

| Included in NEWS 4 PDF | NEWS 4 PDF # | Unintended Accel | Allegation/Sympton | CMPLID | ODINO    |
|------------------------|--------------|------------------|--------------------|--------|----------|
|                        |              | NO               |                    | 588558 | 10158529 |
|                        |              |                  |                    | 621595 | 10184375 |
|                        |              |                  |                    | 623271 | 10185253 |
|                        |              |                  |                    | 643870 | 10202727 |
|                        |              |                  |                    | 630355 | 10191371 |
|                        |              |                  |                    | 621356 | 10184759 |

| MFR_NAME                 | MAKETXT | MODELTX | YEARTXT | CRASH | FAILDATE | FIRE | INJURED | DEATHS |
|--------------------------|---------|---------|---------|-------|----------|------|---------|--------|
| TOYOTA MOTOR CORPORATION | TOYOTA  | TACOMA  | 2005    | N     | 20050222 | N    |         |        |
| TOYOTA MOTOR CORPORATION | TOYOTA  | TACOMA  | 2006    | N     | 20060927 | N    | 0       | 0      |
| TOYOTA MOTOR CORPORATION | TOYOTA  | TACOMA  | 2006    | N     | 20070313 | N    |         |        |
| TOYOTA MOTOR CORPORATION | TOYOTA  | TACOMA  | 2006    | N     | 20070501 | N    | 0       | 0      |
| TOYOTA MOTOR CORPORATION | TOYOTA  | TACOMA  | 2006    | Y     | 20070417 | N    | 0       | 0      |
| TOYOTA MOTOR CORPORATION | TOYOTA  | TACOMA  | 2006    | N     | 20070310 | N    | 0       | 0      |

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| COMPDESC                       | CITY           | STATE | VIN         | DATEA    | LDATE    | MILES |
|--------------------------------|----------------|-------|-------------|----------|----------|-------|
| VEHICLE SPEED CONTROL:LINKAGES | CHAMBLEE       | GA    | 5TETX22N85Z | 20060530 | 20060530 | 0     |
| VEHICLE SPEED CONTROL          | TOMBALL        | TX    | 3TMJU62N36M | 20070306 | 20070306 | 500   |
| VEHICLE SPEED CONTROL          | ARVADA         | CO    |             | 20070315 | 20070315 |       |
| VEHICLE SPEED CONTROL          | RIDGECREST     | CA    | 3TMLU42N66M | 20070911 | 20070911 |       |
| VEHICLE SPEED CONTROL          | SPRINGDALE     | AR    | 5TEJU62N76Z | 20070521 | 20070521 | 5500  |
| VEHICLE SPEED CONTROL          | HAVRE DE GRACE | MD    | 5TELU42N76Z | 20070311 | 20070311 |       |

OCCURENCES

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## CDESCR

MY IN CAR GPS SYSTEM SHOWS IT DOING 75 MPH WHEN THE SPEEDOMETER (IN DASH) SHOWS IT DOING 80, 66 MPH WHEN DOING 70 ON THE SPEEDOMETER. SO IF DOING A MINIMUM SPEED POSTING OF 45 MPH I WOULD BE DOING ONLY 43 MPH ON THE SPEEDOMETER. TOYOTA CLAIMS THAT THE SPEEDOMETER IS WITH IN TOLLERANCE AND WILL NOT ADDRESS THE ISSUE. \*JB

I HAVE AN '06 TOYOTA TACOMA THAT "LURCHES" WHEN AT A STOP BUT STILL IN DRIVE. AFTER A FEW SECONDS FROM COMING TO A STOP, THE VEHICLE IDLES HIGHER AND IF THE BRAKES ARE NOT DEPRESSED TO THE FLOOR THE VEHICLE WILL MOVE FORWARD. \*JB  
2006 TOYOTA TACOMA LURCHING FORWARD AT A STOP LIGHT. THIS HAS HAPPENED QUITE A BIT. VERY STRANGE FOR A NEW TRUCK.  
\*JB

EXPERIENCING A "LURCHING" PROBLEM WHEN APPLYING THE BRAKES, AND COMING TO A STOP. AT TIMES, THE LURCH OCCURS WHILE THE VEHICLE IS STOPPED. SOMETIMES THE EXPERIENCE IS SUDDEN AND FORCEFUL ENOUGH THAT IT ALMOST FEELS LIKE ANOTHER CAR HAS BUMPED INTO ME. THIS COMPELS ME TO KEEP MY FOOT ON THE BRAKE FORCEFULLY, MORE SO THAN IS NORMALLY NECESSARY IN OTHER VEHICLES. THIS IS A SAFETY CONCERN, AS WITHOUT ADEQUATE BRAKE PRESSURE THE VEHICLE MOVES FORWARD. \*TR

TL\*THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE DRIVING 2 MPH THE VEHICLE ACCELERATED WITHOUT WARNING, WHICH CAUSED THE VEHICLE TO CRASH INTO A BUILDING. THE ROAD CONDITIONS WERE CLEAR. THE VEHICLE WAS TOWED TO THE DEALER. THE DEALER STATED THAT THEY WERE UNABLE TO DIAGNOSE THE FAILURE. THE FAILURE AND CURRENT MILEAGE WAS 5,500. WE HAVE HAD TWO INCIDENTS WITH OUR 2006 TOYOTA TACOMA TRUCK; I. MY WIFE, WAS DRIVING ROUTE 40 WHEN AFTER RED LIGHTS THE ENGINE SUDDENLY STARTED SPEEDING UP W/O ANY WARNING OR ALARM. HAVING HER FOOT OFF THE ACCELERATOR PEDAL DIDN'T HAVE ANY IMPACT. SHE HAD TO BRAKE AS MUCH SHE COULD TO CONTROL THE CAR. SHE WAS ABLE TO PULL TO PULL OFF BUT STILL COULDN'T CONTROL THE ENGINE. THE ENGINE DIDN'T EVEN SHUT DOWN WHEN TURNING THE KEY. CHANGING THE SELECTOR LEVER TO NEUTRAL WAS IMPOSSIBLE AS THE ENGINE TOOK FULL RPM. SOMEHOW AFTER SOME "TRIAL AND HORROR" SHE WAS ABLE TO SHUT AND RESTART THE ENGINE AND EVENTUALLY THE CAR WAS BACK IN CONTROL. THE SITUATION HAD BEEN REALLY SCARY. I WASN'T THERE SO I COULD NOT FULLY APPRECIATE WHAT HAD HAPPENED WHEN SHE DESCRIBED THE SITUATION. II. MY WIFE DIDN'T DARE TO USE THE CAR BEFORE I CAME BACK FROM A BUSINESS TRIP. YESTERDAY - SATURDAY 3/10 - I WAS DRIVING THE TRUCK THE FIRST TIME AFTER THE PREVIOUS INCIDENT. THERE WAS A SLOW DOWN IN THE TRAFFIC WHEN SUDDENLY THE ENGINE DID THE SAME AS ABOVE. I WAS ON A MIDDLE LANE AND COULDN'T DO ANYTHING BUT BRAKE AS HARD AS I COULD. HAVING HAZARD LIGHTS ON AND SLOWING THE SPEED CAREFULLY I WAS ABLE STOP ON THE HIGHWAY W/O ANYBODY DRIVING ON US.

