

ODI_ID	VIN	MILEAGE	INCIDENT_DT
10182749	JTHBJ46G672 [REDACTED]	2658	1/25/07
10156602		80	5/2/06
10176450	JTHBJ46G372 [REDACTED]	4100	1/1/01
10182834	JTHBJ46G672 [REDACTED]	2638	11/23/06
10180658	JTHBJ46G872 [REDACTED]	3250	1/18/07
10182245	JTHBJ46G372 [REDACTED]	2500	10/12/06
10174071			11/21/06
10175335	JTHBJ46G772 [REDACTED]	1000	8/2/06

DESCR

WHILE DRIVING THE CAR ON THE FALMOUTH CONNECTOR WITH THE TOLL BOOTH IN SIGHT, I LIFTED MY FOOT FROM THE ACCELERATOR TO DECELERATE AND SUDDENLY THE ACCELERATOR JUST TOOK OFF. I IMMEDIATELY APPLIED THE BRAKE BUT THE CAR CONTINUED TO TRY TO ACCELERATE, I THEN APPLIED BOTH FEET TO THE BRAKE AS I TRIED DESPERATELY TO STOP THE CAR WHILE THE FRONT WHEELS WERE SPINNING AND BURNING RUBBER. I TRIED TO SHUT DOWN THE IGNITION WITH THE PUSHBUTTON ON THE GEAR SHIFTER AND ALSO DESPERATELY TRIED TO MOVE THE GEAR SHIFTER FROM DRIVE BUT COULD NOT. NEITHER THE IGNITION BUTTON NOR THE GEAR SHIFTER WOULD RESPOND. THE CAR CONTINUED TO TRY TO ACCELERATE BUT I WAS ABLE TO STEER THE CAR INTO THE SNOW BANKING OFF THE ROAD AND IT FINALLY STALLED IN A BLACK CLOUD OF RUBBER AND SMOKE. THE DEALER DID AN INSPECTION OF THE CAR AND COULD FIND NOTHING WRONG AND DENIED KNOWING OF ANY PROBLEMS. I HAVE BEEN TRAUMATIZED BY THIS EVENT AND CONTINUE WITH MEDICAL ATTENTION IN RECOVERY. *NM

DT*: THE CONTACT STATED WHILE TRAVELING 30 MPH, THE VEHICLE BEGAN TO ACCELERATE UNCONTROLLABLY. THE VEHICLE WOULD NOT SLOW WITH BOTH FEET DEPRESSED ON THE BRAKE PEDAL AND IN NEUTRAL. THE VEHICLE STOPPED ONCE IN PARK. THE VEHICLE WAS TOWED TO THE DEALERSHIP, BUT THEY ARE UNABLE TO DETERMINE THE PROBLEM. THE MANUFACTURER HAS SENT TECHNICIANS TO LOOK INTO THE PROBLEM. THE VEHICLE IS A 2007 LEXUS ES350. *AK

CONSUMER REQUEST FOR INVESTIGATION ON THE 2007 ES350 SPEED CONTROL. *TS

THE CONSUMER STATED THE VEHICLE SUDDENLY ACCELERATED, AFTER ATTEMPTING TO APPLY THE BRAKES. THE UNWANTED ACCELERATION CAUSED THE VEHICLE TO CRASH INTO THE HIGHWAY GUARD RAIL AND CONSEQUENTLY THE VEHICLE ROLLED OVER. THE CONSUMER SUFFERED SERIOUS BACK, NECK AND PELVIC INJURIES. *JB

USE THE CRUISE CONTROL WHEN I AM DRIVING ANY DISTANCES. WHILE IN HEAVY TRAFFIC GOING UP A MOUNTAIN GRADE, THE CAR STARTED ACCELERATING BY ITSELF. THE FIRST THING I DID WAS HIT THE BRAKE, WHEN THAT DID NOT DISENGAGE THE CRUISE OR ACCELERATION, I STOMPED ON THE BRAKES WITH BOTH FEET. THE VEHICLE WAS NOW ACCELERATING AT OVER 100 MPH IN HEAVY TRAFFIC, THEN I FINALLY PUT THE CAR IN LOW WHICH DID FINALLY DISENGAGE THE CRUISE AND ACCELERATOR. THIS WAS A VERY SCARY EVENT.

