From: Matt Allen/=TMS/Toyota. Sent:9/12/2007 3:15 PM.
To: [-] George Morino/=TMS/Toyota.
Cc: [-] .
Bcc: [-] .
Subject: BrandPulse.

"Julie Enzweiler" <Julie.Enzweiler@buzzmetrics.com>
09/12/2007 01:14 PM
To <greg_bryan@toyota.com>, <gordon_rush@toyota.com>, <Randy_Reida@toyota.com>, <Randy_Wagner@toyota.com>, <Howard_Abrahams@toyota.com>
cc <Ray_Shinozaki@toyota.com>, <Randy_Wagner@toyota.com>, <Jeff_Northrup@toyota.com>, "Bill Stephenson" <Bill.Stephenson@buzzmetrics.com>, "Scott Hamm" <Scott.Hamm@buzzmetrics.com>, "Stephen Landry" <Stephen.Landry@buzzmetrics.com>, <craig_erickson@toyota.com>, <matt_allen@toyota.com>, <brian_lyons@toyota.com>, "Joe Colacurcio" <Joe.Colacurcio@buzzmetrics.com>
Subject BrandPulse Alert: 2007 Tacoma Brakes / Surge Forward - NHTSA Investigation

Online owners begin discussing a brake surging problem in current generation Toyota Tacoma's. On September 7, 2007, an owner on ToyotaNation.com states having been contacted by a NHTSA representative who has begun the initial investigation regarding problems with Tacoma brakes. This owner filed a complaint with NHTSA in April of 2007. The problem is described as a surge forward while at a complete stop with brake pressure applied. The problem occurs when the A/C compressor kicks-in. Many other online owners and consumers claim similar experiences and equate the feeling with being rear-ended at a low speed. One Tacoma owner who claims to be an ASE-Certified Master Technician but not a Toyota Mechanic weighs in with a detailed explanation of what is believed to be occurring (verbatim shown below). This garners significant gratitude and positive attention from other forum members who believe the explanation makes complete sense. These individuals indicate they expect Toyota to take action with respect to this issue as soon as possible. Later, another owner states his reasoning that disagrees with the previous explanation (verbatim shown below).

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“Sorry, I don't discount what your saying about the low vacuum in the brake booster at idle; however, I don't think this is the issue at hand. The problem is not in the brakes or the brake booster. The phenomenon that is being described here is the "extremely high head pressure" in the tranny. Rather, what I believe, this is the torque converter not releasing or bypassing at low idle. This has nothing to do with the brakes. To prove this: when the brakes are released, idle rpm's is low(approx 500-600) the truck will run, level, flat ground...7-8 mph(A/C on or off). Therefore, the reason, I believe, for the lurch is when the driver begins to apply the brakes normally, there is still a large amount of torque being generated from the tranny which transfers to the wheels. This results in the truck lurching or bumping forward. Yes, you can step on the brakes hard and hold them to prevent this ...but the bottom line is: you should not have to.

Toyota will need to address this soon or probably face huge lawsuits in the future. I've contacted Toyota corporate several times, reported the problem to several dealers, filed an official NHTSA report...and to no avail...Toyota has elected to ignore this, along with the several dozen + other Tacoma owners who have complained about this exact issue. Everyone who has contemplated or procrastinated, needs to file and report there issue(s) related to this to there local dealer(s), NHTSA, and Toyota customer service. Also, I talked briefly to the reporter at Nashville and plan on following up with additional info tomorrow.”
September 11, 2007
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