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621684 10184332

642229 10201595

621873 10184416

619839 10183012

624413 10186996

|                          |        |        |      |   |          |   |   |   |
|--------------------------|--------|--------|------|---|----------|---|---|---|
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | Y | 20061024 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | N | 20070822 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | N | 20070104 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | N | 20060213 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | N | 20070403 | N | 0 | 0 |

|                       |                 |    |             |          |          |       |
|-----------------------|-----------------|----|-------------|----------|----------|-------|
| VEHICLE SPEED CONTROL | SAULT STE MARIE | 00 | 5TEMU52N96Z | 20070306 | 20070306 | 6000  |
| VEHICLE SPEED CONTROL | PORTLAND        | OR |             | 20070831 | 20070831 | 17000 |
| VEHICLE SPEED CONTROL | FLORENCE        | SC |             | 20070307 | 20070307 | 500   |
| VEHICLE SPEED CONTROL | SALISBURY       | NC | 3TMKU72N56M | 20070220 | 20070220 |       |
| VEHICLE SPEED CONTROL | SAVANNAH        | MO | 5TELU42N76Z | 20070404 | 20070404 | 500   |

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I HAVE EXPERIENCED A LURCHING PROBLEM IN MY 2006 SPORT 4 DOOR TACOMA. THE FIRST TIME IT HAPPENED, I REAR ENDED A VEHICLE CAUSING \$1500 DAMAGE TO THE TACOMA AND \$1200 TO THE OTHER VEHICLE. I ALSO HAD A WITNESS THAT SAW MY FOOT ON THE BRAKE PEDAL AFTER IMPACT. THE VEHICLE WAS TOWED TO THE DEALERSHIP AND THE ACCIDENT REPORTED TO TOYOTA CANADA AND THE MINISTRY OF TRANSPORTATION. A THIRD PARTY INVESTIGATOR/ENGINEERING WAS SENT TO CHECK THE VEHICLE AND FOUND NO ERROR CODES. I WAS TOLD THERE WAS NO PROBLEM. TWO MONTHS LATER THE TRUCK LURCHED AGAIN AT AN INTERSECTION. THIS TIME I SHOVED THE TRUCK INTO NEUTRAL. I OBSERVED THE RPMS CLIMB TO 3000 RPM THEN DROP OFF. THE TOYOTA DEALERSHIP (NORTHSIDE TOYOTA) CHECKED THE VEHICLE OVER AND SAID THEY FOUND NO PROBLEM. NOTE: THE VEHICLE HAD ROUGHLY 10,000 KILOMETERS AT THAT TIME. I ALSO FOUND MYSELF RIDING THE BRAKES MORE THEN I HAVE EVER ON ANY VEHICLE I'VE OWNED. WE HAVE SINCE TRADED THE VEHICLE IN FOR A 2007 TACOMA THINKING THIS PROBLEM IS ONE OF A KIND ISSUE. I TOLD THE DEALERSHIP WHY I WAS TRADING IT IN. WE NO LONGER TRUSTED THE 2006. THEY HAD NO QUALMS DOING THE TRADE, OBVIOUSLY THINKING THERE WAS NO ISSUE. I TOOK A MAJOR HIT FOR DEPRECIATION ON A TRUCK THAT HAD ONE OIL TL\*THE CONTACT OWNS A 2006 TOYOTA TACOMA. WHILE DRIVING 30 MPH, THE VEHICLE ACCELERATED UNCONTROLLABLY TO 95 MPH. THE DEALER STATED THAT A TOYOTA ENGINEER NEEDED TO REPAIR THE VEHICLE, HOWEVER, ONE WOULD NOT BE AVAILABLE UNTIL SEPTEMBER 24, 2007. THE DEALER INFORMED THE CONTACT THAT HE COULD DRIVE THE VEHICLE IN THE INTERIM. THE VIN AND ENGINE SIZE WERE UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 17,000.

I WANTED TO WRITE YOU TO LET YOU KNOW THAT I HAVE A '06 TACOMA DOUBLE CAB AND I AM EXPERIENCING THE "LURCH" PROBLEM. I HAVE AROUND 2000 MILES ON MY TRUCK. I THOUGHT IT WAS JUST ME BEING PICKY, BUT IT ACTUALLY FEELS LIKE IT DOESN'T WANT TO STOP AT TIMES. I HAVE NOTICED THAT WITH THE AC OR HEAT ON, IF I AM SITTING AT A RED LIGHT, AND DON'T HAVE MY FOOT FIRMLY, I MEAN FIRMLY PLANTED ON THE BRAKE, IT WANTS TO JUMP FORWARD. IT WILL DO THIS A COUPLE OF TIMES IF THE LIGHT IS RED FOR A WHILE. ALSO, IF I AM DRIVING THROUGH A PARKING LOT AT SLOW SPEEDS, IT TENDS TO "LURCH" FORWARDS AT TIMES, THUS CAUSING ME TO "PLAY" WITH THE BRAKE AND GAS. NOT SURE IF THIS IS RELATED OR NOT, BUT ALSO, IF I AM RIDING AT ABOUT 34-45 MPH AND THEN RELEASE THE GAS, THE ENGINE FEELS LIKE IT STALLS, BUT IT DOESN'T. THE RPMS DROP, THEN LEVEL OFF AGAIN AS IT COAST. \*JB

ME AND MY FAMILY WAS OUT ON 2/13/07 AND WAS COMING UP TO A STOP LIGHT. THE GAS ON MY 2006 TOYOTA TACOMA WOULD NOT LET OFF. I APPLIED BRAKES, THIS WOULD NOT DISENGAGE THE GAS. A CAR WAS IN FRONT OF ME. I WAS ABLE TO PUT THE TRUCK IN NEUTRAL AND TURN INTO A SIDE ROAD BEFORE HITTING CAR. WHILE IN NEUTRAL RPM'S WERE HIGH CAUSING THE REV LIMITER TO KICK IN. CUT IGNITION SWITCH OFF. RESTARTED TRUCK AND WAS OKAY. TOOK THIS TRUCK TO DEALERSHIP ON 2-14-07 THEY COULD NOT MAKE IT HAPPEN AGAIN. THEY CONTACTED TOYOTA. ON 2-15-07 TOYOTA HAD NOT CONTACTED THEM BACK. I CALLED TOYOTA MYSELF AND WAS GIVEN A CASE NUMBER ON 2-15-07. THIS IS 2-20-07 AND TOYOTA HAS NOT CONTACTED ME ON THIS ISSUE. I HAVE CALLED THEM BACK AND E-MAILED WITH NO RESPONSE. THIS IS A VERY SERIOUS SITUATION AND COULD GET SOMEONE KILLED. THIS HAS HAPPENED AGAIN SINCE THEN. \*NM