THE FOLLOWING DAY I IMMEDIATELY TOOK THE CAR IN WITH THIS COMPLAINT TO SCOTTSDALE LEXUS SERVICE DEPARTMENT. I HAD NO DOUBTS THAT THEY WOULD IMMEDIATELY TAKE CARE OF THIS LIFE THREATENING PROBLEM. TO MAKE A VERY LONG AND TIME CONSUMING STORY SHORT, I WAS TOLD TO DRIVE THE CAR UNTIL IT HAPPENED AGAIN AND THAT THEY HAD NEVER HEARD OF THIS PROBLEM BEFORE. PERHAPS THE NEXT TIME I WANT BE ABLE TO MISS ALL OF THE CARS THAT WERE IN MY WAY AND COULD JUST GO OVER THE EDGE OF THE MOUNTAIN. I HAVE SPOKEN TO A LOT OF LEXUS PEOPLE WITH NO RESULTS AND FINALLY DECIDED TO DROP IT UNTIL I HAD TIME TO TRY AND DEAL WITH THE SITUATION. I DID NOT GET A NEW LEXUS SO I COULD BE CONSUMED WITH MY TIME WASTED WITH INNUMERABLE PHONE CALL AND REPETITION OF STORIES. I PUT \$6000 DOWN ON MY NEW LEXUS LEASE THAT IS FOR 3 YEARS AND NOW HAVE A VEHICLE THAT I DO NOT FEEL SAFE TO DRIVE. I CERTAINLY WOULD NEVER SET THE CRUISE CONTROL AGAIN. *JB

WHILE DRIVING MY 2007 LEXUS ES 350 ON A VERY BUSY P'WAY THE VEHICLE ACCELERATED ON ITS OWN. THE CAR JUST TOOK OFF. I APPLIED THE BRAKES ONCE, THEN AGAIN AND AGAIN I HAD MY FOOT ON THE BRAKE PEDAL ALL THE WAY TO THE FLOOR AND THE CAR DID NOT SLOW DOWN. IT WAS A HORROR. I HAD NO CONTROL OF THE SPEED AND ULTIMATELY CAUSED A SIX CAR COLLISION. PEOPLE INCLUDING MYSELF WERE HURT AND HOSPITALIZED. THE PURPOSE OF MY PURCHASING THIS VEHICLE WAS DUE TO THE 5 STAR RATING AND SAFETY. AFTER RESEARCHING I FOUND TOO MANY OTHER COMPLAINTS OF THIS NATURE. THE VEHICLE IS MUCH TO DANGEROUS AND SHOULD H BE RECALLED. VERY DISAPPOINTED AN ITS A MIRACLE I'M ALIVE. *NM

WHILE MERGING ONTO I-40 INTERSTATE IN MY 3 MONTH OLD 2007 ES 350, I ACCELERATED TO 65 MPH, BUT THE CAR CONTINUED TO ACCELERATE ON ITS OWN. THE CRUISE LIGHT CAME ON BY ITSELF. I DISENGAGED THE CRUISE, APPLIED THE BRAKE WITH BOTH FEET, AND SHIFTED INTO LOWER GEARS, INCLUDING NEUTRAL. I APPLIED THE EMERGENCY BRAKE & SHIFTED INTO REVERSE, AS THE CAR WAS NOW APPROACHING 100 MPH. I TRAVELED ALMOST 6 MILES AT 110+ MPH WITH THE GEARSHIFT IN REVERSE BEFORE THE BRAKES TOOK HOLD. TOYOTA MOTOR CO. DENIES THIS CAN HAPPEN, BUT THIS CAR NEEDS TO BE RECALLED. I WILL NEVER DRIVE THIS CAR AGAIN AND AM THANKFUL TO BE ALIVE EVERYDAY. *JB

DT*: THE CONTACT STATED WHILE DRIVING 20 MPH, THE VEHICLE ACCELERATED WITHOUT WARNING. THE VEHICLE WAS SHIFTED INTO NEUTRAL AND BACK TO DRIVE BEFORE IT WOULD SLOW DOWN. THE DEALER WAS ALERTED. THE VEHICLE WAS A 2007 LEXUS ES350. *AK

