND THE VEHICLE WAS TOWED TO AN INDEPENDENT REPAIR SHOP, BUT THE FAILURE WAS NOT DIAGNOSED. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 40,000. THE VIN WAS UNAVAILABLE.

Date Reported: 20120301
Date of Incident: 20111102
NHTSA ODI No.: 10450020
Vehicle Make 2011 TOYOTA TACOMA
Location of Incident: RIO RANCHO, NM

NHTSA Summary:

SUDDEN UNINTENDED ACCELERATION. TIME WAS 6:55 AM. I WAS ON WORK PROPERTY HAVING JUST TURNED LEFT FROM A LIGHT. I WAS 5 TH CAR IN LINE TO MAKE A RIGHT TURN. ALL CARS WERE STOPPED. MY FOOT WAS LIGHTLY PRESSING BREAK. THE NEXT THING I KNOW, MY TRUCK WAS RAMMING THE SUV IN FRONT OF ME. NO WAY MY FOOT COULD HAVE TOUCHED GAS PEDAL...IT WAS A TRAFFIC JAM. IT'S LIKE THIS EVERY MORNING. I CONTACTED TOYOTA RIGHT AWAY. THEY DENIED IT, BUT SENT OUT AN ENG TO GET BLACK BOX DATA. I NEVER HEARD FROM THEM AGAIN.

Date Reported: 20120301
Date of Incident: 20111219
NHTSA ODI No.: 10450002
Vehicle Make 2001 TOYOTA AVALON
Location of Incident: KANSAS CITY, MO

NHTSA Summary:

TL* THE CONTACT OWNS A 2001 TOYOTA AVALON. THE CONTACT STARTED THE IGNITION AND AS THE ACCELERATOR PEDAL WAS ENGAGED, THE VEHICLE EXHIBITED A SUDDEN INCREASE OF ACCELERATION WITHOUT WARNING. THE VEHICLE RAPIDLY INCREASED SPEED AND COULD NOT BE STOPPED EVEN THOUGH THE BRAKES WERE APPLIED NUMEROUS TIMES. THE VEHICLE SWERVED OFF THE ROAD UNCONTROLLABLY AND CRASHED INTO THREE CURBS BEFORE ACCELERATING DOWN A SLIGHT EMBANKMENT. THE REAR DRIVER'S SIDE, FRONT DRIVER AND PASSENGER SIDE TIRES EXPLODED. THERE WAS NO PERSONAL INJURY AND A POLICE REPORT WAS FILED OF THE INCIDENT. THE VEHICLE WAS DECLARED AS DESTROYED AND TOWED TO A SAVAGE FACILITY. THE MANUFACTURER WAS NOTIFIED OF THE UNINTENDED ACCELERATION. THE APPROXIMATE FAILURE MILEAGE WAS 60,000.

Date Reported: 20120302
Date of Incident: 20100318
NHTSA ODI No.: 10450036
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: DEEP RIVER, CT

NHTSA Summary:

I WAS ON THE HIGHWAY IN A TRAFFIC JAM. I WAS RIDING THE BRAKE AND THE RPM'S SUDDENLY REVVED. I PUSHED HARDER ON THE BRAKE UNTIL IT STOPPED.

Date Reported: 20120302
Date of Incident: 20110515
NHTSA ODI No.: 10449878
Vehicle Make 2011 TOYOTA AVALON
Location of Incident: ATLANTIC CITY, NJ

NHTSA Summary:

2011 TOYOTA AVALON. CONSUMER STATES UNINTENDED ACCELERATION ON TWO OCCASIONS *TGW THE CONSUMER STATED AS HE WAS SLOWING DOWN, THE ENGINE SUDDENLY REVVED UP, WHILE HIS FOOT WAS ON THE BRAKE. HE TURNED THE ENGINE OFF AND THEN RESTARTED IT. THE SECOND INCIDENT OCCURRED ON DECEMBER 21, 2011 AS HE WAS ABOUT TO THE PARK, THE ENGINE REVVED AGAIN, AT A HIGH RATE, WHILE HIS FOOT WAS ON THE BRAKE. THE CONSUMER WENT TO THE DEALER. HOWEVER, THEY WERE UNABLE TO FIND A PROBLEM. THE CONSUMER ALSO STATED WHEN THE VEHICLE WAS STARTED, THE REAR WINDOW SUN SCREEN WOULD ENGAGE. *JB

Date Reported: 20120302
Date of Incident: 20111116
NHTSA ODI No.: 10450037
Vehicle Make 2011 TOYOTA CAMRY
Location of Incident: BLYTHE, GA

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA CAMRY. THE CONTACT WAS ATTEMPTING TO PARK IN A PARKING GARAGE AT APPROXIMATELY 5 MPH WHEN THE VEHICLE SUDDENLY ACCELERATED. THE FRONT END OF THE VEHICLE JUMPED AS THE CONTACT ATTEMPTED TO BRAKE BUT THE VEHICLE WOULD NOT RESPOND. THE CONTACT WAS UNABLE TO STOP THE ABNORMAL ACCELERATION AND CRASHED INTO A CONCRETE WALL. THE CONTACT SHIFTED INTO PARK AND TURNED THE VEHICLE OFF, YET THE ENGINE RPM'S CONTINUED TO IDLE EXTREMELY HIGH. THE CONTACT SUSTAINED INJURIES TO THE SHOULDER AND NECK. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO THE DEALER AND THE MANUFACTURER SENT AN ENGINEER TO INSPECT THE BLACK BOX. THE ENGINEER ADVISED THAT THE VEHICLE WAS TRAVELING AT 45 MPH WHEN IT CRASHED INTO THE CONCRETE WALL. THE ENGINEER DETERMINED THAT THE BRAKE WAS NOT APPLIED WHEN THE FAILURE OCCURRED AND THAT THE INCIDENT WAS CAUSED BY DRIVER ERROR AND NOT A MANUFACTURING DEFECT. THE DEALER REPLACED THE FRONT END BUMPER, STEERING CABLE AND THE RADIATOR. THE FAILURE MILEAGE WAS 8,000 AND THE CURRENT MILEAGE WAS 8,900. UPDATED 03/27/12*LJ

Date Reported: 20120304
Date of Incident: 20120210
NHTSA ODI No.: 10450183
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: FORT VALLEY, GA

NHTSA Summary:

I HAVE HAD THIS COROLLA FOR ABOUT 3 YEARS, AVERAGE ABOUT 700 MILES PER WEEK - DRIVE IT DAILY. I HAVE HAD NO SIGNIFICANT ISSUES WITH IT UNTIL THE PAST MONTH OR SO IN WHICH I HAVE EXPERIENCED TWO "SUDDEN ACCELERATION" EVENTS. IN BOTH CASES I WAS TRAVELING AT A VERY LOW SPEED, ABOUT 10 MPH OR SO IN PARKING LOTS. WHILE COASTING / BRAKING WITH MY FOOT ON THE BRAKE PEDAL, SUDDENLY IT WAS AS IF THE BRAKE PEDAL TURNED INTO AN ACCELERATOR PEDAL! I FELT ALL OF THE BACK-PRESSURE THE BRAKE PEDAL NORMALLY HAS LEAVE AND IT WENT ALMOST COMPLETELY DOWN TO THE FLOOR. AT THE VERY SAME INSTANT THE ENGINE REVVED AND BEGAN TO ACCELERATE AND THE CAR "LEAPED" FORWARD. IN BOTH CASES THIS LASTED ONLY A FEW SECONDS THEN THINGS WENT BACK TO NORMAL. THERE WERE NO INDICATOR LIGHTS ON THE PANEL

WARNING OF ANYTHING WRONG. IN BOTH CASES MY FOOT WAS CLEARLY ON THE BRAKE PEDAL AND NOWHERE NEAR THE ACCELERATOR PEDAL. I VISUALLY INSPECTED THE FLOOR MAT AND THERE WAS ABSOLUTELY NO INTERFERENCE BETWEEN IT AND THE ACCELERATOR PEDAL. THIS CAR HAS ALREADY HAD ALL OF TOYOTA'S "RECALL" REMEDIES APPLIED TO IT AND COULD BE EASILY ASCERTAINED BY EXAMINING THE MAINTENANCE RECORDS AT BUTLER TOYOTA OF MACON, GEORGIA. I WOULD LIKE IT IF SOMEONE COULD EXAMINE THE CAR'S COMPUTER (NOT THE TOYOTA PEOPLE FOR OBVIOUS REASONS) TO SEE IF THESE EVENTS WERE RECORDED OR NOT. UNTIL NOW I HAVE LIKED THIS CAR VERY MUCH IN EVERY WAY. HOWEVER, CONSIDERING ALL OF THE RECENT REPORTS AND NOW MY PERSONAL EXPERIENCES TWICE I AM VERY MUCH CONCERNED ABOUT THE CAR'S SAFETY.

Date Reported: 20120305
Date of Incident: 20120305
NHTSA ODI No.: 10450384
Vehicle Make 2010 TOYOTA PRIUS
Location of Incident: NORTH BRUNSWICK, NJ

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA PRIUS. WHILE TRAVELING 50 MPH, THE CONTACT NOTICED THAT THE VEHICLE ABNORMALLY ACCELERATED. IN ORDER TO STOP THE ACCELERATION THE CONTACT SHIFTED INTO NEUTRAL. THE VEHICLE WAS NEITHER DIAGNOSED AND OR REPAIRED. THE VIN WAS NOT AVAILABLE. THE CURRENT AND FAILURE MILEAGES WERE 46,000.

Date Reported: 20120305
Date of Incident: 20120303
NHTSA ODI No.: 10450412
Vehicle Make 2004 TOYOTA SCION XB
Location of Incident: CHINA, TX

NHTSA Summary:

IT HAD RAINED EARLIER IN THE DAY, BUT BY THE TIME OF THE INCIDENT, THE RAIN HAD BEEN OVER FOR A FEW HOURS. I WAS DRIVING AT 35 MPH, AND I REACHED A HILL IN THE ROAD, AND I PRESSED ON THE ACCELERATOR TO INCREASE MY MOMENTUM. I THEN EASED OFF THE ACCELERATOR PEDAL, BUT THE ACCELERATOR PEDAL DIDN'T EASE UP WITH ME. INSTEAD, IT KEPT GOING DOWN. I TRIED THE BRAKES. THEY WERE LOCKED UP. AFTER SEEING ALL THE HORROR STORIES OF TOYOTA'S FLOOR MATS, I IMMEDIATELY RIPPED MY FLOOR MAT OUT FROM UNDER MY FEET AND THREW IT IN THE PASSENGER SEAT. THE CAR CONTINUED TO ACCELERATE UP THE HILL. I TRIED THE BRAKES AGAIN. NOTHING. THEN I REACHED DOWN, AND TRIED TO PULL THE GAS PEDAL

UP. I PULLED AS HARD AS I COULD, BUT THE PEDAL STAYED STUCK. I LOOKED DOWN AT MY FEET TO MAKE SURE THAT I WAS NOT ACCIDENTALLY PRESSING THE ACCELERATOR, BUT I WAS NOT. BY THIS POINT IN TIME, MY CAR HAD INCREASED ITS SPEED FROM THE 35 MPH TO 65 MPH. AS I CRESTED THE TOP OF THE HILL AND RAN THROUGH A STOP LIGHT, I SLAMMED ON MY BRAKES WITH ALL MY STRENGTH. IT TOOK ALL MY STRENGTH TO SLOW THE CAR DOWN TO ABOUT 40 MPH FROM THE 65 MPH IT HAD BEEN AT THE TOP OF THE HILL. I, THEN, SLIPPED THE CAR INTO NEUTRAL, AND CONTINUED PRESSING ON THE BRAKES, WHICH WERE STILL FIGHTING ME. THE CAR'S ENGINE WAS STILL REVING AS IF I HAD MY FOOT FIRMLY PRESSED DOWN ON THE GAS. BY THE TIME I WAS 20 FT AWAY FROM ANOTHER INTERSECTION AND A RED LIGHT IN MY DIRECTION AND A GREEN LIGHT FOR THE CROSS-FLOWING TRAFFIC, I MANAGED TO GET MY CAR DOWN TO 10 MPH. I HAD NO TIME. I COULD EITHER FORCE IT INTO PARK OR GO SWIFTLY INTO ONCOMING TRAFFIC IN THE INTERSECTION. SO I PUT IT IN PARK, BUT EVEN IN PARK THE ENGINE CONTINUED TO REV AS IF I STILL HAD MY FOOT PRESSING DOWN ON THE GAS PEDAL. THE ONLY THING THAT GOT THE ENGINE TO STOP REVING WAS TURNING OFF THE VEHICLE, BUT EVEN THEN THE ENGINE CONTINUED TO GO FOR ANOTHER 10 TO 15 SECONDS.

Date Reported: 20120305
Date of Incident: 20120225
NHTSA ODI No.: 10450369
Vehicle Make 2010 TOYOTA CAMRY
Location of Incident: ROCKFORD, IL

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE WAS SHIFTED INTO REVERSE AND THERE WAS A RAPID INCREASE IN ENGINE RPMS. THE CONTACT THEN SHIFTED INTO PARK AND SHUT THE VEHICLE OFF. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER BUT THEY WERE UNABLE TO DIAGNOSE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE AND OFFERED NO ASSISTANCE. THE FAILURE MILEAGE WAS 16,000.

Date Reported: 20120305
Date of Incident: 20120211
NHTSA ODI No.: 10450296
Vehicle Make 2004 TOYOTA TUNDRA
Location of Incident: METAIRIE, LA

NHTSA Summary:

TL* THE CONTACT OWNS A 2004 TOYOTA TACOMA. THE CONTACT STATED THAT THE VEHICLE WAS SHIFTED INTO REVERSE WHEN IT ABNORMALLY

ACCELERATED. THE BRAKES HAD BECOME UNRESPONSIVE AND THE CONTACT CRASHED INTO TWO VEHICLES, INJURING ONE BYSTANDER. THE CONTACT WAS ABLE TO SHIFT INTO NEUTRAL TO STOP THE VEHICLE. THE VEHICLE WAS TAKEN AND THE DEALER CONTACTED THE MANUFACTURER. THE CONTACT STATED THAT THE MANUFACTURER WAS GOING TO SEND AN ENGINEER TO FURTHER INSPECT THE FAILURE OF THE VEHICLE. THE FAILURE AND THE CURRENT MILEAGE WAS 158,000.

Date Reported: 20120305
Date of Incident: 20111125
NHTSA ODI No.: 10450308
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: WEST PALM BEACH, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA COROLLA. THE CONTACT WAS TRAVELING 5 MPH WHEN THE VEHICLE SUDDENLY SURGED FORWARD WITHOUT WARNING, CAUSING THE CONTACT TO CRASH INTO THE REAR OF A PRECEDING VEHICLE. THE CONTACT SUFFERED NA INJURY TO HIS FOOT AS A RESULT. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE CURRENT MILEAGE WAS 28,000 AND THE FAILURE MILEAGE WAS 25,000. UPDATED 03/22/12 *BF

Date Reported: 20120305
Date of Incident: 20100301
NHTSA ODI No.: 10450258
Vehicle Make 2010 LEXUS HS
Location of Incident: CHICAGO, IL

NHTSA Summary:

WHILE BRAKING THERE IS A SUDDEN LOSS OF BRAKES AND SIMULTANEOUS LURCHING OR LUNGING FORWARD OF THE CAR AS IF IT IS ACCELERATING. IT HAPPENS FOR A SPLIT SECOND BUT IT IS VERY DANGEROUS SINCE SOMETHING CAN BE HIT AND/OR IT CREATES A VERY UNSETTLING AND UNPREDICTABLE REACTION FROM THE DRIVER AND PASSENGERS. IT IS VERY UNUSUAL AND I HAVE NEVER EXPERIENCED ANYTHING LIKE IT. IT HAS HAPPENED MANY TIMES OVER THE LAST TWO YEARS, THE LAST TWO TIMES IN FEB. 2012. IT HAPPENS DURING SLIPPERY CONDITIONS OR WHEN GOING OVER A BUMP.

Date Reported: 20120305
Date of Incident: 20110802
NHTSA ODI No.: 10450353
Vehicle Make 2009 TOYOTA RAV4
Location of Incident: GALLATIN, TN

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA RAV4 . THE CONTACT STATED THAT WHILE AT A COMPLETE STOP, THE VEHICLE ACCELERATED ABNORMALLY. THE CONTACT APPLIED PRESSURE TO THE BRAKE PEDAL TO STOP THE VEHICLE. THE VEHICLE WAS THEN TAKEN TO AN AUTHORIZED DEALER WHERE IT WAS INSPECTED BUT THE DEALER WAS UNABLE TO DIAGNOSE THE FAILURE. THE VEHICLE WAS INSPECTED THREE TIMES WITH NO SOLUTION TO THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 16,500 AND THE CURRENT MILEAGE WAS 20,000. ..UPDATED 04/11/12 *BF

Date Reported: 20120306
Date of Incident: 20120104
NHTSA ODI No.: 10450532
Vehicle Make 2000 TOYOTA CAMRY
Location of Incident: WAYNE, NJ

NHTSA Summary:

I WAS ABOUT TO PULL OUT ONTO ROUTE 23 S. IN WAYNE NJ. I WAS APP 35 FEET IN FRONT OF A STORE. I PLACED THE CAMRY IN PARK FOR A SECOND. I THEN WENT TO PLACE THE CAR IN DRIVE. ALL OF A SUDDEN THE CAR STARTED GOING IN REVERSE STRAIGHT TOWARD THE STORE. I COULD NOT STOP IT. YOU NEVER KNOW HOW YOU ARE GOING TO REACT IN A SITUATION THAT COMES ON YOU SUDDENLY. ANYWAY, I OPENED THE CAR DOOR TO GET MY BEARINGS AND WAS MORE THAN HALF-WAY OUT THE CAR. MY LEFT LEG WAS ALSO OUT OF THE CAR. I HAD ONE HAND ON THE STEERING WHEEL. AT THE LAST SECOND, I TURNED THE WHEEL AND MISSED BOTH THE STORE AND PARKED CARS. MY CAR CRASHED INTO A FENCE. I WAS NOT HURT BUT WAS SHAKEN UP. TOYOTA SAID THERE WAS NOTHING WRONG WITH THE CAR. THEY WOULD NOT LET EITHER MYSELF OR MY MECANIC IN WHILE IT WAS INSPECTED. SINCE I WAS MORE THAN HALFWAY OUT THE CAR, IT WOULD HAVE BEEN ALMOST IMPOSSIBLE FOR ME TO HAVE MY FOOT ON THE ACCELERATOR BECAUSE OF THE ANGLE I WAS IN. I ALSO HAVE A WITNESS TO THE ABOVE.