WHILE SLOWING DOWN FOR A RED LIGHT OR STOP SIGN GOING LESS THAN 10 MPH THE VEHICLE LUNGES OR LURCHES FORWARD. THIS ALSO HAPPENS WHILE COMPLETELY STOPPED. THIS PRETTY MUCH HAPPENS ON A REGUALR BASIS.\*AK

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606988 10172030

582282 10152011

579877 10150731

577539 10150300

571255 10145889

589538 10158925

602084 10167860

611223 10175997

|                          |        |        |      |   |          |   |   |   |
|--------------------------|--------|--------|------|---|----------|---|---|---|
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | N | 20061027 | N |   |   |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | N | 20060306 | N |   |   |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | N | 20060106 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | Y | 20060214 | N | 4 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | N | 20051118 | N |   |   |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | N | 20060526 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | N | 20060907 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | N | 20061212 | N |   |   |

|   |               |    |             |          |          |       |
|---|---------------|----|-------------|----------|----------|-------|
| VEHICLE SPEED CONTROL                   | LANSING       | NC | 3TMLU42N36M | 20061028 | 20061028 | 25000 |
| VEHICLE SPEED CONTROL                   | BRECKENRIDGE  | CO | 5TEPX42NX6Z | 20060306 | 20060306 | 12    |
| VEHICLE SPEED CONTROL                   | WHITEFISH     | MT | 5TEUX42N25Z | 20060221 | 20060221 | 7500  |
| VEHICLE SPEED CONTROL                   | CHARLOTTE     | NC | 5TBJU321X6S | 20060215 | 20060215 | 1700  |
| VEHICLE SPEED CONTROL:ACCELERATOR PEDAL | LEONA VALLEY  | CA | 5TETX22N26Z | 20051222 | 20051222 |       |
| VEHICLE SPEED CONTROL:ACCELERATOR PEDAL | LANSING       | NC | 3TMLU42N36M | 20060604 | 20060604 | 15500 |
| VEHICLE SPEED CONTROL:CRUISE CONTROL    | ST GEORGE     | SC |             | 20060911 | 20060911 | 0     |
| VEHICLE SPEED CONTROL:CRUISE CONTROL    | BROWNS SUMMIT | NC |             | 20061212 | 20061212 |       |

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SUDDEN ACCELERATION FOR THE THIRD TIME IN THIS VEHICLE. DRIVING ON A MOUNTAINOUS ROAD ABOUT 30 MPH. TRUCK MOVED TO THE SIDE GOING UP AN INCLINE FOR MY HUSBAND TO PASS HIM. HE ACCELERATED AND THE GAS PEDAL "STUCK". APPLIED THE BRAKES WITH NO DISENGAGING OF THE GAS PEDAL. TURNED THE KEY OFF AND ON SO AS NOT TO LOSE THE POWER STEERING. THIS CONTINUED FOR SEVERAL MINUTES. WHEN WE WERE ON A STRAIGHTAWAY, HE TURNED THE KEY OFF AND FINALLY THE GAS PEDAL DISENGAGED. TWO TIMES PREVIOUSLY TOYOTA HAS REPLACED THE CRUISE CONTROL. THIS IS NOT A CRUISE CONTROL ISSUE. THIS IS A GAS PEDAL ISSUE. I WAS TOLD PREVIOUSLY THE MAT WAS UNDER THE GAS PEDAL. THIS IS HARDLY THE PROBLEM. THE BRAKES WERE AGAIN RED HOT WHEN MY HUSBAND TRIED TO STOP THE TRUCK. WE WILL BE IN TOUCH WITH TOYOTA AGAIN THIS A.M. THIS VEHICLE IS A DEATH TRAP AND NEEDS TO BE PUT DOWN! \*NM

DT\*: THE CONTACT STATED WHILE DEPRESSING THE ACCELERATOR PEDAL, THE THROTTLE STICKS. AFTER THE THROTTLE STICKS, THE RPM'S RANGE HIGH AND DO NOT DECREASE. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION. ALTHOUGH, THE DEALER KNEW THE PROBLEM PERSISTED WITH THE SPEED CONTROL AND THE ELECTRICAL SYSTEM, THE PROBLEM COULD NOT BE REMEDIATED BY THE DEALER. UPDATED 03/28/06. \*JB

ENGINE RPM HANGS WHEN SHIFTING FROM 4TH TO 5TH GEAR, CLUTCH HAS LONG DELAY TO ENGAGEMENT IN SUB-ZERO TEMP. DEALER SAYS THESE ARE NORMAL. \*JB

BRAKES FAILED CAUSING A CRASH. THE VEHICLE WAS TOTALED. \*JB

DT: THE CONTACT STATES WHEN STARTING THE VEHICLE IN THE MORNING THE IDLE WAS HIGH. IT TOOK APPROXIMATELY ONE TO ONE AND A HALF MILES OF DRIVING FOR THE IDLE TO RETURN TO NORMAL. THE ACCELERATOR PEDAL STUCK. WHEN SHIFTING FROM FOURTH GEAR TO FIFTH WITHOUT FOOT ON THE ACCELERATOR THE VEHICLE ACCELERATED ON ITS OWN. SHE STATED THAT FOURTH GEAR COULD NOT BE USED. THE VEHICLE MUST BE SHIFTED FROM THIRD GEAR TO FIFTH GEAR. THE VEHICLE HAS BEEN TO THE DEALERSHIP TWICE, AND THEY STATED THE COMPUTER WAS LEARNING. THE MANUFACTURER WAS CONTACTED, AND THEY AGREED WITH THE DEALERSHIP. THEREFORE, NO REPAIRS HAVE BEEN MADE. \*AK UPDATED 01/25/06

SECOND OCCURRENCE: MAY 26, 2006 MERGING ONTO MAIN HIGHWAY INTO ONCOMING TRAFFIC. CRUISE CONTROL WAS NOT ON. ACCELERATED AND GAS PEDAL STUCK. TRUCK CONTINUED TO ACCELERATE, COULD NOT DISENGAGE PEDAL. BRAKE PEDAL WAS ALSO LOCKED AND COULD NOT DEPRESS IT. AFTER NUMEROUS TRIES, BRAKE PEDAL FINALLY ENGAGED AND GAS PEDAL DISENGAGED. CALLED TOYOTA DEALER AGAIN AND THIS TIME THEY ARE REPLACING THE NON-FACTORY INSTALLED CRUISE CONTROL. ONE WEEK PRIOR TO INCIDENT, THEY REPLACED COMPUTER SYSTEM, SOMETHING IN THE GAS PEDAL ITSELF AND THE CRUISE CONTROL COMPUTER. \*JB