DT*: THE VEHICLE STATED WHILE TRAVELING 65 MPH ON DRY ROAD CONDITIONS, THE VEHICLE BEGAN TO ACCELERATE UNCONTROLLABLY TO 70 MPH. THE CRUISE CONTROL WAS ACTIVATED WHEN THIS OCCURRED. THE VEHICLE WAS PLACED IN NEUTRAL, AND THE BRAKE PEDAL WAS DEPRESSED, WHICH SLOWED DOWN THE VEHICLE. ON ANOTHER OCCASION WHILE TRAVELING 20 MPH, SUDDEN ACCELERATION RECURRED, THE VEHICLE WAS SHIFTED INTO PARK AND THE IGNITION WAS TURNED OFF. THE DEALER WAS CONTACTED, WHO DETERMINED THAT THE FLOORMAT COULD HAVE DEPRESSED THE ACCELERATOR PEDAL. ON 12/05/06, THE PROBLEM RECURRED WHILE TRAVELING 30 MPH. THE BRAKES WERE DEPRESSED, WHICH DID NOT STOP THE VEHICLE. THE AUTOMATIC TRANSMISSION WAS SHIFTED INTO PARK, WHICH COMPLETELY SHUT THE VEHICLE OFF. SMOKE WAS NOTICED COMING FROM THE ENGINE COMPARTMENT. ON 12/06/06, THE MANUFACTURER WAS CONTACTED, WHO PROVIDED NO ASSISTANCE.

10179191	JTHBJ46GX72 [REDACTED]	3000	1/18/07
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Added 3/6/2007

10183821 JTHBJ46GX72 [REDACTED] 700 2/6/07

TL* - THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT IS THE ORIGINAL OWNER OF THE VEHICLE AND IMMEDIATELY OBSERVED THE CRUISE CONTROL WAS NOT OPERATING PROPERLY. THE CONTACT'S OIL AND WATER LEAK FAILURE OCCURRED AT LESS THAN 2000 MILES. THE CONTACT IS CONCERNED THAT THE LEAK COULD CAUSE A FIRE SINCE THERE IS NO INDICATION WHERE THE LEAKS ORIGINATE. THE CONTACT NOTICED WHILE DRIVING AT 55 MILES PER HOUR THE VEHICLE'S CRUISE CONTROL CAUSED THE VEHICLE TO ACCELERATE WAY PASSED THE SET SPEED. THE CONTACT FIRST NOTICED THAT THE CRUISE CONTROL WASN'T FUNCTIONING PROPERLY AT THE TIME OF PURCHASE ON OCTOBER 11, 2006. THE CONTACTS VEHICLE IS CURRENTLY AT THE DEALER FOR REPAIR. THE CONTACT HAS RESEARCHED SEVERAL SIMILAR COMPLAINTS. *NM

DRIVER WAS INJURED WHEN DRIVING HER NEW (SIX WEEKS OLD) LEXUS ES350 WITH APPROXIMATELY 700 MILES ON THE ODOMETER. DUE TO A DEFECT WITH THE AUTOMOBILE, THE CAR, WHILE PROCEEDING ON A ROADWAY, SUDDENLY AND UNEXPECTEDLY ACCELERATED. THE CAR WOULD NOT STOP EVEN THOUGH THE DRIVER HAD FULLY APPLYING THE BRAKES. THE DRIVER, JAMMING ON THE BRAKES, WAS ABLE TO SLOW THE CAR. THE DRIVER, UNABLE TO TURN OFF THE ENGINE BY PUSHING THE IGNITION BUTTON AND UNABLE TO STOP THE MOVEMENT OF THE CAR BY THE APPLICATION OF THE BRAKES, INTENTIONALLY CRASHED THE CAR INTO A PARKED AUTOMOBILE TO STOP. AFTER THE CAR FINALLY STOPPED, DRIVER WAS UNABLE TO TURN OFF THE ENGINE EVEN AFTER MOVING THE STICK INTO THE "PARK" POSITION. *JB