Date Reported: 20120307
Date of Incident: 20120302
NHTSA ODI No.: 10450668
Vehicle Make 2006 TOYOTA TACOMA
Location of Incident: NORTH PROVIDENCE, RI

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA TACOMA. THE CONTACT STATED THAT WHILE AT A COMPLETE STOP, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. THE CONTACT STATED THAT THE

VEHICLE CRASHED INTO A GATE ALTHOUGH HE HAD ENGAGED THE BRAKES. A POLICE REPORT WAS FILED AND THE CONTACT SUSTAINED BRUISING AND A CONTUSION TO THE CHEST. AS A RESULT, THE CONTACT WAS HOSPITALIZED TO TREAT HIS INJURIES. THE VEHICLE WAS NOT TAKEN TO THE DEALER AND THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 39,525. UPDATED 04/06/12*LJ THE CONSUMER STATED TOYOTA INSPECTED THE VEHICLE ON MARCH 20, 2012, BUT HAS NOT MADE A DECISION. REPAIRS SHOULD BE COMPLETED BY APRIL 4, 2012 UPDATED 04/6/12

Date Reported: 20120307
Date of Incident: 20120213
NHTSA ODI No.: 10450696
Vehicle Make 2004 TOYOTA CAMRY
Location of Incident: WAYNE, NJ

NHTSA Summary:

I WAS SLOWLY PULLING MY 2004 CAMRY INTO A PERPENDICULAR PARKING SPACE IN A PUBLIC PARKING LOT, WITH MY FOOT ON THE BRAKE PEDAL. AS I APPROACHED THE CURB TO COME TO A STOP, THE CAR SUDDENLY LEAPED FORWARD AT WHAT SEEMED LIKE FULL THROTTLE, JUMPED THE CURB, LUNGED UP A FLIGHT OF THREE CONCRETE STEPS, AND CRASHED THROUGH THE GLASS DOORS OF THE ENTRY OF THE BUILDING. MORE OFTEN THAN NOT, AT THE HOUR OF THE DAY WHEN THIS INCIDENT OCCURRED (3:30 PM), THERE ARE SMALL GROUPS OF YOUNG PEOPLE WAITING FOR RIDES OR CHATTING IN FRONT OF THIS FACILITY. BY SOME MIRACLE THERE WERE NO PEOPLE PRESENT ON THE SIDEWALK IN FRONT OF THE CAR OR COMING OUT OF OR GOING INTO THE BUILDING WHEN THIS HAPPENED. TRULY A MIRACLE THAT NO ONE WAS HURT OR WORSE. THERE WERE NO WITNESSES. THE POLICE HAD THE CAR REMOVED BY FLATBED TO A BODY SHOP YARD. I LATER LEARNED THAT THE POLICE HAD DRIVEN THE CAR IN THE BODY SHOP YARD AND COMMENTED THAT THE CAR DROVE WITHOUT ISSUES. I SUBSEQUENTLY RECEIVED A CARELESS DRIVING CITATION IN THE MAIL. A LOCAL MEDIA REPORT OF THE INCIDENT, CRIBBED FROM THE POLICE BLOTTER, STATED THAT THE POLICE BELIEVED THE CAUSE OF THE INCIDENT WAS DRIVER ERROR. THERE IS NOT THE LEAST DOUBT IN MY MIND THAT MY FOOT WAS FIRMLY ON THE BRAKE PEDAL, WHICH WENT TO THE FLOOR AND DID NOT STOP THE CAR! THE CAR ACTED ON ITS OWN AS IF POSSESSED! I WILL NEVER DRIVE THIS CAR AGAIN! I BOUGHT A NEW CAR AND TOOK A HUGE LOSS ON THE VALUE OF THE TOYOTA BY SELLING IT FOR PARTS TO A LOCAL MECHANIC FOR A TENTH OF ITS RETAIL VALUE SO IT WOULD NEVER FIND ITS WAY BACK ONTO THE ROAD TO THREATEN OTHER PEOPLE WITH INJURY OR DEATH!

Date Reported: 20120309
Date of Incident: 20120205
NHTSA ODI No.: 10451011
Vehicle Make 1999 TOYOTA SIENNA
Location of Incident: SACRAMENTO, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 1999 TOYOTA SIENNA. WHILE DRIVING APPROXIMATELY 45 MPH, THE VEHICLE SUDDENLY ACCELERATED. THE CONTACT CONTINUED TO DEPRESS THE BRAKE PEDAL UNTIL THE VEHICLE RESPONDED AND CAME TO A STOP. THE FAILURE WAS INTERMITTENT AND RECURRED WHILE DRIVING AT DIFFERENT SPEEDS. THE VEHICLE WAS NOT TAKEN TO THE DEALER FOR DIAGNOSTICS OR REPAIRS. THE APPROXIMATE FAILURE MILEAGE WAS 125,000.

Date Reported: 20120310
Date of Incident: 20120309
NHTSA ODI No.: 10451063
Vehicle Make 2005 TOYOTA AVALON
Location of Incident: BALTIMORE, MD

NHTSA Summary:

MY CHECK ENGINE LIGHT CAME ON WHILE I WAS DRIVING, AND THEN THE VSC LIGHT CAME ON, CAR HESITATES WHEN GAS PEDAL IS APPLIED THEN JERKS AND TAKES OFF ALMOST RAN IN THE BACK OF A FEW PEOPLE, WENT TO DEALER THEY SAID IT WAS A ECU COMPUTER 1350\$ HAD CAR FOR 8MO. ONLY PUT 8000 MILES ON IT, WAS VERY DANGEROUS DRIVING THIS CAR

Date Reported: 20120312
Date of Incident: 20111019
NHTSA ODI No.: 10451196
Vehicle Make 2005 TOYOTA AVALON
Location of Incident: BLUFFTON, SC

NHTSA Summary:

I WAS DRIVING MY 2005 TOYOTA AVALON IN STOP AND GO TRAFFIC DUE TO AN EARLIER ACCIDENT UP AHEAD. VEHICLE SPEED AT THE TIME WAS APPROXIMATELY 10-15 MPH. WITHOUT WARNING THE AVALON SURGED AHEAD AND RAPIDLY ACCELERATED. MY VEHICLE IMPACTED A TRUCK WHICH I HAD BEEN FOLLOWING FOR SOME TIME. AIR BAGS DEPLOYED, THE WINDSHIELD SHATTERED AND I SUSTAINED NUMEROUS INJURIES. THE AVALON WAS DECLARED A TOTAL LOSS. IT'S UNBELIEVABLE HOW SO MUCH DAMAGE COULD HAVE RESULTED FROM SUCH A SLOW INITIAL SPEED AND THE SHORT DISTANCE I TRAVELED. MILEAGE AT THE TIME WAS APPROXIMATELY 59,000 AND I HAD DRIVEN THE VEHICLE SINCE IT

WAS NEW WITHOUT ANY PREVIOUS INCIDENTS. NUMEROUS RECALLS INVOLVING ACCELERATION AND BRAKING WITH THE AVALON HAD ALREADY BEEN COMPLETED BY OUR LOCAL TOYOTA DEALER.

Date Reported: 20120312
Date of Incident: 20120206
NHTSA ODI No.: 10451234
Vehicle Make 2011 TOYOTA SCION TC
Location of Incident: COLTON, CA

NHTSA Summary:

THE SECOND TIME THIS HAPPENED TO MY VEHICLE I WAS DRIVING ON THE FREEWAY AT 7:00AM ON 2/6/12 ON THE 215 S. GOING AROUND 75MPH. THE ACCELERATOR PETAL FLOORED ALL THE WAY DOWN AS IF SOMEONE HAD THEIR FOOT ON IT. I PANICKED AND HAD NO IDEA WHAT TO DO BUT PRESS THE BRAKES. AS I PRESSED THE BREAKS THE CAR JERKED ME AROUND. I NOTICED CARS IN FRONT OF ME STARTING TO SLOW DOWN AS I WAS ENTERING TRAFFIC. BY THAT TIME MY CAR WAS GOING 100MPH ON ITS OWN BECAUSE I HAD REMOVED MY FEET FROM THE PETALS. I LAST MINUTE REACTED AND PUT MY FOOT UNDER THE PETAL AND PROPPED IT UP MYSELF AND IT IMMEDIATELY SLOWED DOWN. WHEN I TOOK IT TO THE TOYOTA DEALERSHIP IN SAN BERNARDINO THEY TOLD ME THERE WAS NOTHING WRONG WITH IT AND I HAD TO PICK IT UP. I WAS VERY UPSET THAT THEY WERE NOT TAKING ME SERIOUSLY ONLY BECAUSE I WAS NOT IN AN ACCIDENT. I DID NOT FEEL SAFE AND RETURNED THE CAR TO THEM AFTER HAVING TO PAY THEM SOME MONEY. I ASKED WHAT THEY WOULD DO WITH THE CAR AND THEY SAID THEY WOULD RESELL IT. WHEN I SHOWED CONCERN FOR THE NEXT OWNERS SAFETY THEY TOLD ME "IT IS NOT YOUR PROBLEM ANYMORE" I WAS VERY DISSAPOINTEED BECAUSE I HAVE BEEN A LOYAL TOYOTA CUSTOMER SINCE THE DAY I TURNED 18 AND HAVE ONLY BOUGHT TOYOTAS. I STILL CAN NOT BELEIVE THAT THEY WILL RESELL IT THE WAY IT IS AFTER THEY KNOW WHAT HAS HAPPENED TO IT NOT ONCE BUT 2 TIMES BEFORE, IT IS ONLY A MATTER OF TIME BEFORE IT HAPPENS TO THAT CAR AGAIN. I AM PREGNANT AND AM VERY THANKFUL THAT I REACTED ON TIME AND WAS ABLE TO PROP THE PETAL BACK INTO PLACE IF I HADNT I HAVE NO DOUBT IN MY MIND THAT ME AND MY BABY COULD HAVE GOT REALLY HURT NOT TO MENTION THE OTHER DRIVERS AROUND ME. PLEASE CONTACT TOYOTA AND HAVE THEM DO FURTHER TESTS ON THE VEHICLE BEFORE IT RESULTS FATAL ONCE AGAIN IT IS NOT THE FIRST TIME THIS HAS HAPPENED TO TOYOTA. (ALSO, I HAD NO FLOOR MATS IN MY CAR AT THE TIME OF THE INCIDENT)

Date Reported: 20120312
Date of Incident: 20120107

NHTSA ODI No.: 10451332
Vehicle Make 2011 Toyota Avalon
Location of Incident: Weehawken, NJ

NHTSA Summary:

1/7/12-12:30 AM I WAS STOPPED AT A RED LIGHT. MY FOOT WAS ON THE BRAKE. SUDDENLY THE MOTOR BEGAN TO RACE. I STOOD ON THE BRAKE PUT THE SHIFT INTO PARK AND TURNED OFF THE IGNITION. AFTER A SHORT PERIOD (ABOUT 30 SECONDS) I TURNED THE IGNITION ON AND EVERYTHING WAS NORMAL. 1/10/12- I CALLED THE DEALER AND THEY GAVE ME AN APPOINTMENT . BUT THE EARLIEST WAS AT 8.30 ON 1/17/12 FOR WHICH THEY CONFIRMED BY E-MAIL. ON 1/12/12, (5:15 PM), MY WIFE PULLED INTO A PARKING SPACE IN A SHOPPING AREA. SHE CAME TO A COMPLETE STOP THEN APPLIED THE BRAKE AND SHIFTED INTO PARK. SUDDENLY, THE MOTOR RACED AND THE CAR BOLTED FORWARD. IT JUMPED A 6" CURB OVER PAVING STONES, WHICH WERE THROWN ABOUT AND SMASHED A WOODEN FENCE. A 4" STEEL COLUMN WHICH BACKS UP THE FENCE STOPPED THE CAR. LUCKILY NO ONE WAS INJURED. THE POLICE WERE CALLED AND THE AUTO WAS TOWED TO THE DEALERSHIP. THE DAMAGE TO THE VEHICLE IS \$3257.00. PHOTOS ARE AVAILABLE. THE MANUFACTURER CLAIMS THERE IS NOTHING WRONG WITH THE CAR. WE SAY AFTER ONLY A 5 MILE ROAD TEST THIS IS NOT ENOUGH FOR A CAR THAT WAS DRIVEN 3,733 MILES AND HAD TWO INCIDENTS. MY WIFE AND I, WILL NEVER DRIVE THIS CAR AGAIN. WE VALUE OUR LIVES AND THAT OF OTHERS THAT COULD BECOME VICTIMS OF ANOTHER INCIDENT. *TR

Date Reported: 20120313
Date of Incident: 20110904
NHTSA ODI No.: 10451568
Vehicle Make 2003 Lexus ES300
Location of Incident: Raleigh, NC

NHTSA Summary:

ON 9/4/2011 AT APPROX. 1: 41 PM, I WAS PULLING MY 2003 LEXUS ES300 (WITH MY FOOT ON THE BRAKE) INTO A SHOPPING CENTER PARKING SPACE WHEN IT SUDDENLY SURGED, THEN ACCELERATED OVER THE CURB AND ONTO A SIDEWALK WHERE PEOPLE WERE DINING AT TABLES. AS THE CAR ACCELERATED OVER THE CURB, I PUSHED HARDER ON THE BRAKE AND TRIED TO STEER THE CAR AWAY FROM THE DINERS. AS THE LEXUS GOES OVER THE CURB AND ONTO THE SIDEWALK, THE CAR CONTINUED TO ACCELERATE LIKE IT WAS BEING PULLED, AND THE DRIVER'S SIDE BUMPER HIT A TABLE OF DINERS. THREE PEOPLE ARE INJURED; ONE WITH COMPOUND FRACTURE. THE CAR CONTINUED TO ACCELERATE AS I CONTINUED TO PUSH ON THE BRAKE, TRYING TO WILL THIS CAR TO STOP. IT HIT TABLES AND CHAIRS AS PEOPLE JUMPED OUT OF THE WAY OF THIS RUNAWAY CAR! THE CAR DEFLECTED OFF A BUILDING AND CAME TO A STOP ON THE SIDEWALK. MY FOOT WAS STILL ON THE

BRAKE. TIRE MARKS FROM THE BRAKING WERE VISIBLE ON THE CURB AND SIDEWALK AS LOCAL NEWS STATIONS RECORDED AND AIRED. AIRBAGS DID NOT DEPLOY. THE WEATHER AND VISIBILITY WERE CLEAR. AROUND 10/4/2011, ONE MONTH AFTER THE WRECK, A TOYOTA INVESTIGATOR INSPECTED THE CAR'S ACCELERATOR PEDAL AND FOUND IT "OPERATED SMOOTHLY AND RETURNED TO ITS IDLE POSITION WITHOUT ANY BINDING OR STICKING...[IT WAS] CORRECTLY ALIGNED...NO DAMAGE OBSERVED. THE ELECTRICAL CONNECTOR WAS IN PLACE AND SECURE...A DIAGNOSTIC SYSTEM CHECK SHOWED THAT THERE WERE NO TROUBLE CODES RELATING TO THE OPERATION OF THE VEHICLE." BUT MY FOOT WAS ON THE BRAKE. AS OF 3/12/2012: PROPERTY DAMAGE: \$20,000. LEXUS BODY DAMAGE:\$9000. PERSONAL INJURIES: ONE SETTLED, ONE COUNTERED, ONE TALKING WITH A PERSONAL INJURY LAWYER. I NO LONGER OWN THE CAR. I WAS TERRIFIED TO DRIVE IT.

Date Reported: 20120314
Date of Incident: 20120118
NHTSA ODI No.: 10451585
Vehicle Make 2009 TOYOTA RAV4
Location of Incident: LOWELLVILLE, OH

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA RAV4. THE CONTACT WAS ENTERING A RESIDENTIAL DRIVEWAY AND APPLIED THE BRAKES WHEN THE ENGINE RPM'S INCREASED DRASTICALLY AND THE VEHICLE ACCELERATED INTO THE GARAGE DOOR. THE CONTACT SPOKE WITH THE MANUFACTURER AND WAS TOLD THAT THE VEHICLE WOULD BE INSPECTED. THERE WERE ENGINEERS SENT FROM THE MANUFACTURER TO INSPECT THE VEHICLE WHO STATED THAT THERE WAS NOTHING WRONG WITH THE VEHICLE. THE CONTACT STATED THAT THE VEHICLE WAS REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER: 11V113000(VEHICLE SPEED CONTROL:ACCELERATOR PEDAL) AND THERE WERE NO FLOOR MATS THAT COULD HAVE INTERFERED WITH THE ACCELERATOR PEDAL. THE FAILURE RECURRED AFTER THE REPAIR AND THE MANUFACTURER ADVISED THAT THE VEHICLE WAS OPERATING AS DESIGNED. THE FAILURE AND THE CURRENT MILEAGES WERE 26,000. THE THROTTLE, ACCELERATOR PEDAL AND RELATED COMPONENTS WERE INSPECTED AND THEY WERE FOUND TO BE OPERATING AS DESIGNED, WITHIN FACTORY SPECIFICATIONS. NO BINDING OR OBSTRUCTIONS WERE FOUND IN THE THROTTLE COMPONENTS. THE BRAKE SYSTEM WAS ALSO INSPECTED AND NO PROBLEMS WERE FOUND. ADDITIONALLY, AN EXTENSIVE ROAD TEST WAS CONDUCTED AND NO ABNORMAL CONDITIONS WERE PRESENT AND THE VEHICLE OPERATED AS DESIGNED. UPDATED EVOQ 03/23/12 ..UPDATED 04/16/12 *BF

Date Reported: 20120316
Date of Incident: 20120301
NHTSA ODI No.: 10452021
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: SOLON, OH

NHTSA Summary:

S10 APPROPRIATE HANDLING- LETTER TO THE SECRETARY FROM RE COPY OF LETTER ADDRESSED TO MR JAMES LENTZ, PRESIDENT AND CEO OF TOYOTA MOTOR SALES, REGARDING SAFETY PROBLEMS WITH THE 2010 TOYOTA RAV 4 *TGW THE CONSUMER STATED WHEN THERE WAS SNOW ON THE STREET WITH SLIPPER ROAD CONDITIONS, THE ABS ENGAGED, WHICH MADE THE BRAKES INOPERABLE. THE CONSUMER STATED SHE HAS BEEN TO THE DEALER ON SEVERAL OCCASIONS, ONLY TO BE TOLD THERE WAS NOTHING WRONG. THERE HAVE BEEN SEVERAL SITUATIONS, WHERE THE VEHICLE WOULD NOT STOP WHEN THE ABS ENGAGED. ON ONE OCCASION, THE CONSUMER HAD TO PUSH THE BRAKE ALL THE WAY TO THE FLOOR AND EVENTUALLY LANDED IN THE MIDDLE INTERSECTION OF ONCOMING TRAFFIC. THE SECOND TIME, SHE ALMOST REAR ENDED ANOTHER VEHICLE, WHEN SUDDENLY THE VEHICLE ACCELERATED WHEN SHE APPLIED THE BRAKE. THE ONLY WAY, SHE WAS ABLE TO STOP THE VEHICLE, WAS BY TURNING INTO ANOTHER LANE WHICH CAUSED THE ABS TO GO OFF WHICH RENDERED THE BRAKES TO WORK AGAIN. *JB

Date Reported: 20120319
Date of Incident: 20110825
NHTSA ODI No.: 10452198
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: SALT LAKE CITY, UT

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA RAV4. THE CONTACT STATED THAT WHILE DRIVING 5 MPH, THE VEHICLE SURGED FORWARD AND CRASHED INTO A HANDICAP SIGN. THERE WERE NO INJURIES REPORTED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER AND THE CONTACT WAS INFORMED THAT NO FAILURES HAD OCCURRED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE AND THE CONTACT WAS INFORMED THAT THE VEHICLE WAS NOT INCLUDED IN THE RECALLS ASSOCIATED WITH UNINTENDED ACCELERATION ASSOCIATED WITH NHTSA CAMPAIGN ID NUMBERS: 10V017000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL) OR 11V113000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 6,600. THE VIN WAS UNAVAILABLE.

Date Reported: 20120320
Date of Incident: 20120320

NHTSA ODI No.: 10452362
Vehicle Make 2001 TOYOTA HIGHLANDER
Location of Incident: WATERTOWN, CT

NHTSA Summary:

I WAS BACKING OUT OF THE GARAGE WHEN THE CAR ACCELERATED. I KEPT HITTING THE BRAKE AND IT FINALLY STOPPED. I PUT THE CAR BACK INTO DRIVE AND IT ACCELERATED AGAIN. I TRIED HITTING THE BRAKE AND IT WOULDN'T STOP UNTIL IT HIT THE GARAGE DOOR. I DON'T KNOW HOW FAST IT WAS GOING, BUT IT SEEMED LIKE IT WAS GOING AT AN EXCESSIVE SPEED.

Date Reported: 20120320
Date of Incident: 20111209
NHTSA ODI No.: 10452410
Vehicle Make 2004 TOYOTA AVALON
Location of Incident: PLAQUE MINE, LA

NHTSA Summary:

TL* THE CONTACT OWNED A 2004 TOYOTA AVALON . THE CONTACT STATED THAT WHILE DRIVING 10 MPH, THE BRAKES WERE APPLIED AND THE VEHICLE ACCELERATED ABNORMALLY. THE CONTACT THEN CRASHED INTO THE SIDE OF A HOME, CAUSING MAJOR DAMAGE TO THE CONTACT'S VEHICLE AND THE HOME. THERE WERE NO INJURIES. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER WHERE THEY DIAGNOSED THE VEHICLE AND ADVISED THE CONTACT THAT THERE WERE NO FAILURES FOUND WITHIN THE VEHICLE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND THE CURRENT MILEAGE WAS 80,000.