CRUISE CONTROL VERY ERRATIC, WILL ACCELERATE AND DECELERATE VIOLENTLY AT TIMES. ESPECIALLY ON UNEVEN TERRAIN. \*JB  
ERRATIC CRUISE CONTROL. WILL NOT SET CONSISTENTLY. SHIFTS AND ACCELERATES VIOLENTLY. \*NM

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619589 10183253

576270 10149327

614943 10183271

589338 10158925

601719 10167833

|                          |        |        |      |   |          |   |   |   |
|--------------------------|--------|--------|------|---|----------|---|---|---|
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | N | 20070221 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | N | 20060127 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | N | 20060827 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | N | 20060526 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | N | 20060903 | N | 0 | 0 |

|                                      |          |    |             |          |          |       |
|--------------------------------------|----------|----|-------------|----------|----------|-------|
| VEHICLE SPEED CONTROL:CRUISE CONTROL | FLORENCE | SC |             | 20070222 | 20070222 |       |
| VEHICLE SPEED CONTROL:CRUISE CONTROL | LANSING  | NC | 3TMLU42N36M | 20060202 | 20060202 | 6600  |
| VEHICLE SPEED CONTROL:CRUISE CONTROL | GREER    | SC | 5TETX22N36Z | 20070222 | 20070222 | 1000  |
| VEHICLE SPEED CONTROL:CRUISE CONTROL | LANSING  | NC | 3TMLU42N36M | 20060604 | 20060604 | 15500 |
| VEHICLE SPEED CONTROL:CRUISE CONTROL | BUFFALO  | WY | 5TELU42N06Z | 20060911 | 20060911 | 6200  |

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YESTERDAY GOING HOME, I TOOK THE INTERSTATE. TRYING THE LOWER SPEED (FOR BETTER MILEAGE), I WAS GOING 60 MPH WITH THE CC SET. TRAFFIC CAME UP ON ME AND I FELT MY TRUCK WAS IN DANGER, SO I USED MY FOOT TO INCREASE TO 70 MPH. WHEN I REACHED 70 MPH, I PRESSED SET ON THE CC SWITCH FOR IT TO SET THE CRUISE AT 70 MPH. I REMOVED MY FOOT FROM THE PEDAL AND MY TRUCK SLOWED DOWN TO 60 MPH, THEN DOWN SHIFTED AND SCREAMED LIKE CRAZY UNTIL IT HAD PASSED 70 MPH, THEN SLOWED BACK DOWN TO 70 MPH. I WAS ABOUT TO REPRODUCE IT 3 MORE TIMES BEFORE GETTING OFF THE INTERSTATE. I'M SURE IT WOULD DO THE SAME AT LOWER SPEEDS, BUT DID NOT HAVE A CHANCE TO CHECK IT. \*NM

CRUISE CONTROL SET AT 67 MPH, TRAVELING IN THE LEFT HAND LANE OF HIGHWAY. CAR IN FRONT SLOWED DOWN AND I MOVED TO THE RIGHT LANE AS ANOTHER CAR WAS TAILGATING ME. STEPPED ON THE GAS WHEN THE CAR I WAS TRYING TO GET BY ACCELERATED. TRUCK ACCELERATED RAPIDLY TO 75-90 MPH, STEPPED ON THE BRAKE TO RELEASE CRUISE CONTROL BUT TRUCK CONTINUED ACCELERATION. IN FRONT OF TRUCK WAS SEMI, I HIT THE BRAKES TO CONTROL SPEED, BRAKES DID NOT WORK AS AUTOMATIC BRAKES BUT LIKE OLD BRAKES, PUT BOTH FEET ON BRAKES BUT TRUCK DID NOT SLOW DOWN AND CONTINUED AT 55 TO 65 MPH. WENT INTO THE EMERGENCY LANE, PUT ON FLASHERS. BRAKES WERE SMELLING AT THIS POINT. PUT TRUCK INTO NEUTRAL AND TRUCK CONTINUED MOVING FORWARD AT EXCESSIVE SPEED. PUT IT BACK IN DRIVE AND CONTINUED TO EXIT RAMP WHICH WAS VERY LONG. FINALLY GOT OFF HIGHWAY AND TURNED THE KEY OFF. TRUCK SMELLED BADLY FROM THE BRAKES. WAITED ABOUT 10 MINUTES, CALLED SON WHO CALLED TOYOTA. I CAREFULLY PUT THE TRUCK IN DRIVE AND CRUISED INTO A GAS STATION, TURNED TRUCK OFF, EXITED VEHICLE. SON CALLED BACK AND SAID TOYOTA SAID "DO NOT DRIVE THE TRUCK". THEY SENT A TOW TRUCK TO PICK IT UP. SON AND PARTNER GOT TO VEHICLE AND THE HUB CAPS WERE BURNING HOT FROM BRAKES BEING APPLIED. TOYOTA TL\*- THE CONTACT OWNS A 2006 TOYOTA TACOMA , CAB. CRUISE CONTROL MALFUNCTIONED. WHILE DRIVING AT 60 MPH THE VEHICLE SURGED AT 5100 RPMS, AND DOWN SHIFTED BEFORE ADDING FUEL. THE FAILURE ALMOST CAUSED THE VEHICLE TO CRASH INTO A BARRIER. A PRODUCT ENGINEER INSPECTED THE VEHICLE, AND STATED THAT IT PERFORMED AS DESIGNED AND ACCORDING TO THE CONTACT THE DESIGN WAS INCORRECT. THIS FAILURE OCCURRED SINCE AUGUST 2006. THE CONTACT STATED THAT THE DOOR SHOULD LOCK AFTER ENGAGING THE GEARS. THE DEALER STATED IT WAS DESIGNED THAT WAY, AND THEY'RE UNABLE TO REPROGRAM IT TO MAKE IT AUTO LOCK. THE OWNER MAILED A DETAILED FAILURE REPORT TO THE PRESIDENT OF TOYOTA. THE FAILURE MILEAGE WAS 8000, AND THE CURRENT MILEAGE WAS 15100.\*AK

SECOND OCCURRENCE: MAY 26, 2006 MERGING ONTO MAIN HIGHWAY INTO ONCOMING TRAFFIC. CRUISE CONTROL WAS NOT ON. ACCELERATED AND GAS PEDAL STUCK. TRUCK CONTINUED TO ACCELERATE, COULD NOT DISENGAGE PEDAL. BRAKE PEDAL WAS ALSO LOCKED AND COULD NOT DEPRESS IT. AFTER NUMEROUS TRIES, BRAKE PEDAL FINALLY ENGAGED AND GAS PEDAL DISENGAGED. CALLED TOYOTA DEALER AGAIN AND THIS TIME THEY ARE REPLACING THE NON-FACTORY INSTALLED CRUISE CONTROL. ONE WEEK PRIOR TO INCIDENT, THEY REPLACED COMPUTER SYSTEM, SOMETHING IN THE GAS PEDAL ITSELF AND THE CRUISE CONTROL COMPUTER. \*JB

