INFORMATION Redacted PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

Form Approved: O.M.B. No. 2127-0008

U.S. Department of Transportation

National Highway Traffic Safety Administration

DOT Auto Safety Hotline

Vehicle Owner's Questionnaire

To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET:www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received	Repository ☐
08-FEB-2007	Reference No. 10182045

OWNER INFORMATION (Type or Print)

Name [redacted]		Daytime Telephone Number [redacted]	E-mail Address [redacted]
Address [redacted]		Evening Telephone Number [redacted]	
City COQUITLAM	**State** 00	**Zip Code** [redacted]	

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☒ *YES* ☐ *NO*
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.
Signature of Owner _____ Date ___/___/___

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side	Make	Model	Model Year
5TELU42N47Z[redacted]	TOYOTA	TACOMA	2007

Date Purchased	Dealer's Name and Telephone Number			Engine:	Fuel Type:
03-NOV-06	REGENCY TOYOTA			No: Cylinders 6	Gas
Original Owner ☒	Dealer's City BURNABY, CANADA	State 00	Zip Code		

Transmission Type			Vehicle Component Code
MANUAL	☒ Antilock Brakes ☒ Cruise Control	Powertrain 4 WHEEL DRIVE	980000 OTHER Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)	Failure Mileage	Failure Speed
03-JAN-2007	2900	50

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make	Tire Model (Name or Number)	Tire Size (Example P215/65R15)
DOT No. (Example: DOTMAL9ABC036)	☐ Original Equipment ☐ Prior Repair	Failure Location:
Tire Component Code		Tire Failure Type

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:	Date Manufactured:	Model No./Name:
Seat Type:	Installation System:	
Child Seat Component Code:	Failed Part:	

APPLICABLE INCIDENT INFORMATION
(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)

Crash	Fire	Number of Persons Injured	Number of Deaths	Reported to Police
☐ Yes ☒ No	☐ Yes ☒ No			N

Narrative Description of Incident(S), Crash(es), and Injury(ies).
Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e, parts repaired or replaced (and if old part is available).

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:☐

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.