Date Reported: 20120320
Date of Incident: 20120303
NHTSA ODI No.: 10452366
Vehicle Make 2011 LEXUS RX350
Location of Incident: CAMBRIDGE, MA

NHTSA Summary:

I EXPERIENCED A SUDDEN UNINTENDED ACCELERATION (SUA) IN THE PARKING LOT OF MY APARTMENT ON MARCH 3RD, 2012. IT WAS A SUNNY DAY, AND THE ROAD CONDITION WAS GOOD. MY WIFE WAS DRIVING LEXUS RX 350 2011 MODEL (MILEAGE: 2124MILES). MY DAUGHTER AND I WERE SITTING ON THE BACK SEATS. SHE WAS SLOWING DOWN THE VEHICLE FOR PARKING AND ABOUT TO FINALIZE THE PARKING BY GOING FORWARD BY ABOUT 3 FEET. AT THAT TIME, THE VEHICLE ABRUPTLY ACCELERATED WITH THE SOUND OF REVVING UP THE ENGINE. THE CAR RAN OVER A PARKING BLOCK AND WENT ON CURB STONES. BY HELP OF THE BRAKE OVERRIDE SYSTEM EQUIPPED AFTER THE RECENT TOYOTA'S RECALLS, SHE COULD STOP THE VEHICLE QUICKLY BECAUSE HER FOOT

WAS ALREADY ON THE BRAKE PEDAL. WE ALL WERE SURPRISED AT THIS RARE SITUATION, BUT FORTUNATELY THERE WERE NO ACCIDENTS OR INJURIES. WE REPORTED THIS EXPERIENCE TO A CLOSE LEXUS DEALERSHIP. TWO LEXUS ENGINEERS INSPECTED THE VEHICLE, INCLUDING 10-MILE TEST DRIVING. HOWEVER, THEY COULD NOT FIND ANY MECHANICAL PROBLEMS. THEY COULD NOT RE-ENACT THE SAME SITUATION, NEITHER. AT THIS INSPECTION, THEY DID NOT CHECK OUT THE EVENT DATA RECORDER, AS WELL AS ANY ELECTRONIC SYSTEMS LIKE ETCS. ACCORDING TO THE INSPECTION RESULT, LEXUS DIRECTED ME TO KEEP DRIVING THIS VEHICLE WITH MY OWN RISK. THIS IS NOT RELATED TO THE FLOOR MAT INTERFERENCE PROBLEM THAT LED TO THE MASSIVE RECALL IN 2009. SO, I THINK THE CURRENT LEXUS USERS, AS WELL AS POTENTIAL CONSUMERS, SHOULD BE AWARE OF THE POSSIBILITY THAT THEY CAN EXPERIENCE THE SIMILAR UNINTENDED ACCELERATION WHILE DRIVING OR PARKING.

Date Reported: 20120320
Date of Incident: 20120315
NHTSA ODI No.: 10452342
Vehicle Make 2007 TOYOTA SIENNA
Location of Incident: CIDAR FALLS, IA

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA SIENNA. THE CONTACT STATED THAT WHEN APPLYING THE BRAKES, THE VEHICLE WOULD SURGE FORWARD ABNORMALLY BEFORE COMING TO A COMPLETE STOP. THE CONTACT STATED THAT THE FAILURE WAS EXPERIENCED NUMEROUS TIMES. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE DEALER WAS NOT CONTACTED. THE VIN WAS NOT AVAILABLE. THE FAILURE AND THE CURRENT MILEAGE WAS 55,000.

Date Reported: 20120321
Date of Incident: 20110722
NHTSA ODI No.: 10452611
Vehicle Make 2007 TOYOTA TUNDRA
Location of Incident: CRESTVIEW, FL

NHTSA Summary:

I TOOK MY TUNDRA IN FOR THE GAS PEDAL RECALL REPAIR, NEVER HAD ANY ISSUES PRIOR. EVER SINCE THE "FIX" WAS PERFORMED, I HAVE AN UNCONTROLLED LURCHING WHEN PULLING AWAY FROM A STOP.

Date Reported: 20120321
Date of Incident: 20120317
NHTSA ODI No.: 10452481

Vehicle Make 2010 TOYOTA COROLLA

Location of Incident: PINETOPS, NC

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA COROLLA. THE CONTACT STATED THAT WHILE DRIVING 50 MPH, THE DRIVER ATTEMPTED TO DECELERATE AS THE ENGINE RPMS INCREASED RAPIDLY. THE CONTACT MENTIONED THAT IN ORDER TO STOP THE VEHICLE, THE DRIVER HAD TO SHIFT INTO NEUTRAL AND ENGAGE THE EMERGENCY BRAKES SINCE THE BRAKE PEDAL FAILED TO RESPOND. THE VEHICLE WAS TAKEN TO THE DEALER WHO WAS UNABLE TO DIAGNOSE THE FAILURE. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND THE CURRENT MILEAGE WAS 35,000.

Date Reported: 20120323

Date of Incident: 20120312

NHTSA ODI No.: 10452747

Vehicle Make 2008 TOYOTA MATRIX

Location of Incident: SANTA CLARA, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA MATRIX. THE CONTACT WAS DRIVING 5 MPH AND ATTEMPTING A LEFT TURN INTO A PARKING SPACE WHEN THE VEHICLE ACCELERATED UNEXPECTEDLY AND JUMPED A CURB BEFORE CRASHING INTO A TRASH BIN. THE VEHICLE WAS NOT DESTROYED. THERE WERE NO INJURIES BUT THE POLICE WERE CONTACTED AND REPORT WAS FILED. THE VEHICLE WAS TOWED TO A PRIVATE MECHANIC AND THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 42,651 AND THE CURRENT MILEAGE WAS 42,680. UPDATED 04/13/12 *BF..UPDATED 04/18/12*BF

Date Reported: 20120324

Date of Incident: 20111228

NHTSA ODI No.: 10452854

Vehicle Make 2006 TOYOTA SCION XB

Location of Incident: BOLINGBROOK, IL

NHTSA Summary:

ON 4 SEPARATE INCIDENTS, MY CAR ACCELERATED ON IT'S OWN WHILE SITTING STILL. THE LAST INCIDENT WAS ON MARCH 23RD WHILE I WAS SITTING STILL IN A MCDONALD'S DRIVE THRU. MY FOOT WAS ON THE BRAKE AND THE CAR SUDDENLY ACTED AS IF I HAD STEPPED FULLY DOWN ON THE GAS PEDAL. I HAD TO REALLY PUSH MY FOOT DOWN ON THE BRAKE TO KEEP IT FROM LUNGING FORWARD. I IMMEDIATELY PUSHED IT INTO PARK AND THE CAR STOPPED ACCELARATING. THIS IS

VERY DANGEROUS AND I AM EXTREMELY WORRIED IT WILL HAPPEN AGAIN!

Date Reported: 20120328
Date of Incident: 20090302
NHTSA ODI No.: 10453401
Vehicle Make 2008 TOYOTA COROLLA MATRIX
Location of Incident: THOUSAND OAKS, CA

NHTSA Summary:

WITH THE LAST INCIDENT BEING 2 DAYS AGO, I FINALLY HAD A CHANCE TO TAKE MY CAR TO THE SHOP TODAY. THEY SAID THEY COULD FIND NO PROBLEM. I HAVE HAD ABOUT 5 INCIDENTS OVER THE LAST 4 YEARS OF UNINTENDED ACCELERATION WHEN MY FOOT WAS ON THE BRAKE. ONE TIME RECENTLY IT HAPPENED ON A FLAT ROAD AS I WAS APPROACHING A VERY BUSY INTERSECTION. LUCKILY I WAS ABLE TO TURN INTO THE FLOW OF TRAFFIC, CUTTING SOME ONE OFF BUT NO COLLISION TOOK PLACE. TWO DAYS AGO IT HAPPENED AGAIN WHEN MY CAR SHOULD HAVE BEEN STOPPED ON A HILL FACING DOWN THE HILL. WHEN I PRESSED ON THE BRAKE IT DID NOT BRAKE THE CAR, INSTEAD I COULD HEAR THE ENGINE REV UP AND PULL FORWARD. THIS IS HOW IT HAPPENED ALSO ON THE PREVIOUS 3 TIMES. I DON'T KNOW WHAT TO DO NOW. I AM SINGLE AND DISABLED AND JUST FINISHED PAYING OFF THIS CAR. I DON'T WANT TO SELL THE CAR AND HAVE SOMEONE DIE BECAUSE I SOLD IT TO THEM. I CERTAINLY DON'T HAVE THE MONEY TO JUST GO OUT AND BUY A NEW CAR BUT I AM SCARED TO DRIVE THIS CAR NOW. PLEASE ADVISE ME AS TO WHAT COURSE I SHOULD TAKE. THANK YOU.

Date Reported: 20120328
Date of Incident: 20100514
NHTSA ODI No.: 10453308
Vehicle Make 2010 LEXUS HS
Location of Incident: CLIFTON, NJ

NHTSA Summary:

WHILE APPLYING THE BRAKES, NEARLY 100% OF THE TIME WHEN I HIT A BUMP OF ANY SORT (SMALL, MEDIUM OR LARGE), THERE IS AN APPARENT LOSS OF BREAKING AND THE CAR ACTUALLY LUNGES FORWARD -- FEELS LIKE ACCELERATION -- AND EVEN PRESSING FIRMLY ON THE BREAK DOES NOT SLOW DOWN THE VEHICLE. THIS HAS OCCURRED ON SEVERAL (PROBABLY ABOUT 10) OCCASIONS SINCE I FIRST GOT THIS CAR. FORTUNATELY, IT HAS NEVER RESULTED IN AN ACCIDENT, BUT I HAVE COME EXTREMELY CLOSE A FEW TIMES. I DO NOT FEEL SAFE IN THIS CAR WHEN IT COMES TO BRAKING. I NEVER EXPERIENCED ANYTHING LIKE THIS ON ANY VEHICLE. ESPECIALLY WITH LEXUS.

Date Reported: 20120328
Date of Incident: 20120327
NHTSA ODI No.: 10453303
Vehicle Make 2011 LEXUS RX350
Location of Incident: MIRAMAR LAKES, FL

NHTSA Summary:

WHILE PULLING INTO DRIVEWAY, MY WIFE TOOK HER FOOT OFF ACCELERATOR AND CAR SUDDENLY ACCELERATED AND RAN INTO WALL OF HOUSE DAMAGING FRONT OF CAR AND CAUSING DAMAGE TO HOUSE AND CONTENTS

Date Reported: 20120328
Date of Incident: 20120327
NHTSA ODI No.: 10453315
Vehicle Make 2011 TOYOTA CAMRY
Location of Incident: MORRIS, AL

NHTSA Summary:

PULLING IN TO BALLGAME LAST NIGHT ON THE GRASSY AREA TO PARK CAR. FOOT ON THE BRAKE NOT ON THE GAS, CAR ACCELERATED SO HARD IT THREW MY HEAD BACK AGAINST THE HEAD REST, THANK GOD THERE WERE NO CHILDREN IN FRONT OF ME. TAKING CAR IN TO BE CHECKED. VERY UPSET BY THIS. TOYOTA DEALERSHIP SAID I WOULD HAVE TO PAY THEM IF THEY COULD NOT FIND OUT WHAT THE PROBLEM IS EVEN THOUGH MY CAR IS UNDER WARRANTY AND THERE ARE NUMEROUS COMPLAINTS ALL OVER THE UNITED STATES OF THE SAME PROBLEM WITH THE SAME MODEL AND YEAR.

Date Reported: 20120329
Date of Incident: 20120318
NHTSA ODI No.: 10453470
Vehicle Make 2005 TOYOTA CAMRY
Location of Incident: ORLANDO, FL

NHTSA Summary:

I WAS ENTERING MY PARKING SPOT. I WAS COMING TO A HALT WHEN SUDDENLY THE VEHICLE BOLTED FORWARD AT FULL ACCELERATION, JUMPED THE CURB, SPED ACROSS THE GRASS, AND CRASHED INTO A TREE. THE AIRBAGS DID NOT DEPLOY. I SUSTAINED NECK AND RIB INJURIES. TOYOTA HAS THE VEHICLE AND WILL SHORTLY SEND ME THE RESULTS OF THE EDR DATA ANALYSIS.

Date Reported: 20120329
Date of Incident: 20120323

NHTSA ODI No.: 10453426
Vehicle Make 2007 TOYOTA COROLLA
Location of Incident: SPRINGFIELD, MA

NHTSA Summary:

I OWN A 2007 TOYOTA COROLLA. LAST FRIDAY, I WAS DRIVING AT A REGULAR SPEED ABOUT 35 MPH AND MY COROLLA ACCELERATED. I TRIED TO APPLY THE BRAKE AND IT CONTINUED TO ACCELERATE FOR AWHILE. I DID NOT KNOW WHAT TO DO; SO, I PRAYED. I WAS COMING TO A TRAFFIC LIGHT TO MAKE A LEFT TURN NOT KNOWING IF THE CAR WAS GOING TO STOP, AND I TRIED THE BRAKE AGAIN. FINALLY, THE CAR SLOWED DOWN. I DROVE IT 10 MPH UNTIL I REACHED MY HOUSE. I CALLED THE DEALERSHIP AND TOLD THEM WHAT HAPPENED. THEY BLAMED ME. I TOLD THEM THAT I WOULD NOT DRIVE THE CAR AGAIN AND TOWED IT TO THE DEALERSHIP. THE TOYOTA DEALERSHIP KEPT THE CAR AND KEPT IT FOR FOUR DAYS. THE MECHANICS AT THE DEALERSHIP TEST DROVE THE CAR AND SAID THAT THERE WAS NOTHING WRONG. I TOLD THEM THAT I WOULD NOT DRIVE IT. THEY SAID THEY WOULD BRING IN A SPECIALIST THAT WOULD BE IN ON MONDAY OR TUESDAY. THEY CALLED ME ON MONDAY AND SAID THAT THE MASTER MECHANIC AT THE DEALERSHIP LOOKED AT IT INSTEAD AND A SPECIALIST WOULD NOT BE BROUGHT IN TO LOOK AT THE CAR. THE MASTER MECHANIC SAID THAT THERE WAS NOTHING WRONG WITH THE CAR. THEY WOULD NOT FIX IT. THEY DID A STATE INSPECTION ON THE CAR AND PASSED IT. WHEN I PICKED UP THE CAR, MY DAUGHTER SPOKE TO A SERVICE DEPARTMENT ADVISOR. SHE SHOWED HIM ALL THE EVIDENCE THAT SHE FOUND ON THE INTERNET ABOUT PROBLEMS OWNERS' HAD WITH TOYOTA CARS ACCELERATING OUT-OF-CONTROL. THEY LISTENED AND STILL SAID THAT THERE WAS NOTHING WRONG WHEN THEY CHECKED THE CAR, BUT COULD NOT DO ANYTHING. SHE TOLD HIM THAT SHE REALIZED THAT TOYOTA HEADQUARTERS MUST HAVE SENT A SCRIPT TO ALL DEALERS BECAUSE THEIR DEALERSHIP ALONG WITH OTHERS SAID THE EXACT SAME THING. SHE TOLD HIM THAT SHE JUST WANTED IT DOCUMENTED THAT I SPOKE UP AND CONFRONTED THEM ABOUT THE ISSUE AND TOLD HIM HOW CONCERNED I WAS ABOUT MY SAFETY AS WELL AS OTHERS. I AM 73 YEARS OLD AND WANT TO BE SAFE FOR ME AND OTHERS.

Date Reported: 20120329
Date of Incident: 20120322
NHTSA ODI No.: 10453517
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: LA QUINTA, CA

NHTSA Summary:

WHEN ATTEMPTING TO PARK, THE VEHICLE SUDDENLY ACCELERATED AND I WAS FORCED TO STOP IT BY RUNNING INTO A PALM TREE IN ORDER

TO AVOID HITTING PEOPLE AND OTHER CARS OR CAUSING MORE SERIOUS DAMAGE.

Date Reported: 20120329
Date of Incident: 20120328
NHTSA ODI No.: 10453463
Vehicle Make 2011 TOYOTA CAMRY
Location of Incident: SIMI VALLEY, CA

NHTSA Summary:

DROVE DOWN ROAD KEEPING A CONSTANT 40-45MPH. VEHICLE SUDDENLY REVS ENGINE WILDLY TO REDLINE. CAR SPEED INCREASES DRASTICALLY TO 65MPH FROM 40-45MPH. TOOK FOOT OFF GAS PEDAL AND ENGINE STILL ACCELERATED. MOMENTS LATER ENGINE WENT BACK TO NORMAL OPERATING CONDITION.

Date Reported: 20120331
Date of Incident: 20120129
NHTSA ODI No.: 10453650
Vehicle Make 2009 TOYOTA MATRIX
Location of Incident: COPIAGUE, NY

NHTSA Summary:

INVESTIGATION RESULTS OF REPORT#-426903 GIVEN 2/12 OF UNINTENDED ACCELER: WAS INVESTIGATED BY SPX CORP. INVESTIGATOR HIRED FROM TOYOTA. AT MY APT. SETTING, IN MY RESERVED PARKING SPOT BECAUSE CAR COULD NOT BE DRIVEN DUE TO SEVERE FRONT END DAMAGE. I WAS GIVEN A MEMORY STICK WITH EDR DOWNLOAD INFO., TELLING ME TOYOTA WILL RESPOND. 22 PDF PAGES, 19 WERE BIZARRE MATH EQUATIONS, NEVER TO BE UNDERSTOOD. MY EVENT SHOWED WHEN IGNITION TURNED ON ENGINE AT 1600RPM, TO 800RPM, AS I BEGAN TO MOVE, THEN WENT TO 2000RPM, IN LESS THEN 60 SECONDS, WITHIN A SMALL LANE, PLUNGING ME INTO BRICK WALL. LETTER FROM TOYOTA ADMINISTRATOR SAID NO FAULTS WERE FOUND, SORRY CANNOT BE OF ASSISTANCE. IN THE 3RD PHARAGRAPH WAS FALSE INFO. RE: EXTENSIVE TEST DRIVE DONE TO TEST BRAKES, ETC. EVERYTHING WORKING WELL. I CALLED HIS DIRECT # LEAVING A MESSAGE IN REGARD TO I HAD SERIOUS QUESTIONS "TEST DRIVE"? LEAVING MY NAME & #. HE CALLED NEXT DAY TO APOLOGIZE, "I MISSTATED THE TEST DRIVE", AT THE SERVICE CENTER IT WAS DRIVEN A SHORT DISTANCE, I SAID SERVICE CENTER? TM- YES!, I SAID STREET OUTSIDE MY APT. DOOR? TM- YES!. THEN SAID PARKING LOT? TM- WITH HESITATION, YES! ASKED IF HE WAS SURE OF THE OUTCOME, YES! NEXT DAY VIA FAX I WROTE TO HIM TELLING HIM THAT HE MADE MANY MISSTATEMENTS! THERE IS NO STREET BY MY APT., CAR NEVER WENT TO A SERVICE CENTER, HAVE LO JACK TELLING ME THE CAR WAS NEVER MOVED SINCE COLLISION.WHICH I KNEW SINCE FRAME IS

SEVERELY BENT, BUMPER RESTS ON GROUND, ALL OIL LEAKED OUT. IF THIS IS HOW A ADMINISTRATOR OF TOYOTA CLAIMS RESPONDS WITH OUTRIGHT LIES, HOW MANY TOYOTA OWNERS HAVE BEEN DECEIVED. I TOLD HIM; LET'S CUT TO THE CHASE, I WANT A REPLACEMENT CAR THAT IS SAFE! 2000RPM- THAT IS HWY. SPEED, 1600RPM AT STARTUP WITH FOOT ON BREAK, TOYOTA CALLS THIS SAFE? HE NEVER KNEW THE CAR COULD NOT BE DRIVEN OR WHERE IT WAS INVESTIGATED, AM I TO TRUST HIS RESPONSE? NOT AT ALL!