THE 2006 TOYOTA TACOMA WITH AUTOMATIC TRANSMISSION CRUISE CONTROL IS VERY ERRATIC IN OPERATION, SOMETIMES SUDDENLY DOWNSHIFTING 2 GEARS AND ACCELERATING QUITE VIOLENTLY WHEN CLIMBING A GRADE. VERY STARTLING WHEN IT HAPPENS AND COULD REALLY BE DANGEROUS IF THE ROAD IS WET & SLICK WITH RAIN OR SNOW. I'VE OWNED PROBABLY 20 CARS AND TRUCKS IN MY 43 YEARS OF DRIVING AND HAVE NEVER EXPERIENCED ANYTHING LIKE IT. THIS IS A WELL DISCUSSED TOPIC ON FORUMS DEDICATED TO TOYOTA TACOMA PICKUP TRUCKS AND A LOT OF PEOPLE ARE HAVING THESE PROBLEMS. \*JB

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|     |   |  |        |          |
|-----|---|--|--------|----------|
|     |   |  | 601189 | 10167905 |
| Yes | 2 |  | 637731 | 10198196 |
| Yes | 1 |  | 637791 | 10197535 |
|     |   |  | 643471 | 10202283 |
| Yes | 5 |  | 633052 | 10192866 |
| Yes | 8 |  | 626164 | 10187789 |
| Yes | 7 |  | 618627 | 10182045 |

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|--------------------------|--------|--------|------|---|----------|---|---|---|
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2006 | N | 20060910 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2007 | N | 20070310 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2007 | Y | 20070714 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2007 | N | 20070907 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2007 | Y | 20070530 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2007 | N | 20070412 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2007 | N | 20070103 | N |   |   |

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|                                      |            |    |             |          |          |       |
|--------------------------------------|------------|----|-------------|----------|----------|-------|
| VEHICLE SPEED CONTROL:CRUISE CONTROL | TEMPE      | AZ |             | 20060911 | 20060911 | 100   |
| VEHICLE SPEED CONTROL                | GREENVILLE | SC | 3TMLU42N37M | 20070801 | 20070801 | 300   |
| VEHICLE SPEED CONTROL                | WASHINGTON | PA | 5TEUU42N07Z | 20070726 | 20070726 | 2000  |
| VEHICLE SPEED CONTROL                | SPANAWAY   | WA | 5TELU42N67Z | 20070908 | 20070908 | 100   |
| VEHICLE SPEED CONTROL                | OMAHA      | NE | 5TEUU42N25Z | 20070610 | 20070610 | 25000 |
| VEHICLE SPEED CONTROL                | ELK GROVE  | CA |             | 20070413 | 20070413 | 100   |
| VEHICLE SPEED CONTROL                | COQUITLAM  | 00 | 5TELU42N47Z | 20070208 | 20070208 | 2900  |

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ERRATIC, SOMETIMES DANGEROUS TRANSMISSION SHIFTING WHILE USING THE CRUISE CONTROL. \*NM  
TRUCK "SURGES" FORWARD WHEN AT A COMPLETE STOP. TRUCK ALSO EXHIBITS VIBRATION IN THE DRIVETRAIN AT LOW SPEEDS/  
LOW RPMS THIS IS CONSTANT AND RECURRING SINCE I BOUGHT MY VEHICLE. 2007 TOYOTA TACOMA DOUBLE CAB. \*JB  
TL\*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE DRIVING 4 MPH, THE CONTACT DEPRESSED THE BRAKE PEDAL, BUT THE  
VEHICLE SURGED FORWARD. THE VEHICLE CRASHED INTO A GATE. THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE  
CURRENT MILEAGE WAS 2,407 AND FAILURE MILEAGE WAS 2,000.

NUMEROUS OCCASIONS WHERE MY 2007 TOYOTA TACOMA WILL LURCH FORWARD WHEN AT A STOP LIGHT. AUTOMATIC  
TRANSMISSION, AND ON THE BRAKE. FEELS AS IF I HAVE BEEN TAPPED BY SOMEONE BEHIND ME. IT HAS NEVER RESULTED IN AN  
ACCIDENT, BUT I WILL NOT LET MY WIFE DRIVE THIS VEHICLE BECAUSE OF THIS SITUATION. \*JB

MAY 30, I WAS PULLING INTO A PARKING SPACE AT KIEWIT MIDDLE SCHOOL WITH MY TACOMA. WHILE I WAS APPROXIMATELY 5-10  
FEET FROM THE CAR IN FRONT THE ENGINE BEGIN RACING. MY FOOT WAS NOT ON THE ACCELERATOR, IT WAS FIRMLY ON THE  
BRAKE. THE ENGINE CONTINUED REVING AND THE BRAKES FINAL GAVE AND I HIT THE CAR AHEAD. AS IT IS I DAMAGED THE FRONT  
OF MY TACOMA, AS WELL AS THE REAR OF CAR AHEAD OF ME. I AM SURE IF THERE WERE NOT A VEHICLE AHEAD AT SUCH A CLOSE  
DISTANCE GREAT DAMAGE AND INJURY WOULD HAVE BEEN INCURRED. I DO NOT FEEL THAT CURRENTLY THE VEHICLE IS SAFE TO  
DRIVE, I CONTACTED TOYOTA, NATIONAL -- THEY TOLD ME THAT IT WAS OK AND TO TAKE IT HOME. I FELT SO STRONGLY THAT THE  
VEHICLE WAS NOT SAFE THAT I IMMEDIATELY TRADED IT IN FOR A NISSAN -- IF YOU NEED MORE INFORMATION OF WOULD LIKE TO  
SPEAK WITH OTHERS THAT SAW WHAT HAPPENED PLEASE LET ME KNOW. I HAVE ALSO KEPT ALL RECEIPTS AND DOCUMENTATION  
FROM TOYOTA. BTW -- ACCORDING TO TOYOTA -- YOU GUYS DON'T EXIST. -- I STUMBLED UPON YOUR INFORMATION IN THE BACK OF  
MY NEW NISSAN'S OWNER MANUAL.