Date Reported: 20120331
Date of Incident: 20120327
NHTSA ODI No.: 10453668
Vehicle Make 2010 TOYOTA COROLLA
Location of Incident: POWELL, OH

NHTSA Summary:

I WAS DRIVING AT ABOUT 35 MPH ON A ROAD THAT HAS A SPEED LIMIT OF 45 MPH. I WENT TO STOP FOR A LINE OF TRAFFIC WHEN I PUSHED MY BRAKE PEDAL THE BRAKE WENT TO THE FLOOR. IT DIDN'T EVEN SLOW ME DOWN. I HIT THE SUV IN FRONT OF ME THEN MY CAR (WITH MY FOOT STILL ON THE BRAKE) ACCELERATED FORWARD AND HIT THE SUV AGAIN AND AGAIN BEFORE COMING TO A COMPLETE STOP. I HAVE HAD MY CAR INTO THE DEALERSHIP 3 PRIOR OCCASSIONS TO GET THE SAME CONDITION FIXED. I BOUGHT MY CAR FROM SAID DEALERSHIP, BRAND NEW, A LITTLE OVER A YEAR AGO.

Date Reported: 20120331
Date of Incident: 20111103
NHTSA ODI No.: 10454108
Vehicle Make 2011 TOYOTA RAV4
Location of Incident: ADAMSBURG, PA

NHTSA Summary:

THE CAR ACCELERATED BY ITSELF FOR ABOUT 20 SECONDS, I PUT THE CAR IN PARK. IT SOUNDED/ROARED LIKE GAS PEDAL WAS PUSHED TO THE FLOOR. SUDDEN ACCELERATION INCIDENTS HAVE HAPPENED 6 DIFFERENT TIMES: 11/03/2011 WITH 1000 MILES, 11/05/2011 WITH 1110 MILES, 01/04/2012 WITH 2650 MILES, 02/26/2011 WITH 4606 MILES, 03/06/2012 WITH 4692 MILES, AND 03/19.2012 WITH 4932 MILES.

Date Reported: 20120402
Date of Incident: 20080325
NHTSA ODI No.: 10453857
Vehicle Make 2011 TOYOTA HIGHLANDER
Location of Incident: SANGERVILLE, ME

NHTSA Summary:

PULLED INTO EMPLOYERS PARKING LOT TO PARK WHEN I PLACED MY VEHICLE INTO REVERSE AND BEGAN BACKING UP THE VEHICLE GAINED SPEED, HIT ANOTHER VEHICLE WITH MY PASSENGER SIDE COMING AGAINST HIS DRIVER SIDE, CLIMBED AN APPROXIMATE 10 FOOT STEEP EMBANKMENT, HIT A WAREHOUSE WALL CAUSING A LARGE DENT IN WALL AND BREAKING A 6X6 SUPPORT POST, THEN SLIDING DOWN THE EMBANKMENT INTO SAME PARKED VEHICLE I HAD HIT BEFORE, THEN CAME TO REST. TOTALED THE VEHICLE THAT WAS HIT ADJACENT MINE, \$8600.00 DAMAGE TO MY HIGHLANDER, AND NOT SURE YET OF COST OF BUILDING DAMAGE.

Date Reported: 20120402
Date of Incident: 20100301
NHTSA ODI No.: 10453818
Vehicle Make 2008 TOYOTA RAV4
Location of Incident: RENTON, WA

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA RAV-4. THE CONTACT STATED THAT WHEN DRIVING APPROXIMATELY 5 MPH AND DEPRESSING THE BRAKES, THE VEHICLE WOULD CONTINUE TO ACCELERATE. THE CONTACT WOULD HAVE TO USE EXTREME FORCE ON THE BRAKES IN ORDER FOR THE VEHICLE TO STOP. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY ADVISED HIM THAT THEY WERE UNABLE TO DIAGNOSE THE FAILURE. THE MANUFACTURER WAS CONTACTED AND THEY OFFERED NO ASSISTANCE. THE FAILURE MILEAGE WAS APPROXIMATELY 18,000.

Date Reported: 20120402
Date of Incident: 20120322
NHTSA ODI No.: 10453803
Vehicle Make 2004 TOYOTA MATRIX
Location of Incident: GARRISON, NY

NHTSA Summary:

TL* THE CONTACT OWNS 2004 TOYOTA MATRIX. WHILE DRIVING APPROXIMATELY 30 MPH, THE VEHICLE ACCELERATED ON ITS OWN AND THE SPEED INCREASED TO APPROXIMATELY 50 MPH. THE CONTACT SHIFTED INTO NEUTRAL GEAR AND THEN; THE VEHICLE BEGAN TO OPERATE NORMALLY. THE CONTACT TOOK THE VEHICLE TO THE DEALER WHO WAS UNABLE TO DIAGNOSE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 54,000.

Date Reported: 20120403
Date of Incident: 20120331

NHTSA ODI No.: 10453904
Vehicle Make 2007 TOYOTA HIGHLANDER
Location of Incident: MOGADORE, OH

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA HIGHLANDER HYBRID . THE CONTACT STATED THAT BRAKING AT 5 MPH, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS FINALLY ABLE TO STOP THE VEHICLE BY APPLYING EXTREME PRESSURE TO THE BRAKE PEDAL. THE VEHICLE WAS THEN TAKEN TO AN AUTHORIZED DEALER WHERE THEY WERE UNABLE TO DUPLICATE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 41,866 AND THE CURRENT MILEAGE WAS 41,883.

Date Reported: 20120403
Date of Incident: 20120401
NHTSA ODI No.: 10453909
Vehicle Make 1999 LEXUS RX300
Location of Incident: REGO PARK, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 1999 LEXUS RX300. WHILE DRIVING APPROXIMATELY 40 MPH, THE BRAKE PEDAL WAS ENGAGED SLIGHTLY TOPREPARE FOR A TURN WHEN THE VEHICLE FAILED TO REDUCE SPEED. THE VEHICLE CONTINUED TO ACCELERATE EVEN THOUGH THE BRAKE PEDAL WAS APPLIED FORCEFULLY. THE VEHICLE THEN TRAVELED OVER THE CURB AND CRASHED INTO A CEMENT BARRIER. THE REAR PASSENGER SUFFERED MINOR INJURY TO THE SHOULDER. THE VEHICLE WAS TOWED TO A COLLISION CENTER. THE MANUFACTURER WAS NOTIFIED OF THE PROBLEM. THE APPROXIMATE FAILURE MILEAGE WAS 97,000.

Date Reported: 20120403
Date of Incident: 20110308
NHTSA ODI No.: 10453893
Vehicle Make 2001 LEXUS LS430
Location of Incident: BEVERLY HILLS, CA

NHTSA Summary:

I TURNED AROUND IN A PARKING LOT BY BACKING UP AND REVERSING MY DIRECTION, AFTER I REVERSED MY DIRECTION THE CAR SHOT FORWARD WITHOUT MY FOOT ON THE GAS PEDAL. I KEPT PUMPING THE BRAKE HOPING IT WOULD STOP AND I SHOT OUT OF THE PARKING LOT INTO THE LINE OF TRAFFIC AND AVOIDED TWO LANES OF CARS DRIVING WEST UNTIL I COLLIDED WITH A CAR HEADING EAST. IT RIPPED OFF THE FRONT BUMPERS OF BOTH CARS. I FELT TRAPPED IN THE CAR AND COULD NOT CONTROL IT. IT JUST KEPT ACCELERATING. I WISH THAT I HAD THE

PRESENCE OF MIND TO TURN OFF THE KEY OR PUSH THE AUTOMATIC LEVER TO NEUTRAL OR EVEN REVERSE. BUT IT ALL HAPPENED IN A FEW SECONDS AND I JUST DIDN'T HAVE THE PRESENCE OF MIND TO DO ANYTHING BUT STEP ON THE BRAKE PEDAL. JUST ONCE BEFORE, SOME MONTHS AGO, I WAS PARKING THE CAR IN A PUBLIC GARAGE AND IT ACCELERATED QUICKLY AS I REACHED AN OFF RAMP. LUCKILY I WAS ABLE TO TURN THE STEERING WHEEL AND NEGOTIATE THE CAR AROUND THE CORNER ONTO THE RAMP. IT SCARED ME, BUT I THOUGHT IT WAS JUST A FREAK INCIDENT AND THOUGHT NO MORE ABOUT IT BECAUSE I WAS ABLE TO SLOW THE CAR DOWN ONCE I WENT ROUND THE CORNER. BUT THIS LATEST TIME I COULDN'T STOP IT AND THE CAR IS A TOTAL WRECK.

Date Reported: 20120404
Date of Incident: 20120403
NHTSA ODI No.: 10454032
Vehicle Make 2010 LEXUS RX350
Location of Incident: MT .PROSPECT, IL

NHTSA Summary:

I WAS ACCELERATING TO MERGE ON 4 LINE TRAFFIC AND MY CAR STARTED SUDDENLY TO ACCELERATE EVEN WHEN I WAS NOT PRESSING THE ACCELERATING PEDAL I TRIED TO HIT THE BREAKS BUT IT DID NOT SLOW THE CAR I PUSH TO NEUTRAL POSITION HITTING THE BREAKS BUT THE CAR WAS STILL GOING FAST. I WAS GOING TO AN EXIT TRYING TO STOP THE CAR KEEPING IN NEUTRAL AND HITTING THE BREAKS I WAS ABLE TO STOP AND SHUT THE ENGINE OFF.

Date Reported: 20120404
Date of Incident: 20120301
NHTSA ODI No.: 10454193
Vehicle Make 2012 LEXUS RX350
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

THE CAR, A 2012 LEXUS RX350, WAS PURCHASED NEW FROM A CALIFORNIA LEXUS DEALER ON JANUARY 30, 2012. THE PROBLEM, WHICH MANIFESTS EVERY TWO OR THREE DAYS, IS A DELAY OF SEVERAL SECONDS BETWEEN PRESSING THE ACCELERATOR PEDAL AND ACTUAL ACCELERATION OF THE VEHICLE. WHEN ACCELERATION EVENTUALLY OCCURS, IT DOES SO WITH A SURGE OR JOLT. THE PROBLEM HAS OCCURRED IN A VARIETY OF CIRCUMSTANCES. SEVERAL TIMES I HAVE BEEN UNABLE TO ACCELERATE SAFELY FROM A FREEWAY ON-RAMP INTO FASTER-MOVING FREEWAY TRAFFIC. ON AT LEAST TWO OTHER OCCASIONS THE VEHICLE HAS FAILED TO ACCELERATE AS I DROVE UP A HILL. MOST RECENTLY, AS I BEGAN A LEFT TURN FROM A STOPPED

POSITION, THE DELAY IN ACCELERATION NEARLY RESULTED IN MY BEING BROADSIDED. I HAVE TAKEN THE VEHICLE TWICE TO AN AUTHORIZED LEXUS DEALER. ON BOTH OCCASIONS I WAS ADVISED THAT BECAUSE THE TECHNICIAN WAS UNABLE TO REPRODUCE THE PROBLEM DURING A SHORT DRIVE, THERE WAS NOTHING THEY COULD DO. I RAISED WITH THE TECHNICIAN THE FACT THAT THERE WERE NUMEROUS COMPLAINTS ONLINE ABOUT THE VERY SAME PROBLEM. HE SAID THAT THE ISSUE, WHICH APPARENTLY RELATES TO THE POWERTRAIN, HAD BEEN ADDRESSED WITH RESPECT TO EARLIER LEXUS MODELS BUT HAD BEEN "FIXED" FOR SUBSEQUENT MODELS THROUGH REDESIGN OF THE POWERTRAIN.

Date Reported: 20120405
Date of Incident: 20091013
NHTSA ODI No.: 10454251
Vehicle Make 2009 TOYOTA HIGHLANDER HYBRID
Location of Incident: ERIE, PA

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA HIGHLANDER HYBRID. THE CONTACT STATED THAT THE BRAKES FAILED AND CAUSED A CRASH. THE CONTACT APPLIED THE BRAKES, BUT THE VEHICLE ACCELERATED INTO ANOTHER VEHICLE. THE VEHICLE WAS REPAIRED, BUT THE CONTACT STATED THAT THE FAILURE CONTINUED TO OCCUR. THE FAILURE MILEAGE WAS 48,000 AND THE CURRENT MILEAGE WAS 85,000. THE VIN WAS NOT AVAILABLE.

Date Reported: 20120405
Date of Incident: 20120201
NHTSA ODI No.: 10454270
Vehicle Make 2001 TOYOTA RAV4
Location of Incident: BELLEVUE, WA

NHTSA Summary:

MY VEHICLE HAS BEGUN EXPERIENCING HARSH SHIFTING. IT WILL NOT ACCELERATE IMMEDIATLY AND IT WILL JUMP FORWARD AT TIMES. THIS IS A REPORTED PROBLEM WITH THE 2001 RAV 4. I RECIEVED A LETTER STATING THERE WAS THE POSSIBILITY OF COMPENSATION AFTER ONE HAS THIS FIXED. AS ONE A PERSON WHO CANNOT AFFORD TO FIX THIS OUT OF POCKET THAT IS NOT A LOT OF HELP. THIS IS A KNOWN ISSUE AND SHOULD BE RECALLED!

Date Reported: 20120406
Date of Incident: 20120328
NHTSA ODI No.: 10454377

Vehicle Make 1999 TOYOTA CAMRY

Location of Incident: ROCKY MOUNT, NC

NHTSA Summary:

MY DAUGHTER WAS ON HER WAY TO SCHOOL ON THE MORNING OF 3/28/2012, WHEN OUR 1999 TOYOTA CAMRY STARTED TO ACCELERATE ON ITS OWN. MY DAUGHTER TRIED TO STOP THE VEHICLE BY PRESSING THE BRAKE AS HARD AS SHE COULD BUT THE CAR CONTINUED TO ACCELERATE. SHE PUT THE CAR IN NUTERAL AND THE ENGINE'S RPM'S WENT TO THE MAXIMUM. THE CAR AT THAT POINT MUST HAVE BLOWN A PISTON ROD OR VALVE, OIL WAS SPRAYING INSIDE THE ENGIN COMPARTMENT. SHE MADE AN ATTEMPT TO BUMP THE ACCELERATOR PEDAL SEVERAL TIMES TO SEE IF IT WOULD RELEASE. THE CAR WAS STALLED ON A MAIN STREET WITH EMERGENCY FLASHERS ON. SHE AGAIN TRIED TO START THE CAR AND RPM'S WENT TO THE MAX AND THE AT THAT POINT SMOKE STARTED RISING FROM UNDER THE HOOD. SEVERAL PEOPLE CAME TO SEE WHAT WAS GOING ON AND TRIED TO HELP TRAFFIC MOVE AROUND THE VEHICLE. I ARRIVED AT MY DAUGHTERS LOCATION AND WITH THE HELP OF OTHERS PUSHED THE CAR SEVERAL HUNDERED FEET INTO A RESIDENTAL DRIVE WAY. I HAVE NOW TOWED THE CAR BACK TO MY HOME AND NEED HELP TO DETERMINE WHAT THE ROOT CAUSE FOR THIS FAILURE WAS. I AM VERY RELUCTANT TO MAKE REPAIRS TO THIS VEHICAL KNOWING THAT THIS COULD HAPPEN AGAIN. AS I REVIEW OTHER VEHICLE ACCELERATION COMPLANTS FOR THE SAME MAKE AND MODEL, I WANT OTHER 1999 CAMRY OWNERS TO BE AWARE THAT THIS TYPE OF ACCELERATION PROBLEM CAN AND DOES OCCUR. WE ARE VERY LUCKY OUR DAUGHTER DID NOT SUFFER ANY INJURIES OR CAUSE ANY DEATHS WITH THIS VEHICLE. THE FINAL MILEAGE IS AT AROUND 162,000.

Date Reported: 20120410

Date of Incident: 20120409

NHTSA ODI No.: 10454681

Vehicle Make 2011 TOYOTA HIGHLANDER

Location of Incident: TEMPLE CITY, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA HIGHLANDER. THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. THE FAILURE OCCURRED WHILE ATTEMPTING TO PARK WITH THE BRAKE DEPRESSED. THE VEHICLE CRASHED INTO THE CEMENT WALL OF A GARAGE. THE MANUFACTURER TOOK A COMPLAINT. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE AND CURRENT MILEAGES WERE 8,700.

Date Reported: 20120412

Date of Incident: 20120317
NHTSA ODI No.: 10455013
Vehicle Make 2010 TOYOTA PRIUS
Location of Incident: CITRUS SPRINGS, FL

NHTSA Summary:

I WAS ENTERING A PARKING SPACE. TURNED RIGHT INTO SPACE. THE VEHICLE ACCELERATED, STEERING WHEEL LOCKED, AND BRAKES DID NOT RESPOND!.THE CAR SPED OVER THE CURBING AND HIT THE LEFT FRONT FENDER OF THE TRUCK IN THE NEXT SPACE.

Date Reported: 20120412
Date of Incident: 20120317
NHTSA ODI No.: 10454990
Vehicle Make 2008 TOYOTA AVALON
Location of Incident: MEMPHIS, TN

NHTSA Summary:

TL- THE CONTACT OWNS A 2008 TOYOTA AVALON. THE CONTACT WAS AT A COMPLETE STOP WITH THE BRAKES APPLIED WHEN THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT CRASHED INTO A RESIDENCE. THE CONTACT SUSTAINED A FRACTURED RIGHT FOOT AND INJURIES TO THE FACE, KNEES, BACK, AND NECK. THE VEHICLE WAS TOWED TO A LOCAL AUTO BODY SHOP. THE CONTACT STATED THAT PRIOR TO THE CRASH, THE VEHICLE WAS REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER: 10V017000 (VEHICLE SPEED CONTROL:ACCELERATOR PEDAL). THE VEHICLE WAS NOT FURTHER REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 33,000. KMJ

Date Reported: 20120413
Date of Incident: 20120224
NHTSA ODI No.: 10455092
Vehicle Make 2005 TOYOTA SIENNA
Location of Incident: PHILADELPHIA, PA

NHTSA Summary:

TL- THE CONTACT OWNS A 2005 TOYOTA SIENNA. THE CONTACT WAS DRIVING 5 MPH WHEN THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT WAS UNABLE TO CONTROL THE VEHICLE AND CRASHED INTO THE REAR OF ANOTHER VEHICLE. THERE WERE NO INJURIES REPORTED. THE VEHICLE WAS TOWED TO THE DEALER WHERE THE CONTACT WAS AWAITING DIAGNOSIS. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOT CONTACTED. THE FAILURE AND THE CURRENT MILEAGE WAS 62,005. KMJ

Date Reported: 20120413

Date of Incident: 20120413
NHTSA ODI No.: 10455209
Vehicle Make 2007 LEXUS RX350
Location of Incident: MORRISTOWN, NJ

NHTSA Summary:

TL - THE CONTACT OWNS A 2007 LEXUS RX350. THE CONTACT STATED THAT WHILE REVERSING FROM A PARKING SPACE, THE VEHICLE SUDDENLY ACCELERATED. AS A RESULT, SHE CRASHED AGAINST A WALL. A POLICE REPORT WAS FILED AND NO INJURIES WERE REPORTED. THE VEHICLE WAS TOWED TO A LOCAL MECHANIC BUT WAS NEITHER DIAGNOSED NOR REPAIRED. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND THE CURRENT MILEAGE WAS 56,000. KMJ

Date Reported: 20120416
Date of Incident: 20100101
NHTSA ODI No.: 10455365
Vehicle Make 2010 TOYOTA FJ CRUISER
Location of Incident: FLATWOODS, KY

NHTSA Summary:

TL- THE CONTACT OWNS A 2010 TOYOTA FJ CRUISER. THE CONTACT STATED THAT THE VEHICLE WOULD ACCELERATE FORWARD WITHOUT WARNING AT ANY TIME. THE CONTACT STATED THAT MAYBE THE ACCELERATOR AND BRAKE PEDAL WERE TOO CLOSE TOGETHER WHICH CAUSED THE VEHICLE TO REACT ABNORMALLY. THE DEALER WAS NOT CONTACTED. THE MANUFACTURER WAS NOTIFIED, BUT DENIED ANY ASSISTANCE WITH REPAIR TO THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 1,000 AND THE CURRENT MILEAGE WAS 13,000. NW

Date Reported: 20120417
Date of Incident: 20120417
NHTSA ODI No.: 10455569
Vehicle Make 2004 TOYOTA CAMRY
Location of Incident: GREAT NECK, NY

NHTSA Summary:

I TURNED ON THE MOTOR OF MY CAR WHICH WAS PARKED AT A HOME DEPOT. WITH MY FOOT ON THE BRAKE (AND NOT ON THE GAS), THE CAR SUDDENLY ACCELERATED AND DID NOT STOP UNTIL IT HAD TRAVELED ABOUT 15 YARDS.

Date Reported: 20120420
Date of Incident: 20120409
NHTSA ODI No.: 10455922

Vehicle Make 2011 TOYOTA RAV4

Location of Incident: SANTA FE, TX

NHTSA Summary:

FIRST INCIDENT I WAS SITTING AT A DEAD STOP AT A FAST FOOD RESTAURANT WITH MY FOOT ON THE BRAKE AND THE CAR ACCELERATED TO A HIGH SPEED, RESULTING IN MOMENTARY OF ?BURNING RUBBER?. SECOND INCIDENT HAPPENED ABOUT A WEEK LATER WHEN MY HUSBAND WAS LEAVING AN ESTABLISHMENT AND THE CAR ACCELERATED TO HIGH SPEED AND HE HAD TO SLAM ON THE BRAKES. *JS

Date Reported: 20120420

Date of Incident: 20120414

NHTSA ODI No.: 10455934

Vehicle Make 2004 TOYOTA CAMRY

Location of Incident: PALM COAST, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2004 TOYOTA CAMRY. WHILE DRIVING 5 MPH, THE CONTACT ATTEMPTED TO BRAKE AND NOTICED THAT THE VEHICLE HAD SUDDENLY ACCELERATED UNCONTROLLABLY. AS A RESULT, THE CONTACT CRASHED INTO A GROCERY STORE AND INJURED TEN PEOPLE. A POLICE REPORT WAS FILED FOR THE INCIDENT AND THE CONTACT WAS NOT INJURED DURING THE CRASH. THE VEHICLE HAD NOT BEEN DIAGNOSED AND NO REPAIRS HAD BEEN PERFORMED ON THE VEHICLE. THE FAILURE AND CURRENT MILEAGES WERE 79,000.

Date Reported: 20120424

Date of Incident: 20120224

NHTSA ODI No.: 10456327

Vehicle Make 2011 TOYOTA AVALON

Location of Incident: TUCSON, AZ

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA AVALON. THE CONTACT STATED THAT WHILE ATTEMPTING A RIGHT TURN AT 5 MPH, THE VEHICLE ABNORMALLY ACCELERATED AND CRASHED INTO A BRUSH OF CACTUS. THE CONTACT SUSTAINED INJURIES TO THE HEAD AND A PASSENGER SUSTAINED INJURIES TO THE CHEST. A POLICE REPORT WAS FILED (REPORT NUMBER: 120223189). THE VEHICLE WAS TOWED TO A REPAIR GARAGE WHERE THE MANUFACTURER SENT AN INVESTIGATOR TO FURTHER INSPECT THE FAILURE BUT COULD NOT LOCATE A FAILURE WITHIN THE VEHICLE. THE VEHICLE WAS REPAIRED. THE FAILURE MILEAGE WAS 5,500. UPDATED 06/05/12 *BF

Date Reported: 20120424
Date of Incident: 20120317
NHTSA ODI No.: 10456348
Vehicle Make 2010 TOYOTA PRIUS
Location of Incident: CITRUS SPRINGS, FL

NHTSA Summary:

I WAS ENTERING A PARKING SPACE, I APPROACHED THE SPACE ABOUT 5 MPH. THE VEHICLE SUDDENLY ACCELERATED, THE STEERING LOCKED AND THE BRAKES WENT TO THE FLOOR. THE VEHICLE JUMPED THE CURBING AND HIT THE TRUCK IN THE NEXT RIGHTHAND SPACE. IT CONNECTED WITH THE TRUCKS LEFT FRONT FENDER. THAT STOPPED THE VEHICLE. *TR

Date Reported: 20120424
Date of Incident: 20120409
NHTSA ODI No.: 10456359
Vehicle Make 2011 TOYOTA RAV4
Location of Incident: PIPERSVILLE, PA

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA RAV4. THE CONTACT STATED THAT THERE WAS AN INCREASE IN THE ENGINE RPMS WHILE THE VEHICLE WAS STOPPED. THE CONTACT SHIFTED INTO NEUTRAL AND APPLIED HEAVY PRESSURE TO THE BRAKE PEDAL TO KEEP THE VEHICLE STOPPED. THE ENGINE RPMS REMAINED HIGH FOR A FEW MINUTES BEFORE CEASING. THE VEHICLE WAS TAKEN TO THE DEALER, WHO INSPECTED THE FAILURE AND COULD NOT DIAGNOSE A PROBLEM. THE MANUFACTURER WAS NOTIFIED AND SENT A SPECIALIST TO EXAMINE THE VEHICLE. THE SPECIALIST COULD NOT DIAGNOSE A FAILURE. THE FAILURE MILEAGE WAS 6,000.

Date Reported: 20120430
Date of Incident: 20111023
NHTSA ODI No.: 10456941
Vehicle Make 2008 TOYOTA TACOMA
Location of Incident: GRIFFIN, GA

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA TACOMA. THE CONTACT WAS DRIVING APPROXIMATELY 10 MPH AND DEPRESSING THE BRAKE PEDAL WHEN THE VEHICLE LUNGED FORWARD ABNORMALLY. IN ADDITION, THERE WAS ALSO A SQUEAKING COMING FROM THE REAR BRAKES. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTIC TESTING. THE TECHNICIAN ADVISED THE CONTACT THAT THE REAR BRAKE DRUMS WOULD HAVE TO BE ROTATED. THE VEHICLE WAS REPAIRED YET THE FAILURE PERSISTED. THE VEHICLE WAS TAKEN TO THE DEALER FIVE

TIMES BUT THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 28,000.

Date Reported: 20120430
Date of Incident: 20120427
NHTSA ODI No.: 10456842
Vehicle Make 2012 TOYOTA HIGHLANDER
Location of Incident: SAN RAFAEL, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2012 TOYOTA HIGHLANDER. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 10 MPH, THERE WAS AN EXCESSIVE VIBRATION. THE CONTACT THEN ENGAGED THE BRAKE PEDAL WHICH WAS UNRESPONSIVE. THE ENGINE RPM'S INCREASED UP TO 3,000. THE BRAKE PEDAL WAS APPLIED REPEATEDLY AND THE GEAR WAS SHIFTED INTO NEUTRAL AND THEN BACK INTO DRIVE. THE VEHICLE BEGAN TO UNINTENDEDLY ACCELERATE. THE VEHICLE EVENTUALLY CAME TO A STOP. THE CONTACT WAS ABLE TO RESUME DRIVING TO THE DESTINATION AT A REDUCED SPEED. THE MANUFACTURER WAS NOT NOTIFIED OF THE UNINTENDED ACCELERATION. THE APPROXIMATE FAILURE MILEAGE WAS 4,000.

Date Reported: 20120501
Date of Incident: 20120501
NHTSA ODI No.: 10457055
Vehicle Make 2009 TOYOTA COROLLA
Location of Incident: WESTLAKE, OH

NHTSA Summary:

I WAS GOING TO TURN INTO A PARKING SPOT IN THE WORK PARKING GARAGE. AS I MOVED MY FOOT FROM THE GAS PEDAL TO THE BRAKE, MY FOOT KNOCKED THE FLOOR MAT CAUSING IT TO JAM UNDER THE GAS PEDAL. THIS CAUSED THE CAR TO ACCELERATE INTO A CONCRETE POLE DESPITE BOTH OF MY FEET BEING ON THE BRAKE. I HAD THE RECALL FIX DONE TO MY CAR TO INSERT THE PLASTIC PIECES TO HOLD THE MAT IN PLACE PROPERLY AND WAS ASSURED BY THE DEALERSHIP THAT THIS WOULD NEVER BE A PROBLEM; HOWEVER, THEY WERE SMALL PIECES OF PLASTIC AND THE MAT WAS COMPLETELY UNATTACHED FROM BOTH OF THEM. THE CAR CONTINUED TO ATTEMPT TO ACCELERATE AFTER IT WAS STUCK ON THE BARRIER UNTIL I WAS ABLE TO PULL THE FLOOR MAT OUT FROM UNDER THE ACCELERATOR. THE PIECES WERE ONLY INSERTED INTO THE CARPET AND NOT THE FLOOR BOARDS, AND THE RESPONDING OFFICER SAID THEY PULLED OUT REALLY EASILY. HE WAS ALSO CONCERNED THAT THE AIRBAG IN THE CAR DIDN'T DEPLOY IN THIS SITUATION DUE TO THE ACCELERATION AND AMOUNT OF FRONT END

DAMAGE TO THE CAR AND SUGGESTED SOMETHING MIGHT ALSO BE
WRONG WITH IT. *JS

Date Reported: 20120501
Date of Incident: 20090930
NHTSA ODI No.: 10457032
Vehicle Make 2009 TOYOTA HIGHLANDER
Location of Incident: SPRING, TX

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA HIGHLANDER. THE CONTACT WAS REVERSING FROM A PARKING SPACE AT 5 MPH WHEN THE ACCELERATOR PEDAL BECAME STUCK AND CAUSED THE VEHICLE TO ACCELERATE RAPIDLY. THE CONTACT MENTIONED THAT SHE WAS UNABLE TO STOP THE VEHICLE AND AS A RESULT, SHE CRASHED INTO A TREE. A POLICE REPORT WAS NOT FILED AND NO INJURIES WERE REPORTED. THE VEHICLE WAS NOT TAKEN TO THE DEALER. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 783 AND THE CURRENT MILEAGE WAS 22,000.

Date Reported: 20120501
Date of Incident: 20120430
NHTSA ODI No.: 10457095
Vehicle Make 2012 TOYOTA HIGHLANDER
Location of Incident: CLINTON, UT

NHTSA Summary:

WHILE PULLING INTO A PARKING STALL IN A PRIVATE PARKING LOT, MY HIGHLANDER SUDDENLY ACCELERATED AND I HAD NO BRAKES AT ALL! MY HIGHLANDER WENT UP OVER THE CURB WHICH CAUSED THE VEHICLE TO SLOW. I HAD BRAKES AGAIN AND WAS ABLE TO APPLY THE BRAKE, COMING TO A SAFE STOP. NOT BEFORE SLASHING MY LEFT FRONT TIRE AND BENDING MY TIRE RIM. THANKFULLY NO ONE WAS INJURED. *JS

Date Reported: 20120502
Date of Incident: 20120429
NHTSA ODI No.: 10457157
Vehicle Make 2000 TOYOTA TUNDRA
Location of Incident: TOANO, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2000 TOYOTA TUNDRA. THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED WHILE IN REVERSE. THE CONTACT WAS ABLE TO SUCCESSFULLY STOP THE VEHICLE. THE CONTACT THEN RESTARTED THE VEHICLE THREE TIMES AND DEPRESSED

THE ACCELERATOR PEDAL, BUT THE VEHICLE DID NOT ACCELERATE. THERE WOULD NOT BE AN INCREASE IN THE ENGINE RPMS UNLESS THE VEHICLE WAS SHIFTED INTO REVERSE. THE DEALER WAS NOTIFIED AND STATED THAT THERE WERE NO RECALLS ADDRESSING THE FAILURE. THE MANUFACTURER WAS NOTIFIED AND OFFERED NO OTHER ASSISTANCE. THE FAILURE MILEAGE WAS 103,000.

Date Reported: 20120502
Date of Incident: 20120406
NHTSA ODI No.: 10457174
Vehicle Make 2011 TOYOTA RAV4
Location of Incident: SAN JOSE, CA

NHTSA Summary:

THIS IS AN INCIDENT INVOLVING SUDDEN VEHICLE ACCELERATION. I WAS STOPPED WITH MY FOOT ON THE BRAKE IN THE WHERE GREAT MALL PARKWAY TURNS ONTO EASTBOUND MONTAGUE EXPWY IN MILPITAS, CA. DESPITE HAVING MY FOOT ON THE BRAKE, THE VEHICLE BEGAN TO CREEP FORWARD. I RESPONDED BY PRESSING THE BRAKE PEDAL HARDER. THIS CAUSED THE VEHICLE STABILITY CONTROL SYSTEM TO ENGAGE AND THE BRAKE PEDAL PUSHED THROUGH THE RESISTANCE POINT AS IS TYPICAL WHEN THE VEHICLE STABILITY CONTROL ENGAGES. THE VEHICLE BEGAN TO ACCELERATE SO I QUICKLY MOVED THE TRANSMISSION SELECTOR FROM DRIVE INTO PARK IN ORDER TO STOP THE VEHICLE. I REPORTED THE FAILURE TO TOYOTA MOTOR SALES USA AND THE COMPLAINT WAS ASSIGNED CASE NUMBER [XXX]. I FOLLOWED THE RECOMMENDED PROCEDURE OF HAVING THE VEHICLE INSPECTED BY THE LOCAL TOYOTA DEALER, PIERCEY TOYOTA, ON APRIL 13, 2012. THE SERVICE MANAGER COMPLETED AN INSPECTION AND SUBMITTED A REPORT TO TOYOTA TECHNICAL SERVICES. TODAY, MAY 2, 2012, I FOLLOWED UP WITH BOTH THE PIERCEY TOYOTA SERVICE MANAGER AND WITH TOYOTA MOTOR SALES. ANTHONY OF TOYOTA TOLD ME, ESSENTIALLY, THAT TOYOTA REFUSES TO ACKNOWLEDGE THE FAILURE AND REFUSES TO GIVE ME A FORMAL WRITTEN RESPONSE. ANTHONY CONTINUED BY SAYING THAT IF THIS RESPONSE WAS NOT SATISFACTORY TO ME, THEN I SHOULD GET AN OUTSIDE COUNSEL. I SUBMIT THAT THE SUDDEN UNINTENTIONAL ACCELERATION PROBLEM STILL EXISTS WITH TOYOTA--AT LEAST WITH MY VEHICLE--AND THAT IT NEEDS TO BE FIXED. IT IS MY OPINION THAT TOYOTA IS 'GIVING THE FINGER' TO THE PROBLEM AND TO THE UNITED STATES AND THAT TOYOTA'S FAILURE TO PROPERLY ADDRESS THE PROBLEM WILL LIKELY KILL INNOCENT PEOPLE IF TOYOTA DOES NOT FIND A REAL SOLUTION. I AM PREPARED TO SUBMIT MORE DOCUMENTS AND DETAILS REGARDING THIS INCIDENT AND THE PROBLEM. I WOULD LIKE TO BE PUT DIRECTLY IN TOUCH WITH AN OFFICER AT YOUR OFFICE SO THAT I CAN ENTER A FULL AND FORMAL

COMPLAINT. *JS INFORMATION REDACTED PURSUANT TO THE
FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

Date Reported: 20120503
Date of Incident: 20120428
NHTSA ODI No.: 10457378
Vehicle Make 2011 TOYOTA CAMRY
Location of Incident: HULL, MA

NHTSA Summary:

TL* THE CONTACT OWNED A 2011 TOYOTA CAMRY. THE CONTACT WAS DRIVING 2 MPH WITH THE BRAKE PEDAL ENGAGED WHEN THE VEHICLE ACCELERATED ABNORMALLY. THE CONTACT CRASHED INTO TWO VEHICLES. THE CONTACT AND A PASSENGER SUSTAINED MINOR INJURIES BUT WERE NOT TRANSPORTED TO THE HOSPITAL. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED FROM THE SCENE AND DECLARED AS DESTROYED. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 14,700. UPDATED 05/24/12*LJ

Date Reported: 20120503
Date of Incident: 20120501
NHTSA ODI No.: 10457221
Vehicle Make 2011 TOYOTA HIGHLANDER
Location of Incident: TUCSON, AZ

NHTSA Summary:

THE FOLLOWING EMAIL/REPORT WAS SENT TO THE TOYOTA DEALERSHIP FROM WHOM I HAD PURCHASED THIS NEW VEHICLE: I AM WRITING TO REPORT AN ABNORMAL INCIDENT, WHICH MAY OR MAY NOT BE RELATED TO THE STALL PROBLEM I HAD ENCOUNTERED, AND WHICH YOU INSPECTED DURING MY LAST VISIT. IN THIS INCIDENT, I WAS VERY GENTLY TRYING TO MOVE THE CAR INTO MY GARAGE FROM A STATIONARY POSITION (THERE IS A SMALL 10 TO 15 DEGREE GRADE OVER A 3 FT DISTANCE BEFORE THE GARAGE FLOOR BECAME LEVEL AGAIN). AS I SLOWLY PRESSED DOWN ON THE ACCELERATOR, THE CAR STARTED TO MOVE SLOWLY IN A NORMAL FASHION, BUT AFTER MOVING HALF WAY INTO THE GARAGE, IT SUDDENLY ACCELERATED, ALMOST AT FULL THROTTLE... I HAD TO SLAM ON THE BRAKE AS HARD AS I COULD REACT, MISSING A CRASH BY ONLY A FEW INCHES. AS I TRIED TO ANALYZE WHAT HAPPENED, THE ONLY THING THAT I CAN THINK OF IS THAT AS I WAS MOVING SLOWLY ENOUGH WHERE MOST LIKELY ONLY THE ELECTRIC MOTOR WAS MOVING THE CAR, BUT THEN VERY SUDDENLY THAT ELECTRIC MOTOR SOURCED ITS ABSOLUTE FULL POWER TO ACCELERATE THE WHEELS ---ALMOST AS IF THE SW DECIDED TO IGNORE MY VERY SOFT PRESSURE ON THE GAS PEDAL AND SOURCE MAXIMUM POWER.

PLEASE ADVISE WHEN YOUR TOYOTA ENGINEERS WILL BE VISITING YOU AGAIN SO THAT THEY MAY REVIEW THIS LATEST ABNORMALITY. I AM ALSO FORWARDING THIS MESSAGE TO THE NATIONAL AUTO SAFETY DEPARTMENT, SINCE I AM NOW QUITE CONCERNED ABOUT SAFETY. *TR

Date Reported: 20120507
Date of Incident: 20120503
NHTSA ODI No.: 10457698
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: SAN ISIDRO, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED WHILE DRIVING 50 MPH, THE ENGINE EXHIBITED A LOUD, UNUSUAL NOISE AS THE ENGINE RPMS INCREASED. THE VEHICLE THEN ABNORMALLY ACCELERATED TO 80 MPH. THE BRAKES WERE APPLIED AND THE CONTACT LOST CONTROL OF THE VEHICLE, SPINNING SEVERAL TIMES IN THE MIDST OF TRAFFIC. THE CONTACT SHUT THE ENGINE COMPLETELY OFF IN ORDER TO STOP THE FAILURE. THE VEHICLE WAS TOWED TO THE DEALER WHERE A DIAGNOSTIC WAS PERFORMED BUT DID NOT GENERATE A FAILURE CODE. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE FAILURE AND THE CURRENT MILEAGE WAS 66,000. THE VIN WAS NOT AVAILABLE.

Date Reported: 20120508
Date of Incident: 20120112
NHTSA ODI No.: 10457795
Vehicle Make 2006 TOYOTA TUNDRA
Location of Incident: CLOVIS, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2006 TOYOTA TUNDRA. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 60 TO 75 MPH, THE FRONT END OF THE VEHICLE VIBRATED VIOLENTLY. IN ADDITION, THE VEHICLE SUDDENLY ACCELERATED TO 100 MPH WHILE THE BRAKE WAS DEPRESSED. THE CONTACT LOST CONTROL OF THE VEHICLE AND CRASHED INTO A CEMENT WALL. THE CONTACT DID NOT HAVE ANY INJURY TO REPORT. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER INSPECTED THE VEHICLE AND CONCLUDED THAT NOTHING WAS WRONG WITH IT. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 100,000.