THIS IS NOT A FAILURE, BUT SOMETHING I SEE AS A SAFETY ISSUE.. WHEN I AM STOPPING AT A STOP LIGHT/ STOP SIGN AND AM IN  
DRIV WITH THE AIR CONDITIONER (A/C) ON THE TRUCK WILL SURGE FORWARD AND I HAVE TO PUSH THE BRAKES DOWN HARDER.  
THIS ONLY HAPPENS WHEN THE A/C IS ON, AND SEEMS TO COME FROM THE INCREASE IN ENGINE RPMS WHEN THE COMPRESSOR  
KICKS ON. THIS IS VERY UNSAFE AND COULD CAUSE ME TO REAR END SOMEONE. \*AK

I WAS DRIVING DOWN HILL ALONG ABOUT 50 KM/H. I NOTICED STOP LIGHTS AND CARS SPINNING AND SLIDING EVERYWHERE. I GENTLY  
TOOK MY FOOT OFF THE THROTTLE TO START ENGINE BRAKING AND AS USUAL NOTHING HAPPENS IMMEDIATELY. WORSE, TRUCK  
STARTED TO ACCELERATE BECAUSE OF RPM HANG PROBLEM ON EVERY MANUAL TRANSMISSION EQUIPPED MODEL (MY COMPLAINT  
TO DEALER WAS IGNORED TWICE). THIS IS NOT EXACTLY A PLACE WHERE YOU CAN PUSH THE BRAKES EVEN WITH ABS BECAUSE IT  
ALSO IS AN OFF SLOPE TURN. INSTEAD OF SLOWING DOWN GRACEFULLY, THE RPM HANG ACTUALLY ACTS LIKE A CRUISE CONTROL.  
COMBINED WITH THE DOWNHILL AND THE RPM HANG I AM NOT DECELERATING AT ALL! SUDDENLY THE ECU FINALLY DECIDES TO  
CLOSE THE THROTTLE (FUEL CUT OFF). AT THIS POINT TRUCK TAIL OF MY TRUCK SLIDE TO THE RIGHT AND TO THE LEFT. ONLY MY 20  
YEAR EXPERIENCE AND GOOD LUCK LET ME AVOID A FATAL ACCIDENT. THE NON-LINEAR THROTTLE RESPONSE IS NOT SAFE. THIS IS  
JUST DANGEROUS HOW THE ECU IS PROGRAMMED! MAYBE BECAUSE ONLY <10% OF ALL TRUCKS HAVE MANUAL TRANSMISSIONS  
TOYOTA DOESN'T WANT TO HEAR ABOUT IT. TOYOTA MUST ISSUE ECU PATCH FOR MANUAL TRANSMISSION MODELS V6 TACOMA, FJ  
CRUISER TO ELIMINATE: 1.RPM HANG WHEN SHIFTING 2.HIGH RPM (1450) WHEN ROLLING DOWNHILL IN NEUTRAL OR WITH CLUTCH

|     |    |        |          |
|-----|----|--------|----------|
| Yes | 10 | 639772 | 10199820 |
|     |    | 616395 | 10181411 |
| Yes | 6  | 640577 | 10181486 |
| Yes | 4  | 627269 | 10180652 |
| Yes | 9  | 642727 | 10201655 |

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|--------------------------|--------|--------|------|---|----------|---|---|---|
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2007 | N | 20070722 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2007 | N | 20061024 | N |   |   |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2007 | N | 20070124 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2007 | N | 20070124 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION | TOYOTA | TACOMA | 2007 | Y | 20070608 | N | 1 | 0 |

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|-----------------------|-------------|----|-------------|----------|----------|-------|
| VEHICLE SPEED CONTROL | WAGENER     | SC | 3TMJU62N97M | 20070816 | 20070816 | 5700  |
| VEHICLE SPEED CONTROL | FORESTHILL  | CA | 5TEUX42N87Z | 20070202 | 20070202 | 1     |
| VEHICLE SPEED CONTROL | WEST NEWTON | PA | 5TELU42N17Z | 20070203 | 20070203 | 2987  |
| VEHICLE SPEED CONTROL | WEST NEWTON | PA | 5TELU42N17Z | 20070124 | 20070124 | 2987  |
| VEHICLE SPEED CONTROL | DOVER       | TN | 5TELU42N67Z | 20070901 | 20070901 | 16200 |

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I WAS DRIVING MY NEW 2007 TOYOTA TACOMA ON THE HIGHWAY. I WENT TO ACCELERATE TO PASS ANOTHER VEHICLE WHEN MY TRUCK SUDDENLY WENT COMPLETELY OUT OF CONTROL(AS IF THE CRUISE CONTROL HAD TAKEN OVER) THE GAS PEDAL \*PUSHED ITSELF\* TO THE FLOOR. THE TRUCK WAS ACCELERATING AS FAST AS IT COULD GO, RPM PAST 7000(COMPLETELY RED LINING). I APPLIED THE BRAKE WHICH DID NOTHING, TRUCK JUST KEPT ACCELERATING TO TOP SPEEDS. I HAD BOTH FEET ON THE BRAKE WITH ALL MY STRENGTH TO KEEP FROM CRASHING INTO OTHER CARS ON THE HIGHWAY. COUNTERBALANCING IT AT ABOUT 60-70 MPH(WHILE THE BRAKES WERE SMOKING). I TRIED PUMPING THE BRAKE, BUT THE SECOND I TOOK MY FOOT OFF, IT KEPT ACCELERATING FASTER TRYING TO GO 120 MPH. SOMEHOW RIDING THE BRAKE AS HARD AS I COULD I WEAIVING IN AND OUT OF TRAFFIC I GOT INTO THE BRAKE DOWN LANE. STILL NOT ABLE TO STOP THE VEHICLE I THREW IT IN PARK, WHICH STOPPED IT, BUT THE GAS PEDAL WAS STILL STUCK TO THE FLOOR. ENGINE WAS SCREAMING, RPM AT 7000, AND THE TIRES ARE SPINNING BURNING RUBBER. I THEN TURNED THE TRUCK OFF, TURNED IT BACK ON AND IT WAS STILL DOING THE SAME THING UNTIL I REALIZED THE GAS PEDAL WAS ACTUALLY STUCK SO I HIT IT AND IT RELEASED. ONCE I UNSTUCK THE PEDAL THE VEHICLE SEEMED OK SO I DROVE HOME AT HIGHWAY SPEEDS, THE THROTTLE STICKS OPEN CAUSING THE ENGINE TO CONTINUE AT HIGH RPM AND THE VEHICLE WON'T SLOW DOWN. IN HEAVY TRAFFIC, THERE IS GREAT SAFETY PROBLEM. \*NM

I WAS STOPPED WAITING FOR ONCOMING TRAFFIC AT RT. 136 WEST NEWTON PA. WITH MY FOOT ON THE BRAKE THE TRUCK ACCELERATED SO HARD THE BRAKE WOULD NOT HOLD IT EVEN WITH FULL PRESSURE APPLIED. THE ONCOMING CAR MISSED ME BY INCHES. AFTER TRYING TO GET TOYOTA TO TAKE CARE OF IT WITH NO LUCK, I TRADED THE TRUCK IN WITH ONLY 3000 MILES ON IT. I AM VERY CONCERNED THAT THE TRUCK WILL BE SOLD TO SOMEONE THAT MAY HAVE THE SAME PROBLEM AND NOT BE AS FORTUNATE AS I WAS. \*JB SEE ALSO 10180652 \*DSY