Date Reported: 20120509
Date of Incident: 20120504
NHTSA ODI No.: 10457870

Vehicle Make 2012 TOYOTA SIENNA

Location of Incident: HAWTHORNE, NJ

NHTSA Summary:

TL* THE CONTACT OWNS A 2012 TOYOTA SIENNA. THE CONTACT STATED THAT THE VEHICLE ABNORMALLY ACCELERATED WHILE THE BRAKES WERE APPLIED. THE CONTACT TOOK THE VEHICLE TO THE DEALER AND WAS ADVISED THAT THERE WAS NO FAILURE FOUND WITHIN THE VEHICLE. THE CONTACT SPOKE WITH THE MANUFACTURER AND WAS TOLD THERE WOULD BE NO FURTHER INSPECTIONS OF THE VEHICLE BECAUSE THE DEALER WAS UNABLE TO DIAGNOSE THE FAILURE. THE FAILURE AND THE CURRENT MILEAGE WAS 5,000.

Date Reported: 20120514

Date of Incident: 20101001

NHTSA ODI No.: 10458297

Vehicle Make 1999 TOYOTA CAMRY

Location of Incident: FORDS, NJ

NHTSA Summary:

TL* THE CONTACT OWNS A 1999 TOYOTA CAMRY. THE CONTACT STATED THAT WHEN SHE PARKED HER VEHICLE SHE APPLIED THE BRAKE AND THE VEHICLE ACCELERATED AND CHRASHED INTO A WALL. THE VEHICLE WAS TAKEN TO HER PERSONAL MECHANIC AND SHE WAS INFORMED THE IDLE NEEDED TO BE REPAIRED. AFTER THE REPAIR THE FAILURE RECURRED 1 YEAR LATER. THE FAILURE MILEAGE WAS 45,000 AND THE CURRENT MILEAGE WAS 67,000. UPDATED 07/06/12 *BF

Date Reported: 20120514

Date of Incident: 20120511

NHTSA ODI No.: 10458307

Vehicle Make 2005 LEXUS ES330

Location of Incident: VIRGINIA BEACH, VA

NHTSA Summary:

WHEN I PRESS THE ACCELORATOR THERE IS A HESITATION IN THE CAR SPEEDING UP AND WHILE DRIVING THERE IS SOMETIMES THAT SAME HESITATION. *JS

Date Reported: 20120515

Date of Incident: 20120514

NHTSA ODI No.: 10458505

Vehicle Make 2012 TOYOTA PRIUS

Location of Incident: PORTLAND, OR

NHTSA Summary:

AS I WAS APPROACHING A TURN I BEGAN TO BRAKE AND THE BRAKES FAILED. I TRIED PRESSING THE BRAKE PEDAL HARDER AND MAKING SURE THAT I HAD PROPER FOOT PLACEMENT AND IT FELT LIKE THE CAR ACCELERATED AT THAT POINT. SINCE THE CAR WAS NOT SLOWING DOWN I WAS UNABLE TO MAKE THE TURN AND ENDED UP CROSSING THE ROAD DIAGONALLY AND GOING UP ONTO THE CURB. ONCE THE CAR WAS OVER THE CURB AND IN THE GRASS THE BRAKES FINALLY ENGAGED AND THE VEHICLE CAME TO A STOP. *JS

Date Reported: 20120517
Date of Incident: 20120511
NHTSA ODI No.: 10458821
Vehicle Make 2010 TOYOTA RAV4
Location of Incident: EDINA, MN

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA RAV4. WHILE DRIVING 5 MPH, THE CONTACT NOTICED THAT THE VEHICLE HAD SUDDENLY BEGAN TO ACCELERATE WITHOUT WARNING. THE VEHICLE WAS TAKEN TO THE DEALER, WHERE THE CONTACT WAS INFORMED THAT THE FAILURE COULD NOT BE REPRODUCED. THE VEHICLE WAS NOT REPAIRED. THE CURRENT AND FAILURE MILEAGES WERE 25,000. UPDATED 06/12/12*LJ THE CONSUMER CHECKED THE CRASH BOX. HOWEVER, NO FURTHER DETAILS WERE GIVEN. UPDATED 06/13/12

Date Reported: 20120517
Date of Incident: 20120512
NHTSA ODI No.: 10458837
Vehicle Make 2004 TOYOTA TACOMA
Location of Incident: OCONTO, WI

NHTSA Summary:

TL* THE CONTACT OWNED A 2004 TOYOTA TACOMA. THE CONTACT STATED THAT WHILE ENGAGING THE BRAKE PEDAL, THE VEHICLE UNEXPECTEDLY ACCELERATED. THE CONTACT APPLIED EXTREME PRESSURE ON THE BRAKE PEDAL IN AN ATTEMPT TO STOP THE VEHICLE. THE VEHICLE CONTINUED TO ACCELERATE UNTIL CRASHING INTO A BRICK BUILDING. THE CONTACT SUSTAINED MAJOR INJURIES TO HER HEAD AND NECK. THE VEHICLE WAS DESTROYED AND A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED AND THE FAILURE WAS NOT DIAGNOSED. THE VIN WAS NOT AVAILABLE. THE FAILURE AND CURRENT MILEAGES WERE 164,000.

Date Reported: 20120517
Date of Incident: 20120515

NHTSA ODI No.: 10458811
Vehicle Make 1998 TOYOTA CAMRY
Location of Incident: LOS ANGELES, CA

NHTSA Summary:

TL* THE CONTACT OWNED A 1998 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE DRIVING 25 MPH, THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. THE CONTACT STATED THAT HE WAS UNABLE TO STOP THE VEHICLE WHEN THE BRAKES WERE APPLIED. AS A RESULT, THE VEHICLE CRASHED INTO A FENCE AND DROPPED INTO A DITCH. A POLICE REPORT WAS FILED AND THE DRIVER WAS SUFFERING FROM BACK PAIN. THE PASSENGER SUSTAINED BRUISES, A CONTUSION, CHEST PAIN, A BROKEN RIB, AND SKIN DAMAGE. THE VEHICLE WAS DESTROYED. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 100,000.

Date Reported: 20120517
Date of Incident: 20120515
NHTSA ODI No.: 10458814
Vehicle Make 2008 TOYOTA RAV4
Location of Incident: NEW CASTLE, PA

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA RAV4. THE CONTACT STATED THAT WHILE STOPPED, SHE REMOVED HER FOOT FROM THE BRAKE PEDAL AND THE VEHICLE SURGED FORWARD UNEXPECTEDLY. THE BRAKES WERE APPLIED WITH EXTREME PRESSURE, BUT THE VEHICLE ACCELERATED DOWN A HILL AND CROSSED INTO A PATCH OF LARGE ROCKS. THE CONTACT SUFFERED INJURIES WHEN HER HEAD MADE CONTACT WITH THE REAR VIEW MIRROR. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER, WHERE THE FAILURE WOULD BE DIAGNOSED. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 33,000. UPDATED 06/12/12*LJ UPDATED 06/13/12

Date Reported: 20120523
Date of Incident: 20120406
NHTSA ODI No.: 10459380
Vehicle Make 2011 TOYOTA RAV4
Location of Incident: SAN JOSE, CA

NHTSA Summary:

I EXPERIENCED A SUDDEN VEHICLE ACCELERATION EVENT ON APRIL 6TH. I FOLLOWED TOYOTA'S INVESTIGATION PROCEDURE AND EVEN MET WITH A TECHNICAL EXPERT AND WE AGREE ON THE FOLLOWING POINTS: ??≤THE EVENT WOULD HAVE SHOWN UP AS TWO SEPARATE EVENTS IN THE ABS HISTORY QUEUE. AN INITIAL VSC EVENT (SUDDEN ACCELERATION) CLOSELY FOLLOWED BY THE ABS EVENT (MY PRESSING

ON THE BRAKE PEDAL HARDER IN RESPONSE TO THE SUDDEN ACCELERATION) ??≤IF A CHECK OF THE ABS HISTORY QUEUE WOULD HAVE BEEN DONE IMMEDIATELY, BOTH EVENTS WOULD STILL HAVE BEEN STORED IN THE ABS HISTORY QUEUE. ??≤THE SMALL CAPACITY OF THE ABS HISTORY QUEUE, COUPLED WITH THE RECORDING OF MANY FREQUENT TRACTION CONTROL (TRAC) EVENTS PUSHED THE RECORD OF MY ABS- AND VSC EVENTS OUT OF THE ABS HISTORY QUEUE. ??≤THE ABS SYSTEM SHOULD NOT ENGAGE WHEN THE VEHICLE IS STOPPED OR MOVING SLOWLY AS IN MY INCIDENT. SO, THERE WAS A MALFUNCTION OF THE CONTROL SYSTEM THAT REMAINS UNRESOLVED. TOYOTA REFUSES TO ACKNOWLEDGE THE EXISTENCE OF THE PROBLEM. BECAUSE THE ABS SYSTEM SHOULD NOT HAVE ENGAGED WHEN THE VEHICLE WAS EITHER STOPPED OR MOVING SLOWLY, THERE IS ABSOLUTELY CLEAR EVIDENCE THAT THERE IS SOMETHING WRONG WITH MY VEHICLE. I THINK TOYOTA IS ENGAGED IN A COVER-UP REGARDING THE SUDDEN ACCELERATION PROBLEM. I REQUEST THAT THE US FEDERAL GOVERNMENT ORDER TOYOTA TO DO THE FOLLOWING SINCE THEY REFUSE TO DO IT VOLUNTARILY OR AT MY REQUEST: ??≤INCLUDE AN IMMEDIATE EXAMINATION OF THE ABS HISTORY QUEUE IN THE HEALTH CHECK. ??≤CREATE, AND INSTALL IN MY RAV4, A NEW VERSION OF ELECTRONIC CONTROL SOFTWARE THAT IMPLEMENTS THE FOLLOWING CHANGES: A.SEPARATE QUEUES FOR EACH FOR EACH OF THE THREE TYPES OF ABS HISTORY EVENTS: ABS, TRAC, AND VSC B.INCREASED ABS HISTORY QUEUE CAPACITY TO ENSURE THAT 90 DAYS OF EACH OF THE THREE TYPES OF EVENTS ARE STORED. C.ALL ABS HISTORY EVENTS ARE TIME-STAMPED AND DATE-STAMPED. *TT

Date Reported: 20120524
Date of Incident: 20120427
NHTSA ODI No.: 10459527
Vehicle Make 2012 TOYOTA PRIUS
Location of Incident: COMPTON PLAINS, NJ

NHTSA Summary:

TL* THE CONTACT OWNS A 2012 TOYOTA PRIUS. THE CONTACT STATED THAT AS SHE WAS ENTERING A PARKING SPACE AT 3 MPH, THE VEHICLE DID NOT STOP WHEN THE BRAKES WERE APPLIED. THE CONTACT CRASHED INTO A TREE. THE CONTACT WAS NOT INJURED. THE POLICE WERE NOTIFIED AND A POLICE REPORT WAS FILED. THE CONTACT'S INSURANCE COMPANY WAS CONTACTED WHO ADVISED THAT THEY WOULD INSPECT THE VEHICLE. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE WHO SENT A REPRESENTATIVE TO FURTHER ASSES THE FAILURE. AFTER INSPECTION, THE REPRESENTATIVE NOTICED THAT THE BRAKE AND ACCELERATOR PEDALS WERE DEPRESSED SIMULTANEOUSLY AND ADVISED THAT THERE WERE NO FAILURES WITHIN THE VEHICLE. THE FAILURE MILEAGE WAS 2,400.

Date Reported: 20120530
Date of Incident: 20120525
NHTSA ODI No.: 10460046
Vehicle Make 2008 TOYOTA SIENNA
Location of Incident: RICHLAND, WA

NHTSA Summary:

TL* THE CONTACT OWNS A 2008 TOYOTA SIENNA. THE CONTACT WAS STOPPED IN A PARKING SPACE WHEN THE BRAKES WERE DEPRESSED AND THE VEHICLE ACCELERATED TO APPROXIMATELY 25 MPH. THE VEHICLE CRASHED THROUGH THE PARKING SIGN AND INTO A TREE. THE CONTACT CONTINUED TO DEPRESS THE BRAKES AND SHIFTED INTO REVERSE. THE VEHICLE THEN REVERSED AND CRASHED INTO ANOTHER TREE. AFTER THE CONTACT ACTIVATED THE EMERGENCY BRAKE, THE VEHICLE CAME TO A COMPLETE STOP. THE CHILD IN THE REAR PASSENGER SEAT SUSTAINED BRUISES TO THE NECK AND SHOULDERS. THE CONTACT SUSTAINED NECK AND SHOULDER INJURIES, AND BRUISES TO THE RIGHT LEG. THE VEHICLE WAS TOWED TO THE DEALER. THE TECHNICIAN STATED THAT THE FLOOR MAT COULD HAVE POSSIBLY CAUSED THE FAILURE. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE AND ADVISED THE CONTACT THAT AN INSPECTOR WOULD BE SENT TO INSPECT THE VEHICLE TO DETERMINE THE CAUSE OF THE UNINTENDED ACCELERATION FAILURE. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 60,000.

Date Reported: 20120530
Date of Incident: 20120526
NHTSA ODI No.: 10460079
Vehicle Make 2000 TOYOTA AVALON
Location of Incident: TAVARES, FL

NHTSA Summary:

DRIVING BETWEEN 10-15 MPH IN AN OPEN PARKING LOT, THE CAR SUDDENLY ACCELERATED (RPMS BETWEEN 7-8). APPLIED BRAKES TO NO AVAIL. WHEN TRYING TO SHIFT TO PARK, THE CAR ACCELERATED IN REVERSE. DID MANAGE TO GET CAR IN PARK AND SHUT OFF ENGINE. MOST HORRIFYING EXPERIENCE. VERY FORTUNATE AND BLESSED NO OTHER PERSONS, VEHICLE OR BUILDING WAS IN OUR PATH. WAS ABLE TO RESTART THE CAR AND IT IDLED NORMAL AND EXHIBITED NO OTHER ACCELERATIONS WHEN DRIVING. BROUGHT CAR TO TOYOTA DEALER. DIAGNOSTICS PERFORMED AND FOUND NO PROBLEM. DEALER CONTACTED TOYOTA CORP. AND NOTIFIED US NOTHING WOULD BE DONE UNLESS WE CONTACTED CORPORATE PERSONALLY TO REPORT THE INCIDENT. AS OF THIS DATE, WE NOW HAVE A CASE NUMBER ASSIGNED

FROM CORPORATE AND THE CAR IS BACK AT THE DEALER FOR FURTHER ASSESSMENT. *TR

Date Reported: 20120531
Date of Incident: 20120523
NHTSA ODI No.: 10460176
Vehicle Make 2007 TOYOTA TACOMA
Location of Incident: PLACENTIA, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA TACOMA. THE CONTACT WAS ENTERING A PARKING SPACE AT 5 MPH WHEN THE BRAKES WERE APPLIED AND THE VEHICLE ABNORMALLY ACCELERATED INTO A BUILDING. THE CONTACT SUSTAINED MINOR INJURIES AND WAS TRANSPORTED TO THE EMERGENCY ROOM. THE FRONT END OF THE VEHICLE WAS SEVERELY DAMAGED AND THE VEHICLE WAS TOWED TO AN AUTO BODY SHOP. THE MANUFACTURER WAS NOTIFIED AND INFORMED THE CONTACT THAT THEY WOULD SEND AN INVESTIGATOR TO FURTHER INSPECT THE FAILURE. IN ADDITION, THE MANUFACTURER FILED A CLAIM ON BEHALF OF THE CONTACT. THE FAILURE MILEAGE WAS 85,000.

Date Reported: 20120603
Date of Incident: 20120516
NHTSA ODI No.: 10460413
Vehicle Make 2010 TOYOTA SIENNA
Location of Incident: SPRINGFIELD, IL

NHTSA Summary:

I WAS MAKING A RIGHT HAND TURN IN TO A PARKING SPACE IN A PARKING LOT. I HAD MY FOOT ON THE BRAKE AS IT WAS A SHARP RIGHT TURN IN TO THE SPACE AND WAS SLOWLY ENTERING THE SPACE. WHEN I WAS ABOUT 2 FEET AWAY FROM THE PARKING BLOCK AT THE FRONT OF THE SPACE, THE VAN SUDDENLY ACCELERATED AND SHOT FORWARD OVER THE PARKING BLOCK AND ABOUT 8 FEET OUT IN TO A GRASSY YARD IN FRONT OF THE LOT. AS IT SHOT FORWARD, I QUICKLY CHECKED TO MAKE SURE THAT MY FOOT WAS ON THE BRAKE AND NOT THE GAS PEDAL. IT WAS ON THE BRAKE AND I WAS PUSHING THE BRAKE THE ENTIRE TIME. THE ACCELERATOR OVERRODE THE BRAKE. I HAD NO CONTROL OVER THE ACCELERATION. WE TOOK THE VAN TO TOYOTA WHERE THEY KEPT IT OVERNIGHT. THEY TOLD US THEY "WERE UNABLE TO REPLICATE THE PROBLEM". THEY VERBALLY TOLD US THAT THERE WAS NOTHING WRONG WITH IT AND IT WAS SAFE TO DRIVE. WE ASKED THEM TO PUT THAT IN WRITING AND THEY REFUSED AND SAID THAT THEY COULD NOT PUT THAT IN WRITING. *TR

Date Reported: 20120604
Date of Incident: 20120407
NHTSA ODI No.: 10460433
Vehicle Make 2011 LEXUS ES
Location of Incident: REDWOOD CITY, CA

NHTSA Summary:

AT APPROXIMATELY 6:30PM, WHILE MAKING A RIGHT HAND TURN INTO A FRIENDS DRIVEWAY, THE VEHICLE SUDDENLY ACCELERATED ON IT'S OWN, AND THE BRAKES WOULD NOT WORK. THE VEHICLE CONTINUED TO THE RIGHT AS IF LOCKED IN TO THE RIGHT HAND POSITION, HIT A TREE AND FINALLY CAME TO A STOP BY HITTING HIGH CONCRETE STEPS. THE VEHICLE WAS TOWED TO THE DEALERSHIP, AND LATER TO THE BODY SHOP AS THE VEHICLE WAS NOT DRIVABLE. DURING THE INTERIM, THE VEHICLE WAS INSPECTED BY TOYOTA. POST INVESTIGATION, THE LETTER RECENTLY RECEIVED FROM TOYOTA STATES "DURING THE LIMITED TEST DRIVE ACCELERATING AND BRAKING TESTS WERE CONDUCTED AND THE VEHICLE PERFORMED WITH NO ABNORMALITIES FOUND". THE VEHICLE WAS NOT DRIVABLE PER THE MECHANIC AT THE DEALERSHIP AND THE MECHANIC AT THE BODY SHOP, DUE TO THE SIGNIFICANT DAMAGE AND FLUID LEAKAGE. THIS LETTER FROM TOYOTA'S INVESTIGATION IS INCONGRUENT WITH THE FACTS AS I KNOW THEM. AS OF THIS DATE, JUNE 3, 2012, THE VEHICLE IS STILL BEING WORKED ON. *TR

Date Reported: 20120606
Date of Incident: 20120601
NHTSA ODI No.: 10461521
Vehicle Make 2007 LEXUS LS460
Location of Incident: PALM DESERT, CA

NHTSA Summary:

SUBMISSION FROM RE 2007 LEXUS LS460, HAS A DEFECT WHICH COULD CAUSE A CRASH OR COULD CAUSE INJURY OR DEATH *TGW THE CONSUMER STATED HIS LOCAL DEALER HAS TRIED UNSUCCESSFULLY TO CORRECT AN INTERMITTENT AND UNPREDICTABLE HESITATION ON ACCELERATION AND THEN A SUDDEN LURCHING FORWARD. RECENTLY, WHILE DRIVING 45 MPH, AS THE CONSUMER ACCELERATED, THE VEHICLE STALLED FOR SEVERAL SECONDS, THE TACHOMETER REVVED TO 5000-6000 RPMS AS IF THE TRANSMISSION WAS IN NEUTRAL AND THEN THE VEHICLE SUDDENLY AND UNEXPECTEDLY LURCHED FORWARD, AS IF THE GEARS RE-ENGAGED TO ABOUT 65 MPH. THE SAME THING OCCURRED MANY TIMES BEFORE, BUT AT LOWER SPEEDS. *JB

Date Reported: 20120607
Date of Incident: 20120603
NHTSA ODI No.: 10460871

Vehicle Make 2007 TOYOTA TACOMA

Location of Incident: RICHMOND, VA

NHTSA Summary:

I WAS ON MY WAY TO GET GAS I CAME TO A STOP LIGHT THERE WERE ABOUT 4-5 CARS WAITING FOR THE LIGHT TO CHANGE, MY TRUCK STARTED TO ACCELERATE AS SOON AS I APPLIED MY BRAKES, UNABLE TO STOP THE TRUCK I PULLED INTO A GAS STATION THAT WAS ON MY RIGHT I WAS ABLE TO PUT THE TRUCK ON PARK AND IT BEGAN TO ACCELERATE EVEN FASTER. I TURN THE CAR OFF AND THE ACCELERATION STOPPED I MISSED THE GAS PUMP BY 2 FEET. I HAD THE TRUCK TOWED TO MCGEORGE TOYOTA 9314 WEST BROAD STREET RICHMOND VA AND THEY DID A DIAGNOSTIC TEST, THEY CAME BACK TO ME AND SAID THAT I HAD LOOSE MATS, AND WRONG PEDALS ON MY TRUCK, WHICH HAD NOTHING TO DO WITH WHAT I EXPERIENCE (I REPORT THIS ALSO TO TOYOTA), I FEEL THAT THEY ARE TRYING TO BRUSH THIS UNDER THE CARPET BY SAYING IT WAS MY MAT, AND GAS PEDALS THAT WERE INSTALLED IN MY TRUCK, I KNOW WHAT I WENT THROUGH AND ALMOST HAD A REAL TRAGIC ACCIDENT IT WAS NOT THE MATS, OR MY PEDALS.. THIS TRUCK TOOK ON A LIFE OF ITS OWN AND I COULD HAVE KILLED SOMEONE OR MYSELF, AND WOULD LIKE TO GO ON RECORD IN CASE ANYTHING HAPPENS TO ME OR SOMEONE ELSE.. THERE IS SOMETHING WRONG WITH THIS TOYOTA TACOMA BY THE WAY I ONLY HAVE HAD THIS TRUCK LESS THAN A MONTH AND HAVE NOT EVEN MADE MY FIRST PAYMENT ! *JS

Date Reported: 20120607

Date of Incident: 20110308

NHTSA ODI No.: 10460939

Vehicle Make 2011 TOYOTA PRIUS

Location of Incident: PALM DALE, CA

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA PRIUS. THE CONTACT STATED THAT THE VEHICLE ACCELERATED UNEXPECTEDLY AFTER THE BRAKES AND START BUTTON WERE DEPRESSED INTERMITTENTLY. THE VEHICLE WAS TAKEN TO THE DEALER. THE MANUFACTURER WAS NOT CONTACTED. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 28,600.

Date Reported: 20120608

Date of Incident: 20120517

NHTSA ODI No.: 10461036

Vehicle Make 2007 LEXUS ES

Location of Incident: TORRANCE, CA

NHTSA Summary:

I AM 100% SURE I EXPERIENCED SUDDEN ACCELERATION. HERE ARE THE FACTS: 1. APPROXIMATELY 4-5 P.M., I WAS EASTBOUND ON SEPULVEDA BLVD., TORRANCE, CA. (ALMOST AT THE CORNER OF ARLINGTON AVE) ABOUT TO COMPLETE MY LAST ERRAND OF THE DAY TO PICK UP A PRESCRIPTION AT RITE AID DRUG STORE. I TURNED RIGHT INTO THE PARKING LOT, NOTICED A SPOT ON MY LEFT AND DECIDED TO PARK THERE. THE PARKING SPACE WAS APPROXIMATELY 20-30 FEET FROM THE ENTRANCE AND I PROCEEDED TO PULL INTO IT, EASING UP ON THE GAS PEDAL AND GUIDING MY CAR INTO THE SPACE. MY CAR WAS ALMOST IN THE PARKING POSITION, FACING EAST AND I WAS APPLYING THE BRAKE TO FINALIZE THE ACT. THERE WAS AN EMPTY PARKING SPACE IN FRONT OF MY CAR, BUT THERE WERE PARKED CARS TO THE LEFT AND TO THE RIGHT. 2. AS I WAS APPLYING THE BRAKE, AND OUT OF NOWHERE, THE CAR ACCELERATED, JUMPED AN ISLAND IN FRONT OF MY CAR, AND HIT THE TWO PARKED CARS. I HIT THE FRONT PASSENGER SIDE OF CAR A AND SWERVED TO LEFT, SIDE SWIPING THE LEFT REAR PASSENGER SIDE OF CAR (B). ALL I COULD THINK ABOUT WAS STEERING CLEAR OF ANY PEOPLE SO I HEADED FOR A CLEAR OPEN SPACE AND IN THE PROCESS, MY CAR JUMPED ANOTHER ISLAND AND I WAS HEADED STRAIGHT FOR SEPULVEDA BLVD WHICH IS A MAIN THOROUGHFARE. BRAKING DID NOT STOP THE CAR SO I THREW THE GEAR INTO ???PARK??Ñ AND IT FINALLY CAME TO A STOP. THE LOCATION OF THE FINAL STOP WAS IN THE NORTHEAST CORNER OF THE PARKING LOT, AWAY FROM PEOPLE. THANK GOD NO ONE WAS HURT. I HAD NIGHTMARES THINKING ABOUT WHAT COULD HAVE HAPPENED. THIS CAR WAS OUT OF CONTROL. STATE FARM HAS RULED THAT I AM 51% AT FAULT BECAUSE I DID NOT MAINTAIN CONTROL OF THE VEHICLE. ALSO I LOST MY EXCELLENT GOOD DRIVER SAFETY DISCOUNTS BESIDES THE LOST VALUE OF THE CAR. IN ADDITION, THIS INCIDENT REPRESENTS THE DEADLY FORCE THIS CAR REPRESENTS TO PUBLIC SAFETY. IT WENT THROUGH 2 RECALLS AND STILL IT PRESENTS CLEAR AND PRESENT DANGER. *JS

Date Reported: 20120610
Date of Incident: 20120602
NHTSA ODI No.: 10461118
Vehicle Make 2006 TOYOTA COROLLA
Location of Incident: BERKELEY, CA

NHTSA Summary:

I WAS PULLING INTO A PARKING LOT, APPLIED THE BRAKES, AND IT SUDDENLY ACCELERATED. I HIT THE BRAKES HARD AND IT STOPPED. LATER, I PUT IT IN REVERSE, AND IT ACCELERATED FORWARD. I HIT THE BRAKES HARD AND IT STOPPED. I WAS DRIVING AROUND STEEP HILLS, WHICH I DON'T DO A LOT. I WONDER IF THAT HAD ANYTHING TO DO WITH IT? *TR

Date Reported: 20120613
Date of Incident: 20120611
NHTSA ODI No.: 10461475
Vehicle Make 2012 TOYOTA RAV4
Location of Incident: POUGHKEEPSIE, NY

NHTSA Summary:

TL* THE CONTACT OWNS A 2012 TOYOTA RAV-4. THE CONTACT STATED THAT AFTER ATTEMPTING TO DRIVE IN REVERSE OUT OF A PARKING SPACE WITH THE BRAKE PEDAL ENGAGED, THE VEHICLE SUDDENLY ACCELERATED AND CRASH INTO A PARKED VEHICLE. A POLICE REPORT WAS FILED. THE DRIVER IN THE OTHER VEHICLE SUSTAINED BRUISES TO HER LEG. THE VEHICLE WAS TAKEN TO THE DEALER WHO WAS UNABLE TO DIAGNOSED THE FAILURE. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE AND STATED THEY WOULD CONTACT HER AT A LATER DATE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 4,620.

Date Reported: 20120613
Date of Incident: 20120507
NHTSA ODI No.: 10461440
Vehicle Make 2009 LEXUS ES350
Location of Incident: LEXINGTON, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 LEXUS ES350. THE CONTACT WAS REVERSING FROM A RESIDENTIAL GARAGE. AS THE BRAKES WERE APPLIED AND THE CONTACT SHIFTED FROM REVERSE TO DRIVE, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT CRASHED INTO A BRICK WALL AND SUSTAINED INJURIES TO THE LEFT LEG. THE CRASH CAUSED DAMAGED THE CONTACT'S HOME. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE AND SENT AN INVESTIGATOR TO INSPECT THE VEHICLE. THE VEHICLE WAS TOWED TO A LOT BY THE INSURANCE COMPANY AND DEEMED DESTROYED. THE VEHICLE WAS NOT REPAIRED. THE VIN WAS NOT AVAILABLE. THE APPROXIMATE FAILURE MILEAGE WAS 29,000.

Date Reported: 20120615
Date of Incident: 20120607
NHTSA ODI No.: 10461833
Vehicle Make 2005 TOYOTA CAMRY
Location of Incident: GAITHERSBURG, MD

NHTSA Summary:

TL* THE CONTACT OWNS A 2005 TOYOTA CAMRY. THE CONTACT STATED THE THAT WHILE ATTEMPTING TO REVERSE IN RAINY WEATHER

CONDITIONS, THE GEAR WOULD NOT SHIFT INTO REVERSE. THE CONTACT PLACED THE GEAR INTO DRIVE WITH THE BRAKES DEPRESSED TO RELEASE THE GEAR SHIFTER AND THE VEHICLE SUDDENLY ACCELERATED RAPIDLY. THE CONTACT HAD TO CRASH THE VEHICLE INTO AN ELECTRICAL BOX TO BRING THE VEHICLE TO A STOP. THE CONTACT RECEIVED INJURIES TO THE LEG. THE VEHICLE WAS DESTROYED. THE APPROXIMATE FAILURE AND THE CURRENT MILEAGE WAS 35,000.

Date Reported: 20120616
Date of Incident: 20120614
NHTSA ODI No.: 10461950
Vehicle Make 2010 TOYOTA TACOMA
Location of Incident: SINKING SPRING, PA

NHTSA Summary:

SHORTLY AFTER I PURCHASED THE ABOVE VEHICLE ON JUNE 17, 2010 I WAS IN A SHOPPING CENTER PARKING LOT WHEN SUDDENLY THE ENGINE RACED TO A VERY HIGH SPEED AND I HAD TO QUICKLY PLACE THE TRANSMISSION IN NEUTRAL TO AVOID LUNGING FORWARD. I CALLED THE TOYOTA DEALER WHERE I PURCHASED THE VEHICLE AND THEY TOLD ME TO BRING IT IN WHICH I IMMEDIATELY DID. WITHOUT PERFORMING ANY CHECKS ON THE VEHICLE THE SERVICE MANAGER AND I WENT FOR A DRIVE AND HE CONCLUDED IT WAS THE MANNER I WAS MOVING MY FOOT FROM THE ACCELERATOR PEDAL TO THE BRAKE PEDAL THAT CAUSED IT TO OCCUR. FOR A WHILE I WAS SATISFIED WITH HIS ANSWER BUT ON ANOTHER OCCASION ABOUT A YEAR AGO THE SAME THING HAPPENED AND I THOUGHT I HAD SUBCONSCIOUSLY DID THE SAME THING WITH MY FOOT TO CAUSE THE PROBLEM. HOWEVER THIS PAST THURSDAY I WAS AGAIN STOPPED AT AN INTERSECTION AND THE ENGINE SUDDENLY WENT INTO FULL THROTTLE AND MY FOOT WAS NOWHERE NEAR THE ACCELERATOR PEDAL. ONCE AGAIN I HAD TO QUICKLY PLACE THE TRANSMISSION IN NEUTRAL IN ORDER TO AVOID MOVING INTO THE INTERSECTION AND CAUSING AN ACCIDENT. *JB

Date Reported: 20120616
Date of Incident: 20120615
NHTSA ODI No.: 10461946
Vehicle Make 2011 TOYOTA SIENNA
Location of Incident: NICEVILLE, FL

NHTSA Summary:

I WAS STOPPED FOR A RED LIGHT AT A TRAFFIC LIGHT ON HIGHWAY 20 IN NICEVILLE, FL. I HAD MY RIGHT FOOT ON THE BRAKE WHEN I FELT THE VEHICLE ATTEMPT TO SURGE FORWARD AND I COULD HEARD THE ENGINE REV. I LOOKED AT THE TACHOMETER AND NOTICED THE ENGINE

WAS AT 2000 RPM INSTEAD OF THE NORMAL IDLE OF APPROX 800 RPM. WHEN THE LIGHT TURNED GREEN, I DROVE AWAY AND THE VEHICLE DROVE NORMALLY. I DID NOT HAVE ANOTHER INCIDENT DRIVING HOME EVEN WHEN I STOPPED AT OTHER TRAFFIC LIGHTS. THIS IS THE SECOND OCCURRENCE OF THIS UN-COMMANDED ACCELERATION - THE OTHER TOOK PLACE LAST YEAR. *JB

Date Reported: 20120620
Date of Incident: 20120619
NHTSA ODI No.: 10462361
Vehicle Make 2000 LEXUS GS300
Location of Incident: MENIFEE, CA

NHTSA Summary:

I WAS TURNING ONTO THE FREEWAY (UPHILL ONRAMP) I STEPPED ON THE GAS GOING ABOUT 20 MILES AN HR WHEN SUDDENLY MY CAR WOULDN'T STOP. ACCELERATED SO QUICKLY. AT FIRST I THOUGHT MY FOOT WAS TOUCHING THE GAS ACCIDENTLY SO I MOVED AND APPLIED THE BRAKE WHICH WAS NO HELP, AFTER I TOOK MY FOOT OFF THE BRAKE IT ACCELERATED FASTER I WAS TERRIFIED. I SLAMMED ON THE BRAKES WITH BOTH MY FEET AND THE CAR SLOWED ENOUGH THAT I WAS ABLE TO TURN IT OFF. EVEN WHILE I APPLIED THE BRAKES THE CAR WAS STILL TRYING TO PULL FORWARD AS I TURNED IT OFF THE STEERING WHEEL LOCKED. THIS WAS THE WORST EXPERIENCE I HAVE EVER HAD AFRAID TO DRIVE IT I HAD IT TOWED TO THE NEAREST GAS STATION TO HAVE IT CHECKED. I'M HOPING THAT THEY WILL FIND THE PROBLEM BECAUSE I DON'T WANT THIS TO EVER HAPPEN AGAIN. THANKFULLY IT WAS LATE AT NIGHT AND THE FREEWAY WASN'T THAT CROWDED. I HAVE A 2000 LEXUS GS300. *JS

Date Reported: 20120621
Date of Incident: 20120311
NHTSA ODI No.: 10462524
Vehicle Make 2011 TOYOTA CAMRY
Location of Incident: ARLINGTON, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2011 TOYOTA CAMRY LE. THE CONTACT STATED THAT THE DRIVER WAS TRAVELING 1 MPH WHEN THE BRAKES WERE APPLIED BUT THE VEHICLE ABNORMALLY ACCELERATED. THE TACHOMETER DISPLAYED AN UNUSUAL INCREASE IN ENGINE RPMS OF 5,000. THE CONTACT WAS UNABLE TO CONTROL THE VEHICLE AND CRASHED INTO A STORE FRONT. THE CONTACT DID NOT SUSTAIN ANY INJURIES. THE POLICE WERE CALLED AND A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED TO A REPAIR SHOP WHERE UNKNOWN REPAIRS

WERE MADE TO CORRECT THE ACCELERATION FAILURE. THE CURRENT AND FAILURE MILEAGE WAS 7,500.

Date Reported: 20120625
Date of Incident: 20120619
NHTSA ODI No.: 10463058
Vehicle Make 2007 TOYOTA CAMRY
Location of Incident: HOUSTON, TX

NHTSA Summary:

WHILE TRYING TO MAKE A TURN TO TAKE AN EXIT TO RAMP, I APPLIED BRAKES TO SLOW DOWN AND TAKE THE CURVE BUT THE VEHICLE ACCELERATED AND WHILE CONTROLLING IT I PRESSED ON EMERGENCY BRAKES AND BROUGHT CAR TO SUDDEN STOP BUT ALSO HIT THE CURVE ON THE SIDE OF THE HWY. THIS IS AN ONGOING ISSUE WITH TOYOTA AND HAD HAPPENED TWICE BEFORE. *TR

Date Reported: 20120625
Date of Incident: 20120622
NHTSA ODI No.: 10463004
Vehicle Make 2009 TOYOTA CAMRY HV
Location of Incident: WINTER GARDEN, FL

NHTSA Summary:

2009 TOYOTA CAMRY WHILE ON THE STATE HIGHWAY I SET THE CRUISE CONTROL TO 70 MPH, DURING THE EXIT OF THE HIGHWAY ON MY WAY HOME I STOPPED AT A STOP SIGN IN BACK OF OTHERS CARS, SWITCH THE CAR ON NEUTRAL WHILE LOOKING FOR SOME DOCUMENTS ON MY BRIEFCASE, WHEN THE LIGHT CHANGED TO GREEN ONCE AGAIN THE TRANSMISSION WAS SWITCH TO THE DRIVE POSITION AND WITHOUT TOUCHING THE ACCELERATOR PEDAL THERE WAS UNCONTROLLED SUDDEN ACCELERATION INCIDENT OF THE CAR, AND THE TIRES START SQUEALING, BRAKE WERE DEPRESSED HARD BUT THE VEHICLE WOULD NOT SLOW DOWN, IMMEDIATELY WAS SHIFTED TO NEUTRAL ONCE AGAIN, AND TURN OFF, BECAUSE THE CAR ENGINE WAS IN ACCELERATION MODE. LUCKY THAT IT DID NOT CRASHED INTO THE REAR OF A BRAND NEW MERCEDES BENZ. I HAD NEVER EXPERIENCED THIS SITUATION BEFORE. THE CAR HAD BEEN USED BUT THE CRUISE CONTROL HAS NOT BEEN SET UP. THIS CAR WAS ALREADY MODIFIED WITH THE RECALL OF THE MAT AND ACCELERATOR GAS PEDAL MODIFICATION. THE FAILURE AND CURRENT MILEAGE WERE APPROXIMATELY 36,500. THERE ARE ABOUT 150 SIMILAR CASES ALL IN 2009 TOYOTA CAMRY ON INTERNET SITE:

[HTTP://WWW.ABOUTAUTOMOBILE.COM/COMPLAINT/2009/TOYOTA/CAMRY/VEHICLE+SPEED+CONTROL](http://www.aboutautomobile.com/complaint/2009/toyota/camry/vehicle+speed+control) I FEEL THAT WHATEVER MECHANICAL FIX THAT TOYOTA MODIFIED, DID NOT WORKED, AND THEY SHOULD BE

LOOKING AT AN ELECTRONIC ISSUE WITH THE ACCELERATION OR CRUISE CONTROL SYSTEM BLACK BOX. *TR

Date Reported: 20120625
Date of Incident: 20120419
NHTSA ODI No.: 10462959
Vehicle Make 2009 TOYOTA CAMRY
Location of Incident: LAKE MARY, FL

NHTSA Summary:

WHILE BACKING OUT OF MY GARAGE UNTO THE DRIVEWAY AND THEN INTO THE STREET, IT CAUSED A UNINTENDED ACCELERATION WHILE DRIVING IN REVERSE, CAUSING ALMOST A 90 DEGREE SPIN AND I HAD TO SLAM ON THE BRAKES FOR IT TO FINALLY STOP. THIS HAPPENED ONCE ON 4/18/12 AND THEN AGAIN THE EXACT SAME THING HAPPENED AGAIN ON 6/8/2012. THE FIRST TIME IT HAPPENED I THOUGHT IT WAS SOMETHING I DID AND THEN WHEN IT HAPPENED AGAIN I KNEW THAT "SOMETHING WAS REALLY WRONG" AND WHEN I REALIZED THE DANGER OVER THAT WEEKEND I PARKED THE CAR IN MY GARAGE AND HAVE NOT DRIVEN IT SINCE. NOW I AM HEARING OF CAR DOOR PANELS CATCHING ON FIRE FOR 2007-2009 CAMRYS...I WILL NOT EVEN DRIVE THIS CAR, IT WILL BE TOWED TO THE DEALERSHIP THIS WEEK. I WILL NOT BE KILLED OR KILL SOMEONE WAITING FOR SOMETHING HAPPEN. I WILL NEVER BUY ANOTHER TOYOTA PRODUCT AGAIN. *TR

Date Reported: 20120625
Date of Incident: 20111011
NHTSA ODI No.: 10462980
Vehicle Make 2012 TOYOTA CAMRY
Location of Incident: OWINGS MILLS, MD

NHTSA Summary:

TL* THE CONTACT OWNS 2012 TOYOTA CAMRY SE. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 40 MPH, THERE WAS A DELAYED RESPONSE WHEN THE ACCELERATOR PEDAL WAS ENGAGED AND WITHIN SECONDS THE VEHICLE ABRUPTLY ACCELERATED. THE FAILURE OCCURRED INTERMITTENTLY. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER THREE DIFFERENT TIMES FOR THE IDENTICAL FAILURE. THE TECHNICIAN WAS UNABLE TO DUPLICATE THE FAILURE. THE MANUFACTURER WAS NOT NOTIFIED OF THE PROBLEM. THE APPROXIMATE FAILURE MILEAGE WAS 3.