AT A FULL STOP AT AN INTERSECTION THE TRUCK ACCELERATED BY ITSELF HARD ENOUGH THE BRAKE WOULD NOT HOLD IT. PUSHING THE TRUCK ONTO THE ROAD WITH ONCOMING TRAFFIC. THE CAR MISSED ME. PLEASE DO NOT QUESTION MY ABILITY TO PUSH ON THE BRAKE AND NOT THE GAS AS YOU HAVE IN ALL THE REPORTS I HAVE READ. \*NM SEE ALSO 10181486 \*DSY

OVER A PERIOD OF SEVERAL MONTHS AFTER PURCHASING A NEW 2007 TOYOTA TACOMA, I EXPERIENCED FIVE INCIDENTS OF BRAKE/ACCELERATION PROBLEMS FINALLY RESULTING IN A CRASH. FIRST INCIDENT: STOPPED AT A TRAFFIC LIGHT WITH MY FOOT ON THE BRAKE, THE TRUCK LUNGED FORWARD A FEW FEET. THE DEALERSHIP TOLD ME THEY COULD NOT FIND ANY PROBLEM. A MONTH LATER, STOPPED IN A GAS STATION DRIVE WITH MY FOOT ON THE BRAKE WAITING TO EXIT, THE REAR WHEELS BEGAN SPINNING OUT OF CONTROL. I PRESSED ON THE BRAKE AS HARD AS I POSSIBLY COULD TO KEEP FROM ENTERING TRAFFIC. THREE WEEKS LATER, APPROACHING THE BOTTOM OF A HILLY SHARP TURN, I TAPPED THE BRAKES TO SLOW DOWN. AGAIN THE REAR WHEELS ACCELERATED TO A HIGH RATE OF SPEED. I COULD NOT STOP THE TRUCK TO KEEP FROM STRIKING A VAN IN FRONT OF ME SO I CROSSED OVER A DOUBLE YELLOW LINE TO AVOID A COLLISION. IT TOOK ABOUT A THOUSAND YARDS TO GAIN CONTROL. THE DEALERSHIP SAID, "WE CAN'T FIX THE PROBLEM" UNTIL WE CAN DUPLICATE IT". I CALLED TOYOTA OF AMERICA, AGAIN ONLY TO BE TOLD THAT TOYOTA COULD DO NOTHING. THE FOURTH INCIDENT OCCURRED ON AN ENTRANCE RAMP TO A HIGHWAY. I TAPPED THE BRAKES TO SLOW DOWN. THE VEHICLE ACCELERATED TO A HIGH RATE OF SPEED. I GOT IT UNDER CONTROL QUICKLY. FINALLY THE

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617676 10182586

629595 10191171

635325 10195349

641312 10202538

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|----------------------------------|--------|--------|------|---|----------|---|---|---|
| TOYOTA MOTOR CORPORATION         | TOYOTA | TACOMA | 2007 | N | 20070203 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION         | TOYOTA | TACOMA | 2007 | N | 20070213 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION         | TOYOTA | TACOMA | 2007 | N | 20070430 | N | 0 | 0 |
| TOYOTA MOTOR CORPORATION         | TOYOTA | TACOMA | 2007 | N | 20070601 | N | 0 | 0 |
| TOYOTA MOTOR NORTH AMERICA, INC. | TOYOTA | TACOMA | 2005 | N | 20070420 | N |   |   |

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|---|---------------|----|-------------|----------|----------|-------|
| VEHICLE SPEED CONTROL:ACCELERATOR PEDAL | DELAND        | FL | 5TEUU42N57Z | 20070212 | 20070212 | 2300  |
| VEHICLE SPEED CONTROL:ACCELERATOR PEDAL | BOLINGBROOK   | IL | 5TEUU42NX7Z | 20070214 | 20070214 | 149   |
| VEHICLE SPEED CONTROL:CRUISE CONTROL    | EXCELLO       | MO | 5TETX22N07Z | 20070518 | 20070518 | 1900  |
| VEHICLE SPEED CONTROL:CRUISE CONTROL    | WEST COLUMBIA | SC | 5TETX22N772 | 20070705 | 20070705 | 1     |
| VEHICLE SPEED CONTROL                   | ANCHORAGE     | AK | 5TELU42NX5Z | 20070911 | 20070911 | 15000 |

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TL\*- THE CONTACT WAS HAVING PROBLEMS WITH THE 2007 TOYOTA TACOMA, THE THROTTLE STICKS WHILE DRIVING AND TRYING TO STOP. THE TRUCK WILL NOT STOP, IT ACCELERATED AT ALL TIMES UNEXPECTEDLY. HE TOOK THE VEHICLE TO THE DEALER AND THEY TOLD HIM THAT THE COMPUTER WAS LEARNING HOW TO DRIVE, THAT THE FAILURE WAS NORMAL, AND THAT ALL TOYOTA VEHICLES WENT THROUGH THAT PROCESS. IT WAS TAKEN TO THE DEALER FOR REPAIRS AT LEAST THREE TIMES, AND THEY COULD NOT FIND THE CAUSE OF THE PROBLEM. JUST LAST WEEK HE WAS IN THE PARKING LOT DRIVING AT 5 MPH AND THE VEHICLE ACCELERATED UNEXPECTEDLY. THE CURRENT AND FAILURE MILEAGE WERE 2300 MILES.\*AK TOYOTA CLAIMED IT WAS NORMAL AND A PART OF THE EMISSIONS. UPDATED 03/19/07. \*JB