Date Reported: 20120627
Date of Incident: 20120624
NHTSA ODI No.: 10463300

Vehicle Make 2009 TOYOTA PRIUS

Location of Incident: AMBLER, PA

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA PRIUS. THE CONTACT STATED THAT WHILE EXITING A PARKING SPACE, THE BRAKES WERE APPLIED AND THE VEHICLE DID NOT RESPOND. THE VEHICLE INSTEAD ACCELERATED WHILE THE CONTACT HAD THE BRAKE DEPRESSED. THE CONTACT CRASHED INTO A TRUCK. THE CONTACT DID NOT SUSTAIN INJURIES. THE PASSENGER DID SUSTAIN SOME MINOR CUTS AND A MINOR HIT TO THE HEAD. THE VEHICLE WAS TOWED TO A REPAIR SHOP. THE VEHICLE WAS NOT INSPECTED OR REPAIRED. THE POLICE DEPARTMENT WAS PRESENT AND A POLICE REPORT WAS AVAILABLE. THE VEHICLE HAD PREVIOUSLY BEEN REPAIRED UNDER THE RECALL ASSOCIATED WITH NHTSA CAMPAIGN ID NUMBER: 09V388000 (VEHICLE SPEED CONTROL: ACCELERATOR PEDAL). THE FAILURE AND CURRENT MILEAGES WERE UNDER 15,000.

Date Reported: 20120628

Date of Incident: 20120621

NHTSA ODI No.: 10463436

Vehicle Make 2000 LEXUS LS400

Location of Incident: RICHMOND, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2000 LEXUS LS400. THE CONTACT STATED THAT WHILE SLOWLY PULLING INTO A PARKING LOT, THE VEHICLE SUDDENLY ACCELERATED ABNORMALLY. THE VEHICLE CRASHED INTO A WALL AND THE AIR BAGS DEPLOYED. THE VEHICLE WAS DESTROYED. THE DEALER WAS NOTIFIED AND ADVISED THAT THEY WOULD INVESTIGATE THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 100,000.

Date Reported: 20120629

Date of Incident: 20120421

NHTSA ODI No.: 10463591

Vehicle Make 2004 TOYOTA CAMRY

Location of Incident: MITCHELVILLE, MD

NHTSA Summary:

TL* THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE EXPERIENCED A SUDDEN ACCELERATION THAT CAUSED THE VEHICLE TO JUMP A CURVE AND CRASH INTO BRICK STEPS. THE VEHICLE WAS TOWED AWAY AND REPAIRED. THE CONTACT HURT THEIR WRIST IN THE CRASH. THE VEHICLE WAS REPAIRED AND IT WAS REPORTED THAT NOTHING WAS WRONG WITH THE VEHICLE PER THE DEALER. THE VIN WAS NOT AVAILABLE. THE FAILURE AND THE CURRENT MILEAGE WAS 70,200. THE VIN WAS NOT AVAILABLE.

Date Reported: 20120630
Date of Incident: 20120625
NHTSA ODI No.: 10463655
Vehicle Make 2012 LEXUS RX350
Location of Incident: BAKERSFIELD, CA

NHTSA Summary:

ON 6/25/2012- AT 7:10 AM, I WAS PULLING INTO THE PARKING SPOT FOR MY VEHICLE IN MY HOSPITAL PARKING LOT FOR A SCHEDULED SURGICAL CASE, WHERE I WORK AS AN OB/GYN PHYSICIAN/SURGEON . AS I TURNED TO THE PARKING SPOT AT THE USUAL, APPROXIMATELY 2-4 MILES /HR SPEED (THE SPEED AT WHICH NORMALLY ONE PARKS THE CAR), I NOTICED THAT MY ACCELERATOR PEDAL DID NOT BOUNCE BACK TO ITS ORIGINAL POSITION AS IT NORMALLY SHOULD OR WOULD. THEN MY RT FOOT WAS ON THE BRAKES TO JUST STOP THE VEHICLE IN MY PARKING SPOT. THEN JUST INSTANTLY THE VEHICLE HAD INCREASED SPEED AND BEFORE I COULD STOP THE VEHICLE, IT RAN FORWARD UNCONTROLLABLY AND CLIMBED UP THE CEMENT PATHWAY AND HIT THE TREE JUST IN FRONT OF THAT PARKING SPOT. I WAS PRESSING ON THE BRAKES AND IT DID NOT STOP THE ENGINE RAVING AND I STOPPED THE ENGINE BY TURNING IT OFF. THE FRONT OF THE CAR IS SEVERELY DAMAGED INCLUDING BENT FRAME AND THE ENGINE IS PUSHED INSIDE ACCORDING TO THE BODY SHOP. I FELT I HAD NO CONTROL OF THE VEHICLE AND IT RAN ON ITS OWN. IT WAS THE SCARIEST FEELING. IMAGINE THE DAMAGE AND CASUALTY IT COULD HAVE CAUSED IF IT HAPPENED AT THE SIGNAL CROSSING. *TR

Date Reported: 20120702
Date of Incident: 20120110
NHTSA ODI No.: 10464024
Vehicle Make 2005 TOYOTA CAMRY
Location of Incident: HUSTONVILLE, KY

NHTSA Summary:

PULLING INTO PARKING SPACE AT DEPT STORE, VEHICLE ACCELERATED, TOOK BOTH FEET ON BRAKE PEDAL TO HOLD CAR, SHIFTED INTO NEUTRAL, TACH JUMPED VERY HIGH, THEN VEHICLE RETURNED TO NORMAL IDLE. MYSELF AND MY SON WHERE IN CAR. *JS

Date Reported: 20120702
Date of Incident: 20120613
NHTSA ODI No.: 10463921
Vehicle Make 2011 LEXUS RX350
Location of Incident: OCEANSIDE, NY

NHTSA Summary:

I WAS STOPPED AT A RED LIGHT. THE CAR FELT LIKE IT JUMPED / ACCELERATED FROM NOWHERE, AND I COLLIDED WITH THE VEHICLE IN FRONT OF ME IN A REAR-END COLLISION. DAMAGED CAUSED TO MY ENTIRE FRONT END AND THE OTHER VEHICLES BACK END. IMPACT SPEED IS UNKNOWN BUT IT FELT LIKE 5-10MPH AND DEFINITELY NOT A ROLL-HIT OR A BUMP OF A HIT. I WAS STOPPED AND THEN THE VEHICLE JUST ACCELERATED INTO THE CAR AHEAD OF ME. *JS

Date Reported: 20120703
Date of Incident: 20120606
NHTSA ODI No.: 10464068
Vehicle Make 2009 TOYOTA TACOMA
Location of Incident: KEY LARGO, FL

NHTSA Summary:

TL* THE CONTACT OWNS A 2009 TOYOTA TACOMA. THE CONTACT WAS ENTERING A RESIDENTIAL DRIVEWAY AND AS THE ACCELERATOR PEDAL WAS RELEASED, THE VEHICLE SUDDEN ACCELERATED RAPIDLY. THERE WAS ALSO AN ABNORMAL INCREASE IN ENGINE ROMS. THE VEHICLE CRASHED INTO THE SIDE OF THE RESIDENCE. THE MANUFACTURER WAS CONTACTED AND ADVISED THAT THEY WOULD SEND AN INVESTIGATOR TO FURTHER ASSESS THE FAILURE. THE FAILURE MILEAGE WAS UNKNOWN, BUT THE CURRENT MILEAGE WAS 20,300.

Date Reported: 20120704
Date of Incident: 20120629
NHTSA ODI No.: 10464205
Vehicle Make 2003 TOYOTA AVALON
Location of Incident: SAN DIEGO, CA

NHTSA Summary:

PARKED TOYOTA AVALON WAS STARTED, SHIFTED INTO DRIVE AND UNCONTROLLABLE ACCELERATION OCCURRED. BRAKES INEFFECTIVE SO HIT PARKED CAR IN FRONT EXTREMELY HARD. TRIED TO SHIFT TO NEUTRAL BUT IT SLIPPED INTO REVERSE AND HIT CAR PARKED BEHIND. FINALLY GOT INTO NEUTRAL AND TURNED OFF ENGINE. VERY, VERY SCARY. NO INJURIES, NO POLICE REPORT, NOTIFIED INSURANCE TO COVER DAMAGES TO CARS. WILL HAVE TOWED TO TOYOTA FOR INSPECTION. IF NOTHING FOUND, I WILL NOT DRIVE THIS CAR AGAIN. WITNESS SAID CAR "JUMPED UP AND ACCELERATED UNCONTROLLABLE". *JS

Date Reported: 20120705
Date of Incident: 20120703
NHTSA ODI No.: 10464363

Vehicle Make 2007 TOYOTA TACOMA

Location of Incident: PITTSBURGH, PA

NHTSA Summary:

WHILE PASSING A SLOWER VEHICLE MY ACCELERATOR STUCK IN FULL THROTTLE AND WOULD NOT RELEASE, I TRIED TO PUT ON THE BRAKES BUT THE VEHICLE KEEP PICKING UP SPEED. I PUT THE VEHICLE IN NEUTRAL AND STARTED HITTING THE GAS PEDAL WITH MY RIGHT FOOT, THE ACCELERATOR RELEASED AND MY TRUCK WAS DOING OVER 70 MPH OR MORE. THE ENGINE WAS RUNNING AT FULL SPEED WHILE IN NEUTRAL AND I WAS JUST ABOUT TO SHUT OFF THE ENGINE WHEN IT RELEASED, I CONTACTED THE TOYOTA DEALER WHERE I BOUGHT THE TRUCK AND THE MAN ASKED HOW MANY FLOOR MATE'S WERE IN THE DRIVER SIDE OF MY TRUCK. I INFORMED HIM THAT THE ONLY MAT WAS THE MAT THAT CAME WITH THE TRUCK , I WAS INFORMED THAT I WOULD HAVE TO DROP OFF MY VEHICLE AND LEAVE IT UNTIL SOMEONE WENT OVER IT. I WAS ALSO TOLD THAT THIS WOULD TAKE ABOUT ONE DAY OR MORE, AND THAT I WOULD HAVE TO FILL OUT A BUNCH OF FORM'S FIRST. I TOLD THE SERVICE PERSON THAT THIS WAS MY ONLY VEHICLE AND THAT I HAD NO OTHER VEHICLE TO USE UNTIL THEY WERE DONE WITH THERE CHECK OF THE VEHICLE, THE SERVICE PERSON ([XXX] OF PGH PA) SAID THAT'S THE WAY IT IS. INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6).*TR

Date Reported: 20120706

Date of Incident: 20120630

NHTSA ODI No.: 10464405

Vehicle Make 2007 TOYOTA SIENNA

Location of Incident: RICHMOND, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA SIENNA. THE CONTACT WAS SITTING AT A TRAFFIC STOP WITH THE BRAKES DEPRESSED WHEN SUDDENLY THE VEHICLE RAPIDLY SURGED FORWARD AND CRASHED INTO A PRECEDING VEHICLE, CAUSING A CHAIN REACTION OF VEHICLES CRASHING INTO ONE ANOTHER. THE VEHICLE CONTINUED TO SURGE SEVERAL MORE TIMES BEFORE THE GEAR WAS SHIFTED INTO PARK AND THE VEHICLE WAS TURNED COMPLETELY OFF. THE VEHICLE WAS DRIVABLE AND THERE WERE NO INJURIES REPORTED. THE POLICE WERE NOT AVAILABLE. THE INSURANCE COMPANY WAS NOTIFIED. NEITHER THE DEALER NOR THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS 59,000.

Date Reported: 20120706

Date of Incident: 20120705

NHTSA ODI No.: 10464387

Vehicle Make 2009 TOYOTA RAV4

Location of Incident: AVON LAKE, OH

NHTSA Summary:

WHILE DRIVING 25 MPH, I STARTED TO BRAKE FOR A LIGHT. THE CAR SUDDENLY ACCELERATED AND IT TOOK BOTH FEET APPLIED TO THE BRAKES TO STOP AND AVOID HITTING THE CAR IN FRONT OF ME. TEN MINUTES LATER, ANOTHER SUDDEN ACCELERATION OCCURRED, FOLLOWED IN RAPID SUCCESSION BY A THIRD ACCELERATION. *TR

Date Reported: 20120709

Date of Incident: 20101012

NHTSA ODI No.: 10464655

Vehicle Make 2010 TOYOTA CAMRY

Location of Incident: HAMPTON, VA

NHTSA Summary:

TL* THE CONTACT OWNS A 2010 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING WHILE DRIVING 15 MPH. THE CONTACT WAS ABLE TO BRING THE VEHICLE TO A STOP BY APPLYING THE BRAKES. THE VEHICLE ALSO EXHIBITED AN ELECTRICAL FAILURE THAT CAUSED THE INSTRUMENT PANEL LIGHTS TO BLINK AND THE RADIO TO FAIL. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 8 AND THE CURRENT MILEAGE WAS 44,290.

Date Reported: 20120711

Date of Incident: 20110920

NHTSA ODI No.: 10465163

Vehicle Make 2011 TOYOTA SCION TC

Location of Incident: NEW EGYPT, NJ

NHTSA Summary:

MULTIPLE ISSUES WITH TRANSMISSION. INCLUDING SUDDEN ACCELERATION IN REVERSE, ROLLING BACKWARDS AT STOP LIGHTS/SIGNS, BUCKING/SURGING AT LOW SPEED, GEAR SLIPPAGE, EXCESSIVE & UNPREDICTABLE ENGINE BRAKING, HESITATION TO SHIFT, HESITATION & ROUGH SHIFTING UPON RE-ACCELERATION, & SHIFTER STICKING IN PARK. *TR

Date Reported: 20120711

Date of Incident: 20120530

NHTSA ODI No.: 10465294

Vehicle Make 2011 TOYOTA CAMRY

Location of Incident: WEST LONG BRANCH, NJ

NHTSA Summary:

TL* THE CONTACT OWNED A 2011 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE DRIVING 15 MPH, THE VEHICLE ACCELERATED ON ITS OWN. THE CONTACT WAS TURNING WHEN THE FAILURE OCCURRED AND CRASHED INTO A TREE AS A RESULT. THE CONTACT SUFFERED MINOR INJURIES AND THE VEHICLE WAS DESTROYED. A POLICE REPORT WAS FILED. THE VEHICLE WAS THEN TOWED TO A LOCAL GARAGE BEFORE BEING TOWED TO A JUNK YARD. THE CAUSE OF THE FAILURE WAS UNKNOWN. THE MANUFACTURER WAS NOTIFIED AND THEY STATED THAT THE WOULD SEND AN INDEPENDENT ENGINEER TO INSPECT THE VEHICLE. THE FAILURE MILEAGE WAS 10,000.

Date Reported: 20120711
Date of Incident: 20120626
NHTSA ODI No.: 10465287
Vehicle Make 2007 TOYOTA AVALON
Location of Incident: MANALAPAN, NJ

NHTSA Summary:

TL* THE CONTACT OWNS A 2007 TOYOTA AVALON. THE CONTACT STATED THAT HE SHIFTED INTO REVERSE AND THE VEHICLE ACCELERATED ON ITS OWN. AS A RESULT, THE VEHICLE CRASHED INTO A WALL. THE CONTACT STATED THAT THE BRAKES WERE APPLIED WHEN THE FAILURE OCCURED. THERE WERE NO INJURIES. THE CONTACT TOOK THE VEHICLE THE DEALER FOR AN INSPECTION AND THE DEALER STATED THAT THE FAILURE WAS UNKNOWN. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOTIFIED AND OFFERED NO ASSISTANCE. THE FAILURE MILEAGE WAS 30,000.

Date Reported: 20120713
Date of Incident: 20120619
NHTSA ODI No.: 10465510
Vehicle Make 2004 TOYOTA CAMRY
Location of Incident: VALLEY COTTAGE, NY

NHTSA Summary:

TL-THE CONTACT OWNS A 2004 TOYOTA CAMRY. THE CONTACT STATED THAT THE DRIVER WAS TRAVELING 15 MPH WHEN THE VEHICLE BEGAN TO ACCELERATE UNCONTROLLABLY. THE DRIVER ATTEMPTED TO BRAKE BUT THE VEHICLE FAILED TO RESPOND. THE DRIVER ATTEMPTED TO TURN OFF THE VEHICLE HOWEVER THE VEHICLE WAS UNRESPONSIVE. THE DRIVER CRASHED AGAINST THE PAVEMENT, A FENCE AND THEN DOVE INTO A CREEK. THE AIR BAGS DID NOT DEPLOY. THE DRIVER SUSTAINED A CONCUSSION AND INJURIES TO THE BACK AND NECK. THE VEHICLE WAS DESTROYED. THE POLICE WERE CALLED AND A POLICE REPORT WAS FILED. THE CURRENT AND THE FAILURE MILEAGE WAS 75,000. KMJ

Date Reported: 20120716
Date of Incident: 20120705
NHTSA ODI No.: 10465816
Vehicle Make 2009 TOYOTA PRIUS
Location of Incident: SARASOTA, FL

NHTSA Summary:

TL- THE CONTACT OWNS A 2009 TOYOTA PRIUS. THE CONTACT STATED WHILE THE BRAKES WERE DEPRESSED THE VEHICLE ACCELERATED UN EXPECTANTLY. THE VEHICLE CRASHED INTO A POST OFFICE BUILDING. THE CONTACT RECEIVED INJURIES O THE HEAD, SHOULDER, NECK AND BACK. THE POLICE WERE CONTACTED AND A REPORT WAS TAKEN. THE VEHICLE WAS TOWED TO A LOCAL REPAIR SHOP. THE MANUFACTURER WAS CONTACTED. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 32,000. RDS

Date Reported: 20120717
Date of Incident: 20120528
NHTSA ODI No.: 10465931
Vehicle Make 2011 TOYOTA RAV4
Location of Incident: HAGATNA, GU

NHTSA Summary:

ACCORDING TO OUR INSURED, THE INSURED HAD PULLED INTO HIS DRIVEWAY, AND THE VEHICLE HAD A SUDDEN ACCELERATION, CAUSING THE VEHICLE TO RUN INTO THE HOUSE, DAMAGING THE WALL, THE SLIDING DOOR AND THE TYPHOON SHUTTERS.