I WAS DRIVING ON INTERSTATE 55. I WENT TO PASS A SEMI TRUCK. MY SPEED AT THIS TIME WAS 65 MPH. I STEPPED ON THE ACCELERATOR AND STARTED TO CHANGE LANES, THE TRANSMISSION DOWN SHIFTED TO A PASSING GEAR AND THE THROTTLE WAS WIDE OPEN AND IT STAYED THAT WAY. I SHUT OFF THE IGNITION AND TURNED IT BACK ON, THE THROTTLE WAS STILL WIDE OPEN. I TRIED THIS A TOTAL OF THREE TIMES, NOW I AM GOING WELL OVER 80 MPH. I FINALLY LEFT THE IGNITION OFF AND COASTED OVER TO THE SIDE OF THE ROAD. MY WIFE ASKED WHAT HAD JUST HAPPENED AND I TOLD HER THAT THE THROTTLE WAS STUCK OPEN. I ASKED HER TO LOOK ON THE FLOOR SO SHE COULD SHE NOTHING WAS STUCK ANYWHERE NEAR THE ACCELERATOR PEDAL. I MIGHT ADD THE CRUISE CONTROL WAS NOT ON. I RESTARTED THE TRUCK AND CAUTIOUSLY WENT TO OUR DINNER ENGAGEMENT. AFTER DINNER WE USED EXTREME CAUTION ON OUR WAY BACK HOME. I TRIED SEVERAL TIMES TO REPLICATE THE PROBLEM. IT NEVER DID PRODUCE ITSELF ON OUR RETURN TRIP. I CALLED TOYOTA ON MONDAY MORNING AND AFTER TELLING THEM THE PROBLEM THEY WANTED ME TO DRIVE THE TRUCK BACK TO THE DEALER I REFUSED. I MADE THEM COME TOW IT. IT WAS CHECKED OUT BY THE FIELD ENGINEER AND WAS RETURNED TO ME. THEY SAID NOTHING WAS FOUND TO BE OUT OF ORDER. BUT WENT INTO DETAIL THAT THE TL\*THE CONTACT OWNS A 2007 TOYOTA TACOMA. WHILE DRIVING DOWNHILL AT 60 MPH WITH THE CRUISE CONTROL ACTIVATED, THE VEHICLE WENT INTO OVERDRIVE AND ACCELERATED FORWARD WITHOUT WARNING. THE VEHICLE'S RPM ACCELERATED FROM TWO TO MORE THAN FIVE WITHIN SECONDS. THE DEALER STATED THAT THIS IS THE VEHICLE'S NORMAL OPERATION. THE CURRENT AND FAILURE MILEAGES WERE 1,900.

THIS E-MAIL CONCERNS THE OPERATION OF THE CRUISE CONTROL SYSTEM, AND CONCERNS ALL VEHICLES THAT OPERATE THIS WAY. I RECENTLY PURCHASED A NEW TRUCK WITH A 4 CYLINDER AUTOMATIC WITH A CRUISE CONTROL. I WAS NOT TOLD AND DID NOT KNOW THAT THE CRUISE WILL ACTIVATE THE PASSING GEAR TO HELP MAINTAIN THE SPEED OF CAR. THE CONCERN THAT I HAVE ABOUT THIS IS, IF YOU ARE SET AT 70 MPH AND HAVE A BLOWOUT BEFORE YOU CAN TELL WHAT HAS HAPPENED THE CRUISE CONTROL CAN ACTIVATE THE PASSING GEAR AND EASILY CAUSE THE VEHICLE TO GO OUT OF CONTROL, AND WHEN HITTING THE BRAKE TO STOPPED CRUISE AND THE CAR COULD LOOSE IT. I AM TELLING YOU ABOUT THIS BECAUSE THERE HAVE BEEN A NUMBER OF CARS THAT HAVE WRECKED BECAUSE OF LOOSING CONTROL AND JUMPING THE MEDIUM AND SO ON. THIS COULD HAVE BEEN THE CAUSE. ALSO I HAVE FOUND THAT THE CRUISE KICKED IN THE PASSING GEAR ON MOST HILLS WHEN SET THAN WHEN IT WAS NOT SET.. I HAVE RETRACED MY PATH ON A GIVEN STRETCH AND WITH THE CRUISE CONTROL OFF THERE WAS ONLY ONE HILL THAT IT NEEDED MORE HELP TO MAINTAIN THE SAME SPEED. SOMEONE OF AUTHORITY NEEDS TO INVESTIGATE THESE PROBLEMS. I BELIEVE THIS CAN BE A VERY SERIOUS THING. \*AK

TRUCK LURCHED FORWARD WHEN AT A STOP SIGN. FOOT WAS ON THE BRAKE, YET TRUCK MOVED FORWARD AN INCH OR TWO. HAPPENS REGULARLY, 4-5 TIMES A WEEK. LAST TIME WAS ON SEP 10TH, 2007. \*TR

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635223 10196147

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|----------------------------------|--------|--------|------|---|----------|---|---|---|
| TOYOTA MOTOR NORTH AMERICA, INC. | TOYOTA | TACOMA | 2005 | N | 20050919 | N |   |   |
| TOYOTA MOTOR NORTH AMERICA, INC. | TOYOTA | TACOMA | 2005 | N | 20070510 | N |   |   |
| TOYOTA MOTOR NORTH AMERICA, INC. | TOYOTA | TACOMA | 2005 | N | 20061205 | N | 0 | 0 |

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| VEHICLE SPEED CONTROL                | YOSEMITE  | CA | 5TEUX42N45Z | 20060710 | 20060710 | 4501  |
| VEHICLE SPEED CONTROL                | CLAREMORE | OK |             | 20070711 | 20070711 |       |
| VEHICLE SPEED CONTROL:CRUISE CONTROL | DORAVILLE | GA | 5TETU62NX5Z | 20061211 | 20061211 | 16600 |

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WHILE PASSING SEVERAL RADAR SIGNS, I NOTICED MY TRUCKS SPEEDOMETER WAS READING ABOUT 8% ABOVE THE ACTUAL SPEED I WAS TRAVELING. A CHECK AT A "SPEEDOMETER CHECK" WHERE THEY HAVE MILEAGE SIGNS EVERY MILE FOR SEVERAL MILES ALSO CONFIRMED THIS. A TRIP WITH MY GPS ALSO SHOWED THE SPEEDOMETER WAS INACCURATE. THE DEALERSHIP CHECKED MY TRUCK ON THEIR SMOG DYNO AND SAID MY SPEEDOMETER WAS ONLY 1 MPH OFF AT 40 MPH. THEY INFERRED THAT SATELLITES, POLICE RADAR AND MY WRIST WATCH ARE LESS ACCURATE THAN THEIR SMOG TEST DYNO, NOT LIKELY. I'M GETTING RIPPED OFF FOR 8% OF MY WARRANTY! \*JB

THIS IS FOR THE 2005 TOYOTA TACOMA. I HAVE NOTICED SEVERAL TIMES WHEN COMING TO A STOP THAT THE TRUCK LOUNGES FORWARD. EVEN WITH MY FOOT COMPLETELY ON THE BRAKE THE TRUCK STILL WILL PULL FORWARD. I HAVE HAD THIS HAPPEN SO MANY TIMES, ONE TIME STOPPING FOR A PEDESTRIAN CROSSING IN FRONT OF ME AND THE TRUCK TRYING TO PULL FORWARD. I TOOK THE VEHICLE TO THE DEALERSHIP NUMEROUS TIMES AND THEY JUST TOLD ME IT WAS NORMAL OR THEY COULD NOT DUPLICATE THE PROBLEM.\*AK

WHILE USING THE CRUISE CONTROL AT FREEWAY SPEED, DRIVING UP AN INCLINE. THE TRANSMISSION DOWNSHIFTED VIOLENTLY TWO GEARS FROM 5TH TO 3RD. ACTUAL SPEED ACCELERATION HAPPENED ENOUGH TO NEARLY CAUSE A REAR END COLLISION. I HAD TO MANUALLY CANCEL CRUISE CONTROL TO REGAIN SAFE CONTROL....\*JB